

# Delegated Report

## Householder Planning Application

**Planning Application No:** 20240730

**Location:** 55 Central Avenue Gravesend Kent DA12 5AN

**Description:** Installation of a new driveway and new dropped kerbs.

**Applicant:** Mrs Angela Brewster

**Site Visit Date:** Desktop Assessment

### Submitted Documents/Plans

Planning Application Form;  
Drawing No. 0188-EAG-00-00-DR-V-101 Rev P01 – Location As Existing;  
Drawing No. 0188-EAG-00-00-DR-V-102 Rev P01 – Existing Site Plan;  
Drawing No. 0188-EAG-00-00-DR-V-103 Rev P01 – Proposed Site Plan;  
Drawing No. 0188-EAG-00-00-DR-V-103 Rev P01 – Proposed Visibility Splay; and  
Drawing No. 0188-EAG-00-00-DR-V-201 Rev P01 – Proposed Crossover Details.

### Relevant Planning History

| Reference | Description                                 | Decision   | Decision Date |
|-----------|---------------------------------------------|------------|---------------|
| 20150575  | Erection of a single storey rear extension. | Permission | 02.09.2015    |

### 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 (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 and beautiful 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).

## **Consultations, Publicity and Representations**

### Consultees

#### *KCC Highways Transportation*

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

**It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.**

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability.

*Ward Councillors – No comment received*

### Neighbouring properties

7 surrounding properties were consulted and no responses were received. The consultation period ended on 25<sup>th</sup> November 2024. One letter of support was received stating no objections subject to no loss of the street tree.

## Officer's Analysis

### Design, Character and Appearance

55 Central Avenue is a two storey terraced dwellinghouse located on the Eastern side of the highway. The majority of the frontage has been block paved, with a strip of soft landscaping and a section of the original retaining wall has been retained. The hardstanding is already being used for the parking of two cars.



The application proposes the installation of a new driveway and new dropped kerbs. Whilst the majority of the works have been undertaken, the current application includes the part retrospective works for the demolition of the front wall, creation of vehicle access and driveway to front with installation of a dropped kerb.

The vehicle crossover and associated hardstanding area will be constructed using permeable paving. The hardstanding would measure 5.49m wide and 6.11m deep. The proposed crossover would also measure 4.57m wide at the highway and 2.4m in depth.

The Gravesham's Householder Design Guide recommends a depth of 5m and therefore the proposal would exceed the minimum standards. There are also multiple examples of hardstanding with a similar depth to properties throughout the road. These do not appear to have benefited from planning permission, as it is not generally required for crossovers in this location.

By way of soft landscaping, the application will retain the strip of landscaping that is already present, together with the small section of retaining wall..

The application looks to seek part retrospective demolition of the existing decorative front boundary wall and whilst the loss of the wall is not considered to have a positive impact on the existing street scene, there are multiple examples of similar developments throughout Central Avenue and therefore, on balance it would be unreasonable to refuse the application on these grounds. Also planning permission would not be required for the removal of this wall.

Therefore, the development is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed and beautiful places) 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 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed and beautiful places) of the National Planning Policy Framework (NPPF) (2023).

### Neighbouring Amenity

The vehicle crossover and associated hardstanding does not negatively impact neighbouring amenity. As such, the proposal is in accordance with Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 (Achieving well-designed and beautiful places) of the National Planning Policy Framework (NPPF) (2023).

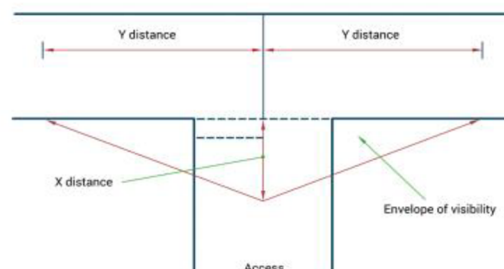
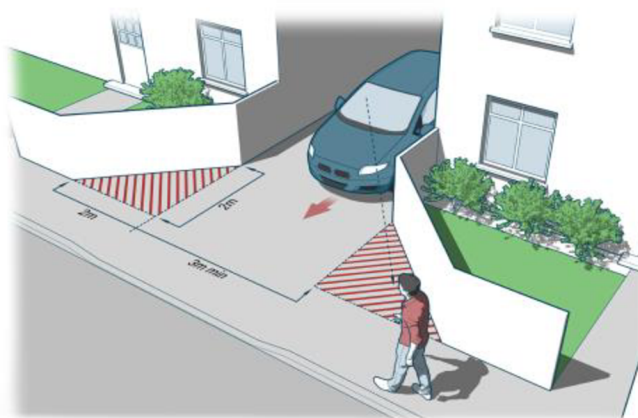
### Any Other Material Planning Considerations

#### *Parking and Highways*

The application looks to retain the soft landscaping to the northern boundary. The section of decorative wall does not result in a visual obstruction to drivers.

Pedestrian visibility splays of 2m x 2m are required either side of the driveway, with no hard or soft landscaping or boundary treatment over 600mm:

Visibility Splay



Therefore, the decision will be conditioned to ensure that any soft landscaping within the 2.00m pedestrian visibility splays do not exceed 600mm in height in accordance with highway safety.

As such, there are no parking and highways concerns in relation to the application.

#### *Impact on biodiversity*

The development already undertaken has resulted in a loss of soft landscaping and biodiversity opportunity and could therefore be considered contrary to the NPPF (2023) Section 15. Some soft landscaping and planting has been retained and will remain show as shown on the proposed plans, and the proposal would be allowed under Permitted Development rights, 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)

|                      |                                                                                     |                     |                                                                                      |
|----------------------|-------------------------------------------------------------------------------------|---------------------|--------------------------------------------------------------------------------------|
| <b>Case Officer:</b> | Ms Amanda Cue                                                                       | <b>Team Leader:</b> | <b>Richard Hart</b>                                                                  |
| <b>Signed:</b>       |  | <b>Signed:</b>      |  |
| <b>Dated:</b>        | 5 <sup>th</sup> December 2024                                                       | <b>Dated:</b>       | <b>6<sup>th</sup> December 2024</b>                                                  |