



Delegated Report

Householder Planning Application

Planning Application No: 20211074

Location: 38 Hartshill Road Northfleet Gravesend Kent

Description: Creation of vehicular access and extension of hardstanding.

Applicant: Mr Abiodun

Site Visit Date: 23/9/21

Submitted Documents/Plans

- Application Form Received 01/09/2021;
- Drawing No: 04 (Block Plan as Existing) Received 31/08/2021;
- Drawing No: 05 (Block Plan as Proposed) Received 31/08/2021;
- Drawing No: 01 (Existing Plans & Elevations & Section AA) Received 31/08/2021;
- Drawing No: 03 (Site Location Map) Received 31/08/2021;
- Drawing No: 02 (Proposed Plans & Elevations & Section AA) Received 31/08/2021;
- Supplementary Information (Notice to KCC) Received 31/08/2021 and;
- Supplementary Information (Letter to KCC) Received 31/08/2021.

Relevant Planning History

Reference	Description	Outcome	Decision Date
20170259	Erection of a front porch, demolition of outbuilding and erection of a part single and part two storey rear extension.	Permitted	19.05.2017

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

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) 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 (2021), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)

Consultations, Publicity and Representations

Kent Highway Services

No objections

Highway Development Management Officer

No comments received.

Neighbouring properties

The application was advertised by way of letter to four surrounding properties. The consultation period expired on 22nd September 2021 and no comments were received.

Analysis

Proposal

The application seeks the formation of a vehicular access onto an existing hardstanding. The access will have a width of 6m and a depth of some 4.6m and will consist of the installation of tarmac over an existing grass verge.

Character and Appearance

38 Hartshill Road is a two storey semi-detached property. The property is set back and is separated from the highway by a grass verge. The residents have hard-paved the front garden which was completed circa 2018. The hardstanding has a width of approx. 7.8m and a depth of approx. 4.85m. The property has been previously extended to the front and the rear and includes a porch to the front.

The application proposes the vehicular access over the grass verge and installation of a crossover to allow formal access onto the hardstanding. The tarmac vehicular access will have a width of 6m. and a depth of approx. 4.6m. The access will cross over the grass verge, which contributes greatly to the appearance and character of the surrounding area, albeit some of the grass will be retained either side of the access.

No.26 Hartshill Road, has undertaken a similar development to what is proposed in this application; however that crossover and driveway was not permitted by the council. This development was completed without planning consent, and is liable to be lawful through the passage of time and therefore has no relevance to this decision, except in regard to the closeby, but not overwhelming impact on the character of the local area.

Policy CS19 of the Local Plan Core Strategy (LPCS) (2014) requires new developments to be visually attractive, to conserve or enhance the character of the local built environment and also integrate well with

the surrounding area. It is considered that the hardstanding and tarmac access over the grass verge would have a detrimental impact on the street scene, would not enhance the character or appearance of the area and results in a net loss of biodiversity.

The proposed vehicular access would have a detrimental impact on the visual amenity of Hartshill Road and reduce the grass verge which contributes significantly to the character of the surrounding area. As such it is considered that the application is contrary to Policy CS19 (Development and Design Principles) (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2019).

Amenity of Future Occupiers

The application provides acceptable conditions that safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS).

Neighbouring Amenity

The extension will not cause any material harm to the amenity of any adjoining properties in terms of loss of light, outlook, privacy or sense of enclosure.

As such the application is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS).

Parking and Highways

The hardstanding is insufficient and contrary to the Kent County Council's parking standards (SPG 4) which states a space should have a minimum depth of 5m and where there is a front door the depth increases to some 6m. The proposal does not provide a detailed parking plan so it is not clear how many vehicles the applicant wishes to park on the drive. However if it is the case that a vehicle is intended to be parked in front of the front door then the required driveway depth should be 6m.

The depth of the proposed driveway would be 4.85m and is therefore substandard, meaning that vehicles will overhang the boundary onto amenity land outside of the application property's curtilage. As such the application is contrary to the minimum depth stated in KCC's parking standards (SPG 4) and cannot be supported.

Conclusion & Recommendation

The application has been fully considered and it is recommended that planning permission is refused.

The proposed vehicular access onto Hartshill Road would have an adverse effect on the character and appearance of the street scene. The development will interrupt the grass verge by forming a tarmac access which is considered to reduce biodiversity and impact on the visual appearance of the surrounding area. As such the application is contrary to Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014).

In addition the driveway by virtue of substandard depth is contrary to Kent County Council's parking standards (SPG 4) as such vehicles will overhang the driveway over the boundary of the property onto amenity land.

Therefore the proposed vehicular access fails to comply with local and national planning policy and cannot be supported.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
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Signed:		Signed:	<i>R Hart</i>
Dated:	18 th October 2021	Dated:	18th October 2021

Gravesham Borough Council