



Delegated Report

Householder Planning Application

Planning Application No: 20220916

Location: 11 Dorset Crescent Gravesend Kent DA12 4BU

Description: Proposed single storey front porch and new driveway.

Applicant: Mr & Mrs Rich

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form Dated 22/08/2022;
Supplementary Information – Design and Access Statement;
Drawing No 2205 E 001 (Site Location Plan);
Drawing No 2205 E 002 (Block Plan – Existing);
Drawing No 2205 E 005 (Site Plan – Existing);
Drawing No 2205 E 010 (Part Ground Floor Front Plan – Existing);
Drawing No 2205 E 020 (Elevation Street Plan – Existing);
Drawing No 2205 E 021 (Elevation Front – Existing);
Drawing No 2205 E 022 (Elevation Sides South and North);
Drawing No 2205 P 100 (Block / Site Plan – Proposed);
Drawing No 2205 P 120 (Street Elevation – Proposed);
Drawing No 2205 P 121 (Elevation Front – Proposed);
Drawing No 2205 P 122 (Elevations Side – South and North with Section Plan – Proposed); and
Drawing No 2205 P 123 (Floor Plan and Front Plan – Proposed).

Relevant Planning History

No relevant history

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- 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

Consultations, Publicity and Representations

Consultees

GBC Highways

Proposals such as this are always difficult to assess, as the engineering consideration invariably conflicts with the desires of the applicant.

Considering the layout for accommodating the second vehicle;

Kent County Council published the following guidance regarding the formation of new carriage crossovers to a property. https://www.kent.gov.uk/data/assets/pdf_file/0004/27688/Vehicle-crossing-pre-application-guidance.pdf

At the top of page 3 it clearly defines that the parking space must:-

- be at right angles to the highway with the vehicle able to enter and exit the property in one movement.
- There must be no adjusting movements of a vehicle made on the highway when entering or leaving the property.

Here the vehicle will be parked at an angle which will restrict visibility on emerging from the space particularly if it has been driven forwards onto the drive. This will be detrimental to highway safety and also conflicts with the requirements of the latest Highway Code, where drivers that are turning from or onto a more major carriageway should give way to pedestrians. To do this the pedestrian must be readily seen.

Rule H2 - Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists. At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

Account should also be taken of Rule 201 - Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.

However, this cannot be conditioned or enforced in anyway.

The garden appears to have sufficient depth to readily accommodate a parking space perpendicular the

highway, although this would require the carriage crossover to be widened and some slight adjustment to the design of the porch to provide 6 metres between the highway and the primary door to the property, but is readily achievable. I would therefore recommend refusal on highway safety grounds, in the full knowledge that the design can be adjusted to an acceptable engineering layout.

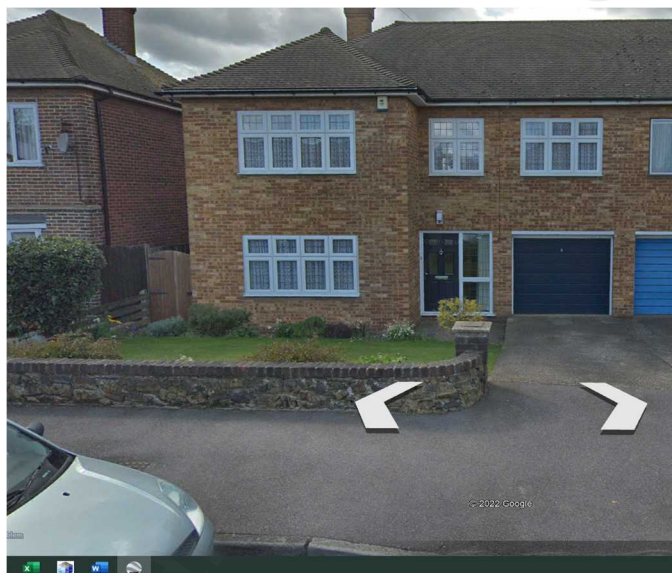
Neighbouring properties

Six surrounding properties were consulted and no representations were received. The consultation period expired on 20th September 2022.

Officer's Analysis

Design, Character and Appearance

11 Dorset Crescent is a semi-detached two storey dwellinghouse located on the western side of the highway. The existing front garden is part soft landscaping with hardstanding area for off road parking and a garage.



The application proposes the erection of a single storey front porch and an extended hard standing area to the front garden.

Applications for driveways are required to be visually attractive, integrate well with their surroundings and to conserve and enhance the character of the local environment in order to comply with Policy CS19 (Development and Design Principles) of the Local Plan Core Strategy (LPCS).

The proposal will result in a slight reduction in the length of the decorative boundary wall to the front garden and introduce low-level landscaping to the front and rear and western boundary of the garden in place of the current lawn area.

It is considered on balance that the proposal would not negatively impact the appearance of the street scene due to a large proportion of the decorative boundary wall being retained. The driveway will be formed using porous materials with planting beds along the front, rear and west boundaries. Despite an enlarge area of hardstanding being provided, satisfactory soft landscaping is retained. Therefore, the application is considered to be in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

The application also proposes the erection of a porch. The porch will have a pitched roof with a height of 3.19m, a width of 2.58m, and a projection of 1.83m. The proposed porch will not harm the street scene, is not excessive for the size of the existing property and the materials proposed will match those of the existing dwelling.

Therefore, the proposed alterations to the porch accord with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and Section 12 of the National Planning Policy Framework (2021).

Overall, the proposed porch and extended driveway are considered to be in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The application for the driveway and the modest scale of the proposal for the front porch will not result in a loss of amenity space, therefore, no concerns are raised for the future occupiers of the dwelling.

As such, the proposed development is considered to safeguard the amenity of future occupiers in accordance to Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Neighbouring Amenity

The proposed driveway will not cause any material harm to the amenity of any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure. As such the application is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS).

The porch is located to the front of the property away from any neighbouring dwelling and therefore will have no detrimental impact on either neighbouring property in terms of loss of sunlight, daylight, outlook or privacy. As such, the proposed development is considered to safeguard the amenity of neighbouring properties in accordance to Policy CS19 (LPCS) and Section 12 with the NPPF (2021).

No representations have been received.

Therefore, the proposed works are considered to safeguard the amenity of neighbouring properties in accordance to Policy CS19 (LPCS) and Section 12 with the NPPF (2021).

Parking and Highways

Whilst the concerns of the Highways Officer have been duly noted, it is considered that on balance, the proposed hardstanding is acceptable. Planning permission is only required due to the resultant engineering operation. Dorset Crescent is not a classified highway. It is clear that many other properties in this location have already created extensive hardstanding and the design of the current proposal is a considerable improvement with attractive landscaping.

It is acknowledged that vehicles should be perpendicular to the highway. This current proposal is approx. at a 45 degree angle to the highway so is neither parallel or perpendicular. However given the current arrangement through the highway, and given that the road is a crescent and not a cut through, the proposed parking arrangement is acceptable.

The application provides two off-road parking spaces and retains the existing garage in accordance with Kent County Council parking standards (SPG4) (2006).

The proposed driveway has a width of 9.6m and a depth of 5.66m from the entrance door, the dimensions of which also comply with Kent County Council parking standards (SPG4) (2006).

The proposal retains part of the boundary wall and landscaping to the front boundary, the height of which is not excessive and would not be a safety issue. The driveway will be formed using permeable materials

which will limit surface water.

Overall, the driveway is compliant with highway policy and no objections are raised.

Conclusion

The application has been fully considered and it is in accordance with local and national planning policy. The proposed porch is not excessive in size or bulk, will be constructed using appropriate materials and will not impact on the amenity of future occupiers or neighbouring properties. The proposed driveway will be constructed using appropriate materials, includes the reintroduction of planting which will soften the impact on the street scene, has no impact on residential amenity and accords with highway policy.

As such, it is recommended that planning permission is granted.

Recommendation

Permitted

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

Case Officer:	Mrs Nina Goodbody	Team Leader:	Miss Faye Hobbs
Signed:	<i>N Goodbody</i>	Signed:	
Dated:	5th October 2022	Dated:	07 October 2022