



Delegated Report

Application No: 20210972
Location: 58 Pepper Hill, Northfleet, Gravesend DA11 8EZ
Description: Extension of existing vehicle access.
Applicant: Mr Delwer Khakh
Site Visit Date: 20 October 2021

Submitted Documents/Plans

The application comprises the following documents and plans:

Application form received 2 September 2021.

Drawing no. 201128 rev 001 (proposed elevations) received 11 August 2021.

Drawing no. 201127 rev 001 (proposed plans) received 11 August 2021.

Drawing no. 201125 rev 001 (existing plans) received 11 August 2021.

Drawing no. 201126 rev 001 (existing elevations) received 11 August 2021.

Drawing no. 201129 rev 001 (block plans) received 11 August 2021.

Drawing no. 210810 rev 001 (plot plans) received 17 August 2021.

OS Plan received 1 September 2021.

Relevant Planning History

20210342	Erection of a single storey rear extension and first floor extension over existing garage.	PER	10.05.2021
20201299	Erection of a single storey rear extension and first floor extension over existing garage.	PER	12.03.2021
19830133	Erection of single storey rear extension to form enlarged lounge	PER	15.04.1983

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 – Sustainable Development
- CS02 – Scale & Distribution of Development
- CS18 – Climate Change
- CS19 - Design & Development Principles

Paragraph 33 of the National Planning Policy Framework (2021) 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) generally conform with the National Planning Policy Framework (2021), the Council will also seek to replace these saved policies via the emerging Local Plan.

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

- P3 – Vehicle Parking Standards

Other material considerations

National Planning Policy Framework (2021)

- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places

Supplementary Planning Guidance

- SPG2 - Residential Layout Guidelines (2020)
- SPG 4 - KCC Parking Standards (2006)

Consultations, Publicity and Representations

KCC Highways

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.

INFORMATIVE: It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

KCC Heritage

The proposed development lies within an area of archaeological potential adjacent to the line of the Roman Watling Street. However, I consider it unlikely that these relatively limited works, adjacent to the existing property, will have a significant archaeological impact and have no further comments to make in this case.

Highway Development Management Officer

I have no objections to the proposal, as it should reduce traffic movements as one vehicle will not have to move to allow another out. However, any extension to the drive will have to be constructed in a bound permeable material or a permeable block paving to ensure no surface water will not discharge onto the public highway.

It is noted that the access will be close to a bend, so is not ideal. But the property and its neighbour nearer the bend both have existing crossovers and the extension is further away from the bend, and anything that reduces vehicle movements is to be welcomed.

Neighbouring properties

The application has been advertised by letters to 7 neighbouring properties. One letter has been received raising the following concerns:

- Impact on parking
- Potential damage to wall (*civil issue*)

Analysis

Proposal

This application seeks planning permission for the extension of existing vehicle access. The plans show the extensions already granted under reference 20210342 but also include the front elevation of the wall and also block plans of the dropped kerb. The existing kerb is approx. 3m wide and is proposed to be increased along the full frontage of the plot which is approx. 7.5m wide. The applicant's agent has confirmed that the front garden, planting, paving and drainage will remain the same and the only alteration is to the wall and the dropped kerb.

Character and Appearance

The application site is a two storey semi-detached dwelling that has permission for a first floor side extension and a single storey rear extension. The property currently contains three bedrooms and the approved application will increase this to four. The dwelling has off road parking to the front for approx. 2 cars including the garage:



The street scene typically contains two storey, semi-detached dwellings with low boundary treatments to the front and planting. There are a number of properties that have block paved their front gardens creating a harsh form of development. These are most notable at nos. 49, 53 (although there is a token element of soft landscaping), 55 and 64. No. 56 is located to the south of the application site and has a driveway laid to hardstanding with planting to the side and front. No. 60, to the north, has a small front garden laid with grass and a drive for one car.

The proposed development involves the loss of the front wall and the extension of the crossover. The planting will remain and, as this is important in ensuring the development does not appear harsh within the street scene, a condition is recommended to ensure this remains.

Subject to this condition the proposed development accords with Policy CS19 of the Core Strategy 2014 and para. 130 of the National Planning Policy Framework 2021.

Neighbouring Amenity

The proposed extension to the crossover will not result in any additional volume being added to the property and therefore will have no detrimental impact on the amenities of neighbouring properties in terms of loss of outlook, privacy, sunlight or daylight.

The proposed development therefore accords with Policy CS19 of the Core Strategy 2014 and para. 130f of the National Planning Policy Framework 2021.

Parking and Highways

The proposal will result in the loss of one on street parking space and the creation of one off road space. The proposal should reduce traffic movements as one vehicle will not have to move to allow another out. However, any extension to the drive will have to be constructed in a bound permeable material or a permeable block paving to ensure no surface water will not discharge onto the public highway.

It is noted that the access will be close to a bend, so is not ideal. But the property and its neighbour nearer the bend both have existing crossovers and the extension is further away from the bend, and anything that reduces vehicle movements is to be welcomed.

Conclusion

The proposed development, subject to conditions, will have no detrimental impact on the character

and appearance of the area, amenities, parking or highway safety and therefore accords with the abovementioned Policies.

Recommendation:

Permit.

See draft Decision

Case Officer: AW	Team Leader: Richard Hart
Signed: 	Signed: <i>R Hart</i>
Dated: 20 October 2021.	Dated: 20 th October 2021