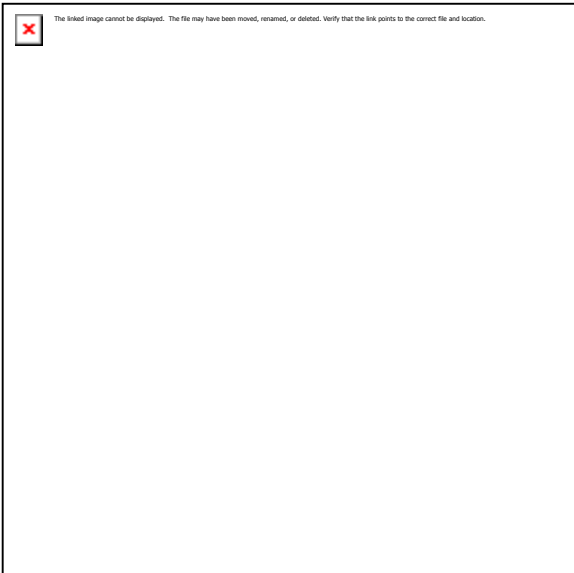




Delegated Report

Householder Planning Application

Planning Application No: 20220497

Location: 4 Ridgeway Bungalows Pear Tree Lane Shorne Gravesend

Description: **REVISED DESCRIPTION**
Extension of vehicle crossover and widening of access.

Applicant: Mr Stephen Barrow

Site Visit Date: Desktop

Submitted Documents/Plans

- Application form;
- Drawing no. 22/4/1 – Existing Site Plan;
- Drawing no. 22/4/2 – Proposed Site Plan;
- Drawing no. 22/4/3 – Existing & Proposed Front Elevation;
- Drawing no. 22/4/4 – Existing & Proposed Section Through Front Garden;
- Site Location Plan;
- Block Plan;
- Photo of BT Drainpipe;
- Photo of Drain Cover; and
- Photos x2.

Relevant Planning History

20220685 Erection of a front extension.

Permitted 04/09/2020

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)

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on the Highway Network
- T5 – Access to the Identified 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)

- 2 – Achieving Sustainable Development
- 9 – Promoting Sustainable Transport
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- SPG 4 - KCC Parking Standards (2006);
- Planning Guidance Note 6 – Vehicle Accesses on Classified Highways
- Householder Extensions/Alterations Design Guide (2021); and
- Gravesham Landscape Character Assessment (2009).

Consultations, Publicity and Representations

Consultees

GBC Highways Officer

I have no objections to the extension of the carriage crossover. However, there should be no planting, landscaping or boundary treatment within 2 metres of the highway that exceeds 850mm in height to protect pedestrian visibility splays in the interests of highway safety.

Shorne Parish Council

The Parish Council has the following comments on this application:

The property is in the middle of a row of eight small bungalows, the frontages of which were originally just garden. Over time, parking has been introduced at some of the properties but with only single dropped kerbs, in this case centred in the frontage.

The property has recently been extended at the rear making it a three-bedroom dwelling and with a porch added at the front under permission ref 20200685 – we commented at the time that “It should be clarified that addition of the porch will not compromise off-street parking” and the Officer Report states “The proposal will not affect the existing parking arrangements and so there are no concerns in this regard.”.

It is not clear at present as to why a wider crossover is needed, as parking appears adequate without the change - a parking plan should be submitted proving need.

Based on the information available there does not seem any need for a domestic property of this size and type to have a double width dropped kerb. There is competitive roadside parking in the area which would be compromised by a wider crossover. There is also concern that a precedent could be set in the area which would further compromise on-street parking availability.

In total, the Parish Council regrets that at present it cannot support this application.

Dickens Country Protection Society

The Society would wish to object and raise concerns that the rural character of the area should be maintained. The proposed crossover is of excessive width and its impact would be detrimental to the character of the lane. The Society would also observe that the fence that has been erected does little to enhance the rural area.

Neighbouring properties

2 surrounding properties were consulted plus site notice – the overall consultation expiry date was 8 July – no responses received.

Officer's Analysis

Procedural Note – The applicant originally only applied to widen the crossover but as the access was also shown to be widened they were asked if the description could be amended to include this in the description also which has been agreed by them. The hedge shown in the existing plans has also been removed in the course in the application

The application site consists of a detached bungalow situated on the northern side of Pear Tree Lane at its western end. It is situated in a row of identical bungalows, albeit with some later alterations (nos. 1 – 8 Ridgeway Bungalows). The property is located in the rural settlement of Shorne Ridgeway, in the Shorne Woodland Landscape Character Area and in an Area of Archaeological Potential.

The property has an existing vehicular access which is 3.5m in width and is served by a crossover which is 3.6m wide.

The proposal is to extend the vehicular access to a width of 6.3m in width and extend the crossover to a width of 6.4m.

The previous hardstanding and grassed area in the front garden and the front boundary hedge which existed to the east of the access have been removed in the course of the application; the fencing which previously existed to the west of the access was removed some time since December 2020 (source: Google Streetview). The front garden has been dug up and is currently covered with earth and blue plastic mesh netting has been installed along the front boundary. The applicant confirms this netting is a temporary measure.

Pear Tree Lane is a district distributor on the highway network in the Gravesham Local Plan Policies Map and is a C class classified highway (C4) or termed a Schedule 2 road; as such planning permission is required to widen the existing access and crossover.

The principle considerations in the assessment of the application are whether the proposed widening of the existing access and crossover are acceptable in respect of highway safety and character and appearance.

Highway Issues

The widened access is to be constructed on to a C class classified highway such that there is no requirement for a vehicle turning area (as it is not a schedule 1 road) but general requirements are that there should be a minimum depth of 5.0 metres available from the rear edge of the highway or path (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 (typically 2 x 2 metres for pedestrians and 2 x 45 metres for vehicles, and 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 and the access should avoid excessive gradients.

In this case the driveway is already deep enough for cars to clear the highway (footway and verge) but with the additional width this will avoid potential shunting of cars either within the property or potentially on the highway so there is some potential highway gain. The vehicle access is existing and the road width is sufficiently wide such that there would be no conflict of vehicles entering the highway from the opposite side of the road.

There are no highway objections from the Council's Highways Officer but they state that there should be no planting, landscaping or boundary treatment within 2 metres of the highway that exceeds 850mm in height to protect pedestrian visibility splays in the interests of highway safety which can be conditioned should permission be forthcoming.

Character and Appearance

There is already an existing access and crossover at a width of 3.5m; the widening of this as proposed by 2.8m would result in an opening of 6.3m. The previous front boundary hedge to the east has recently been removed in the course of the application (it is shown on the existing plans but is no longer there) and the previous fencing was removed at some point since December 2020; blue plastic mesh netting has been installed which the applicant advises is a temporary measure.

Due to the rural and verdant character of the area it would not be acceptable for the frontage of the property to be left entirely open with no front boundary treatment. Therefore should permission be forthcoming a condition is recommended to ensure reinstatement of an appropriate front boundary treatment either side of the extended access which should be no greater in height than 850mm in order to protect visibility splays.

The front garden previously had a hardsurfaced drive and a grassed area; this has all been dug up and there is currently a pile of earth in the front garden. The submitted plans do not detail the hardsurfacing or landscaping in terms of either the existing situation or the proposed. It is therefore considered that should permission be forthcoming a condition is recommended in order to request details of hard and soft landscaping to ensure the extent and materials of the parking area, planting and the reinstatement an appropriate boundary treatment along the frontage either side of the extended access (no greater than 850mm).

It is noted that of those properties in this row of dwellings with vehicular accesses, there is one (no. 5) with a vehicular access but where the frontage is all open with no boundary treatment (it appears the access was permitted in 1996 (ref. 19960700) and over time since then the front boundary treatment in place has been eroded. It is considered that cases like this with no front boundary treatment and the front garden all hard paved only serve to emphasis the importance of retaining front boundary treatments and soft landscaping in a front garden. The other examples have some form of front boundary treatment and soft landscaping to greater or lesser degrees.

Overall subject to conditions regarding the extent of area of the hardsurfacing for the parking, surfacing materials for the parking area (which should be either permeable and/or include suitable drainage) and

details of soft landscaping which should include the reinstated front boundary treatment as discussed above then it is considered the access would not cause harm to the character and appearance of the area and in regards to character and appearance the proposal would therefore be compliant with Policy CS19 (LPCS).

Other Matters

Surface Water run off

Policy CS18 (LPCS) sets out the requirements for dealing with sustainable drainage and surface water run-off. No drainage details or details of the surfacing (existing or proposed) have been submitted therefore in order to ensure the proposal would not cause surface run-off onto the highway it is recommended this is conditioned. Subject to this it is considered the proposal would be acceptable in respect of surface water drainage and in this regard would be compliant with Policy CS18.

Neighbour Amenity

The boundaries to the neighbouring properties gardens would remain intact and due to the nature of the proposal there would be no impact on the amenity of any neighbouring property, therefore in respect of neighbour amenity the proposal is compliant with Policy CS19 (LPCS).

Conclusions and Recommendation

Subject to conditions the proposal is considered acceptable in respect of highway safety, character and appearance, surface water drainage; there would be no impact on neighbouring properties and as such permission is recommended.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Ms Rebecca Harrison	Team Leader:	Miss Faye Hobbs
Signed:	<i>Rebecca Harrison</i>	Signed:	
Dated:	4th August 2022	Dated:	04 August 2022