



Delegated Report

Householder Planning Application

Planning Application No: 20240817

Location: 2 Scott Road Gravesend Kent DA12 5TS

Description: Creation of a driveway and dropped kerb.

Applicant: Mr Bekim Aliaj

Site Visit Date: 30.01.25

Preliminary Matters

Upon review of the application it was noted that the principle of the development appeared to be acceptable, however the proposal raised some concerns including; design, visibility/highways safety and biodiversity. As such, the applicant was contacted to give the opportunity to amend the plans to address these concerns. Final revised plans were received on 26.03.25 and an extension of time was agreed until 15.04.25. In this instance, re-consultation was not considered to be necessary.

Submitted Documents/Plans

Application Form;

Drawing No. D01 – REVISED OS Plan and Block Plan – Existing and Proposed;

Drawing No. D02 – REVISED Front Layout Plan – Existing;

Drawing No. D03 – REVISED Front Layout Plan – Proposed;

Drawing No. D04 – REVISED Elevations – Existing; and

Drawing No. D05 – REVISED Elevations – Proposed.

Superseded Documents/Plans

~~OS Plan (received on 10.09.24);~~

~~Drawing No. D01 – OS Plan and Block Plan – Existing and Proposed;~~

~~Drawing No. D02 – Front Layout Plan – Existing;~~

~~Drawing No. D03 – Front Layout Plan – Proposed;~~

~~Drawing No. D04 – Elevations – Existing; and~~

~~Drawing No. D05 – Elevations – Proposed.~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20250092	Erection of a single storey rear extension with roof lights.	Permitted	20.03.2025
20240749	Application for a Proposed Lawful Development Certificate in respect of a loft conversion, rear dormer with juliet balcony and roof lights to front roof slope. Erection of single-storey rear extension with roof light and alterations to fenestration.	Certificate Granted	27.09.2024

Development Plan

Gravesham Local Plan Core Strategy (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
- T5 – Access to the Identified Highway Network

Paragraph 34 of the NPPF (2024) 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 (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 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)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

Consultees

Local Ward Councillors

No comments received.

Neighbouring properties

Five surrounding properties were consulted, a site notice was displayed on 30.01.25 and no representations were received. The overall consultation period expired on 21.02.25.

Site Description

2 Scott Road is a two-storey end of terraced property situated on the corner of Scott Road and Franklin Road.

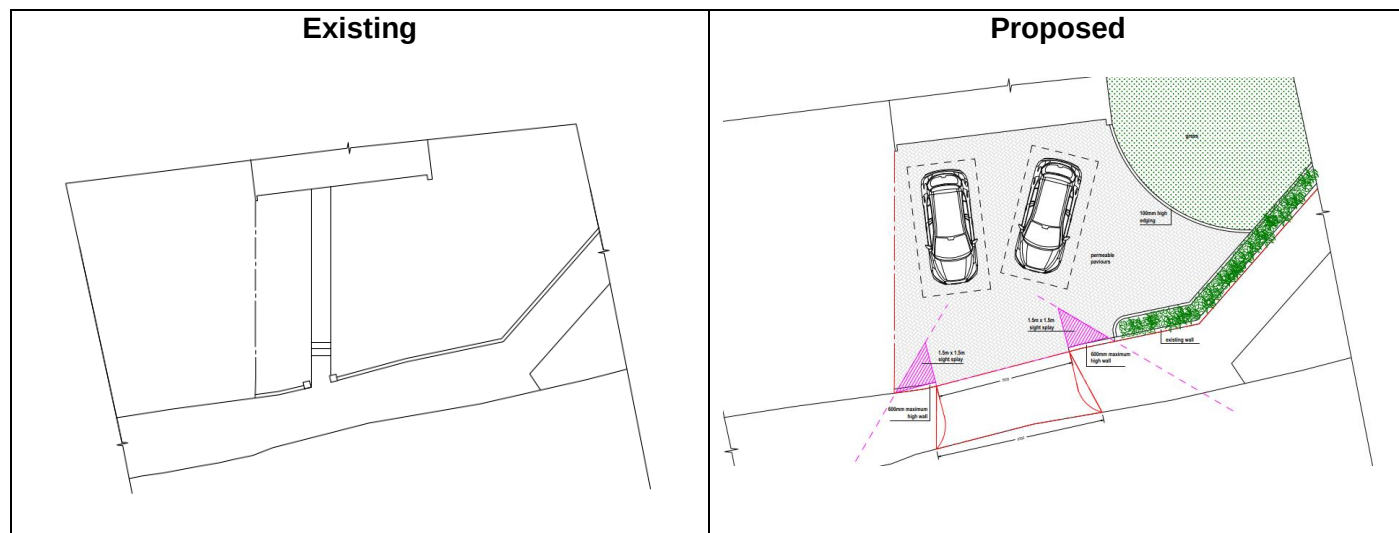
Site Photos



This application is for the creation of a driveway and dropped kerb.

Proposed Development

- Part removal of front boundary wall
- Construction of a permeable driveway
- Proposed soft landscaping
- Space for 2 cars



EXISTING



PROPOSED



Officer's Analysis

Design, Character and Appearance

Policy CS19 (Development and Design Principles) (LPCS) (2014) states that new development will be visually attractive and locally distinctive. It should also conserve and enhance the character of the local built

and natural environment and integrate well with the surrounding area. Moreover, Section 12 (Achieving well- designed places) of the NPPF (2024) sets out that the creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. It states developments should function well and add to the overall quality of the area, be visually attractive and sympathetic to local character.

The Design For Gravesham Design Code (2024) is a strategic document that sets out Gravesham's vision and expectation for quality place-making. Gravesham's Householder Extensions/Alterations Design Guidance SPD (2021) set out key principles for new developments. Generally, the SPD (2021) highlights the importance of new development complimenting and corresponding to existing character and the wider context.

The development includes engineering operations and as such, planning permission is required for the development. There are properties along Scott Road that have altered front gardens to hardstanding areas for vehicular parking. Some of these works have been carried out without planning permission being granted. Gardens that have not been altered and retain soft landscaped frontages make a positive contribution to the character and appearance of the area, whereas poorly designed hardstanding areas, with little or no soft landscaping have a negative impact on the appearance of the area. It is however evident that in general, vehicular crossovers and hardstanding areas do form part of the character of the street scene. As such, the principle of carrying out of engineering operations to facilitate a hardstanding area, in this location could be acceptable, providing the design accords with policy and guidance.

Gravesham's Design SPD (2021) sets out the Design expectations for front gardens and parking within the Borough.

Front Gardens & Parking

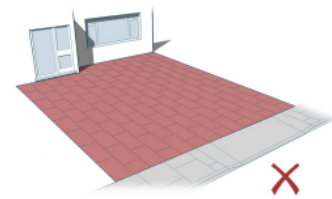
10.21 The laying of hard surfaces to the front gardens of houses often do not require planning permission. More advice is available on our website here: <https://www.gravesham.gov.uk/home/parking-and-roads/dropped-kerbs/overview>

Where planning permission is required, account will be taken of the need for additional off road parking provision and the following considerations will apply:

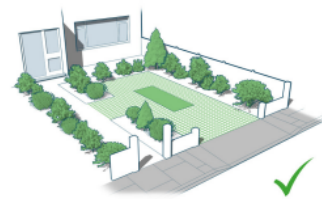
- Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt. Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces.
- Allow sufficient space between the car and the dwelling to allow access to the front door and side of the property. 1 metre should be the minimum space between or around car parking spaces.

- Front garden parking must be designed to avoid cars overhanging the pavement. Car parking spaces a minimum of 2.5m wide (2.7m where spaces adjoin an enclosed boundary) and 5m deep should be provided.
- Should not include gates. Where gates already exist, they must not open outwards and should allow enough space for them to be opened inwardly (if relevant) whilst a car is parked.
- Gates should enable a pedestrian on the footway to have clear visibility of any vehicle exiting (i.e. they should be railings or have some form of transparency) and should not be of a height that blocks visibility of passing pedestrians and should enable visibility from the footway.
- Avoid removing any existing trees or established hedges and introduce new planting wherever possible.
- Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.
- There should be no water run-off from the forecourt onto the public highway.
- Where loose surfacing is proposed, a minimum of 1m depth of non-loose hardstanding should be provided at the front edge of the driveway with the public highway
- Repair or restore any original decorative tiled paths that are a characteristic or historic feature of the existing dwelling.
- Pedestrian and vehicle visibility splays should be provided. (See Appendix 1)

10.22 Aside from the potential need to gain planning permission if a new dropped kerb and crossover is required, applicants must apply for and obtain consent via the relevant landowner (if crossing private / third party land, such as amenity strips) as well as the highway authority.



Hardstanding should be proportionate to the size of the dwelling and the relevant car parking standards and avoid paving over a significant amount of the forecourt.



Soft landscaped planted border along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. Introduce permeable paving to new areas of hardstanding to minimise rainwater run-off issues, as per the requirements of Permitted Development.

According to the details included with the application, the driveway would be constructed using permeable pavements, which can be secured by condition if permission were to be forthcoming. In addition, the revised plans show a reduction in the proposed hardstanding area, with soft landscaping proposed, which would serve to soften the appearance of the development. Overall, the revised plans have been designed to be sympathetic to the host dwelling and the proposal is not considered to be detrimental to the character and appearance of the street scene and the surrounding area.

The proposal is considered to accord with Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024.)

Amenity of Future Occupiers

The proposal would result in off-road parking for future occupiers. Therefore, the development is considered to safeguard the amenity of future occupiers in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

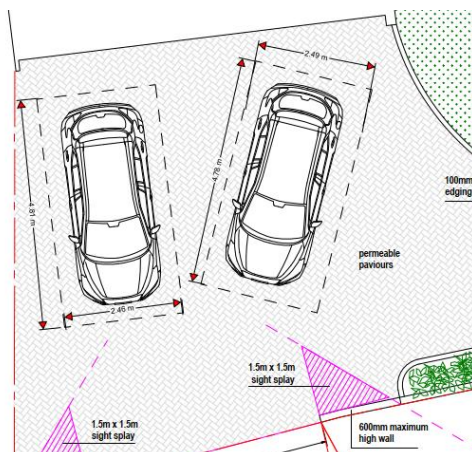
Neighbouring Amenity

No neighbour responses were received as a result of the consultation carried out for the proposal. In situ, the development is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2024).

Parking and Highways

SPG 4 - KCC Parking Standards (2006) and Gravesham's Householder Extensions/Alterations Design Guide (2021) state that car parking spaces need to be a minimum of 2.50m wide (2.7m where spaces adjoin an enclosed boundary) and 5.00m deep. The plans show that the hardstanding area would provide

sufficient parking area for two cars. Although defined parking area on the plans fall under these dimensions, it is evident that there would be sufficient space on the hardstanding area to achieve the space required:



Furthermore, it is noted that the proposed soft landscaping has been strategically placed, and the plans incorporate 1.50m x 1.50m visibility splays on both sides.

The Design SPG (2021) requires a 2.00m x 2.00m visibility splay with a minimum 3.00m crossover width:

Visibility Splay



Although, it is noted the plans indicate splays below the requirement, the plans show that the width of the crossover would be 5.00m. This ensures sufficient visibility splays are achievable, in the interests of highway safety.

Therefore, overall, the proposal would accord with SPG 4 - KCC Parking Standards (2006), Gravesham's Householder Extensions/Alterations Design Guide (2021), Policy CS11 of the Gravesham Local Plan Core Strategy (LPCS) (2014) and Section 9 of the National Planning Policy Framework (NPPF) (2024).

Biodiversity

The proposed development would result in the loss of some soft landscaping. Whilst this is unfortunate, it is noted the front garden could be hard paved now, without planning permission, providing there are no land level changes and providing that permeable materials are used. The plans demonstrate proposed planting, and a grass area, and therefore, in terms of biodiversity, the proposal is considered to be acceptable in respect of Policy CS12 (LPCS) (2014).

Any Other Material Planning Considerations

Archaeology

The site lies within an area of multi-period archaeological potential. However, the proposed development is unlikely to have any archaeological impact.

Groundwater Protection Zone

The site is located within a Groundwater Protection Zone 3 area, however, the proposal would be unlikely to be impacted by this constraint.

Flood Zone

The site is within Flood Zone 1 on the environment agency website. As the proposal is for a driveway and it would be constructed using permeable materials, no further action is required.

Conclusion

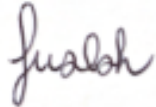
The application has been fully considered and is in accordance with local and national planning policy.

The revised plans have been designed to be sympathetic to the host dwelling, incorporating layout changes and soft landscaping to adequately soften the development. Therefore, the revised proposal is not considered to be detrimental to the character and appearance of the street scene and the surrounding area. In addition, the hardstanding area provides sufficient space for two cars, incorporating strategic planting and visibility splays in the interests of highway safety.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Lucy Hankin	Team Leader:	Mrs Faye Walsh
Signed:	L Hankin	Signed:	
Dated:	3 rd April 2025	Dated:	04 April 2025