

Planning Statement

Site Description

The application site lies on the south-western side of Old Road East, which is a Highways Network Distributor road. The site is located within the urban area of Gravesend. There are no designations on the site in planning policy terms.

The site currently contains large two single storey buildings to the front and rear with areas of grass and vegetation around them. The buildings on the site were built for uses ancilliary to a Church that previously existed next door, and are now vacant. They were most recently leased to a pre-school educational company.

Proposal

The proposal involves the demolition of the existing buildings on the site and the erection of a 3/4 storey building comprising 14 two bedroom flats and 17 car parking spaces.

Relevant Planning History

There is no planning history relating to the proposal site itself . The adjacent site to the west (20 Old Road East) was redeveloped under planning approval ref. 1988 04844 ('Redevelopment of the site by the erection of a part three and part four storey block of ten 2 bedroom flats, involving alterations to the existing vehicular access to Old Road East and the formation of a car park for 15 cars at the rear').

Pre Planning Advice

The proposal has been subject to pre-planning advice ref. PRE20210209 by Katherine Parkin and this has been used to inform this planning statement

Planning Policy

The Development Plan for Gravesham currently comprises:
Gravesham Local Plan Core Strategy and Policies Map, September 2014; and
Saved policies in the Gravesham Local Plan First Review, November 1994.
The relevant policies for this proposal are as follows:
Gravesham Local Plan Core Strategy (September 2014):
CS01 Sustainable Development
CS02 Scale and Distribution of Development
CS10 Physical and Social Infrastructure
CS11 Transport
CS12 Green Infrastructure
CS18 Climate Change
CS19 Design and Development Principles
Saved Policies in the Gravesham Local Plan First Review (November 1994):
T1 Impact of Development on the Highway Network
T2 Channelling of Traffic onto the Primary and District Distributor Network
T5 New Accesses onto Highway Network
P3 Vehicle Parking Standards
National Planning Policy Framework (February 2019):
Section 2 Achieving sustainable development
Section 5 Delivering a sufficient supply of homes
Section 8 Promoting healthy and safe communities
Section 9 Promoting sustainable transport
Section 11 Making effective use of land
Section 12 Achieving well-designed places
Section 15 Conserving and enhancing the natural environment
Supplementary Planning Guidance and other Documents:
The following documents are relevant to the consideration of this proposal:
KCC Development Contributions Guide (2007)
SPG2 Residential Layout Guidelines (2020)
SPG4 KCC Parking Standards (2006)
Technical Housing Standards Nationally Described Space Standards (March 2015)

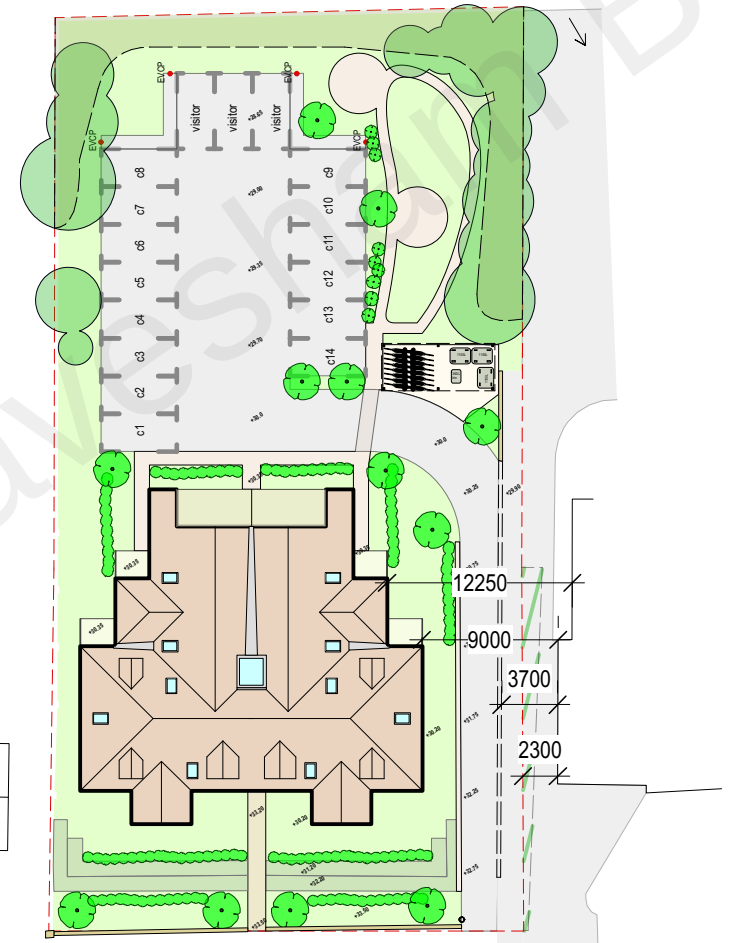


Existing Use

There is no existing use being lost on the site as the buildings are empty having most recently been leased to a pre-school educational company. Policy CS10 of the Core Strategy 2014 relates to physical and social infrastructure such as schools, and states that where there is the threat of loss of such existing infrastructure, consideration will be given to viability and whether sufficient alternative provision is available. On this occasion, Caxtons circulated the property particulars to a specialist list they maintain of local and national community users, and the welfare/community sector was reached widely via the Estate Agent's Clearing House. Both local paper and national advisements were placed too. No educational provider expressed an interest.

Design and Impact on Character and Appearance of the Area

The existing site does not contain any buildings of merit in architectural terms. The surrounding area is largely residential and made up of a mix of building styles and ages, and of varying heights. The apartment building immediately to the west is 3 storeys high to the road and four storeys to the rear, as the land slopes down to the south. The single dwelling to the east (No. 22) is two storeys to the roadside and three storeys at the rear, with a 2 storey outbuilding. The proposed building footprint & height is similar to the block on no.20 to the west, so it is appropriate and not overly dominant, with the proposed eaves height at the front being similar to No. 22 and lower than no.20. Front dormers are suitable features that are found in nearby buildings. Stock brick walls and slate roof with the projecting bays highlighted in render will emphasise the articulation to provide a lively but traditional appearance. The proposed parking area to the rear is similar to the apartment block at No. 20. The vehicular access is considered under 'Parking & Highways' below
There is a good sized and useable amenity area for residents at the rear, and landscape screening along the rear (southern) and flank (eastern) boundaries to protect residential amenity.
The scheme has been developed broadly in accordance with the pre-planning advice ref. PRE20210209.



Residential Amenity

Policy CS19 of the Core Strategy 2014 states that new development should be located, designed and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants, and those of neighbouring properties and land.

Future Occupiers

The proposed flats exceed the minimum requirements set out in the Technical Housing Standards - Nationally Described Space Standards (NDSS) 2015 of 70 sqm (for a 2 bedroom, 4 person apartment) between. They are between 75sqm and 94sqm.
The Council's Residential Layout Guidelines recommendations have been followed, with no living rooms of one flat adjacent the bedroom of another. There are separate garden entrances to the lower ground flats at the rear as they do not need access to the stairs. There are entrances from the car park and road to allow convenient access by foot or car.

Neighbouring Occupiers

The windows in the flank walls of the neighbouring properties to the east and west have been considered. Those to no.20 serve bedrooms and livingrooms, and are only 2.3m from the legal boundary or 3.7m from the physical boundary being the edge of the drive. It is unusual that planning was granted relying on the neighbours aspect for reasonable amenity to these rooms, but as the building has been there since 1990 there is an established right to light. This is maintained, with no structure obscuring a sightline rising at 45 degrees from the lowest window cill. The building is 9m from the existing at the front and 12.25m at the rear, and there are no proposed windows that overlook those existing. Small opening windows above eye level are shown with fixed obscured glass below. There are no habitable rooms that rely on the east and west elevations for light or view.

Neighbouring Properties

A residential use of the site is compatible with the surrounding area.
The car parking at the rear follows the precedent set by no.20, and additional planting will add to the existing landscape screening.
The siting of the proposed building over 42m from the residential properties to the rear of the site ensures no over dominance or significant overlooking will occur. There is space retained to the sides of the proposed building to minimise the sense of visual dominance and any reduction in outlook for neighbouring residential properties either side. The proposed building steps in away from the flank boundaries, reducing the impact to the neighbours. The main garden area for No. 22 is behind an existing detached garage and electricity sub station immediately to the rear of this house, and shadowing from the proposed building to the garden of No. 22 will be little affected.
The proposal thereby complies with paragraph 127 of the NPPF 2019 and Policy CS19 of the Core Strategy 2014.

Parking and Highways

The existing 3.4m (min.) vehicular access to no.20 was built partly on the applicants land, by agreement. It is widened by 2.5m, with the wall removed to provide 6.125m total width. About 2m of this is within the ownership of no.20, leaving 4.1m width within the applicants ownership. There is a right of access for the applicant to use a wedge of land owned by no.20 and shown hatched green, and there is a right of access for no.20 over the 1.6m width existing on the applicants land. There will be no physical division between the differently owned parts of the drive.

Sight lines of 43m x 2.4m x 43m above 1.05m are provided, unaffected by the gradient of the drive as the 5m closest to the road are fairly flat.
17 car parking spaces are provided (Kent County Council as Highway Authority require a minimum of one space per flat, plus three visitor spaces).
Bicycle parking of one secure and weather proof space per dwelling is provided, some provision should also be made for tricycles.
Four electric vehicle charging points are provided for both cars and bicycles, and every car parking space will be wired for a minimum 7.2kW/hr electric vehicle charging point.

S106 Contributions

Contribution figures from KCC are awaited to agree with GBC.
A management scheme for the entire development, including all communal areas (internal and external) and the maintenance of the car park will be prepared.
The SAMMS mitigation contribution of £253.83 per dwelling will be provided prior to the determination of the application.



aerial view showing no.20 to the west



aerial view showing no.22 to the east



impression of mass as seen from the west

Landscaping, trees, & biodiversity

The existing trees are retained, and a designated area to encourage biodiversity is created at the southern boundary. A tree survey accompanies the application, showing that all trees are low grade.
The site has been maintained as it was when in use for pre-school education, with the grassed areas kept closely cut and all areas managed for easy access. There are currently no areas that provide a habitat for protected species. The proposal will improve the land in this respect.

Client:	Wakes
job:	Milton Mount Hall Gravesend DA12 1NQ
title:	Planning Statement
scale:	NTS
date	July 2021
dwn.	GB

drawing number; **21-18-15** rev.-