



Delegated Report

Householder Planning Application

Application No:	20211199
Location:	14 St Dunstons Drive, Gravesend, Kent, DA12 4BG
Description:	Engineering works to facilitate a hardstanding area and creation of a vehicle crossover.
Applicant:	Oluyemisi Daini
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 28/09/2021;
Supplementary Information - Site Photographs (1-3);
Drawing no. 21199(01)001 - Rev. B - Existing Location and Site Plans;
Drawing no. 21199(01)002 - Existing Front Garden Plan;
Drawing no. 21199(01)010 - Existing Front Elevation;
Drawing no. 21199(01)011 - Existing Side Elevation;
Drawing no. 21199(02)001 - Rev. B - Proposed Site Plan;
Drawing no. 21199(02)002 - Rev. C - Proposed Front Garden Plan;
Drawing no. 21199(02)010 - Rev. B - Proposed Front Elevation; and
Drawing no. 21199(02)011 - Rev. C - Proposed Side Elevation.

~~Drawing no. 21199(02)002 - Rev. B - Proposed Front Garden Plan - SUPERSEDED; and~~
~~Drawing no. 21199(02)010 - Rev. A - Proposed Front Elevation - SUPERSEDED.~~

Relevant Planning History

Application No.	Description	Status	Decision
20210886	Engineering works to facilitate a hardstanding and creation of vehicle crossover.	REFUSED	24.09.2021
20201365	Application for Lawful Development Certificate for proposed loft conversion with a dormer in the side roof slope and conversion of the roof space into habitable rooms.	CERTIFICATE GRANTED	15.02.2021
20200833	Construction of dormer extension in the side roof slope and conversion of the roof space into habitable rooms.	REFUSED	08.10.2020

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)

- Policy T1 - Impact of Development on the Highway Network
- Policy T5 - New Accesses onto Highway Network
- Policy 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 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;
- SPG 4 - KCC Parking Standards (2006);
- SPG 6 - Vehicular Accesses to Classified Highways (1992).

In addition to the Local Plan policies, the Council has adopted supplementary guidance ***“Planning Policy for vehicular accesses to classified highways”*** (Planning Guidance Note No 6).

This gives detailed advice regarding design criteria for vehicular accesses and sets out the circumstances where permission will be granted for new vehicle accesses onto classified roads. It has been the subject of thorough public consultation.

The Council's policy and guidance for controlling the formation of vehicular accesses to classified highways is long established dating from the mid 1970's and reaffirmed in November 1980. It was established as a planning policy through the original Gravesham Local Plan in 1987. The policy guidance was revised in September 1991 following which an explanatory leaflet was produced. In November 1992 the policy guidance was reappraised. The policy guidance was modified only in its interpretation concerning accesses to local distributor routes subject to a 30mph speed limit. This had the effect of deleting on such roads the requirement for the provision of a vehicle turning area within the site to enable vehicles to enter and leave in a forward direction.

The current guidance makes it clear that whilst each application for a new vehicular access to a classified road will be considered on its individual merits, certain standards will apply throughout:-

- There should be a minimum depth of 5.0 metres available from the rear edge of the highway or path, to ensure a car can be parked wholly off the road (increased to 5.5 metres where the driveway leads to a garage door);
- Visibility splays should be provided appropriate to the class of road and the speed of passing traffic. Typical standards are 2 x 2 metres (measured along back of footway) for pedestrians and 2 x 45 metres (measured along kerb line) for vehicles. Where these cannot be provided within the applicant's land-holding, the agreement of a neighbouring landowner may be required to comply;
- There should be sufficient width on the public road to ensure that vehicles may turn in and out safely with no lateral damage or over-running of verges or private property;
- Excessive gradients which would cause dangers to road users in wet/icy conditions should be avoided;
- The access should not create a hazard by virtue of its close proximity to other entrances, road junctions, pedestrian crossings and traffic islands;
- In conservation areas and in the grounds of listed buildings, there will be a presumption against paving over the entire forecourt for the benefit of parking. New proposals should seek to retain at least half of the garden as soft landscaping.

Other Supplementary Planning Guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)

Consultations, Publicity and Representations

Consultees

KCC - Heritage - The site lies within an area of multi-period archaeological potential, however, I consider it unlikely that the proposed works will have had a significant archaeological impact and have no further comments to make in this case.

KCC - Highways and Transportation - No objection, subject to informatives.

GBC - Highways Officer - I have no objections to the proposal, but the applicant needs to consider their drainage.

The hard standing to the front of the properties needs to be constructed from a bound permeable paving to ensure no surface water discharges onto the highway and there is no need for soakaways as this would not conform to building regulations (soakaways are not permitted within 5 metres of a dwelling or the highway). Also the use of a channel at the back edge of footway seems to be redundant. The footway should slope towards the carriageway, whilst the drive slopes down towards the house, so any drainage at the boundary would be at a high spot and not serve any purpose.

Neighbouring properties

Five surrounding properties were consulted and no representations were received. The consultation period expired 26th October 2021.

Preliminary Matters

A similar application was submitted and refused in 2021 (ref. 20210886). The application proposed “engineering works to facilitate a hardstanding and creation of vehicle crossover”. The Local Planning Authority refused the application on the following grounds:

1. *The proposed driveway would significantly reduce the soft landscaping and biodiversity within the front garden that results in an unattractive, harsh overdeveloped appearance which has a detrimental impact on the character of the property and adversely alters the visual amenity of the street scene. As such the development is contrary to CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy (2014) as well as Section 12 (Achieving Well-Designed Places) and Section 15 (Conserving and Enhancing the Natural Environment) of the National Planning Policy Framework (2021).*
2. *The proposed crossover and driveway represent a highway hazard by virtue of insufficient depth in front of an access which conflict. Therefore, the proposal is contrary to Saved Policy T5 of the Gravesham Local Plan First Review (1994) with reference to Kent County Council's Vehicle Crossing Guidance and Self-Assessment (2018).*

In order to be granted permission, this application must be considered to overcome the previous reason for refusal.

Officer's Analysis

14 St Dunstan's Drive is a two storey end of terrace property. The property is set down below the level of the highway, with a lawn area behind a brick front boundary wall.



This application seeks to undertake engineering works to facilitate a hard standing and the installation of a vehicular crossover. The driveway be part width and enable off-street parking for one vehicle, the remaining area of the frontage will be retained lawn.

Design, Character and Appearance

The hardstanding would have a depth of 5m and a width of 3.4m. The existing steps and pathway down to the property will be retained on the north-eastern boundary and an area of 15.3m² lawn will also be retained. As part of the development, a section of the front boundary wall will be removed to allow a vehicle access to the driveway, but the remaining section will be retained. The creation of the driveway will also involve the relocation of the street lamp.

Within the street scene a number of other properties have undertaken similar developments and created driveways within their front gardens. The previous delegated report (20210866) highlighted the detrimental effect of urbanisation and erosion of green screening that these developments have had on the street scene, which formed a part of the reasons for refusal. However, the current application has overcome the

overdeveloped appearance by retaining a section of soft landscaping and has significantly reduced the area of hardstanding.

The proposed hardstanding is minimal in width and a substantial part of the front garden will remain soft landscaped lawn. Similarly, only a small section of the front boundary wall will be removed to allow for vehicular access. The driveway will be resin bonded which is a porous and permeable material. Overall, the development will not detrimentally impact on the character or appearance of the street scene and 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 places) of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The proposal will provide acceptable living conditions that safeguard the amenity of future occupiers, in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The development proposed is not considered to materially impact the amenity of any adjoining property. As such it is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

The dimensions of the driveway accord with the recommendations within Kent County Council's parking standards (SPG 2) (2006). There are no proposed walls, railings or landscaping that would impede pedestrian visibility splays. The driveway will be constructed using porous and permeable materials to reduce the likelihood of surface water runoff onto the highway.

No objections have been made by the Council's Highway Officer, or Kent County Council Highways. Some conditions will be attached to the decision notice to maintain visibility splays and to ensure no gates are installed across the access.

Therefore, the proposed driveway and access are considered acceptable in regards to parking and highway, subject to conditions.

Any Other Material Planning Considerations

Impact on Biodiversity - as aforementioned within this report, the development will reduce the existing lawn area and therefore result in a loss of biodiversity. Section 15 of the NPPF states that developments should result in a biodiversity net gain. Although there is not a net gain in biodiversity, a substantial section of soft landscaping is retained.

Conclusion

The application has been fully assessed and is considered to have overcome the reasons for refusal on the previous application (ref. 20210866). The hardstanding has been reduced and a section of the lawn area will be retained, which limits the urbanisation effects of the development and retains biodiversity. As such, the proposal will not impact detrimentally on the character or appearance of the street scene, in accordance with Policy CS19 (LPCS) and Section 12 (NPPF). It is considered to safeguard the amenity of future occupiers and neighbouring properties, and is in accordance with highway policies.

Therefore, it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Richard Hart
Signed:	<i>Ethan Bonthron</i>	Signed:	<i>R Hart</i>
Dated:	23 rd November 2021	Dated:	25th November 2021