

Delegated Report

Householder Planning Application

Planning Application No: 20231280

Location: 20 Spring Grove Gravesend Kent DA12 1LL

Description: Creation of vehicular crossover with hardstanding.

Applicant: Herdev Kandola

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

- Application Form
- Drawing No: P7 (Site Location Map)
- Drawing No: P1 (Existing Site Plan)
- Drawing No: P2 (Proposed Site Plan)
- Drawing No: P3 (Existing and Proposed Elevations)
- Drawing No: P4 (Existing and Proposed Section AA)
- Drawing No: P5 (Visibility Splay Block Plan)
- Drawing No: P6 (Existing/Proposed Block Plans)

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
- T5 – Access to the Identified Highway Network

Paragraph 33 of the NPPF (2023) 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 (2023), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2023)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving Well-Designed and Beautiful Places

Other relevant guidance

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

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Local Ward Councillors

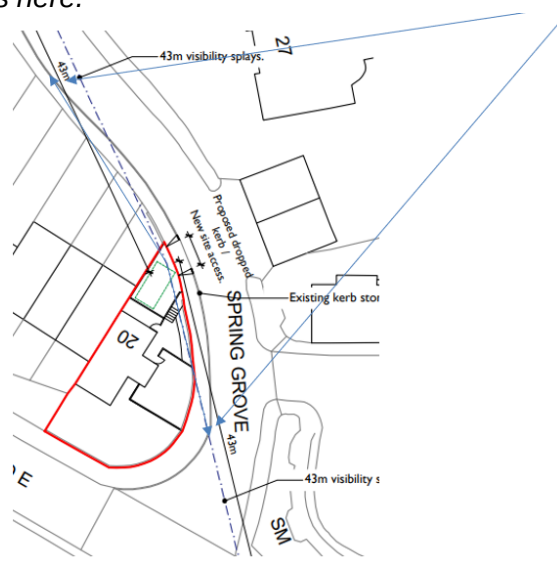
No comments received.

GBC – Highways Officer

The 'y' distance, the distance measured along the carriageway is from the centre of the driveway and measured along the near side kerb. The 'x' distance is a line perpendicular to the highway down the centre of the drive.

The 'x' distance is 2.4 metres and the 'y' distance is determined by the requirements of Manual for Streets and reflects the speed limit, so for a 30mph road this would be 43metres. However, if speeds are constrained by design a lower provision may be possible. So if vehicles pass the access at 20mph the sight line requirement may be reduced to 25 metres. In truth the visibility at this access would be nearer 20 metres, which equates to a passing vehicle speed of 15mph which is unlikely to be achieved.

Looking to the right on exiting the property there is an inadequate sight line. Looking to the left the sight line should again be measured along the nearside kerb to the tangent point on the kerb line and this would pass over many properties outside the applicant's control. So, the conclusion has to be the application should be refused. Sight line ends here.



In this location it is impossible to provide suitable sight lines for the access.

In addition the applicant should note that in Kent the standard parking space is 2.5 metres wide by 5 metres deep and given the location of the parking space it should be constructed from a bound permeable paving and 2m x 2m pedestrian visibility splays should be available either side of the parking space.

Neighbouring properties

The application was advertised by way of letters to 2 surrounding properties. The consultation period expired on 11.01.2024 and no comments were received.

Analysis

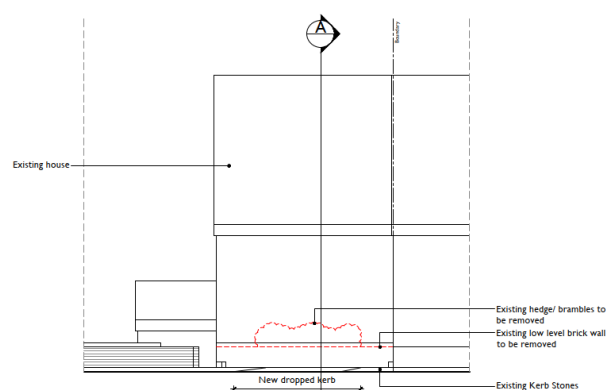
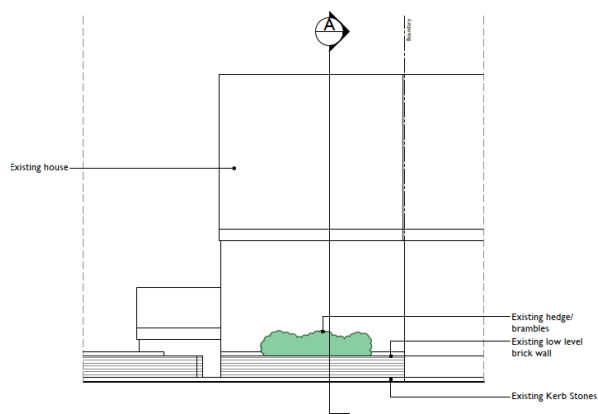
Proposal

The proposal seeks to create a vehicular cross over with associated hardstanding.

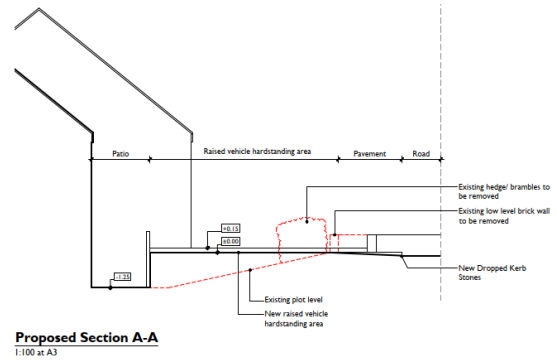
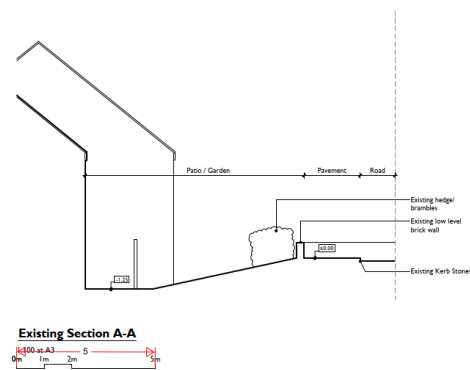
Existing



Proposed



Proposed boundary wall elevation



Visibility Splays



Character and Appearance

The application site is an end of terrace property situated on a prominent corner plot. The properties' main entrance faces toward Spring Grove, the rear elevation faces towards Wrotham Road which is a busy classified highway. The property is contained within a boundary made up of mature hedging and a brick wall of varying heights.

The property is accessible via some downward steps as the level of the highway is higher than that of the property. In order to facilitate the creation of a handstanding the existing garden level will be raised however details on the proposed finishing materials have not been given.

It is noted from the submission there will be a loss of biodiversity on the site due to the levelling of the garden and the introduction of a parking space. It is acknowledged that there will be some retention of biodiversity on the site, however this is not readily visible from the main streetscape as the section of land where this is located is situated below the highway level. The current soft landscaping contributes positively towards the street scene and the loss of this would introduce an urbanised feel to the area.



The removal of the laid to lawn front garden and other soft landscaping and its replacement with a hardstanding will result in a hardening of the streetscene which will have a detrimental impact on the visual amenity of the area.

Therefore, in terms of design, character and appearance, the proposed hardstanding would have a detrimental impact on the visual amenity of the application property, street scene and character of the area as a whole. The development would therefore be contrary to Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2023).

Amenity of Future Occupiers

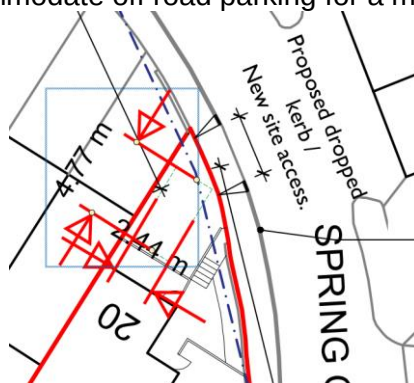
The proposal would not result in any harm to the amenity of future occupiers of the property. As such in respect of amenity of future occupiers the proposal is considered to comply with SPG2 and Policy CS19 of the Local Plan Core Strategy 2014.

Neighbouring Amenity

The proposal would not result in any harm to the amenity of occupiers of surrounding properties. There would be no loss of sunlight, overlooking, overbearing or loss of outlook as a result of the proposal. As such in respect of amenity of occupiers of neighbouring properties.

Parking and Highways

According to KCC Parking Standards 2006 a standard parking space should be 2.5 metres wide by 5 metres deep. The proposed parking space falls below the minimum standards set by the highways authority and is therefore not suitable to accommodate off road parking for a modern day vehicle.



Furthermore the proposal does not provide details of the proposed finish of the driveway, however as the proposal is not likely to be supported further details of the driveway finish are not required from the applicant.

The proposed visibility splays have been incorrectly shown and it is evident that adequate splays cannot be achieved on site.

In light of the above it is evident that the proposed addition of parking to the front of this property poses a highway hazard and cannot be supported on highway grounds.

The proposed crossover is detrimental to highway safety and the hardstanding serving it is substandard contrary to CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014, Policy T5 Local Plan First Review (1994) and Section 9 of the National Planning Policy Framework (2023) and - KCC Parking Standards (2006).

Any Other Material Planning Considerations

Impact on Biodiversity - as aforementioned within this report, the proposed development will result in a significant loss of soft landscaping within the front garden and will therefore result in a loss of biodiversity. Section 15 of the National Planning Policy Framework (2023) states that developments should result in a biodiversity net gain. The proposal would therefore be contrary to Policy CS12 (Green Infrastructure) of Gravesham's Local Plan Core Strategy Local Plan Core Strategy (2014) and Section 15 of the National Planning Policy Framework (2023).

Conclusion & Recommendation

The proposal will result in a hardstanding which is substandard and will harm the character and appearance of the wider street scene. Furthermore, the proposed cannot achieve adequate visibility splays which is detrimental to highway safety. It is therefore recommended that planning permission is refused, for the following reasons:

The proposed crossover and hardstanding will result in a hardening of the street scene, detrimental to the visual amenity of the application property, street scene and character of the area as a whole. The development would therefore be contrary to Policy CS19 of Gravesham's Local Plan Core Strategy (2014) and Section 12 of the National Planning Policy Framework (2023).

The proposal will result in a significant loss of biodiversity. The proposal would therefore be contrary to Policy CS12 of Gravesham's Local Plan Core Strategy (2014) and Section 15 of the National Planning Policy Framework (2023).

The proposed crossover is detrimental to highway safety and the hardstanding serving it is substandard contrary to CS11 and CS19 of the Gravesham Local Plan Core Strategy 2014, Policy T5 Local Plan First Review (1994) and Section 9 of the National Planning Policy Framework (2023) and - KCC Parking Standards (2006).

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	02.02.2024	Dated:	2nd February 2024

--	--	--	--