

Delegated Report

Householder Planning Application

Planning Application No: 20230538

Location: 295 Old Road East Gravesend Kent DA12 1PW

Description: Formation of a vehicular crossover and hardstanding.

Applicant: Mr Christopher Houlihan

Site Visit Date: 24th August 2023

Submitted Documents/Plans

- Application Form
- Site Location Map
- Drawing No: 295 Old Road East - 002 (Proposed Site Area)
- Drawing No: 295 Old Road East - 003 (Proposed Site Clearance Plan)
- Drawing No: 295 Old Road East - 004 (Proposed Layout Plan)
- Drawing No: 295 Old Road East - 005 (Swept Path Analysis)
- Drawing No: 295 Old Road East - 006 (Standard Details)
- Supplementary Information

Relevant Planning History

No relevant planning history.

Development Plan

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

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

- P3 – Vehicle Parking Standards
- T5 – Access to the Identified Highway Network

Paragraph 33 of the NPPF (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) general conform with the National Planning Policy Framework (2021), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Other relevant guidance

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

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Local Ward Councillors

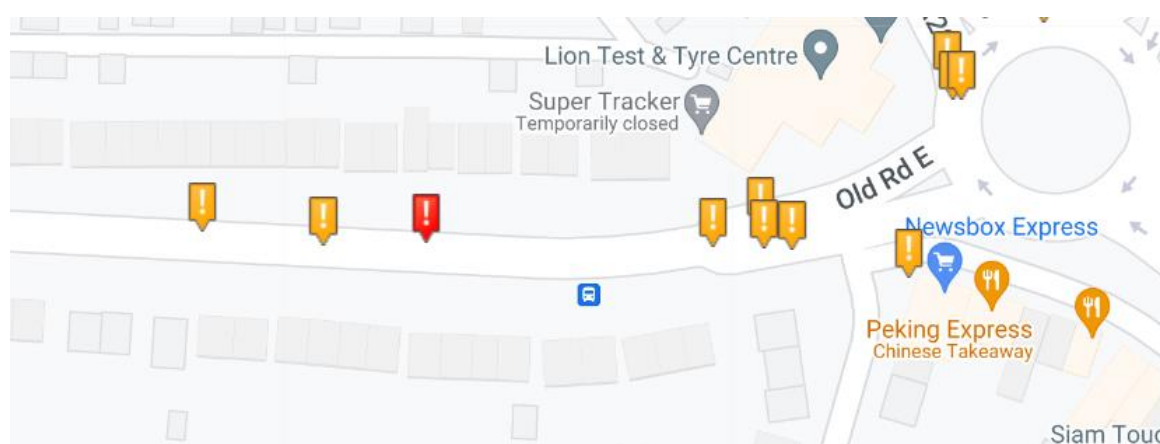
No comments received.

GBC – Highways Officer

As presented, I would recommend refusal of this application.

Gravesham's Planning Guidance Note 6 requires on site turning for carriage crossovers onto classified roads, this includes Old Road East the B261. No such evidence has been submitted although there are swept paths for vehicles entering and leaving the site in forward gear, it does not include the onsite manoeuvring.

The Crashmap data base shows a significant number of accidents in the last five years along this section of Old Road East.



<https://www.crashmap.co.uk/Search>

A greater understanding of these accidents is required to determine if the provision of a crossover could aggravate the situation.

Reference is made by the applicant to other properties in Old Road East that have carriage crossovers but these do not appear to have an alternative means of vehicular access, whilst this property has a rear

access from Bellman Avenue. Kent County Council, the highway authority, who will have to approve any works on the highway give the following guidance regarding multiple accesses.

You may apply for a separate entrance and exit or an additional access point where one already exists, but the general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict.

[https://www.kent.gov.uk/_data/assets/pdf_file/0003/139485/Dropped-Kerb-Addressed-Application-Guidance.pdf](https://www.kent.gov.uk/_data/assets/pdf_file/0003/139485/Dropped-Kerb-Application-Guidance.pdf)

(It is accepted that if this proposal were approved there would be no impact on the existing on street parking situation, due to No waiting at Any Time waiting restrictions in front of the property)

No details are provided regarding drainage, the driveway would have to be a bound permeable material with no surface water discharging onto the highway.

Neighbouring properties

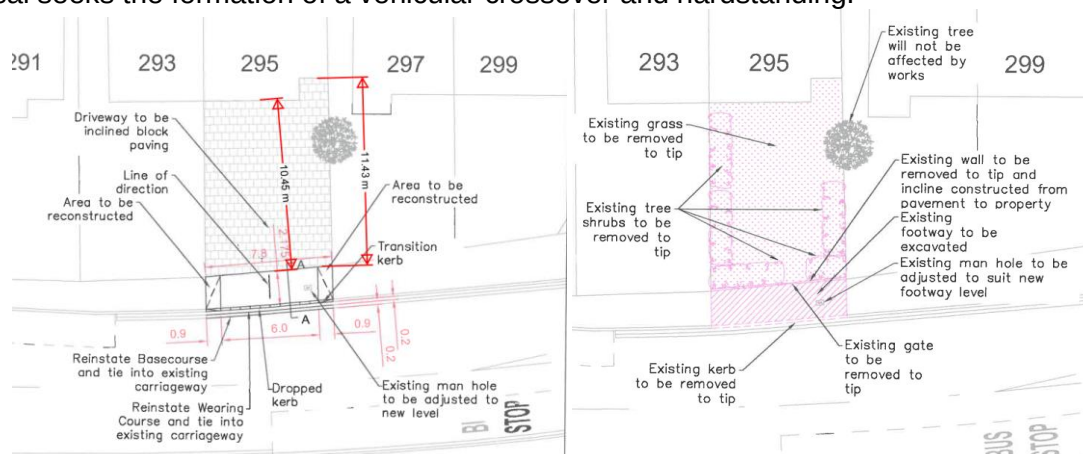
The application was advertised by way of site notice and letters to 5 surrounding properties. The consultation period expired on 11th August 2023 and on objection was raised. The main points raised in the objection were:

- Double Yellow Lines in front of property
- Pedestrian Crossing on Approach to Roundabout
- Busy road which is used by numerous large HGVs therefore the sight lines of the curve of the road plus the upward slope of the road from Valley Drive would make it extremely difficult for the vehicle to get in and out of the property
- To access this vehicular crossover and hardstanding the vehicle would have to drive in or reverse in, thus causing problems to traffic on both sides of Old Road East.
- The property already has a garage in the rear garden which is reached by the rear accessway entrance in Bellman Avenue

Analysis

Proposal

The proposal seeks the formation of a vehicular crossover and hardstanding.



Character and Appearance

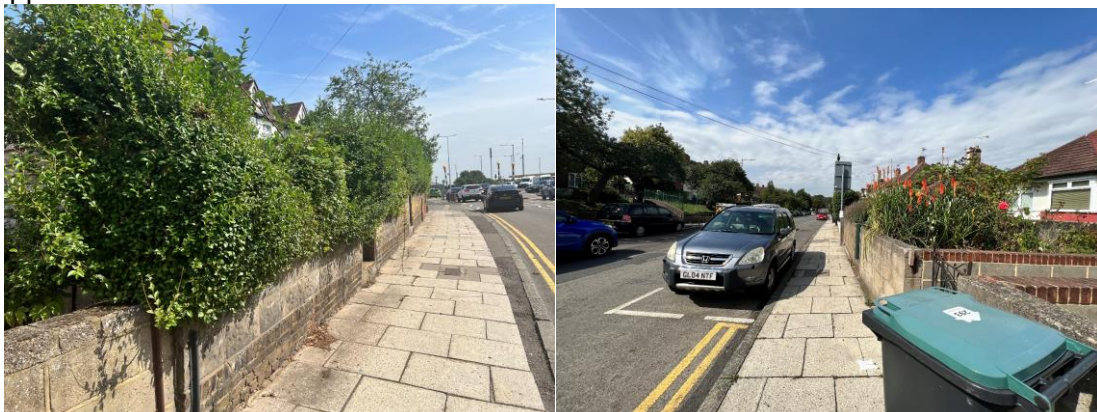
The application site comprises a two storey semi detached house in use as a single family dwelling.



The dwelling is set back from the highway and has a soft landscaped frontage garden with a footpath leading to the entrance door. There is a wall to the front boundary with mature shrubs behind it to offer some screening. The proposal would result in the removal of the shrubs, soft landscaping and the front wall and replace it with hardstanding.



Old Road East is a classified road and a busy highway which has limited parking bays on the Northern edge of the highway, the on street parking is not subjected to any restrictions. The highway immediately outside the application site has double yellow lines and is situated in close proximity to a zebra crossing as well as an approach to a roundabout.



There are properties on the Southern side of Old Road East which have dropped kerb arrangements to allow for off road parking, however many of these properties have maintained some biodiversity on site and those which haven't are considered to have a negative impact on the streetscape.

The vast majority of properties on the Northern side of Old Road East have front boundary walls and soft landscaping which contributes positively to this busy highway. It is considered that the extensive removal of

softlandscaping will add to the the urbanisation of the streetscape. Such development results in a harsh developed appearance and results in a car dominated area which diminishes the positivity which soft landscaping provides. The loss of biodiversity and the impact of the hardstanding will harm the character and appearance of the property and widerstreetscene.

As such the proposed development will have an urbanising effect by virtue of removing the boundary wall and soft landscaping to form the hardstanding. The plans fail to demonstrate adequate retention of biodiversity which would reduce the harsh impact of a hard-paved driveway and therefore the proposal is considered to be detrimental to the visual amenity of the street scene. Therefore the proposed development is contrary to Policies CS12 (Green Infrastructure) and CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) as well as Section 12 of the National Planning Policy Framework (NPPF) (2021) achieving well-designed places.

Amenity of Future Occupiers

The proposal would not result in any harm to the amenity of future occupiers of the property. As such in respect of amenity of future occupiers the proposal is considered to comply with SPG2 and Policy CS19 of the LPCS 2014.

Neighbouring Amenity

The proposal would not result in any harm to the amenity of occupiers of surrounding properties. There would be no loss of sunlight, overlooking, overbearing or loss of outlook as a result of the proposal. As such in respect of amenity of occupiers of neighbouring properties.

Parking and Highways

The application site has means for off road parking at the rear of the property by way of a rear access which is accessible via Bellman Avenue. Whilst there is not a garage in place at present there is scope to construct one or an area of hardstanding to facilitate parking.

Furthermore it is considered that due to the location of the site and proximity to a zebra crossing and roundabout approach a potential cross over would pose as a significant highway hazard, as per the highway's officer's comments the location of the cross over has been subject of a number of accidents in the last five years.

In light of the above it is evident that the proposed addition of parking to the front of this property poses a highway hazard and whilst there is scope to accommodate sufficient off road parking to the rear of the property it is considered that the proposal cannot be supported on highway grounds.

The proposed hardstanding and crossover is detrimental to highway safety and is therefore contrary to CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014, Policy T5 Local Plan First Review (1994) and - KCC Parking Standards (2006).

Conclusion & Recommendation

The proposed development will have an urbanising effect by virtue of removing the boundary wall and soft landscaping to form the hardstanding. The plans fail to demonstrate adequate retention of biodiversity which would reduce the harsh impact of a hard-paved driveway and therefore the proposal is considered to be detrimental to the visual amenity of the street scene. Therefore, the proposed development is contrary to Policies CS12 (Green Infrastructure) and CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) as well as Section 12 of the National Planning Policy Framework (NPPF) (2021) achieving well-designed places.

The proposed vehicular access and front garden hardstanding would pose a significant highway hazard on highway and pedestrian safety and the free flow of traffic on this busy road and which is a district distributor

route. Highway and pedestrian visibility splays to the proposed access have not been correctly shown on the submitted drawings. As such the proposal would be contrary to Policy CS11 (Transport) of the Gravesham Local Plan Core Strategy, September 2014, saved Policy T5 (New Accesses onto Highway Network) of the Gravesham Local Plan First Review 1994, the Council's Planning Guidance Note 6: Planning Policy for Vehicular Accesses to Classified Highways (February 2009) adopted as supplementary planning guidance and Paragraphs 111 and 112 of section 9 of the National Planning Policy Framework (2021). Refusal is recommended.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	25/08/2023	Dated:	31st August 2023