

Delegated Report

Householder Planning Application

Planning Application No: 20221319

Location: 143 Valley Drive Gravesend Kent DA12 5RU

Description: Creation of vehicle crossover to create vehicular access

Applicant: Hyejeon Lee

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

- Application Form
- Drawing 01 (Existing Plans and Sections)
- Drawing 02A (Proposed Plans and Sections)
- Drawing 03 (Site Location Map)
- Drawing 04 (Existing and Proposed Block Plans)

Superseded

- ~~Drawing 02 (Proposed Plans and Sections)~~

Relevant Planning History

No relevant planning history.

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS11 - Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development & Design Principles

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards
- T5 – Formation of new Accesses onto Highway Network

Paragraph 33 of the NPPF (2021) sets out those 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 The review 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 a sufficient land supply exists to

meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

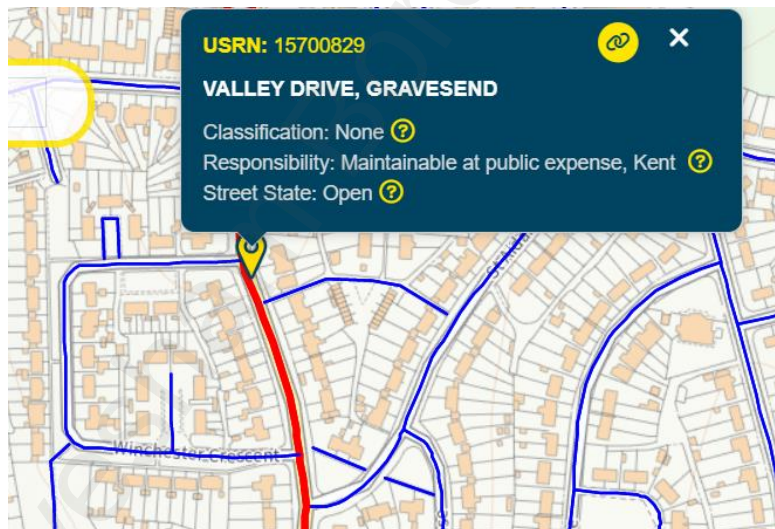
Local Ward Councillors

No comments received.

GBC – Highways Officer

This proposal has a couple of issues that need careful consideration.

This section of Valley Drive is not a classified Road and so no on site turning is required.



Drainage is shown to be via an AKO drain leading to a soakaway. However, Building Regulations do not permit a soakaway with 5 metres of a road or a building.

Soakaways and other infiltration drainage systems

3.23 Infiltration devices include soakaways, swales, infiltration basins and filter drains.

3.24 Further information on the design of infiltration drainage systems can be found in CIRIA Report 156 – *Infiltration drainage – Manual of good practice*.

3.25 Infiltration drainage is not always possible. Infiltration devices should not be built:

- a. within 5m of a building or road or in areas of unstable land (see Planning Policy Guidance Note 14 Annex 1);

Road is not defined but it is assumed to include footways, otherwise carriageway would suffice in the description. It is therefore impossible to install a soakaway in the front garden and so a bound permeable material should be used with a suitable sub-base.

In terms of the parking bay sizes the drive is shown as 5 metres wide with flower beds on either side that could at some stage form an enclosing boundary, this would mean the parking spaces should each be 2.7metres wide to comply with the requirements of SPG4

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers ⁽¹⁾	2.5m	1.5m
Parking Bay Size for Cars ⁽²⁾	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses ⁽³⁾	8.0m	4.0m
Parking Bay Size for Coaches ⁽³⁾	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m
Notes:	1. A minimum space of 1.0m should be allowed between each motorcycle. 2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.	

See last sentence of note 2.

As presented I would recommend refusal, although modifications should be possible to remedy my concerns, in which case I'm not sure that planning permission would be required.

Neighbouring properties

The application was advertised by way of letter to three surrounding properties. The consultation period expired on 30th January 2023 and no comments were received.

Analysis

Proposal

The proposal is for a cross over to create vehicular access. The driveway will have a depth of 8m, a width of 5m and will include planting on both edges. The existing boundary wall will be removed to facilitate entrance onto the new drive. The driveway will be constructed of block paving.

Character and Appearance

The application site is a mid terrace house situated on a part of Valley Drive which is not a classified road. The application site is fairly level with the main highway and as a result of this the proposal will not require any alterations to the ground level. The property is setback from the main highway and there is a dwarf wall separating the footpath and front boundary. There is currently soft landscaping in the garden with a footpath leading down to the front door.



The application proposes the formation of a hardstanding on the front garden for vehicular parking, the drive will be constructed using block paving. The adjoining properties have carried out similar works to what is being proposed so this proposal is not something which would be deemed out of character in the area. The proposal shows retention of some soft landscaping to the edges of the driveway so there is an attempt to retain some biodiversity.

The proposal is considered adequately designed and compliant with the Council's design guidance.

Amenity of Future Occupiers

The proposal is not liable to impact on the amenity of future occupiers so there are no concerns in this regard.

Neighbouring Amenity

The proposal will not cause material harm to the amenity of any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure.

Parking and Highways

The highways officer's concerns related to a 40cm deficit in the width of the driveway which could essentially be addressed by way of removing the soft planting either side of the driveway. The fact there are planting areas will enable car doors to be opened over these spaces, which are within the ownership of the applicant. Therefore on balance this loss of biodiversity in its entirety isn't warranted as the deficiency is not excessive and vehicles can be accessed sufficiently.

In order to protect pedestrian visibility splays a condition stating no other boundary treatment or landscaping within 2 metres of the highway can be installed/planted without permission will be imposed.

Notwithstanding the concerns of the highways officer, the proposed crossover and subsequent hardstanding is in accordance with the requirements of SPG 4 - KCC Parking Standards (2006) and so there are no further concerns in this regard.

Conclusion & Recommendation

The application is in accordance with Local and National Planning policy. The proposal is acceptable in highway terms, and will have no detrimental impact on the street scene and it is considered to safeguard the amenity of future occupiers, as well as neighbouring properties.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	31st January 2023	Dated:	01 February 2023

Gravesham Borough Council