



Delegated Report

Application No: 20211130
Location: 39 New House Lane, Gravesend DA11 7LP
Description: Creation of a vehicular access and associated hardstanding area.
Applicant: Mr David Clear
Site Visit Date: 28 September 2021.

Submitted Documents/Plans

The application comprises the following documents and plans:

Application form received 20 September 2021.
OS Plan received 20 September 2021.
Drawing no. SD37/PL01 (floor plans) received 15 September 2021.
Drawing no. SD39/PL02 (elevations) received 15 September 2021.

Relevant Planning History

19910766	Construction of dormer extension in the front roof slope and conversion of roofspace to form bedroom with ensuite shower/W.C.	PER	18.02.1992
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Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

Paragraph 33 of the National Planning Policy Framework (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) generally conform with the National Planning Policy Framework (2021), the Council will also seek to replace these saved policies via the emerging Local Plan.

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

- P3 – Vehicle Parking Standards
- T5 – New Accesses onto Highway Network

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 including Housing Standards Policy Statement October 2015 Adopted 1996 - amended June 2020;
- SPG4 - Kent County Council Parking Standards (2006);
- SPG6 - Vehicle Accesses on Classified Highways (2009).
- SPD Householder Extension/Alterations Design Guide (2021)

The Council has adopted supplementary guidance ***“Planning Policy for vehicular accesses to classified highways”*** (SPG 6).

This gives detailed advice regarding design criteria for vehicular accesses and sets out the circumstances where permission will be granted for new vehicle accesses onto classified roads. It has been the subject of thorough public consultation.

The Council's policy and guidance for controlling the formation of vehicular accesses to classified highways is long established dating from the mid 1970's and reaffirmed in November 1980. It was established as a planning policy through the original Gravesham Local Plan in 1987. The policy guidance was revised in September 1991 following which an explanatory leaflet was produced. In November 1992 the policy guidance was reappraised. The policy guidance was modified only in its interpretation concerning accesses to local distributor routes subject to a 30mph speed limit. This had the effect of deleting on such roads the requirement for the provision of a vehicle turning area within the site to enable vehicles to enter and leave in a forward direction.

The current guidance makes it clear that whilst each application for a new vehicular access to a classified road will be considered on its individual merits, certain standards will apply throughout:-

- There should be a minimum depth of 5.0 metres available from the rear edge of the highway or path, to ensure a car can be parked wholly off the road (increased to 5.5 metres where the driveway leads to a garage door);
- Visibility splays should be provided appropriate to the class of road and the speed of passing traffic. Typical standards are 2 x 2 metres (measured along back of footway) for pedestrians and 2 x 45 metres (measured along kerb line) for vehicles. Where these cannot be provided within the applicant's land-holding, the agreement of a neighbouring landowner may be required to comply;
- There should be sufficient width on the public road to ensure that vehicles may turn in and out safely with no lateral damage or over-running of verges or private property;
- Excessive gradients which would cause dangers to road users in wet/icy conditions should be avoided;
- The access should not create a hazard by virtue of its close proximity to other entrances, road junctions, pedestrian crossings and traffic islands;

- In conservation areas and in the grounds of listed buildings, there will be a presumption against paving over the entire forecourt for the benefit of parking. New proposals should seek to retain at least half of the garden as soft landscaping.

In the case New House Lane is a local distributor route subject to a 30mph speed limit (in this location) and a C class classified highway and therefore a schedule 2 road.

Other relevant guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)

Consultations, Publicity and Representations

GBC Highways Officer

Pedestrian visibility splays are within the property starting from the backedge of footway, whilst vehicular visibility splays are measured 2.4 metres back from the kerb edge.

The parking space needs to be a minimum of 2.5metres wide by 5metres dep and constructed from a bound permeable material. Gravel and similar substances are not acceptable as this can result in stones etc being dragged onto the highway and become a safety hazard. I would therefore recommend the choice of material is controlled by condition.

The front boundary wall at 850mm high is acceptable and all landscaping or boundary treatment within 2 metres of the highway should be no higher to protect the pedestrian visibility splay.

Visibility splays should ideally be 2m x 2m but 1.5 metres is within the tolerance set by Kent design and given the neighboring property 41 has a full width drive and crossover, visibility can be "borrowed" from the neighbour.

I have no objections

Neighbouring properties

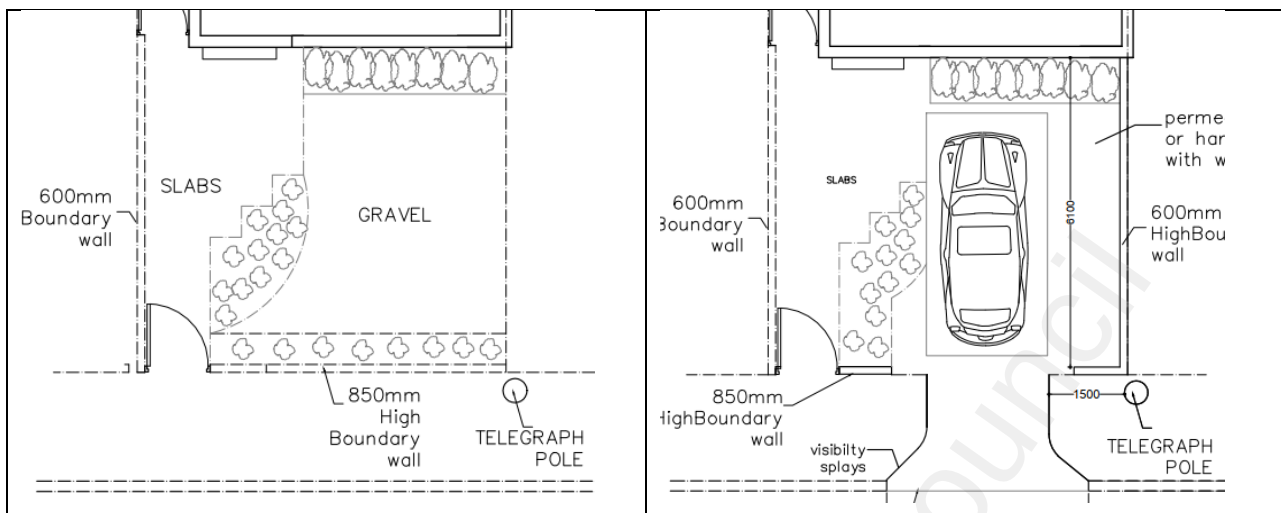
The application was advertised by site notice, press notice and individual letters to four properties. One letter of support received. The overall consultation date expired on 22 October 2021.

Analysis

Proposal

This application seeks planning permission for the creation of a vehicular access and associated hardstanding area. The dropped kerb will facilitate access to the front driveway which will be laid to a permeable surface. Some of the planting will be removed however there will still be an area of planting to the front of the property and to the eastern side of the drove:

Existing layout	Proposed layout
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Character and Appearance

The application site is a two story semi-detached dwelling located on a main road. Opposite the site is Woodlands Park. There are no parking restrictions outside of the application site.

The dwellings are mainly two storey and semi-detached and many have off road parking to the front. Several of the driveways are laid to paving with no soft landscaping and serve to demonstrate how harmful this can be to the street scene. This is notable at the neighbouring property, no. 41.

The proposed dropped kerb and driveway retains an element of soft landscaping which will aid in reducing the harshness of the paved area and therefore no objection is raised. A condition is recommended to ensure that this soft landscaping is retained.

Subject to conditions, the proposed development accords with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

Amenity of Future Occupiers

Due to the nature of the proposed development there will be no detrimental impact on the amenities of the future occupiers of the dwelling.

Neighbouring Amenity

The proposed development will not add any volume to the property and therefore there will be no detrimental impact on any neighbouring dwelling in terms of loss of amenity.

A recent application for a dropped kerb was approved at the neighbour property no. 37 New House Lane under reference 20210429.

The proposed dropped kerb and driveway therefore accords with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021 in relation to amenities.

Surface Water

A condition is recommended to ensure that the approved development is finished in a hard surface made of porous materials, or provision is made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the dwellinghouse in accordance with

policy CS18 of the Gravesham Local Plan Core Strategy 2014.

Parking and Highways

Pedestrian visibility splays are within the property starting from the backedge of footway, whilst vehicular visibility splays are measured 2.4 metres back from the kerb edge.

The parking space needs to be a minimum of 2.5metres wide by 5metres dep and constructed from a bound permeable material. Gravel and similar substances are not acceptable as this can result in stones etc being dragged onto the highway and become a safety hazard. The choice of material shall be controlled by condition.

The front boundary wall at 850mm high is acceptable and all landscaping or boundary treatment within 2 metres of the highway should be no higher to protect the pedestrian visibility splay.

Visibility splays should ideally be 2m x 2m but 1.5 metres is within the tolerance set by Kent design and given the neighboring property 41 has a full width drive and crossover, visibility can be "borrowed" from the neighbour.

No objections are therefore raised on highways grounds.

Conclusion

The proposed driveway and dropped kerb, subject to conditions, will have no detrimental impact on the character and appearance of the street scene, neighbouring amenity, parking or highway safety and therefore accords with the above-mentioned Policies and is recommended for approval.

Recommendation:

Permit.

See draft Decision

Case Officer: AW	Team Leader: Faye Hobbs
Signed: 	Signed: 
Dated: 8 November 2021.	Dated: 08 November 2021