



Mr. Chris Houlihan
295 Old Road East
Gravesend
Kent
DA12 1PW

Planning and Regeneration Services

Ask for: Mrs A Waterman

Telephone: 01474 33 76 88

Email: avril.waterman@gravesham.gov.uk

My ref: PRE20220224

Your ref:

Date: 3 August 2022

Dear Mr Houlihan

Re: Proposal for a driveway/dropped kerb - 295 Old Road East Gravesend Kent DA12 1PW

Further to your e-mail received in this office on 3 August 2022 planning permission will be required for the formation of a vehicular access because Old Road East is a classified highway. I would also advise you that it would appear that the development you propose would require significant engineering works, such as changes to ground levels or building of structures for which no Permitted Development allowances exist.

A set of planning application forms can be downloaded from the Gravesham Borough Council website

<http://www.gravesham.gov.uk/home/planning-and-building/apply-for-planning-permission/overview>

Old Road East is a district distributor on the highway network in the Gravesham Local Plan Policies Map and is a C class classified highway (C4) or termed a Schedule 2 road.

A planning application for a vehicular access to a classified highway is considered against adopted local planning policies in the development plan and the council's relevant criteria set out in supplementary planning guidance.

The relevant policies are:

Gravesham Local Plan Core Strategy Policy CS11 (Transport): This sets out that new developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Sufficient parking in new development will be provided in accordance with adopted parking standards reflecting the availability of alternative means of transport and accessibility to services and facilities.

Saved Policy T5 in the Gravesham Local Plan First Review 1994. The preamble to the policy says:

In urban areas, turning movements account for a significant proportion of accidents. On major routes in rural areas, speed becomes an additional factor. New accesses can create further potential hazards, both by increasing the number of turning movements on urban roads and by

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creating additional potential obstructions on the rural road network. It is particularly important that the main highway network of primary, district and local distributors should remain free of new accesses.

The policy says:

The formation of new accesses or the intensification of use of existing accesses to the roads forming the highway network shown on the Proposals Map will not normally be permitted, except where no danger would arise and where a properly formed access can be created in a location and to a standard acceptable to the Local Planning and Highway Authorities.

Saved Policy P3 indicates that development will be expected to make provision for vehicle parking in accordance with the KCC Vehicle Parking Standards.

In addition to the Local Plan policies, the Council has adopted supplementary guidance **“Planning Policy for vehicular accesses to classified highways”** (Planning Guidance Note No 6).

This gives detailed advice regarding design criteria for vehicular accesses and sets out the circumstances where permission will be granted for new vehicle accesses onto classified roads. It has been the subject of thorough public consultation.

The Council's policy and guidance for controlling the formation of vehicular accesses to classified highways is long established dating from the mid 1970's and reaffirmed in November 1980. It was established as a planning policy through the original Gravesham Local Plan in 1987. The policy guidance was revised in September 1991 following which an explanatory leaflet was produced. In November 1992 the policy guidance was reappraised. The policy guidance was modified only in its interpretation concerning accesses to local distributor routes subject to a 30mph speed limit. This had the effect of deleting on such roads the requirement for the provision of a vehicle turning area within the site to enable vehicles to enter and leave in a forward direction.

The current guidance makes it clear that whilst each application for a new vehicular access to a classified road will be considered on its individual merits, certain standards will apply throughout:-

- There should be a minimum depth of 5.0 metres available from the rear edge of the highway or path, to ensure a car can be parked wholly off the road (increased to 5.5 metres where the driveway leads to a garage door);
- Visibility splays should be provided appropriate to the class of road and the speed of passing traffic. Typical standards are 2 x 2 metres (measured along back of footway) for pedestrians and 2 x 45 metres (measured along kerb line) for vehicles. Where these cannot be provided within the applicant's land-holding, the agreement of a neighbouring landowner may be required to comply;
- There should be sufficient width on the public road to ensure that vehicles may turn in and out safely with no lateral damage or over-running of verges or private property;
- Excessive gradients which would cause dangers to road users in wet/icy conditions should be avoided;
- The access should not create a hazard by virtue of its close proximity to other entrances, road junctions, pedestrian crossings and traffic islands;
- In conservation areas and in the grounds of listed buildings, there will be a presumption against paving over the entire forecourt for the benefit of parking. New proposals should seek to retain at least half of the garden as soft landscaping.

Also relevant is the Kent County Council guidance: Vehicle Crossing: -Guidance and Self Assessment. A link to that document is shown below.

https://www.kent.gov.uk/data/assets/pdf_file/0004/27688/Vehicle-crossing-pre-application-guidance.pdf

In summary in highway terms in a planning application the proposals would need to meet the policies and guidance in respect of the depth of parking, visibility and adequacy of turning out of the site, amongst other things. It is unlikely that gates would be allowed across an access if permission were to be granted. This is because the road is busy and is a bus route. It is noted that there is a lamppost within the footway outside the site and there may be a KCC Highways requirement for protection or relocation of the lamppost.

In terms of other matters a planning application will need to be assessed in terms of the impact on character and appearance of the area. A key consideration will be the potential loss of biodiversity and having regard to Core Strategy Policy CS12 we would encourage you to include the retention of or provision of soft landscaping rather than the hard paving of the whole frontage perhaps also with the retention of some boundary treatments to the frontage but still allowing sufficient width for access.

You will need to consider the impact of surface water run off from the access and driveway and compliance with Core Strategy policy CS18. The surfacing of the parking area should employ the use of permeable block paving and/or include drainage to the frontage.

We will need to assess the impact on neighbouring properties.

When a planning application is submitted we will consult on the proposals with our local highway officer and KCC Highways and Transportation and there will also be neighbour notification.

I hope this information is of use and if you have any further queries please do not hesitate to contact the relevant Planning Officer. Please note that the comments made in this letter are on an informal basis only and without prejudice to the Borough Council in the determination of this or any other planning application.

Yours sincerely

Wendy Lane

Assistant Director (Planning)