



Delegated Report

Householder Planning Application

Application No:	20220773
Location:	83 Chalk Road, Gravesend, Kent, DA12 4UT
Description:	Formation of a vehicular access to the front of property: partial removal of existing railings and front boundary wall, infill as required to provide off-road parking surface for one vehicle, installation of suitable drainage.
Applicant:	Mrs Heidi Turner
Site Visit:	N/A Desktop Assessment

Submitted Documents/Plans

Application Form - dated 19/07/2022;
Supplementary Information - Site Photographs (1-4);
Supplementary Information - Notice of Revision Document (dated 01/08/2022);
Ordnance Survey Site Location Plan (scale - 1:1250);
Existing Block Plan (scale - 1:200);
Proposed Block Plan (scale - 1:200);
Existing Frontage Plan (received 08/08/2022);
Proposed Frontage Plan (received 08/08/2022).

Relevant Planning History

Reference	Description	Decision	Decision Date
19970828	Erection of two storey side extension to form covered way with enlarged bedroom over and single storey rear extension to form living/music room and utility room.	PERMITTED	04.02.1998
19930371	Erection of single storey rear extension to form enlarged kitchen and conservatory.	PERMITTED	23.08.1993

Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 - Sustainable Development
- CS02 - Scale & Distribution of Development
- 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 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 - amended June 2020
- Technical Housing Standards - Nationally Described Space Standard (2015)
- SPG 4 - KCC Parking Standards (2006)
- Householder Extensions/Alterations Design Guide (2021)

Consultations, Publicity and Representations

Consultees

GBC - Highways Officer - As presented, I would have to recommend refusal of this application. Building Regulations are very clear on the location of soakaways and they cannot be within 5 metres of the highway or a building.

Soakaways and other infiltration drainage systems

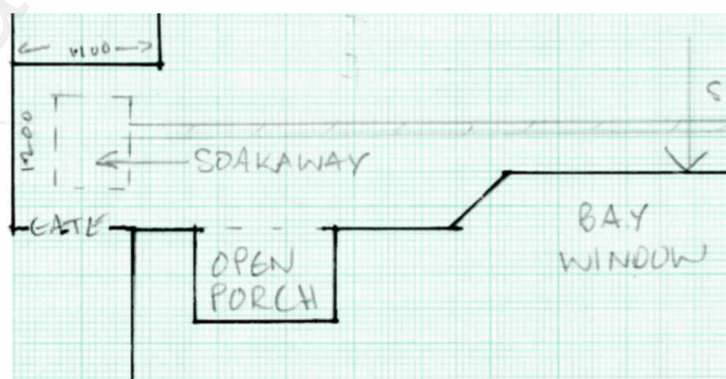
3.23 Infiltration devices include soakaways, swales, infiltration basins and filter drains.

3.24 Further information on the design of infiltration drainage systems can be found in CIRIA Report 156 – *Infiltration drainage – Manual of good practice*.

3.25 Infiltration drainage is not always possible. Infiltration devices should not be built:

- a. within 5m of a building or road or in areas of unstable land (see Planning Policy Guidance Note 14 Annex 1);

Here the soakaway would be adjacent to the building.



If the construction were changed to a bound permeable paving, with the slit drain discharging its water over a wide

area into the sub-base of the drive, it may be acceptable in drainage terms, but the installation would have to comply with the requirements of the material supplier.

In addition, to be acceptable the drive way would have to have direct access for each vehicle onto the highway, resulting in an access width of 5.4 metres minimum and not the 3.74metres shown, as this would seriously impede access to one of the vehicle parking spaces. Alternatively, provision could be made for just a single vehicle and more space given over to soft landscaping.

Neighbouring properties

Five surrounding properties were consulted and no representations were received. The consultation period expired 16th August 2022.

Officer's Analysis

Design, Character and Appearance

83 Chalk Road is a two storey end of terrace property located on the northern side of the highway. The property has a hard-paved front garden with a decorative dwarf front boundary wall with railings above.



This application proposes the removal of the front boundary wall, formation of a permeable resin bound driveway and creation of a vehicle crossover. There is a strip of soft landscaping retained on the eastern boundary, along with the pedestrian gate and columns. The retention of the landscaping softens the impact of the driveway, and the gate/columns will maintain some of the original character.

The proposal would not negatively impact the appearance of the street scene. The retention of soft landscaping and part of the boundary wall mitigates the potential impact of the development and preserves the existing character of the property. Therefore, the application is considered to be in accordance with 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 development will safeguard the amenity of future occupiers in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The development will have no detrimental impact on the amenity of neighbouring properties in terms of loss of light, privacy, sense of enclosure or outlook. Therefore, the proposal will safeguard neighbouring amenity in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

There are no objections to the development in highway terms. The Highway's Officer raised no objection to the proposal in relation to highway policy, instead raising concerns with the soakaway and choice of non-permeable materials. However, as aforementioned in this report the applicant amended the plans to use a permeable resin bound surface. As such, the proposed development is acceptable and there are not considered to be highway issues associated to the formation of a crossover and driveway on the site.

Any Other Material Planning Considerations

Impact on Biodiversity - the development will reduce the biodiversity on the site by creating a hardstanding within the front garden. Section 15 of the NPPF states that development should result in a biodiversity net gain. There is minimal biodiversity within the frontage of the property, however the planting bed will be retained and ensure no significant amount of biodiversity is lost. Therefore, the retention of some greenery and landscaping is a positive feature and the proposed development is considered acceptable in terms of biodiversity.

Conclusion

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

The development will not detrimentally impact on the character of the street scene. The planting bed on the eastern boundary will be retained, along with the decorative gate and brick columns. The hardstanding will be formed using porous materials and will allow for one vehicle to park in accordance with parking 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:	Richard Hart
Signed:		Signed:	<i>R Hart</i>
Dated:	12 th September 2022	Dated:	13th September 2022