



Delegated Report

Householder Planning Application

Application No:	20221211
Location:	180 Singlewell Road, Gravesend, Kent, DA11 7RB
Description:	Alterations to existing driveway to create an additional entrance/exit with a second dropped kerb.
Applicant:	Margaret Beighton
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 24/11/2022;
Drawing no. 001 - Rev. C - Site Plan and Existing / Proposed Block Plans;
Drawing no. 002 - Rev. B - Existing and Proposed Roadside Boundary.

~~Drawing no. 001 - Rev. A - Site Plan and Existing / Proposed Block Plans - SUPERSEDED;~~
~~Drawing no. 001 - Rev. B - Site Plan and Existing / Proposed Block Plans - SUPERSEDED;~~
~~Drawing no. 002 - Rev. A - Existing and Proposed Roadside Boundary - SUPERSEDED.~~

Relevant Planning History

Reference	Description	Decision	Decision Date
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 (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
- T1 - Impact of Development on the Highway Network
- T5 - Access to the Identified Highway Network

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 9 - Promoting Sustainable Transport
- Section 12 - Achieving Well-Designed Places
- Section 15 - Conserving and Enhancing the Natural Environment

Supplementary Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- PGN 6 - Vehicle Accesses on Classified Highways (2009)
- Householder Extensions/Alterations Design Guide (2021)

Other Supplementary Planning Guidance

- Department for Transport - Manual for Streets (2007)
- Kent County Council - Residential Dropped Kerb Guidance and Self-Assessment (2022)

Consultations, Publicity and Representations

External Consultees

Kent County Council Highways - The application proposes an in and out driveway through the creation of an additional access.

Singlewell Road is not a heavily parked road so an additional access will not have a significant impact on the on street parking demand. While the existing access is to be retained, I suggest that suitable visibility splays are maintained for both accesses for pedestrians. Provision and maintenance of 2 metres x 2 metres pedestrian visibility splays behind the footway on both sides of the access with no obstructions over 0.6m above footway level are required.

I would be grateful therefore, if you would forward any amended plans or additional information to me for my further consideration.

Internal Consultees

GBC - Highways Officer - I note this is an application for a second access to an existing property. Kent County Council have recently revised their guidance on providing carriage crossovers and this will be referred to in this consideration as it differs to previous advice. Until recently, Kent County Council would not agree to a second access, as they considered the more accesses the greater the danger to road users.

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.

However, this has been replaced by; Dropped Kerb:- Application Guidance September 2022

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 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.

In this section of Singlewell Road, properties tend to have their own off-street parking so on street parking demand is limited. The next thing to consider is the width and depth of the frontage, this exceeds the minimum requirements of 15 metres wide by 4 metres deep and the distance between access points exceeds 4.5 metres. Given the new access will have pedestrian visibility splays and not have a gate, there is considerable advantage to having the second access, particularly if the occupant of the property uses the new access as an exit with the existing access being used as an entrance only, but that is a matter of choice.

I have no objections.

Local Ward Councillors - No comment received.

Neighbouring properties

Five surrounding properties were consulted and no representations were received. The consultation period expired 20th December 2022.

Preliminary Matters

The original submission proposed removal of the lawn area and a significant increase in hardstanding, which was loose gravel. The hedgerow was to be retained, however was off-centre on the frontage and created an imbalanced appearance which would be harmful to the character of the street scene.

The agent was contacted regarding these concerns and revised plans were submitted that changed the surface material to block paving, balanced the frontage and reintroduced the lawn. The revised plans were considered to address the concerns raised by the Local Planning Authority.

Previous Refusal

This application follows a similar application (ref. 20220922), which was refused by the Local Planning Authority. The application proposed 'alterations to existing driveway to create an additional entrance/exit with a second dropped kerb', and was refused for the following reasons:

1. *The proposed in-out driveway and new access represents a risk to pedestrian safety by virtue of unacceptable visibility splays and will impact on the free-flowing movement of traffic and increase the potential for collision by virtue of gates located close to the edge of the highway. Therefore, the proposal is contrary to Policy CS11 of Gravesham's Local Plan Core Strategy (2014), saved policy T5 of Gravesham's Local Plan First Review (1994), SPG 6: Planning Policy for Vehicular Accesses to Classified Highways (2009), Kent County Council vehicle crossing guidance (2022), as well as Section 9 of the National Planning Policy Framework (2021).*

In order to receive a favourable decision, this application must be considered to overcome the reason for refusal attached to the previous application.

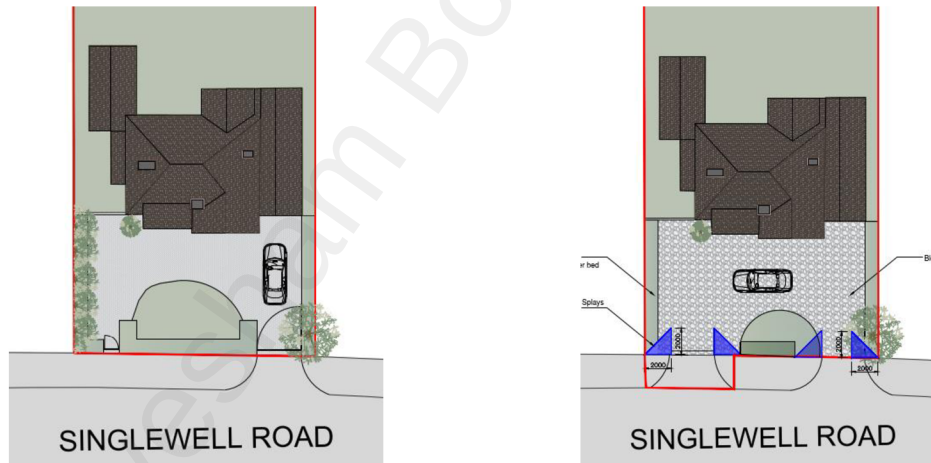
Officer's Analysis

180 Singlewell Road is a large detached property located on the eastern side of the highway. The property benefits from a large driveway with a gated vehicular access.



Singlewell Road is a local distributor road and a classified 'Schedule 2 Highway' within Gravesham's PGN6 (2009).

This application proposes the creation of a second gated vehicular access. The existing pedestrian access would be replaced by an additional vehicular access and dropped kerb, to create an entrance/exit driveway. The soft landscaped section on the frontage would be reduced as part of this development, as shown in the block plans below:

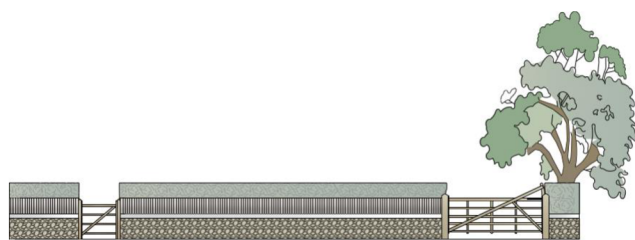


Design, Character and Appearance

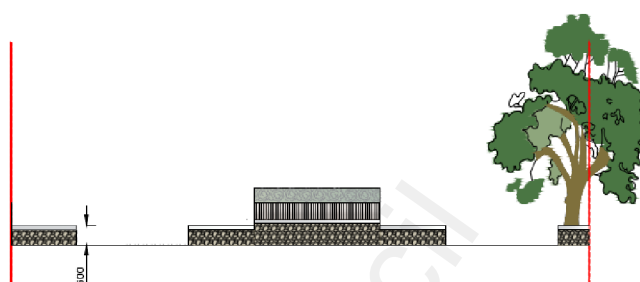
Policy CS19 (Development and Design Principles) of Gravesham's Local Plan Core Strategy (2014) states that new development will be visually attractive, fit for purpose and locally distinctive. It also seeks to conserve and enhance the character of the local built, historic and natural environment and integrate well with the surrounding local area, whilst ensuring that the design, layout and form of new development will be derived from a robust analysis of local context and character and make a positive contribution to the street scene, the quality of the public realm and the character of the area.

The proposed development will alter the appearance of the property's frontage. The existing pedestrian access will be widened and replaced by a larger opening for vehicles, with the existing vehicular access widened to mirror the new access (as shown in the comparison screenshots below):

Existing Frontage



Proposed Frontage



The central hedgerow and lawn behind will be reduced but importantly retained, which ensures some of the existing character is retained and limits the impact on the street scene. The driveway will be block paved and the mature tree will be retained. Overall, the development is in accordance with Policy CS19 (LPCS) and Section 12 of the National Planning Policy Framework (NPPF) (2021).

Amenity of Future Occupiers

There will be no impact on the amenity of future occupiers as a result of this development.

Neighbouring Amenity

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

Parking and Highways

As aforementioned in this report, Singlewell Road is a Schedule 2 highway and is a local distributor road. Highway guidance (PGN6) must meet certain standards such as satisfactory sightlines and gates that are a certain distance from the edge of the highway, in addition to the dimensional requirements and acceptable drainage.

The proposed development will create an additional vehicular access into the property. Kent County Council's recently published vehicle crossing guidance and self-assessment (2022) has changed the stance on in and out driveways, stating that they are acceptable subject to sufficient dimensions of the driveway and no significant on-street parking demand. In this case, most of the properties on this section of Singlewell Road benefit from off-street parking and therefore demand for on-street parking is limited. Moreover, the driveway is adequate size to accommodate vehicles as required.

Gravesham's highways officer raised no objection to the development and acceptable pedestrian visibility splays have been shown on the plans, with no obstruction over a height of 600mm. Therefore, the proposed development is in accordance with Policy CS11 (LPCS), saved policies P3, T1 and T5 of Gravesham's Local Plan First Review (1994) as well as Kent County Council's vehicle crossing guidance (2022), and is acceptable subject to conditions.

Any Other Material Planning Considerations

Impact on Biodiversity - any development should result in a net gain of biodiversity to accord with Section 15 of the NPPF. The proposed development will reduce the soft landscaping on the properties frontage, by reducing the width of the hedge and depth of the lawn. Although this represents a loss of biodiversity it is a minimal loss of biodiversity and not sufficient grounds to refuse the application.

Conclusion

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

The proposed development is considered to have overcome the ground of refusal attached to ref.

20220922. The access will have no impact on the character of the street scene and will retain a substantial amount of biodiversity on site. The driveway will be formed using block paving and will provide acceptable pedestrian visibility splays.

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:	21 st February 2023	Dated:	21 February 2023