



Delegated Report

Householder Planning Application

Planning Application No: 20250062

Location: Santana Watling Street Gravesend Kent

Description: Construction of a garage and construction of a new boundary wall to the front with a railing on the top and brick piers giving a separate pedestrian entrance.

Applicant: Mr Avatat Toor

Site Visit Date: 18th March 2025

Submitted Documents/Plans

Planning Application Form;
Drawing No. DKM/7710/01 Rev 0 – Site Location Plan;
Drawing No. DKM/7710/02 Rev 02 – Existing and Proposed Block Plans;
Drawing No. DKM/7710/04 Rev 02 – Proposed Elevations & Plans;
Drawing No. DKM/7710/09 Rev 01 – Existing Elevations & Plans; and
Supporting Information – Photographs.

Relevant Planning History

Reference	Description	Decision	Decision Date
20230651	Erection of an outbuilding with pitched roof.	Refused	08.08.2023
20230002	Erection of an outbuilding with a pitched roof.	Permission	01.03.2023
20220760	Application for approval of condition 3, 4 and 5 attached to planning permission reference number 20220198 relating to details of (3) materials to be used in the construction of the external surfaces of the buildings hereby permitted, and details of all external joinery and rainwater goods, including their colour finishes; (4) hard landscaping and (5) soft landscaping schemes	Approval of Details	09.09.2022
20220198	Demolition of existing bungalow and erection of a 6 bedroom detached dwelling.	Permission	21.04.2022
20211027	Demolition of existing bungalow and erection of a 6 bedroom detached dwelling.	Refused	05.10.2021

Development Plan

Gravesham Local Plan Core Strategy (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
- T1 – Impact of Development on Highway Network
- T5 – Access to the Identified Highway Network

Paragraph 34 of the NPPF (2024) 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 (2024), the Council will also seek to replace these.

National Planning Policy Framework (2024)

- Section 2 – Achieving Sustainable Development
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 2 – Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 – amended June 2020
- SPG 4 – KCC Parking Standards (2006)
- Gravesham Householder Extensions/Alterations Design Guide (2021)
- Design for Gravesham – Design Code (2024)

Other Relevant Guidance

- Kent County Council Dropped Kerb Guidance and Self-Assessment (2023)
- Gravesham Driveway Dropped Kerb Guidance (Informal Guidance) (2023)
- Gravesham Front Driveway Design Guidance (Informal Guidance) (2023)

Consultations, Publicity and Representations

Consultees

KCC – Highways and Transportation

Referring to the above description, it would appear that this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. If there are any material highway safety concerns that you consider should be brought to the attention of the HA, then please contact us again with your specific concerns for our consideration.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Neighbouring properties

The application was advertised by the displaying of a site notice and letters sent to four surrounding properties with an overall expiry date of 18th March 2025. No comments have been received.

Officer's Analysis

Background

The application property is a replacement dwelling following planning permission being given on 21st April 2022 (App. Ref. 20220198). Following the officer's site visit, it is confirmed that the replacement dwelling is nearing completion externally.

A number of conditions were added to the proposal which show the proposed parking and landscaping to the front. The current application would seek to amend the landscaping area, however the means of access and parking provision has not altered from the original dwelling or the replacement proposal.

Design, Character and Appearance

Paragraph 135 of the National Planning Policy Framework 2024 (NPPF 2024) sets out various design requirements and includes the need for the development to add to the overall quality of an area; be visually attractive; and be sympathetic to local character, including the surrounding built environment. Paragraph 139 of the NPPF 2024 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design.

Policy CS19 of the Gravesham Local Plan Core Strategy September 2014 sets out that new development will be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the built environment and take account of the scale, height, building lines and other architectural features of buildings. Account should also be taken of strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place.

In relation to front garden boundary treatments, the Householder Extensions/Alterations Design Guide (2021) and the GBC Front Driveway Design Guidance 2023 set out that they should;

- Respond to the design of the dwelling;
- Be consistent with the height of other enclosures on the road;
- Avoid the introduction of different styles along the street. Treatments should reinforce the dominant boundary type along the street, ensuring consistency with the style and age of the property;
- Consider well-maintained planting as an alternative solution and retain any hedgerow;
- Encourage natural surveillance of the street and help design out crime;

- Incorporate visibility splays and sight lines for pedestrian and vehicular safety;
- Hedges are also encouraged given their air quality benefits

The proposed development would replace the existing open aspect post and rail gate and fencing with iron gates, the vehicle gate would be sliding, and brick and railings and square brick pillars. The wall/railings would have a height of approximately 1.71m. The brick pillars have a height of 1.9m, the pedestrian gate has a height of 1.92m and the vehicular gates have a height of 2.17m at the central point. The wall is brick built with four piers topped with concrete coping stones and the railings are painted black.

Proposed Elevations

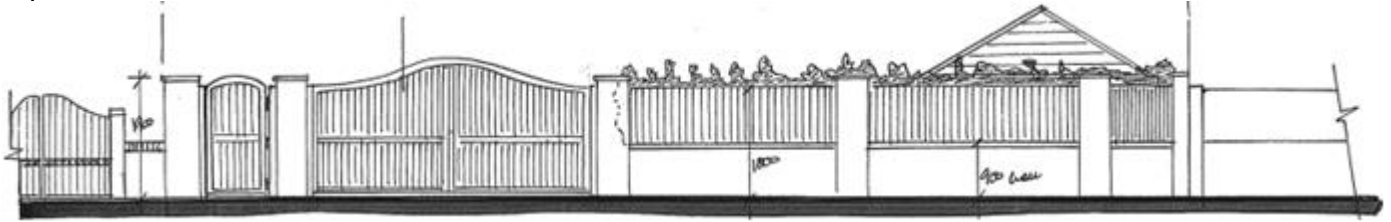


Photo of Previous Frontage



Existing Frontage



Whilst garages are not commonplace along this part of Watling Street, the proposal is relatively modest with an eaves height of 2.47m and ridge height of 3.62m and has been designed to sit behind soft landscaping. In terms of bulk and scale, it would have less impact than the detached garage at the property to the east, Wayside and would sit in a similar position. The bike store/garage would be set significantly far enough away from the access to allow for vehicles to enter and leave and turn within the parking area with ease. As such, there is no objection to the proposed bike store/garage.

With regard to the new boundary wall/railings and gates, in terms of design, the brick and open aspect railings and gates are similar to the adjacent dwellings and is a predominant design in Watling Street and Old Watling Street to the west.

Whilst visibility splays and sightlines have not been incorporated, there are many examples along this road where vehicular gates are up to the boundary and therefore it would be unreasonable to refuse on those grounds.

With regard to the soft landscaping. The loss of the planting area to the front eastern side of the new frontage is regrettable, however it is acknowledged that the hedgerow to the front and sides, together with additional planting to the front of the house, has been incorporated. A condition for this planting, together with a schedule and retention will be included within the decision notice.

Overall the proposal is in keeping with the surrounding area and is considered in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy 2014 and paragraph 135 of the National Planning Policy Framework (NPPF) 2024.

Amenity of Future Occupiers

The proposed development would not adversely impact upon the private amenity space or internal layout of the application property or the privacy, daylight or sunlight of its occupants. As such, the proposal would not be detrimental to the amenity of future occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) and paragraph 135 of the National Planning Policy Framework (NPPF) 2024.

Neighbouring Amenity

Due to the design of the proposed development and to the layout and orientation of the surrounding properties, there would be no adverse overshadowing or overbearing impacts to the occupiers of the surrounding dwellings. As such, the proposed development would not be detrimental to the residential amenity of surrounding occupiers and would be in line with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014) paragraph 135 of the National Planning Policy Framework (NPPF) 2024.

Parking and Highways

Paragraph 115(b) of the NPPF 2024 requires new development to ensure that safe and suitable access can be achieved for all users and paragraph 116 sets out that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.

Policy CS11 of the Gravesham Local Plan Core Strategy (2014) requires new development to mitigate its impact on the highway and public transport networks and to provide sufficient parking in accordance with adopted parking standards.

Saved Policy T1 of the Gravesham Local Plan First Review (1994) sets out that the impact on the transport system and environment of traffic generated by new development will be considered and Saved Policy T5 requires new accesses to be in an acceptable location and to an acceptable standard and to not give rise to danger.

The KCC Dropped Kerb Guidance and Self-Assessment (2023) document states that gates should not open outwards onto the public highway and that there should be a minimum distance of 5.5m from the highway edge in order to ensure that vehicles do not obstruct the public highway when accessing a property. Furthermore, the document sets out that there should be a pedestrian visibility splay of at least 2 metres by 2 metres from the back edge of the footway, with a maximum height of 0.6 metres above footway level.

The GBC Front Driveway Design Guidance 2023 states that front driveways should not include gates but where they already exist, they must not open outwards and allow enough space for them to be opened inwardly whilst a car is parked. It specifically states that gates will not receive planning permission unless they are set well back from the edge of the carriageway/footway as they can result in vehicles obstructing the highway to the detriment of road safety and the free flow of traffic including pedestrians and cyclists. It specifies a minimum set back of 6 metres. It also states that gates should enable a pedestrian on the footway to have clear visibility of any vehicle exiting (i.e. be railings or have transparency) and should not be of a height that blocks visibility of passing pedestrians and should enable visibility from the roadway. Lastly it states that pedestrian and vehicle visibility splays should be provided.

Watling Street is an unnumbered classified road (sometimes known as a C Class road) with a speed limit of 30 miles per hour. There are no parking or waiting restrictions in the section where the application site is located. The road is not highly trafficked and is not a through road and therefore traffic is generally moving at lower speeds. To the south is hedging with no properties and therefore vehicular traffic would only be emerging from the northern side of the road.

The proposed boundary wall/railings/gates at the application site abut the back edge of the footway, with a maximum height of 2.17m and whilst they do not provide any pedestrian or vehicle visibility splays, there are many examples of similar arrangements along the road.

In addition, the previous fencing and vehicular gate were in a similar position to the proposed.

It is also acknowledged that Wayside, Watling Street (located to the east of the application site) has an existing boundary treatment that incorporates a metal gate that is not set back from the edge of the pavement and has no pedestrian visibility splays.

Overall, it is considered that whilst the proposed development has not incorporated vision splays and sight lines, the layout and design is similar to the surrounding area and the road is quiet with very little through traffic. As such, it is considered in this instance that the proposal would be acceptable and would not be detrimental to highway safety. The development is therefore in accordance with Policy CS11 of the Gravesham Local Plan Core Strategy 2014, to Saved Policies T1 and T5 of the Gravesham Local Plan First Review (1994), to paragraph 115(b) of the NPPF 2024, to the KCC Dropped Kerb Guidance and Self-Assessment (2023), to the Householder Extensions/Alterations Design Guide (2021) and the GBC Front Driveway Design Guidance 2023.

Conclusion

For the above reasons, the proposal is considered to be in accordance local and national planning policy and recommended for permission subject to conditions

Recommendation

Permission

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

Case Officer:	Ms Amanda Cue	Team Leader:	Richard Hart
Signed:	<i>A Cue</i>	Signed:	<i>R Hart</i>
Dated:	20 th March 2025	Dated:	20 th March 2025