



Delegated Report

Full Planning Application

Planning Application No: 20250623

Location: Singlewell Service Centre Hever Court Road Gravesend Kent

Description: Erection of a single storey extension to form motorcycle test centre.

Applicant: Mr Sukh Dhariwal

Site Visit Date: 9 July 2025

Submitted Documents/Plans

Application form

Drawing no. 01 (Plan and Elevations as Existing)

Drawing no. 02 (Plan and Elevations as Proposed)

Drawing no. 03 (Site Location Plan)

Drawing no. 04 (Block Plan as Existing)

Drawing no. 05 (Block Plan as Proposed)

Relevant Planning History

Reference	Description	Decision	Decision Date
20161052	Insertion of new double doors in side (east) elevation external wall and the conversion of the existing office and store room into new motorbike MOT testing bay.	Permitted	07.03.2017
20100083	Application for non-material amendment to planning permission reference number 20080908 relating to the installation of a waste oil heater flue through the roof.	Permitted	26.02.2010
20100050	Installation of 2800 litre underground waste oil storage tank.	Permitted	23.03.2010
20090886	Application for approval of condition 16(d)(e)(f) reference number 20080908 relating to the contaminated land closure report and the remediation works.	Approval of details	24.12.2009
20090377	Application for approval of conditions 13, 14, 16, 17, 19, 20, 21 and 23 of planning permission reference number 20080908 relating to the lighting report, details of car wash bay, contaminated land assessment, scheme for disposal of foul and surface waters, storage details of new or waste oil, external ducting, removal of arisings and external facing materials.	Approval of details	04.08.2009
20080908	Demolition of existing garage building and erection of a new building to provide workshop for MOT, servicing and repair of cars and small commercial vehicles, car holding garage and mess room; alterations to the existing single storey sales building to provide reception, offices, wc accommodation, kitchen and store; use of part of site for	Permitted	12.02.2009

	car sales; laying out of six customer car parking spaces; erection of new boundary walls and railings and erection of nine, 4.0m high pole mounted lighting units around the site.		
19870690	Rebuilding and single storey infill extension to existing service station to form oil store staff room toilets retail shop and office and store	Permitted	08.01.1988
19840544	Erection of replacement petrol filling station forecourt canopy	Permitted	11.10.1984
19800850	Change of use from petrol filling station to catering licenced restaurant and conference hall and alterations to the east elevation.	Refused	17.11.1980

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS11 – Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Design and Development Principle
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- T1 – Impact of Development on Highway Network
- T5 – Access to the Identified Highway Network
- P3 – Vehicle Parking Standards

Section 16(2) and Section 66(2) (respectively) of the Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) requires special regard to be paid to the desirability of preserving a listed building or its setting or any features of special architectural or historic interest which it possesses.

Paragraph 34 of the NPPF (2024) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places
- Section 15 – Conserving and enhancing the natural environment

Supplementary Planning Guidance

- SPG 4 – KCC Parking Standards (2006)
- Design for Gravesham – Design Code (2024)

Consultations, Publicity and Representations

Internal Consultees

Environmental Protection

15.07.2025

Whilst there is no objection as such to this application, but it does bring the servicing element of the business closer to Hever House. MOT testing can be noisy with engines revving etc. In addition, the single ply flat roof does not appear to be particularly robust in terms of sound insulation. It's not clear from the plans whether the motorcycle test area is fully enclosed? Or whether there will be any extract ventilation associated with it (and if so where extract duct will be). Can this be clarified with the applicant please.

11.08.2025 – Applicant response:

The motorcycles would only be on tick over for a short period of time and not revved at all as there is no requirement to test the emissions on a bike.

The bike only needs to be running whilst the brake test is carried out which takes around 3 minutes to carry out, the rest of the time the bike would not be running.

An exhaust extraction system could be used but there is no real requirement as again the bikes would not be running for very long.

07.08.2025 – Environmental Protection further comments:

I'm not sure how they can offer MOT services without emissions testing unless they have another area where they do the testing? Also, the garage advertises that they MOT cars as well as motorcycles?

The condition re noise would need re-wording as things have moved on since 2016 and we now require noise levels from new plant, equipment and commercial activities such as this, to be 10dB below background and not 3dB above background as per the condition.

13.08.2025 – Further applicant response:

Given the response from the company providing the equipment for the testing centre it is considered that the construction of the extension is sufficiently robust, it is fully enclosed other than the entrance door (which faces away from and dwellings) and exhaust extract system will not be installed.

I think your colleagues may have misunderstood the construction of the roof. The single ply membrane is the roof covering only. The roof will have to be constructed from timber joists, roof deck and ceiling finishes also.

Neighbouring properties

The application has been advertised by individual neighbour letters to 10 properties. The overall consultation period expired on 18 July 2025.

No letters of representation have been received from neighbouring properties.

Local Ward Councillors were also consulted but no responses were received.

Officer's Analysis

Proposal

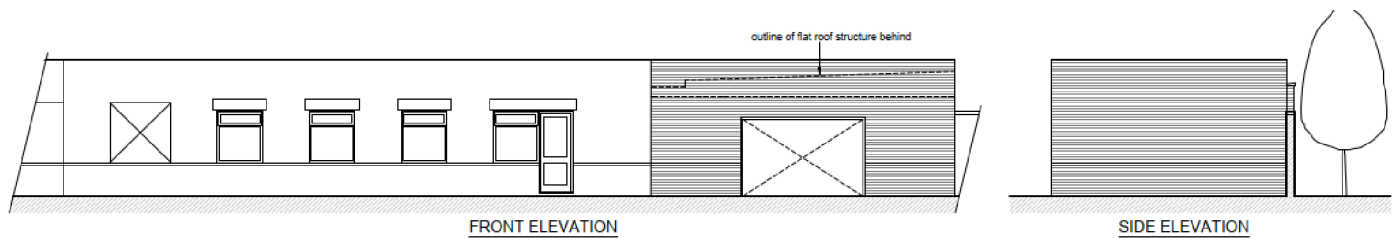
This application seeks permission for the erection of a single storey extension to form motorcycle test centre.

The extension will adjoin the eastern end of the existing service centre building:

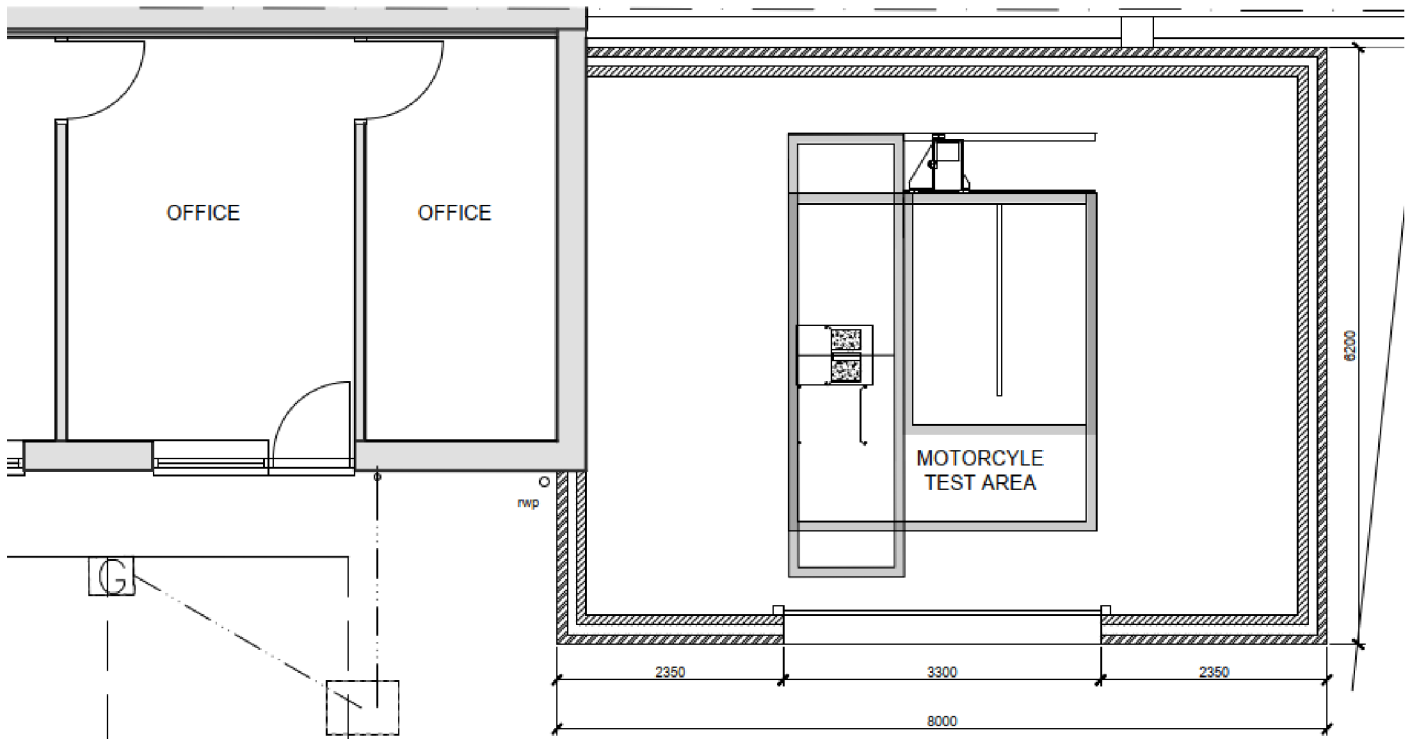
Proposed Block Plan



The materials will match the existing, with facing brickwork:



The extension will contain a motorcycle test area:



Principle Issues

The site lies within the urban boundary of Gravesend and has no particular site constraints or designations. As such, the main issues for consideration in the determination of this application are as follows:

- Design, character and appearance
- Residential amenity
- Parking and highways

Design, Character and Appearance

Section 12 of the NPPF 2024 relates to achieving well-designed and beautiful places and sets out the Government's requirements in relation to design issues. Paragraph 131 emphasises the importance of achieving high quality, beautiful and sustainable buildings and places. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 135 of the NPPF 2024 also seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 of the Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and appearance of the surrounding area.

Singlewell Service Centre lies within the urban area, off to the south of the main Hever Court Road, accessed via a no-through road. The car parking for the Service Centre is to the front of the buildings on the site. The former Premier Inn and its car park are to the east of the site, and a timber merchant lies to the west. There are residential properties along the northern boundary (on Hever Court Road).



From a design perspective, the extension will extend and match the existing single storey office element of the premises. The proposed extension will be well contained within the boundary of the Service Centre and will be visible from the public realm within this context. There will be views of the proposed development across the car park for the Service Centre, but due to existing boundary treatment and the single storey nature of the extension, it will not have a detrimental impact on the visual amenity of the premises or the street scene in general. The materials should be conditioned to match the appearance of the existing.

Overall, the proposed extension is considered to be appropriate in terms of its size, scale and appearance, and in respect of the character and appearance of the Service Centre and the wider street scene. As such, the proposal would comply with the requirements of paragraphs 131 and 135 of the NPPF 2024 and Policy CS19 of the Core Strategy 2014.

Residential Amenity

The NPPF 2024 states that planning decisions should aim to secure a high standard of amenity for all existing and future users (paragraph 135f). The impact on amenity is also considered with regard to the criteria within Policy CS19 of the Core Strategy 2014, which states that new development should be

located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land.

Neighbouring Properties

The proposal comprises a single storey extension to match an existing single storey building, detached from neighbouring properties, and would not be considered to cause any loss of light or privacy, nor have a dominant impact on neighbours. Existing boundary height and screening to the rear garden boundaries of the adjoining properties on Hever Court Road will protect their views.

The Council's Environmental Protection Team have not raised an objection to the application but have raised noise as a concern. The applicant has confirmed that the construction of the proposed extension is sufficiently robust for the intended use, and it will be fully enclosed apart from the entrance door, which faces away from the nearest dwellings.

It must be appreciated that in terms of noise impacts, the use of the extension as a motorcycle test area will be carried out in the context of the existing use of the Service Centre, which already carries out MOTs, servicing and repairs.

A condition should be included regarding the hours of use in order to mitigate any further noise impact on neighbouring properties. Such a condition should be based upon the current hours of use taken from the decision notice from application 20161052 relating to a similar development.

In addition to hours of use, and in line with the previous permission, it is also considered necessary to limit the noise emitted from plant and equipment; this should be based upon the noise limits applied to the site as part of the conditions from application 20161052, but updated to current standards.

On the basis of such conditions, the proposal would comply with the amenity requirements of Policy CS19 of the Core Strategy 2014.

Parking and Highways

There would be some parking space lost on the site as a result of this proposal. However, there will be ample parking retained on the plot and there have been no neighbour objections in relation to parking.

There is a Public Right of Way (NS175A) opposite the site that runs parallel to Hever Court Road. Whilst the proposed works will not directly affect this, it would be worth adding an informative to ensure that it is not restricted in any way.

There would therefore be no adverse parking or highway issues resulting from the proposals, which would comply with Saved Policies T1 and T5 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

Any Other Material Planning Considerations

Impact on Listed Building

The NPPF 2024 places great significance on the desirability of sustaining and enhancing heritage assets, and on new development making a positive contribution to local character and distinctiveness (paragraph 203). This is echoed in Policy CS20 of the Core Strategy 2014, which states that the significance of the Borough's heritage assets and their setting should always be preserved or enhanced. Saved Policy TC2 of the Local Plan 1994 sets out that for development involving alterations to listed buildings or affecting the setting of listed buildings, the primary consideration is the maintenance of the integrity of the original listed building. Proposals must be sympathetic in terms of their appearance and materials.

There are two listed buildings at the rear of the site; Chapel Farm and The George Public House.



As the proposal is for a single storey extension that is well screened from the listed buildings, their setting is not considered to be adversely affected, and the proposal complies with the relevant policy requirements in this regard.

Conclusion

The proposed extension is acceptable in terms of the design and impact on the application building and the character and appearance of the surrounding area, and with regards to residential amenity and highways and parking matters. The proposals would therefore comply with the requirements of Policies CS11 and CS19 of the Core Strategy 2014, saved Policies T1, T5 and P3 of the Local Plan 1994, and paragraphs 115, 131 and 135 of the NPPF 2024.

Recommendation

Permission subject to conditions.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Katherine Parkin	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	18 August 2025	Dated:	18th August 2025