



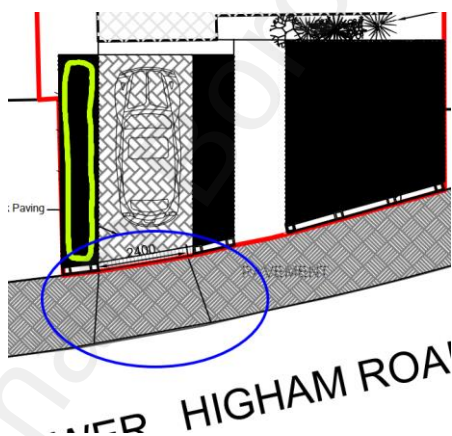
Delegated Report

Householder Planning Application

Application No:	20221082
Location:	4 Lower Higham Road, Gravesend, Kent, DA12 2NG
Description:	Create a driveway and a cross over
Applicant:	Mr Oladayo Ogunjobi, Tidalo Properties Limited
Site Visit:	N/A Desktop Assessment

Procedural Error

The application proposes the creation of a new vehicular crossover, however the site location plan does not include this area within the redline plan. The redline plan should include all land necessary to carry out the proposed development.



If permission was likely to be forthcoming the agent would have been contacted regarding this procedural error and the matter would have been rectified.

Submitted Documents/Plans

- Application Form - dated 08/10/2022;
- Drawing no. 131002-01 - Site Location Plan with Existing/Proposed Plans and Elevations.

Relevant Planning History

Reference	Description	Decision	Decision Date
19790075	Details of three detached dwellings and garages pursuant to outline permission GR77/835	APPROVAL OF DETAILS	22.05.1979
19770835	Outline application for the erection of three detached dwellings with garages	PERMITTED	19.04.1978

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

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 (2021) 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 (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- Section 2 - Achieving Sustainable Development
- 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)
- PGN 6 - Vehicle Accesses on Classified Highways (2009)
- Householder Extensions/Alterations Design Guide (2021)
- Gravesham Landscape Character Assessment (2009)

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Residential Dropped Kerb Guidance and Self-Assessment (2022)

Consultations, Publicity and Representations

External Consultees

Natural England - The response from Natural England states that mitigation is required for this development, however the response is erroneous and discusses 'new dwellings'. As this application is for a new driveway the trigger for mitigation against the RAMSAR site is not required and the comment received from Natural England is not relevant.

Internal Consultees

GBC - Highways Officer - The applicant needs to demonstrate that a 43m x 2.4m x 43m vehicle visibility

splay can be achieved at the point of access. The only plan available on which an estimate can be made is the location plan at 1:1250 which is not adequate for purpose but suggests the available sight line is less than 30 metres.

As submitted, I can only recommend refusal.

Neighbouring properties

Four surrounding properties were consulted and no representations were received. The consultation period expired 20th December 2022.

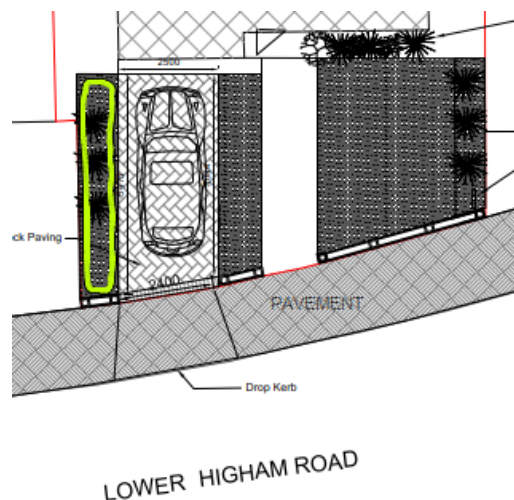
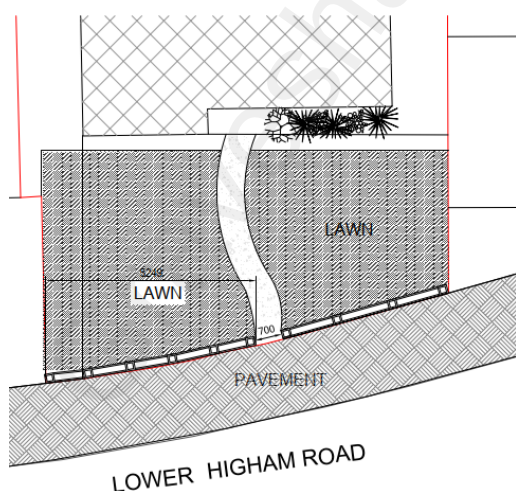
Officer's Analysis

4 Lower Higham Road is a two storey detached property located on the southern side of the highway. The property is located towards the eastern edge of the Gravesend urban area. The front garden of the property is a lawn, with planting in front of the house and a decorative front boundary wall.



Lower Higham Road is a classified 'schedule 2' highway within Gravesham's SPG6.

This application proposes the formation of a vehicular driveway on the frontage. The driveway will have space for one vehicle, with the remaining front garden retained as soft landscaping. To accommodate the vehicle a section of the front boundary wall would be removed.



Design, Character and Appearance

Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to

conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that the design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area.

The proposed development will not significantly alter the appearance of the property's frontage. The existing pedestrian access will be retained and a section of the low-level boundary wall removed for the vehicular access (as shown in the comparison screenshots below):



With the exception of the driveway and pedestrian access, the remaining front garden of the property will be retained as soft landscaping, which along with the retention of the front boundary wall will reduce the impact of the development on the street scene.

Overall, the development is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

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 (2021).

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 (2021).

Parking and Highways

As aforementioned in this report, Lower Higham Road is a Schedule 2 highway and is a local distributor road. Highway guidance (PGN6) must meet certain standards such as satisfactory sightlines and visibility splays, in addition to the dimensional requirements and acceptable drainage.

The proposed driveway will have a depth of 5.475m and a width of 2.5m, which complies with Gravesham's adopted parking standards (SPG4) (2006). Moreover, the proposed block paving is a porous material and would allow appropriate surface water drainage. However, the plan do not demonstrate visibility splays.

Kent County Council's vehicle crossing guidance (2022) and Department for Transport's Manual for Streets (2007) set out minimum visibility requirements for vehicular accesses. The pedestrian requirement is a visibility splay of at least 2m x 2m with a maximum height of 0.6m from the back of footway. The vehicular visibility splays for a 30mph road would be 43m in both directions set back by 2.4m from the back edge of the footway.

The pre-application advice highlighted the required visibility splays, both pedestrian and vehicular, stating that *"evidence must be provided that the driveway depth and visibility splays are complied with can be achieved"*. As aforementioned, no evidence of either the pedestrian or vehicular visibility splays have been

provided. Gravesham's highways officer has expressed concern with the inability to achieve 43m x 2.4m x 43m for vehicular splays and as such has recommended refusal.

Therefore, by virtue of substandard pedestrian and vehicular visibility splays, the proposed driveway represents a risk to pedestrian and highway safety. Therefore, the proposal is contrary to Kent County Council Vehicle Crossing Guidance (2022), Gravesham's Planning Guidance Note 6 (2007), Manual for Streets (2009) and represents a risk to highway safety contrary to Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

Any Other Material Planning Considerations

Impact on Biodiversity - any development should result in a net gain of biodiversity to accord with Section 15 of the NPPF. The proposed development will reduce the soft landscaping, by forming the hardstanding for vehicular parking. Although this represents a loss of biodiversity it is a minimal loss of biodiversity and not sufficient grounds to refuse the application.

Conclusion

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

The proposed driveway and new access represents a risk to pedestrian and vehicular safety by virtue of unacceptable visibility splays. Therefore, the proposal is contrary to Policy CS11 of Gravesham's Local Plan Core Strategy (2014), saved policy T5 of Gravesham's Local Plan First Review (1994), SPG 6: Planning Policy for Vehicular Accesses to Classified Highways (2009), Kent County Council vehicle crossing guidance (2022), as well as Section 9 of the National Planning Policy Framework (2021).

Recommendation

Refusal

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

Case Officer:	Mr Ethan Bonthron	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	17 th January 2023	Dated:	18 th January 2023