

Delegated Report

Householder Planning Application

Planning Application No: 20241029

Location: 37 Barr Road Gravesend Kent DA12 4DU

Description: Installation of a vehicle crossover and hardstanding.

Applicant: Mr Stewart Taylor

Site Visit Date: 16th December 2024

Submitted Documents/Plans

Application Form Dated 13/11/2024;
Supplementary Information – Notice Under Article 13;
Supplementary Information – Article 13;
Supplementary Information – Photographs;
Drawing Number 01 (Site Location Plan);
Drawing Number 02 (Block Plans – Existing and Proposed);
Drawing Number 03 (Plan, Elevations and Sections – Existing); and
Drawing Number 04 (Plan, Elevations and Sections – Proposed).

Relevant Planning History

No relevant history

Development Plan

Gravesham Local Plan Core Strategy (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

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 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- Technical Housing Standards – Nationally Described Space Standard (2015)
- SPG 4 – KCC Parking Standards (2006)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

Consultees

Ward Councillors – No comments received

Kent County Council Highways and Transportation

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Neighbouring properties

3 surrounding properties were consulted and no responses were received. The consultation period ended on 4th December 2024.

Officer's Analysis

Design, Character and Appearance

37 Barr Road is a terraced property located on the Northern side of the Highway. The property is soft landscaped to the frontage with a dwarf wall to the boundaries. The garden is set on a gradual slope downwards from the highway to the front elevation.



The application proposes the installation of a vehicle crossover and hardstanding.

The vehicle crossover and associated hardstanding area will be constructed using tarmac hardstanding with soakaway with a Aco threshold drain. The parking area has a 4.94m width by a 6.58m depth which provides sufficient space to comply with the requirements of SPG4. The proposed crossover would also measure 5.16m wide and 2m in depth.

There is some soft landscaping proposed within the garden frontage to the plan boundaries, which is considered a positive feature that improves the appearance of the hardstanding and provides biodiversity opportunity.

The application looks to demolish the existing decorative front boundary wall and whilst the loss of the wall is not considered to have a positive impact on the existing street scene, there are multiple examples of similar developments throughout Barr Road and therefore, on balance it would be unreasonable to refuse the application on these grounds.

Therefore, the development is in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

Amenity of Future Occupiers

The amenity of future occupiers is safeguarded by the development, in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

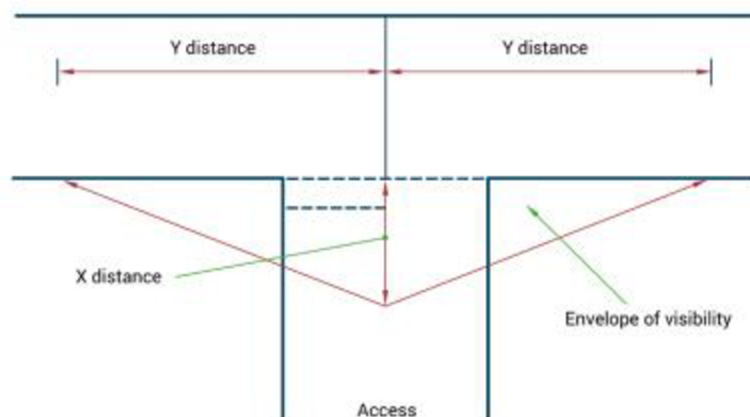
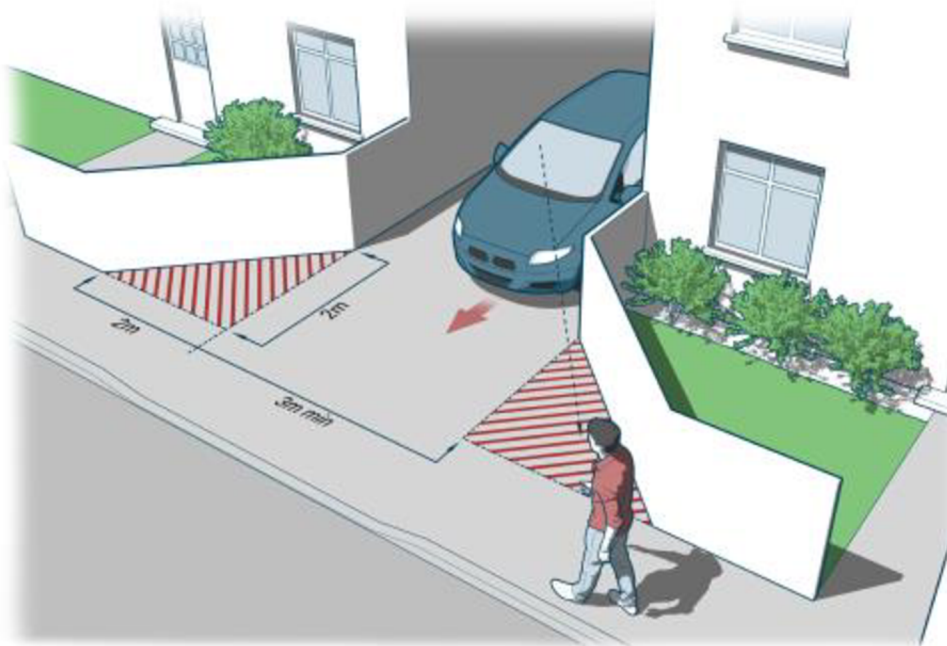
Neighbouring Amenity

The vehicle crossover and associated hardstanding does not negatively impact neighbouring amenity. As such, the proposal is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

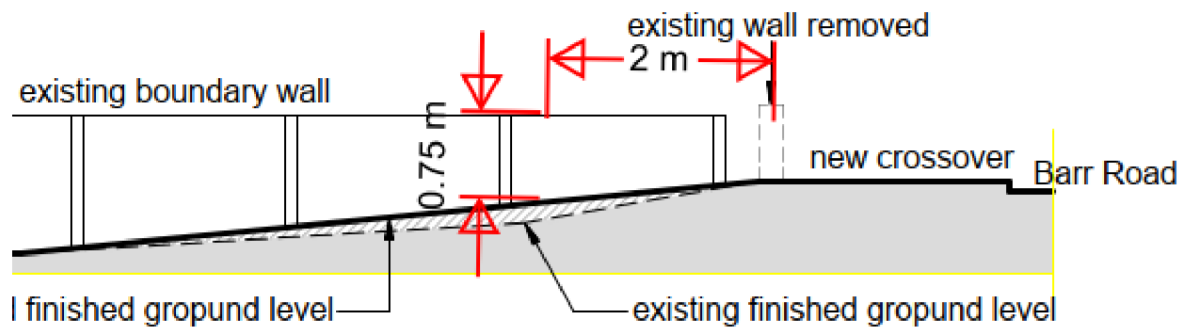
Parking and Highways

Gravesham's Householder Extension Guidance sets out a maximum boundary height of 0.6m for visibility splays at a depth of 2m as below:

Visibility Splay



The existing boundary wall measures 0.6m at the point of entry which increases to 0.75m at a 2m depth, which is above the maximum recommended height:



SECTION ON C-C (1:100)

However, a large volume of on street parking in the immediate area was noted during the officer site visit. Parked cars would propose a higher obstacle with a more detrimental impact on visibility than the proposed wall and care would be needed when accessing the driveway.



Furthermore, it is noted that there are examples of existing boundaries with boundaries of a greater height Throughout the street which do not appear to result in any impact on visibility:



Therefore, on balance it would be unreasonable to refuse the application on this matter alone.

Any Other Material Planning Considerations

Impact on biodiversity

The development results in a loss of soft landscaping and biodiversity opportunity and could therefore be considered contrary to the NPPF (2024) Section 15. As indicated on the plans, some soft landscaping and planting is shown and the proposal would be allowed under Permitted Development rights, therefore, on balance, the development is considered acceptable

Conclusion

The vehicular access and associated hardstanding area is acceptable. The development is considered to protect the amenity of future occupiers and neighbours, and provides adequate parking provision.

The application has been fully considered and is in accordance with local and national planning policy.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	17 December 2024	Dated:	17th December 2024