

Delegated Report

Householder Planning Application

Planning Application No: 20230902

Location: 171 St Hildas Way Gravesend Kent DA12 4AT

Description: Formation of a vehicular crossover and hardstanding.

Applicant: Mr Philip Bunkall

Site Visit Date: 16th October 2023

Submitted Documents/Plans

Application Form Dated 28/08/2023;
Site Location Plan and Block Plan – Existing and Proposed – Received 30/08/2023;
Drawing Number 001 (Front Layout Plan – Existing);
REVISED Drawing Number 101C (Front Layout Plan – Proposed);
REVISED Drawing Number 110A (Section AA and BB – Proposed); and
Drawing Number 010 (Section AA and BB – Existing).

~~SUPERSEDED Drawing Number 101 (Front Layout Plan – Proposed);~~
~~SUPERSEDED Drawing Number 101B (Front Layout Plan – Proposed);~~
~~SUPERSEDED Drawing Number 110 (Section AA and BB – Proposed);~~

Relevant Planning History

No relevant history

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 (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 – Achieving Sustainable Development
- Section 12 – Achieving 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 Officer – Further to Officer comments, revised plans were provided to overcome Highways issues.

Whilst the proposal is simple the issue is a complex matter.

1. Why is the virtually the full width of the garden being paved when the dropped kerb is for part of the width of the garden (less than half). The garden has sufficient depth to park cars perpendicular to the highway, so a double width drive would only require some 5.4 metres of hardstanding leaving 2.6 metres that can be used for soft landscaping.
2. Drainage is an issue, Building Regulations do not allow for a soakaway within 5 metres of a road or a building, which means there is no space for a soakaway in the front garden, so how the drive will drain needs to be explained. A permeable block paving or other permeable material laid in accordance with the manufacturer's instructions needs to be used. The drainage channel at the highway boundary can then drain by perforated pipe into the sub-base over an extended area.

Extract from Building regulations,

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

3.25 Infiltration drainage is not always possible. Infiltration devices should not be built:

- a. within 5m of a building or road or in areas of unstable land (see Planning Policy Guidance Note 14 Annex 1);
3. Pedestrian visibility splays 2m x 2m need to be either side of the driveway, with no hard or soft landscaping or boundary treatment over 600mm within them.

Extract from KCC guidance, https://www.kent.gov.uk/data/assets/pdf_file/0003/139485/Dropped-Kerb-Application-Guidance.pdf

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.

There should be no obstruction to visibility (walls, vegetation, fencing, etc) over the height of 0.6m above footway level.

4. If you are minded to approve, where there is no dropped kerb there should be a low boundary wall to prevent vehicles driving over the footway and drainage details should be conditioned to ensure appropriate drainage is provided.

Neighbouring properties

4 surrounding properties were consulted and a site notice was displayed on 11th September 2023. No representations were received and the consultation period ended on the 25th September 2023.

Officer's Analysis

Design, Character and Appearance

171 St Hilda's Way is a two storey dwellinghouse located on the Western side of the highway. The property has soft landscaping and a dwarf boundary wall to the frontage and vehicular access with a garage to the rear.



The application proposes the formation of a vehicular crossover with hardstanding.

The vehicle crossover and associated hardstanding area will be constructed using permeable paving. The parking area has a 7.25m width by a 5.85m depth which provides sufficient space to comply with the

requirements of SPG4. The proposed crossover would measure 7.45m wide, spanning the width of the front boundary and 2.5m in depth.

There is some soft landscaping proposed within the garden frontage to the flank boundaries, which is considered a positive feature that improves the appearance of the hardstanding and provides biodiversity opportunity.

As such, the development is in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

The amenity of future occupiers is safeguarded by the development, in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The vehicle crossover and associated hardstanding does not negatively impact neighbouring amenity. As such, the proposal is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Parking and Highways

Initial comments from Gravesham's Highways Officer raised several concerns with the proposed plans provided. Concerns were raised with the width of the vehicle crossover and potential for vehicles to cross part of the footway not strengthened, lack of soft landscaping and permeable paving.

However, revised plans were submitted to include a wider vehicle crossover, permeable paving and increased soft landscaping, therefore overcoming the issues raised.

The highways officer also highlighted preferred heights of the boundary treatments and pedestrian splays. As shown on the plans, the soft landscaping is proposed to be of a splayed angle to the front and the presence of a large volume of on street parking in the immediate area is deemed to have a more detrimental impact on visibility.

As such there are no parking and highways concerns related to the application.

Any Other Material Planning Considerations

Impact on biodiversity

The development results in a loss of soft landscaping and biodiversity opportunity and could therefore be considered contrary to the NPPF (2023) Section 15. However, as indicated on the plans, some soft landscaping and planting is shown and therefore, on balance, the development is considered acceptable.

Conclusion

The vehicular access and associated hardstanding area is acceptable. The development is considered to protect the amenity of future occupiers and neighbours, and provides adequate parking provision.

The application has been fully considered and is in accordance with local and national planning policy.

Recommendation

Permission

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

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	18th October 2023	Dated:	19th October 2023