

Delegated Report

Householder Planning Application

Planning Application No: 20211323

Location: 63 Aspdin Road Northfleet Gravesend Kent

Description: Creation of vehicle crossover and hard standing.

Applicant: Mr Lucky Okaeben

Site Visit Date: 26/11/2021

Submitted Documents/Plans

- Application Form Received 02/11/2021;
- Drawing No: D01 (Existing and Proposed Plans & Elevations) Received 22/10/2021;
- Drawing No: D02a (Proposed Block Plan) Received 02/11/2021
- Drawing No: D02 REV1 (Block Plan) Received 02/11/2021;
- Drawing No: D03 REV1 (Site Location Map) Received 02/11/2021.

Relevant Planning History

No relevant planning history

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
- Policy T1 – Impact of Development in the Highway Network
- Policy T5 - New Accesses onto 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 9 - Promoting sustainable transport
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- SPG 6 - Vehicular Accesses to Classified Highways (1992).

In addition to the Local Plan policies, the Council has adopted supplementary guidance ***“Planning Policy for vehicular accesses to classified highways”*** (Planning Guidance Note No 6). Although Aspin Road is not a classified highway, the document still provides useful design criteria for vehicular crossovers, as outlined below;

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.

Other Supplementary Planning Guidance

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

Consultations, Publicity and Representations

KCC Highways

No objection

GBC Highway Officer

No Objections

Neighbouring properties

The application was advertised by way of letter to five surrounding properties. The consultation period expired on 30/11/2021 and no comments were received.

Analysis

Proposal

The proposal seeks the creation of a vehicle cross over and hardstanding. The driveway has a minimum depth of 6.5 and a maximum depth of 5.5m and a minimum width of approx. 6.1m. The driveway will have some soft landscaping to the sides and will be constructed using permeable materials.

Character and Appearance

The application site is a semidetached house which is set back approx. 7.3m from the highway. The plans show a landscaped front garden with a path leading to the front door, however during the officer site visit it was evident that the site was being prepped for works and the existing soft landscaping and paving had been removed.

The application proposes the formation of a hardstanding on the front garden for vehicular parking. There have been other properties in the road which have carried out similar works to what is being proposed so this proposal is not something which would be deemed out of character in the area. The proposal shows retention of some soft landscaping on the side of the driveway with two brick built piers to either side of the entrance to the driveway.

The proposal is considered adequately designed and will be constructed using permeable materials.

Overall, the development will not detrimentally impact on the character or appearance of the street scene and is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The proposal is not liable to impact on the amenity of future occupiers so there are no concerns in this regard and the proposal is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The proposal will not cause material harm to the amenity of any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure. As such it is in accordance with Policy CS19 (LPCS) and Section 12

(NPPF).

Parking and Highways

The GBC Highways Officer was consulted. His comments state:

"I have no objections to this proposal providing the drive is constructed with a bound permeable material (blocks are acceptable) and the height of the remaining boundary wall is restricted to 850mm in height although the piers may extend to 1 metre tall.

I note the driveway is only 5.5 metres deep and not the normal 6 metres requested, but the front door to the property is slightly inset protecting the pedestrian access and most of the nearby properties have similar arrangements to those proposed."

The proposed driveway is in accordance with the requirements of SPG 4 - KCC Parking Standards (2006) in terms of depth and visibility and so there are no further concerns in this regard. The driveway will be constructed using porous and permeable materials to reduce the likelihood of surface water runoff onto the highway. Therefore, the proposed driveway and access are considered acceptable in regards to parking and highway, subject to conditions.

Any Other Material Planning Considerations

Impact on Biodiversity - as aforementioned within this report, the development the existing soft landscaping has recently been removed resulting in a loss of biodiversity. Section 15 of the NPPF states that developments should result in a biodiversity net gain. Areas of soft landscaping are proposed as part of this application and will be conditioned to be retained.

Conclusion & Recommendation

The application is in accordance with Local and National Planning policy. The proposal is acceptable in highway terms, and will have no detrimental impact on the street scene and it is considered to safeguard the amenity of future occupiers, as well as neighbouring properties.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Sharon Sahota	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	8th December 2021	Dated:	08 December 2021