



Delegated Report

Householder Planning Application

Planning Application No: 20230589

Location: 373 Valley Drive Gravesend Kent DA12 5TA

Description: Conversion of loft to form habitable rooms, including 5 skylights. Blocking of the side door and installation of french doors to the rear and side of the building. Extension of existing vehicle crossover and creation of a hard standing in the front garden.

Applicant: Mr TOMAS ZYMANTAS

Site Visit Date: 4th July 2023

Submitted Documents/Plans

Planning Application Form;
Drawing No. S07 – Site Location and Block Plans;
Drawing No. A01 Rev A – Ground Floor Plans, Roof Plans, Section A-A, 3D Views As Existing;
Drawing No. A02 Rev A – Front, Rear and Side Elevations As Existing;
Drawing No. A03 Rev A – Ground, First, Mansard Floor Plans, Section A-A As Proposed;
Drawing No. A04 Rev A – Front, Rear And Side Elevations As Proposed;
Drawing No. A05 Rev A – 3D Views As Proposed; and
Drawing No. A07 Rev C – Site Location and Block Plans (existing and proposed); and
Drawing No. A08 Rev A – Site Location and Block Plans Showing Access To New Parking Space.

Relevant Planning History

Reference	Description	Decision	Decision Date
20230468	Application for a Lawful Development Certificate in respect of the proposed erection of loft conversion and a habitable room in the roof space, including 5No Skylights, erection of the outbuilding (Gym and Office) at the back of the Garden and removal of existing windows and new door installation at window location.	Certificate Granted	27.06.2023
20221104	_REVISED_ Proposed loft conversion with insertion of 5 no. rooflights and conversion of the roof space into habitable rooms, together with the formation of vehicular crossover and excavation of part of the front garden to facilitate the creation of a hardstanding with retaining walls	Withdrawn	15.03.2023

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development

- CS02 – Scale & Distribution of Development
- 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 - Impact of Development on the 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
- 12 – Achieving sustainable development and well-designed places

Supplementary Planning Guidance

- 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); and
- Householder Extensions/Alterations Design Guide (2021); and
- Kent Design Guide.

Consultations, Publicity and Representations

Consultees

KCC – Highways Transportation

As detailed in our response for the previous application for this site, there is a traffic island with flecta bollards, located within close proximity of the proposed access. Whilst the applicant has submitted a revised layout, the vehicle tracking needs to demonstrate that vehicles for both parking spaces can enter and exit the driveway, whilst the other vehicle is parked.

There appears to be adequate room for two vehicles to enter and exit the driveway, by extending the existing vehicle crossover only slightly, without impacting the traffic island, and I would ask the applicant to consider this.

The applicant should be advised that should a full planning application be approved, they will still need to apply to the Vehicle Crossover Team at KCC, to gain the relevant permissions to install the approved crossover. They would also need to be consulted on any works to the traffic island or the possible relocation of the street lighting column, near the proposed access. It should be noted that if any works are required, this would be at the expense of the applicant.

There is also a utilities cover within the proposed vehicle crossover and a water hydrant marker on the wall and the utility company and Southern Water should also be consulted on these proposals.

The driveway will require a bound surface for the first 5m from the edge of the highway and the provision of measures to prevent the discharge of surface water onto the highway.

2m x 2m pedestrian visibility splays should be provide, with no obstruction within the splays over 0.6m. The splays should be demonstrated on any revised plans.

GBC – Highways Officer

28.06.2023

Previous applications for this site have received the same advice, unless the existing traffic island is either removed or relocated no extension to the crossover would be approved. It should also be noted that drawing number A08 demonstrates that an extension may not be required, however there is a flaw with this drawing as no details regarding the size of vehicle used are shown.

It should also be noted that the requirements of PGN 6 no longer apply in terms of Schedule 1 requirements, whilst this section of Valley Drive is “C” classified, it is no longer subject to a 40mph speed limit, it having been reduced to 30mph, placing the road in Schedule 2.

So ignoring the need to turn on site, the applicant should be able to devise a parking plan for two Vehicles, which is all parking guidance requires, however the swept path needs to be based on a BMW Series 5 or similar large family saloon. The parking space perpendicular to the highway would need to be a minimum of 3.9 metres wide by 6 metres deep to provided pedestrian access to the steps to the property. The space parallel to the highway requires a minimum width of 3 metres and a length of 6 metres to comply withb guidance issued by Kent County Council in terms of vehicle crossover requirments. This gives a total garden width requirement 9.9 metres which is less than the 11 metres available if the existing side driveway is to be abandoned, which drawing A08 and the application form suggests.

All materials used for the driveway should be bound and permeable.

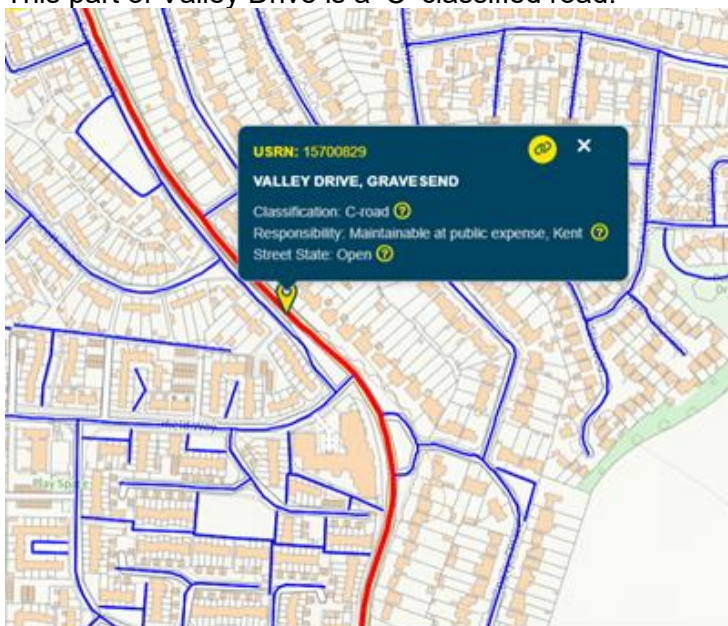
With the increase of bedrooms from 3 to 4, a secure cycle parking space should be provided for the fourth bedroom.

However as presented with the widening of the crossover the application should be refused.

Following the above comments, a revised parking plan was submitted for comment.

10.08.2023

This part of Valley Drive is a ‘C’ classified road.



Find my Street <https://www.findmystreet.co.uk/map?usrn=15701281>

The speed limit has also been reduced from 40 to 30mph, so the requirements for on site turning as defined by PGN6 no longer apply.

In terms of the latest submission,

1. No details have been submitted regarding the vehicle used in the swept path drawing this is unacceptable, as all sizes of vehicle need to be accommodated as vehicle ownership will change over time and vehicles are generally getting larger with the need to accommodate batteries.
2. The submitted drawing suggests that with the vehicle chosen there is no need to widen the crossover there being sufficient space to turn in with the existing facility.

Looking at the original parking layout drawing submitted the proposed parking area submitted is some 8.9 metres wide and



And some 5.4 metres deep between walls at the narrowest increasing to 6.4 metres at the crossover.



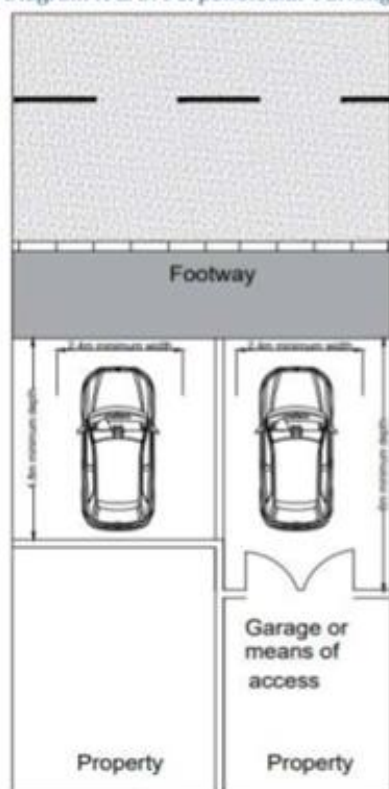
Given the guidance given by Kent County Council for carriage crossovers.
 Parking parallel to the highway requires a 6 metre frontage and perpendicular parking 4.8 metres increasing to 6 metres when in front of a door (pedestrian access to the property)

Please only apply if you have the minimum measurements detailed in the following criteria:

Space Criteria Table- Minimum Measurements Required

How will you park the car	Width(minimum)	Depth(minimum)
A/ Perpendicular -Parking area at right angles to the road	2.4 metres	4.8 metres
B/ Perpendicular with access Point - Parking area in front of access door or garage	2.4 metres	6 metres
C/ Parallel -Parking area parallel to the road	6 metres	3 metres
D/ Parallel with access point – Parking area to parallel to the road	6 metres	4.2 metres
E/ Separate Entrance and Exit - Driving on and off the parking area	15 metres	4.2 metres

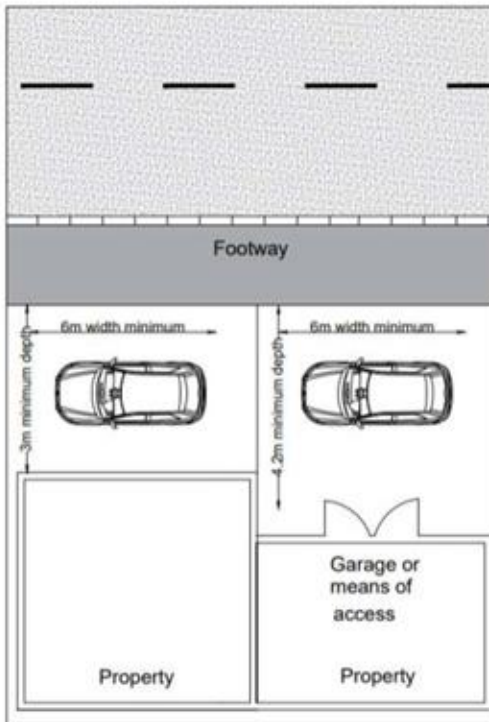
Diagram A & B: Perpendicular Parking



Residential Dropped Kerb Guidance and Self-Assessment v9

www.kent.gov.uk May 2023

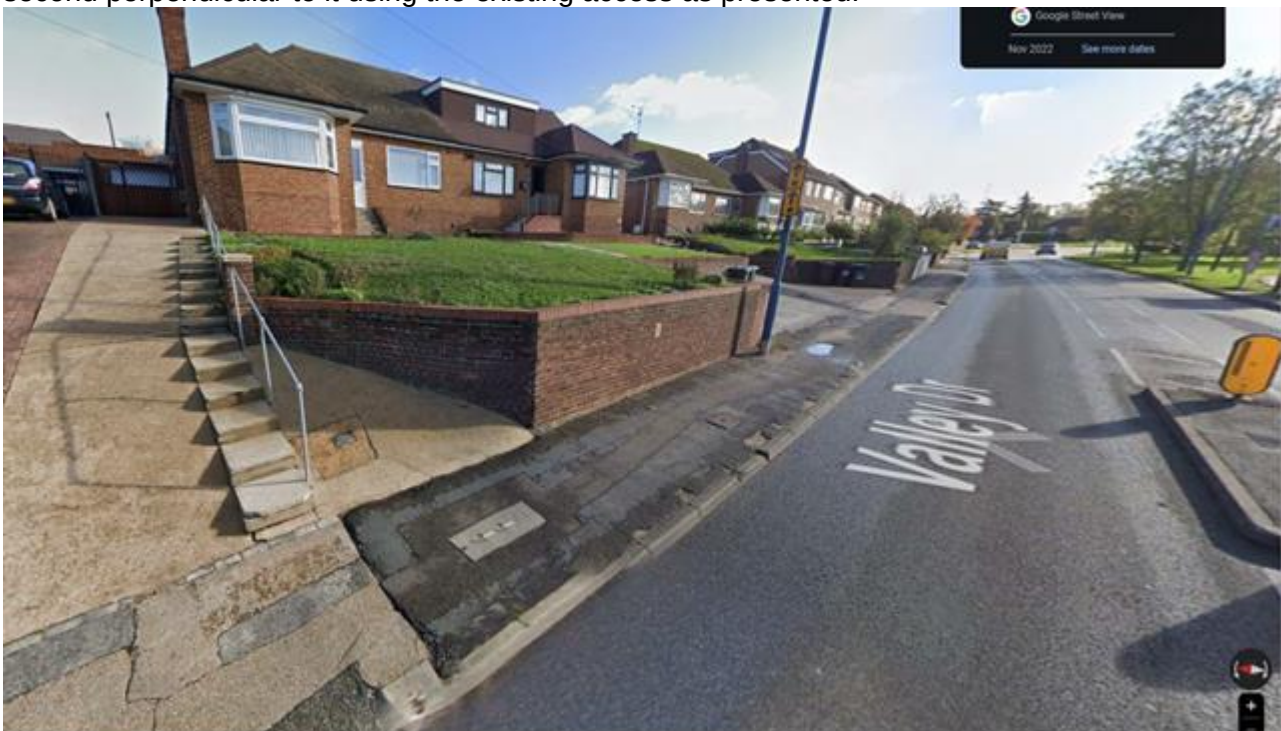
Diagram C & D: Parallel Parking:



Residential Dropped Kerb Guidance and Self-Assessment v9

www.kent.gov.uk May 2023

So, considering these requirements, the applicant has space to park one car parallel to the highway and a second perpendicular to it using the existing access as presented.



The proposal would then largely mimic the layout at 375 Valley Drive, although there any second vehicle would have to use the driveway originally provided.



Google Street View May 2018

So, from the information submitted two cars can be adequately parked within the proposed parking area, in a manner already used locally. 367 and 375, although 367 may not have any planning permission in place as I cannot trace a history at this property and the crossover would appear to require some adjustment. In planning terms a parking area at 367 appears to have been created prior to July 2012 although at that time it was behind a wall which was removed between 2015 and 2018 based on images on Google Street View.

My objection has and always will relate to the traffic island that Kent County Council have installed outside the property that restricts manoeuvring particularly if vehicles are parked perpendicular to the highway, which would be possible given the depth of excavation into the front garden. The applicant has clearly demonstrated, subject to confirmation on the vehicle used for the swept path drawing that there is no need to widen the existing crossover according to the drawings submitted for vehicles to be parked on site in the way shown in drawing sheet A08 dated 20/01/2021 and conforms to Kent County Guidance.

The applicant should be reminded of the Highway Code

Rule 201

Do not reverse from a side road into a main road. **When using a driveway, reverse in and drive out if you can.**

There is no reason why a vehicle cannot always be reversed off the highway on this road. It is better to wait and reverse off the highway, than be a hazard by reversing onto the highway with limited if any visibility.

My understanding is that the Highway Authority support my view that any extension to the crossover without having the traffic island relocated would be hazardous to highway safety and bring limited if any benefit to the applicant.

So, for avoidance of doubt the objection is to the extension of the carriage crossover, not the provision of

the parking area, providing that is constructed from a bound permeable material installed in accordance with the manufacturer's specification.

Neighbouring properties

Consultation was by way of the displaying of a site notice and individual letters sent to 6 surrounding properties with an overall expiry date of 28th July 2023. No comments have been received.

Officer's Analysis

Proposal

The application is for the conversion of loft to form habitable rooms, including 5 skylights. Blocking of the side door and installation of french doors to the rear and side of the building. Extension of existing vehicle crossover and creation of a hard standing in the front garden.

To facilitate the loft conversion, there would 2no. rooflights to the front and rear and 1 on the side. The single door located on the north west side elevation would be removed and the central rear window would be altered to French doors. This would provide 2no. bedrooms, an en-suite and storage area within the roofspace and the conversion of existing bedroom 3 into a dining area to create an open plan kitchen diner.

The proposal includes the extension to the existing vehicular crossover and the excavation of the front garden, together with retaining walls to provide additional parking.

Design, Character and Appearance

The application property is a semi-detached 3-bed bungalow located within the urban area of Gravesend, therefore the principle of development is acceptable.

The loft conversion with roof lights and alterations to the doors and windows are acceptable and not dissimilar to others within the area and as can be seen from the planning history, already benefit from a lawful development certificate (App. Ref. 20230468).

In relation to the proposed creation of a hard standing in the front garden, there are examples of similar development within the area with both adjacent dwellings having carried out similar. The works would involve the excavation of approx. 6m deep section of the existing garden and the erection of retaining walls and parking provision for 2-3 cars. The depth and design reflects that of the adjoining property's parking provision and a 27m² area of soft landscaping would be retained. Therefore in terms of the design and impact on the streetscene, there are no objections to the proposed vehicular hardstanding area.

The proposal has been designed to reflect the existing property and relates well to the existing streetscene and would comply with the requirements of CS19 Local Plan Core Strategy 2014 and SPD4 – Gravesham Householder Alteration and Extensions Guidance (2021).

Amenity of Future Occupiers

The proposal will create two bedrooms within the enlarged roofspace. Each room would exceed the minimum space standard and would have access to natural light and ventilation. The property would increase from three to four bedrooms. The minimum garden area for a 4+ bedroom property is 100sqm and minimum depth of 10m. The submitted block plan shows a garden area of 150sqm which is compliant with the requirements of SPG2 – Residential Layout Guidelines (2020).

Neighbouring Amenity

The proposed loft conversion would only be served by rooflights and due to their location and distance to neighbouring habitable room windows to not result in a detrimental impact in terms of loss of privacy or overshadowing.

Therefore, overall, it is considered that the proposals would not result in a detrimental impact in terms of neighbour amenity. It is noted that there have been no neighbour representations to the publicity given to the application.

Overall, it is considered that the proposal would not result in a detrimental impact on the amenities of the neighbouring properties in terms of loss of light, outlook or privacy and would not have an overbearing impact. As such, the proposal would accord with Policy CS19 of the Core Strategy and paragraph 130 of the NPPF (2021).

Highways

The proposal includes the extension of existing vehicle crossover excavation of the front section of the garden and the construction of retaining walls to facilitate the extension of the existing parking area.

As highlighted within the design section, the proposed parking area in terms of style and design would not be dissimilar to others within the area and is almost a mirror image of the adjoining property's parking arrangement. Therefore in respect of the proposed hardstanding and retaining walls, there is no objection principle.

In terms of the existing and proposed parking provision, there is no objection to the number of parking spaces, which would accord with the parking standards.

Directly to the front of the property is a traffic island and flecta boards that Kent County Council have installed that restricts manoeuvring particularly if vehicles are parked perpendicular to the highway, which would be possible given the proposed depth of excavation into the front garden. It should be noted that the GBC Highways Officer has stated in their comments that the applicant has clearly demonstrated, subject to confirmation on the vehicle used for the swept path drawing, that there is no need to widen the existing crossover according to the drawings submitted for vehicles to be parked on site in the way shown in drawing sheet A08 dated 20/01/2021 and conforms to Kent County Guidance. However, the proposal must be assessed in its entirety and taking both the KCC Highways and Transportation and GBC Highway Officer's comments into account, the proposed widening of the vehicular crossover would be unacceptable due to the presence of the traffic island and due to its proximity to the proposed parking area would restrict manoeuvring.

It is therefore considered that due to its proximity to the traffic island, the extension to the existing crossover represents a highway hazard by virtue of restricting manoeuvring from the parking area. The proposal is therefore contrary to Saved Policy T5 of the Gravesham Local Plan First Review 1994, Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy (2014) and the adopted vehicle parking standards (SPG4).

Conclusion & Recommendation

Due to its proximity to the traffic island, the extension to the existing crossover represents a highway hazard by virtue of restricting manoeuvring from the parking area. The proposal is therefore contrary to Saved Policy T5 of the Gravesham Local Plan First Review 1994, Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy (2014) and the adopted vehicle parking standards (SPG4).

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

Case Officer:	Mrs Amanda Grout	Team Leader:	Richard Hart
Signed:	<i>A Grout</i>	Signed:	<i>R Hart</i>
Dated:	16 th August 2023	Dated:	16th August 2023

--	--	--	--