



Delegated Report

Householder Planning Application

Planning Application No: 20211400

Location: 35 Dennis Road Gravesend Kent DA11 7NN

Description: Conversion of front garden into a single car parking area with crossover to street.

Applicant: Mr Lee Darlington

Site Visit Date: 08 March 2022

Submitted Documents/Plans

Householder Planning Application form;
Drawing no. 021-027/201 Rev. C Red line site boundary plan and existing and proposed block plans;
Drawing no. 021-027/202 Rev. A Existing elevations;
Drawing no. 021-027/203 Rev. A Existing layout;
Drawing no. 021-027/204 Rev. A Proposed elevations;
Drawing no. 021-027/205 Rev. A Proposed layout; and
Drawing no. 021-027/206 Rev. A Proposed parking paving detail.

Relevant Planning History

<u>Application No.</u>	<u>Description</u>	<u>Status</u>	<u>Decision</u>
20211404	Single storey rear extension with a depth of 4.30 metres, maximum height of 3.85 metres and eaves height of 2.85 metres.	Prior approval granted	08.12.2021
20210632	Conversion of front garden area into off street parking bay with crossover to street.	Refused	04.08.2021

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
- CS20 – Heritage and the Historic Environment

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

- T1 – Impact of Development on Highway Network
- T5 – Access to the Identified Highway Network
- TC7 – Other Archaeological Sites

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
- 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)
- Householder Extensions/Alterations Design Guide SPD (2021)

Consultations, Publicity and Representations

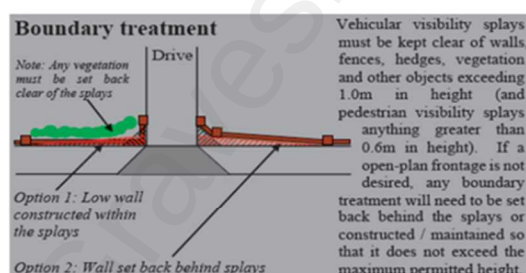
GBC Highways Officer

Initial response:

I have no objections to the conversion of the front garden to a porous paved driveway, but the applicant's agent has made a common mistake regarding pedestrian sight lines in that he has measured them from the centre of the drive which is incorrect. Pedestrian sight lines are measured down either edge of the drive and are 2m by 2m where nothing over 600mm or 850mm high depending on the location is permitted.

Footway visibility

X-dimension 2.0m from back of footway
Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

Second response:

To conform to planning guidance only a single vehicle should be parked on the drive, then allowing for the

tolerance within the Kent Design Guide a suitable arrangement can be achieved.

But given the width of the drive, the applicant or subsequent owner may attempt to squeeze two vehicles onto the drive, resulting in the need to restrict the height of the side walls. The county crossover guidance requires everything within two metres of the highway to be 850mm or even lower where small children may be encountered.

Looking at the neighbours drive, I note the decision notice stated no boundary treatment should exceed one metre in height within two metres of the highway. This was 2018 and nothing has changed since, so would suggest that requirement is repeated here for uniformity.

KCC Heritage

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

Neighbouring properties

The application was publicised to five neighbouring properties by letter. No representations have been received.

Officer's Analysis

Design, Character and Appearance

The proposed development would involve excavating a substantial amount of soil from the front garden area and the construction of retaining walls to facilitate the creation of a hardstanding to be used for parking. A narrow L-shaped area of planting at the rear and eastern side of the hardstanding and the existing planting on the western side of the hardstanding would be retained.

The proposal would have an urbanising impact on the setting of the dwelling and general character of the local area. However, at the site visit it was observed a number of properties along the road have already transformed their front gardens into off-street parking spaces. Whilst the transformation of the garden and the extent of hardstanding provided could detract from the setting of the building and character of the local streetscape, it would be unreasonable to raise a planning objection when a significant number of properties in the vicinity have already transformed their front garden to parking spaces.

The application details do not specify the proposed facing materials for the hardstanding and retaining walls. Therefore a condition should be attached to any planning permission granted to ensure that they match with the existing property.

Overall the proposed development would not have a significant adverse impact on the character and appearance of the locality and the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and the Householder Extensions/Alterations Design Guide SPD (2021).

Amenity of Future Occupiers

The proposed development would provide a new parking area for the application property, which would improve the standard of living for future occupiers and be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Neighbouring Amenity

The closest residential properties to the application site are nos. 33 and 37 Dennis Road (located to the east and west respectively). Nos. 36 and 38 Dennis Road are located to the south across the roadway.

Due to the design of the proposed development and to the layout and orientation of the surrounding properties, there would be no adverse overshadowing or overbearing impacts to the occupiers of the surroundings dwellings.

Overall the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

Parking and Highways impacts

The proposed development would provide an off road parking space for one vehicle. The GBC Highways Officer has not raised an objection to the proposal but has highlighted some issues with pedestrian visibility. As he considers that a suitable layout and boundary treatment could be accommodated, any planning permission granted can be conditioned to ensure that further details of the proposed boundary treatments are submitted and approved. As such, the proposed development would not be detrimental to highway safety and would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policies T1 and P3 of the Gravesham Local Plan First Review November 1994.

Any Other Material Planning Considerations

The application site is located in an area of multi-period archaeological potential. However KCC Heritage raise no objection to the proposed development. As such, the proposal would have no adverse impacts archaeology and would be in line with Policy CS20 of the Gravesham Local Plan Core Strategy (September 2014) and Saved Policy TC7 of the Gravesham Local Plan First Review 1994.

The application site is located within Groundwater Source Protection Zone 2, a Site of Special Scientific Interest (SSSI) Impact Risk Zone and a smoke control area. However, as the proposed development would be within the confines of an existing residential garden and only a relatively small amount of groundworks would occur, then it is considered that there would be no adverse impacts to any sensitive habitats or groundwater. With regard to the smoke control area, advice regarding smokeless fuels/appliances can be given to the applicant in an informative attached to any planning permission granted.

Suggested Conditions

Time Limit

Development in accordance with the approved plans

Details of retaining walls to be submitted and approved prior to their construction

The brickwork for the retaining walls to match the existing dwelling.

No landscaping or boundary treatment that exceeds one metre in height within two metres of the highway

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Kelly Joyce	Team Leader:	
Signed:	K Joyce	Signed:	
Dated:	23rd March 2022	Dated:	