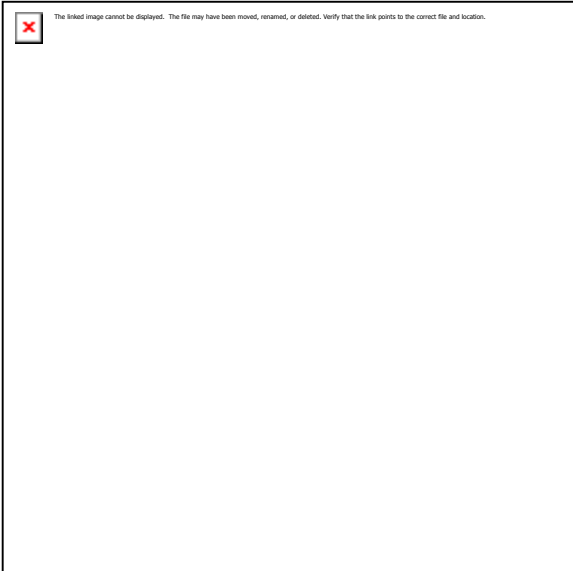




Delegated Report

Householder Planning Application

Planning Application No: 20211218

Location: 63 Scott Road Gravesend Kent DA12 5TT

Description: Creation of a vehicular access over grass verge and driveway.

Applicant: Mr Kim Hawkey

Site Visit Date: 22 February 2022

Submitted Documents/Plans

- Application form;
- OS Plan;
- Existing Block Plan; and
- Drawing no. 21/06/03 01 – New Drop Kerb and Off-road Parking.

Relevant Planning History

None.

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
- 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)

- 2 – Achieving Sustainable Development
- 9 – Promoting Sustainable Transport
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

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

Consultations, Publicity and Representations

Consultees

GBC Highways Officer – 20/10/2021

I have no objections to the proposal, indeed it may assist in keeping the turning area clear for its intended purpose.

GBC Highways Officer – 21/02/2022

Revisiting the application, I note and admit missed on first view that the drive will be formed from pea shingle. This has a risk of being dragged onto the highway resulting in risks of damage or injury should it be thrown up by vehicles using the area. Admittedly vehicle speeds will be low, but they will be turning meaning stones can be thrown to the side.

If the drive were laid in bound porous material then it would be acceptable.

Kent Highways – 20/10/2021

Proposal does not meet the criteria to warrant their involvement.

Kent Highways – 04/02/2021

The applicant would still need to apply for separate consent for the dropped kerb from KCC vehicle crossing team. They would advise on the suitability of the location of the proposed dropped kerb and also whether they could cross the verge and if a tarmac surface is acceptable. We would not accept pea shingle and would always request a bound surface for the first 5m from the highway and also measures to discharge surface water.

Neighbouring properties

7 surrounding properties were consulted plus site notice with an overall expiry date of 19 November – 3

responses received, two in support and one objecting:

Support

- Would benefit applicant and everyone in street by create a parking space
- Various houses in road already have dropped kerbs
- Bank is unsightly, not been maintained and this would make it look more appealing

Objection

- Will increase surface run-off, sewage spill
- Long rear garden – that would be a better and safer option
- Loss of grass verge
- Need to look after our wildlife

Officer's Analysis

No. 63 Scott Road is a two storey terrace property located on the northern side of the cul-de-sac and is in use as a single family dwelling.

The property is set back and separated from the highway by a section of grass verge and a footway, with a low level wall enclosing the front garden.

Design, Character and Appearance

The Council's Householder Extensions/Alterations Design guide (2021) provides guidance on front gardens and parking. This sets out that the 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 borders along all boundaries should be provided in all spaces not specifically defined as parking or turning spaces. There should be sufficient space between the car and the dwelling to allow access to the front door and side of the property (1m should be the minimum space between or around car parking spaces). Cars should not overhang the pavement therefore car parking spaces should be a minimum of 2.5m wide (2.7m where spaces adjoin an enclosed boundary) and 5m deep. There should be no gates. The removal of any existing trees or established hedges should be avoided and new planting should be introduced wherever possible. Permeable paving should be introduced to new areas of hardstanding to minimise rainwater run-off issues. There should be no water run-off from the forecourt onto the public highway. Pedestrian and visibility splays should be provided.

This application proposes the formation of an access across the grass verge, the creation of a dropped kerb and the use of the front garden for vehicular parking. The driveway will be constructed using permeable block paving with a depth of 6m and a width of 5.5m, which is large enough to park two vehicles, block paving is also proposed for the crossover. The front garden would be all hard paved apart from a 7m long by 2.3m wide section of lawn in the front garden to the side of the drive. The existing tree in the front garden would be removed.

In respect of the design guidance the proposal does not achieve the basic design principles as a fairly significant amount of the front garden would therefore be hard paved, there would not be soft landscaped planted borders along all boundaries, there would not be a minimum of 1m distance from the hard paved area and the front door of the property and a tree in the front garden would be removed.

The formation of this strip of hardstanding will result in a net loss of biodiversity. The application does not propose to offset this loss of biodiversity and shows no reinstatement of soft landscaping as part of this scheme; biodiversity will be assessed later in the report.

No other neighbouring properties within the cul-de-sac have undertaken works for driveways over the grass verge. The neighbouring property to the west, no. 61, has formed a vehicular access but this did not result in the loss any grass verge as the verge does not extend up as far as no. 61.

In the surrounding area some driveways and crossovers have been formed, most of which have been

carried out within the benefit of planning consent. Recently an application was refused and an appeal was dismissed by the Planning Inspector for a similar development across a grass verge within Livingstone Road (APP/K2230/D/21/3266269). The Inspector stated, *"the proposal would have a harmful effect on the character and appearance of the host dwelling and the street scene. Accordingly, it would be contrary to Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy 2014 and the National Planning Policy Framework insofar as they seek to conserve and enhance the character of the environment, integrate well with the surrounding local area and promote biodiversity"*.

Planning permission has recently been refused at no. 37 Scott Road which is almost opposite the application site (ref. 20210852) for 'Creation of a vehicular access over grass verge and driveway.' This was on the grounds of loss of soft landscaping and biodiversity, an appeal is currently pending.

Overall the proposed vehicular crossover and hardstanding would have a detrimental impact on the visual amenity of Scott Road and reduce the grass verge that greatly contributes to the character of the cul-de-sac and other artillery roads off Scott Road. As such it is considered that the proposed development is contrary to Policy CS19 (LPCS) and Section 12 of the NPPF.

Loss of Biodiversity

As highlighted above the driveway will result in a loss of biodiversity. The NPPF (Section 15) states that developments should result in biodiversity net gain which is not the case with this proposal. Moreover, Policy CS12 (LPCS) seeks to conserve and enhance the green infrastructure of local areas and promote biodiversity. In this case, the applicant has failed to demonstrate how the loss of biodiversity will be offset and as such is contrary to Policy CS12 (LPCS) and section 15 of the NPPF.

Parking and Highways

There are not considered to be any issues related to the parking spaces provided on the driveway, it is deep and wide enough for two vehicles and would have a fixed permeable material of block paving. Scott Road is not a classified highway so no need for a turning area. In respect of parking and highways the proposal is considered compliant with Policy CS11 (LPCS) and saved Policies P3 and T5 (LPFR).

Amenity of Future Occupiers

The proposed development provides acceptable living conditions that safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS).

Neighbouring Amenity

The proposed crossover will not cause any harm to the amenity of any adjoining properties as such the application is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS).

Any Other Material Planning Considerations

None.

Conclusion & Recommendation

The proposed access by virtue of the loss of soft landscaping and biodiversity would result in an unattractive development which will detrimentally impact the character and appearance of the host property and street scene. As such the development is contrary to Policies CS12 and CS19 (LPCS) and Sections 12 and 15 of the NPPF (2021).

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

Case Officer:	Ms Rebecca Harrison	Team Leader:	Richard Hart
Signed:	<i>Rebecca Harrison</i>	Signed:	<i>R Hart</i>
Dated:	2nd March 2022	Dated:	3 March 2022

Gravesham Borough Council