

Delegated Report

Householder Planning Application

Planning Application No: 20211373

Location: 20 White Avenue Northfleet Gravesend Kent

Description: Creation of a vehicle crossover and hardstanding with associated engineering works.

Applicant: Mr Kye Robinson

Site Visit Date: **Desktop Assessment**

Submitted Documents/Plans

Planning Application Form received 17th November 2021;
Site Location Plan received 10th November 2021;
Existing Block Plan received 10th November 2021;
Proposed Block Plan received 10th November 2021;
Drawing No. 20WHITE001 – Existing plans and elevations received 10th November 2021;
Drawing No. 20WHITE002 – Proposed plan and elevations received 7th January 2022; and
Photographs received 4th November 2021.

Relevant Planning History

None.

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 a significant below-ground archaeological impact and have no further comments to make in this case.

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

GBC - Highways Officer - No objections to the proposal following revised plans to show drainage and sight lines.

The initial submission did not include drainage details or sight lines. A revised plan was submitted to address the issues raised by the Highways Officer.

Neighbouring properties

Four surrounding properties were consulted and no representations were received. The consultation period expired 15th December 2021.

Officer's Analysis

20 White Avenue is a two storey semi-detached property. The property is set above the level of the highway, with a lawn area behind a low brick front boundary wall.



This application seeks to undertake engineering works to facilitate a hard standing and the installation of a vehicular crossover. The proposed driveway would measure approx. 7.6m wide and 7.2m in depth. The existing footpath would be resurfaced with matching blockwork to the new driveway, the remaining area of the frontage will be retained lawn. A section of the front boundary wall would be removed to allow a vehicle access to the driveway. The proposal would result in off road parking for two vehicles.

Design, Character and Appearance

The area is characterised by residential dwellings with Shears Green Junior School located opposite and Thameside Ambulance Station located to the north west. To the west of the property, adjacent to the proposed driveway is an existing drop kerb and crossover to access an alleyway to the rear, labelled as

Boucher Drive, located to the rear of the property and properties on Grieves Road. Within this residential area, there are a number of other properties have undertaken similar developments and created driveways within their front gardens, in particular No. 18 White Avenue which has a similar relationship and layout to the streetscene to the proposal.

No. 18 White Avenue



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 would be removed to allow for vehicular access. The driveway will be blockpaved 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 (2021).

Neighbouring Amenity

The development proposed is not considered to materially impact the amenity of any adjoining or neighbouring property. As such it is in accordance with Policy CS19 (LPCS) and Section 12 NPPF (2021).

Parking and Highways

The dimensions of the driveway accord with the recommendations within Kent County Council's parking standards (SPG 2) (2006). Sight lines have been shown on the proposed plans and 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 Country Council Highways.

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 (2021) 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 it is considered that due to a large section of the lawn area being retained, which limits the urbanisation effects of the development and retains biodiversity, the proposal will not impact detrimentally on the character or appearance of the street scene, in accordance with Policy CS19 of the Local Plan Core Strategy (2014) and Section 12 of the NPPF (2021). 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:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	7 th January 2022	Dated:	10th January 2022