

Delegated Report

Householder Planning Application

Planning Application No:	20230117
Location:	112 Barr Road, Gravesend, Kent, DA12 4DZ
Description:	Construction of a new vehicle crossover, together with engineering works to create a driveway and a retaining wall
Applicant:	Mr Simranjeet Singh Sond
Site Visit Date:	Desktop assessment

Submitted Documents/Plans

Application form
Drawing no. 02 (Site Location Plan, Section, Elevation and Existing and Proposed Site Block Plans)

Relevant Planning History

There is no planning history.

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Development and Design Principles

Gravesham Local Plan: First Review (1994)

- T1 – Impact of Development on the Highway Network
- T5 – Access to the Identified Highway Network
- 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)

- 2 – Achieving Sustainable Development

- 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential layout guidelines (2020)
- Householder Extensions/Alterations Design Guide (2021)
- SPG 4 - KCC Parking Standards (2006)
- Technical Housing Standards – nationally described space standard (2015)

Consultations, Publicity and Representations

Internal Consultees

GBC – Highways Officer

This application raises several issues.

- 1) The enforcement team have referred to the steps moving, but if these move then the retaining wall also needs to be relocated as the pedestrian access will presumably be at the same level as the driveway. If the steps remain in their original position, then the wall should be correct.
- 2) Drainage is shown to be via a ACO Drainage Channel, this however needs to drain to a soakaway, given a soakaway cannot be within 5 metres of a road or a building, (Building Regulations). Bound permeable paving would be a more appropriate choice but failing that a drainage plan should be submitted.

on interceptors (see Appendix 10.1).

Soakaways and other infiltration drainage systems

3.23 Infiltration devices include soakaways, swales, infiltration basins and filter drains.

3.24 Further information on the design of infiltration drainage systems can be found in CIRIA Report 156 – *Infiltration drainage – Manual of good practice*.

3.25 Infiltration drainage is not always possible. Infiltration devices should not be built:

- a. within 5m of a building or road or in areas of unstable land (see Planning Policy Guidance Note 14 Annex 1);
- 3) To protect pedestrian visibility splays, no boundary treatment, hard or soft landscaping within 2 metres of the back edge of footway should exceed 1 metre and ideally 850mm height above the footway within 2 metres of the edge of the driveway.

Neighbouring properties

The application has been advertised by individual neighbour letters to 6 properties. The consultation period expired on 26 June 2023.

One letter of support was received commenting that the proposal is in keeping, assuming the finish to the walls will be either facing brickwork, rendered blockwork or at the very least painted.

Local Ward Councillors were also consulted, and no responses were received.

Officer's Analysis

Proposal

This application seeks permission for the construction of a new vehicle crossover, together with engineering works to create a driveway and a retaining wall.

The front garden has been dug out and a retaining wall will be constructed around the proposed driveway as the garden level rises towards the house. The driveway will have a concrete finish. There will also be an ACO drainage channel along the front of the drive.

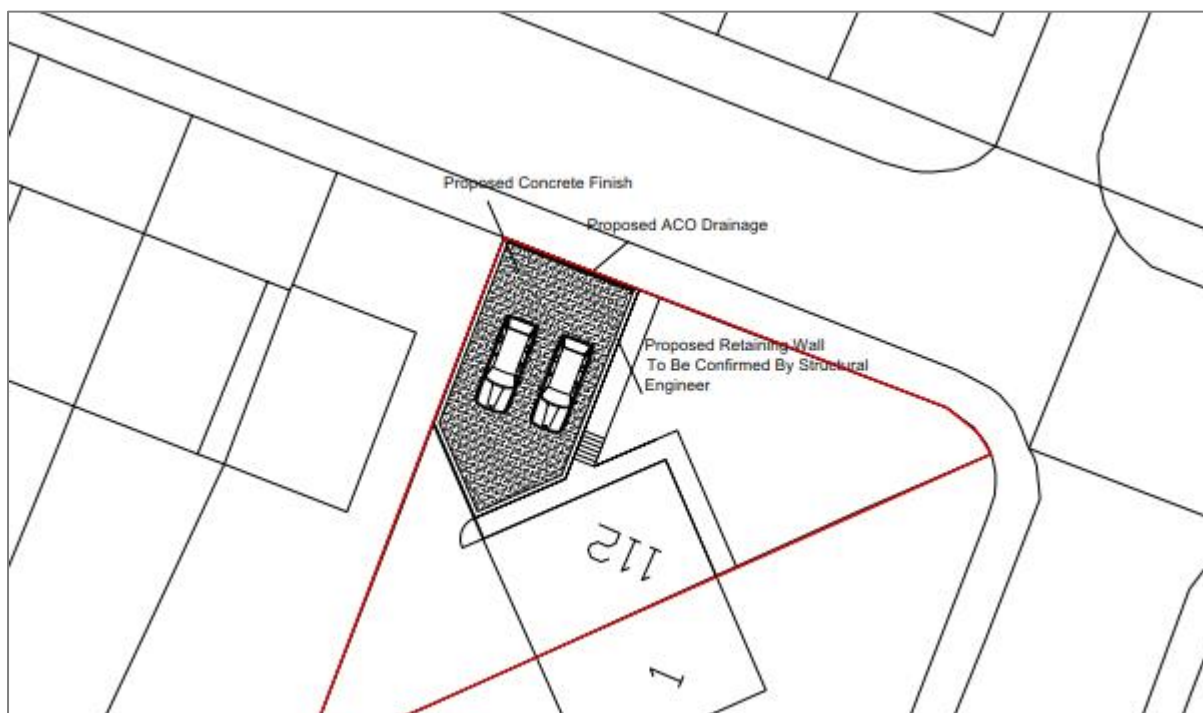
Google Earth Image May 2018



Google Earth Image November 2022



Proposed site block plan



It initially appeared from the proposed plans that the position of the existing steps was changing; however, the agent has confirmed that this is not the case, and the steps will stay as they are.

Design, Character and Appearance

Section 12 of the NPPF 2021 relates to achieving well-designed places and sets out the Government's requirements in relation to design issues. Paragraph 126 emphasises the importance of achieving high quality, beautiful and sustainable buildings and places. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 130 of the NPPF 2021 seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 of the Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and appearance of the surrounding area.

The application site comprises a semi-detached property in residential use. The site is located on the southern side of Barr Road, a residential road within the urban area of Gravesend.

The proposal would see the loss of part of the soft landscaped front garden but given that the property is on a triangular plot it is wide at the front, and there would be a good area of soft landscaping retained in front of the house (this area is not shown to be altered). There are other properties in the area that have had areas of their front gardens hard landscaped for driveways, including those on the opposite corner of the road, so the proposed changes to the front garden would not be out of keeping:



No materials for the wall have been suggested on the plans. It would be considered appropriate to condition the materials to be used for the wall to match those used in the house to ensure an acceptable and congruent appearance. On this basis, the proposal would comply with the requirements of Policy CS19 of the Core Strategy 2014.

Residential Amenity

The NPPF 2021 states that planning decisions should aim to secure a high standard of amenity for all existing and future users (paragraph 130f). The impact on amenity is also considered with regard to the criteria within Policy CS19 of the Core Strategy 2014, which states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land.

The proposal would not cause any loss of light or privacy, nor have any dominant impact on neighbouring properties and would safeguard the amenities of future occupants. It is therefore considered to comply with Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF 2021.

Parking and Highways

In terms of parking requirements and access, the proposals for the front garden would provide sufficient parking provision and access.

Drainage is shown to be via a ACO Drainage Channel. However, this would need to drain to a soakaway, and given that a soakaway cannot be within 5 metres of a road or a building (Building Regulations) a bound, permeable paving would be a more appropriate choice. Failing this, a drainage plan should be submitted.

To protect pedestrian visibility splays, no boundary treatment, hard or soft landscaping within 2 metres of the back edge of footway should exceed 1 metre and ideally 850mm height above the footway within 2 metres of the edge of the driveway.

On the basis of conditioning these details, it is considered that there would be no adverse parking or highways impact from the proposal. The proposal would comply with Saved Policies T1, T5 and P3 of the Local Plan First Review (1994) and Policies CS11 and CS19 of the Core Strategy 2014.

Conclusion and Recommendation

The proposals are considered to be acceptable in terms of the design and impact of the proposed extension on the application building and the character and appearance of the surrounding area, and with regards to residential amenity and parking matters. The proposals would therefore comply with the requirements of Policies CS11 and CS19 of the Core Strategy 2014, saved Policies T1, T5 and P3 of the Local Plan 1994, and paragraphs 111, 126, and 130 of the NPPF 2021.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Katherine Parkin	Team Leader:	Richard Hart
Signed:	<i>K. Parkin</i>	Signed:	<i>R Hart</i>
Dated:	29 June 2023	Dated:	5th July 2023