

Delegated Report

Householder Planning Application

Planning Application No: 20231244

Location: 29 Freeman Road Gravesend Kent DA12 4EG

Description: Creation of a vehicular access with hardstanding.

Applicant: Mr Angret Singh

Site Visit Date: 15th January 2024

Submitted Documents/Plans

Application Form Dated 29/11/2023;
Supplementary Information – Article 13 – Received 05/12/2023;
Drawing Number 29FR/A3/02B (REVISED Block Plan – Proposed and Elevations – Existing and Proposed); and
Drawing Number 29FR/A3/01A (Site Location Plan Photo and Block Plan – Existing).

~~Drawing Number 29FR/A3/02B (SUPERSEDED Block Plan – Proposed and Elevations – Existing and Proposed).~~

Relevant Planning History

No relevant history

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

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

Gravesham Local Plan: First Review (1994)

- P3 – Vehicle Parking Standards

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 12 – Achieving well-designed and beautiful places

Supplementary Planning Guidance

- 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020;
- Technical Housing Standards – nationally described space standard (2015);
- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021); and

Consultations, Publicity and Representations

Consultees

GBC Highways Officer

As presented the application should be refused as drainage via a soakaway is unacceptable given Building Regulations. However, by simply changing to a bound porous paving and the drain channel discharging over a wide area of the sub-base for the block work an acceptable proposal could be achieved and as I understand it not require planning permission, although the Highway Authority would have to approve the construction of the carriage crossover which has its own issues.

Extract from Building Regulations

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);

The concern with regards to the carriage crossover is the proximity of the street tree and its roots.

The applicant should read the guidance issued by the County Council regarding carriage crossovers, link given below.

Extract from KCC carriage crossover guidance

https://www.kent.gov.uk/_data/assets/pdf_file/0003/139485/Dropped-Kerb-Application-Guidance.pdf

8/ KCC Highway Trees

Are there any KCC Highway Trees within 15m of the proposed construction area? You should refer to the KCC Highway Tree Self-Assessment Survey below.

KCC Highway Tree Self-Assessment - To be completed prior to application

Is there a KCC Highway Tree within 15 metres of the area you are proposing to install a dropped kerb?	Yes
Measure round the tree trunk as you would your waist at 1.5m above ground level, this is the circumference of the tree, to find the diameter divide by 3.14	Example. 44cm circumference divide by 3.14 This equals 14cm and is the diameter $44\text{cm} \div 3.14\text{cm} = 14\text{cm}$

Residential Dropped Kerb Guidance and Self-Assessment v9

www.kent.gov.uk May 2023

The root protection area is a circle around the tree, with the tree in the centre – calculate the area by multiplying the diameter by 12, this will give you the radius of the circle.	Example. $14\text{cm} \times 12 = 168\text{cm}/1.68\text{ metres}$ Therefore, the circle around the tree will have a radius of 1.68m
Measure the distance between the edge of your proposed dropped kerb and the tree trunk, this should measure more than the calculation above.	You should <u>not</u> apply for a dropped kerb without making adjustments to your proposal if the current construction will need to take place within the root protection area.

Neighbouring properties

Three surrounding properties were consulted and a site notice was displayed on the 3rd January 2024. No responses were received and the consultation period ended on 2nd February 2024.

Preliminary Matters

Further to comments from Gravesham Borough Council's Highways Officer, the Agent was contacted via email and revised plans were provided to include the use of a porous material.

Officer's Analysis

Design, Character and Appearance

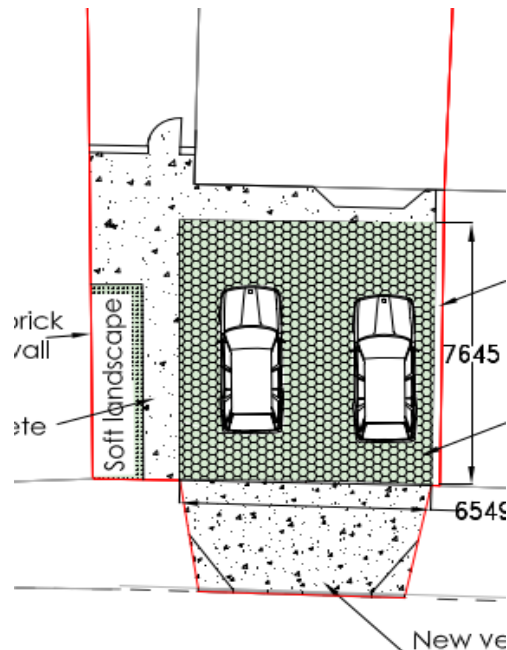
29 Freeman Road is a two storey semi detached dwellinghouse located on the Eastern side of the highway. The property is soft landscaped to the frontage.



The application proposes the instillation of a vehicular crossover with hardstanding to the frontage.

The vehicle crossover and associated hardstanding area will be constructed using permeable paving. The parking area has a 6.55m width by a 7.65m depth which provides sufficient space to comply with the requirements of SPG4. The proposed crossover would also measure 6.55m wide and 3.2m in depth.

Whilst there is some soft landscaping proposed within the garden frontage, it is not generally considered to be an acceptable amount to sufficiently soften the overall appearance of the development and provide biodiversity.



However, the property benefits from full Permitted Development rights and the proposal would be in accordance with this and as such it would be unreasonable to refuse the application on these grounds.

Therefore, the development is in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Amenity of Future Occupiers

The amenity of future occupiers is safeguarded by the development, in accordance with Policy CS19 Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Neighbouring Amenity

The vehicle crossover and associated hardstanding does not negatively impact neighbouring amenity. As such, the proposal is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Parking and Highways

Initial comments from Gravesham's Highways Officer raised concerns with the proposed drainage channel and the close proximity to the dwelling. However, revised plans were submitted to include the use of permeable paving and therefore this issue was overcome.

As such there are no parking and highways concerns related to the application.

Any Other Material Planning Considerations

Impact on biodiversity

The development results in a loss of soft landscaping and biodiversity opportunity and could therefore be considered contrary to the NPPF (2023) Section 15. As indicated on the plans, some soft landscaping and planting is shown and the proposal would be allowed under Permitted Development rights, therefore, on balance, the development is considered acceptable

Conclusion

The vehicular access and associated hardstanding area is acceptable. The development is considered to protect the amenity of future occupiers and neighbours, and provides adequate parking provision.

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

Recommendation

Permission

(For detailed conditions / reasons for refusal and informatives, see draft Decision)

Case Officer:	Mrs Nina Goodbody	Team Leader:	Richard Hart
Signed:	<i>N Goodbody</i>	Signed:	<i>R Hart</i>
Dated:	2nd February 2024	Dated:	5th February 2024