



Delegated Report

Householder Planning Application

Planning Application No: 20230633

Location: 141 Singlewell Road Gravesend Kent DA11 7QA

Description: Provision for dropped kerb and vehicle crossover for domestic off-street parking, and associated works.

Applicant: Jaman Ali

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

Application Form
23.026-101 – Location Plan
23.026-102 Rev B – Site Plan

Superseded Plans:

~~23.026-102 – Site Plan~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20120912	Application for Lawful Development Certificate for the proposed erection of a single storey rear extension to form kitchen, play room/breakfast room and side extension to garage.	Certificate Granted	18/12/2012
19490725	Erection of a private garage	Permitted	27/01/1949

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
- T1 – Impact of Development on Highway Network
- T5 – Access to the 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 sustainable development and well-designed places

Supplementary Planning Guidance

- SPG 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)

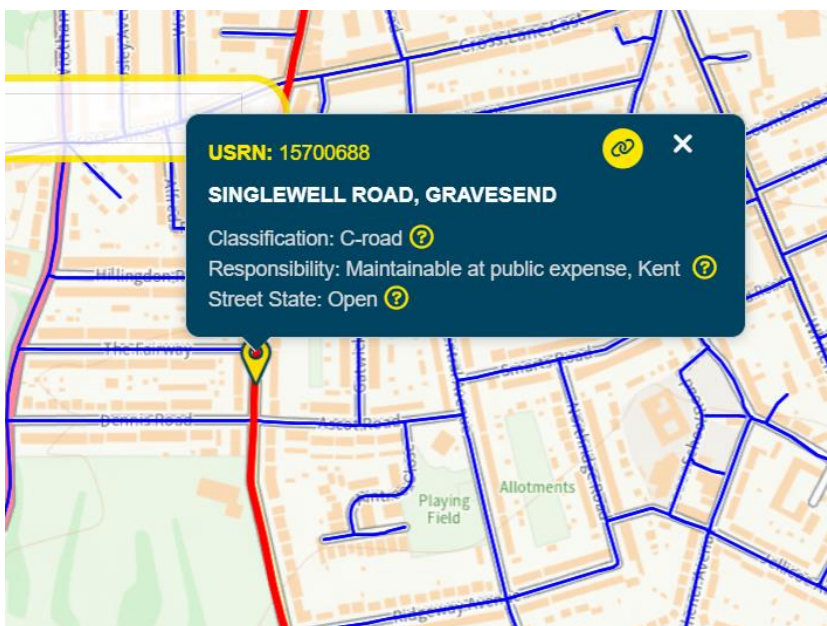
Consultations, Publicity and Representations

Consultees

Ward Councillors: No response received.

Natural England: No response received

GBC Highways Officer - Singlewell Road is a 'C' classified road so no on site is required.



findmystreet web site. <https://www.findmystreet.co.uk/map>

The applicant needs to consider the requirements of the Building Regulations to ensure the proposed soakaway is appropriately positioned and suitably sized.

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);

The alternative would be to construct the driveway from a bound permeable material.

Given the nature of the road and other carriage crossovers the pedestrian sightlines can cross the neighbour's property as boundary treatments and front garden landscaping does not obstruct visibility.



No objections.

KCC Highways: Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

I refer to the above planning application and confirm that provided the following requirements are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

- Use of a bound surface for the first 5 metres of the access from the edge of the highway.
- Provision of measures to prevent the discharge of surface water onto the highway.
- Provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level, prior to the use of the site commencing.
- Provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 1.05 metres above carriageway level within the splays, prior to the use of the site commencing.
- Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.

Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained.

Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

Please note that all street lamp columns and utility plant needs to be situated at least 1.5m from the location of the top of the ramped kerb of the proposed crossover. Any street furniture, lamp columns and utility plant within 1.5m must be relocated at the expense of the applicant.

Informative: It is important to note that planning 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 planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, 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 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 formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Neighbouring properties

4no. surrounding properties were consulted and 2 comments were received from members of the public. Summary of comments:

- Concerns regarding lack of clarity on boundary treatment
- Concerns regarding impact on electricity and water supplies
- Dropped kerbs increasing in the street may be contributing to a parking problem the council should consider parking restrictions on the opposite side of the street to stop unsafe parking.
- Reduction in greenery and vegetation within the local urban landscape is slowly being reduced a condition should be applied requiring retention of some soft landscaping.

Officer Note: Electricity and water supply issues are not a material planning consideration and so cannot be considered as part of the assessment of this planning application.

Officer's Analysis

Principle of Development

This application is located inside the Urban Boundary, where alterations and extensions to residential buildings are generally acceptable in principle as per Policy CS02: Scale and Distribution of Development. However, all other relevant matters should be considered. In this instance, the main points to consider would be the potential impact on; Visual Amenity (Design, Character and Appearance), Amenity of Future Occupiers, Residential Amenity of neighbours and Highways and Parking.

Design, Character and Appearance

The proposed development would be visible from the street given its prominent location. The below image taken from google maps shows that the existing front garden is grassed. The level is higher than the road with a low brick retaining wall adjoining the pavement.



The proposed scheme would lower the ground level of the front garden and remove the front low brick retaining wall. The new drive would be surfaced with block paving with a soakaway drain incorporated.

There are a number of other properties with open fronted drives in the immediate vicinity. And so the proposed development would not be uncharacteristic for the area. However, details of the steps have not been provided and these would be reserved by condition to ensure that there are appropriate for the character of the area. Initially it was proposed to retain no soft landscaping. However, entire removal of soft landscaping would be harmful to the character of the area and result in a harsh, open frontage uncharacteristic for the area. Following discussions with the agent, the plans were amended to retain a section of 1 metres wide soft landscaping to the edge of the boundary.

On balance, the proposed development would comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF (2021) in terms of design, character and appearance.

Amenity of Future Occupiers

The NPPF (2021) states that planning decisions should aim to secure a high standard of amenity for all existing and future users. The impact on amenity is also considered with regard to the criteria with Policy

CS19 of the Core Strategy, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land. The impact on neighbours will be assessed in the next section of the report.

There would be no changes to the internal layout of the dwellinghouse or the size of the external amenity space and so no issues are presented with regard to amenity of future occupiers by this proposed scheme.

Neighbouring Amenity

As outlined above, it is important that any development safeguards the amenity of neighbouring properties and land. Following a period of consultation with neighbouring properties, no objection to the proposal was received. However, one representation was received.

The proposed plans show areas indicated by potential brick walls to either side boundary. It is indicated that these brick walls would comply with permitted development rights. To comply with permitted development rights, they would be 1 metre high or less and would not require planning consent. This being the case it cannot be considered as part of this application. Should boundary treatment exceed 1 metre in height be desired at a later point the option to apply for a variation to approved plans would be available to the applicant, allowing the LPA to consider the impact of the boundary treatment. In any case as it stands the plans detail only possible boundary treatment compliant with permitted development rights.

The change in levels show a lowered, more consistent pitch. No concerns regarding potential overlooking or other factors impacting neighbours are raised as a result of the altered pitch. However, given that the proposed steps are not detailed and are subject to final consideration, details of the proposed steps would be reserved by condition to ensure the steps would not result in harm to neighbouring amenity.

The proposal is therefore considered to safeguard the amenity of neighbouring properties in compliance with policy CS19 of the Core Strategy 2014.

Parking and Highways

The GBC Highways Officer has raised no objection to the parking provision or sight lines. They have noted that there may be some difficulties with regard to building control with the positioning of the soakaway and a bound permeable material may be more appropriate. As such, to avoid unnecessary variations to the application, a condition would be included requiring details of materials to be submitted.

KCC Highways have requested a number of conditions. These requirements would be covered by a condition securing the approved plans or approved materials.

Overall, adequate, safe parking provision would be provided by the scheme and the appropriate details would be secured by condition.

Adequate vehicle and cycle parking provision is therefore available in accordance with paragraphs 110 to 113 of the National Planning Policy Framework (2021), Saved Policies T1 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

Conclusion & Recommendation

The proposed development complies with all relevant national and local planning policies, subject to condition.

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

Case Officer:	Ms Lisa Williams	Team Leader:	Miss Faye Hobbs
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Signed:		Signed:	
Dated:	25 August 2023	Dated:	25 August 2023