



Delegated Report

Householder Planning Application

Planning Application No: 20230073

Location: 145 Downs Road Istead Rise Gravesend Kent

Description: Formation of a vehicular crossover and dropped kerb with associated hardstanding area. Enlarge opening in existing front wall to give access to new parking area. Erection of a single storey extension to the existing rear garage to be used as storage and a garden room.

Applicant: Mr Lee Pooley

Site Visit Date: Previous site visit undertaken on 17th November 2022

Submitted Documents/Plans

Application Form;
Drawing No. 01 Rev C – Block Plan – Proposed with Site Location Plan;
Drawing No. 02 – Front Garden Plan – Existing;
Drawing No. 03 – Elevations (Garage) with Floor Plan – Existing;
Drawing No. 04 Rev D – Front Garden Plan – Proposed;
Drawing No. 05 – Elevations (Garage) and Floor Plan – Proposed; and
Supplementary Information – PH01 – Elevations Front (Photos) - Existing

Relevant Planning History

Reference	Description	Decision	Decision Date
20221096	Formation of a vehicular crossover with associated hardstanding area, alterations to the front boundary treatment and installation of gates. Erection of a single storey extension to the existing rear garage to be used as storage and a garden room.	Withdrawn	13.12.2022

Development Plan

Gravesham Local Plan Core Strategy (September 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 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)

- 2 – Achieving Sustainable Development
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- 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);
- Householder Extensions/Alterations Design Guide (2021); and
- Gravesham Landscape Character Assessment (2019).

Consultations, Publicity and Representations

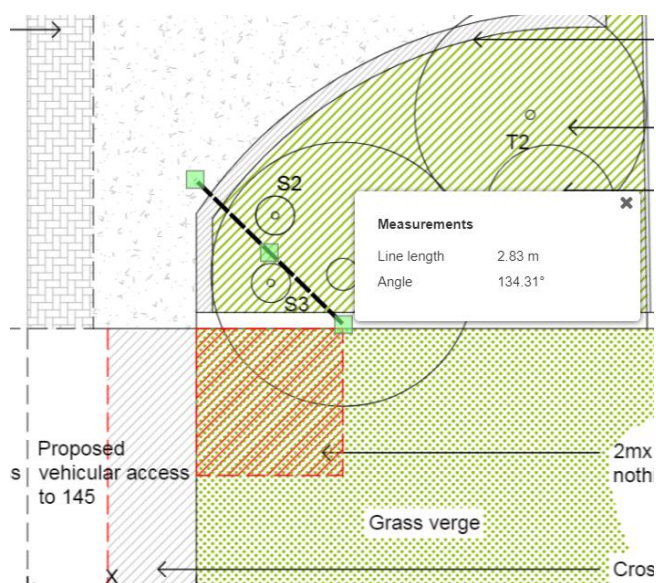
Consultees

Local Ward councillors

No Comments.

GBC – Highways Officer

The applicant has shown the pedestrian visibility splay in the wrong place, it should be within his site boundary, at the boundary between the highway or amenity space and his property, subject to this revision I would have no objections.



Additional comments were also received from the GBC – Highways Officer:

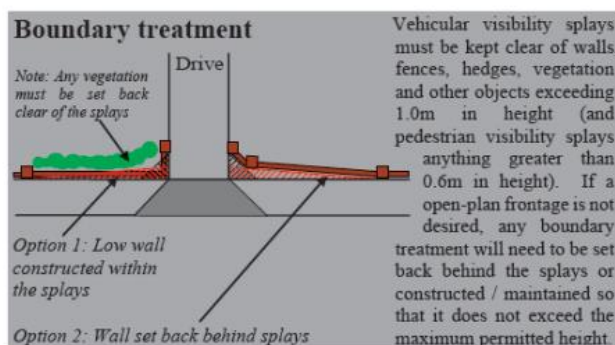
The visibility splay is generally measured from the back edge of highway, footway (or verge) as appropriate.

I have no idea of the status of the verge, but it is open ground and so can be used by the general public for dog walking etc. I also note that outside the neighbour's there is a lamp column and what appears to be a manhole in the grassed area, both of which suggests it is highway, even if the applicant may own it. There is also a telegraph pole further down the road in the verge and none of the drives have a demarcation strip at the back edge of footway, all of which supports the highway theory. Finally in the same verge but in Upper Avenue there is a salt bin, utility cabinet, and a street name plate all located in the verge. So, the visibility splay is as per my drawing.

With regards to the height of the wall. Prior to September last year, Kent County Council gave two heights for the visibility splays.

Footway visibility

X-dimension 2.0m from back of footway
Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

Here confusingly the grey box refers to 600mm whilst the text below refers to 850mm reducing to 600mm where the path is liable to be used by small children.

The latest guidance just refers to 600mm

Footway Visibility - For pedestrian visibility, **a splay of at least 2m x 2m with a maximum height of 0.6m from the back of footway will be required.** Greater visibility may be required on faster and busier roads and therefore your application will be assessed on site specific criteria.

So, considering the merits of the case. (This is required in case of any future issues that may arise and details how we get to a conclusion.)



Existing access Google Street View May 2019.

Now a UK brick size is 65mm high by 102.5mm wide and 215mm long so nine courses of bricks plus the capping brick is 687.5mm to which must be added the mortar joints of which there are 10 and if each layer averages 5mm then an additional 50mm must be added given approximately 740 mm height for the wall, so the proposed wall height is the same as the existing one.

Looking at the Crashmap data there are no recorded injury accidents for the period 2003 to 2021 in the immediate area.

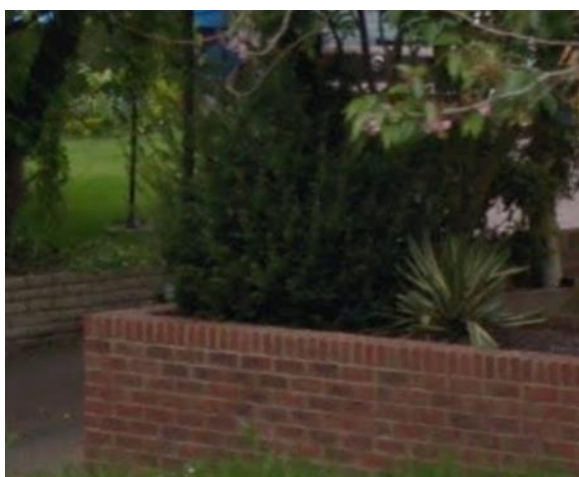
Anyone using the verge for dog walking should have the animal on a lead given the proximity of the carriageway and the fact that drives regularly cross the verge. Other activities are less likely due to the verges width and the proximity of the carriageway and the variable nature of verge maintenance which suggests the adjacent properties may trim the verge at intervals.



Google Street View May 2019.

The number of vehicle movements from a single dwelling is minimal, so whilst the number of vehicles from a new combined access would no doubt increase it could not be considered a significant number of movements that would have an impact on highway safety or capacity.

My view having carefully considered the matter is a wall height of 740mm is acceptable, but there should be an overall limit on landscaping within the visibility splay to a maximum height of 850mm, which will be a significant improvement on the existing situation which cannot be controlled and in 2019 at least was obstructed by a bush/hedge.



A revised plan with the correct vision splays was received on 16th March 2023 which address the Highways Officer's concerns.

Neighbouring properties

Seven surrounding properties were consulted, a site notice was displayed on 08.02.23 and no responses

were received. The overall consultation period expired on 03.03.23.

Officer's Analysis

Site Description

The application property is a semi-detached chalet style bungalow located within a rural area inset from the Green Belt and within the Istead Rise Landscape Character Area, as defined by the Local Plan.

The property benefits from an existing vehicular entrance, which is a shared access with the adjacent dwelling, and driveway to the side and garage to the rear with additional 1no. parking spaces which is accessed from Upper Avenue.



Design, Character and Appearance

The proposed works to the front garden/parking area and alteration to the existing access would be visible from the public realm but have been designed to provide parking to the front, whilst retaining a sufficient area of soft landscaping/planting to the front to soften the view of the streetscene. The materials for the parking area would be permeable bonded gravel which is considered acceptable. The proposal includes a vision splay with a replacement section of low level boundary wall to match the existing.

With regard to the extension to the existing garage, this would appear as a continuation of the existing garage with a flat roof design with the garage door being retained, and would provide additional storage but is set back from the road by 5.33m and therefore would not result in a detrimental visual impact on the streetscene.

Amenity of Future Occupiers

The proposal would result in additional parking to the front and storage to the rear for the residents and would not result in a loss of private amenity space. The loss of parking to at the rear is offset but the proposed parking to the front.

Therefore, there are no concerns are raised for the future occupiers of the dwelling.

Neighbouring Amenity

The proposed works would by their nature and location would not result in a loss of outlook, privacy or overshadowing over neighbour properties and gardens and is therefore considered acceptable.

The proposed works therefore comply with the objectives of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130f of the National Planning Policy Framework (2021).

Highways and Parking

The proposed hardstanding and parking area would improve the parking provision to the front of the property. The widening of the vehicular access provides additional vision splays which would improve the existing situation and the low level wall would match the existing that provides for adequate views of pedestrians. Therefore in terms of highway safety, there would be no detrimental impact.

In relation to the extension to the existing garage, the retained hardstanding area to the front of the garage, with a depth of 5.33m, would still provide sufficient space to accommodate a car and would accord with the 4.8m minimum as laid out with the KCC Parking Standards (2006). Therefore in this regard there is no objection.

Overall it is considered that the proposed works would not result in a highway safety impact and would provide sufficient parking provision to accord with the KCC Parking Standards.

The proposed works therefore comply with the objectives of Policy CS11 of the Gravesham Local Plan Core Strategy 2014.

Any Other Material Planning Considerations

Landscape Character Area

Section 15 of the NPPF (2021) highlights the importance of conserving and enhancing the natural environment, one aspect of which is the protection and enhancement of valued landscapes. Policy CS12 (LPCS) seeks to protect the Green infrastructure within the Borough and states that the overall landscape character and valued landscapes will be conserved, restored and enhanced and the greatest weight will be given to the conservation and enhancement of the landscape and natural beauty of the Kent Downs AONB and its setting.

The application site is located within the Istead Arable Farmlands Landscape Character Area. The topography is gently undulating with open arable fields. The area is characterised by fields divided by tracks, roads and occasional hedgerows. The condition is poor and the guidelines are to restore and create.

Due to the minimal scale of the proposed alterations, it is considered that there would be no direct impact

on the landscape character area. As such the proposal would accord with Policy CS12 (LPCS) and Section 15 of the NPPF (2021).

Conclusion

The proposed works would have no detrimental impact on the visual amenity of the character or occupier or neighbour amenities, parking or highway safety and therefore accord with the abovementioned Policies and are recommended for approval.

Recommendation

Permitted

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

Case Officer:	Mrs Amanda Grout	Team Leader:	Miss Faye Hobbs
Signed:	<i>A Grout</i>	Signed:	
Dated:	17 th March 2023	Dated:	17 March 2023