



Delegated Report

Application No: 20180638
Location: 10 Hillingdon Road Gravesend Kent DA11 7LG
Description: Creation of a new vehicular access and associated hardstanding area.
Applicant: Mrs Rachael White
Site Visit Date: 16 October 2018

Submitted Documents/Plans

The application comprises the following documents and plans:

Householder application form;
Red line site boundary plan;
Existing block plan;
Proposed block plan; and
Drawing no. 18/05/05 Existing and proposed layouts and sections.

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
- CS18 – Climate Change
- CS19 - Design & Development Principles

Saved Policies in the Gravesham Local Plan First Review (November 1994):

- P3 – Vehicle Parking Standards

Other material considerations

National Planning Policy Framework (2018)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (1996)
- SPG 4 - KCC Parking Standards (2006)

Consultations, Publicity and Representations

GBC Regulatory Services

No response received. The standing advice is as follows;

Please add works of construction informative.

GBC Highway Development Management Officer

I note several properties in Hillingdon Road already benefit from off street parking, although generally they are at the opposite end of the street. All of these appear to have been constructed before the need for planning permission. I have no reason to object the proposal, the plans submitted show that the front garden is on the limit of what is considered acceptable, but that it does conform in terms of depth.

The only requirements are that any landscaping or boundary treatment within 2 metres of the highway should not exceed 600mm in height to ensure there is adequate visibility splays for pedestrians particularly children. And given the width of the drive it is only considered suitable for a single vehicle, with 1.5 metre pedestrian visibility splays either side. This could reduce the width of the drive to approximately 3.9 metres, consisting of a 2.7 metre wide parking space and a 1.2 metre footpath, the footpath forming part of the visibility splay. This would then give some scope for enhancing the remainder of the garden

The applicant should also be reminded of Rule 201 of the Highway Code;

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

Kent Highways

There are a couple of concerns. Firstly the submitted plans are not dimensioned and it is not clear whether the front garden is of sufficient length / width to accommodate a parking place - 2.5m wide x 5.0m long (or 6.0m if in front of a front door) and enable 2.0m x 2.0m pedestrian visibility splays to be provided. Secondly, it would appear that there are no other similar vehicle crossings along this section of road and therefore could create a precedent. Thirdly it would result in the loss of existing on-street parking provision which appears to be at a premium along this road and, depending upon the width of the dropped kerb, could affect more than one space along with loss of flexibility. However, only the first issue is sufficient reason to refuse such an application and the views of the GBC Highways Development Manager should be sought to confirm such a refusal or otherwise.

Should consent be granted, please advise the applicant that they will require the separate consent of KCC Highways for the construction of the vehicular crossing.

INFORMATIVE: It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information

about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Publicity

The application was publicised to eight neighbouring properties by letter. No representations have been received.

Analysis

Character and Appearance

The application site is located on the northern side of Hillingdon Avenue, some 40 metres to the east of the junction with Wrotham Road. The application property is mid-terrace and raised some 0.25 metres above the adjoining footway and set back some six metres from the adjoining footway. The existing front wall is original, some 0.75 metres in height and constructed from brick. Mature vegetation is located behind the wall and a footpath of some one metre width is located adjacent to the northern side boundary of the application site.

The application property is typical of those in the surrounding street scene. It is noted that numerous properties have frontage parking, most notably in the vicinity of the application site, nos. 14 and 16 Hillingdon Road. Therefore it is considered that the proposal would not be out of character with its surroundings, providing appropriate materials are used to pave the parking area and to build the front boundary walls. Limited information on materials is provided in the application; however any planning permission granted can be conditioned to ensure that the materials match with the existing dwelling.

Amenity of Future Occupiers

The proposed development would not harm the amenity of future occupiers. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy September 2014.

Neighbouring Amenity

Due to the separation between the application site and the adjacent properties (nos. 8 and 12 Hillingdon Road), it is considered that there would be no adverse overshadowing or overbearing impacts to the occupiers of neighbouring properties. As such, the proposal would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy September 2014.

Parking and Highways

The proposed development would result in the paving of the majority of the front garden to provide for vehicle parking. Kent Highways have raised concerns regarding the dimensions of the proposed development, the setting of a precedent and the loss of on-street parking. The GBC Highway Development Management Officer has raised no objection, suggested a planning condition in relation to landscaping/boundary treatments on the site frontage and set out that the parking area should be for a single parking space only.

Whilst the comments of Kent Highways are noted, it is considered that the proposal would not

create a precedent (as there are many existing frontage parking areas in the surrounding street scene), the width and depth of the proposed parking area would be acceptable for a single parking space and the loss of on-street parking would be balanced by the provision of an off street space. Planning conditions can be attached to any planning permission granted to ensure that pedestrian visibility is appropriate and that the parking space is only used for one vehicle. As such, it is considered that the proposal would be in line with Policy CS11 of the Gravesham Local Plan Core Strategy September 2014 and Saved Policy P3 of the Gravesham Local Plan First Review November 1994.

Climate Change

The hard surfacing of front gardens leads to increases in the flow of surface water to the sewer system. Policy CS18 of the Gravesham Local Plan Core Strategy September 2014 seeks to ensure that the run off from such proposals has, as a minimum, no greater adverse effect than the existing situation. The details submitted relating to the surfacing the parking area shows that the surface would be permeable and there would be a drainage channel. Therefore it is considered that the proposed development would be in line with Policy CS18 of the Gravesham Local Plan Core Strategy September 2014.

Suggested Conditions

Time limit

Development in accordance with approved plans

Materials to match existing

No obstruction in excess of 600mm within two metres of the site frontage

Retention of parking area for one vehicle

Conclusion

The proposed development would have no significant adverse impacts to highway safety or any adverse impacts to local character or residential amenity and as such, it would be in line with Policies CS11 and CS19 of the Gravesham Local Plan Core Strategy September 2014.

Recommendation:

Permission subject to conditions.

See draft Decision

Case Officer: KJ	Team Leader: Chris Butler (Planning Manager – Development Management)
Signed: 	Signed: 
Dated: 16th October 2018	Dated: 16 th October 2018