

Delegated Report

Application No: 20220560

Location: 46 Whitehill Lane, Gravesend DA12 5LZ

Description: Erection of a single storey rear extension, front porch and construction of a vehicle crossover

Applicant: Mrs Ausra Grigaliuniene

Site Visit Date: Desktop

Submitted Documents/Plans

The application comprises the following documents and plans:

Application form.

Photos.

Drawing no. A03 rev C (site location and block plans).

Drawing no. A05 (proposed plans).

Drawing no. A04 rev A (existing plans).

Drawing no. A01 rev A (existing plans).

Drawing no. A02 rev D (proposed plans).

Relevant Planning History

20211449	Erection of a single storey rear extension, front porch, engineering works and erection of an underground double garage. Creation of a vehicle crossover and hardstanding.	Refused	01.03.2022
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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
- T1 – Impact of Development on the Highway Network
- T5 - Impact of Development on the 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 (2020)
- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Highway Development Management Officer

As presented I would recommend refusal of this application. In the interests of highway safety there should be 2m x 2m pedestrian visibility splays on either side of the drive, this being particularly relevant with the recent changes in the Highway Code and the hierarchy of road users;

Rule H2 - Rule for drivers, motorcyclists, horse drawn vehicles, horse riders and cyclists

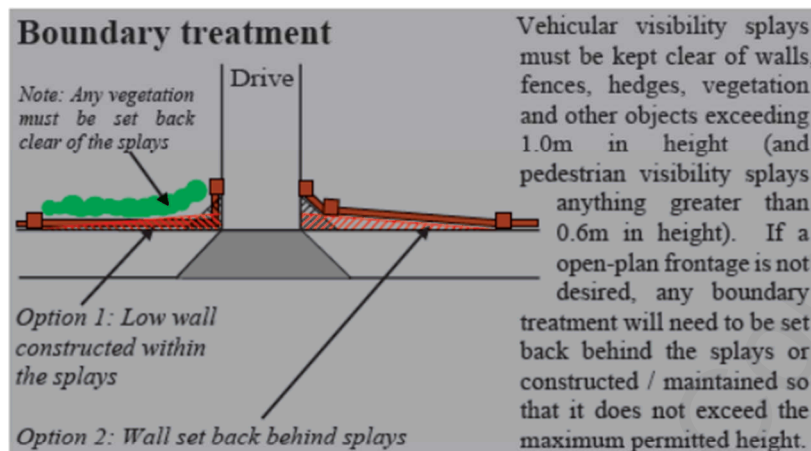
At a junction you should give way to pedestrians crossing or waiting to cross a road into which or from which you are turning.

To be able to give way, the driver needs to be able to see the pedestrian. The Kent County Council Carriage Crossover Guidance States;

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.

The proposed layout does not provide any visibility splays and provides enough space for two vehicles where only one can safely be accommodated. It should be noted that the use of mirrors is not acceptable to the highway authority, they can become obscured in certain climatic conditions or damaged and they overhang the highway which would require a licence from Kent County Council which is unlikely to be forthcoming.

To accommodate one vehicle, the parking space would have to be 2 metres away from the southern boundary and to the north the wall dividing the parking area from the path to the house would have to have a clear area through which approaching pedestrians can be seen, which means the north east corner support would need to be a slender column.

The design would have to be such that only one vehicle can be accommodated whilst still providing the two pedestrian splays.

Suitable provision should be made for the future charging of an electric vehicle and for draining the parking area, to ensure no water flows onto the highway.

Neighbouring properties

The application has been advertised by site notice and individual letters to three neighbouring properties. No letters of representation have been received and the consultation period expired on 24 June 2022.

Analysis

Proposal

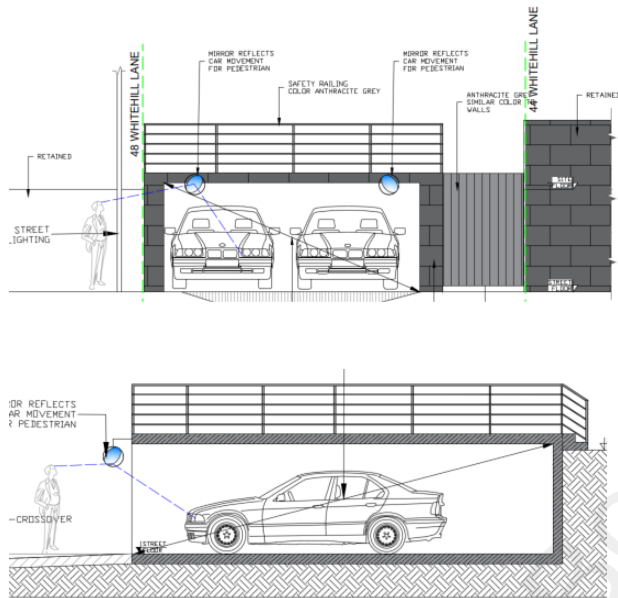
This application seeks planning permission for the erection of a single storey rear extension, front

porch and construction of a vehicle crossover.

The single storey rear extension will project approx. 4m to the rear and will be approx. 2.6m high with a flat roof. It will extend across the full width of the property and will provide for a large kitchen/diner. The current single storey rear extension will be demolished.

The proposed porch will project approx. 1.2m to the front and will be approx. 2.5m wide. It will be approx. 3.6m high with a pitched roof.

The proposed crossover will allow off road parking for two cars that will be built into the bank with the garden remaining on top as can be seen below:



Character and Appearance

The application site is a two storey semi detached property located at an elevated position. The street scene is mixed in terms of property type and design. Opposite is a large green area sloping steeply down to Valley Drive. The property has a tall retaining wall to the front which is also to the front of no. 44. (Note: the existing plans show the roof to be pitched when it is in fact hipped. The proposed plans show the correct roof shape and so it was not considered necessary to ask for this to be amended).

In terms of the rear extension, this will replace an existing extension of approx. 2.3m in depth. The neighbouring property at no. 48 has a similar extension and it will not be visible from the street. In terms of scale and proportion it is considered in keeping with the original dwelling.

The proposed replacement porch will complement the dwelling and improve its appearance. Whilst it is larger than the existing it is still considered in keeping with the original dwelling and the pitched roof will complement the property.

The proposed parking area will be located adjacent to the footpath and therefore will be highly visible. The plans have been altered since the previous application was refused (20211449) by removing the gates and adding mirrors to reflect car movements for pedestrians. The width of the opening has been increased from approx. 4.8m to 5.9m. The appearance of the gate has also been altered to a more modern gate and no objection is raised to this. The retaining wall to the front is already quite high due to the land level changes and the increase in height is not considered to significantly impact on the street scene. The character of the area is mixed and,

whilst there are no other garages built into the ground, there are garages to the front of properties further to the north and most dwellings have off road parking.

The Local Plan and NPPF are clear that there should be no net loss of biodiversity. The site contains some trees to the front currently. As some of the front garden will remain there is potential to retain or replace some of the lost trees. A condition can be imposed to ensure this happens.

In terms of character and appearance, the proposed development accords with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

Amenity of Future Occupiers

Once the rear extension is built sufficient space in the rear garden will remain for the future occupiers of the dwelling and therefore no concerns are raised.

Neighbouring Amenity

No. 44 is located to the north of the application site and is a larger detached property. It is set further back from the road and at a higher level. Due to the position and height of the property and boundary treatment there will be no loss of outlook, privacy, sunlight or daylight from any of the proposals.

No. 48 is located to the south and has a single storey rear extension. The proposed rear extension will extend approx. 0.5m further than this. This relative short distance is not considered to result in any detrimental impact on this neighbour in terms of loss of outlook, privacy, sunlight or daylight. The proposed porch is to the opposite side of the dwelling than this neighbour and therefore will also have no detrimental impact on amenity. The proposed parking area will be located to the front at ground level and therefore will also have no detrimental impact on the amenities of this neighbour.

The proposed extensions and alterations therefore accord with the objectives of Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and para. 130f of the National Planning Policy Framework 2021.

Parking and Highways

Policy T1 of the Gravesham Local Plan First Review 1994 states that 'The Local Planning and Highways Authority will consider the impact on the transport system and on the environment if traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network.

Policy T5 states that 'The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map, will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authority'.

Policy CS11 of the Gravesham Local Plan Core Strategy 2014 states that new development shall mitigate its impact on the highway network as required.

The previously proposed garage gates have now been removed from the proposals and the access widened however, there should be 2m x 2m pedestrian vision splays on either side of the drive, this being particularly relevant with the recent changes to the Highway Code and the hierarchy of road users.

The proposed layout does not provide any visibility splays and provides enough space for two vehicles where only one can safely be accommodated. It should be noted that the use of mirrors is not acceptable to the highway authority, they can become obscured in certain climatic conditions or damaged and they overhang the highway which would require a licence from Kent County Council which is unlikely to be forthcoming.

To accommodate one vehicle, the parking space would have to be 2 metres away from the southern boundary and to the north the wall dividing the parking area from the path to the house would have to have a clear area through which approaching pedestrians can be seen, which means the north east corner support would need to be a slender column.

The design would have to be such that only one vehicle can be accommodated whilst still providing the two pedestrian splays.

Suitable provision should be made for the future charging of an electric vehicle and for draining the parking area, to ensure no water flows onto the highway.

The proposed parking area therefore raises concerns with regards to highway safety and therefore conflicts with the objectives of Policies T1 and T5 of the Gravesham Local Plan First Review 1994 and Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014.

Conclusion

The proposed parking area, due to its position adjacent to the footpath, represents a highway hazard by virtue of impeded visibility splays. The proposal is therefore contrary to Policy T5 of the Gravesham Local Plan First Review 1994, Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy (2014) and the adopted vehicle parking standards (SPG4).

Recommendation:

Refuse

See draft Decision

Case Officer: AW	Team Leader: Faye Hobbs
Signed: 	Signed: 
Dated: 19 July 2022	Dated: 19 July 2022