



Delegated Report

Householder Planning Application

Application No:	20230546
Location:	91 Central Avenue, Gravesend, Kent, DA12 5AW
Description:	Creation of a vehicle crossover.
Applicant:	Mrs Angela Ndidi Edozie
Site Visit:	3 rd August 2023

Submitted Documents/Plans

- Application Form - dated 22/05/2023;
- Sheet no. 1 - Site Location Plan (scale - 1:1250);
- Sheet no. 3 - Existing and Proposed Frontage Plans;
- Sheet no. 4 - Existing and Proposed Front Elevation;
- Sheet no. 5 - Proposed Section A-A.

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

Gravesham Local Plan: First Review (1994)

- P3 - Vehicle Parking Standards

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

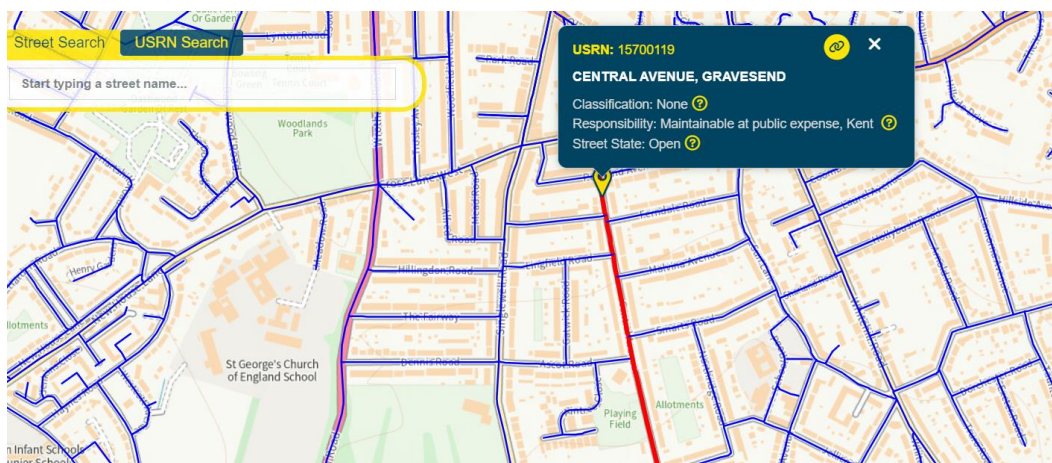
Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)
- Department for Transport's Manual for Streets (2007)
- Kent County Council Dropped Kerb Application Guidance (2022)

Consultations, Publicity and Representations

Consultees

GBC Highways Officer - I am confused on why this application has been submitted Central Avenue is not a classified road.



Therefore, no planning permission is required for the formation of an access as far as I am aware, it is a matter between Kent County Council as Highway Authority and the applicant.

However, I note the formation of the driveway changes levels, and this would require planning permission. The driveway should be constructed from a bound permeable material as the use of a soakaway is prevented by Building Regulations. The use of soakaways is prevented within 5 metres of a road or building.

Pedestrian visibility splays should be protected, so there should be no boundary treatment, hard or soft landscaping over 850mm high within 2 metres of the back edge of the footway.

Local Ward Councillors - No comment received.

Neighbouring properties

Two surrounding properties were consulted and no representations were received. The consultation period expired 11th July 2023.

Officer's Analysis

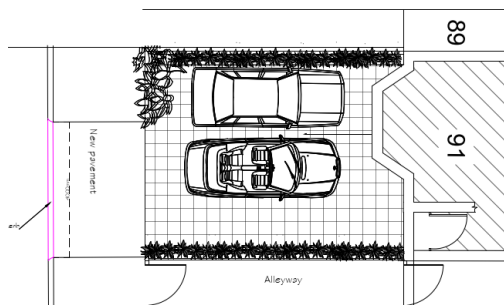
91 Central Avenue is an end of terrace property located on the eastern side of the highway. The property is set above the highway. It was accessed by a pedestrian path with a front boundary wall with mature hedging behind, however the works proposed in this development have already been implemented as

demonstrated in the image below:



This application seeks planning permission for a vehicular crossover and to retain the driveway on the frontage. The driveway has been constructed on a gradient and is formed of block paving. The landscaping is retained on the northern boundary and part of the front, with planting to be reinstated on the southern boundary.

The driveway has a depth of 6.55m and a width of 5.25m.



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 development has altered the appearance of the property, by removing a section of the boundary wall and mature hedge. However, some landscaping is retained, and more is proposed to be reinstated, which softens the harsh developed appearance of the driveway. Moreover, the grey block paving is considered to be an appropriate material.



Pre-Existing



Existing

Overall, the development is in accordance with Policy CS19 (LPCS) and Section 12 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 of the NPPF (2021).

Neighbouring Amenity

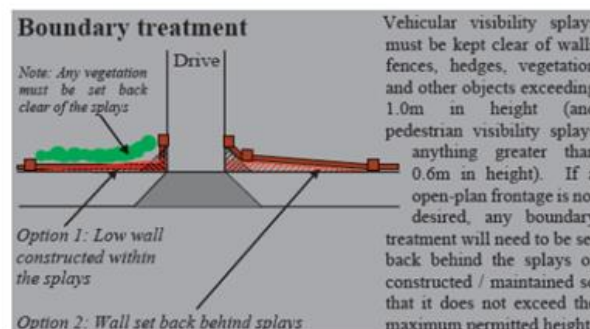
The development will have no impact on the amenity of surrounding properties. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 NPPF (2021).

Parking and Highways

Central Avenue is not a classified highway and therefore the installation of the dropped kerb would not require planning permission. However, the development was deemed to require planning consent by virtue of the engineering operation. As such, this application was submitted.

The driveway complies with the dimensions set out in Gravesham's adopted parking standards (SPG4) (2006). There are concerns with the landscaping impacting visibility splay. Kent County Councils highway guidance and the Department for Transport's 'Manual for Streets' document (2007) state that footway visibility should have no obstruction above 0.6m with 2m by 2m splays, as demonstrated in the screenshot below:

Footway visibility
X-dimension 2.0m from back of footway
Y-dimension 2.0m within these splays,



However, in this case Gravesham's Highways Officer has recommended no obstruction to visibility above a height of 0.85m. As the development is already completed, with the exception of the dropped kerb, this would be secured by condition.

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 (2021). The proposed development will reduce the soft landscaping, by forming the hardstanding for vehicular parking. Although this represents a loss of biodiversity it is a minimal loss of biodiversity and not sufficient grounds to refuse the application, however a landscaping condition will be attached to ensure that suitable planting is reinstated to accord with visibility splays.

Conclusion

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

The development is considered to be an acceptable design that retains and reintroduces biodiversity to soften the impact on the street scene, it would not impact on amenity and subject to conditions is in accordance with parking policy guidance.

As such, it is recommended that planning permission is granted.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	4 th August 2023	Dated:	04 August 2023