

Planning, Design & Access Statement

70 Truro Road, Gravesend Kent DA12 5RF

Completion of works to allow a sloped
front driveway and dropped kerb

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GRAHAM SIMPKIN PLANNING

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Project reference: PR3893



Contents

1 Introduction3

2 Site Context..... 4

3 Relevant History5

4 Proposed Development..... 6

5 Planning Policy.....7

6 Planning Assessment 9

7 Conclusions..... 111

1 Introduction

- 1.1 This Statement has been submitted in support of a householder planning application for the following development at 70 Truro Road, Gravesend DA12 5RF (hereafter referred to as 'the Site'):

"Completion of works to allow a sloped front driveway and dropped kerb"

- 1.2 The purpose of this development is to complete the works already undertaken to create an attractive and suitable area for the parking of the occupant's vehicles, and frontage to the property. This development was started by the previous occupants of the property without planning permission, the intention is now to finish the development to a high standard.
- 1.3 The applicant undertook a pre-application request for these works and was advised that planning permission would be required due to the extent of the engineer operation required.
- 1.4 The following Land Registry titles are affected by the proposed development. The site is currently owned by Gravesham Borough Council, but the applicant is in the process of purchasing it.

Land Registry Title	Description
K947061	Land at Truro Road, Gravesend



2 Site Context

- 2.1 The site is located on the North side of Truro Road a short distance from its junction with Bristol Road. The property itself is a mid-terrace two storey house, with a large front and rear garden. There is access to the rear of the property via a small private lane which runs along the back of the properties along this part of Truro Road.
- 2.2 The property has been constructed using red stock brick, white UPVC doors and windows, with plain concrete roof tiles. Most of the properties along this part of Truro Road are consistent with this style, although some have been finished with render.
- 2.3 In terms of car parking, a number of properties have installed private driveways in their front gardens, most of which can accommodate two vehicles. There are no restrictions on Truro Road, and many of the occupiers of the properties, park their vehicles on both sides of the road. Notably, the adjacent property (68 Truro Road) has a fully paved front garden for use as a driveway, as well as No. 47 (opposite) and 76 (to the south of the site).
- 2.4 The site consists of the dwelling itself, and two outbuildings in the rear garden. There is an enclosed ginnel connecting the front and rear of the property.
- 2.5 The photograph below shows the front of the property as it is now.

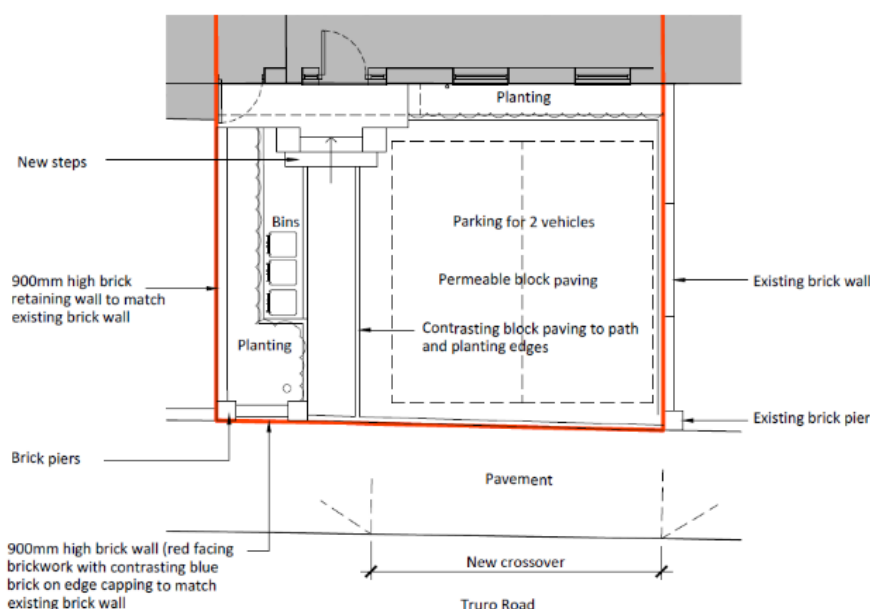


3 Relevant History

- 3.1 There are no recorded planning applications or appeals on the Council's website for this property.
- 3.2 The engineering works that have already been carried out to facilitate this development started late in 2021.
- 3.3 The applicants applied to the Council for some pre-application advice on the matter in January 2023, and received the formal response, advising that they submit a householder application, on 22nd February 2023. The reference for this pre-app is: **PRE20230028**.
- 3.4 There is no other relevant planning history in this case.

4 Proposed Development

- 4.1 Works to facilitate an area for the parking of vehicles at the site began without planning permission late in 2021. Prior to this the front garden was mostly laid to lawn. The land slopes up from the road toward the property and therefore engineering works are required.
- 4.2 The proposed block plan (3893/02) shows how the applicant intends to finish the work. There will be areas of planting at the rear of the driveway, along the dwelling and along the southern boundary of the garden. The existing brick wall along the northern boundary is to be retained, and a new brick wall is proposed along the southern boundary.
- 4.3 It is proposed to provide an area for bin storage and new steps leading up to the front door of the property. The driveway itself will be constructed with permeable block paving, with contrasting block paving for the path and planting edges.
- 4.4 The proposal includes the installation of a new dropped kerb. The applicants are aware that they will also need to apply directly to Kent County Council for this element of the proposal.
- 4.5 The extract below from the proposed block plan shows the proposal:



5 Planning Policy

- 5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Court of Appeal has clarified that for a decision maker this means establishing whether a proposal is in accordance with the development plan as a whole. The question of compliance with one policy should not dictate the outcome of a proposal in the absence of considering compliance with all other relevant policies. Decision makers are therefore tasked with identifying and understanding all relevant policies and material considerations in order to reach a properly informed planning judgment on a proposal, and to avoid an irrational or vulnerable decision that may be subject to criticism in a public law challenge.
- 5.2 Paragraph 2 of the National Planning Policy Framework ('the Framework') reiterates what is said in Section 38(6), whilst paragraph 12 of the Framework is clear that the development plan is the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.
- 5.3 Paragraph 38 of the Framework encourages local planning authorities to approach decisions on proposed development in a positive and creative way. It also encourages working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area, adding that decision-makers should seek to approve applications for sustainable development where possible.
- 5.4 Annex 1 of the Framework confirms that for the purposes of decision-taking, the policies in the plan should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. It adds that due weight should be given to relevant policies in existing plans according to their degree of consistency with the Framework, with greater weight being given to those policies that are closer to the policies in the Framework.

Development Plan

5.5 It is understood that the Development Plan for the area within which the Site is located comprises the following documents:

- Gravesham Local Plan Core Strategy and Policies Map, September 2014
- Saved policies in the Gravesham Local Plan First Review, November 1994
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020)

5.6 The relevant policies for this proposal are considered to be as follows:

Gravesham Local Plan Core Strategy 2014:

- CS01 – Sustainable Development
- CS19 – Design and Development Principle

Saved Policies in the Gravesham Local Plan First Review 1994:

- P3 – Vehicle Parking Standards National Planning Policy Framework 2021:
- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Other Material Considerations:

- Householder Extensions/Alterations Design Guide (2021)
- SPG2 – Residential Layout Guidelines (2020)
- SPG4 – KCC Parking Standards (2006)

6 Planning Assessment

Key Issues

6.1 The key issues in this case are considered to be:

- Principle of Development
- Design, Character, and Appearance
- Amenity of Future Occupiers and Neighbours
- Highways and Parking

Principle of Development:

6.2 Policy CS19 provides details of a range of aspects to which all development within the Borough should adhere to. All proposals for development should consider the factors within this policy and ensure that there are no conflicts wherever possible. In terms of this proposal, the design and layout accord with the adopted Residential Layout Guidelines, there is provision of hard and soft landscaping, and it includes appropriate facilities for the storage of waste.

6.3 Policy CS19 also sets out that development should be *"...visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic, and natural environment, integrate well with the surrounding local area and meet anti-crime standards."*

6.4 It is considered that this proposal meets the aspirations of this policy.

Design, Character, and Appearance:

6.5 The Council's Householder Extensions/Alterations Design Guide (2021) sets out detailed guidance with regards to off-road parking provision and sets out that hardstanding should be proportionate and soft landscaped planting should be provided. It specifically requires soft landscaped planted borders along the boundaries, in addition to the use of permeable paving.

6.6 These elements have been included in the design, and the proposal is therefore considered to be in accordance with the Design Guide.

Amenity of Future Occupiers and Neighbours:

- 6.7 Policy CS19, SPG2 – Residential Layout Guidelines (2020), and the Council's Householder Extensions/Alterations Design Guide (2021) all highlight the importance of safeguarding the amenity of neighboring properties as well as the amenity of the future occupiers.
- 6.8 In terms of the amenity of future occupiers, this proposal will help to ensure that there is adequate off-road parking provision, while improving the appearance of the front garden and creating a greater sense of security and privacy for the occupiers. This proposal therefore improves the amenity.
- 6.9 In terms of the amenity of the neighboring properties, the proposal will not cause any loss of day or sunlight, loss of privacy or create any additional noise, odors, or disturbance.

Highways and Parking:

- 6.10 Vehicle Parking Standards National Planning Policy Framework 2021, SPG2 – Residential Layout Guidelines (2020) and SPG4 – KCC Parking Standards (2006) have all been considered as part of the design of this proposal.
- 6.11 All new areas of hardstanding have permeable paving to minimise rainwater run-off issues and there will be no water run-off from the driveway onto the public highway. Sufficient pedestrian visibility splays either side of the drive have been provided, and sufficient space has been provided between the car and the dwelling to allow access to the front door and side of the property.
- 6.12 The proposal has met all the relevant policy tests in terms of highways and parking.

7 Conclusions

- 7.1 The proposal will create an attractive and suitable area for the parking of the occupant's vehicles, and frontage to the property. This development was started by the previous occupants of the property without planning permission, the intention is now to finish the development to a high standard.
- 7.2 The principle of the development is acceptable and in accordance with the relevant adopted planning policies, the design, character, and appearance will fit in well with the area and is in line with the guidance set out in the Councils documents. There will be no harm to the amenity of the future occupiers or the neighboring properties. This development proposal is sustainable and in line with the adopted policy aspirations.
- 7.3 In consideration of all relevant development plan policies and material considerations, this application should be viewed positively by the authority, and it is respectfully requested that this submission is approved.