

Delegated Report

Householder Planning Application

Application No:	20221165
Location:	68 Jubilee Crescent, Gravesend, Kent, DA12 4JH
Description:	Removal of existing low brick wall, in order to produce sloped drive towards front of dwelling
Applicant:	Mr Dieudonne Uwera
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 26/11/2022;
Design and Access Statement;
Drawing no. 6822-PL-01 - Rev. 2 - Site Location and Block Plan;
Drawing no. 6822-PL-02 - Rev. 2 - Existing and Proposed Plans and Elevations.

Relevant Planning History

Reference	Description	Decision	Decision Date
20220696	Construction of a vehicle crossover	REFUSED	16.08.2022

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

Gravesham Local Plan: First Review (1994)

- P3 - Vehicle Parking Standards
- T1 - Impact of Development on the Highway Network
- T5 - Access to the Identified Highway Network

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)

- Section 2 - Achieving Sustainable Development
- Section 12 - Achieving Well-Designed Places
- Section 15 - Conserving and Enhancing the Natural Environment

Supplementary Planning Guidance

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

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Vehicle Crossing Guidance: Self-Assessment (2021)

Consultations, Publicity and Representations

Consultees

GBC Highways - This proposal gets an immediate recommendation of refusal.

Adopted guidance SPG4 suggests parking spaces should be 2.5 metres wide x 5 metres deep the width increasing to 2.7 metres when it is adjacent to an enclosed boundary to permit the car doors to open into space that would normally be borrowed from an adjacent parking space. However, 4.8 metres is a nationally recognised minimum depth for a parking space and so would be considered acceptable for the perpendicular parking space.

Considering the angled parking space, this is where the application fails. The short side of the parking space is considerably less than the 4.8 metres to safely accommodate a parked vehicle and is totally unacceptable.

Any driveway would also have to be constructed from a permeable material unless it can drain to a surface water drain or sewer, insufficient information is provided to determine whether this is proposed.

The gradient is also steeper at some 1 in 8 than the recommended 1 in 10 and close to the permitted gradient, but in such instances there is normally a rollover area which starts at 10% increasing to the maximum gradient to avoid vehicles grounding over a minimum distance of 2 metres from the footway.

Local Ward Councillors - No comment received.

Neighbouring properties

Three surrounding properties were consulted and no representations were received. The consultation period expired 19th December 2022.

Preliminary Matters

This application follows a similar application (ref. 20220696), which was refused by the Local Planning Authority. The application proposed the 'construction of a vehicle crossover', and was refused for the following reasons:

1. *The driveway hereby proposed would remove a decorative and attractive boundary wall, and introduce a disproportionate hardstanding with no soft landscaping or planting, which will have a harsh, urbanising impact on the street scene that is harmful to its character and appearance, and*

fails to provide a net gain of biodiversity. As such, the development is contrary to Gravesham's Householder Design Guidance SPD (2021), Policies CS12 (Green Infrastructure) and CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014, as well as the Section 12 (Achieving Well-Designed Places) and Section 15 (Conserving and Enhancing the Natural Environment) of the National Planning Policy Framework (2021).

- 2. The proposed driveway is substandard in depth and fails to meet the increased depth requirement in front of a means of escape, representing a risk to safety and causing vehicles to overhang the footway. Therefore, the development is contrary to Gravesham's adopted parking standards SPG4 (2006), Kent County Council vehicle crossing guidance (2018), as well as Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).*

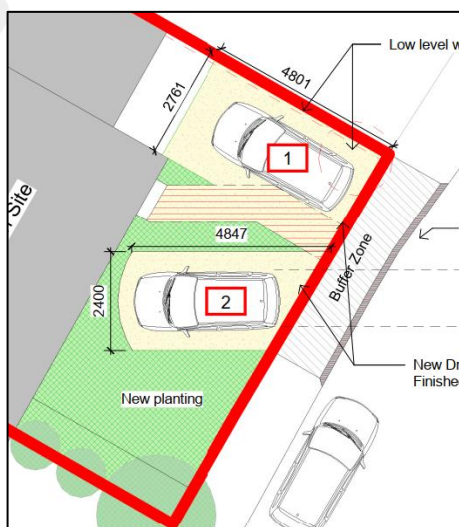
In order to receive a favourable decision, this application must be considered to overcome the reason for refusal attached to the previous application.

Officer's Analysis

68 Jubilee Crescent is a two storey semi-detached property located on the eastern side of the highway. The property is set down below the level of the highway and has an attractive front boundary wall with decorative railings above.

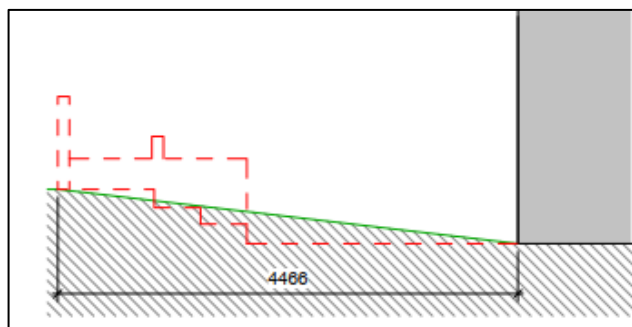


This application proposes the creation of a dropped kerb and the formation of a driveway. The proposed driveway would occupy the majority of the frontage, with parking for two cars. One space will be perpendicular to the highway, with the second at an angle (as demonstrated in the screenshot below):



The perpendicular space (1) has a depth of 4.8m and a width of 2.76m. The angled space (2) has a

maximum depth of 4.84m, a minimum depth of 3.45m and a width of 2.4m. Due to the topography, the driveways will be sloping down toward to the property.



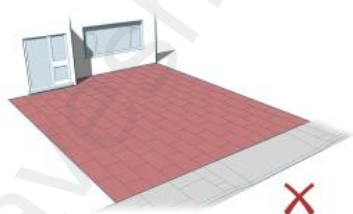
The hardstanding will be formed using bound gravel and the remaining frontage will be soft landscaped.

Design, Character and Appearance

Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that the design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area.

The proposed driveway will impact on the established pattern within the street scene by removing the front boundary wall. The immediate street scene is dominated by front boundary walls, albeit of varying quality and appearance, however the application site has a more decorative and attractive feature which adds quality to the street. Therefore, the removal of this feature would have a negative impact on the quality of the street scene but the proposed arrangement with a net gain of biodiversity is considered to mitigate this impact somewhat.

The plans indicate that the frontage of the property would be block-paved, with the existing shrubs retained at the front. The extent of hardstanding proposed is considered to be acceptable, in accordance with Gravesham's Householder Extension/Alteration Design SPD (2021). The SPD clearly states that hardstanding should be proportionate and soft landscaped planting should be provided:



Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.



Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.

Although the entire front boundary wall will be removed to create the driveways, the extent of planting and soft landscaping that will be introduced complies with the SPD and would ensure that the development's impact on the street scene is minimised. Nevertheless, the previous application was refused on design terms relating to the quality of the existing boundary wall, and therefore its full removal is considered to be a negative impact.

On balance, the removal of the boundary wall is not considered sufficient grounds to refuse the development on design terms, with the design improvements and softening created by the landscaping. Therefore, the development is considered to be in accordance with Policy CS19 (LPCS) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

There will be no impact on the amenity of future occupiers as a result of this development. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The development will have no impact on the amenity of surrounding properties. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

The proposed development will create two new off-street parking spaces. Gravesham's adopted parking standards (SPG4) (2006) states that parking spaces should have a width of 2.5m, which increases to 2.7m when adjacent to a boundary, and a minimum depth of 5m. However, the national standard for depth is lower than that given in Gravesham's SPG4, at 4.8m. Therefore, the perpendicular space (1) is acceptable in dimensions and would be a viable space, but the angled space (2) is substandard. The dimension provided on the plan shows the maximum depth of 4.84m, however this is significantly greater than the minimum depth of 3.45m. This depth would result in the rear of a vehicle overhanging the edge of the footway and the front boundary of the property.

Gravesham's Highways Officer has recommended that the application is refused by virtue of the substandard angled space (2) being contrary to local and national guidance. The comment also queried the gradient of the parking spaces and the potential of vehicles grounding as a result, however this is not considered to be a material planning consideration and is not relevant.

There is a lack of detail regarding the proposed drainage, however the hardstanding will be formed using bound gravel which is permeable and would therefore be acceptable.

Overall, the proposed development is unacceptable and contrary to highway policy, by virtue of providing a substandard parking space that would result in vehicles overhanging the footway and boundary of the property. Therefore, the development is contrary to Gravesham's adopted parking standards SPG4 (2006), Kent County Council vehicle crossing guidance (2021), as well as Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

Any Other Material Planning Considerations

Impact on Biodiversity - any development should result in a net gain of biodiversity to accord with Section 15 of the NPPF. It is noted that the existing frontage of the property is mostly hard-paved, with some planting/shrubs on the flank boundaries. The proposal will reintroduce soft landscaping and planting, whilst retaining some the existing planting on the southern boundary. Therefore, the proposed development would result in a net gain of biodiversity and is in accordance with Section 15 of the NPPF (2021).

Conclusion

The application has been fully considered and is contrary to local and national planning policy.

The proposal has failed to overcome the issues raised in the previous refusal, by providing substandard parking spaces, which will cause vehicles to overhang the footway and front boundary. Therefore, ground of refusal 2 attached to the previous application remains relevant, with some minor amendments relating to

the means of escape. As such this application should be refused planning permission for the following reason:

1. *The proposed driveway is substandard in depth, causing vehicles to overhang the footway. Therefore, the development is contrary to Gravesham's adopted parking standards SPG4 (2006), Kent County Council vehicle crossing guidance (2021), as well as Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).*

Recommendation

Refusal

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

Case Officer:	Mr Ethan Bonthron	Team Leader:	Richard Hart
Signed:	<i>Ethan Bonthron</i>	Signed:	<i>R Hart</i>
Dated:	16 th January 2023	Dated:	16th January 2023