



Delegated Report

Householder Planning Application

Application No:	20240048
Location:	7 Chalk Road, Gravesend, Kent, DA12 4XE
Description:	Construction of a vehicle crossover.
Applicant:	Mr & Mrs Hill
Site Visit:	25 th March 2024

Submitted Documents/Plans

- Application Form – dated 19 January 2024
- Certificate B – dated 29 January 2024
- Covering Letter by Richardson Architectural Designs (ref. RA1664)
- Ordnance Survey Site Location Plan (scale – 1:1250)
- Drawing no. RA1664/01 – Existing Block Plan (scale – 1:500)
- Drawing no. RE1664/02 – Proposed Block Plan (scale – 1:500)
- Drawing no. RE1664/03 – Existing Frontage Plan
- Drawing no. RE1664/04 – Proposed Frontage Plan

Relevant Planning History

No relevant planning history.

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 (2023) 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 (2023), the Council will also seek to replace these.

National Planning Policy Framework (2023)

- Section 2 - Achieving Sustainable Development
- Section 9 - Promoting Sustainable Transport
- Section 12 - Achieving Well-Designed and Beautiful Places
- Section 15 - Conserving and Enhancing the Natural Environment

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- PGN 6 - Vehicle Accesses on Classified Highways (2009)
- Householder Extensions/Alterations Design Guide (2021)
- Gravesham Landscape Character Assessment (2009)

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Residential Dropped Kerb Guidance and Self-Assessment (2023)

Consultations, Publicity and Representations

Internal Consultees

GBC Highways – This application needs to be carefully considered as there is conflicting guidance. Kent County Council have to separate forms of guidance. The Kent Design Guide and Supplementary Planning Guidance and carriage crossover guidance for dropped kerbs to private driveways.

Kent County Councils SPG4, which is adopted by Gravesham Borough Council requires a parking space 5 metres deep by 2.5 metres wide, increasing to 2.7 metres wide when it is adjacent to an enclosed boundary. This requires a total width of 5.4 metres, I measure on the drawing the width as just short of 5.5 metres so this complies, although pedestrians will have to walk between the parked cars to gain access to the property, which may be difficult for a person with a mobility impairment, but this could be resolved by parking only a single vehicle on the drive.

The other guidance issued by Kent County Council is the requirements for a carriage crossover. Here the requirements are 4.8 metres deep by 2.4 metres wide (a national recognised parking space) with the depth increasing to 6 metres when it is front of a door or a gate to provide pedestrian access. Here the six metres is exceeded, so the proposal complies with both sets of guidance.

In terms of road classification, the road is a 'C' road, so no on site turning is required.

There is the question however, this property is in a terrace of four houses with an adjacent garage block parking area in front, which was presumably provided for the residents although it is accepted this appears not to meet current guidance in terms of layout and garage size and it is noted that it is not shown on the site plan as land within the applicants ownership, although it is a relevant detail.

Local Ward Councillors – No comment received.

Neighbouring properties

Ten surrounding properties were consulted and four representations were received, with two in support, one neutral and one registering objection.

The representations in support of the development highlighted that the application is similar to an approval granted for another property on the terrace and that the crossover would ease some of the traffic issues on Chalk Road.

The neutral comment, did not object to the development, but highlighted that there are dedicated garages for the properties located adjacent to the terrace.

The objection highlighted that the property already benefits from off-street parking at the garages and that the proposal would be overdevelopment.

The consultation period expired 23 February 2024.

Officer's Analysis

Site Description

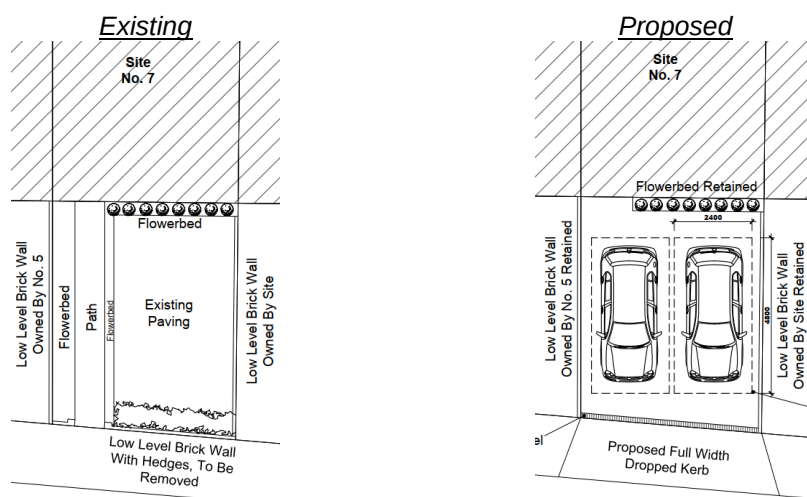
7 Chalk Road is a mid-terrace three bedroom dwelling located on the northern side of the highway. The property has a hard-paved frontage, with planting beds, and benefits from off-street parking and garage, positioned adjacent to the terrace with a dedicated garage and communal parking for the properties.



Proposed Development

This application seeks planning permission for the construction of a vehicle crossover for use of the frontage for parking.

The plans indicate that the driveway would be formed using permeable block paving, there would be space on the frontage for 2no. vehicles and a strip of planting along the front of the dwelling.



Design, Character and Appearance

Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (LPCS) (2014) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that the design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area.

There are no significant alterations to the frontage of the property, with the exception of the removal of the dwarf front boundary wall and low hedge, and a marginal increase in hardstanding. Although the extent of hard-landscaping is not ideal in terms of design, the property benefits from permitted development rights which would enable the complete hardstanding of the frontage. There will be a flowerbed with planting retained to the front of the dwelling.

The proposal would not negatively impact the appearance of the street scene. The retention of a soft landscaping mitigates the potential impact of the development and preserves the existing character of the property. As such, there are no objections to the appearance of the development and it is considered acceptable in terms of Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

There will be no impact on the amenity of future occupiers as a result of this development. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2023).

Neighbouring Amenity

The development will have no impact on the amenity of surrounding properties. As such, it is in accordance with Policy CS19 (LPCS) and Section 12 NPPF (2023).

Parking and Highways

There are no objections to the development in highway terms. Gravesham's Highways Officer stated that the frontage is relatively tight in width for the parking of two vehicles, however it complies with guidance and has no objection. As such, the proposed development is acceptable and there are not considered to be highway issues associated to the formation of a crossover. It is noted that the property may have access to garages to the side of the property, but this is not a reason to refuse planning approval. Driveways are no

uncommon in this location.

Any Other Material Planning Considerations

Impact on Biodiversity - any development should result in a net gain of biodiversity to accord with Section 15 of the NPPF (2023). The proposed development will reduce the soft landscaping, by forming the hardstanding for vehicular parking. Although this represents a loss of biodiversity it is a minimal loss of biodiversity and not sufficient grounds to refuse the application.

Conclusion

The application has been fully considered and is in accordance with local and national planning policy.

The development will not detrimentally impact on the character of the street scene. The hardstanding will be formed using porous materials and will allow vehicular parking in accordance with adopted parking guidance.

As such 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:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	25 th March 2024	Dated:	25 March 2024