



Delegated Report

Householder Planning Application

Application No:	20220696
Location:	68 Jubilee Crescent, Gravesend, Kent, DA12 4JH
Description:	Construction of a vehicle crossover
Applicant:	Mr Jonathan Uwera
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 25/06/2022;
Design and Access Statement;
Drawing no. 6822-PL-01 - Rev. 1 - Site Location Plan and Block Plan;
Drawing no. 6822-PL-02 - Rev. 1 - Existing and Proposed Drawings.

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 12 - Achieving Well-Designed Places
- Section 15 - Conserving and Enhancing the Natural Environment

Supplementary Planning Guidance

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

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Vehicle Crossing Guidance: Self-Assessment (2018)

Consultations, Publicity and Representations

Consultees

Local Ward Councillors - No comment received.

GBC - Highways Officer - This application immediately attracts a recommendation of refusal. Supplementary Planning Guidance 4 vehicle parking standards adopted by this council require a parking space to be 5 metres deep. I will accept proposals down to 4.8 metres as that is the requirement Kent County Council have for the provision of a dropped kerb, although this extends to 6 metres when in front of a door to ensure there is suitable pedestrian access/egress particularly in times of emergency.

In addition, even if it were possible to build a driveway it would need to be constructed in a bound permeable material, as there is no space to provide a soakaway that would comply with Building Regulations. (5m from a building and the highway).

Neighbouring properties

Five surrounding properties were consulted and no representations were received. The consultation period expired 19th July 2022.

Officer's Analysis

68 Jubilee Crescent is a two storey semi-detached property located on the eastern side of the highway. The property is set down below the level of the highway and has an attractive front boundary wall with decorative railings above.



This application proposes the creation of a dropped kerb and the formation of a driveway. The driveway

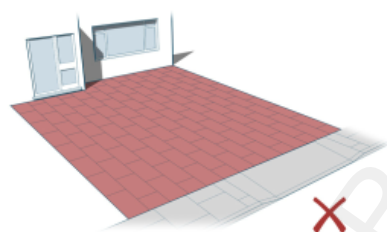
would slope down towards the property and occupy the whole frontage, with a width of 8.3m and a depth of 4.46m. It will be used for the parking of up to three cars.

Design, Character and Appearance

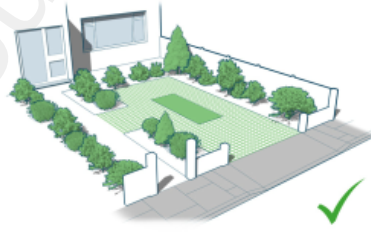
Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and 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 driveway will impact on the established pattern within the street scene. The immediate street scene is dominated by front boundary walls, albeit of varying quality and appearance, but the application site has a more decorative and attractive feature which adds quality to the street. Therefore, the removal of this feature would have a negative impact on the quality of the street scene.

The plans indicate that the frontage of the property would be block-paved, with some of the existing shrubs retained at the front. Nonetheless the extent of hardstanding proposed is considered to be excessive and of poor design, contrary to guidance given in Gravesham's newly published Householder Extension/Alteration Design SPD (2021). The SPD clearly states that hardstanding should be proportionate and soft landscaped planting should be provided:



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.

This is not the case with this application and the proposed development would result in a harsh, overdeveloped appearance, which is harmful to the character and appearance of the street scene. Moreover, the removal of the decorative boundary wall will harm the appearance of the street scene. Overall, the development is poor design contrary to Policy CS19 (LPCS) and Section 12 (Achieving well-designed places) of the National Planning Policy Framework (NPPF) (2021).

It is acknowledged that evidence has been provided showing other driveways in the surrounding area. However the majority of these examples are not relevant as they would not have required planning permission, and as such, no precedent by planning permission has been set.

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

The driveway hereby proposed has a maximum depth of 4.46m, from the front wall to the edge of the footway, and will involve vehicles parking in front of the main access to the property. Gravesham's adopted parking standards (SPG4) states that a parking space should have a minimum depth of 5m, while Kent County Council's vehicle crossing guidance (2018) enforces a minimum depth of 4.8m, which extends to 6m in front of a means of escape. Therefore, the current driveway fails to provide adequate depth, but also falls significantly below the minimum standard in front of a means of escape.

The Council's Highways Officer has recommended that the application is refused by virtue of substandard depth contrary to SPG4 and KCC vehicle crossing guidance (2018). Furthermore, the Highway Officer commented on the drainage and soakaway within 5m of the property, however this is a building regulations requirement and cannot be a reason for refusing this application.

Overall, the proposed driveway is inadequate and substandard in depth and will be significantly below the minimum depth requirement of a driveway in front of a means of escape contrary to Gravesham's SPG4 (2006) and KCC's vehicle crossing guidance (2018). Therefore, the proposal is also contrary to Policy CS11 (LPCS) as well as 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. It is noted that the existing frontage of the property is mostly hard-paved, with some planting/shrubs on the flank boundaries. However, as referenced in the Design section above the proposal fails to reintroduce any soft landscaping or biodiversity back onto the site. Therefore, the proposed development fails to provide a net gain of biodiversity and is contrary to Section 15 of the NPPF.

Conclusion

The application has been fully considered and is contrary to local and national planning policy.

The proposed driveway would remove a decorative and attractive boundary wall, and introduce a disproportionate hardstanding with a lack of soft landscaping or planting, which will have a harsh, urbanising impact on the street scene that is harmful to its character and appearance contrary to Policy CS19 (LPCS) and Section 12 (NPPF). Moreover, the lack of soft landscaping fails to meet the biodiversity net gain requirements of Section 15 (NPPF).

In addition, the proposed driveway is substandard in depth and fails to meet the increased depth requirement in front of a means of escape, thus representing a risk to safety and for vehicles to overhang the footway. Therefore, the development is contrary to Gravesham's adopted parking standards SPG4 (2006), Kent County Council vehicle crossing guidance (2018), as well as Policy CS11 (LPCS) and saved policies T1 and T5 of Gravesham's Local Plan First Review (1994).

As such, it is recommended that planning permission is refused.

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:	15 th August 2022	Dated:	15 August 2022

Gravesham Borough Council