



Delegated Report

Householder Planning Application

Application No:	20220660
Location:	5 Dover Road East, Gravesend, Kent, DA11 0RQ
Description:	Creation of a new vehicle crossover
Applicant:	Icarus Investment Management Ltd

Submitted Documents/Plans

Application Form - dated 23/06/2022;
Drawing no. 01 - Block and Frontage Plans;
Drawing no. 02 - Site Location Plan (scale - 1:1250).

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)
- 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 - Vehicle Crossing Guidance: Self-Assessment (2018)

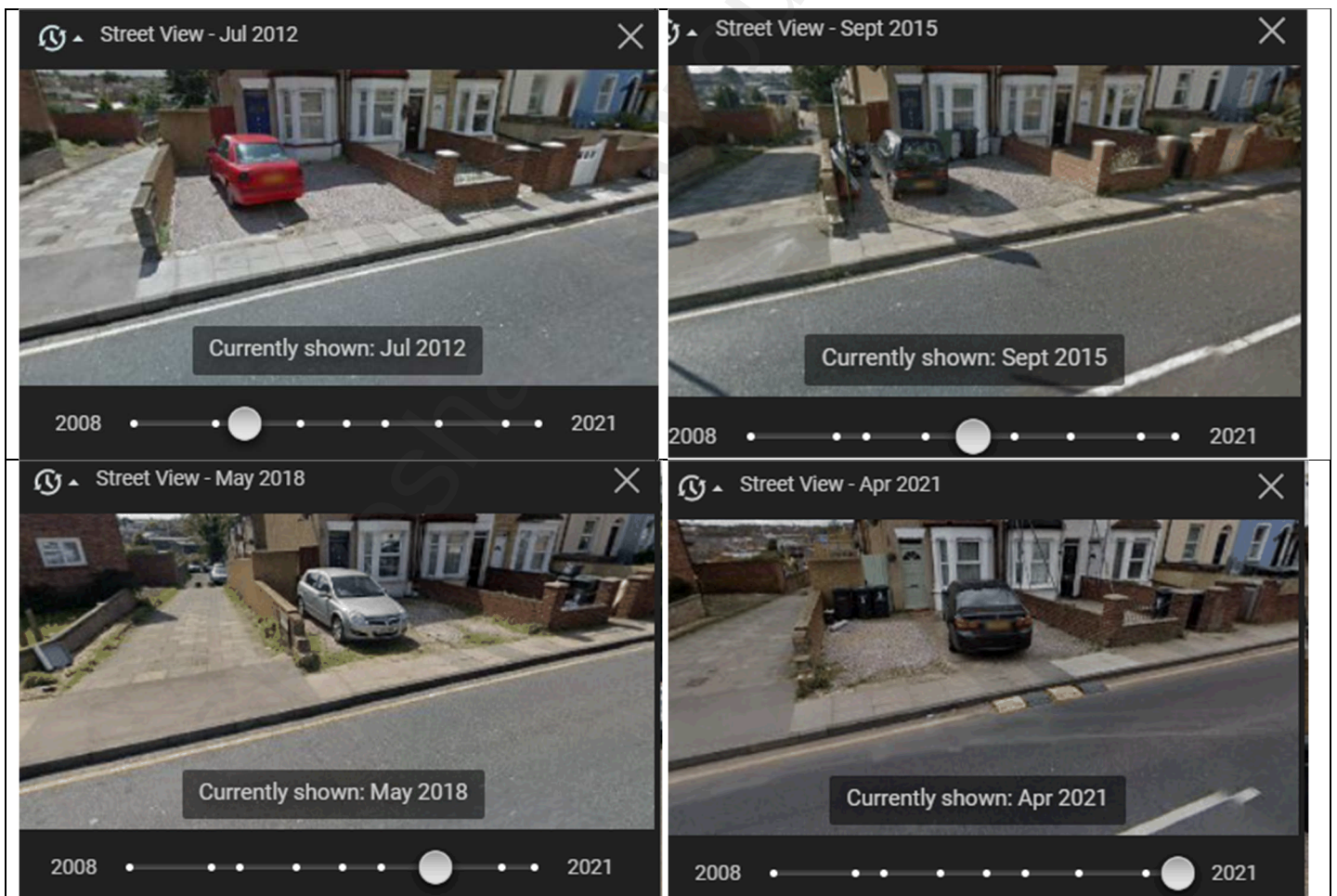
Consultations, Publicity and Representations

External Consultees

Local Ward Councillors - No comment received.

Internal Consultees

GBC - Highways Officer - It is noted from looking at the Google Street View images, that vehicles have been parked in the front garden for several years.



However, the evidence is not conclusive if the use has been continuous and at no time has a dropped kerb been in use. It is however noted that rubber type ramps were in place in April 2021 which are a highway hazard.

The Highway Authority, Kent County Council have the necessary powers to remove anything that is deemed to constitute a nuisance, and I would include the ramps shown as one;

149 Removal of things so deposited on highways as to be a nuisance etc.

- (1) If any thing is so deposited on a highway as to constitute a nuisance, the highway authority for the highway may by notice require the person who deposited it there to remove it forthwith and if he fails to comply with the notice the authority may make a complaint to a magistrates' court for a removal and disposal order under this section.
- (2) If the highway authority for any highway have reasonable grounds for considering—
 - (a) that any thing unlawfully deposited on the highway constitutes a danger (including a danger caused by obstructing the view) to users of the highway, and
 - (b) that the thing in question ought to be removed without the delay involved in giving notice or obtaining a removal and disposal order from a magistrates' court under this section,the authority may remove the thing forthwith.

NOTE, I have not carried out a recent site visit to see if they still exist.

In terms of the application, I am confused by the architect's drawing in terms of what appears to be the vehicle visibility splays, Manual for Streets suggests for a 30mph road 43m x 2.4m x 43m are appropriate and this would involve I believe the splay passing over at several (perhaps 3 or 4) properties to the west. As the landscaping and boundary treatments in the front gardens of these properties cannot be fully controlled, this would be unacceptable in terms of highway safety.

Now considering Gravesham's Planning Policy Guidance Note 6. Dover Road East is a classified Road the B261. This places the road in Schedule 1 and as such requires all vehicles to enter and leave the highway in forward gear.

On **Schedule 1 roads**, the following additional considerations apply:-

- where an alternative means of vehicle access can be provided which does not affect the main road, a new access to the classified road will normally be refused;
- all applications will be expected to show on-site turning space - typically, this will require a minimum forecourt area of 7.5 metres width and 8 metres depth;
- exceptional circumstances will be needed to justify the creation of more than one means of access to a single residential property;
- all new entrances will have to have full sight-lines appropriate to the speed of passing traffic and all reasonable steps should be taken to design out any hazards arising from this access. This may entail further work in the highway.

Schedule 1

Albert Place, Gravesend
Barrack Row, Gravesend
Bath Street, Gravesend
Berkley Crescent, Gravesend
Brewer's Road, Shorne
Broad Ditch Road, Northfleet
Clive Road, Gravesend
Crooked Lane, Gravesend
Darnley Rd (Bath St-Pelham Rd), G'send
Dean Lane, Luddesdown
Dean Road, Luddesdown
Dover Road, Northfleet
Dover Road East, Northfleet

Extracts from PGN6

It should be noted that the size of the parking bay, does not conform to the requirements of SPG4, which are 5 metres deep, by 2.5 metres wide. However, it does confusingly comply with the requirements the Kent County Council dropped kerb guidance and is also a nationally recognised bay size. It should be noted that SPG4 has been formally adopted as supplementary guidance, whilst to the best of my knowledge, the carriage crossover guidance, dropped kerb, is just that guidance which has not been formally adopted by anyone.

Having looked at Crashmap.co.uk, there are no accidents in this section of Dover Road for the last 5 years of the records held.

As presented, this application fails to comply with the requirements of PGN6, in terms of sight lines and on site turning. I therefore recommend refusal of the application.

Neighbouring properties

Eleven surrounding properties were consulted and no representations were received. The consultation period expired 14th July 2022.

Officer's Analysis

5 Dover Road East is a two storey end of terrace property located on the northern side of the highway. The front boundary wall has been removed and the front garden has been used as an informal parking space since at least 2012, with vehicles bumping up the kerb to park.



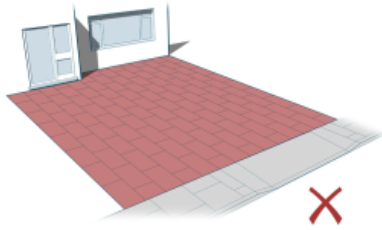
Dover Road East is a local distributor road and a classified 'Schedule 1 Highway' within Gravesham's PGN6 (2009).

This application proposes the installation of a vehicle crossover and creation of a formalised driveway. The driveway is shown on the plans to have a space for one vehicle to park.

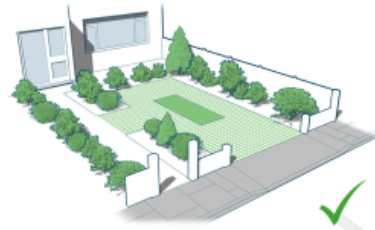
Design, Character and Appearance

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 would not significantly alter the appearance of the street scene. The plans indicate that the frontage of the property would be hard-paved, even though no details have been provided regarding the materials used in the formation of the driveway. Nevertheless, the lack of soft landscaping is considered to be 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, it is unclear if the materials will be permeable or if tarmac is the intended surfacing. Nevertheless, 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).

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, Dover Road East is a Schedule 1 highway and is a primary district distributor road. Highway guidance (PGN6) states that a driveway on a Schedule 1 road must meet certain standards such as on site turning and sightlines, in addition to the dimensional requirements, low gradient and proximity to junctions.

In this case, the proposal fails to provide on site turning. Gravesham's Highways Officer has recommended that the application is refused by virtue of failing to comply with the requirements of PGN6 and has questioned the accuracy of the vehicular visibility splays. The visibility splays given by Manual for Streets (2009) states that visibility splays of 43m x 2.4m x 43m should be provided for a 30mph road. The splays annotated on 'drawing no. 001' are not setback from the highway edge by 2.4m and therefore are incorrect. The Highway Officer considers that a correct splay would pass over the land of potentially four neighbouring properties, and therefore no planning condition could control the visibility splays being impeded landscaping or boundary treatments on the neighbours land.

As such, by virtue of substandard and unenforceable visibility splays, with a lack of on-site turning, the proposed driveway 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. It is noted that the existing frontage of the property is gravelled and has no soft

landscaping, 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 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 represents a risk to highway safety by virtue of substandard and unenforceable visibility splays, with a lack of on-site turning, the proposed driveway is contrary to PGN6 (2009), Manual for Streets (2007) 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:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	12 th August 2022	Dated:	16th August 2022