



Delegated Report

Householder Planning Application

Planning Application No: 20221006

Location: 182 Singlewell Road, Gravesend, Kent, DA11 7RB

Description: Alterations to existing driveway to create an additional entrance/exit with a second vehicular access.

Applicant: Kuldish Pawar

Site Visit Date: 12 October 2022

Submitted Documents/Plans

Application form
Drawing no. 001 Rev. A (Existing and Proposed Site Landscaping) dated 04.11.2022
Drawing no. 002 Rev. A (Existing and Proposed Roadside Boundary) dated 04.11.2022

~~Drawing no. 001 Rev. A (Existing and Proposed Site Landscaping) dated 22.07.2022~~
~~Drawing no. 002 Rev. A (Existing and Proposed Roadside Boundary) dated 03.10.2022~~

Relevant Planning History

Reference	Description	Decision	Decision Date
20150466	Application for a Lawful Development Certificate in respect of the proposed erection of a detached outbuilding at the rear to provide games room, gym and shower facilities.	Certificate Granted	22.05.2015
20140184	Demolition of existing rear extensions and erection of part single part two storey rear extension to form an enlarged garage, kitchen and dining room at ground floor and bedroom with ensuite on the first floor. Construction of window dormer on the front roof slope.	Permission	28.04.2014
No. 180 Singlewell Road			
20220922	Alterations to existing driveway to create an additional entrance/exit with a second dropped kerb.	Refused	19.10.2022

Development Plan

Gravesham Local Plan Core Strategy (2014)

- CS01 – Sustainable Development
- CS11 – Transport
- CS19 – Design and Development Principles

Gravesham Local Plan: First Review (1994)

- T1 – Impact of Development on the Highway Network
- T5 – Access to the Identified Highway Network
- P3 – Vehicle Parking Standards

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 well-designed places

Supplementary Planning Guidance (SPG)

- SPG2 – Residential Layout Guidelines (2020)
- SPG4 – KCC Parking Standards (2006)
- SPD – Householder Extensions/Alterations Design Guide (October 2021)
- Planning Guidance Note 6 Vehicle Accesses on Classified Highways (2009)

Consultations, Publicity and Representations

GBC Highways Officer

It should be noted that Kent County Council recently revised their guidance regarding the provision of carriage crossovers in September 2022. This current guidance is considered to be flawed in part and the matter has been raised with the County Council and is being investigated. The following comments therefore reflect current and previous guidance with an explanation of the approach being taken.

Two Accesses

2018 guidance states:

3. Separate entrance and exit

The general rule is that increasing the number of points on a highway where vehicles turn, increases the potential for traffic conflict. Therefore, applications for two access crossings to a single property, or a second access point where one already exists, will not normally be approved for domestic dwellings unless there is strong evidence that it will add significantly to highway safety. For such applications to be considered, the applicant will need to show:

- *How a second access will add to the safety of the access arrangements*
- *Why such added safety cannot be achieved from a single access, or by improving or repositioning an existing access*

2022 guidance states:

4/ Separate Entrance and Exit

You may apply for a separate entrance and exit or an additional access point where one already exists, but the general rule is that increasing the number of points on a highway where vehicles turn increases the potential for traffic conflict. We will assess the site on its own merit and it will only be granted if there is no significant impact to on street parking demand. If your property already has a dropped kerb, we will not approve a second dropped kerb unless there is sufficient space within the boundary of your property to drive a vehicle on and off your driveway in forward gear and in one continuous movement. The minimum measurement of your frontage must be 15m width by 4m depth. Your application will be refused if you do not have sufficient space. Each access will have a maximum of 4 flat kerbs and your existing access may need to be altered to achieve this at your own cost. There will need to be a minimum width of full height kerbs between the two accesses of a minimum of 4.5m.

Whilst the more recent guidance suggest that the Kent County Council (Highway Authority) may be more receptive to having two accesses to a single property there is still the issue of increasing the number of points for potential traffic conflict. However, given this section of Singlewell Road does not suffer from significant on street parking demand and there is good visibility it would be acceptable to have a second access.

Sight Lines

Here the more recent guidance is confusing, possibly due to a typing error and totally ignoring pedestrian visibility requirements and so the guidance from 2018 is considered, whilst the County Council review the more recent guidance.

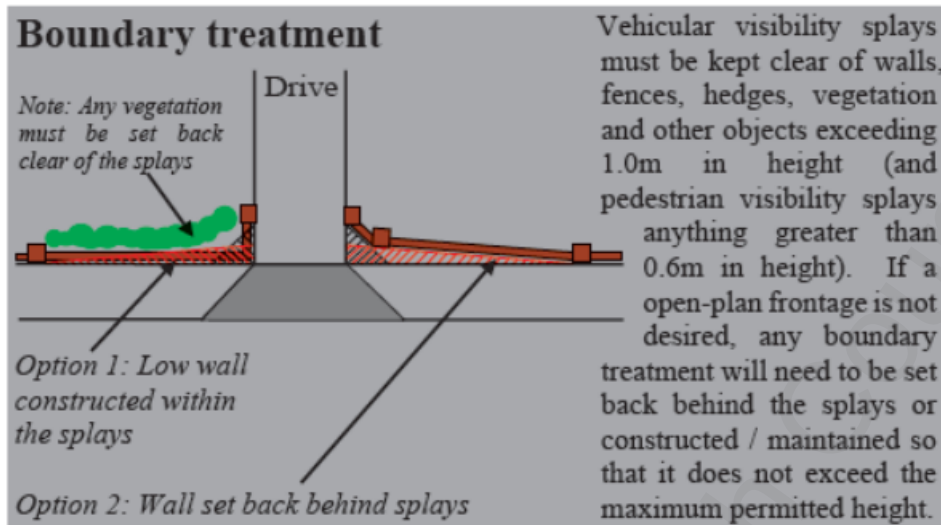
Pedestrian Visibility

The 2018 guidance gives the following requirements:

Footway visibility

X-dimension 2.0m from back of footway

Y-dimension 2.0m within these splays,



There should be no obstruction to visibility between heights of 0.85m and 2.0m above footway level. If the footway is likely to be used by small children, the height should be reduced to 0.6m. Where all or part of the splay lies across land outside of the applicant's control, a relaxation to this requirement may be considered, taking into account the amount of pedestrian activity along the footway and the width of the footway.

The applicant does not demonstrate the necessary pedestrian visibility splays can be achieved, although this may be possible by trimming/removing hedges and the deletion of the proposal for gates.

Vehicle Visibility Splays

The access would be similar to the existing and neighbouring access and on a straight section of road there is no issue with achieving Manual for Streets sight lines.

Gates

2018 guidance provides the following information:

9. Gates

If gates are to be fitted across the vehicle entrance to your property, they must not open outwards across the highway. Additionally, on busy roads they must be set back at least 5m from the edge of the carriageway to allow the driver to park clear of the highway whilst opening the gates. Remember, sufficient space must exist within the site for the gates to close.

Whilst the most recent (2022) guidance has been amended to:

11/Gates

Have you or are you considering installing gates?

The gates should not open outwards onto the public highway and you should have at least 5.5m clearance to ensure vehicles are not obstructing the public highway on accessing your property.

The most recent guidance requires the gates to be inset 5.5 metres from the highway (not the carriageway); this cannot be achieved and so should be deleted from the scheme.

Having carefully considered the proposal I would currently recommend refusal.

- (a) Pedestrian visibility splays are not demonstrated to the detriment of highway safety.
- (b) The provision of gates would require a vehicle to wait on street whilst the gates are opened or closed detrimental to the free flow of traffic, with Singlewell Road forming part of a link between Gravesend Town Centre and the A2.

Neighbouring properties

The application has been advertised by individual neighbour letters to 7 properties and on site. The consultation periods expired on 25 and 28 October 2022 respectively.

No letters of representation were received from neighbouring properties.

Local Ward Councillors were also consulted, and no responses were received.

Officer's Analysis

Proposal

This application seeks permission for alterations to the existing driveway to create an additional entrance/exit with a second vehicular access.

On the originally submitted plan for the site landscaping, gates were shown on the two driveway entrances, though these were not shown on the submitted elevations, nor mentioned on the application form.

Due to highway concerns about gates and lack of pedestrian visibility splays, the agent has submitted a revised site landscaping plan which removes the gates and adds visibility splays. No change to the description was necessary for these minor changes.

The proposal involves removing a section of the existing front boundary wall to create a second vehicular entrance (an in-out driveway). The driveway materials will match the existing (block paving). Some additional soft landscaping is proposed behind the central section of retained front boundary wall, and flower beds are retained to both front flank boundaries. 2m by 2m pedestrian visibility splays are shown on either side of the proposed new entrance.

Design, Character and Appearance

Development Plan policy places considerable emphasis on the importance of achieving high quality, beautiful and sustainable buildings and places. Paragraph 130 of the NPPF 2021 seeks to ensure that development will add to the quality of an area, be visually attractive, and sympathetic to local character and history. Policy CS19 of the Core Strategy 2014 reflects these aims and requires that new development is well designed and respects the character and appearance of the surrounding area.

The application property is a detached single dwelling with a good-sized front garden, a single vehicular entrance to the driveway and a pedestrian gate. The area of hardstanding at the front appears to have been extended around 2013. The front boundary consists of a white rendered low brick wall with taller brick-topped piers and hedging behind.

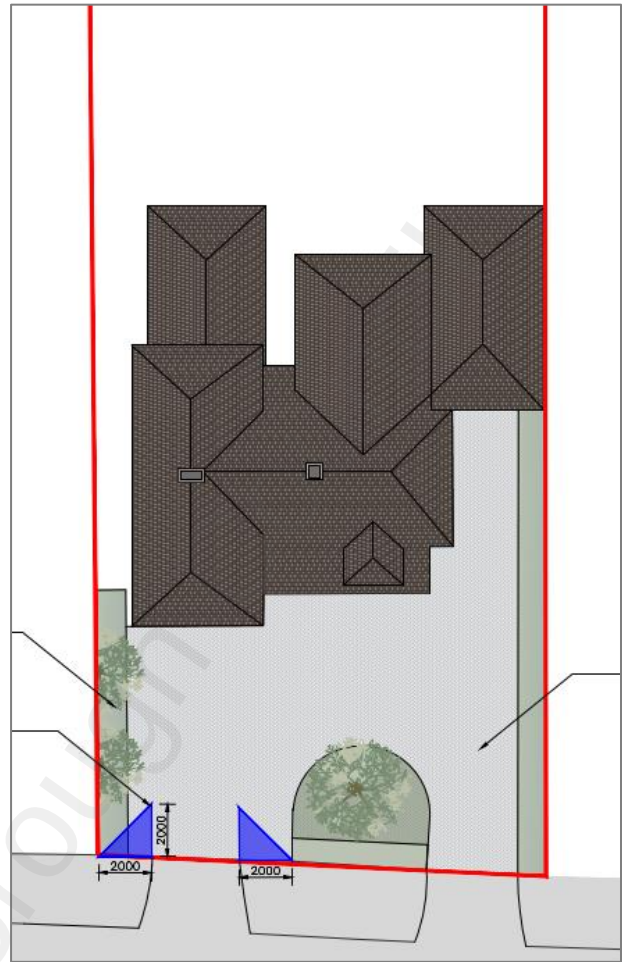
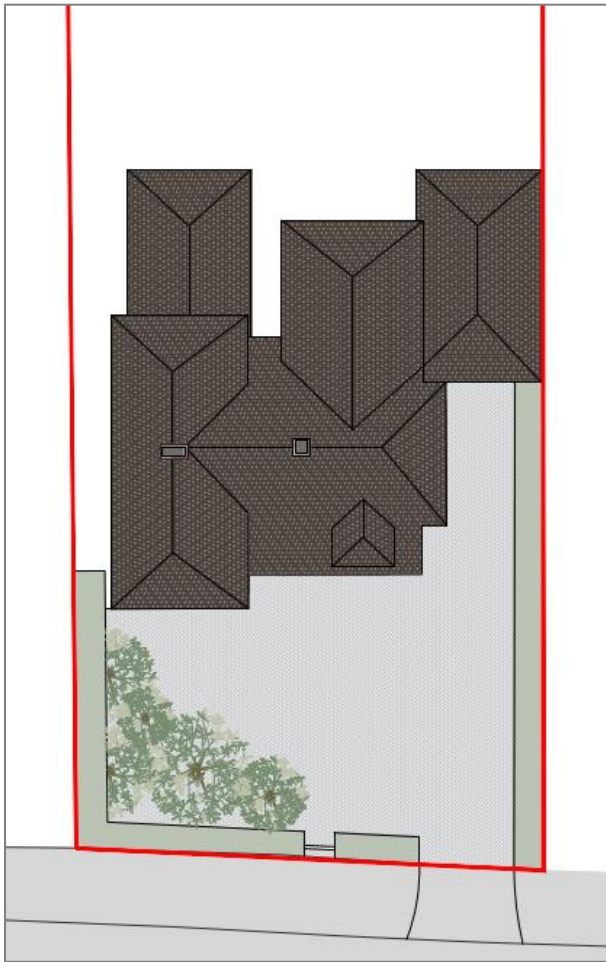


There are largely single access properties along the road with relatively well landscaped front gardens, but there are also properties with similar double access front driveways to that proposed. Some of the properties with a double access have little or no landscaping, and this detracts from the visual amenity of the street scene.

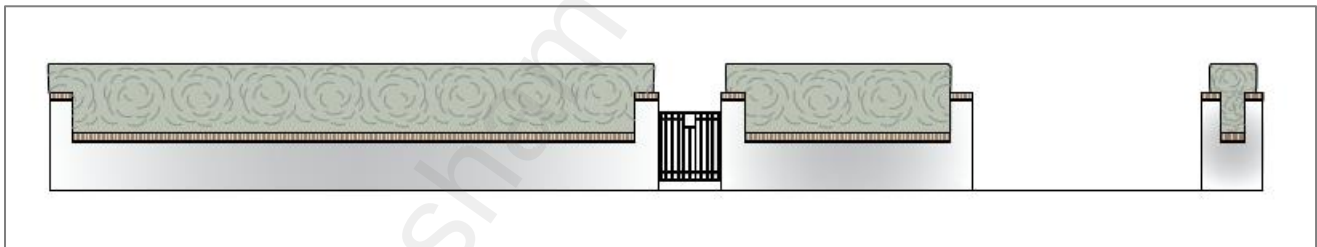
The proposal would reduce the amount of landscaping at the front of the site, as shown below:

Existing site landscaping:

Proposed site landscaping:



Existing front boundary treatment:



Proposed front boundary treatment:



However, the appearance of the front boundary wall is not proposed to be altered, and an area of soft landscaping is proposed behind the retained central section of front boundary wall. In terms of the appearance of the proposed additional access, provided the soft landscaping is carried out as proposed, this would be in keeping with the street scene, and would be an improvement over some of the front driveways on the road that have no soft landscaping. The landscaping can be conditioned to ensure it is carried out. On this basis, the proposal would be considered to be in accordance with Policy CS19 of the

Core Strategy 2014 and paragraph 130 of the NPPF 2021.

Residential Amenity

The proposal would have no impact on the amenities of future occupiers or neighbouring properties and is in accordance with Policy CS19 of the Core Strategy 2014 and paragraph 130 of the NPPF 2021.

Parking and Highways

Singlewell Road is a local distributor road and a classified 'Schedule 2 Highway' within Gravesham's Planning Guidance Note 6 (2009), which states that certain standards will apply for the formation of a new access, such as that proposed.

It should be noted that Kent County Council recently revised their guidance regarding the provision of carriage crossovers in September 2022. This current guidance is considered to be flawed in part and the matter has been raised with the County Council and is being investigated. The following comments therefore reflect current and previous guidance with an explanation of the approach being taken.

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Whilst the more recent guidance suggest that the Kent County Council (Highway Authority) may be more receptive to having two accesses to a single property there is still the issue of increasing the number of points for potential traffic conflict. However, given this section of Singlewell Road does not suffer from significant on street parking demand and there is good visibility it would be acceptable to have a second access.

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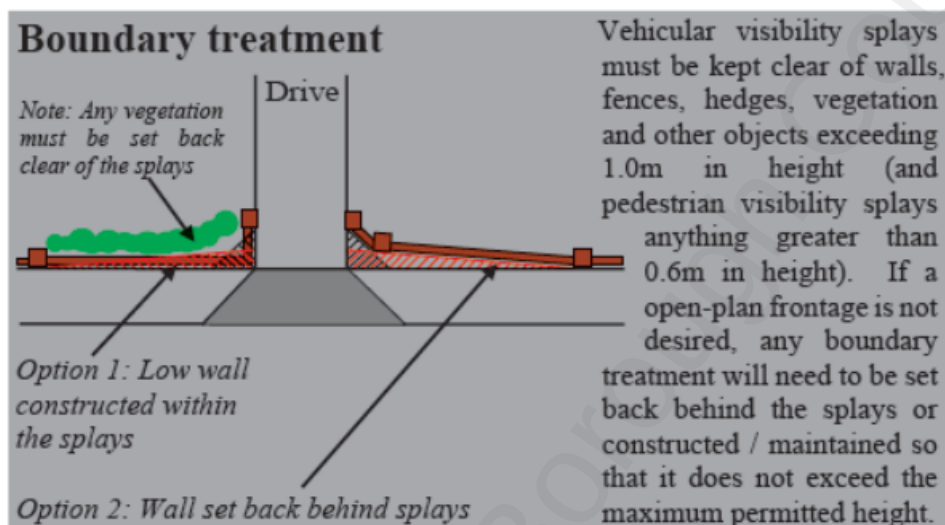
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The applicant has demonstrated the necessary pedestrian visibility splays can be achieved. Visibility can be maintained by the imposition of a condition on a planning permission restricting the height of anything within the splays.

Vehicle Visibility Splays

The access would be similar to the existing and neighbouring access and on a straight section of road there is no issue with achieving Manual for Streets sight lines.

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The most recent guidance requires the gates to be inset 5.5 metres from the highway (not the carriageway); as this cannot be achieved, there are no gates proposed within the scheme. This can also be conditioned.

The size of the driveway is acceptable in terms of parking space and dimension requirements. The extended area of driveway will be block paved as existing; as this is porous it will not result in water run-off from the highway.

No. 180 next door has had a recent refusal for a similar proposal under application 20220922 (see planning history above) as the scheme included gates at the access and unacceptable pedestrian visibility splays.

On the basis of acceptable visibility splays and the omission of gates, the proposal would not be detrimental to the free flow of traffic and would be acceptable in terms of pedestrian and highway safety.

Any Other Material Planning Considerations

Biodiversity

Policy CS12 of the Core Strategy 2014 states that there will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought.

The proposal will lose some hedging and small trees/shrubs where the new access is proposed but hedging and an additional landscaped area will be created behind a retained central boundary wall. The loss of biodiversity would therefore be minimal and would be in line with the requirements of Policy CS12.

Conclusion and Recommendation

Subject to conditions, the proposal is considered to be acceptable in terms of the design and impact on the appearance of the site within the street scene, and in terms of highway safety requirements. The proposal therefore accords with saved Policies T1 and T5 of the Local Plan 1994, Policies CS11, CS12 and CS19 of the Core Strategy 2014 and paragraphs 111, 130 and 174 of the NPPF 2021.

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mrs Katherine Parkin	Team Leader:	Richard Hart
Signed:	<i>K. Parkin</i>	Signed:	<i>R Hart</i>
Dated:	24th November 2022	Dated:	28th November 2022