



Delegated Report

Householder Planning Application

Planning Application No: 20240041

Location: 27 Hillingdon Road Gravesend Kent DA11 7LQ

Description: Formation of a vehicle crossover.

Applicant: Mr Daniel Martin

Site Visit Date: Desktop Assessment

Submitted Documents/Plans

- Application Form
- Proposed Plan
- Existing Plan
- Proposed Section
- Proposed Block Plan
- Existing Block Plan
- Site Location Map and Block Plan
- Site Location Map

Relevant Planning History

Reference	Description	Outcome	Decision Date
20220644	Convert front garden to driveway	Withdrawn	31.01.2023

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

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

- P3 – Vehicle Parking Standards

Paragraph 33 of the NPPF (2023) sets out those 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 The review 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 a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) general conform with the National Planning Policy Framework (2023), the Council will also seek to replace these.

Other material considerations

National Planning Policy Framework (2023)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving Well-Designed and Beautiful Places

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- SPD4 - Householder Extensions/Alterations Design Guide (2021)

Other relevant guidance

- Kent County Council Vehicle Crossing: - Guidance and Self-Assessment (2018)
- Driveway Dropped Kerb Guidance
- Front Driveway Guidance.

Consultations, Publicity and Representations

Local Ward Councillors

No comments received.

Neighbouring properties

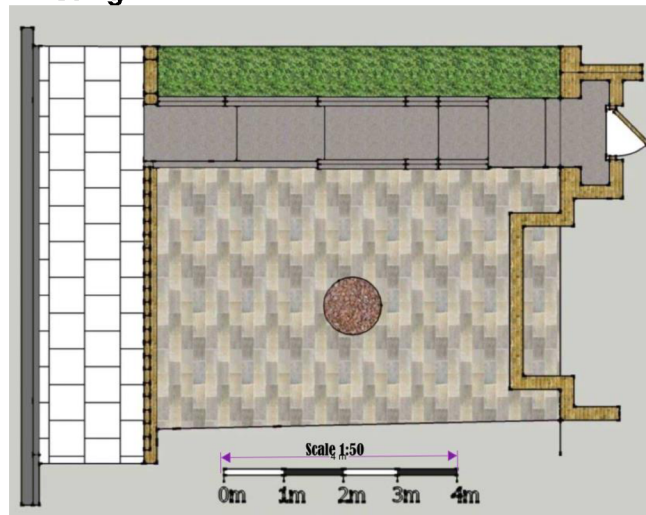
The application was advertised by way of letters to 5 surrounding properties. The consultation period expired on 14.06.2024 and no comments were received.

Analysis

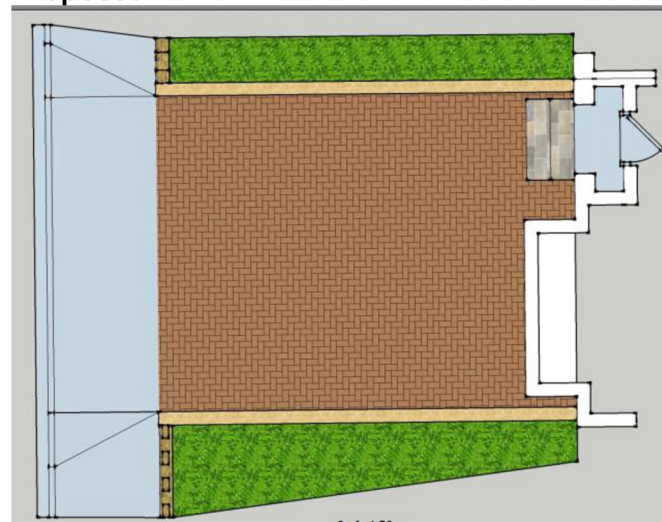
Proposal

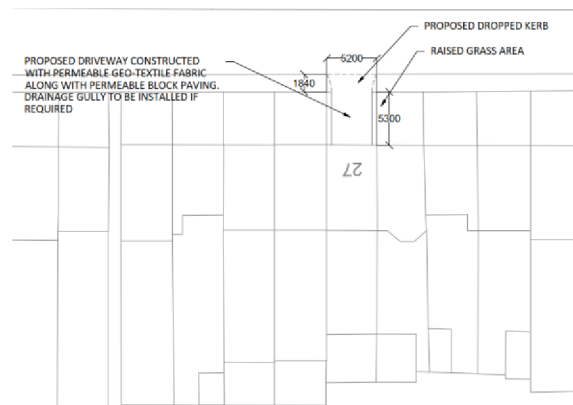
The proposal seeks the formation of a vehicle crossover. The proposed works will require an engineering operation to alter the land levels and subsequent introduction of a full hardstanding to the property frontage.

Existing

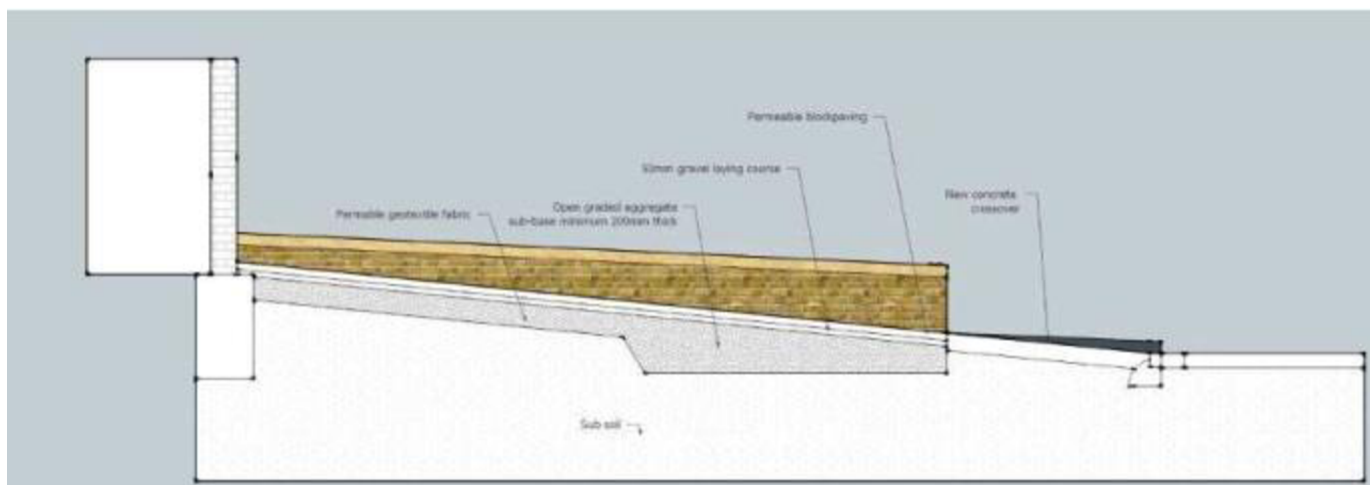


Proposed





Proposed Section AA



Background

A similar application was submitted and subsequently withdrawn under reference 20220644.

Character and Appearance

The application site comprises a mid terrace, Edwardian era dwelling. The site is within a road of similar properties of which some do have hardstanding to the property frontages. The hardstanding's are situated mainly on the eastern side of the road which is situated on lower ground compared to the application property.

No 27 Hillingdon Road is situated on higher ground and is accessible via steps which lead to the front door, there is a small retaining wall to the front of the site which separates the front garden from the public footpath. The proposal would result in excavation of the entire frontage and the boundary wall removed to allow for hardstanding which would be at a gradient which would decrease towards the highway to allow for access.

The current frontage is mainly paved with a small strip of planting situated on the common boundary shared with No 25 Hillingdon Road. The proposed plans show the removal of this greenery to allow for a full paved frontage with two steps allowing access into the dwelling.

No 27 is situated within a part of Hillingdon Road which is relatively unspoilt in terms of soft landscaping and property frontages being maintained as gardens. Whilst the loss of the greenery is not excessive, it is still a loss and it is considered that the removal of the boundary wall and subsequent hardstanding would further harden the streetscene which harms the established character on this section of Hillingdon Road.

In an appeal for a similar application at 23 Hillingdon Road (See Appendix 1 - APP/K2230/D/20/3249712 dated 18th December 2019) the appeal officer sited:

I consider that, given the character of this part of the street scene, in particular that it is within that part of the street which remains relatively unspoilt in terms of its more vegetated character compared to the eastern end of the street, the proposed hardstanding would introduce an unacceptably harsh feature that would detract from that established character.

The proposal is therefore considered to harm the character and appearance of the street scene contrary to the requirements of SPD4 – Householder Alterations and Extensions Guidance and CS19 Local Plan Core Strategy 2014.

Amenity of Future Occupiers

The proposal would not result in any harm to the amenity of future occupiers of the property. As such in respect of amenity of future occupiers the proposal is considered to comply with SPG2 Residential Layout Guidelines 2020 and Policy CS19 of the LPCS 2014.

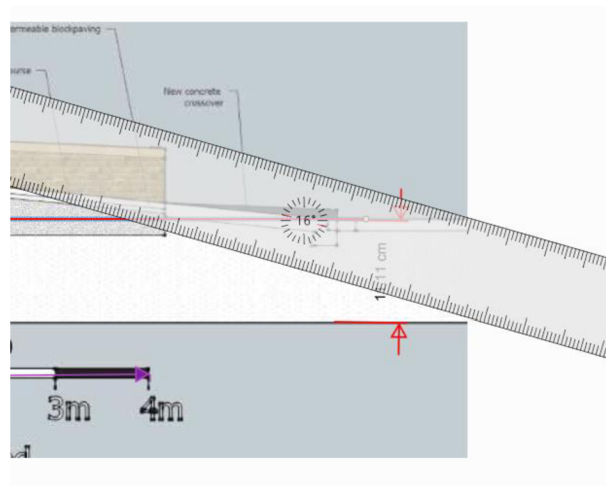
Neighbouring Amenity

The proposal would not result in any harm to the amenity of occupiers of surrounding properties. There would be no loss of sunlight, overlooking, overbearing or loss of outlook as a result of the proposal. As such in respect of amenity of occupiers of neighbouring properties the proposal is considered to comply with SPG2 – Residential Layout Guidelines 2020 and Policy CS19 of the LPCS 2014.

Parking and Highways

The proposed hard standing would meet the minimum depth/width requirements for a single car parking space.

However, the proposed hard standing would have a gradient of 16%, the Kent Design Guide states that for single car driveways the gradient should not exceed 10%. The gradient is considered a safety issue and this could also result in damage to vehicles and damage to the footway. As such in respect of parking and highways safety the proposed hard standing is considered contrary to Saved Policy P3 of the Gravesham Local Plan First Review 1994 and Section 2, Step 3 of the Kent Design Guide 2006.

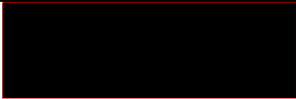


Conclusion & Recommendation

The proposed formation of a vehicular access and a hard standing would result in harm to the character

and appearance of the host dwelling and the surrounding area. The proposal would also result in highway safety issues. As such in respect of parking and highways the proposal is considered contrary to local and national planning policy.

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

Case Officer:	Mrs Sharon Sahota	Team Leader:	Richard Hart
Signed:		Signed:	
Dated:	04/07/2024	Dated:	8th July 2024