

Delegated Report

Householder Planning Application

Application No:	20230873
Location:	58 Pier Road, Northfleet, Gravesend, Kent, DA11 9NA
Description:	Drop kerb to enter existing garage.
Applicant:	Mr G Balliu
Site Visit:	9 th October 2023

Submitted Documents/Plans

- Application Form - dated 16/08/2023;
- Ordnance Survey Site Location Plan (scale 1:1250);
- Block Plan (scale 1:200);
- Drawing no. 001 - Existing and Proposed Frontage Plans.

Relevant Planning History

No relevant planning history

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 - Sustainable Development
- CS02 - Scale & Distribution of Development
- CS12 - Green Infrastructure
- CS18 - Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

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

Paragraph 33 of the NPPF (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 - Achieving Sustainable Development
- Section 12 - Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Department for Transport - Manual for Streets (2007)
- Kent County Council - Residential Dropped Kerb Guidance and Self-Assessment (2022)

Consultations, Publicity and Representations

Internal Consultees

GBC Highways Officer - Pier Road is not classified, so I believe it is a matter for the Highway Authority.

The garage is substandard and does not conform to current guidance. As it wasn't served by a carriage crossover, in my mind at least it was never a garage as there wasn't an access. That raises the question if a change of use is involved, but that would need a significant amount of work to look at the history and a judgement made on whether the garage is a garage or not.

On the information available, it should be for the Highway Authority to process, as no planning is involved. The Highway Authority should be able to determine the suitability of the garage and with less restrictions.

Local Ward Councillors - No comment received.

Neighbouring properties

Thirteen surrounding properties were consulted and no comments were received. The consultation period expired 28th September 2023.

Officer's Analysis

58 Pier Road is a semi-detached property located on the western side of the highway. The property benefits from an integral garage, however the garage is not served by a dropped kerb.



This application seeks permission for a dropped kerb to provide access for vehicular parking in the garage.

Pier Road is not a classified highway and therefore planning permission is not required from the Local

Planning Authority for the dropped kerb. An informative will be attached to the decision notice notifying the applicant of this, however this application will be determined as submitted.

Design, Character and Appearance

The proposed development would have no impact on the character or appearance of the property, nor the street scene. As such, the proposal is in accordance with Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

There will be no impact on the amenity of future occupiers as a result of this development. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023).

Neighbouring Amenity

The development will have no impact on the amenity of surrounding properties. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 NPPF (2023).

Parking and Highways

The proposed development would provide vehicular access to the garage. The frontage of the property is not large enough to accommodate a vehicle, as such it is important to establish the size of the garage. The plans submitted do not define the extent of the garage, however a historic sales listing from Zoopla (2022) provides a floor plan whereby the garage has a depth of 5.75m and a width of 2.26m.

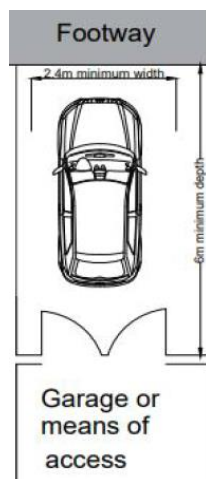


The garage is contrary to Gravesham's adopted parking standards SPG4 (2006), which sets out that the preferred garage size for a single car would be 5.5m (depth) x 3.6m (width) and therefore the existing garage is undersized and not capable of accommodating modern vehicles. It is noted that SPG4 highlights that the width of the garage could be reduced if cycle parking is provided elsewhere, however the reduction in this case of 1.34m is significant.

Preferred Garage Size for Single Car

5.5m (length) x 3.6m
(width)

Further to this, Kent County Council's Dropped Kerb Guidance (2023) states that a parking space in front of a garage should have a minimum depth of 6m. In this case, the depth of the frontage is 2.25m. As such, the space in front of the garage is not a viable off-street parking space.



Overall, the proposed parking space within the garage is contrary to guidance and not suitable for modern vehicles. There is also insufficient space for a vehicle to park on the frontage without overhanging the footpath and would stop up the footway and impact on pedestrian safety. Therefore, the proposal is contrary to Kent County Council Dropped Kerb Guidance (2023), Gravesham's Supplementary Planning Guidance Note 4 (2006) and represents a risk to safety contrary to Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

Conclusion

The application has been fully considered and is contrary to local and national planning policy.

The proposed parking space within the garage and space on the frontage are substandard and contrary to guidance, which means they are not viable for parking of modern vehicles and would lead to vehicles overhanging the footpath, would stop up the footway and impact on pedestrian safety. Therefore, the proposal is contrary to Kent County Council Dropped Kerb Guidance (2023), Gravesham's Supplementary Planning Guidance Note 4 (2006) and represents a risk to safety contrary to Policy CS11 of Gravesham's Local Plan Core Strategy (2014) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

Recommendation

Refusal

(For detailed reasons for refusal and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	10 th October 2023	Dated:	10 October 2023