

Delegated Report

Householder Planning Application

Planning Application No: 20240264

Location: 4 New House Lane Northfleet Gravesend Kent

Description: Creation of vehicle crossover to create vehicular access.

Applicant: Mr Nathan Homer

Site Visit Date: 30th April 2024

Submitted Documents/Plans

Planning Application Form;
Drawing No. 01 – Block Plan As Existing;
Drawing No. 02 – Block Plan As Proposed;
Drawing No. 03 – Location Plan;
Certificate B;
Notice Served on GBC; and
Notice Served on KCC.

Relevant Planning History

None.

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

- SPG 4 - KCC Parking Standards (2006);
- Householder Extensions/Alterations Design Guide (2021).

Consultations, Publicity and Representations

Consultees

KCC Highways and Transportation

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

GBC – Service Manager (Property and Regulatory Services)

No comments received.

Neighbouring properties

Three surrounding properties were consulted with an overall expiry date of 17th April 2024. No comments have been received.

Officer's Analysis

4 New House Lane is a two storey semi-detached property located on the northern side of the highway. There is a grass verge separating the front boundary of the property from the footway and highway, which is a characteristic of the surrounding estate. The garden has been hard paved and is currently used for the parking of two vehicles. The grass verge in front of the property remains, however it is noted that the vehicles do drive over this and therefore it is not in good condition.



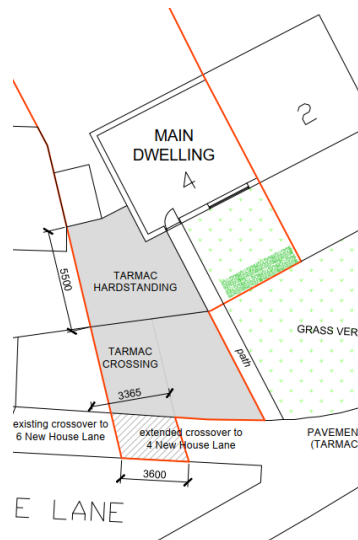
Design, Character and Appearance

Developments are required to be visually attractive, integrate well with their surroundings and to conserve and enhance the character of the local environment in order to comply with Policy CS19 (Development and Design Principles) of the Local Plan Core Strategy (LPCS) (2014).

The grass verge is considered to contribute significantly to the character of the area and is a consistent feature throughout the housing estate. It is acknowledged that the quality of the grass verge in front of the application site has been driven over consistently and is therefore not in the best condition. Satellite images show that a form of hardstanding has been present since 2006 and the area has been consistently used for parking since 2015.

This application proposes the creation of vehicle crossover to create vehicular access. The use of tarmac is not advisable, however the adjacent property No. 6 has installed the same as the current proposal which was approved in 2020 (App. Ref. 20200454) and therefore it would be unreasonable to refuse this current application. However, it will be necessary to have suitable drainage to avoid any surface water run off which can be conditioned and a suitably worded condition will be added to any forthcoming decision.

It is also acknowledged that No.4 Harden Road has undertaken a similar development which was given permission in January 2022 (App. Ref. 20211200).



Due to retention of the generous area of lawn and planting to the front of the property, together with the adjacent grass verge to the east, the proposal would not negatively impact the appearance of the street scene. A hardstanding is already in existence and the remaining frontage of the property would be laid to lawn with soft landscaping along the front boundary. Therefore, the application is considered to be in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2023).

Residential Amenity

The proposed development will have no impact on residential amenity and is therefore in accordance with Policy CS19 (LPCS) and Section 12 (NPPF) (2023).

Parking and Highways

There are not considered to be any parking or highway issues related to this proposal. The existing area is already used for parking of two vehicles and the proposed crossover would be located at the end section of the dead end/no thoroughfare of New House Lane.

As such, the proposed dropped kerb, crossover and formalisation of the frontage for vehicular parking is considered acceptable in terms of highway policy and guidance.

Any Other Material Planning Considerations

Impact on Biodiversity – the development will reduce the biodiversity on the site by creating a hardstanding within the front garden. Section 15 of the NPPF 2023 states that development should result in a biodiversity net gain. Although the development will reduce some lawn area within the front garden, the retained front garden and soft landscaping to the front boundary will retain some greenery. These are considered to be positive in terms of biodiversity given that the front garden of the property could be changed under permitted development.

Conclusion and Balancing Exercise

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

As such, it is recommended that planning permission is granted, subject to condition of drainage.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Ms Amanda Cue	Team Leader:	Richard Hart
Signed:	<i>A Cue</i>	Signed:	<i>R Hart</i>
Dated:	17th May 2024	Dated:	17th April 2024