

Delegated Report

Householder Planning Application

Planning Application No: 20230765

Location: 97 Vale Road Northfleet Gravesend Kent

Description: Erection of a single side and front extension with engineering works to create a front driveway with vehicular access.

Applicant: Mr Linas Simkevicius

Site Visit Date: 14/09/2023

Submitted Documents/Plans

- Application form
- Drawing No: 97-02.200P (Proposed Front Elevation)
- Drawing No: 97-01.1002 Rev 2 (Proposed site Plan)
- Drawing No: 97-03.303P (Proposed Section View)
- Drawing No: 97-01.1001 Rev 2 (Site Location Map)
- Drawing No: 97-01.1002 (Existing site Plan)
- Drawing No: 97-01.100 (Existing Ground Floor Plan)
- Drawing No: 97-02.200 (Existing Front Elevation)
- Drawing No: 97-02.201 (Existing Rear Elevation)
- Drawing No: 97-02.203 (Existing Side Elevation)
- Drawing No: 97-01.100P (Proposed Ground Floor Plan)
- Drawing No: 97-02.200P (Proposed Front Elevation)
- Drawing No: 97-02.201P (Proposed Rear Elevation)
- Drawing No: 97-02.203P (Proposed Side Elevation)
- Drawing No: 97-01.1002P (Proposed Site 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

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- Policy P3 – Vehicle Parking Standards
- Policy T1: Impact of Development on the Highway Network
- Policy T5: New Accesses onto Highway Network

Paragraph 33 of the NPPF (2023) sets out those 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 The review 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 a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2023), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2023)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)
- Kent Design Guide

Consultations, Publicity and Representations

KCC Highways and Transportation

Whilst the principle of the development is acceptable, I would request additional information to assist me in determining this application from a highway perspective.

The minimum width of the proposed driveway would need to be 5.4m, to provide parking for two cars. Whilst the submitted block plan shows this can be achieved, this would be reduced if any walls or pillars are required to support the extension slab. Confirmation is required as to how the extension slab will be supported and any supports should be shown on the submitted plans, with full dimensions of the available parking area also demonstrated.

Although the minimum driveway length of 5m would meet our requirements, the available height underneath the entire width of the extension slab should be provided, as 2m appears to be the maximum height. Whilst this would not raise any specific highway concerns, it may lead to vehicles not parking fully within the parking spaces and overhanging the footway to access the rear of the vehicle, if insufficient height is provided.

I would ask the applicant to consider widening the proposed dropped kerb, to ensure vehicles can access both spaces, if the other space is already occupied.

Please advise the applicant that they will require the separate consent of KCC Highways Vehicle Crossing Team, for the construction of the vehicle crossover within the public highway.

Local Ward Councillors

No comments received.

GBC – Highways Officer

The proposal gives rise to some concerns, but the most important one would be addressed by Building

Control.

1. Given the span of the cantilevered slab, there may be a need for an intermediate support or thickening of the supporting walls which could conflict with the parking area and the need to have sufficient space to open the doors to gain access. *(Building Control)*. The minimum width of the parking area should be 5.4 metres to comply with KCC SPG4.
2. The section shows a height of 2 metres under the slab, but as the property is on a hill this is only at one point and the height seems to range 1.64 metres (5ft 4.5") and 2.13 metres. 1.64 metres is not practically practicable for a tall person as they will have stoop down. To provide a reasonable head clearance it would be appropriate to have 2 metres as a minimum. Also 1.64 metres provides minimal clearance for some modern SUV's. A Toyota Yaris Cross can be up to 1.590 metres tall, Whilst Land Rover Discovery can be 1.888 metres tall, so allowing a 75mm clearance this increases the minimum height to 1.963m or rounding up 2m.
3. Similarly, the section shows a deep of 5.2 metres that this would appear to vary across the parking area as the highway is not parallel to the property. SPG4 requires a minimum of 5 metres, which may require some deepening of the undercroft element of the parking area, although it has to be recognised that 4.8 metres is a nationally accepted minimum depth of a parking space.
4. Pedestrian sight lines are less than ideal at 1.5m x 1.5m but are within the tolerance set by the Kent Design Guide. 1m x 1m minimum. *(Within limits so no objections)*

It is noted that surface water drainage is proposed, indeed it is the only option, and I would suggest given the other works it will be a Building Control consideration.

Vale Road is a 'C' classified road and so no on site turning is required.

Given the parking area should be capable of accommodating a wide range of vehicles I would recommend that the height of the parking area should be 2 metres minimum, the width is 5.4 metres for both cars and the depth 5 metres minimum but ideally 5.5metres to provide some pedestrian access around the entire vehicle. An informative should be added that due to the busy nature of Vale Road at times all vehicles should be reversed into the parking area to comply with the guidance of the Highway Code Rule 201.

Rule 201

Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.

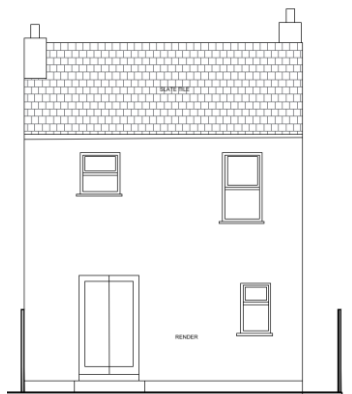
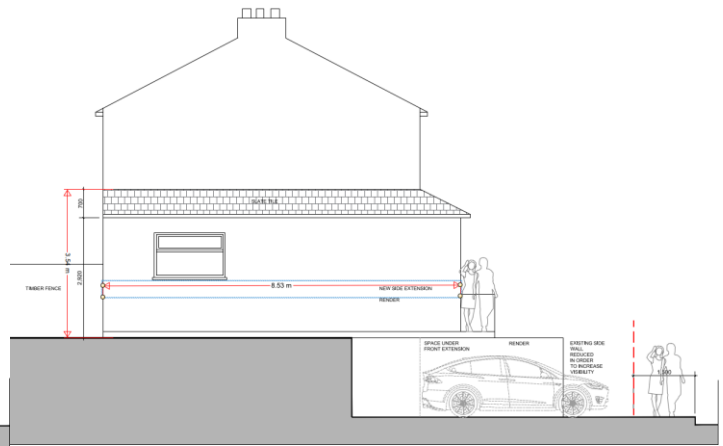
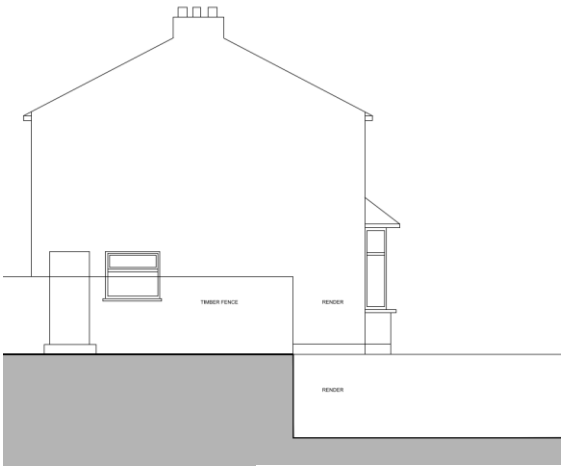
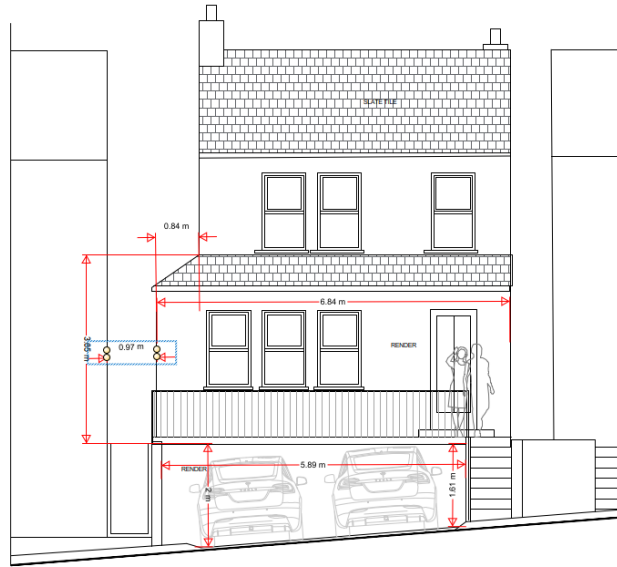
Neighbouring properties

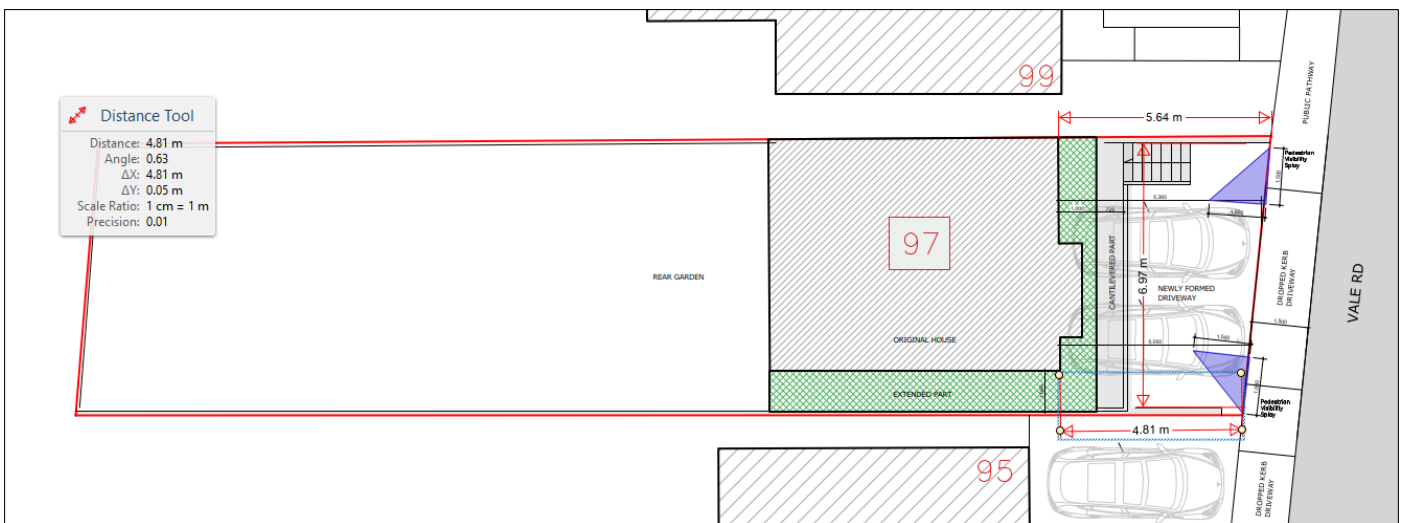
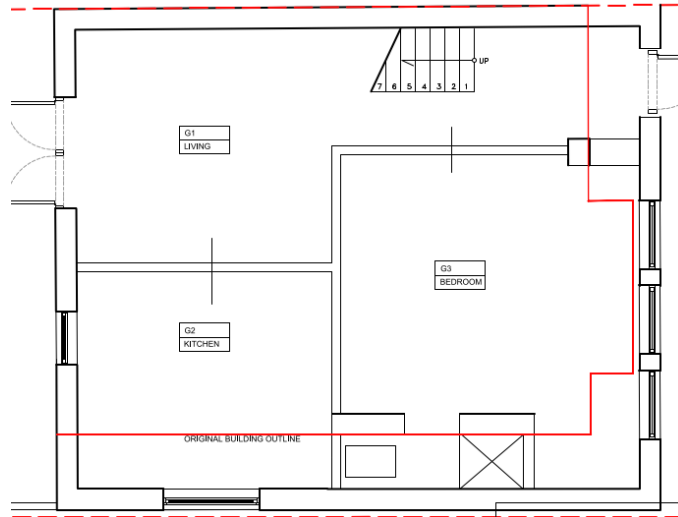
The application was advertised by way of letters to 7 surrounding properties. The consultation period expired on 29.08.2023 and no comments were received.

Analysis

Proposal

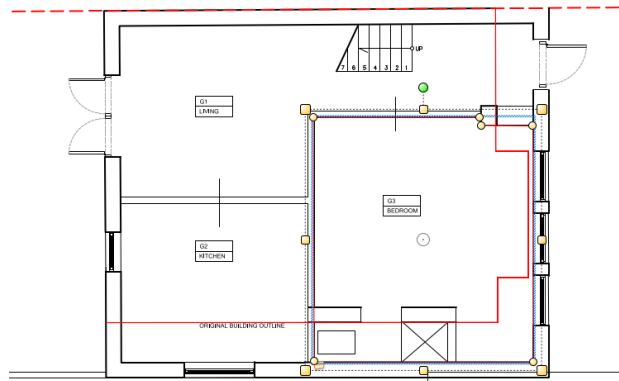
The proposal seeks the erection of a single side and front extension with engineering works to create a front driveway with vehicular access.





Procedural Matters

The proposed floor plan does not show an entrance door into the ground floor bedroom and clarity is required regarding this floor plan as there are some unexplained lines on the plan, should permission be forthcoming the agent will be asked to revise this plan.

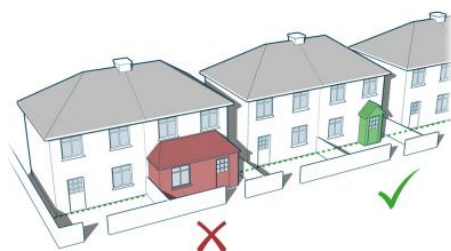


Character and Appearance

The application property is a two storey detached house which fronts onto Vale Road which is a 'C' classified road. The public footpath was cordoned off during the officer site visit due to the disrepair of the front retaining wall.



The first element of the proposal seeks to erect a single storey wrap around extension with a mono pitch roof. The front of the property will have a cantilevered balcony area which will have railings to the front for safety. Gravesham's adopted design guidance states the below:



Large extensions which break the building line and do not respect the scale of the house will be rejected.

The partial undercroft parking is something which is not in keeping with the wider area where front drives are common in isolation. This element of the proposal is also considered to be an out of character addition to the area.

The proposed front extension will span full width and join the proposed side extension and will disrupt the existing building line, the proposed undercroft element of the proposal is also considered to be harmful and appear as an out of character addition to the property. Such extensions would harm the wider character of the area in which there are no front extensions and undercroft parking areas of this nature. Therefore this element of the proposal is contrary to the requirements of CS19 Local Plan Core Strategy 2014 and SPD4 – Householder Alterations/Extensions Guidance (2021).

Amenity of Future Occupiers

The proposed bedroom at ground floor will be of a sufficient size to accommodate the requirements of SPG2 Residential Layout Guidelines 2020 and there will also be sufficient private amenity space in terms of the garden area.

The proposal also shows a window in the flank elevation of the side extension which will serve a kitchen, this window will not have a particularly pleasant outlook as it faces directly towards the flank elevation of 95, however this is a secondary window to the kitchen.

The proposal adequately safeguards the amenity of future occupiers.

Neighbouring Amenity

The proposed development is not liable to impact light or outlook to the neighbouring property known as No.99 Vale Road due to the siting of the extensions and proximity from the common boundary.

The proposed extension has a window in the flank elevation which will face directly towards No. 95 Vale Road, however No95 does not have any window in the flank elevation at ground floor level which would be impacted by overlooking.



The proposal adequately safeguards neighbouring amenity.

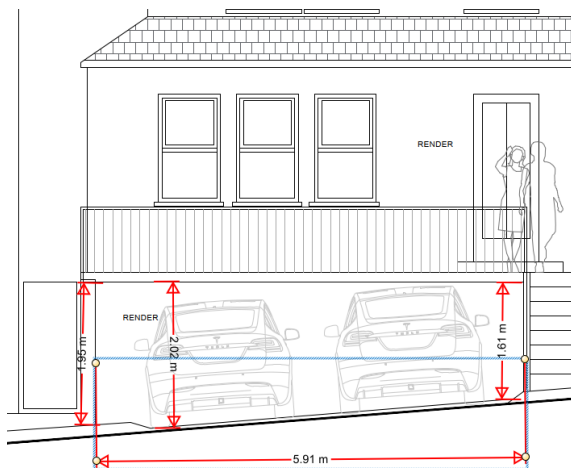
Parking and Highways

The property comprises a detached inter-war house located on an elevated site above Vale Road, which is a busy Schedule 2 classified highway (C road). The house is close to the junction of Vale Road and Thames Way (A226). There is on-street parking available on both sides of this section of Vale Road.. Note 6 'Vehicular Accesses on Classified Highways' provides the following criteria for deciding whether or not a new access should be permitted on 'C' class roads:

- 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.
- Visibility splays should be provided appropriate to the class of road and the speed of passing traffic. Typical standards are 2 x 2 metres and 2 x 45 metres for vehicles.
- There should be sufficient width on the public road to ensure that vehicles may turn in and out safely.
- The access should not create a hazard by virtue of its close proximity to other entrances, road junctions, pedestrian crossings and traffic islands.

The proposed development will introduce two off road parking spaces to the front of the property but as shown the below plan the depth of the parking is achieved by excavating under the dwelling. However, due to the slope of the property the right hand space is only 1.61m in height which would result in the space being unusable for vehicles. This is demonstrated below where the image shows the vehicle touching the

roof of the dwelling.



With there being insufficient depth in the front garden for a vehicle to park at right angles to the kerb line. Kent Design Guide recommends a minimum depth of 4.8 metres between the back of footway and the front of the property / wall while the Council's Planning Policy for vehicular accesses to classified highways (Planning Guidance Note No 6) and adopted KCC Parking Standards indicates that 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).

Kent County Council Highways and GBC's Highways Management Officer have been consulted as part of the application; both have raised objections to the proposal.

The nearby property of 93 Vale Road had an application refused for s creation of a hard standing parking space (20171138) which was refused and dismissed on appeal. The appeal decision is attached as appendix 1.

It is noted the inspector raised concern that the introduction of off road parking on Vale Road would be harmful.

Moreover, the substantial width of the dropped kerb required to access the site would sterilise at least one kerbside parking space that would otherwise be available for other road users.

I therefore find upon the main issue that development as proposed would have a harmful effect upon highway safety and the free flow of traffic along Vale Road contrary to the policies of the Development Plan to which I have referred above.

It is therefore considered that the proposed vehicular access would disrupt free-flowing traffic on Vale Road which is a classified highway and would be detrimental to the safety of all road users. As such, it is not considered that the proposal would be in keeping with Policy CS11 of the Gravesham Local Plan Core Strategy September 2014, Saved Policies P3 and T5 of the Gravesham Local Plan First Review November 1994, and the guidance set out in SPG 4: Kent Vehicle Parking Standards (July 2006), Kent Design Guide and the Council's Planning Policy for vehicular accesses to classified highways (Planning Guidance Note No 6).

Conclusion & Recommendation

The proposed undercroft parking and front and side extensions, by virtue of their design, will appear out of character with the surrounding area and, due to its inadequate height, the undercroft parking will result in a development unfit for purpose contrary to Policies CS11 and CS19 of the Core Strategy 2014 and SPD4 Householder Alterations and Extension Guidance (2021).

The proposal due to its inadequate dimensions would result in a form of development detrimental to the safety of all road users is not considered to be in keeping with Policy CS11 of the Gravesham Local Plan Core Strategy September 2014, Saved Policies P3 and T5 of the Gravesham Local Plan First Review November 1994, and the guidance set out in SPG 4: Kent Vehicle Parking Standards (July 2006). As such it is recommended to refuse the proposal.

The development would result in a highly incongruous dwelling that lacks character and would result in overdevelopment of the property. In addition, the proposal is unsympathetic to the original dwelling and would be contrary to the character and appearance of the area. As such the development would be contrary to Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	18/09/2023	Dated:	20th September 2023