

Delegated Report

Householder Planning Application

Planning Application No: 20240824

Location: 6 Leith Park Road Gravesend Kent DA12 1LN

Description: Installation of a dropped kerb to create hardstanding for parking with retaining wall.

Applicant: Mrs Linda Chan

Site Visit Date: Photos provided with application and AW took photos on 22.10.24

Submitted Documents/Plans

Application form;
Block Plan – Proposed (received on 10.10.24);
Block Plan – Existing (received on 10.10.24);
Site Location Plan (received on 02.10.24);
Drawing No. 0007-D01 Rev. 0 – Driveway Layout – Existing;
Drawing No. 0007-D02 Rev. 0 – Driveway Layout – Proposed;
Drawing No. 0007-D03 Rev. 0 – Sections – Existing; and
Drawing No. 0007-D04 Rev. 0 – Front Elevations – Existing and Proposed.

Relevant Planning History

No relevant history.

Development Plan

Gravesham Local Plan Core Strategy (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

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 and Beautiful 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

Local Ward Councillors

No comments received.

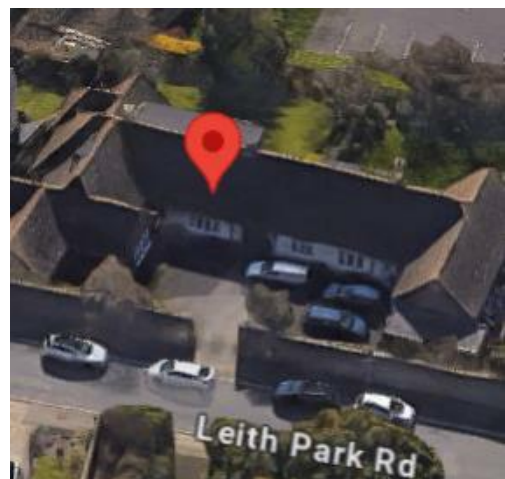
Neighbouring properties

9 surrounding properties were consulted, a site notice was displayed on 22.10.24 and no representations were received. The overall consultation period expired on 15.11.24.

Site Description

The application property is a semi-detached chalet bungalow style property located on the southern side of Leith Park Road. The dwelling adjoins number 4 Leith Park Road and the properties appear to share a vehicular access way, with separate areas of hard standing.

Google Images



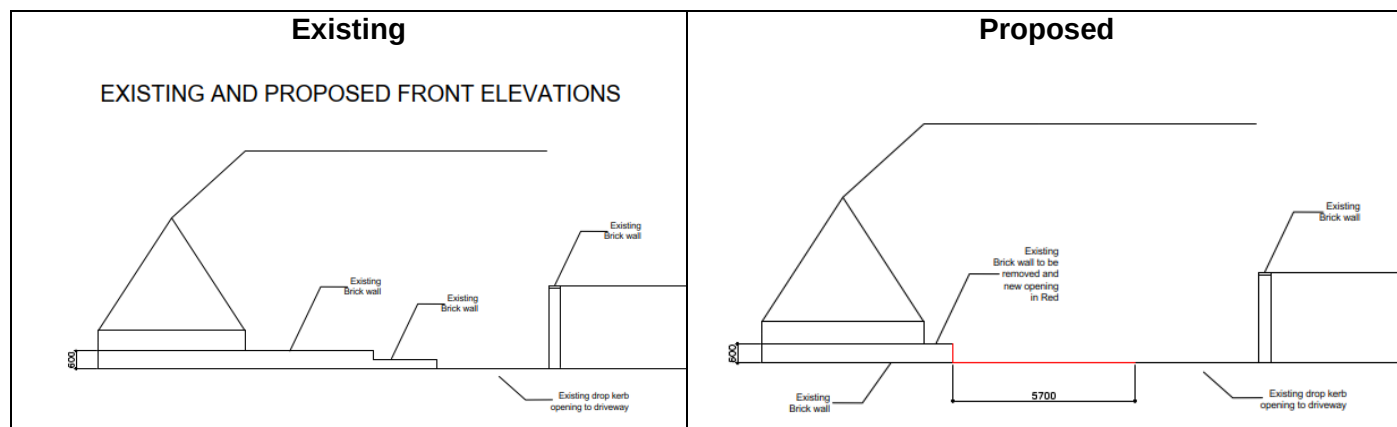
Since the above google images were taken, it is evident that part of the existing wall has been removed:

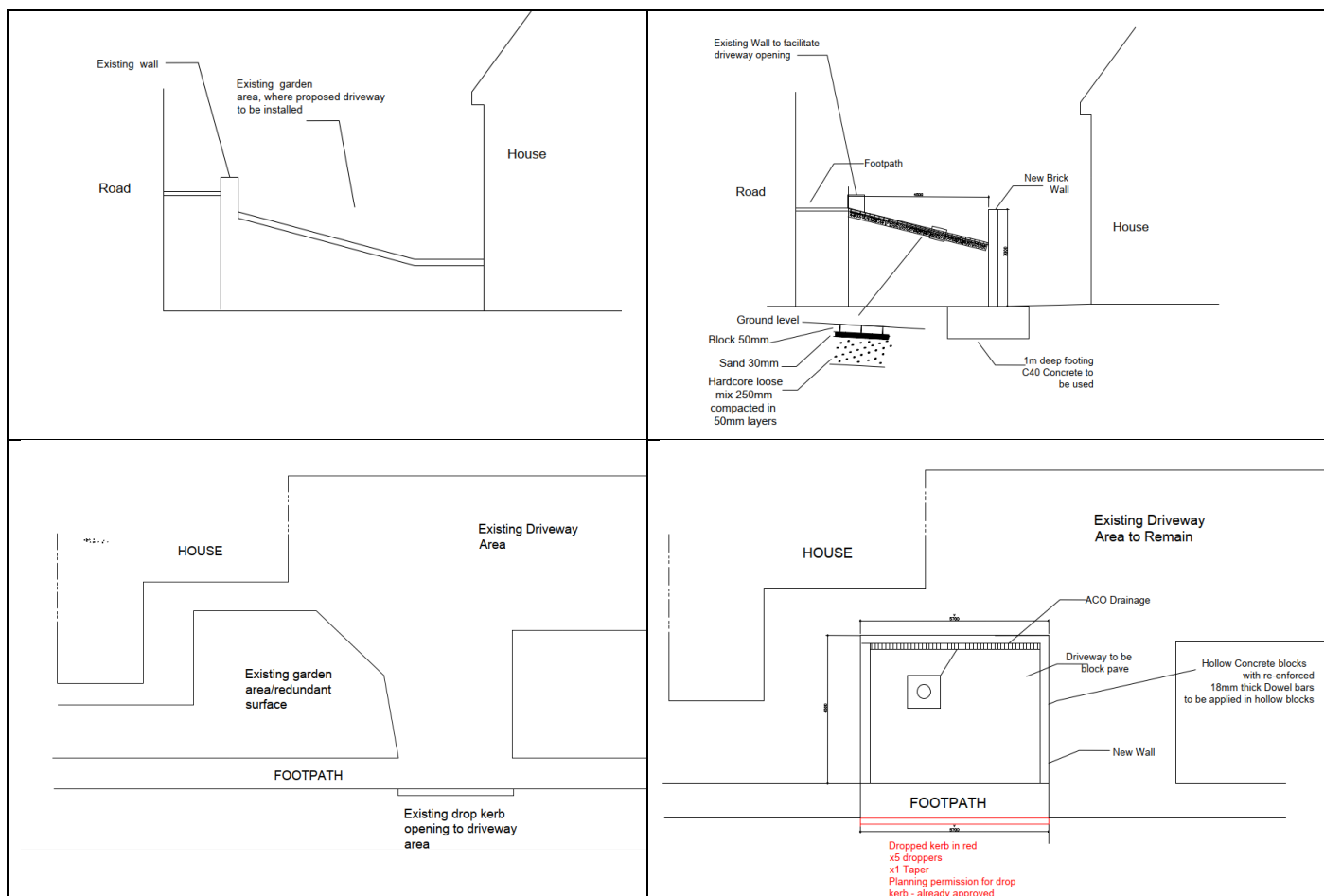


This application proposes the installation of a dropped kerb to create a hardstanding area for car parking, along with a retaining wall.

Proposed Development

The proposal includes works that would result in land level changes. As such, notwithstanding the position of the Highways Authority (Kent County Council) planning permission from Gravesham Borough Council is required for the development.





Officer's Analysis

Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) states that new development will be visually attractive and locally distinctive. It should also conserve and enhance the character of the local built and natural environment and integrate well with the surrounding area. Moreover, Section 12 (Achieving well-designed and beautiful places) of the NPPF (2023) sets out that developments should function well and add to the overall quality of the area, be visually attractive and sympathetic to local character.

Gravesham's Householder Extensions/Alterations Design Guidance (SPD) (2021) states *it is important to ensure that any extensions or alterations to a home are well designed, well-built and sympathetic to their surroundings. By doing so we can ensure that there are no adverse effects on the original house, immediate neighbours, the local view of the street, as well as the character and appearance of the local area.*

Gravesham's Design SPD (2021) sets out the design expectations in relation to front gardens and parking. At paragraph 10.21 it states the following:

Front Gardens & Parking

10.21 The laying of hard surfaces to the front gardens of houses often do not require planning permission. More advice is available on our website here: <https://www.gravesham.gov.uk/home/parking-and-roads/dropped-kerbs/overview>

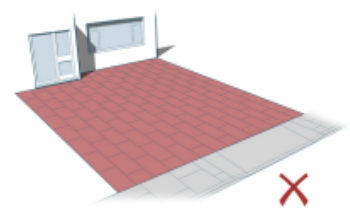
Where planning permission is required, account will be taken of the need for additional off road parking provision and the following considerations will apply:

- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt. Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces.
- Allow sufficient space between the car and the dwelling to allow access to the front door and side of the property. 1 metre should be the minimum space between or around car parking spaces.

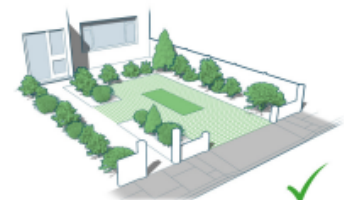
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- Front garden parking must be designed to avoid cars overhanging the pavement. Car parking spaces a minimum of 2.5m wide (2.7m where spaces adjoin an enclosed boundary) and 5m deep should be provided.
- Should not include gates. Where gates already exist, they must not open outwards and should allow enough space for them to be opened inwardly (if relevant) whilst a car is parked.
- Gates should enable a pedestrian on the footway to have clear visibility of any vehicle exiting (i.e. they should be railings or have some form of transparency) and should not be of a height that blocks visibility of passing pedestrians and should enable visibility from the footway.
- Avoid removing any existing trees or established hedges and introduce new planting wherever possible.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.
- There should be no water run-off from the forecourt onto the public highway.
- Where loose surfacing is proposed, a minimum of 1m depth of non-loose hardstanding should be provided at the front edge of the driveway with the public highway
- Repair or restore any original decorative tiled paths that are a characteristic or historic feature of the existing dwelling.
- Pedestrian and vehicle visibility splays should be provided. (See Appendix 1)

10.22 Aside from the potential need to gain planning permission if a new dropped kerb and crossover is required, applicants must apply for and obtain consent via the relevant landowner (if crossing private / third party land, such as amenity strips) as well as the highway authority.



Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.



Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.

It is noted that crossovers and hardstanding areas are a common feature along this part of Leith Road and as such, having or extending a driveway is not considered to be out of character. However, the plans submitted for this proposal are not aesthetically pleasing and would represent a harsh form of development that would elevate and project the hardstanding area into the street scene environment. This is particularly apparent now that the front boundary wall has been reduced, exposing the existing hardstanding area. It is evident that a significant amount of the forecourt is already taken up as a parking area, no soft landscaping is proposed and therefore, the proposal for further hardstanding is considered to be harmful. This was found to be the case by the Planning Inspector for the recent dismissed appeal for 27 Hillingdon Road (ref:APP/K2230/D/24/3351826) (Appendix 1) whereby the Inspector stated, '*cumulatively such urbanisation detracts from the street scene.*' As the works require planning permission, designs should incorporate soft landscaping within the proposals. The new parking area itself is substandard in size, which shall be assessed further in the highways and parking section of this report. Therefore, there would be no space, or

opportunity for planting to soften the proposal. As such, a soft landscaping condition is not guaranteed to be sufficient to mitigate the harm to the visual amenity of the streetscene and the host dwelling itself.

Consequently, the proposed development would result in harm to the character and appearance of the host dwelling, streetscene and surrounding area, contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023.)

Amenity of future occupiers and neighbouring amenity

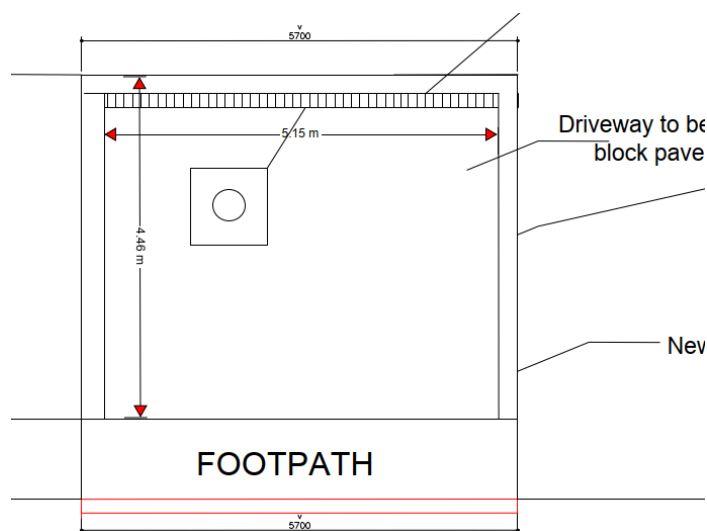
The proposal is for an additional hardstanding area. In situ, it is not considered to detrimentally impact the amenity of future occupiers or neighbours.

Parking and Highways

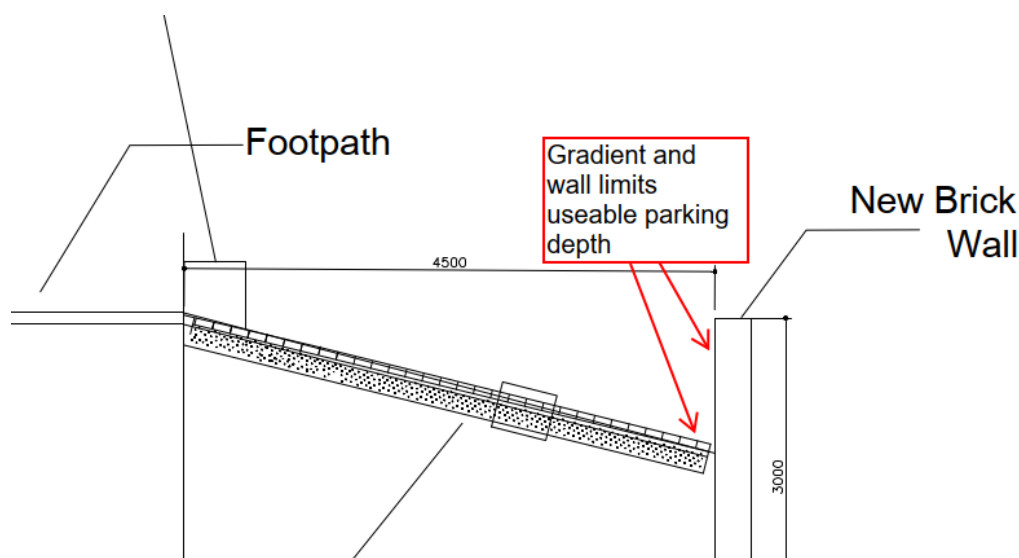
Paragraph 114(b) of the NPPF (2023) requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 115 of the NPPF (2023) sets out (amongst other things) that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety.

Policy CS11 (LPCS) (2014) and saved Policy P3 of The Local Plan First Review (1994) require new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with the adopted parking standards.

SPG4 KCC Parking Standards (2006) and Gravesham's Design SPD (2021) set out the minimum sizes for car parking bays. Car parking spaces should be a minimum of 2.50m wide (2.70m where spaces adjoin an enclosed boundary) and 5.00m deep. The plans submitted with this enquiry demonstrate that the proposed hardstanding area would be substandard and contrary to the requirements of the Design SPD (2021) and SPG 4 – KCC Parking Standards (2006):



Furthermore, the parking space would be on a slope, with a retaining wall, which further limits the size of the parking area:



As such the car would likely overhang the pavement, which would be unacceptable. The plans provided are lacking in sufficient detail. It is unclear how many bedrooms are in this property and whether the proposal would exceed the maximum vehicle standards

Maximum Vehicle Parking Standards

Car Parking	
1 bedroom	1 space per dwelling
2 and 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units
Notes:	1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis. 2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

In this instance, there is already an existing hardstanding area in situ, and what appears to be an existing garage on site. Furthermore, there are concerns with the gradient of the slope of the driveway which appears to be very steep and could present additional highway safety concerns. As such, the submission of detailed drawings demonstrating how the crossover can be constructed whilst constraining the gradient to acceptable levels would be needed to fully consider any impact on highway safety. However, given the design issues and substandard parking area, further drawings have not been requested.

Overall, the proposed development would result in a substandard parking area. In addition, the proposal fails to demonstrate that there would be no adverse highway safety impacts and as such, the proposal would be contrary to SPG4 KCC Parking Standards (2006), Policy CS11 of the Gravesham (LPCS) (2014) and paragraph 114(a) of the NPPF 2023.

Any Other Material Planning Considerations

Historic Landfill Buffer Zone

The site lies within the Woodfield Avenue Historic Landfill Buffer Zone. If planning permission were to be forthcoming, then an appropriate watching brief condition could be added to the decision notice.

Conclusion

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

The proposed development is considered to be poor design which would be harmful to the character and appearance of the host dwelling, street scene and surrounding area, contrary to Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023.)

Overall, the proposed development would result in a substandard parking area. In addition, the proposal fails to demonstrate that there would be no adverse highway safety impacts and as such, the proposal would be contrary to SPG4 KCC Parking Standards (2006), Policy CS11 of the Gravesham (LPCS) (2014) and paragraph 114(a) of the NPPF 2023.

Recommendation

Refusal

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

Case Officer:	Mrs Lucy Hankin	Team Leader:	Richard Hart
Signed:	L Hankin	Signed:	<i>R Hart</i>
Dated:	25th November 2024	Dated:	27th November 2024