



Delegated Report

Householder Planning Application

Application No: 20230173

Location: 55 Whitehill Lane, Gravesend, Kent, DA12 5LT

Description: Installation of a vehicular crossover to the frontage.

Applicant: Mr Avdeep Hundal

Site Visit: N/A Desktop Assessment

Submitted Documents/Plans

Application Form - 22/03/2023;
Drawing no. AH/01 - Site Location Plan (scale - 1:1250);
Drawing no. AH/02 - Existing and Proposed Block Plans (scale - 1:500);
Drawing no. AH/03 - Existing Frontage Plan and Elevation;
Drawing no. AH/04 - Proposed Frontage Plan and Elevation.

Relevant Planning History

Reference	Description	Decision	Decision Date
20181040	Application for a Lawful Development Certificate in respect of the proposed erection of a front porch, a hip to gable roof enlargement and construction of a dormer extension in the rear roof slope and conversion of roof space into habitable rooms; and erection of a single storey side extension to the existing garage.	CERTIFICATE REFUSED	29.11.2018
20181039	Single storey rear extension with a depth of 4 metres, maximum height of 4 metres and eaves height of 2.6 metres.	PRIOR APPROVAL IS NOT REQUIRED	12.11.2018
20180709	Application for a Lawful Development Certificate in respect of the proposed erection of a single storey rear extension, front porch, a hip to gable roof enlargement and construction of a dormer extension in the rear roof slope and conversion of roof space into habitable rooms; and erection of a single storey side extension to the existing garage.	CERTIFICATE REFUSED	29.08.2018

Development Plan

Gravesham Local Plan Core Strategy (September 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

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)

- Section 2 - Achieving Sustainable Development
- Section 12 - Achieving Well-Designed Places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Internal Consultees

GBC Highways Officer - No objections, the paved front garden was created sometime between July 2012 and July 2016 and since then has been used for the parking of vehicles. There are also several other similar drives in the immediate area.

The formation of a carriage crossover should reduce highway maintenance, whilst reducing the wear and tear on any vehicles that currently mount the kerb to gain access and should improve road safety by removing the need to climb a kerb.

Local Ward Councillors - No comment received.

Neighbouring properties

A notice was displayed on site.

In addition, four surrounding properties were consulted and no representations were received. The consultation period expired 28th April 2023.

Preliminary Matters

The agent was contacted regarding the scheme and encouraged to introduce some soft landscaping to and

requested to include some soft landscaping to the driveway to soften the impact of the development. A revised plan was submitted with a token strip of 0.15m on the northern boundary of the driveway, which was not considered sufficient. However, as the hardstanding has been in situ for almost 10 years the Local Planning Authority could not reasonably insist on additional soft landscaping and this decision has been made on the original plans without any landscaping.

Officer's Analysis

Design, Character and Appearance

55 Whitehill Lane is a two storey end of terrace property located on the eastern side of the highway. The property has a hard-paved frontage, which is used for informal vehicular parking. The frontage was formally soft-landscaped, but was changed at some point since 2012.



This application seeks to formalise the frontage for vehicular parking and create a dropped kerb. There are no alterations proposed to the appearance of the property. Although the extent of hard-landscaping is not ideal in terms of design, the frontage has been in situ for approximately 10 years and the development would be permitted development. As such, there are no objections to the appearance of the development and it is considered acceptable in terms of Policy CS19 of Gravesham's Local Plan Core Strategy (LPCS) (2014) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

The amenity of future occupiers will be safeguarded by the development, in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Neighbouring Amenity

The development will have no impact on the amenity of surrounding properties, as such the proposal is in accordance with Policy CS19 (LPCS) and Section 12 of the NPPF (2021).

Parking and Highways

There are no objections to the development in highway terms. The Highway's Officer raised no objection to the proposal. As such, the proposed development is acceptable and there are not considered to be highway issues associated to the formation of a crossover. However, a condition will be attached to the decision notice to ensure that 2m x 2m pedestrian visibility splays are provided and maintained at a height never exceeding 600mm.

Any Other Material Planning Considerations

Impact on Biodiversity - as aforementioned within this report, the formation of a hardstanding on the frontage would be permitted development and has been in situ for approximately 10 years. Therefore, even

though there is a lack of biodiversity on site, contrary to Section 15 (Conserving and Enhancing the Natural Environment), the Local Planning Authority cannot object to the lack of biodiversity on site and the proposal is considered to be acceptable.

Conclusion

The application has been fully considered and is in accordance with local and national planning policy.

The proposed crossover will not alter the frontage of the property, which has been in situ for approximately 10 years. The lack of soft landscaping and biodiversity is not ideal, however as the existing layout has been in place for a number of years and would have been permitted development, this is not considered sufficient grounds to refuse the application. There will be no harm caused to the amenity of future occupiers or neighbouring properties, and the development is acceptable in terms of highway policy and guidance.

As such it is recommended that planning permission is granted, subject to conditions.

Recommendation

Permission

(For detailed conditions and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	12 th May 2023	Dated:	16 May 2023