



Delegated Report

Householder Planning Application

Application No:	20220922
Location:	180 Singlewell Road, Gravesend, Kent, DA11 7RB
Description:	Alterations to existing driveway to create an additional entrance/exit with a second dropped kerb.
Applicant:	Margaret Beighton
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 23/08/2022;
Drawing no. 001 - Rev. A - Site Location and Existing/Proposed Block Plans;
Drawing no. 002 - Rev. A - Existing and Proposed Roadside Boundary.

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 (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 9 - Promoting Sustainable Transport
- Section 12 - Achieving Well-Designed 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)

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Residential Dropped Kerb Guidance and Self-Assessment (2022)

Consultations, Publicity and Representations

Consultees

KCC Highways - I have the following comments to make with respect to highway matters :-

The application proposes an in and out driveway through the creation of an additional access. Singlewell Road is not a heavily parked road so an additional access will not have a significant impact on the on-street parking demand.

While the existing access is to be retained, I suggest that suitable visibility splays are maintained for both accesses for pedestrians. Provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level are required.

I note that gates are proposed on each of the accesses, gates are required to open away from the highway and have at least 5.5m clearance from the edge of the highway so vehicles are not causing an obstruction when accessing the property.

I would be grateful therefore, if you would forward any amended plans or additional information to me for my further consideration.

GBC - Highways Officer - Given the guidance issued by Kent County Council as Highway Authority, I can only recommend refusal of this application.

The County Council publication Vehicle Crossing;_ Guidance and Self Assessment gives the following information.

1. Separate Entrance/Exit

The general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict. Therefore, applications for two access crossings to a single property, or a second access point where one already exists, will not normally be approved for domestic dwellings unless there is strong evidence that it will add significantly to highway safety. For such applications to be considered, the applicant will need to show:-

- How a second access will add to the safety of the access arrangements
- Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access.

2. Gates

If gates are to be fitted across the vehicle entrance to your property they must not open outwards across the highway. Additionally, on busy roads they must be set back at least 5m from the edge of the carriageway to allow the driver to park clear of the highway whilst opening the gates. Remember, sufficient space must exist within the site for the gates to close.

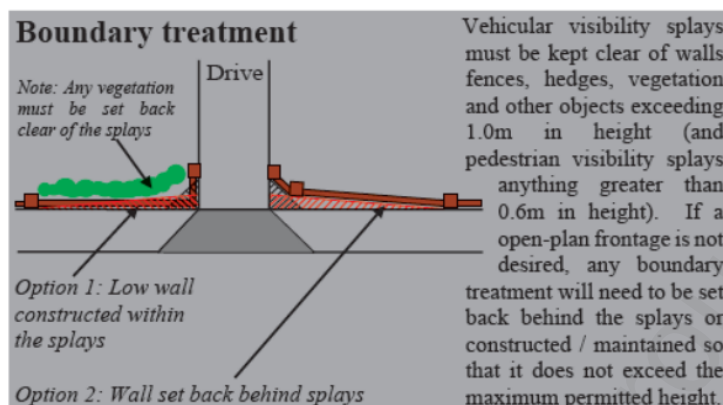
Singlewell Road serves as a district disturber road linking the A2 with the town centre and so any gates should be installed to permit vehicles to park off street whilst they are opened or closed.

3. Visibility

Footway visibility

X-dimension 2.0m from back of footway

Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

Pedestrian visibility splays should be provided either side of any new access point to ensure there is adequate warning of an approaching pedestrian, this is even more essential now given the recent changes to the Highway Code and establishment of a hierarchy of road users, with drivers giving way to pedestrians at junctions.

No justification has been given for the formation of a new access and given the points above the proposal could create highway safety issues and a dangerous precedent for further applications along this road.

The applicant should also note that any loose gravel that is dragged onto the highway could result in action by the Highway Authority to have it removed as it could contribute or cause an accident. Sections 148 and 149 of the Highways Act 1980.

Local Ward Councillors - No comment received.

Neighbouring properties

Six surrounding properties were consulted and no representations were received. The consultation period expired 22nd September 2022.

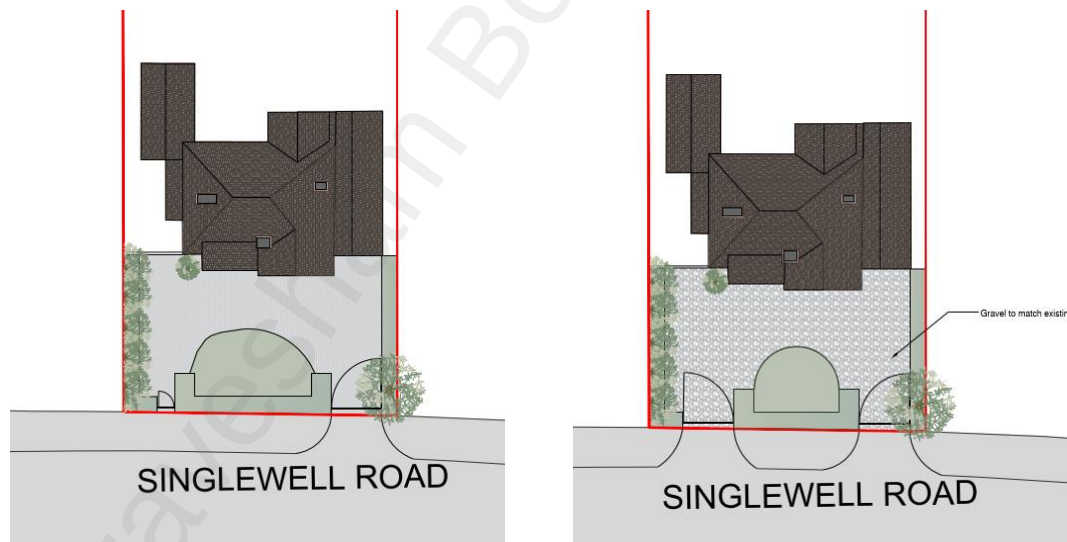
Officer's Analysis

180 Singlewell Road is a large detached property located on the eastern side of the highway. The property benefits from a large driveway with a gated vehicular access.



Singlewell Road is a local distributor road and a classified 'Schedule 2 Highway' within Gravesham's PGN6 (2009).

This application proposes the creation of a second gated vehicular access. The existing pedestrian access would be replaced by an additional vehicular access and dropped kerb, to create an entrance/exit driveway. The soft landscaped section on the frontage would be reduced as part of this development, as shown in the block plans below:



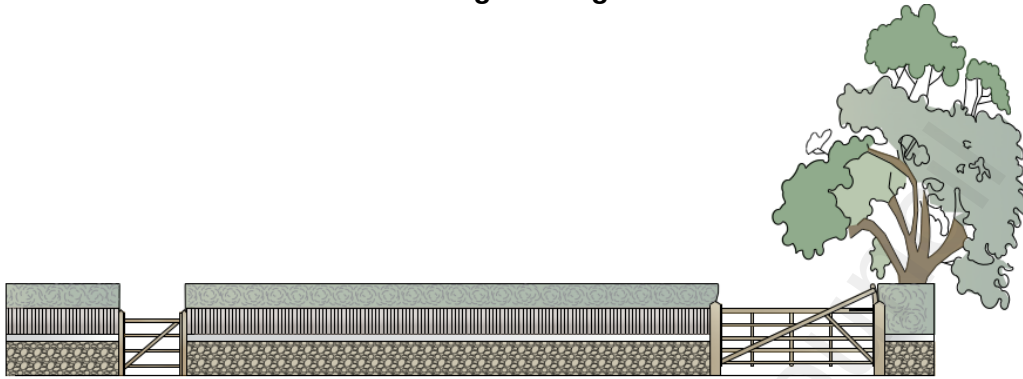
Design, Character and Appearance

Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (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.

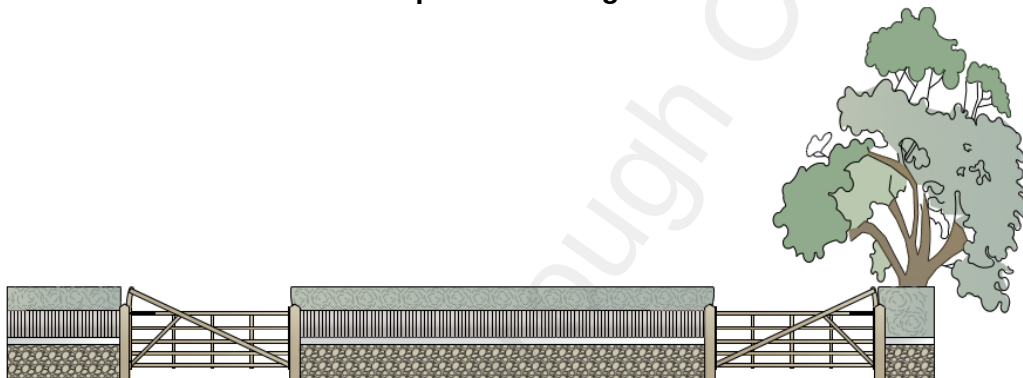
The proposed development will not significantly alter the appearance of the property's frontage. The existing pedestrian access will be widened and replaced by a larger opening for vehicles, with a gate

installed that mirrors the existing vehicular gate (as shown in the comparison screenshots below):

Existing Frontage



Proposed Frontage



The central hedgerow and lawn behind will be reduced, however the frontage of the property will not materially change or impact on the street scene. The driveway will remain gravelled and the mature tree will be retained.

Overall, the development is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

There will be no impact on the amenity of future occupiers as a result of this development.

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).

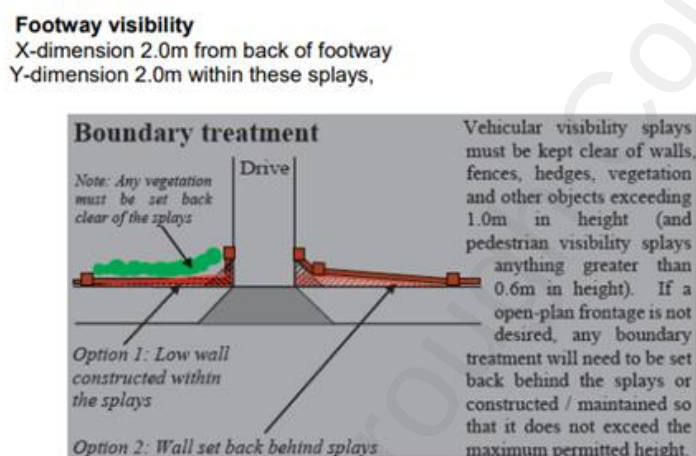
Parking and Highways

As aforementioned in this report, Singlewell Road is a Schedule 2 highway and is a local distributor road. Highway guidance (PGN6) must meet certain standards such as satisfactory sightlines and gates that are a certain distance from the edge of the highway, in addition to the dimensional requirements and acceptable drainage.

The proposed development will create an additional vehicular access into the property and install an additional gate within 2.7m of the highway edge. Kent County Council's newly published 'Residential Dropped Kerb Assessment Guidance and Self-Assessment' document (2022) states that separate entrance and exit driveways increase the potential for traffic conflict, but will be granted if there is no significant impact to on-street parking, subject to certain dimensional requirements. In this case the driveway meets

the requirements and KCC highways have not objected to the principle of an in-out driveway on this site. However, the highway guidance document (2022) states that gates should be a minimum distance of 5.5m from the highway edge and inward opening to ensure that vehicles do not obstruct the public highway when accessing the property. In this case the proposed, as well as the existing gate, are approximately 2.7m from the highway edge and would therefore impact on the free-flowing movement of traffic on Singlewell Road and increase the potential of incidents.

In addition, the proposed access will provide substandard pedestrian visibility splays that increase the risk of injury for users of the footway. The driveway access will have standard fencing at a height of 1.8m and some shrubbery, which limit visibility. Kent County Councils highway guidance and the Department for Transport's 'Manual for Streets' document (2007) state that footway visibility should have no obstruction above 0.6m with 2m by 2m splays, as demonstrated in the screenshot below:



The proposed access will be obstructed by the mature hedging and gates, which exceed the height of 0.6m, and concerns were raised by GBC Highways Officer and KCC Highways regarding the pedestrian visibility splays. Therefore, the proposed access is considered to be a risk to pedestrians by virtue of unacceptable visibility splays contrary to guidance.

Notwithstanding the above concerns, the driveway meets the dimensional requirements set out in highway policy for vehicular parking and is in accordance with Gravesham's adopted parking standards (SPG4) (2006) for the property. The driveway will remain gravelled, which is porous and will not result in surface water run-off onto the highway. Although the existing driveway is gravel, the use of loose materials on driveways can result in stones being dragged onto the highway, causing hazard of flying debris or a skidding hazard where the driveway is within 5m of the highways edge. As such, if the proposal were compliant with other highway guidance and the Local Planning Authority were supporting the application a change in material would be sought.

Nevertheless, by virtue of substandard pedestrian visibility splays and a gated access within 5.5m of the highway edge, the proposed driveway represents a risk to pedestrian and highway safety. Therefore, the proposal is contrary to PGN6 (2007), Manual for Streets (2009) and represents a risk to highway safety contrary to Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

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. The proposed development will reduce the soft landscaping on the properties frontage, by reducing the width of the hedge and depth of the lawn. 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 contrary to local and national planning policy.

The proposed in-out driveway and new access represents a risk to pedestrian safety by virtue of unacceptable visibility splays and will impact on the free-flowing movement of traffic and increase the potential for collision by virtue of gates located close to the edge of the highway. Therefore, the proposal is contrary to Policy CS11 (LPCS), saved policy T5 (LPFR), SPG 6: Planning Policy for Vehicular Accesses to Classified Highways (2009), Kent County Council vehicle crossing guidance (2022), as well as Section 9 (NPPF).

Recommendation

Refusal

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

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	18 th October 2022	Dated:	19 October 2022