



Architects

LAND TO THE REAR OF 68-74 BROOK ROAD, NORTHFLEET, DA11 8RG

DESIGN AND ACCESS STATEMENT

Project no – 5502

March 2026



P001 – existing site area

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PLANNING STATEMENT

INTRODUCTION

This Statement is prepared in support of:

*Ref: Pre-application enquiry regarding redesign of previously approved applications
Ref. No: 20210435 outline planning approval and Ref. No: 20211380 approval of reserved matters.*

The application is for the resubmission of the above previously approved scheme; but time lapsed, application dated 21st December 2022.

The application also follows our recent pre application enquiry PRE20250137 where 4[no] flats was being considered.

This application - Demolition of existing single storey workshop and store and erection two detached self-build chalet bungalows, with associated parking and access

- D&A statement
- Bio diversity impact assessment
- Contaminated land assessment
- Phase 1 geo environmental report
- Site history
- P-01 site location as existing
- P-02 Site plan as existing
- P-03 site location as proposed
- P-04A site plan indicating roof plan as proposed
- P-05 plans elevations as proposed
- P-06 bin cycle details

SITE CONTEXT

The application site comprises of a single storey building known as 'the Workshop' which has historically been in use for mechanical repairs and light engineering work, following its construction in 1987.

Historically the buildings was used to renovating and repair motor cycles and other motor vehicles. The site was sold in 2024 and the new owner wishes to develop the project to create 2 [no] dwellings.

Since around 2005, the buildings have only been used occasionally and the site is currently vacant. The defined site also includes the access road link to the public highway (Brook Road) as well as two minor parts of other access roads that adjoin the site.

The development fits within a triangular parcel of land that is 0.04 hectares in size and is surrounded by the rear of terraced residential dwellings that front Brook Road to the east, Park Avenue to the north west and Davis Avenue to the south.

Access to the site has traditionally been via Brook Road and a smaller access track from the north east which ultimately links to Davis Avenue. This track links to Park Avenue to the NE and Rosebank Gardens to the SW. There is a total of 14 domestic

garages that front on to the access tracks surrounding the site. A further pedestrian only access is available between 66 and 68 Brook Road to the SE and between 67 and 69 Park Avenue to the NE. Most of the site is secured by a 2m high palisade fence.

The site is predominantly a residential area; but with close links to the commercial area of Perry Street and identified local centre exists some 230m to the south of the site, whilst a local park (Rosebank Gardens) is accessed via Davis Avenue some 150m to the SW. The May Avenue Industrial Estate also exists 145m to the east.

PLANNING HISTORY

- [Reserved Matters application for the approval of appearance and landscaping \(Condition 3\) pursuant to outline application reference number 20210435 for demolition of existing single storey workshop and store and erection two detached chalet bungalows, with associated parking and access.](#)

Land At Brook Road Northfleet Gravesend Kent

Ref. No: 20211380 | Received: Mon 08 Nov 2021 | Validated: Mon 08 Nov 2021 | Status: Application Permitted

- [Outline application for the demolition of existing single storey workshop and store and erection two detached chalet bungalows, with associated parking and access \(consideration of access, layout and scale.\)](#)

Land At Brook Road Northfleet Gravesend Kent

Ref. No: 20210435 | Received: Thu 08 Apr 2021 | Validated: Thu 08 Apr 2021 | Status: Application Permitted

- [Outline application for the demolition of existing single storey workshop and store and erection of a detached chalet bungalow, with associated parking and access \(consideration of access, layout and scale\)](#)

Land At Brook Road Northfleet Gravesend Kent

Ref. No: 20200312 | Received: Mon 23 Mar 2020 | Validated: Mon 23 Mar 2020 | Status: Application Permitted

- [Erection of detached double garage on land at the rear of 70 Brook Road Northfleet](#)

70 Brook Road Northfleet Gravesend Kent DA11 8RG

Ref. No: 19870020 | Received: Thu 08 Jan 1987 | Validated: Thu 08 Jan 1987 | Status: Application Permitted

- [Erection of detached double garage on land at the rear of 70 Brook Road Northfleet](#)

70 Brook Road Northfleet Gravesend Kent DA11 8RG

Ref. No: 19860773 | Received: Tue 30 Sep 1986 | Validated: Tue 30 Sep 1986 | Status: Application Refused

PROPOSED DEVELOPMENT

The principle of redeveloping the site has been previously obtained to provide a pair of detached units via an outline planning permission (OPP) being granted under reference 20210435, this application seeks to re-establish that approval.

The proposal replicates the previous documents that were previously approved.



P002 – the workshop

At the heart of the NPPF 2024 there is a presumption in favour of sustainable development (paragraph 11), which for decision-taking means that planning permission for applications involving the provision of housing should be granted, unless, in line with the requirements of paragraph 11(d):

- i the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or
- ii any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken

as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

In this case, the proposal site is not protected or of particular importance. It is defined on the Policies Map of the Gravesham Local Plan Core Strategy 2014 as lying within the urban settlement boundary of Northfleet. Policy CS02 of the Core Strategy prioritises development in the urban area as a sustainable location for development. Therefore, the principle of residential development in this area is generally supported, as it is an urban location with good access to local amenities and public transport. Paragraph 34 of the NPPF (2024) 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 2014 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. With regard to housing need, Policy CS02 of the Core Strategy 2014 sets out the Borough's objectively assessed need for housing over the Plan period (up to the year 2028) and finds that there is a need for at least 6,170 new dwellings to be delivered at variable rates over the plan period (2028).

Paragraph 78 of the NPPF 2024 states that the Borough's five-year land supply should be demonstrated against either the housing requirement set out in adopted strategic policies or against the local housing need where strategic policies are more than 5 years old. As the Borough's Local Plan Core Strategy (2014) is more than 5 years old, the Government's Standard Method now forms the basis of the Borough's housing need against which supply must be identified.

Evidence now available shows that the Council is not able to demonstrate a five-year housing supply. A 3 year supply has most recently been calculated within the Five Year Housing Land Supply Statement 2024-2029 (dated February 2025), and as the delivery of housing was substantially below that required by the Housing Delivery Test (less than 75%) at 59%, which engages the presumption in favour of sustainable development and requires a 20% buffer to be applied to the Borough's housing need figure. As set out in the 2024-2029 statement, the Borough's five-year local housing need figure with a 20% buffer is 4,032 dwellings which equates to an annual requirement of 672 dwellings.

This engages footnote 7 of the NPPF 2024, which means that, for decision taking, as set out in Paragraph 11(d) of the NPPF 2024, planning permission for applications involving the provision of housing should be granted, unless there are clear areas or asset protection reasons for refusing the development or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF as a whole.

A balancing exercise would therefore be undertaken when considering any future application for housing on these sites, to ensure that the correct weight is attached to the shortfall in meeting the five-year housing land supply requirement and the provisions within the NPPF.

In determining applications for planning permission involving housing, the Council has indicated that it will apply a weighted balance in favour of granting planning

permission in accordance with relevant case law and guidance, having regard to the acceptability or otherwise of the proposals when evaluated against development plan policy, the need to make efficient use of land (paragraph 130(c)) in context, the relative contribution the proposal makes towards the alleviation of any shortfall in housing delivery at that time and any other considerations material to the proposed development.

The proposed development would provide a net increase of up 2 residential units, which would contribute towards meeting the identified unmet housing needs of the Borough.

Development Plan

In terms of the adopted Development Plan for Gravesham Borough Council (GBC), this comprises of the following documents that are relevant to this application:

- Gravesham Local Plan Core Strategy (CS) and Policies Map 2014, and;
- Gravesham Local Plan First Review (LPR) – Saved Policies 1994.

In the adopted CS the following policies are considered relevant:

- CS01: Sustainable Development;
- CS02: Scale and Distribution of Development;
- CS11: Transport;
- CS14: Housing Type and Size;
- CS15: Housing Density;
- CS19: Development and Design Principles.

5.7 In the saved local plan first review, the following policies are considered relevant:

- T1: Impact of Development on the highway network;
- T5 – Access to the Identified Highway Network

- P3: Vehicle Parking.

Other Material Considerations

Other material considerations include Gravesham's Residential Layout Guidelines (RLG), which is adopted Supplementary Planning Guidance Adopted February 1996 - amended June 2020.

KEY ISSUES

It is considered that the following are the main issues associated with this proposal:

- Character and appearance;
- Materials;
- Amenity of Future Occupants;
- Landscaping;
- Parking and Highways;
- Privacy and overlooking;
- Refuse and cycle storage;
- Access and highway safety;



P003 – view from gated entrance along trackway towards Brook Road access adj. to No 68

Documents enclosed:

- P-01 site location as existing
- P-02 site plan as existing
- P-03 site location as proposed
- P-04 site plan indicating roof plan
- P-05 plans, elevations as proposed
- P-06 bike / cycle details
- Bio diversity impact assessment
- Contaminated land report
- Phase 1 geo environmental report
- Preliminary ecological report
- Design and access statement
- Application form

Character and Appearance

The site is located within a residential area of Northfleet. The buildings on the site have been used as workshops for mechanical repairs and light engineering work. Access to the site has been from Brook Road and a smaller access track known as Davis Avenue. There are a number of garages to the rear gardens that are also accessed by this track. Typically the dwellings are two storey terraces. Policy CS19 (Development and Design Principles) of the Core Strategy is particularly relevant and ensures that new development is visually attractive, fit for purpose and locally distinctive. It also states that new development shall integrate well with the surrounding local area. The site is triangular and sits within the rear gardens of rows of terraced houses on all three sides. There is an access track of varying widths that surrounds the site. There are no bungalows within the vicinity of the site and no other back land development other than garages and outbuildings serving the surrounding properties.

The development of chalet bungalows on balance, with the provision of an improved access road ensures that the proposal for two chalet bungalows would not result in a significant detrimental impact over and above what is currently on the site and is considered to accord with the objectives of Policy CS19 of the Core Strategy 2014 and para. 127 of the National Planning Policy Framework 2019.

The footpath included in this application and the proposal for the detached dwellings allows for safe access and complies with Policy CS19 of the Core Strategy 2014 which requires the layout of new development to create a safe and secure environment and provide surveillance to minimise crime and vandalism.

Materials

The chalet style dwellings will be constructed with composite slate roof and hanging tiles, red multi stock bricks to the lower level walls, the widow features apparent within the roof will comprise of zinc or equivalent cladding and the windows doors and screens will be grey aluminium composite.

In terms of density, two dwellings on this site would equate to 50 dwellings per hectare. Policy CS15 requires a minimum density of 40 dwellings per hectare. The surrounding density is higher at around 69 dwellings per hectare and therefore the proposal accords with this Policy.

Amenity of Future Occupiers

Internally, the proposal complies with National Technical Space Standards.

The ground floor = 54 sq m and the first floor has 45.3 sq m. and so the dwelling is well within the requirements of the Nationally Described Space standards for two storey 2 bedroom dwellings.

There is a bedroom in the roof served by a rear facing dormer. There is also an additional room to be used as a store/office that will have a high level roof light.

There is also a main family bathroom to the first floor and a WC to the ground level plan.

At ground floor there would be a second bedroom and open planned lounge, dining and kitchen area all in compliance with the NTSS requirements.

Each private garden area is circa 45 sq m and as previously approved will be provided with dual aspect visual amenity.

Privacy and overlooking

The dwellings are positioned in a way that future occupiers will not be overlooked or suffer any significant detrimental impact in terms of sunlight or daylight.

The dwellings will only have one habitable room in the roof that will be served by a dormer window. The distance between the dormer window and the rear of the properties to the north is 26m. Properties to the East are oriented at an angle to the new dwellings which ensures no significant overlooking. The intervening land and boundary treatments together with existing outbuildings will also aid in reducing the perception of overlooking.

Due to the distances between the proposed dwellings and the orientation of the neighbouring dwellings there will be no detrimental impact in terms of loss of outlook, sunlight or daylight for the neighbouring properties.

Landscaping

The previously approved triangular area of land equates to about 380 sqm. Green communal area has been allocated creating a pleasant area with both grass and terrace areas with a covered seating area to the rear.

A single silver birch tree will be planted centrally to the area to offer shading along with a carefully thought out planting schedule to promote bio diversification.

2 [no] car spaces have been allocated to the south east of the site off the main trackway so as to ease conflict of vehicles.



P004 – aerial view of existing site looking north

Regarding hard landscaping to access routes a mixture of macadam surfacing and paving will be provided. This is proposed to be slabs in a natural colour. The proposed site plan will be provided with a 1.8m high timber fence to run along the boundary of the site.

Parking and Highways

The proposal allows for two parking spaces and provides a footpath linking Park Avenue and Brook Road.

Any resurfacing of the access will ensure no surface water discharges onto the adjacent properties or the highway.

Previously no objection was raised on highways grounds.

Privacy and overlooking

All windows facing the rear of 2 – 26 Davis Avenue are at 45 degrees the proposed SE elevation.

The NW elevation is positioned 26 M from the original facing elevation of terrace properties to Park Avenue; which meets the requirement; this has been addressed by strategically positioning non-habitable rooms with windows to this elevation. This has allowed a more spacious and pleasant communal garden area to be allocated to the development.



P005 – site plan as proposed

Refuse and Cycle Storage

Refuse and cycle storage has been duly allocated to the site plan.

Access and highway safety

The NPPF outlines how development should only be refused on highway grounds where “*there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios*”.

The proposal would have no evidential or material detrimental effect upon the existing driveway entrance currently in existence.

Other issues

- Contamination

As the site was previously been used for mechanical repairs and light engineering work, a Desk Study/Preliminary Risk Assessment was carried out to ascertain any contamination impacts and remediation. Please refer to contaminated land report.

- **Archaeology**

Due to the previous development of this suburban area it is considered that the site will have low likelihood of containing significant, undisturbed archaeological remains.

- **Construction Management and Environmental Impact Assessment**

The following construction phase methodology will be followed during the construction phase:

1. Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.
 2. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.
 3. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.
 4. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.
 5. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.
- Noise Impact
 - Bio Diversity Net Gain

Biodiversity Net Gain

Please refer to:

- bio diversity impact assessment report.
- phase 1 geo technical report
- preliminary ecological report

The NPPF 2024 in paragraph 187 states that planning decisions should contribute to and enhance the natural and local environment by protecting sites of biodiversity value. Policy CS12 of the Core Strategy 2014 reflects this stance and states that sites designated for their biodiversity value will be protected. There will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought.

The development will be a designated self-build and there is no specific nature conservation designations affecting the site; but the following measures will be implemented:

Local Policy SP11 sets out that the biodiversity of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity.

Measures such as a log store, bird and bat boxes will be implemented.



P06 – log store and insect hotel sited in the private gardens.



P07 – 4 [no] bat boxes will be sited in conjunction with the proposal in and around the site.



P-08 6 [no] bird boxes will be sited in conjunction with the proposal sized to attract a range of birds from robins, wrens, tits, housemartins swifts and swallows etc

- Community Infrastructure Levy (CIL)

The development will be designated a self-build proposal.

- SAMMS

As this site is within 6km of the SPA/Ramsar site a tariff of £337.49 for each of the new residential units would be required towards the cost of measures to mitigate the likely significant effect of additional residential development through the recreational impact on the over-wintering and migrating bird interest. The SAMMS mitigation contribution will be made prior to the determination of the application.



P-09 plans elevations as proposed

Conclusion

The principle of residential development of the site has been previously determined as acceptable by the Local Authority.

This application replicates a previously approved proposal and seeks to re-establish the approval due to time lapse.

The detailed design of this back land development will not result in an adverse impact on the character and appearance of this predominantly residential area.

The design has been developed to address the original objectives, whilst also maintaining compliance with the LPA's Local Plan policies in relation to housing delivery and high quality design, including landscaping.

The proposal comprises sustainable development that still complies with the policies of the Development Plan and relevant material considerations.

As such, in accordance with paragraphs 11 and 38 of the Framework, we hope that the time lapsed approval can be renewed by the LPA.

Leslie D May - DAC Architects