



Planning Statement

Samra Property SE LTD

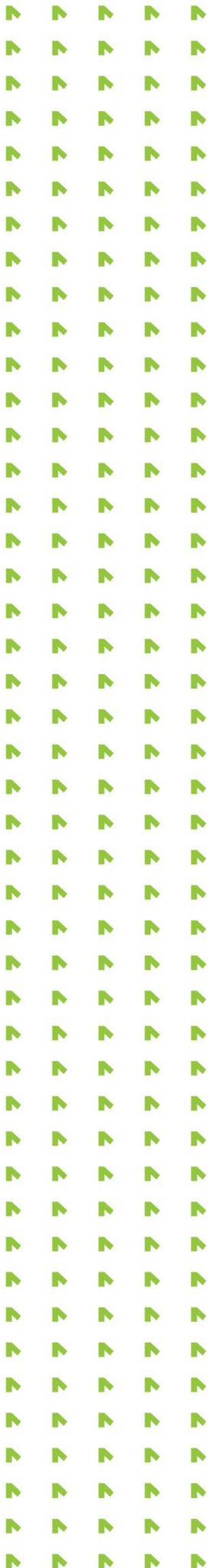
No 1 Russell Road, Gravesend

DA12 2RT

Regulated by RTPI

March 2025

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1 INTRODUCTION

- 1.1 This Planning Statement has been prepared on behalf of Samra Property SE Ltd in support of a full planning application for the demolition of an existing detached dwelling (No 1 Russell Road, Gravesend DA12 2RT) and the subsequent construction of a new two storey block with habitable roof space comprising of 1 x 3b/5p house, 3 x 1b/1p studio apartments and 3 x 1b/2p apartments with associated access, private and communal amenity space, refuse and cycle storage.
- 1.2 The proposed scheme has been carefully revised to respond to comments raised by the Case Officer in assessing the previously withdrawn application at the site (Ref 20240554) and subsequent pre-application consultation with Gravesham Council as summarised at Section 4.
- 1.3 The Statement addresses the following matters:
- A description of the site and surroundings;
 - A review of the background and history of the site;
 - A summary of pre-application consultation with Gravesham Council;
 - An explanation of the revised development proposal;
 - An assessment of relevant planning policy;
 - An appraisal of the relevant planning and design issues; and
 - Conclusions.
- 1.4 The Statement should also be read in conjunction with the following documentation submitted in support of the application:
- Drawings Package (prepared by Sub Rosa Architecture), and
 - Design & Access Statement (prepared by Sub Rosa Architecture).
- 1.5 The application submission also includes the Transport Statement (prepared by Axis) and Sunlight and Daylight Assessment (prepared by T16) that were submitted in support of the original application. The similarities between the revised scheme and the previously withdrawn version (in terms of scale, layout and mix of units) mean that the key conclusions of these reports remain relevant, as explained within the this Statement.
- 1.6 The submissions conclude that the revised development proposal is fully acceptable and supportable in planning terms.

2 SITE AND SURROUNDINGS

- 2.1 The site comprises a detached bungalow which is positioned on the corner of Russell Road and Albion Terrace. The western side elevation of the property adjoins No 25 Albion Terrace which in turn forms part of a terrace of two storey dwellings fronting onto Albion Terrace to the west.
- 2.2 The main elevation of the property faces onto Russell Road. The rear (north) of the site accommodates a detached garage which is served by a single width vehicular access. Beyond the northern boundary of the site lies the side elevation of No 17 Russell Road, which forms part of a terrace of two storey dwellings that gradually descend in height along the road.
- 2.3 On the opposite side of Russell Road to the east of the site lie the front elevations of a terrace of two storey residential properties that are positioned approximately 16 metres away.
- 2.4 Given the general character and built form of the immediate surrounding area (along Albion Terrace and Russell Road) the site represents a somewhat incongruous feature which does not contribute in a particularly positive manner to the visual appearance of the streetscene.
- 2.5 Furthermore, the existing property extends considerably beyond the rear elevation of No 25 Albion Terrace at ground floor level given its orientation.
- 2.6 Within the wider context there are other buildings of relevance to the site including the three storey residential building 'Broadwater House' that is approximately 30 metres west of the site along Albion Terrace and the three storey residential building 'Amber Court' which is approximately 45 metres to the east along Norfolk Road.
- 2.7 Broadwater House is arranged into a C-shape building with the principal elevation fronting onto Albion Terrace. It features habitable windows within all elevations and maintains a separation distance of approximately 15 metres with the properties positioned opposite to the north, east, and west.
- 2.8 Meanwhile, Amber Court to the east is arranged in an 'V' shape formation and accommodates 10 flats. Importantly, Amber Court uses the space at its rear to provide parking and a separate private garden for one of the ground floor flats. The site maintains separation distances of approximately 11 and 12 metres to habitable room windows on neighbouring residential properties to the north and west respectively.
- 2.9 Accordingly, the wider surrounding area is also predominantly residential in character and includes several apartment buildings ranging between 3-5 storeys alongside the two storey terraced homes immediately local to the site as explored above. There is a general consistency in scale of three stories within the terrace block on the northern side of Russell Road, with the majority of buildings having been constructed in the 1970's.
- 2.10 With regard to amenities, Gravesend Town Centre lies less than 750 metres from the site and provides a diverse retail offer with a range of local shops and services including a supermarket, bank, pharmacy and a range of restaurants and bars all within easy reach. Within 500 metres are multiple sports clubs providing opportunity for physical and social activities.

- 2.11 Furthermore, approximately 200 metres away from the site lies the Riverside leisure area and Gordon Promenade offering considerable quality green space for the benefit of nearby residents. This park is classified locally as the premier greenspace within Gravesend.
- 2.12 It is confirmed that the site is not within a Conservation Area but is near to the Riverside Conservation Area. This Conservation Area does not relate to the built environment, rather the marina and greenspace surrounding it. There aren't any listed buildings situated in the immediate proximity. The site is acknowledged to lie within Flood Zone 1. Please refer to the selection of site photos and images below and overleaf.

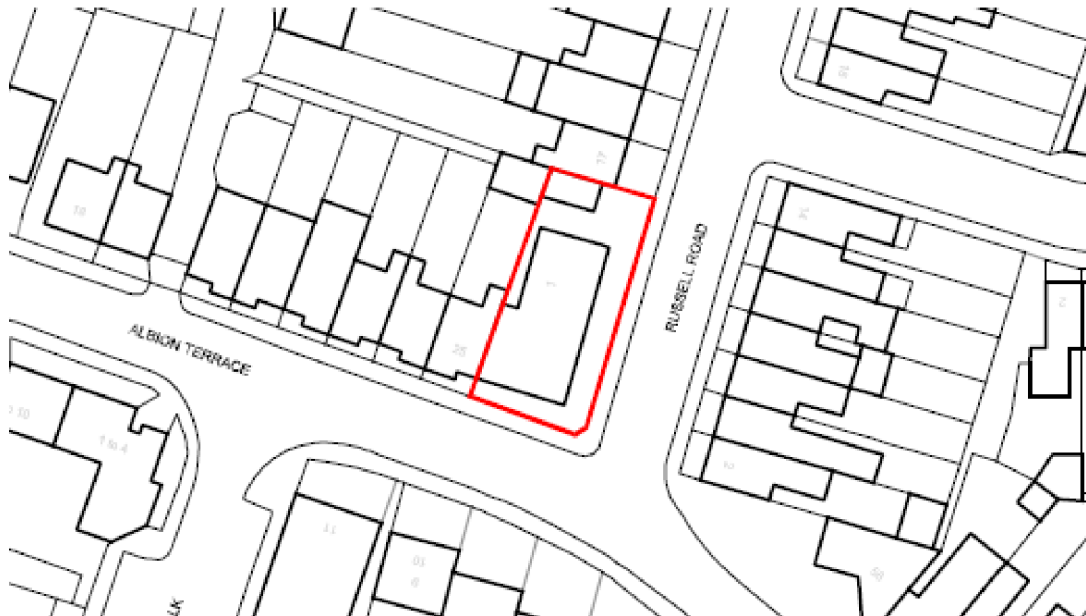


Image 1: Site Location Plan



Image 2: Overhead view of site facing north west



Image 3: Photograph of east elevation of site from Russell Road



Image 4: Photograph of eastern and southern elevations of site as seen from corner of Russell Road and Albion Terrace. This image demonstrates how the existing property does not relate to the height/scale of the neighbouring terraces.



Image 5: Photograph of north and west (rear) elevations of property from northwestern corner of site demonstrating the hardstanding nature of the existing residential curtilage.



Image 6: Photograph of front elevation of existing property facing Russell Road.



Image 7: Photograph of existing western boundary with rear elevation of No 25 Albion Terrace visible in background



Image 8: Streetview taken from corner of Albion Terrace and Brunswick Walk. This demonstrates the incongruous nature of the existing site when viewed in the context of the immediate surroundings.



Image 9: Streetview of site from Russell Road facing north.



Image 10: Streetview of site from Norfolk Road facing west. This demonstrates the incongruous nature of the existing site.



Image 11: Streetview image of the three storey Amber Court development from Albion Terrace/Norfolk Road.



Image 12: Streetview of the three storey Broadwater House from Albion Terrace.

3 PLANNING HISTORY

3.1 The site has been subject to several historical applications, albeit the majority of these relate to the extension of the existing property and are of no relevance to the determination of the application proposal.

3.2 Most recently, an application (Ref 20240554) was submitted on 27th August 2024 which proposed the following development:

“Demolition of existing dwelling and garage and erection of a two-storey building with roof accommodation, containing 1no. 3 bed dwellinghouse, 3no. studio apartments and 3no. one bed apartments with associated access, private and communal amenity space, refuse and cycle storage.”

3.3 A copy of the plans associated with this application are attached at **Appendix 1**.

3.4 The application was withdrawn on 22nd October 2024 by the applicant in response to the Case Officer raising concerns that the development would represent an over-development of the site and the external appearance resulting in an adverse impact upon the visual character and appearance of the streetscene.

3.5 Please refer to the CGI of the originally submitted scheme below.



Image 13 - CGI of withdrawn scheme taken from corner of Russell Road and Albion Terrace. The Council raised objection to the proposed elevational approach and took the view that it would not successfully relate to existing neighbouring properties and the visual character of the wider streetscene.

4 PRE-APPLICATION CONSULTATION

- 4.1 The NPPF outlines the need for effective consultation as part of the development process and confirms the importance of early engagement with the local authority in association with the preparation of planning applications.
- 4.2 The applicant's consultant team engaged in a pre-application meeting with Lisa Russell (Senior Planning Officer) on 19th December 2024 to discuss the concerns raised in respect of the withdrawn application and to review a revised scheme.
- 4.3 Please refer to the 3D Model images below.



Image 14 – Model image of pre-app scheme taken from corner of Russell Road and Albion Terrace.



Image 15 - Model image of pre-app scheme taken from corner of Russell Road.

- 4.4 A written response from the Case Officer was subsequently received on 4th February 2024 (please refer to **Appendix 2**). The key issues are summarised below:

Principle of development

- The principle of development was confirmed as acceptable and it was acknowledged that the Council could not meet its housing land supply.

Design

- The Council advised that the proposed development remained dense in nature and that the overall bulk/scale/massing of the scheme had not been adequately reduced.
- However, the Council acknowledged that the scheme had been improved when compared to the withdrawn application. This was particularly the case for the east elevation, which would have more consistent eaves lines and a more simplified, symmetrical placement of windows that would not project beyond the plane of the walls.
- However, the Council took the view that the proposed northern elevation (fronting Albion Terrace) would not successfully reflect the appearance of the existing row of terraced properties in terms of height, eaves, pitch, windows or materiality. The Council also commented that the character of the row of terraces is clearly defined and so the design of the north elevation of any scheme will need to ensure that there is a clear visual link between the buildings, to ensure the design is appropriate to the wider character.
- On balance, the proposed development was not deemed to comply with the requirements of Policy CS19.

Density

- The Council highlighted that the proposed density of the scheme (at 199 dph in an area which is characterised with a density of approximately 66dph) would be “out of character” with the area and therefore contrary to Policy CS15 of the Local Plan.

Amenity of Future Occupiers

- The living standards for future occupiers was agreed as acceptable.

Impact upon Neighbours

- The Council’s written response highlighted the need to consider the target separation distances between existing and proposed habitable windows, which are detailed in the Residential Layout Guidelines (2020).

Highways/Parking

- The Council acknowledged that the site was in a sustainable location near to the Town Centre and that provision of vehicle parking spaces for the proposed flats may not be necessary.
- Irrespective of this, an additional parking survey was requested to show parking levels during times of daily prayers at the nearby Mosque, and in particular during Friday prayers

(Jumma). Officers advised that this would enable assessment of available parking provision and whether there is capacity for the increased residents to park on the street.

- Furthermore, comments were raised in regard to a visibility access splay relating to the southern-most car parking space.

4.5 Accordingly, the development scheme which forms the basis of this pre-application submission has been revised to positively address the comments raised in association with the pre-application consultation process, as presented within the accompanying Design and Access Statement.

5 THE PROPOSAL

- 5.1 The accompanying Design and Access Statement sets out the design principles and concepts that have been applied to the development. However, the key elements are summarised below.
- 5.2 Full planning permission is sought for the demolition of an existing detached dwelling (No 1 Russell Road, Gravesend DA12 2RT) and the subsequent construction of a new two storey block (including habitable roof space) comprising of 1 x 3b/5p house, 3 x 1b/1p studio apartments and 3 x 1b/2p apartments with associated access, private and communal amenity space, refuse and cycle storage.
- 5.3 Please refer to the schedule of accommodation (including breakdown of internal floorspace and amenity provision) below.

Flat Number	National Space Standard Requirement	Gross Internal Area	Amenity Provision	Outlook
House 1 (3B/5P)	99 sqm	110 sqm	Private garden	Dual
Flat 1 (1B/1P)	37 sqm	38.5 sqm	Shared garden	Dual
Flat 2 (1B/2P)	50 sqm	54 sqm	Shared garden	Dual
Flat 3 (1B/1P)	37 sqm	38.5 sqm	Shared garden	Dual
Flat 4 (1B/2P)	50 sqm	50 sqm	Shared garden	Dual
Flat 5 (1B/1P)	37 sqm	38.5 sqm	Shared garden	Dual
Flat 6 (1B/2P)	50 sqm	50 sqm	Shared garden	Dual

Design Approach

- 5.4 As outlined within Section 2, the immediate street scene is predominantly characterised by rows of terraced dwellings in addition to purpose-built residential apartment blocks of varying scale and external design. The existing dwelling does not hold any significant architectural merit and there is no objection to its demolition in principle, particularly as all other buildings within the local area are of noticeably larger scale.
- 5.5 The site is not located within a Conservation Area, albeit careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably in terms of visual appearance and massing within the streetscene, whilst delivering a high quality contemporary design.
- 5.6 The scheme has also been arranged in an efficient manner that will ensure the full potential of this highly sustainable site is realised. The revised development has been carefully considered to reflect

the scale, density and character of properties within the surrounding context which feature several apartment buildings (please refer to images within Section 2 of Amber Court and Broadwater House).

- 5.7 The general height and scale of the proposed block responds positively to the neighbouring terrace of residential dwellings fronting onto Albion Terrace. As explained within the 'Design Evolution' section of the Design and Access Statement, the elevations of the proposed building are split into narrower widths to harmonise with the proportions of the neighbouring terraced dwellings.
- 5.8 Furthermore, the proposed roofline reduces in height along Russell Road to the north in line with the existing topography of the road and to reference the stepped height of the terraces facing Russell Road.
- 5.9 The rooflines will be recessed and clad in slate to help achieve a high quality, contemporary external appearance. As demonstrated on the drawings package and Page 14 of the Design and Access Statement, the ridge height and eaves level on the southern elevation have been reduced in line with the request of Officers to harmonise with the visual appearance of the adjoining row of properties fronting Albion Terrace.
- 5.10 The proposed eaves level of the southern and eastern elevations has been re-enforced to create consistency with neighbouring properties and to reflect the more traditional form of neighbouring development. In a similar manner, significant changes have been made to the front elevation of the proposed dwelling fronting Albion Terrace to reflect the general simplification of the external design form.
- 5.11 At rooftop level, the proposed dormers have been simplified in terms of their external design/appearance (with all being set above eaves height). New dormers have also been integrated above the proposed house to help articulate the roof form. The previously proposed chimneys are retained to add visual interest and to augment the roofline.
- 5.12 At ground floor level, recessed bays are introduced to emphasise the building entrances and to respond positively to the external detailing of terraced houses along Russell Road and Albion Terrace. The bays will be finished in external brickwork that will match the wider building and have the effect of simplifying the elevations.
- 5.13 Windows are integrated within the main elevations to help create a light, bright internal living environment for occupiers and respond positively to the visual appearance of the adjoining neighbouring terraces. As presented within the Design and Access Statement, the overall scale of fenestration has been reduced compared to the previous scheme to reflect the approach to simplifying the elevations and to help ensure that there will be no unacceptable impact upon the privacy/amenity of occupiers of neighbouring properties on the opposite side of Russell Road.
- 5.14 Accordingly, whilst the new building on site will add additional height and massing compared to the existing dwelling, the carefully considered layout and retained separation distances (which reflect those present between existing properties within the immediate surrounding context) are sufficient to avoid any unacceptable harmful overlooking or overbearing impacts.
- 5.15 The overall density of the scheme will reflect existing neighbouring apartment schemes within the immediate streetscene (as cross referred to on Page 9 of the Design and Access Statement) and will

represent an efficient, effective use of a sustainable site in accordance with the requirements of the NPPF

- 5.16 The carefully considered layout of the scheme ensures that a private rear garden will be provided for occupiers of the proposed 3 bed family home positioned adjacent to No 25 Albion Terrace. The proposed building will achieve a reduction in its rear (northern) projection when compared to the existing dwelling, which improves the relationship between the site and the rear elevation windows of No 25.
- 5.17 This approach also creates space within the rear part of the site to accommodate secure and accessible cycle and refuse storage, together with two off road car parking spaces and communal amenity space to be shared by occupiers of the proposed apartments.
- 5.18 The street facing elevations of the new building will also be set back approximately 1.5 metres from Albion Terrace and 1 to 1.5 metres from Russell Road to respond positively to the existing building lines in place along these streets.
- 5.19 Overall, the considered design approach enables the creation of a high quality 'contemporary re-interpretation' scheme that will enable the site to respond in a positive manner to the immediate surrounding area whilst providing new residential accommodation for members of the local community within a highly sustainable location.



Image 16 - Model image of revised development taken from corner of Russell Road.

6 PLANNING POLICY

6.1 This section provides a review of relevant national and local planning policy and guidance.

NATIONAL POLICY

6.2 The National Planning Policy Framework (NPPF) was revised in December 2024 and sets out the Government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development.

6.3 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:

- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
- Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

6.4 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

6.5 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and implementation of plans and the application of the policies in the framework.

Delivering a Sufficient Supply of Homes

6.6 Paragraph 61 explains that in order to support the Government's commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

6.7 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 5% to ensure choice and competition in the market for land. In the event that there has been significant under delivery over the previous three years when measured against the Housing Delivery Test, then a 20% buffer should be applied. Furthermore, from 1st July 2026, where a local planning authority has an annual average housing requirement 80% or less of the most recent housing need figure calculated (using the standard method set out in the national planning practice guidance), then a 20% buffer should be applied.

6.8 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.

Promoting Sustainable Transport

- 6.9 To protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Making Effective Use of Land

- 6.10 The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.
- 6.11 Paragraph 125 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Furthermore, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 6.12 Sub-section (e) of paragraph 125 outlines that Council's should support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards) and can maintain safe access and egress for occupiers.
- 6.13 Paragraph 128 clearly states that local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:
- Use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework.
- 6.14 The chapter also discusses how appropriate densities can be achieved. Paragraph 129 sets out that the planning system should support development that makes efficient use of land, taking into account the following:
- The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - Local market conditions and viability;
 - The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - The desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - The importance of securing well-designed, attractive and healthy places.

Achieving Well Designed Places

- 6.15 This chapter sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:
- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
 - Are visually attractive as a result of good architecture and layout and appropriate and effective landscaping;
 - Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - Establish a strong sense of place, using the arrangements of streets, spaces, buildings types and materials to create attractive, welcoming and distinctive places to live, work and visit;
 - Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks, and
 - Create places that are safe, inclusive and accessible and which promote health and well-being.
- 6.16 Paragraph 137 stresses the importance of pre-application discussions with the community and local planning authority in the design process, stating that applicants should work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in the design of the new development should be looked upon more favourably.

Decision Taking

- 6.17 Guidance in paragraph 39 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

DEVELOPMENT PLAN

- 6.18 The Development Plan consists of the Gravesham Local Plan Core Strategy (2014), a number of saved policies within the Gravesham Local Plan First review (1994) and a range of Supplementary Planning Guidance notes.
- 6.19 Accordingly, the combined Core Strategy and saved elements of the Local Plan set out the overall policies for consideration of planning applications within the borough, with additional detailed guidance provided within the relevant SPG's. The policies relevant to the assessment of the development proposal are summarised below.

Core Strategy (2014)

- 6.20 **Policy CS01 (Sustainable Development)** Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise.

- 6.21 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 6.22 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - Specific policies in that Framework indicate that development should be restricted.
- 6.23 **Policy CS02 (Scale and Distribution of Development)** The development strategy for the Borough is to retain and improve the existing stock of housing and suitable employment land and to make provision for the Borough's objectively assessed need for at least 6,170 new dwellings delivered at a variable rate as follows; at least 325 dwellings per year for 2011/2012 – 2018/2019, at least 363 dwellings per year for 2019/2020 – 2023/2024, at least 438 dwellings per year 2024/2025 – 2027/2028, and at least 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) during the plan period.
- 6.24 Development will be distributed throughout the Borough as follows: around 3,890 new dwellings and around 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) will be provided in the Opportunity Areas at Northfleet Embankment and Swanscombe Peninsula East; Gravesend Riverside East and North East Gravesend; Ebbsfleet (Gravesham) and Gravesend Town Centre and on land at the Coldharbour Road Key Site; around 2,280 new dwellings will be provided on other sites in the urban area and rural settlements inset from the Green Belt.
- 6.25 The strategy prioritises development in the urban area as a sustainable location for development. This will be achieved by:
- Promoting regeneration by prioritising the redevelopment and recycling of underused, derelict and previously developed land in the urban area. This will be principally through redevelopment of former industrial sites in the Opportunity Areas of Northfleet Embankment and Swanscombe Peninsula East, and Gravesend Riverside East and Northeast Gravesend to create new residential neighbourhoods and employment areas;
 - The continued development of a new sustainable mixed use community in the Ebbsfleet (Gravesham) Opportunity Area, which will include the provision of high quality employment floorspace;
 - Revitalising the Gravesend Town Centre Opportunity Area as a focal point for retail, leisure, cultural and tourism facilities and small scale office provision to serve the needs of the Borough whilst preserving and enhancing its character as a riverside heritage town; and

- Bringing forward a range of suitable sites in other parts of the urban area for residential and employment development, including Land at Coldharbour Road Key Site.
- 6.26 **Policy CS11 (Transport)** States that new developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel. Transport assessment work is required to be undertaken in accordance with national and local policy guidance, and to identify detailed highway and public transport network requirements and management arising from the development.
- 6.27 Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities. The Council will support proposals which improve public transport provision and facilities in the Borough. In particular, it will:
- Seek to maintain and expand, where justified, segregation lanes for Fastrack and existing bus priority measures elsewhere;
 - Require key sites to include provision for buses;
 - Support the development of transport hubs at Gravesend Town Centre and Ebbsfleet (in Dartford Borough Council area) to provide high quality interchange facilities between bus, rail, walking and cycling; and
 - Ensure an adequate supply of public car parking.
- 6.28 The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate. These should provide improved access to Gravesend Town Centre and Ebbsfleet and to other services and facilities in the Borough. In particular, the Council will seek the provision of pedestrian and cycle links between Northfleet and Ebbsfleet stations and along the River Thames, a part of the proposed Thames Estuary Path.
- 6.29 **Policy CS14 (Housing Type and Size)** States that the Council will protect the mix of housing in the existing housing stock and will resist the conversion of family sized residential units to smaller properties.
- 6.30 The Council will expect new housing development to provide a range of dwelling types and sizes taking into account the existing character of the area and evidence of local need to create sustainable and balanced communities.
- 6.31 **Policy CS15 (Housing Density)** Outlines that sites will be delivered at a variety of densities, depending on their location and accessibility to public transport. The form and density of housing will vary across the larger sites, in response to accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.
- 6.32 All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Subject to this overriding consideration:

- Within the urban area, new residential development will be expected to achieve a minimum density of 40 dwellings per hectare. In suitable locations close to the transport hubs of Gravesend Town Centre and Ebbsfleet, higher densities will be sought;
 - In the rural area, new residential development will be expected to achieve a minimum density of 30 dwellings per hectare
- 6.33 Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, may be refused planning permission.
- 6.34 **Policy CS16 (Affordable Housing)** Confirms that the provision of affordable housing will be required on all new housing developments of: 15 dwellings or more on sites of 0.5 hectares or more in the urban area; and 3 units or more on sites of 0.1 hectares or more in the rural area.
- 6.35 **Policy CS19 (Development and Design Principles)** States that new development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. The design and construction of new development will incorporate sustainable construction standards and techniques, be adaptable to reflect changing lifestyles, and be resilient to the effects of climate change. This will be achieved through the criteria set out below:
- Using the collaborative approach advocated in Building for Life 12 and in line with the guidance set out in Kent Design, the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. Account will be taken of the scale, height, building lines, layout, materials and other architectural features of adjoining buildings. Account will also be taken of the wider site context, including strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place;
 - New development will encourage sustainable living and choice through a mix of compatible uses which are well connected to places that people want to use, including the public transport network, local services and community facilities; encourage sustainable travel; enhance Green Grid links and encourage healthier lifestyles;
 - New development will be located, designed and constructed to:
 - i. Safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land;
 - ii. Avoid adverse environmental impacts from pollution, including noise, air, odour and light pollution, and land contamination; and
 - iii. Not pose an unacceptable risk or harm to the water environment, including the quality and/or quantity of ground waters, surface waters, wetlands and coastal water systems;

- The design and layout of new residential development, including conversions, will accord with the adopted Residential Layout Guidelines;
- New development will be designed in an inclusive way to be accessible to all members of the community;
- New development will provide appropriate levels of private and public amenity space;
- New development will include details of appropriate hard and soft landscaping, public art, street furniture, lighting and signage and will ensure that public realm and open spaces are well planned, appropriately detailed and maintained so they endure;
- Car parking will be well related to the development it serves;
- New development will protect and, where opportunities arise, enhance biodiversity and the Borough's Green Infrastructure network. Support will be given to environmental enhancements where opportunities arise;
- New development will be fit for purpose and adaptable to allow changes to be made to meet the needs of users;
- The design and layout of new development will take advantage of opportunities to build in resilience to the effects of climate change. This will include protection against flood risk, where relevant, delivering carbon reduction, provision for low carbon and renewable energy, and minimising energy consumption and water use;
- New development will incorporate appropriate facilities for the storage and recycling of waste; and
- The layout of new development will create a safe and secure environment and provide surveillance to minimise opportunities for crime and vandalism.

6.36 **Policy CS20 (Heritage and the Historic Environment)** States that the Council will accord a high priority towards the preservation, protection and enhancement of its heritage and historic environment as a no-renewable resource, central to the regeneration of the area and the reinforcement of sense of place. Particular attention in this regard will be focused on those heritage assets most at risk through neglect, decay or other threats. Securing viable, sustainable and appropriate futures for such assets at risk will need to be reconciled with the sensitivity to change that many present.

6.37 Proposals and initiatives will be supported which preserve and where appropriate, enhance the significance of the Borough's heritage assets, their setting where it contributes to the significance of the asset and their interpretation and enjoyment, especially where these contribute to the distinct identity of the Borough. These include:

- Gravesend Town Centre, its development as a heritage riverside town, and its setting;
- The Borough's urban and rural Conservation Areas; and

- Surviving built features and archaeology relating to the Borough's maritime, military, industrial and transport history.

6.38 When considering the impact of a proposed development on a designated heritage asset, the weight that will be given to the asset's conservation value will be commensurate with the importance and significance of the asset. For non-designated assets, decisions will have regard to the scale of any harm or loss and the significance of the heritage asset.

Gravesham Local Plan First Review (1994)

6.39 **Policy LT6 (Additional Open Space in New Housing Development)** advises that proposals for new housing development will be expected to make provision for open space and play space appropriate to the scale of development and type of housing proposed, having regard to the provision of and proximity to existing open space in the locality.

6.40 **Policy T1 (Impact of Development on Highway Network)** confirms that Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.

6.41 **Policy T2 (Impact of Development on Highway Network)** states that the Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesham on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.

6.42 **Policy P3 (Vehicle Parking Standards)** confirms that the Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site. In the case of proposals for development in Class B1, as defined in the Town and Country Planning (Use Classes) Order 1987, the Borough Council will expect car parking provision to be made at the standard for offices and will also require lorry parking and manoeuvring areas to be provided, unless the applicant is willing to enter into an agreement to restrict the uses to which the permission relates.

Supplementary Planning Guidance

6.43 **Supplementary Planning Guidance 2 (Residential Layout Guidelines)** states that with regard to privacy distances and overshadowing a minimum distance of 21 metres shall be provided between the windows of habitable windows and the private garden area of any dwelling. A private garden area is defined as the first five metres of garden adjacent to the rear of the dwelling.

6.44 Where windows of habitable rooms face each other, a window-to-window distance of at least 21 metres should be provided. Habitable rooms are defined as bedrooms and living areas, but specifically exclude kitchens and bathrooms.

6.45 For "single aspect" dwellings, the minimum distance from the window of a habitable room to any house wall of equivalent height containing no habitable room can be reduced to 11 metres.

- 6.46 To protect against overshadowing and loss of light, all applications for residential development will be expected to comply with the 25 degree rule. i.e. the development proposal should not obstruct a 25 degree line as measured from the centre point of the lowest window.
- 6.47 When considering amenity provision for self-contained flatted units, the SPG states, those [units] which have two or more bedrooms and are capable of providing family accommodation will be expected to provide an area of amenity space in excess of 10 sqm. For accommodation with 3 bedrooms a garden space of a minimum 60 square metres will be required. Such amenity space shall be of sufficient size to accommodate the following:
- Children's play space;
 - Drying area;
 - Limited outside storage;
 - Sitting out; and
 - General leisure use.
- 6.48 Finally, refuse containers shall be provided on a hardstanding and within purpose built enclosures, which are readily accessible for collection.

Design for Gravesham - Design Code SPD

- 6.49 The Design for Gravesham Design Code SPD was adopted by the Council in May 2024 and is a supplementary planning document which provides detailed guidance to support the implementation of policies outlined in the Gravesham Local Plan Core Strategy (with specific focus on Policy CS19 Development and Design Principles).
- 6.50 The Council's Planning Team need to take this guidance into account in assessing planning applications in order to promote quality and sustainable development within Gravesham.
- 6.51 As carefully explained and presented within the Design and Access Statement, the revised development proposal has been carefully designed in accordance with this newly adopted guidance.

7 PLANNING CONSIDERATIONS

- 7.1 The planning issues relevant to the determination of the development proposal are assessed in detail below.

Principle of Development

- 7.2 As examined within the previous section, the National Planning Policy Framework (NPPF) requires the Council to make the most efficient use of land by maximising the use of previously developed sites.
- 7.3 The site comprises an existing residential site positioned within a sustainable location in the urban area which benefits from excellent access to a range of local shops, services, local parks as well as connecting bus and rail links.
- 7.4 The existing dwelling makes a negative contribution towards the visual character of the streetscene due to it being the only dwelling of that layout and type within the immediate vicinity. As such, it offers an opportunity for redevelopment that will result in a more efficient use of the site.
- 7.5 The scheme will bring forward a range of new residential accommodation (including a replacement family sized dwelling) that will make a positive contribution toward the borough's housing requirements and provide living opportunities for members of the local community.
- 7.6 This is particularly pertinent when considered in the context of the Council's inability to demonstrate a Five Year Housing Land Supply (FYHLS). The latest agreed position (as of February 2025) is that the Council can only demonstrate 3 years supply, which represents a very significant shortfall.
- 7.7 The presumption in favour of sustainable development will therefore apply to the assessment of this application. In this instance, the policies which are most important for determining the application are considered out-of-date and the Council should therefore grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF when taken as a whole.
- 7.8 Accordingly, the principle of new residential development is considered acceptable at this location in accordance with Policies CS01, CS02, CS14 and CS15 of the Local Plan, provided that relevant design and living environment criteria, refuse, biodiversity and parking standards are all adhered to. Furthermore, it would need to be demonstrated that there would be no adverse impact upon the amenity of the occupiers of any neighbouring dwellings.

Design

- 7.9 As outlined within Section 2, the immediate street scene is predominantly characterised by rows of terraced dwellings in addition to purpose-built residential apartment blocks of varying scale and external design. The existing dwelling does not hold any significant architectural merit and there is no objection to its demolition in principle, particularly as all other buildings within the local area are of noticeably larger scale.
- 7.10 The site is not located within a Conservation Area, albeit careful consideration has been afforded to ensure that all elements of the proposal respond positively to local distinctiveness and sit comfortably

in terms of visual appearance and massing within the streetscene, whilst delivering a high quality contemporary design.

- 7.11 The scheme has also been arranged in an efficient manner that will ensure the full potential of this highly sustainable site is realised. The revised development has been carefully considered to reflect the scale, density and character of properties within the surrounding context which feature several apartment buildings (please refer to images within Section 2 of Amber Court and Broadwater House).
- 7.12 The general height and scale of the proposed block responds positively to the neighbouring terrace of residential dwellings fronting onto Albion Terrace. As explained within the 'Design Evolution' section of the Design and Access Statement, the elevations of the proposed building are split into narrower widths to harmonise with the proportions of the neighbouring terraced dwellings.
- 7.13 Furthermore, the proposed roofline reduces in height along Russell Road to the north in line with the existing topography of the road and to reference the stepped height of the terraces facing Russell Road.
- 7.14 The rooflines will be recessed and clad in slate to help achieve a high quality, contemporary external appearance. As demonstrated on the drawings package and Page 14 of the Design and Access Statement, the ridge height and eaves level on the southern elevation have been reduced in line with the request of Officers to harmonise with the visual appearance of the adjoining row of properties fronting Albion Terrace.
- 7.15 The proposed eaves level of the southern and eastern elevations has been re-enforced to create consistency with neighbouring properties and to reflect the more traditional form of neighbouring development. In a similar manner, significant changes have been made to the front elevation of the proposed dwelling fronting Albion Terrace to reflect the general simplification of the external design form.
- 7.16 At rooftop level, the proposed dormers have been simplified in terms of their external design/appearance (with all being set above eaves height). New dormers have also been integrated above the proposed house to help articulate the roof form. The previously proposed chimneys are retained to add visual interest and to augment the roofline.
- 7.17 At ground floor level, recessed bays are introduced to emphasise the building entrances and to respond positively to the external detailing of terraced houses along Russell Road and Albion Terrace. The bays will be finished in external brickwork that will match the wider building and have the effect of simplifying the elevations.
- 7.18 Windows are integrated within the main elevations to help create a light, bright internal living environment for occupiers and respond positively to the visual appearance of the adjoining neighbouring terraces. As presented within the Design and Access Statement, the overall scale of fenestration has been reduced compared to the previous scheme to reflect the approach to simplifying the elevations and to help ensure that there will be no unacceptable impact upon the privacy/amenity of occupiers of neighbouring properties on the opposite side of Russell Road.
- 7.19 Accordingly, whilst the new building on site will add additional height and massing compared to the existing dwelling, the carefully considered layout and retained separation distances (which reflect

those present between existing properties within the immediate surrounding context) are sufficient to avoid any unacceptable harmful overlooking or overbearing impacts.

- 7.20 The overall density of the scheme will reflect existing neighbouring apartment schemes within the immediate streetscene (as cross referred to on Page 9 of the Design and Access Statement) and will represent an efficient, effective use of a sustainable site in accordance with the requirements of the NPPF
- 7.21 The carefully considered layout of the scheme ensures that a private rear garden will be provided for occupiers of the proposed 3 bed family home positioned adjacent to No 25 Albion Terrace. The proposed building will achieve a reduction in its rear (northern) projection when compared to the existing dwelling, which improves the relationship between the site and the rear elevation windows of No 25.
- 7.22 This approach also creates space within the rear part of the site to accommodate secure and accessible cycle and refuse storage, together with two off road car parking spaces and communal amenity space to be shared by occupiers of the proposed apartments.
- 7.23 The street facing elevations of the new building will also be set back approximately 1.5 metres from Albion Terrace and 1 to 1.5 metres from Russell Road to respond positively to the existing building lines in place along these streets.
- 7.24 It is important to understand that the proposed development represents a contemporary re-interpretation scheme that has been carefully designed in accordance with the Council's Design for Gravesham Design Code SPD as referenced on Page 8 of the Design and Access Statement.
- 7.25 By way of further demonstration, the revised scheme adopts the key design principles outlined in Section 5 of the SPD as summarised in turn below:

Section 5.9 – Pattern, Grain and Scale

- The proposed development responds sensitively to the prevailing pattern and intervals of existing development to reflect the grain of the existing character area;
- The development appropriately reflects the prevailing pattern of the built form where there is a cohesive scale and grain (namely the terraces);
- Although it represents a larger development, the massing has been broken down into smaller proportionate elements that contextually respond to the character of the area and create a human-scaled street scene.

Section 5.10 – Height

- As a small scale infill development, the height of the proposed building does not exceed the existing building height level of the adjacent plots along the street.

Section 5.12 – Density

- The proposal follows a design-led approach to achieve an appropriate density of development for the site. This has been justified through a contextual assessment of density within the Design and Access Statement.
- The proposed development exceeds the minimum density of 40 dph which applies to sites within the urban area (there is no maximum).

Section 5.13 – Building Lines

- The primary frontages of the new building respond positively to the existing building lines and adhere to the SPD confirmation that architectural features such as porches, bays, or limited and short protrusions can extend beyond the building line.

Section 5.14 – Thresholds and Frontages

- The development introduces frontages with entrances and window openings at ground and upper levels facing the public realm to facilitate passive surveillance.
- Furthermore, the proposed bin store enclosure is set back from the roadside and effectively screened from view.

Section 5.15 – Roofscape

- The revised scheme respects the character of the local area and responds to prevailing roof forms in a way that is appropriate to the context.

Section 5.16 – Elevations and Key Corners

- The elevational design responds to the scale and proportion of the surrounding character area. Consideration has been given to the corner plot location to ensure that it positively contributes to street legibility and makes the most of its unique position.
- The external design reinterprets key aspects of the existing built form in a style which is appropriate to the context and avoids a pastiche replica of surrounding buildings.

7.26 Overall, the considered design approach enables the creation of a high quality 'that will enable the site to respond in a positive manner to the immediate surrounding area whilst providing new residential accommodation for members of the local community within a highly sustainable location.

7.27 It accords with relevant design based guidance set out within the Design Code SPD, as well as Policies CS01 and CS19 of the Core Strategy.

Impact

7.28 Whilst the new buildings on site will add additional height and massing compared to the existing dwelling, the carefully considered layout and retained separation distances (which reflect those

present between existing properties within the immediate surrounding context) are sufficient to avoid any unacceptable harmful overlooking or overbearing impacts.

- 7.29 One of the key characteristics of the immediate local area surrounding the site is its dense urban form, which reflects its accessible location in close proximity to the town centre. Accordingly, there are many examples of separation distances between habitable room windows which fall short of the 21 metre target set out within the SPG.
- 7.30 As summarised within Section 2, Broadwater House maintains a separation distance of approximately 15 metres to the neighbouring positioned opposite to the north, east, and west.
- 7.31 Furthermore, Amber Court retains separation distances of approximately 11 and 12 metres to habitable room windows on neighbouring residential properties to the north and west respectively.
- 7.32 Separation distances between residential properties situated on opposing sides of Albion Terrace in close proximity to the site vary between 14 and 17 metres, with average separations of circa 17 metres between two and three storey dwellings to the east and west of Russell Road. Along Norfolk Road to the east of the site, the separation distances between the two storey terraces which face each other extend to below 14 metres.
- 7.33 The proposed southern street facing elevation will contain habitable room windows at upper floor level. These will be positioned a minimum of 19 metres (rising to 21 meters) from facing upper floor habitable room windows on the front elevations of residential properties positioned on the opposite side of Albion Terrace.
- 7.34 This responds positively to the recommended separation distance of 21 metres set out within the SPG guidance and reflects the existing relationship between the existing residential dwellings positioned along this road.
- 7.35 The proposed eastern elevation will also include eight habitable room windows included at upper floor levels which will maintain separation distances ranging between 14.5 metres and 15.5 metres to facing windows on the western side of Russell Road. However, it is pertinent to note that five of the eight windows on each floor serve either internal circulation or kitchen space, which the SPG confirms do not represent habitable windows (and therefore do not need to seek to adhere to the target 21 metre separation).
- 7.36 Furthermore, the retained separation distances of 14.5 and 15.5 metres reflect the existing dense urban form typology of the immediate local area and are greater than numerous examples within the surrounding streetscene as referred to above.
- 7.37 Accordingly, whilst the separation distances fall marginally short of the target 21 metre standard enshrined within the SPG, our view is that the privacy of residents will still be protected to an acceptable degree when considered in the context of the dense urban form of the area and the relationship between existing residential properties. The position of the road (either Russell Road to the east or Albion terrace to the south) also enhance the sense of separation between the site and existing neighbouring properties.

- 7.38 Ultimately, the 21 metre separation distance is a target standard which applies in the first instance to new residential developments such as housing schemes which are likely to be constructed on land which that will have less constraints than the application site. Our view is that a degree of flexibility should be factored in to the application of these target standards for sites situated within accessible, dense urban areas where there is a far greater range of constraints (including the position of existing residential properties).
- 7.39 To rigidly apply the 21 metre separation distance target to all sites would result sustainable residential development from being brought forward on suitable sites at appropriate densities, thereby conflicting with guidance enshrined within the NPPF. It is therefore appropriate for the Council to adopt a balanced approach in determining the application, taking into account the wider benefits of the scheme.
- 7.40 It is also important to note that (as referred to above) the overall scale of fenestration has been reduced compared to the withdrawn scheme to help mitigate any perceived impression of overlooking and to ensure no harmful impact in terms of the privacy/amenity of occupiers of neighbouring properties on the opposite side of Russell Road.
- 7.41 As demonstrated on the site layout plan, the proposed building will achieve a reduction in its rear (northern) projection when compared to the existing dwelling, which enhances the relationship between the site and the rear elevation windows of No 25 Albion Terrace. Furthermore, there will be no windows facing No 25 or providing direct views into the rear garden of No 17 Russell Road to the north, meaning that there will be no adverse overlooking or overbearing impact upon either of these properties.
- 7.42 One of the key drivers behind the scale and form of the proposed development is to ensure that there will be no adverse impact upon the amenity of any neighbouring residents. With this in mind, the previous application submission was supported by a Sunlight & Daylight Assessment prepared by T16 (copy attached at **Appendix 3**).
- 7.43 The Assessment clearly concluded that the withdrawn scheme met all relevant BRE targets and would not result in any harmful impact upon the windows or gardens of any immediate neighbouring properties.
- 7.44 Given that the scale and form of the proposed development has been reduced when compared to the previous version, the results of the Sunlight & Daylight Assessment remain relevant to the assessment of the revised scheme.
- 7.45 On the basis of this assessment, the proposed development has been demonstrated to respect the amenity of neighbouring occupiers in line with the requirements of Policy CS19 of the Core Strategy.

Living Conditions

- 7.46 All internal rooms will meet and/or exceed targets set out within the National Space Standards. Provision will also be made within the site for secure cycle accommodation and refuse storage as explored in further detail in the subsequent section.

- 7.47 The scheme has been carefully designed to ensure that suitable private amenity areas will be provided for new residents which respond positively to relevant target standards.
- 7.48 A private rear garden extending to 60 sqm will be provided for occupiers of the proposed 3 bed family home positioned adjacent to No 25 Albion Terrace, which accords with the target standard set out within the Residential Layout SPG.
- 7.49 Furthermore, a separate shared amenity area will be provided for occupiers of the apartments extending to 25 sqm (which comfortably exceeds the 10 sqm target for flatted development set out within the SPG).
- 7.50 This layout ensures that all residents will have access to acceptable private and shared amenity space. Furthermore, it is pertinent to note the proximity of the site (circa 200 metres) from the Riverside Leisure Area and Gordon Promenade to the north west. This represents the premier greenspace within Gravesend and will also provide excellent amenity provision for future occupiers.
- 7.51 The new building also seeks to maximise opportunities for glazing within the front, rear and side elevations, with all habitable rooms being served by at least one window to provide high quality outlook and light, bright internal spaces for occupiers.
- 7.52 The proposed scheme is therefore compliant with the Residential Layout SPG and Policy CS19 of the Local Plan.

Parking/Cycle/Refuse

- 7.53 The previously withdrawn application was supported by a Transport Statement completed by Axis (attached at **Appendix 4**). In a similar manner to the Sunlight & Daylight Assessment, the conclusions of this report remain fully relevant to the assessment of the revised scheme on the basis that the quantum and mix of units (and design/layout of parking spaces) remains the same.
- 7.54 The Statement confirms that the site is well located to facilitate journeys to be made to / from the site by sustainable travel modes, being within walking distance of a number of amenities, within cycling distance of various settlements and having good access to bus and train services.
- 7.55 Access is proposed to be taken off Russell Road by widening the existing dropped kerb arrangement at the north-eastern corner of the site.
- 7.56 The proposal comprises 2 off-street parking spaces, which will be allocated to the 3 bedroom dwelling. During pre-application consultation, the Council raised queries regarding the visibility of the spaces for residents and pedestrians to ensure appropriate highways safety.
- 7.57 In reviewing these comments, Axis confirmed that:

“The request to show 2.4 m x 43 m splays is unnecessary having regard to the nature of Russell Road and the on-street parking that takes place on either side. This is covered in Section 10.7 of Manual for Streets 2, which states that ‘Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice’. It also goes on to say that ‘At urban junctions where visibility is limited by buildings and parked cars, drivers of vehicles on the minor arm tend to

nose out carefully until they can see oncoming traffic, and vice-versa.’ This would clearly be the case for vehicles emerging from the site.”

- 7.58 No off-street parking is proposed for the 6 x 1 bedroom dwellings. However, the report has demonstrated via parking beat surveys that there is sufficient on-street parking capacity within the local PPA Zone TC01 to accommodate the anticipated parking demand associated with these dwellings.
- 7.59 We strongly disagree that additional parking surveys are required in support of the application as suggested by the Council in the pre-application response. In responding to this issue, Axis confirmed that:
- Friday Prayer typically takes place between 12pm – 3pm once per week. When considered as a proportion of the total week, this only represents 1.8%.
 - Moreover, 12pm – 3pm is not a time when residents are typically at home (which is when parking surveys for residential developments should typically be undertaken in accordance with the widely accepted Lambeth methodology). Accordingly, even during this very small period of the week, there is unlikely to be any overlap between resident parking associated with the proposed development and parking related to Friday Prayer attendees.
 - The results of the parking survey indicate that there is a minimum spare capacity of 135 spaces on the local highway network during the daytime surveys, which represents significant capacity. The surveys that have been undertaken comprise a daily snapshot of local on-street demand (i.e. between 09:00 and 14:00 on Wednesday and Thursday) and will therefore account for the more regular/typical daily parking demand associated with the Mosque (including Daily Prayer attendees), alongside other surrounding land uses, throughout the week.
- 7.60 Cycle parking will be provided in accordance with KCC’s minimum cycle parking standards, as set out in SPG4 (June 2006). Refuse collection will be undertaken directly from Russell Road in accordance with the servicing arrangements of the existing site and nearby properties.
- 7.61 The proposed development is forecast to generate a total of 5 two-way vehicle trips in the AM peak hour and 4 two-way trips in the PM peak hour, on average. This equates to an average of just 1 two-way movement every 12-15 minutes during the busiest hours. It is considered that this level of trip generation is negligible and would not cause detriment to the safety or operation of the local highway network.
- 7.62 On the basis of this assessment, the proposal represents an appropriate use of the site and will have no detrimental material impact on the surrounding transport network in accordance with Policies T1, T2 and P3 of the Local Plan. The proposal is also shown to be in accordance with the residential layout guidelines for Gravesham.
- 7.63 Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Against this background, there is no reason to refuse the scheme on highways grounds.

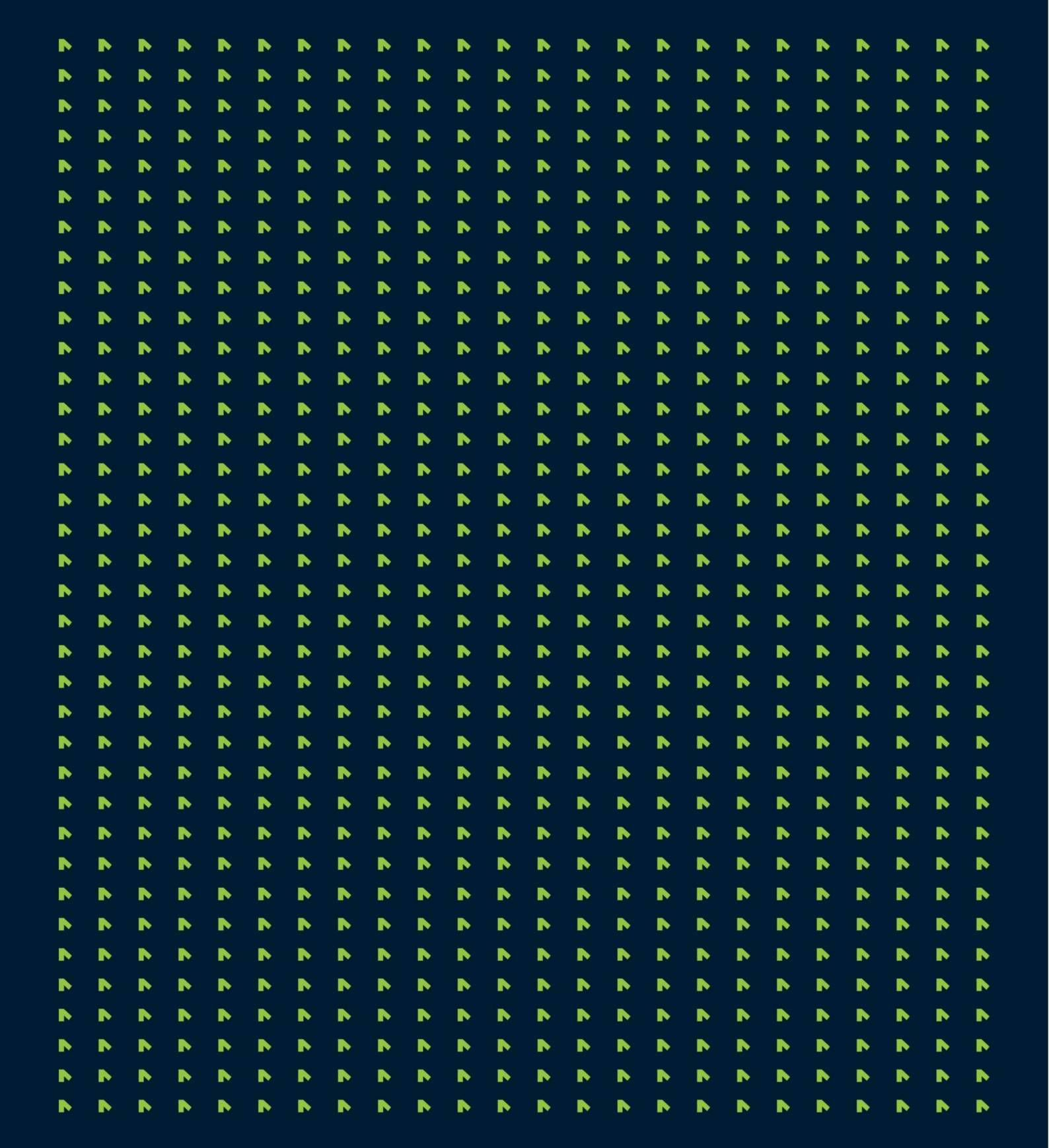
7 CONCLUSIONS

7.1 It is concluded that the revised development proposal is in accordance with the NPPF and the Council's adopted Development Plan. It therefore constitutes appropriate development and should be supported for the following reasons:

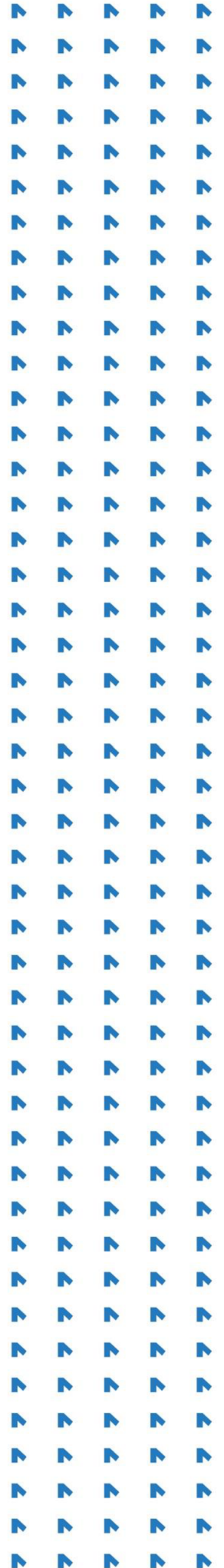
- The principle of creating new residential dwellings on an existing residential site in an accessible location within the urban area, is supported by national and local policy. The proposed scheme will provide much needed new housing for the local community (including family sized accommodation) whilst enabling an efficient, effective use of the site. This is particularly pertinent when considered in the context of the Council's inability to demonstrate a Five Year Housing Land Supply;
- The revised scheme proposes a high quality contemporary reinterpretation design solution that has been informed by pre-application consultation with Officers and carefully designed in accordance with the Council's Design Code SPD. It will respond in a positive manner to the visual character and appearance of the streetscene and the general pattern of development within the local area;
- The revised scale/orientation of windows and retained separation distances in the context of the dense urban typology of the local area ensures there will be no unacceptable adverse impact upon the amenity of occupiers of any neighbouring properties;
- The proposed accommodation is fully acceptable and of a high standard. Each new apartment will exceed internal space standards and generous amenity space (both private and communal) will be provided for all occupiers, and
- The application submission is supported by a comprehensive range of specialist consultant reports including a Design & Access Statement, Transport Statement and Sunlight & Daylight Assessment. The submissions conclude that the revised scheme is acceptable in regard to key relevant planning, design, amenity and highways issues.

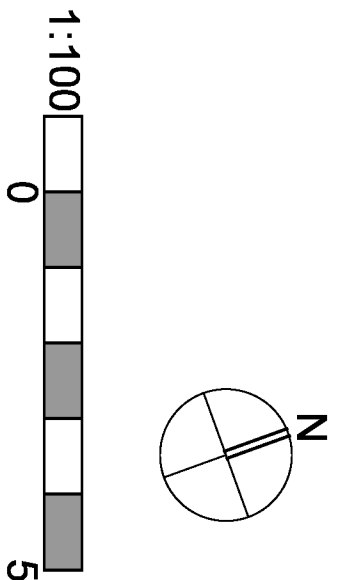
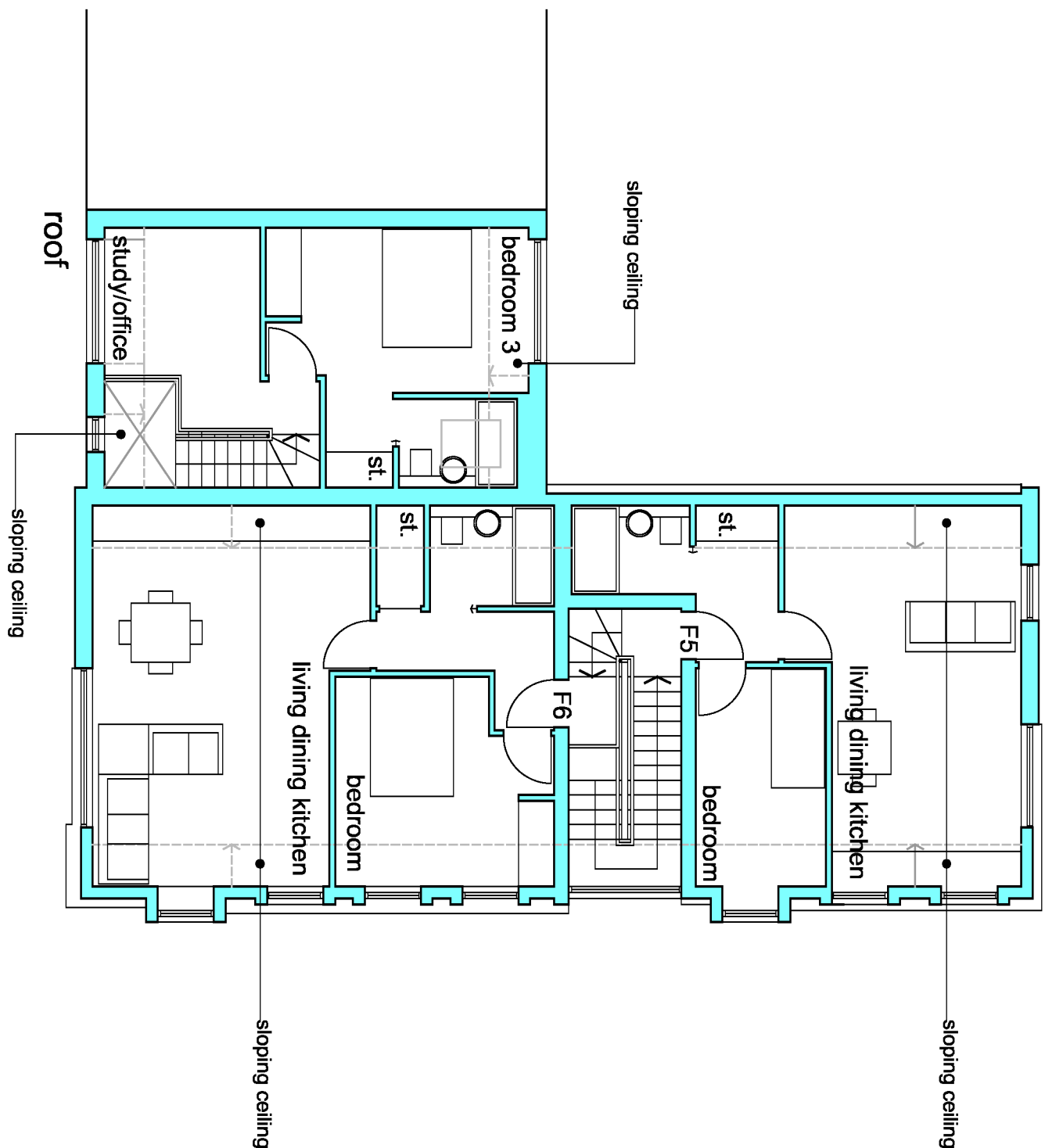
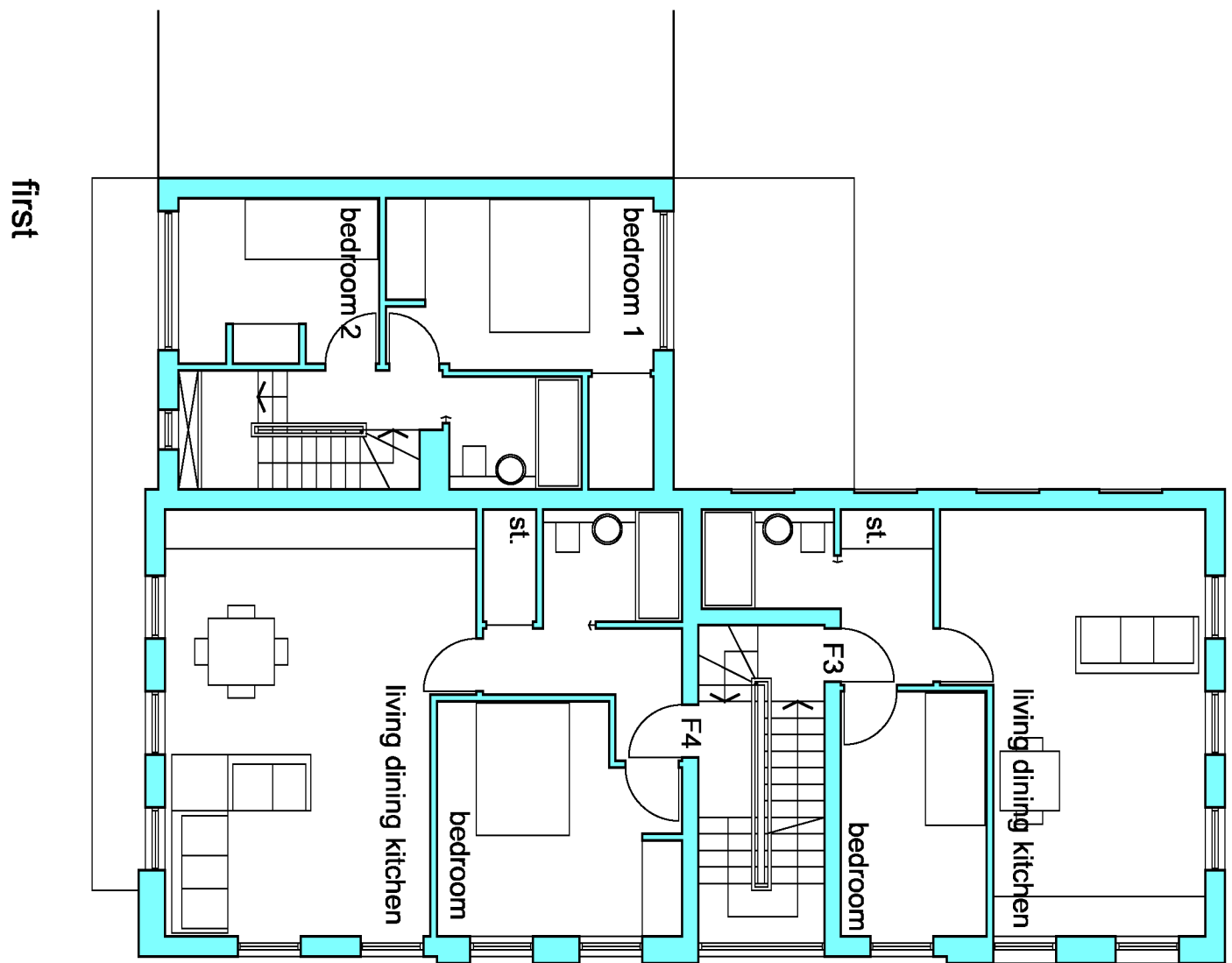
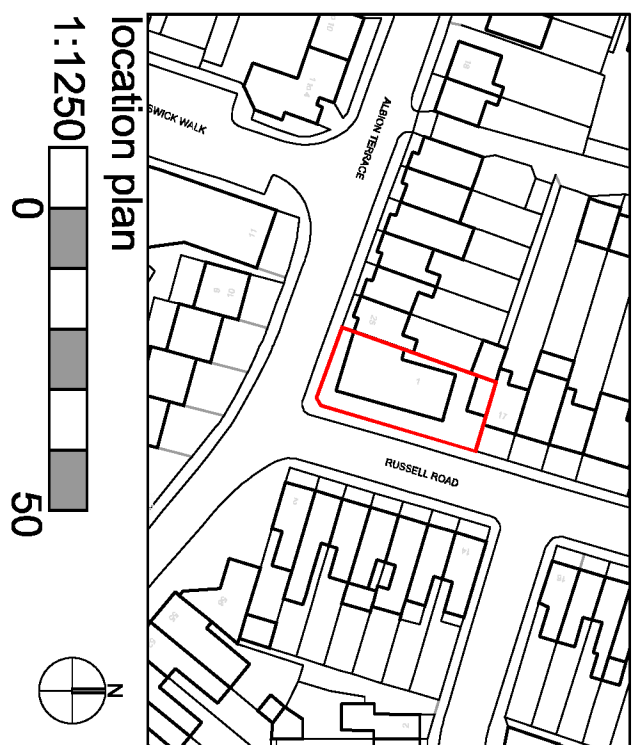
7.2 Overall, the revised scheme adopts the principles of sustainable development in relation to social, economic and environmental factors. This is because it recycles urban land and delivers a mix of residential dwellings which are accessible by a choice of travel modes including foot, cycle and public transport. The proposals thereby accord with the emphasis of national policy (set out within the NPPF), which confirms a presumption in favour of sustainable development.

7.3 In light of the above, the revised scheme has been demonstrated to comply with all relevant planning policies of the NPPF, the adopted Local Plan (most notably CS01, CS02, CS11, CS14, CS15, CS16, CS19, CS20, LT6, T1, T2 and P3), the Design Code SPD and Residential Layout SPG and should therefore be considered acceptable.



Appendix 1





Redevelopment of site

1 Russell Road

Plans as proposed

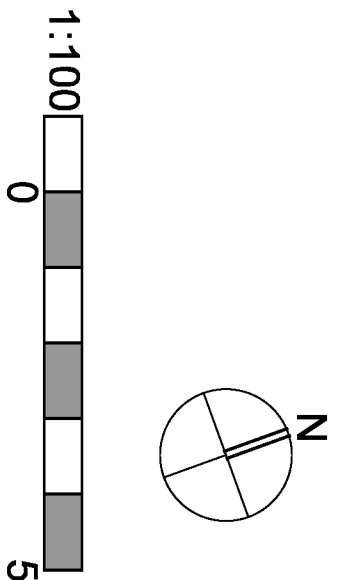
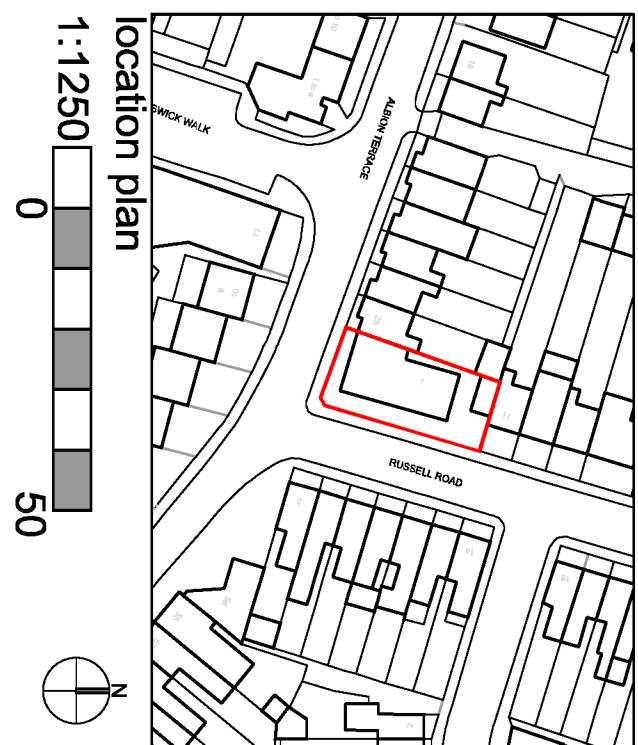
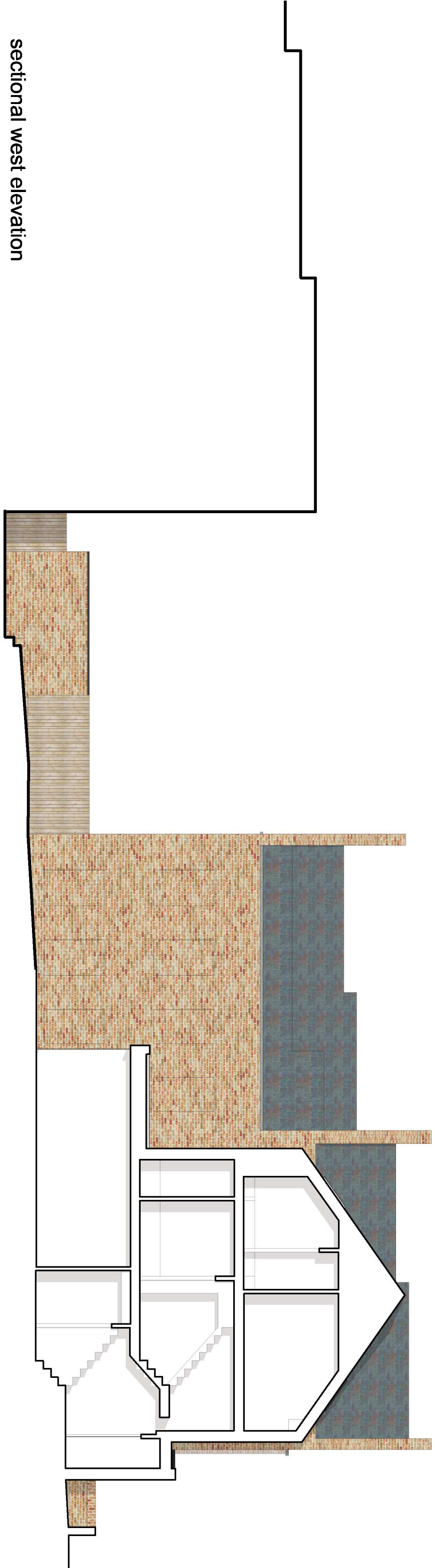
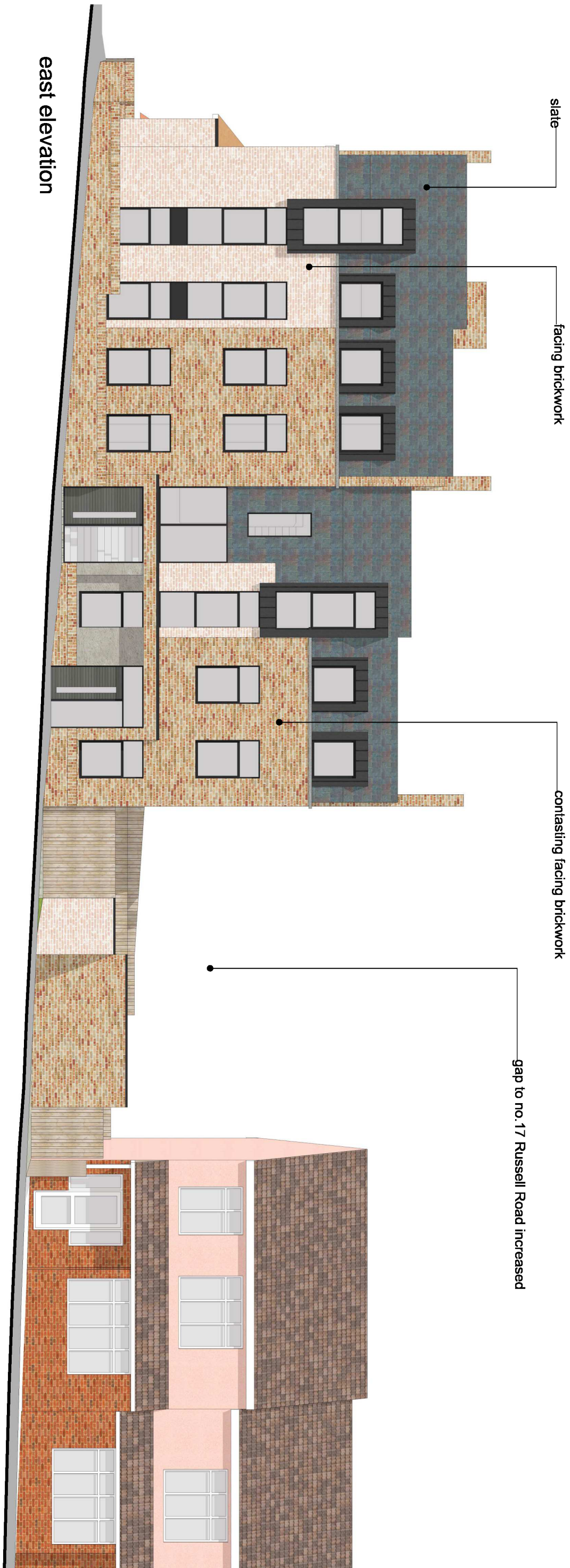
DRAWING STATUS		Revisions	
Primary	☒	For Approval	
Information	☐	For Approval	
Information	☐	For Approval	

Project		Revisions	
Client	A. Singh	For Approval	
Site	1 Russell Road	For Approval	
Title	Plans as proposed	For Approval	
Scale at A1	1:100	For Approval	
Date	Jan 24	For Approval	

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23 - 1437 - 01C



Redevelopment of site

1 Russell Road

Elevations and sections as proposed

DRAWING STATUS

Primary
For Approval
☒

Tender
Construction
As-built
☐

Revisions

Project	Redevelopment of site
Client	A Singh
Site	1 Russell Road
Title	Elevations and sections as proposed
Scale at A1	1:100
Date	Jan 24

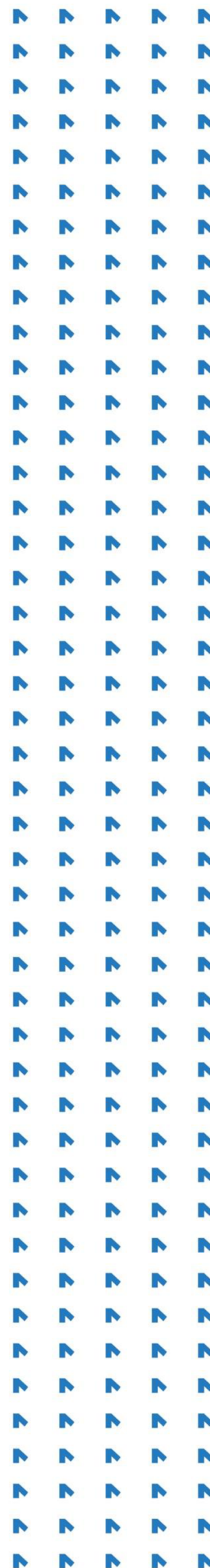
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DRAWING NUMBER

23 - 1437 - 02

Appendix 2



Pre Application Response

Reference	PRE20240280
Site	1 Russell Road Gravesend Kent DA12 2RT
Proposed Development	Proposal of demolition of existing detached dwelling and construction of a new two storey block. Comprising of 1 x 3 bedroom, 3 x 1 bedroom studio apartments and 3 x 1 bedroom apartments with associated access, private and communal amenity space, refuse and cycle storage.
Case Officer Details	Mrs Lisa Fisher E-mail: lisa.fisher@gravesham.gov.uk
Date of Advice	04/02/25

I am writing with reference to your request for pre-application advice at the above site, received as valid on 28.10.24. A Teams Meeting took place with the planning agent, and architect on 19.12.24.

Initially the plans submitted as part of this pre-app were the same as those proposed under withdrawn scheme 20240554. Comments were given during the meeting on this scheme, and the planning agents were given the opportunity to submit further alternative plans for review. These amended plans were received on 15.01.25 and comments on these plans are further detailed within this response.

I have now had the opportunity to review your proposal and can offer the following comments:

Proposal

This site proposed the demolition of the existing bungalow. On its place it would erect a two-storey building, comprising of 7no. flats. In total there would be 1no. 3 bedroom flats, 3no. 1 bedroom flats and 3no. studio apartments. The scheme would include associated access, amenity space, refuse and cycle storage.

Site Description

This site contains an existing bungalow, located on the corner of Russell Road and Albion Terrace. The site is in the urban area. It is within the Thames Estuary and Marshes Ramsar Buffer Zone, on a Historic Landfill Site Buffer, and on an Area of Potential Archaeological Importance.

Relevant Planning History

Reference	Description	Decision	Decision Date
20080104	Erection of single storey side extension to form living room, bedroom, ensuite shower room/wc, hall and wc.	Permitted	28.03.2008
19940561	Erection of a detached garage at the side.	Permitted	19.12.1994
19930435	Erection of single storey front and side extension to form entrance hall, lobby and lounge and erection of single storey rear extension to form enlarged kitchen.	Permitted	12.10.1993

Development Plan and other related Planning Policies and Guidance

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Borough Council to

determine planning applications in accordance with the development plan unless material considerations indicate otherwise. Where there are other material considerations, the development plan should be the starting point, and other material considerations should be taken into account in reaching a decision.

One such consideration will be whether the plan policies are relevant and up to date.

The Development Plan for Gravesham currently comprises:

- Gravesham Local Plan Core Strategy and Policies Map, September 2014;
- Saved policies in the Gravesham Local Plan First Review, November 1994; and
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020).

The relevant policies for your proposal are as follows:

Gravesham Local Plan Core Strategy 2014:

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Design and Development Principle

Saved Policies in the Gravesham Local Plan First Review 1994:

- P3 – Vehicle Parking Standards

National Planning Policy Framework 2024:

- Section 2 – Achieving Sustainable Development
- Section 5 – Delivering a Sufficient Supply of homes
- Section 11 – Making Effective Use of Land
- Section 12 – Achieving well-designed places

Other Material Considerations

Supplementary Planning Guidance and other Documents:

The Council has adopted a number of Supplementary Planning Guidance (SPG) documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.

In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance.

<https://www.gravesham.gov.uk/local-plan-policy/supplementary-planning-guidance>

The following documents are relevant to the consideration of this enquiry:

- SPG2 – Residential Layout Guidelines (2020).
- SPG4 – KCC Parking Standards (2006).
- Technical Housing Standards – nationally described space standard (2015);
- Design for Gravesham – Design Code (2024)

Consultees

N/A

Officer's Analysis

The Key Issues

The key planning considerations in the assessment of this revised application are as follows:

- The Principle of the Development
- Design and Impact of the Development on the Character and Appearance of the Area
- Suitability of the accommodation for future occupiers and compliance with local/national standards
- Impact on Local Residential Amenity
- Parking and Highway Issues
- Biodiversity
- Other Material Considerations - ecology/refuse arrangements etc.

Housing Need

In *Hopkins Homes Ltd v Secretary of State for Communities and Local Government* [2017] 1 W.L.R. 1865, Lord Carnwath reemphasised that the National Planning Policy Framework is only a material consideration in planning decisions and that that planning applications should be determined in accordance with the development plan. Paragraph 12 of the NPPF expressly states that the starting point for decision-making is the development plan. Lord Carnwath as part of the Supreme Court decision stated,

"It is important, however, in assessing the effect of the Framework, not to overstate the scope of this policy-making role. The Framework itself makes clear that as respects the determination of planning applications (by contrast with plan-making in which it has statutory recognition), it is no more than "guidance" and as such a "material consideration" for the purposes of section 70(2) of the 1990 Act... It cannot, and does not purport to, displace the primacy given by the statute and policy to the statutory development plan. It must be exercised consistently with, and not so as to displace or distort, the statutory scheme."

It is a matter of law that all planning applications need to be considered in accordance with the legislation and relevant policy that applies at the point a decision is taken. The Council published a revised 5 year housing land supply statement in March 2023, it demonstrates that based on data up for the period 2022-2027, the Council can only demonstrate a land supply of 2.9 years.

Given the Council's current inability to demonstrate a 5-year housing land supply, and as the delivery of housing was substantially below (less than 75%) that required by the Housing Delivery Test, the housing delivery element of Gravesham's Local Plan Core Strategy (LPCS) (2014) Policy CS02 must be regarded to be out of date, as required by the Paragraph 11(d) of the National Planning Policy Framework (NPPF) (2024). This requires that in regard to housing development, planning permission should be granted unless:

- 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 the Gravesham context, the policies referred to in paragraph 11(d)(i) above are those set out in the NPPF at footnote 7 (rather than those in development plans) relating to any of the following:

- Habitats sites (and those sites listed in NPPF paragraph 189)
- Sites of Special Scientific Interest

- Green Belt
- Local Green Space
- National Landscape
- Irreplaceable habitats
- Designated heritage assets (& other heritage assets of archaeological interest, see NPPF footnote 75)
- Areas at risk of flooding or coastal change.

In determining applications for planning permission involving housing, the Council will therefore 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 for a net increase of 7 residential units would offer a modest contribution towards meeting this local need and, accordingly, officers considers that this should be accorded appropriate weight in support of the application. However, this has to be balanced against other requirements of the Development Plan and NPPF (2024) which requires new development to contribute positively to the overall quality of the area, be visually attractive, sympathetic to local character and create a high standard of amenity for existing and future occupiers.

Principle of Development

Policy CS02 Local Plan Core Strategy (LPCS) prioritises development in the urban area as a sustainable location for development. Policy CS02 seeks to achieve this by: Promoting regeneration by prioritising the redevelopment and recycling of underused, derelict and previously developed land in the urban area. The site is within a sustainable location within an urban residential area as per Policy CS02.

The National Planning Policy Framework (NPPF) is explicit that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses. Paragraph 124 advises that *'Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.'*

Density

The site has an area of approximately 351.6m². The current density of the site is approx. 28 dwellings per hectare. The density to the west is approx. 66dph. The proposed density is approx. 199dph. Policy CS15 of the Core Strategy 2014 states that all new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Within the urban area, new residential development will be expected to achieve a minimum density of 40 dwellings per hectare. Clearly a proposed density of 199dph in an area which is characterised with a density of approx. 66dph is out of character with the area and therefore contrary to Policy CS15 of the Local Plan Core Strategy.

Design, Character and Appearance

This scheme involves the erection of a three-storey building, on a prominent corner location, in a residential area which is distinctively and predominantly characterised by two-storey, medium sized dwellinghouses. Whilst the expanse of the building's footprint would not be significantly different to the existing building, the existing building is a bungalow, which would have lesser impact visually on the street scene. The proposed footprint does not reflect the footprint of neighbouring buildings, and this existing bungalow appears to be one of a kind in this locality. The result would therefore be a building which would be significantly larger than any other property in the vicinity in both footprint, height and proportions. Combined with the significantly high density of the proposed scheme, it is clear that these proposals represent

overdevelopment of this site. Significant reductions would be necessary to make a scheme here acceptable, which would likely require reduction in the intended number of residential units. As an example, 2 units on this site would have a density of 56.8, which would be more representative of nearby units. However, the scheme would need to also take into account the prominent location of the building and necessity to ensure build lines are set back in line with properties on both adjoining roads. The scheme will require significant changes to make it acceptable. However, general comments on this scheme design features are included below, these were discussed during the pre-application meeting.

Comments on scheme originally proposed and raised during the pre-application meeting

Snipped elevations (Not to Scale) are below for information purposes.



The South Elevation should be designed to match the neighbouring properties better, by a reduced ridge and eave height. A canopy to reflect neighbouring property should also be considered along with vertical position of openings. More thought needs to be given on materials, particularly roof tiles. Retention of boundary wall is positive.

East elevation: Stepped height approach is positive and reflects the road levels. Retention of boundary wall is positive. Use of mixed materials to break down the appearance of the increased bulk could also be positive although more thought is needed on the material arrangement. Arrangement of windows is cluttered, and size and design does not reflect the residential appearance of nearby properties. Eave and Ridge heights should be lower. Projecting windows at roof are not subordinate. The roof needs to be simplified to make it a subservient part of the building.

North elevation: Rear windows and section of slate material makes it appear bulky and overbearing.

Comments on amended scheme submitted after meeting

The applicant was given the opportunity to provide amended proposals during this pre-application enquiry. Amended plans were submitted. They provided 3D models of the amended scheme as below:



Alongside these plans, the planning agent stated that

'We are of the view that the simpler forms work well and successfully reduce the visual mass and height. The corner is now far cleaner and turns well, but still provides the sense of a corner building without being overtly powerful. The part of the building that extends further down Russell Road also now appears visually lower.'

It should also be noted that they have provided case examples of other consented scheme, some of which have been built, with similar designs.

Based on the images provided, there does still appear to be a high density and bulk, which has not been adequately reduced. However, focussing on the specific design elements, there have been some improvements. The improvement appears to particularly relate to the east elevation, which would have more consistent eave lines and simplified and more symmetrical placement of windows, which would not project beyond the plane of the walls. The agents' comments state that the visual mass and height have been reduced. However, based on the models provided it is difficult to see where reductions have taken place. Full plans and elevations may demonstrate reductions more evidently. However, based on the details available, particularly given that the views are from the streetscene, it appears that the building would still be prominent. From the north elevation, there appears to be little change, and the appearance would have no resemblance or reflection of the existing row of terraces, in terms of height, eave heights, pitch, windows or materiality. The character of this row of terraces is clearly defined and so the design of the north elevation of any scheme will need to ensure that there is a clear visual link between the buildings, to ensure the design is appropriate to the wider character. Given the spacing from the buildings to the east elevation, there is scope for more flexibility in the design, but again, the appearance needs to be cohesive.

On balance, the proposed development would **NOT** comply with the requirements of Policy CS19 of the Core Strategy 2014 and paragraph 135 of the NPPF (2024) in terms of design, character and appearance.

Amenity of Future Occupiers

Policy CS19 (Development and Design Principles) of the Gravesham Local Plan Core Strategy 2014 requires that all development should be 'fit for purpose' and be 'adaptable to allow changes to meet the need of users' and that 'the design and layout of new residential development, including conversion, will accord with the adopted Residential Layout Guidelines'

This scheme would provide 7 residential. 3 would be single occupancy 1-bedroom units, 3 would be studio apartments, and 1 would be a 3-bedroom dwellinghouse. The flats would be spread across 4 floors, with 2 single bedroom flats each on the ground, first and second floors and 2-bedroom flat with a small terrace on the entirety of the third floor. All units would be accessible from the west side of the building, with additional accesses for the 2 ground floor units at the north elevation (facing the street). A garden space of 53sqm would be provided alongside the communal access to the west with cycle and bin stores.

To ensure that adequate living space is provided for future residents, the units need to meet the national technical standards (Nationally Described Space Standards) and the GBC Residential Layout Guidelines.

	Flat 1 (m²)	Flat 2 (m²)	Flat 3 (m²)	Flat 4 (m²)	Flat 5 (m²)	Flat 6 (m²)	Dwellinghouse (m²)	Minimum Space Standards (m²)
Double Bedroom	N/A	12.7	N/A	12.1	N/A	12.1	12.3 and 12.1	11.2
Singles Bedrooms	8.2	N/A	8.4	N/A	8.1	N/A	7.6	6.5
Living Room	23 (L/D/K)	32.6 (L/D/K)	23.2 (L/D/K)	27.7 (L/D/K)	23 (L/D/K)	27.7 (L/D/K)	N/A	13.2
Dining Room	23 (L/D/K)	32.6 (L/D/K)	23.2 (L/D/K)	27.7 (L/D/K)	23 (L/D/K)	27.7 (L/D/K)	N/A	9.5
Kitchen	23 (L/D/K))	32.6 (L/D/K)	23.2 (L/D/K)	27.7 (L/D/K)	23 (L/D/K)	27.7 (L/D/K)	13.5	7.2
Kitchen/Diner	23 (L/D/K)	32.6 (L/D/K)	23.2 (L/D/K)	27.7 (L/D/K)	23 (L/D/K)	27.7 (L/D/K)	N/A	12
Lounge/Diner	N/A	N/A	N/A	N/A	N/A	N/A	25.11	18
Bathroom & WC	3	3.7	3	3.6	3	3.6	3.5	3.5 (3.6 for dwellings)
Bathroom	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.8

Only								
WC Only	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.3
Hallway Width	N/A	900mm	N/A	900mm	N/A	900mm	900mm	900mm Width

As the above table shows, the rooms for all flats comply with the Minimum Space Standards with exception of the Living room, dining and Kitchen. As the living and kitchen spaces are open plan and combined, it would be reasonable to the minimum space standards for these rooms, which would result in a space standard of 29.94m². However, if the Kitchen/Diner and Living Room requirements are combined, this would have a lesser minimum requirement of 25.2m². Flat 1, 3 and 4 would be marginally below this space requirement. The proposed dwellinghouse would also have a bathroom which is marginally below the required space standard. Given that all other rooms comply, and the overall internal floor area is satisfactory, and that there is not a substantial shortfall, it would not be reasonable to refuse the scheme based on this shortfall alone.

The planning agent has confirmed by email that the area which extends to the north of the plot which is approximately 60m² with 14m depth would form the garden for the dwellinghouse. The area to the north of the plot from the flatted development, before the bins and parking for the house, would have approximately 25m² amenity space dedicated as communal area for the flats. For a 3 bedroom house, the minimum garden area required is 60m², and 10 metres depth, which would be provided. For flats an area in excess of 10 sq. metres is expected. This should be of sufficient size to accommodate:

- children's play space;
- drying area;
- limited outside storage;
- sitting out;
- general leisure use.

Given that the amenity space provided for the flats would be in excess of 10sq. metres, it would be compliant with the external amenity standards required.

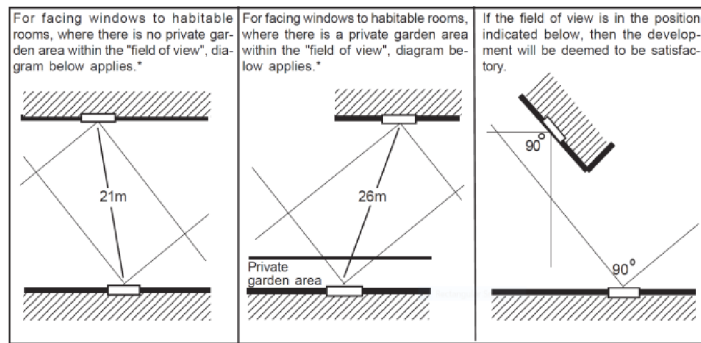
As such the proposal would safeguard the amenity of future occupiers in compliance with Policy CS19 (LPCS) as well as Section 12 of the NPPF.

Neighbouring Amenity

The proposed building would be adjacent to 25 Albion Terrace, to the west and 17 Russell Road to the north.

Given the large size and proximity of the development to neighbouring properties, in particular given the increased height, consideration does need to be given to impact on neighbouring properties. A sunlight/daylight assessment would help to assess the impact in terms of overshadowing. Further to this, mind should be given to the required privacy distances between windows, which are detailed in the below table from the Residential Layout Guidelines (2020).

Figure 1

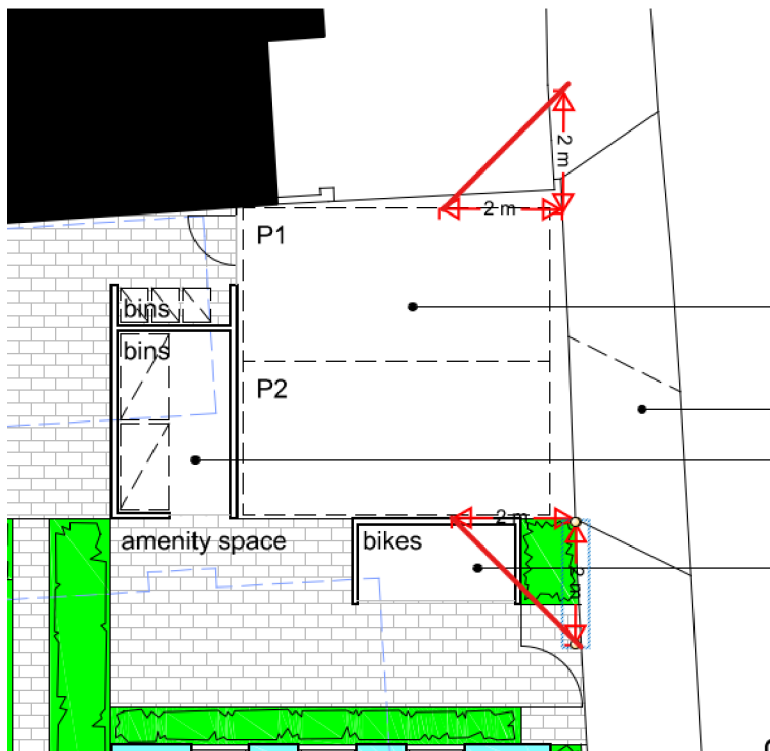


Highways & Parking

The proposed development does not provide any car parking facilities for the flats. 2 vehicle parking spaces would be provided for the dwellinghouse which would be accessed via Russell Road. The existing garage is accessed from the same area. The garage would be removed as part of this development and the existing drive and crossover widened. The scheme would also provide provision of cycle storage for 6 cycles for the flats. The proposed floor plans do show a bike store in the rear garden of the proposed dwellinghouse but it is not clear how many cycles it would store.

The site is in a sustainable location, near the Town Centre and so provision of vehicle parking spaces for the proposed flats may not be necessary in this instance. It is the responsibility of the applicant to provide such justification for a car fee scheme. Parking surveys would be useful here. However, although in a sustainable location it is noted that there are existing parking issues in the area and the mosque nearby is likely to play a role in this. Any parking survey is therefore expected to show parking levels during times of daily prayers, and in particular during Friday prayers (Jummah). This will enable a full picture of available parking provision and whether there is capacity for the increased residents to park on the street. If it is clear capacity is unavailable then, car free scheme would not be acceptable.

The proposed widened drive would result in a parking area of 5m in width and 5.4m in length, indicating that it would provide 2 spaces. The Kent Vehicle Parking Standards (2006), confirms that provision of 2 spaces per 3 bedroom dwelling would be acceptable. The parking bay requirement for cars is 5m (Length) x 2.5m (Width). However, it also states that where an end space abuts an enclosed boundary, the width should be increase to 2.7m. So, the width for this drive should be a minimum of 5.2m. This has been accommodated within the space proposed.



As the above image shows, 2x2 pedestrian visibility splays would not met as bikes are in the view of these splats. Vehicle visibility splays were not provided (Y distance should be 43 and X distance 2.4) and would need to be provided to ensure safe views from vehicles entering or exiting the drive.

Biodiversity

Biodiversity net gain is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity.

In England, biodiversity net gain is required under a statutory framework introduced by [Schedule 7A of the Town and Country Planning Act 1990 \(inserted by the Environment Act 2021\)](#). This statutory framework is referred to as 'biodiversity net gain' in Planning Practice Guidance to distinguish it from other or more general biodiversity gains.

Under the statutory framework for biodiversity net gain, [subject to some exceptions](#), every grant of planning permission is deemed to have been granted subject to the condition that the biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

Where an applicant believes the development would be subject to the biodiversity gain condition, the application must be accompanied by minimum information set out in [Article 7 of The Town and Country Planning \(Development Management Procedure\) \(England\) Order 2015](#):

- confirmation that the applicant believes that planning permission, if granted, the development would be subject to the biodiversity gain condition;
- the pre-development biodiversity value(s), [either on the date of application or earlier proposed date \(as appropriate\)](#);
- where the applicant proposes to use an earlier date, this proposed earlier date and the reasons for proposing that date;
- [the completed metric calculation tool](#) showing the calculations of the pre-development biodiversity value of the onsite habitat on the date of application (or proposed earlier date) including the publication date of the biodiversity metric used to calculate that value;
- a statement whether activities have been carried out prior to the date of application (or earlier

proposed date), that result in loss of onsite biodiversity value ('[degradation](#)'), and where they have:

- a statement to the effect that these activities have been carried out;
- the date immediately before these activities were carried out;
- the pre-development biodiversity value of the onsite habitat on this date;
- the completed metric calculation tool showing the calculations, and
- any available supporting evidence of this;
- a description of any [irreplaceable habitat](#) (as set out in [column 1 of the Schedule to the Biodiversity Gain Requirements \(Irreplaceable Habitat\) Regulations 2024](#)) on the land to which the application relates, that exists on the date of application, (or an earlier date); and
- plan(s), drawn to an identified scale and showing the direction of North, showing onsite habitat existing on the date of application (or earlier proposed date), including any irreplaceable habitat (if applicable).

Further information on biodiversity net gain is available via the following link:

[Biodiversity net gain - GOV.UK \(www.gov.uk\)](#)

It would appear that the proposed development may be subject to the biodiversity gain condition and therefore any planning application would need to be accompanied by the information set out above.

The Thames Estuary and Marshes Ramsar site and Special Protection Area (SPA)

The Thames Estuary and Marshes Ramsar site and Special Protection Area (SPA) are internationally important for nature conservation as the area is a wetland and supports important numbers of wintering waterbirds and migrating birds. There has been a decline in the number of birds using these sites in recent years. Studies show that this could be due to people using the estuary and marshes for recreation purposes. The North Kent Bird Disturbance Report concludes that all new housing development within 6km of the North Kent Ramsar Sites or Special Protection Areas (including the Thames Estuary and Marshes) and larger housing development beyond 6km from the sites could have an adverse impact on them. This is because new housing development is likely to lead to further increases in recreational use of the sites which means that further declines in the bird population cannot be ruled out. Possible mitigation measures are set out in the Thames, Medway and Swale Estuaries Strategic Access Management and Monitoring Strategy. Having considered a number of options, the Council have decided to impose a tariff on new housing development. Developers will need to pay £328.27 for every new dwelling provided within 6km of the Ramsar site and SPA and for larger housing developments beyond 6km from them. The money raised will be used to pay for schemes to avoid the adverse impacts of new housing development on the birds.

Where there are no other contributions required for a development applicants generally have chosen to submit the payment of £328.27 per dwelling by filling in the Strategic Access Management and Monitoring Strategy (SAMMS) Agreement. By filling in this form there are no legal fees to be paid by the applicant and refund mechanisms are in place in the event of a refusal.

Summary

- The scheme proposed would result in overdevelopment of this site and significant reduction in scale, bulk and number of residential units would likely be required to reduce the level of overdevelopment on this site.
- The design of the scheme does not reflect the existing character, in terms of bulk, proportions, eave and roof heights and design and materiality, significant changes in terms of reduced scale and improved design features would be required to make the design acceptable.
- Consideration needs to be given on the Impact on Local Residential Amenity, Parking and Highway Issues and Biodiversity before an application is submitted.
- The scheme will be subject to the SAMM's Tariff which should be paid prior to an application being determined.

Next Steps

If planning permission is sought, an application can be made through the Planning Portal,

here:

<https://www.planningportal.co.uk/applications>

Please be aware that should you wish to submit an application it must be compliant with local and national validation requirements. You can find the requirements at:

<https://www.gravesham.gov.uk/downloads/file/382/local-validation-list>

Prior to submitting a planning application, you may wish to engage the services of planning agent;

<https://www.rtpiconsultants.co.uk/#/>

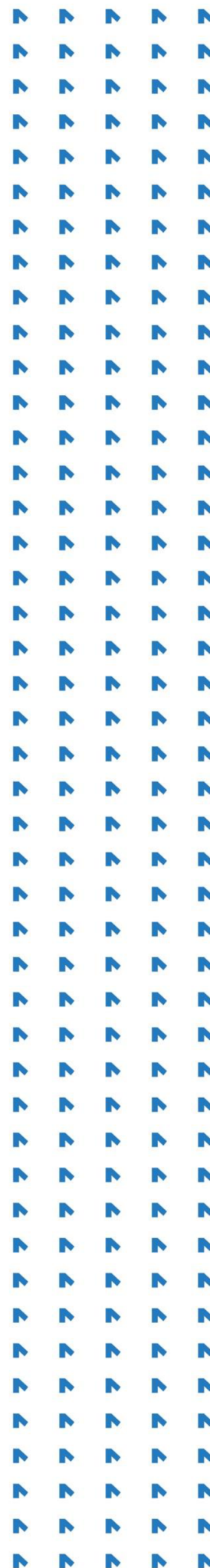
For further pre-application services I would refer you to our website;

<https://www.gravesham.gov.uk/home/planning-and-building/pre-application-planning-advice/pre-application-service>

You are advised that PRE20240280 is now closed.

Note: The comments contained herein are offered on an informal basis and without prejudice to the determination of any subsequent planning application. The Borough Council reserve the right to add to or amend the comments in the light of any further information coming forward or matters that were not previously considered.

Appendix 3





1 Russell Road

Gravesend

Daylight and Sunlight Assessment

Job No: 5643

Issued: May, 2024

Issue No.: 1

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07.05.24

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07.05.24

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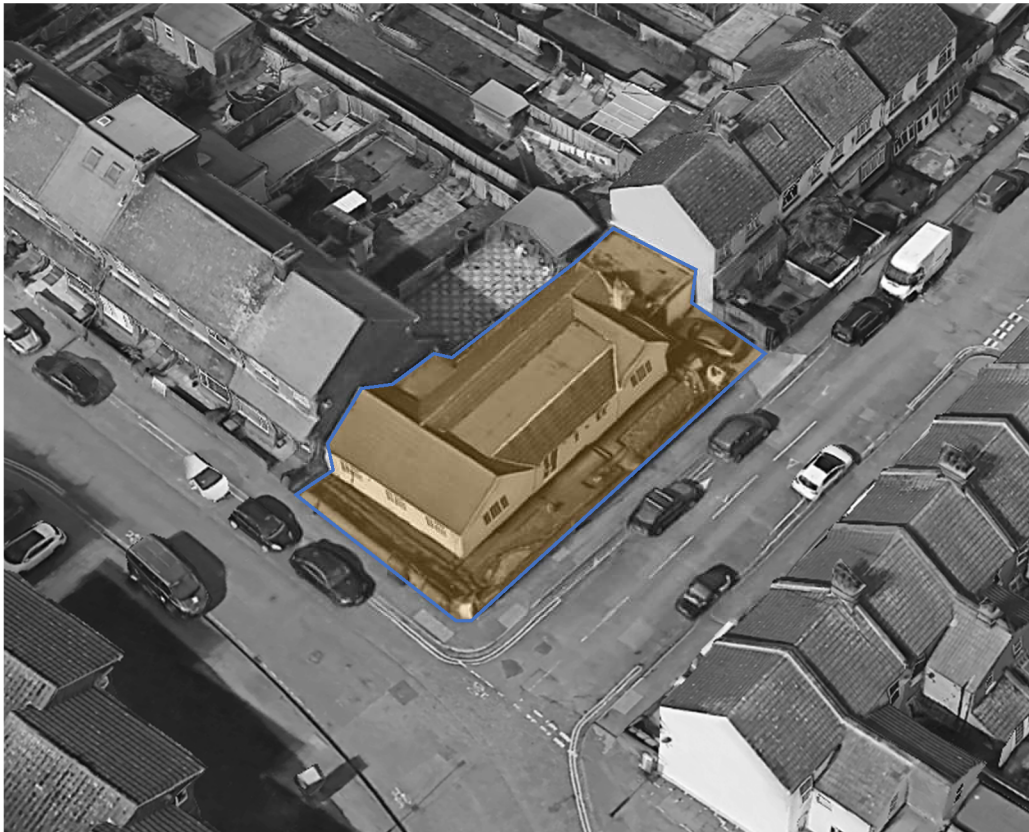
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1.0 Introduction

- 1.1 This daylight and sunlight assessment has been prepared in relation to a planning application for a proposed new residential development on the site at 1 Russell Road, Gravesend.
- 1.2 The report assesses the impacts of the proposals in relation to daylight, sunlight and overshadowing matters, having regard to industry standard guidance.
- 1.3 The report concludes that the proposal is acceptable and in accordance with planning policy requirements in relation to daylight and sunlight.
- 1.4 There is no existing specific National Planning Policy relating to the prospective impacts of developments on daylight and sunlight on their surrounding environment.
- 1.5 However, the NPPF (Para 129) does refer to daylight and sunlight in relation to density, encouraging Local Planning Authorities to take a flexible approach to applying policies and guidance relating to the impacts of proposals where they would otherwise inhibit making effective use of the site.
- 1.6 The BRE Report 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (3rd Edition, 2022) is the established National guidance to aid the developer to prevent and/or minimise the impact of a new development on the availability of daylight and sunlight in the environs of the site and the assessment of light within proposed new dwellings.
- 1.7 It refers in turn to the daylight and sunlight recommendations in BS EN 17037: 2018+A1:2021 (with UK Annexe): 'Daylight in Buildings'
- 1.8 These reference documents are accepted as the authoritative works in the field on daylight, sunlight and overshadowing and the BRE guidance specifically referred to in many Local Authorities' planning policy guidance for daylighting.
- 1.9 The methodology therein has been used in numerous lighting analyses and the standards of permissible reduction in light are accepted as the industry standards.

2.0 Project Summary

- 2.1 The proposal site is at 1 Russell Road, Gravesend and is currently occupied by a single storey dwelling.
- 2.2 The proposal is for the demolition of the existing buildings on the site and the construction of a new residential development of 1 new house and six flats, rising to a maximum height of 3 storeys.
- 2.3 The impacts of the scheme have been assessed, in line with BRE guidance. Generally, it is the impacts on residential neighbours which are of primary concern.
- 2.4 Further details on the location of the assessed neighbours and their windows are given in Section 5.0.



Site as Existing

3.0 Methodology

- 3.1 For this analysis, we have undertaken the most common calculations for the change in daylight and sunlight to existing buildings, as recommended in BRE Digest 209. These are:
- Vertical Sky Component (VSC) for daylight
 - Annual Probable Sunlight Hours and Winter Probable Sunlight Hours (A/WPSH) for sunlight impacts
- 3.2 The VSC method measures the general amount of light available on the outside plane of the window as a ratio (%) of the amount of total unobstructed sky viewable following introduction of visible barriers such as buildings. The maximum value is just under 40% for a completely unobstructed vertical wall.
- 3.3 The VSC is calculated using computer simulation under a CIE overcast sky. This works by simulating the amount of visible sky from the centre point of each window. It is not affected by orientation and so all potentially affected windows are assessed.
- 3.4 Annual Probable Sunlight Hours (APSH) and Winter Probable Sun light Hours (WPSH) are a measure of the amount of potential direct sunlight that is available to a given surface. APSH covers sunlight over the whole year and WPSH from September 21st to March 21st. The number of total available hours is calculated from a data file in the software, built up over a number of years of actual weather data records.
- 3.5 Only windows which face within 90° of due south need be assessed for sunlight.
- 3.6 PSH can also be used to assess the impact on external spaces such as gardens. This is looked at in Section 9.

4.0 Modelling & Data Sources

- 4.1 The first stage of the analysis is to create the analysis model of the existing site condition and the proposal. This allows us to analyse the impact of the proposal when compared to the existing condition.
- 4.2 2D drawings have been provided by the design team. These drawings are used to construct a 3D analysis model which is exported into the specialist daylight software. Calculations are then run, for both existing and proposed scenarios.
- 4.3 Sufficient detail is added to the model for the analysis. In accordance with BRE recommendations, trees and foliage have been omitted from the calculations.
- 4.4 Information on the properties has been provided to us by the design team in the form of drawings, giving the site as existing and proposed and photographs of the site and surroundings.
- 4.5 Web-based mapping sources and photos have been used to establish the location and size of neighbouring windows.

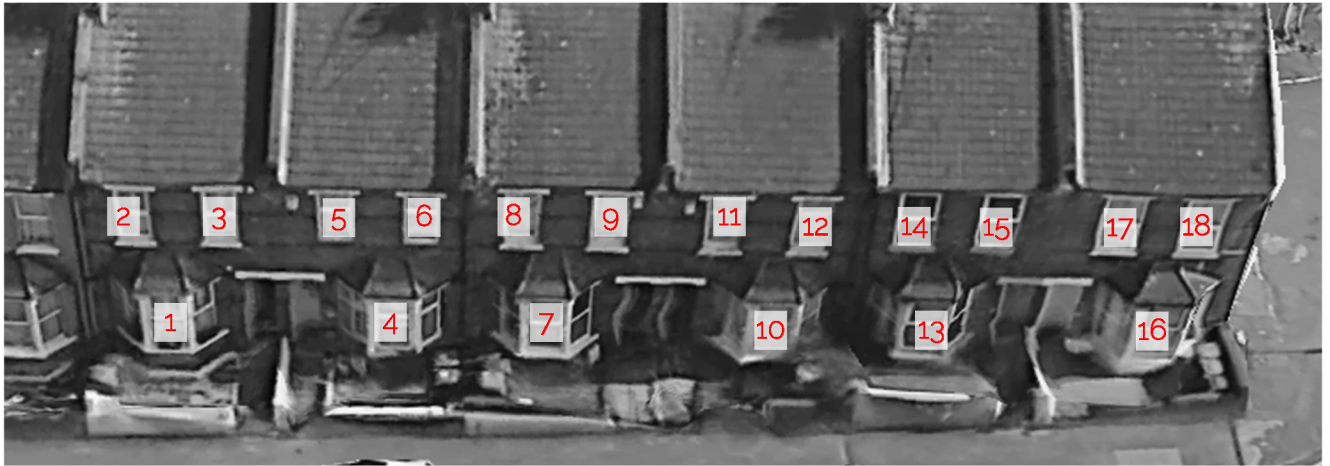


Architectural Visualisation - as Proposed

5.0 BRE Guidance Targets

- 5.1 The reference document for this analysis, BRE Digest 209, gives the methodology for undertaking the calculations. It also provides benchmark figures for the acceptable reduction in the daylight on existing properties which might be affected by development.
- 5.2 Specifically, the guidance gives figures for the VSC and APSH, as a percentage reduction that is "permissible" for the effect on existing windows.
- 5.3 It is worth noting the following statement in the Guidance introduction:
- "The guide is intended for building designers and their clients, consultants and planning officials. The advice given here is not mandatory and this document should not be seen as an instrument of planning policy. Its aim is to help rather than constrain the developer.
 - Although it gives numerical guidelines, these should be interpreted flexibly because natural lighting is only one of the many factors in site layout design.
- 5.4 The relevant BRE recommendations for daylight and sunlight are:
- The Vertical Sky Component measured at the centre of a window should be no less than 27, or if reduced to below this, no less than 0.8 times the former value.
 - The window should receive at least 25% of available annual sunlight hours and more than 5% during the winter months (September 21st to March 21st), or, where this is not the case, 80% of its former value.

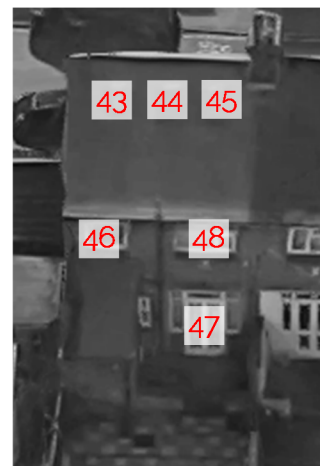
6.0 Window Schedules



2-12 Russell Road



1-11 Albion Terrace



25 Albion Terrace

7.0 Daylight Impact Results

- 7.1 The Vertical Sky Component has been calculated for each of the 48 assessed windows for both the existing and proposed conditions.
- 7.2 As can be seen in the results below, all windows retain 80% of their current values.
- 7.3 The scheme is therefore compliant with BRE recommendations in relation to daylight impacts.

Vertical Sky Component				
Window	Existing VSC	Proposed VSC	% Retained	Meets BRE Guidance?
1	38.232	36.907	96.54%	Yes
2	39.534	38.528	97.46%	Yes
3	39.523	38.245	96.77%	Yes
4	37.835	35.821	94.68%	Yes
5	39.509	37.990	96.15%	Yes
6	39.492	37.625	95.27%	Yes
7	37.396	34.454	92.13%	Yes
8	39.487	37.369	94.64%	Yes
9	39.482	36.915	93.50%	Yes
10	37.291	33.344	89.42%	Yes
11	39.486	36.708	92.96%	Yes
12	39.494	36.544	92.53%	Yes
13	37.585	33.494	89.12%	Yes
14	39.511	36.599	92.63%	Yes
15	39.519	36.759	93.02%	Yes
16	38.135	34.814	91.29%	Yes
17	39.528	37.030	93.68%	Yes
18	39.537	37.463	94.76%	Yes

7.0 Daylight Impact Results

Vertical Sky Component				
Window	Existing VSC	Proposed VSC	% Retained	Meets BRE Guidance?
19	39.181	38.440	98.11%	Yes
20	39.520	38.913	98.46%	Yes
21	39.211	38.412	97.96%	Yes
22	39.528	38.850	98.28%	Yes
23	38.988	37.921	97.26%	Yes
24	39.480	38.612	97.80%	Yes
25	38.968	37.800	97.00%	Yes
26	39.520	38.618	97.72%	Yes
27	38.902	37.265	95.79%	Yes
28	39.497	38.287	96.94%	Yes
29	38.885	37.139	95.51%	Yes
30	39.547	38.266	96.76%	Yes
31	38.688	36.517	94.39%	Yes
32	39.504	37.871	95.87%	Yes
33	38.874	37.082	95.39%	Yes
34	39.568	38.215	96.58%	Yes
35	38.871	37.401	96.22%	Yes
36	39.575	38.446	97.15%	Yes
37	39.583	38.670	97.69%	Yes
38	39.040	38.125	97.66%	Yes
39	39.587	38.834	98.10%	Yes
40	39.620	39.461	99.60%	Yes
41	39.620	39.563	99.86%	Yes
42	39.620	39.471	99.62%	Yes
43	86.018	85.412	99.30%	Yes
44	86.018	85.536	99.44%	Yes
45	86.018	85.624	99.54%	Yes
46	39.494	37.248	94.31%	Yes
47	36.389	36.389	100.00%	Yes
48	39.463	38.417	97.35%	Yes

8.0 Sunlight Impact Results

- 8.1 BRE guidance states that only windows which face within 90° of due south need be assessed for sunlight provision. In this instance, 3 windows fall into this category.
- 8.2 The Annual Probable Sunlight Hours has been calculated for each of these windows for both the existing and proposed conditions using the methodology described previously, both over the whole year, and through the "winter months" (September 21st until March 21st).
- 8.3 Windows not listed below face within 90° of north and do not need to be assessed.
- 8.4 The BRE guidance states that the sun lighting may be adversely affected if the centre of the window:
- Receives less than 25% of annual hours or less than 5% of winter hours and
 - Receives less than 80% of its current sunlight hours during either period and
 - Has a reduction in sunlight over the whole year greater than 4% of annual probable sunlight hours
- 8.5 It is clear from the wording of the above that all three clauses need to be met to qualify as an adverse impact. Thus, if the window does not meet any one of these criteria, the impact is acceptable.
- 8.6 The results below show that all of the assessed windows retain 80% of their existing values both annually and over the winter months.
- 8.7 The scheme is therefore compliant with BRE guidance in relation to sunlight impacts.

8.0 Sunlight Impact Results

	Annual Sunlight Hours			Winter Sunlight Hours			
Window	Ex. Hrs Received (%)	Prop. Hrs Received	% Retained	Ex. Hrs Received	Prop. Hrs Received	% Retained	Meets Guidance?
40	82.121	79.972	97.38%	29.660	27.789	93.69%	Yes
41	81.843	80.527	98.39%	29.660	28.482	96.03%	Yes
42	81.566	79.834	97.88%	29.591	27.997	94.61%	Yes

9.0 Sunlight to Neighbouring Gardens

- 9.1 Residential gardens are generally assessed using the sunlight hours test, but only on March 21st. The guidance describes a well-lit space as being one which receives at least 2 hours of direct sunlight on this date over 50% of its area.
- 9.2 BRE guidance also uses the "80%" rule for this test, whereby the effects are considered acceptable if the remaining sunlight level is in excess of 80% of the existing level. This clause applies if the space is reduced to less than 50% of the area well sunlit.
- 9.3 The gardens of the nearest neighbouring properties to the site were assessed using this methodology.
- 9.4 As can be seen, the neighbouring gardens retain over 80% of their existing area which receives 2 hours of sunlight on March 21st, and the scheme is therefore compliant with BRE guidance



Site Location

Amenity Sunlight Hours				
Garden	Existing Area Receiving 2 Hours	Proposed Area Receiving 2 Hours	% Retained	Meets BRE Guidance?
G1	100.00%	100.00%	100.00%	Yes
G2	100.00%	100.00%	100.00%	Yes
G3	100.00%	100.00%	100.00%	Yes

10.0 Conclusions

- 10.1 Using industry standard methodology, we have made numerical analyses to ascertain the effects of the proposal at 1 Russell Road, Gravesend, and the levels of change in daylight and sunlight for the windows and gardens of the neighbouring properties.
- 10.2 The main criteria used in this analysis to show compliance are the Vertical Sky Component for daylight impacts and Annual and Winter Probable Sunlight Hours for sunlight impacts
- 10.3 As has been shown, the effect on VSC is within the 80% guidance value for all of the assessed windows.
- 10.4 We conclude that these impacts are acceptable and within the BRE guidance recommendations.
- 10.5 In terms of sunlight, all of the assessed windows retain 80% of their existing values both annually and over the winter months.
- 10.6 The neighbouring gardens retain over 80% their existing area which receives 2 hours or more of direct sunlight on March 21st.
- 10.7 The scheme is therefore compliant with BRE guidance in relation to sunlight impacts.
- 10.8 From a planning perspective therefore, it is the conclusion of this report that the proposed development is entirely acceptable for planning, in daylight and sunlight terms.



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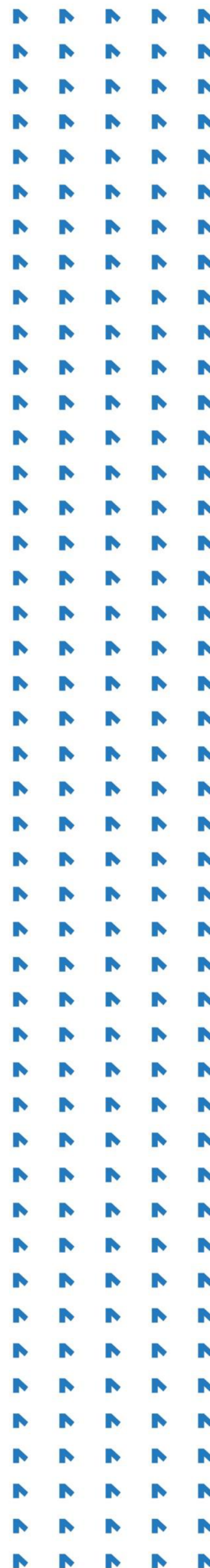
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Appendix 4





Proposed Residential Development, 1 Russell Road, Gravesend

Highways Technical Note

Prepared for

Samra Property SE Limited

May 2024
3744-01-HTN01



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
3744-01-HTN01	May 2024	AB	DC

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APPENDICES

Appendix A – Proposed Site Plan

Appendix B – Parking Beat Survey Results

Appendix C – TRICS Outputs

1.0 INTRODUCTION

1.1 Overview

- 1.1.1 Axis have been appointed by Samra Property SE Limited to provide highways and transport advice in relation to a full planning application for a residential development located at No.1 Russell Road, in Gravesend, Kent. The proposed development will comprise the demolition of the existing dwelling at the site to make way for the development of 7 dwellings, alongside associated infrastructure.
- 1.1.2 This Highways Technical Note (HTN) has been prepared to inform Gravesham Borough Council (GBC), which is the Local Planning Authority (LPA), and Kent County Council (KCC), which is the Local Highway Authority (LHA), of the anticipated highways and transport-related implications associated with the proposed development.

1.2 Report Structure

- 1.2.1 The remainder of this HTN is structured as follows:
- i) Chapter 2 describes the existing conditions on and around the site, including reference to the existing site, the local highway network, and an analysis of the safety record on the local highway network;
 - ii) Chapter 3 provides a high-level review of the accessibility of the site by non-car modes of transport;
 - iii) Chapter 4 describes the proposed development in detail, including the site access, car and cycle parking provision and servicing arrangements;
 - iv) Chapter 5 forecasts the level of trips that the proposed development is likely to generate; and
 - v) Chapter 6 summarises the report and concludes that there are no transportation or highway-related reasons why the proposals should not be granted planning permission.

2.0 EXISTING CONDITIONS

2.1 Introduction

2.1.1 This section of the HTN describes the existing conditions on and around the application site, focussing on the site location, its existing use, access arrangements and the local highway network, including its accident record.

2.2 Site Location

2.2.1 The site is located on the corner of Russell Road and Albion Terrace, approximately 750m to the east of Gravesend Town Centre.

2.2.2 The application site is bound by Russell Road to the east, Albion Terrace to the south, and residential properties to the north and west.

2.2.3 The location of the site is shown on **Image 2.1** in the context of the local highway network.

Image 2.1 – Site Location



2.3 Existing Use and Access Arrangements

- 2.3.1 The existing site comprises a detached bungalow and detached garage, which is accessed directly off Russell Road via a dropped kerb arrangement.

2.4 Local Highway Network

Russell Road

- 2.4.1 Russell Road abuts the site on its eastern side and comprises a single lane, two-way carriageway which routes in a general north – south direction between Canal Road to the north and Albion Terrace to the south.
- 2.4.2 Within the vicinity of the site, Russell Road has a carriageway width of approximately 7.0-7.2m with circa 2.0m wide footways on both sides. It is subject to a 30mph speed limit and traffic calming is in place along the carriageway in the form of speed humps.

Albion Terrace

- 2.4.3 At the south-eastern corner of the site, Russell Road forms a simple priority-controlled junction with Albion Terrace. Albion Terrace routes in a general east / west alignment between Norfolk Road, to the east of Russell Road, and Canal Road / Ordnance Road to the west.
- 2.4.4 Within the vicinity of the site, Albion Terrace comprises a two-way carriageway with a single lane in each direction. It has a carriageway width of approximately 7.0m, with footways on both sides. It is subject to a 30mph speed limit.

2.5 Permit Parking Area

- 2.5.1 The site is located within Permit Parking Area (PPA) Zone TC01. The PPA restriction in Zone TC01 applies from 10am to 11am, Monday to Friday. During these times, a valid PPA permit must be displayed to be permitted to park within this zone. **Table 2.1** below has been replicated from GBC's website, and provides information on the addresses that can apply for permits for Zone TC01, and the roads that those permits are valid.

Table 2.1 – Parking Permit Area Zone TC01

Addresses that can apply to park within Zone TC01	Roads where TC01 Permits are valid
Albion Road	Albion Road
Albion Terrace	Albion Terrace
Augustine Road	Augustine Road
Brunswick Walk	Brunswick Walk
Milton Road (no's 49-70)	Norfolk Road (between Albion Terrace and Prospect Grove)
Norfolk Road	Prospect Grove
Prospect Grove	Prospect Place
Prospect Place	Russell Road
Russell Road	St Johns Road
St Johns Road	Suffolk Road
Suffolk Road	

2.6 Highway Safety

- 2.6.1 The online CrashMap resource (www.crashmap.co.uk) has been used to obtain personal injury accident (PIA) data on the highway network local to the application site for the most recently available complete 3-year period (2020-2022 inclusive). This is shown on **Image 2.2**.

Image 2.2 – CrashMap Extract (2020-2022 Inclusive)



- 2.6.2 **Image 2.2** indicates that no accidents have been recorded within the immediate vicinity of the site along Russell Road or Albion Terrace. However, the following accidents have been recorded within the general vicinity of the site, within the identified study area:

- 1 'slight' severity accident to the north-west of the site, along Admirals Way;

- ii) 1 'slight' severity accident along Canal Road, immediately to the north of Albion Terrace;
- iii) 2 'slight' severity accidents along Ordnance Road;
- iv) 3 'slight' severity accidents at the A226 Milton Road / Ordnance Road / Milton Place signalised junction; and
- v) 1 'serious' and 4 'slight' severity accidents along the A226 Milton Road.

2.6.3 A total of 12 accidents have been recorded within the general vicinity of the site between 2020 and 2022 (inclusive), 11 of which were classified as being 'slight' in severity and one of which was classed as being 'serious'. This equates to 4 accidents per year, on average.

2.6.4 This is not considered to present a material concern in the context of the proposed development, especially when having regard to the extent of the study area. Moreover, it is considered that the pattern of accidents is typical of an urban road network and at junctions, where there are conflicting movements.

3.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

- i) Accessibility on foot;
- ii) Accessibility on cycle; and
- iii) Accessibility by public transport (bus and rail).

3.2 Accessibility on Foot

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 The site is located within a 2km walk distance of Gravesend Town Centre and **Table 3.1** sets out some of the key amenities that can be accessed within a 2km walk distance of the application site.



Table 3.1 – Key Amenities within Walking Distance of the Site

Amenity	Approximate Walk Distance
Chantry Community Academy Primary School	350m
Gravesend Grammar School	650m
Riverside Leisure Area	550m
Premier Convenience Store	41m
Gravesend Railway Station	1.2km
Gravesend Medical Centre	1km
Gravesham Community Hospital	1.2km
Old Gravesendians Rugby Football Club	900m
St George's Shopping Centre	1.2km
Thamesgate Shopping Centre	1.3km

3.2.3 It should also be noted that the local highway network provides a safe and realistic opportunity for prospective residents to reach the areas and amenities contained within the 2km walking catchment via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points equipped with dropped kerbs and tactile paving.

3.2.4 With regards to the above, the site is therefore considered to be highly accessible on foot.

3.3 Accessibility by Cycle

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

3.3.2 The whole of Gravesend can be accessed within a 5km cycle distance, alongside surrounding areas such as Northfleet, Springhead, Chalk, Thong and Singlewell, amongst others.

3.3.3 The site is also located within a circa 500m cycle distance to the south of National Cycle Network (NCN) Route 1, which comprises a mix of on- and off-road sections. NCN Route 1 is shown below on **Image 3.1** in the context of the application site.



Image 3.1 – NCN Route 1

3.3.4 It should also be noted that the local highway network surrounding the application site is well-lit by street lighting and the topography of the area is generally flat, thereby providing conditions which are conducive for cycling.

3.3.5 With regards to the above, the site is considered to be accessible by cycle.

3.4 Accessibility by Public Transport

By Bus

3.4.1 Guidance from the CIHT document, “*Guidelines for Planning for Public Transport in Development*”, recommends that the walk distance for a new development should ideally be 300m to a bus stop, or a maximum of 400m.

3.4.2 The nearest bus stops are located immediately to the south-west of the site, along the A226 Milton Road. The eastbound bus stop can be accessed within a circa 300m walk from the site, and the westbound bus stop can be accessed within a circa 400m walk distance. The nearest bus stops to the site are therefore located within CIHT’s recommended walk distance thresholds.

3.4.3 **Table 3.2** sets out the public bus services that operate from the nearest bus stops to the application site, and their typical frequencies.

Table 3.2 – Local Bus Services and Frequencies

Service No.	Route Description	Typical One-way Frequency		
		Weekdays	Saturdays	Sundays / Bank Holidays
190	Gravesend – Chatham, via Chalk, Higham and Rochester	Every 20-30 minutes	Every 20-45 minutes	Every 1 hour
480A	Gravesend – Riverview Park, via Denton	Every 20-30 minutes	Every 30 minutes	Every 30 minutes
481	Riverview Park – Gravesend, via Denton	Every 1 hour	Every 1 hour	No Service
489	New Ash Green – Gravesend, via Longfield, Southfleet, and Northfleet	1 per day	No Service	No Service
490A	Gravesend – Valley Drive, via Denton	Every 20 minutes	Every 30 minutes	Every 30 minutes
735	Intercity bus (Gravesend – Riverview Park – London)	2 per day	No Service	No Service
736	Intercity bus (Higham – Northfleet – London)	2 per day	No Service	No Service

3.4.4 **Table 3.2** demonstrates that the bus stops nearest to the site are serviced by 7 public bus services which provide local connections to destinations including Gravesend, Chatham, New Ash Green, and London (City Centre).

3.4.5 With regards to the above, the site is therefore considered to be highly accessible by bus.

By Rail

3.4.6 Gravesend Railway Station is located within an approximate 1.2km walk / cycle distance to the west of the application site.

3.4.7 Gravesend Railway Station is operated by Southeastern and Thameslink and typically provides the following services:

- i) 2 trains per hour to London St Pancras International;
- ii) 2 trains per hour to London Charing Cross;
- iii) 2 trains per hour to London Cannon Street;
- iv) 2 trains per hour to Luton;
- v) 2 trains per hour to Rainham;
- vi) 1 train per hour to Faversham; and
- vii) 1 train per hour to Ramsgate.

3.4.8 The site is therefore considered to be highly accessible by rail.

3.5 Accessibility Summary

- 3.5.1 In summary, the site is well located to facilitate journeys to be made to / from the site by sustainable travel modes. The site is also well located in the context of surrounding land uses and amenities which can be accessed within reasonable walking and cycling distance. The surrounding area is well equipped with pedestrian infrastructure and provides conditions which are conducive for cyclists.
- 3.5.2 The site is also accessible by public transport, being located within a circa 300m-400m walk / cycle distance to two bus stops and a 1.2km walk / cycle distance to Gravesend Railway Station, all of which provide frequent services to a number of national and international destinations.
- 3.5.3 Accordingly, it is evident that the site is accessible by sustainable transport modes and is therefore compliant with national (NPPF) and local policies.

4.0 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 This planning application seeks planning permission for a residential development to feature 7 dwellings (including 1No. 3-bedroom house, 6No. 1-bedroom apartments), alongside associated infrastructure.

4.1.2 The proposed site plan is contained in **Appendix A** to the rear of this report.

4.2 Proposed Site Access Arrangements

4.2.1 As shown on the proposed site plan in **Appendix A**, access is proposed to be taken off Russell Road by widening the existing dropped kerb arrangement at the north-eastern corner of the site.

4.2.2 The proposed widened dropped kerb arrangement would serve two off-street parking spaces.

4.3 Proposed Car Parking Arrangements

4.3.1 KCC's adopted parking standards are set out in Supplementary Planning Guidance 4 (SPG4), dated July 2006.

4.3.2 SPG4 sets out the following *maximum* car parking standards for C3 use dwellings:

- i) 1 car parking space per 1-bedroom dwelling; and
- ii) 2 car parking spaces per 2- and 3-bedroom dwellings.

4.3.3 If the above standards are applied to the proposed development, then the maximum level of parking required would be 8 spaces.

4.3.4 As shown on the proposed site plan in **Appendix A**, the proposed development features 2 off-street car parking spaces, which will be allocated to the proposed 3-bedroom dwelling. No off-street car parking is proposed to be provided for the 6No. 1-bedroom apartments.

4.3.5 Notwithstanding the above, SPG4 states the following:

“The occupancy of new dwellings varies considerably, not least with the size of dwellings, and the appropriate parking provision also depends on the choice of transport available and the location of the development.”

4.3.6 This accords with Paragraph 111 of the NPPF, which states:

“If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”

4.3.7 Moreover, Paragraph 112 of the NPPF states:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

4.3.8 With regards to the above, local authority parking standards should not therefore be applied strictly in all circumstances and parking provision for new developments should be considered on a case-by-case basis in relation to the nature and location of the development.

4.3.9 The following sections of this report demonstrate that the proposal to provide no off-street parking for the proposed apartments would not cause detriment to the safety or operation of the local highway network with regards to parking.



Accessibility of the Site by Sustainable Travel Modes

- 4.3.10 As alluded to above, and in Chapter 3 of this TS, the site is well located with good access to local facilities, amenities, retail, education and employment opportunities.
- 4.3.11 The site is also located within an acceptable walk / cycle distance of a range of public transport services which provide frequent connections to key local, national and international destinations.
- 4.3.12 In these circumstances, the requirement for owning a car is considerably reduced, as evidenced below.

Government Research

- 4.3.13 The DCLG published a report entitled “*Residential Car Parking Research*” in May 2007. This document summarises the outcome of detailed Government research into typical car ownership levels at different types of residential development in different areas. The outcome of the research is summarised within this document and reproduced in **Table 4.1**.

Table 4.1 – DCLG’s 2001 Average Car Ownership Values

2001	Remote Rural		Rural		Suburban		Urban	City Centre			Inner London	
Number of Rooms	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses	Flats	Houses
1	X	X	X	X	0.4-0.9	X	0.4-0.8	X	0.3-0.6	X	0.4-0.6	X
2	X	X	0.6-1.0	X	0.6-0.9	X	0.5-0.7	X	0.4-0.6	X	0.5-0.6	X
3	0.7-0.9	0.8-1.1	0.6-1.0	0.9-1.2	0.6-0.8	0.8-1.1	0.5-0.7	0.7-1.0	0.4-0.6	0.6-0.9	0.6-0.6	0.7-0.9
4	0.7-1.0	1.0-1.2	0.7-1.1	1.0-1.2	0.7-0.9	0.9-1.1	0.7-0.8	0.8-1.0	0.5-0.8	0.6-0.9	0.7-0.8	0.8-0.9
5	1.2-1.5	1.2-1.4	1.0-1.4	1.2-1.5	0.9-1.2	1.0-1.4	0.8-1.0	0.9-1.2	0.7-0.9	0.8-1.1	0.8-0.9	0.9-1.1
6	1.2-1.8	1.3-1.6	1.3-1.8	1.4-1.7	1.0-1.5	1.1-1.5	0.9-1.3	1.0-1.3	0.8-1.2	0.9-1.2	0.9-1.0	1.0-1.2
7	X	1.6-1.8	X	1.6-1.9	X	1.4-1.8	X	1.2-1.6	X	1.1-1.4	X	1.1-1.3
8	X	1.8-2.2	X	2.0-2.3	X	1.7-2.1	X	1.5-1.8	X	1.3-1.7	X	1.3-1.6

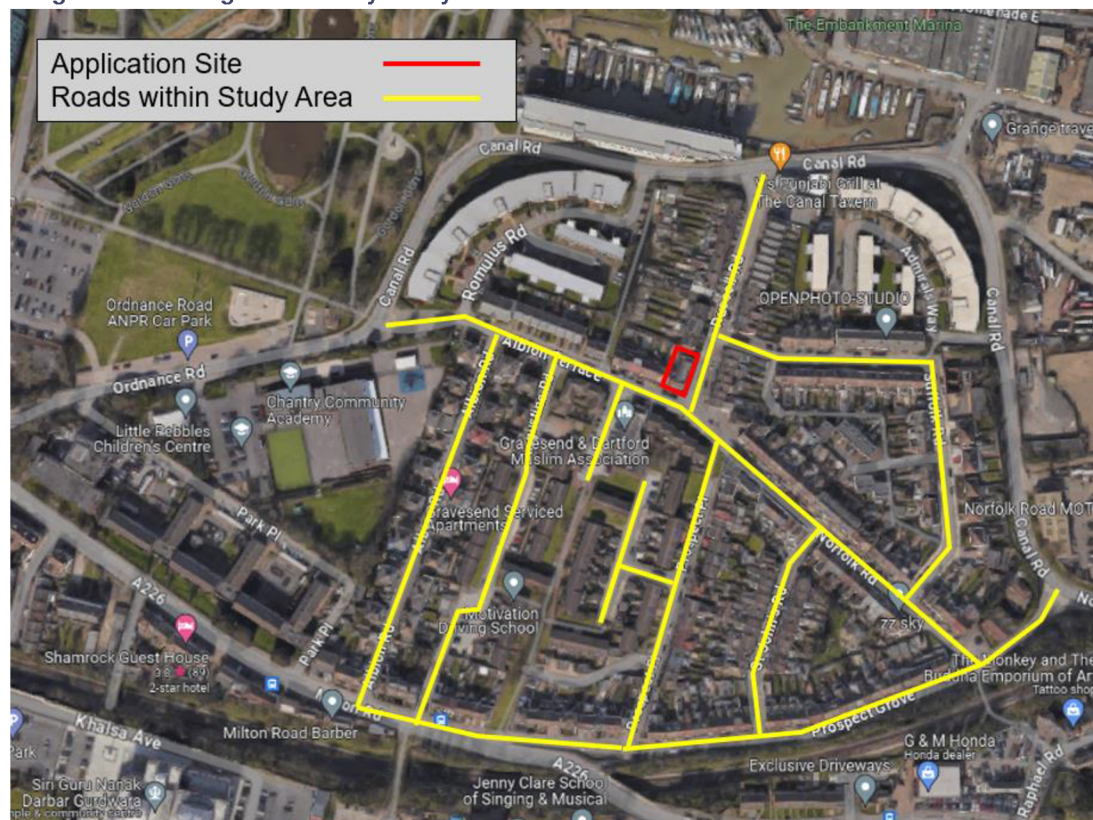
‘Rooms’ do not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted.

- 4.3.14 Each of the proposed apartments have just 2 ‘habitable’ rooms (i.e. 1 bedroom and a shared living room / kitchen). Having regard to this, and the urban location of the site, the typical car ownership is likely to be between 0.5-0.7 cars per unit. When applied to the proposed number of apartments (6 in total), then the total parking demand could therefore be between 3 and 4 cars in total.

Parking Beat Surveys

- 4.3.15 Parking beat surveys were undertaken over the duration of 2 days on Wednesday 22nd May 2024 and Thursday 23rd May 2024. Hourly spot checks were undertaken on both survey days between 09:00 – 13:00 (inclusive), alongside a single spot check survey between 00:30 – 05:30, broadly following the ‘Lambeth’ parking beat survey methodology.
- 4.3.16 The study area is shown on **Image 4.1**, and includes the roads located within a 200m walk distance of the site, and which are located within Parking Permit Area Zone TC01.

Image 4.1 – Parking Beat Survey Study Area



- 4.3.17 The surveys observed the number of parking spaces and their occupancy. As set out in Chapter 2 of this report, within PPA Zone TC01, resident permits are only required to park on the roads within the study area between 10:00-11:00 Monday to Friday.
- 4.3.18 **Table 4.2** summarises the number of spaces available within the study area and their observed level of utilisation across the survey periods. It should be noted that in some areas, including along Albion Terrace, Norfolk Road, Prospect Place, St John's

Road and Prospect Grove, parking can only be accommodated along both sides of the carriageway if cars along one side park partially on the kerb. For the purpose of this report, this kerb parking capacity / demand is not accounted for in **Table 4.2**.

4.3.19 The full set of results are contained in **Appendix B**.

Table 4.2 – Parking Beat Survey Results Summary

Survey Area	Total Parking Capacity	Wednesday 22 nd May 2024		Thursday 23 rd May 2024	
		Amount Utilised	Spaces Available	Amount Utilised	Spaces Available
09:00-10:00					
Albion Terrace	13	8	5	6	7
Norfolk Road	28	19	9	19	9
Albion Road	26	14	12	12	14
Augustine Road	37	23	14	22	15
Brunswick Walk	25	7	18	8	17
Prospect Place	28	14	14	17	11
St John's Road	17	14	3	12	5
Milton Road West	0	0	0	0	0
Prospect Grove	37	20	17	21	16
Russell Road	33	21	12	21	12
Suffolk Road	78	39	39	41	37
Total	322	179	143	179	143
10:00-11:00					
Albion Terrace	13	7	6	5	8
Norfolk Road	28	20	8	17	11
Albion Road	26	14	12	11	15
Augustine Road	37	23	14	22	15
Brunswick Walk	25	6	19	4	21
Prospect Place	28	16	12	16	12
St John's Road	17	12	5	11	6
Milton Road West	0	0	0	0	0
Prospect Grove	37	20	17	17	20
Russell Road	33	21	12	20	13
Suffolk Road	78	37	41	40	38
Total	322	176	146	163	159
11:00-12:00					
Albion Terrace	13	6	7	5	8
Norfolk Road	28	20	8	16	12
Albion Road	26	14	12	11	15
Augustine Road	37	24	13	23	14
Brunswick Walk	25	9	16	7	18
Prospect Place	28	15	13	16	12
St John's Road	17	13	4	13	4
Milton Road West	0	0	0	0	0
Prospect Grove	37	14	23	15	22
Russell Road	33	20	13	19	14
Suffolk Road	78	36	42	38	40
Total	322	171	151	163	159
12:00-13:00					
Albion Terrace	13	6	7	6	7

Norfolk Road	28	21	7	16	12
Albion Road	26	13	13	16	10
Augustine Road	37	24	13	22	15
Brunswick Walk	25	7	18	7	18
Prospect Place	28	15	13	16	12
St John's Road	17	14	3	13	4
Milton Road West	0	0	0	0	0
Prospect Grove	37	13	24	16	21
Russell Road	33	18	15	19	14
Suffolk Road	78	33	45	36	42
Total	322	164	158	167	155
13:00-14:00					
Albion Terrace	13	10	3	10	3
Norfolk Road	28	21	7	19	9
Albion Road	26	15	11	15	11
Augustine Road	37	26	11	22	15
Brunswick Walk	25	11	14	8	17
Prospect Place	28	17	11	18	10
St John's Road	17	13	4	15	2
Milton Road West	0	0	0	0	0
Prospect Grove	37	17	20	20	17
Russell Road	33	19	14	20	13
Suffolk Road	78	35	43	40	38
Total	322	184	138	187	135
00:30-05:30					
Albion Terrace	13	13	0	13	0
Norfolk Road	28	28	0	28	0
Albion Road	26	25	1	26	0
Augustine Road	37	30	7	32	5
Brunswick Walk	25	13	12	15	10
Prospect Place	28	21	7	22	6
St John's Road	17	17	0	17	0
Milton Road West	0	0	0	0	0
Prospect Grove	37	33	4	32	5
Russell Road	33	27	6	27	6
Suffolk Road	78	69	9	70	8
Total	322	276	46	282	40

4.3.20 Review of the above demonstrates that during the daytime on Wednesday 22nd May 2024 there was spare capacity for a minimum of 138 cars to park on the local highway network between 13:00-14:00, and on Thursday 23rd May 2024 there was a minimum spare capacity for 135 cars between 13:00-14:00. During the typical nighttime peak period for parking demand within residential areas (00:30-05:30), there was spare capacity for 46 cars on Wednesday 22nd May 2024 and 40 cars on Thursday 23rd May 2024.

- 4.3.21 It can therefore be concluded that there is more than sufficient spare on-street parking capacity within PPA Zone TC01 to accommodate the potential additional parking demand of up to around 4 cars.

4.4 Cycle Parking

- 4.4.1 SPG4 sets out the minimum cycle parking standards for C3 use residential dwellings, as follows:

- i) Individual residential dwellings – 1 space per bedroom; and
- ii) Flats and maisonettes – 1 space per unit.

- 4.4.2 When applied to the proposed development, comprising 1 individual dwelling (3-bedrooms) and 6No. apartments, the minimum cycle parking requirement equates to 9 spaces.

- 4.4.3 As shown on the proposed site plan in **Appendix A**, there will be two separate cycle stores. One cycle store will be for use by the residents of the proposed apartments, and will accommodate space for 6 cycles, and one cycle store will be for use by the residents of the proposed 3-bedroom dwelling, and will accommodate space for 3 cycles.

- 4.4.4 The proposed development therefore complied with KCC's minimum cycle parking requirements.

4.5 Servicing Arrangements

- 4.5.1 Refuse collection vehicles will service the site directly from Russell Road. This is consistent with the servicing arrangements of the existing site and the other residential properties surrounding the site. There would therefore be a nil detriment effect on the safety and operation of the local highway network.

5.0 TRAFFIC GENERATION

5.1 Introduction

5.1.1 This Chapter of the report sets out the average weekday peak hour trip generation forecasts associated with the proposed development.

5.2 Forecast Traffic Generation

5.2.1 The level of trips that could be generated by the proposed development has been forecast through reference to average weekday peak hour trip rates obtained from surveys of schemes of a similar location and nature contained within the industry-standards TRICS Database (version 7.11.1).

5.2.2 The following search criteria has been selected within TRICS:

- iii) TRICS category – “Residential: Houses Privately Owned”;
- iv) Mainland Britain sites only (excluding Greater London);
- v) Weekday surveys only;
- vi) Sites in ‘Edge of Town Centre’ and ‘Suburban Area’ locations have been selected; and
- vii) Selection by number of dwellings.

5.2.3 **Table 5.1** summarises the average weekday peak hour vehicle trip rates (per 1 dwelling) and the resultant vehicle trip generation forecasts when these are applied to the proposed development (7 dwellings). The full TRICS outputs are contained in **Appendix C**.

Table 5.1 – Vehicle Trip Rates and Trip Generation Forecasts

Time Period	Vehicle Trip Rates (per 1 dwelling)			Vehicle Trip Generation (6 dwellings)		
	Arrive	Depart	Total	Arrive	Depart	Total
AM Peak Hour (08:00-09:00)	0.219	0.447	0.666	2	3	5
PM Peak Hour (17:00-18:00)	0.36	0.211	0.571	3	1	4

- 5.2.4 **Table 5.1** demonstrates that the proposed development is forecast to generate a total of approximately 5 two-way vehicle trips in the AM peak hour and 4 two-way trips in the PM peak hour, on average. This equates to an average of just 1 two-way movement every 12-15 minutes during the busiest hours.
- 5.2.5 With regards to the above, it is considered that the proposed development will not give rise to any unacceptable impacts on the local highway network and is therefore considered to be acceptable from a trip generation and traffic impact perspective.
- 5.2.6 It should be however noted here that no account has been made for the level of trips that could lawfully be generated by the existing dwelling at the site. Moreover, the comparator sites used to obtain the trip rates comprise private dwellings, as opposed to flats. The assessment is therefore considered to be robust.

6.0 SUMMARY AND CONCLUSIONS

6.1 Summary

- 6.1.1 Axis have been appointed by Samra Property SE Limited to provide highways and transport advice in relation to a full planning application for a residential development located at No.1 Russell Road, in Gravesend, Kent. The proposed development will comprise the demolition of the existing dwelling at the site to make way for the development of 7 dwellings (including 1No. 3-bed dwelling and 6No. 1-bedroom dwellings), alongside associated infrastructure.
- 6.1.2 The site is located on the corner of Russell Road and Albion Terrace, approximately 750m to the east of Gravesend Town Centre. It is bound by Russell Road to the east, Albion Terrace to the south, and residential properties to the north and west.
- 6.1.3 The existing site comprises a detached bungalow and detached garage, which is accessed directly off Russell Road via a dropped kerb arrangement.
- 6.1.4 PIA data has been analysed using CrashMap which indicates that the pattern of accidents within the vicinity of the site is typical of an urban road network and is not considered to present a material concern in the context of the proposed development.
- 6.1.5 The site is well located to facilitate journeys to be made to / from the site by sustainable travel modes, being within walking distance of a number of amenities, within cycling distance of various settlements and having good access to bus and train services.
- 6.1.6 Access is proposed to be taken off Russell Road by widening the existing dropped kerb arrangement at the north-eastern corner of the site.
- 6.1.7 The proposal comprises 2 off-street parking spaces, which will be allocated to the 3-bedroom dwelling. No off-street parking is proposed for the 6No. 1-bedroom dwellings. However, the report has demonstrated, through parking beat surveys, that there is sufficient on-street parking capacity within the local PPA Zone TC01 to accommodate the anticipated parking demand associated with these dwellings.
- 6.1.8 Cycle parking will be provided in accordance with KCC's minimum cycle parking standards, as set out in SPG4 (June 2006).

6.1.9 Refuse collection will be undertaken directly from Russell Road in accordance with the servicing arrangements of the existing site and nearby properties.

6.1.10 The proposed development is forecast to generate a total of 5 two-way vehicle trips in the AM peak hour and 4 two-way trips in the PM peak hour, on average. This equates to an average of just 1 two-way movement every 12-15 minutes during the busiest hours. It is considered that this level of trip generation is negligible and would not cause detriment to the safety or operation of the local highway network.

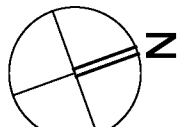
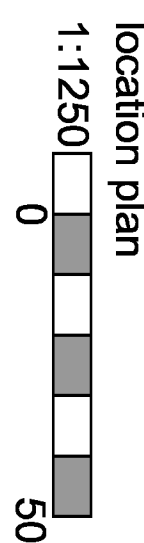
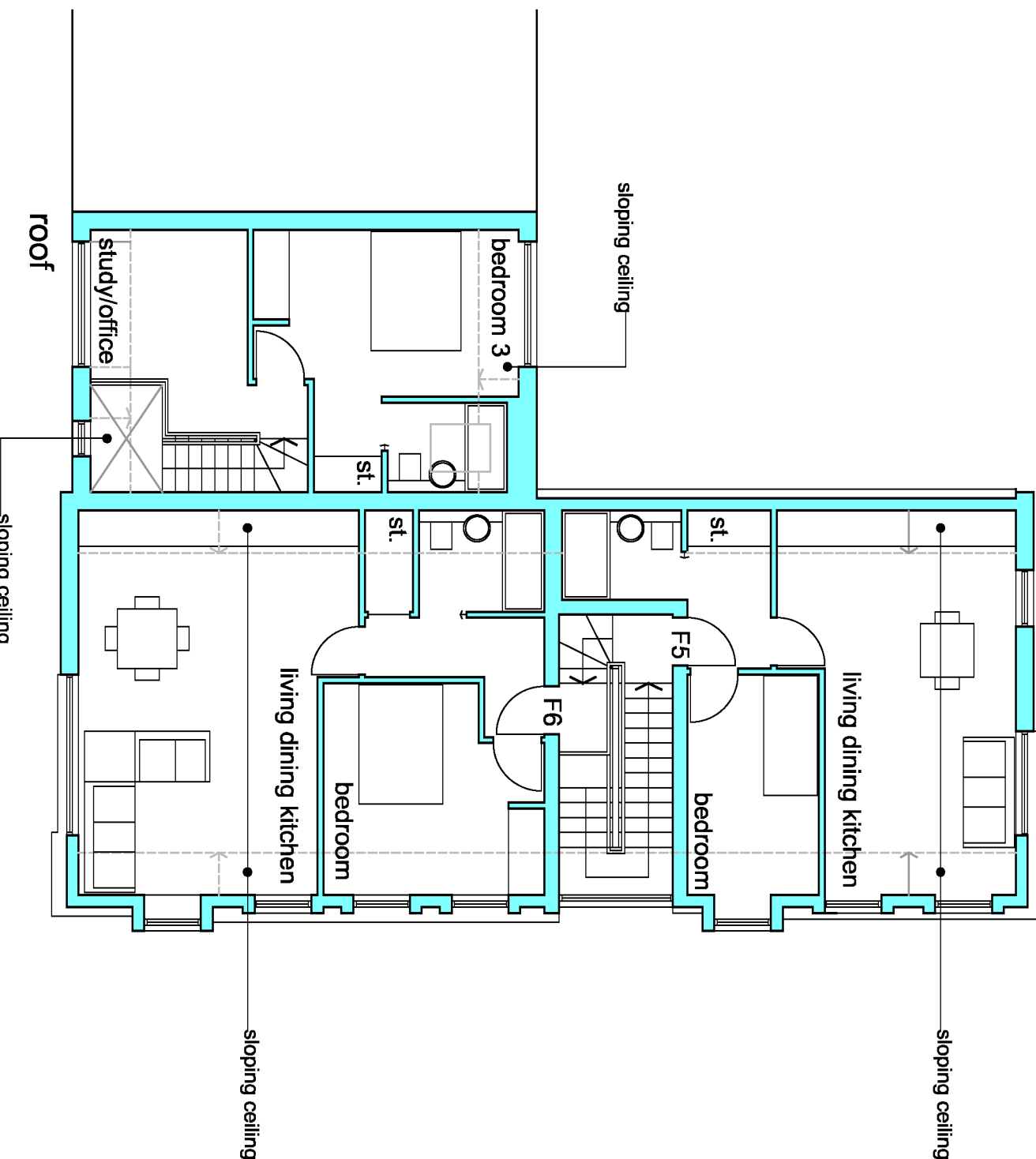
6.2 Conclusions

6.2.1 With regards to the evidence presented within this report, the proposals are considered to pass the test set out in Paragraph 115 of the NPPF which states that developments should only be prevented or refused if the traffic impacts on the road network would be 'severe'.

6.2.2 Therefore, it is considered that there should be no reason to withhold planning permission from a transport perspective.

Appendix A – Proposed Site Plan





Plans as proposed

DRAWING STATUS		Revisions	
Preliminary	☐	Project	Redesignment of site
For Approval	☒	Client	A Single
For Construction	☐	Site	1 Russell Road
For Issued	☐	Title	Plans as proposed
		Scale of A1	1:100
		Date	Jan 24

sub rosa

architecture

Sub Rosa Architecture Ltd

1 Russell Road

London, Greater London DN12 1DZ

t: 01474 747707

e: info@subrosaa.co.uk

DRAWING NUMBER

23 - 1437 - 01B

Appendix B – Parking Beat Survey Results





CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

09:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	8		19	14		11	7	3	2	1			1	2	10	14		0	0	20		11	10	20	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	2		9									1						11			0					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED	2						1																			
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		4	8	9	19	14	0	12	7	3	2	1	1	0	1	2	10	14	11	0	0	20	0	11	10	20	19
% OF SPACES USED		22.22%	72.73%	36.00%	67.86%	53.85%	#DIV/0!	58.33%	69.23%	27.27%	28.57%	33.33%	14.29%	#DIV/0!	50.00%	66.67%	50.00%	82.35%	61.11%	#DIV/0!	#DIV/0!	50.00%	#DIV/0!	57.89%	71.43%	47.62%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

10:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	7		20	14		11	7	2	1	1			1	3	11	12		0	0	20		12	9	17	20
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		3																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	3		6								1							11			0					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED																					1					
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	7	6	20	14	0	11	7	2	1	1	1	0	1	3	11	12	11	0	0	21	0	12	9	17	20
% OF SPACES USED		33.33%	63.64%	24.00%	71.43%	53.85%	#DIV/0!	58.33%	69.23%	18.18%	28.57%	33.33%	14.29%	#DIV/0!	50.00%	100.00%	55.00%	70.59%	61.11%	#DIV/0!	#DIV/0!	50.00%	#DIV/0!	63.16%	64.29%	40.48%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

11:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		20	14		12	7	4	1	1			1	2	11	13		0	0	14		12	8	17	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		4																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		5								2							10			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	5	20	14	0	13	7	4	1	1	2	0	1	2	11	13	10	0	0	17	0	12	8	17	19
% OF SPACES USED		22.22%	54.55%	20.00%	71.43%	53.85%	#DIV/0!	62.50%	69.23%	36.36%	35.71%	33.33%	28.57%	#DIV/0!	50.00%	66.67%	55.00%	76.47%	55.56%	#DIV/0!	#DIV/0!	40.00%	#DIV/0!	63.16%	57.14%	40.48%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

12:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
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	USED	0	6		21	13		12	7	4	1	1			1	2	11	14		0	0	13		9	9	14	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	2		4									3						9			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	4	21	13	0	13	7	4	1	1	3	0	1	2	11	14	9	0	0	15	0	9	9	14	19
% OF SPACES USED		22.22%	54.55%	16.00%	75.00%	50.00%	#DIV/0!	62.50%	69.23%	36.36%	21.43%	33.33%	42.86%	#DIV/0!	50.00%	66.67%	55.00%	82.35%	50.00%	#DIV/0!	#DIV/0!	35.00%	#DIV/0!	47.37%	64.29%	33.33%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

13:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	1	9		21	15		13	8	6	1	1			1	3	12	13		0	0	17		10	9	15	20
UNRESTRICTED	SPACES							4	4		11																
	USED							2	3		4																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	2		5									3						7			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED																										
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	9	5	21	15	0	14	8	6	1	1	3	0	1	3	12	13	7	0	0	19	0	10	9	15	20
% OF SPACES USED		33.33%	81.82%	20.00%	75.00%	57.69%	#DIV/0!	62.50%	84.62%	54.55%	35.71%	33.33%	42.86%	#DIV/0!	50.00%	100.00%	60.00%	76.47%	38.89%	#DIV/0!	#DIV/0!	45.00%	#DIV/0!	52.63%	64.29%	35.71%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: WEDNESDAY 22ND MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

00:30-05:30		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	2	11		28	25		17	8	7	2	1			2	2	16	17		0	0	33		17	10	33	36
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		4																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	4		9								5							13			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1	1									1				2					
RED ROUTE	USED																										
DROPPED KERB	USED		1		2													1						2			1
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		6	12	9	30	25	0	18	9	7	2	1	5	0	2	2	16	19	13	0	0	37	0	19	10	33	37
% OF SPACES USED		66.67%	100.00%	36.00%	100.00%	96.15%	#DIV/0!	83.33%	76.92%	63.64%	42.86%	33.33%	71.43%	#DIV/0!	100.00%	66.67%	80.00%	100.00%	72.22%	#DIV/0!	#DIV/0!	87.50%	#DIV/0!	89.47%	71.43%	78.57%	100.00%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

09:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		19	12		11	6	3	2	1			1	1	14	12		0	0	21		11	10	18	23
UNRESTRICTED	SPACES							4	4		11																
	USED							2	3		3																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	1		5								4							11			3					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		1	7	5	19	13	0	12	6	3	2	1	4	0	1	1	14	12	11	0	0	25	0	11	10	18	23
% OF SPACES USED		11.11%	54.55%	20.00%	67.86%	46.15%	#DIV/0!	54.17%	69.23%	27.27%	35.71%	33.33%	57.14%	#DIV/0!	50.00%	33.33%	70.00%	70.59%	61.11%	#DIV/0!	#DIV/0!	60.00%	#DIV/0!	57.89%	71.43%	42.86%	63.89%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

10:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	5		17	11		11	6	1	0	1			1	1	13	11		0	0	17		12	8	17	23
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		3																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	2		4									1						11			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	6	4	17	12	0	12	6	1	0	1	1	0	1	1	13	11	11	0	0	20	0	12	8	17	23
% OF SPACES USED		22.22%	45.45%	16.00%	60.71%	42.31%	#DIV/0!	58.33%	61.54%	9.09%	21.43%	33.33%	14.29%	#DIV/0!	50.00%	33.33%	65.00%	64.71%	61.11%	#DIV/0!	#DIV/0!	47.50%	#DIV/0!	63.16%	57.14%	40.48%	63.89%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

11:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	5		16	11		11	7	4	1	1			1	1	13	13		0	0	15		10	9	19	19
UNRESTRICTED	SPACES							4	4		11																
	USED							3	2		2																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	2		4									1						12			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	6	4	16	12	0	12	7	4	1	1	1	0	1	1	13	13	12	0	0	18	0	10	9	19	19
% OF SPACES USED		22.22%	45.45%	16.00%	57.14%	42.31%	#DIV/0!	58.33%	69.23%	36.36%	21.43%	33.33%	14.29%	#DIV/0!	50.00%	33.33%	65.00%	76.47%	66.67%	#DIV/0!	#DIV/0!	42.50%	#DIV/0!	52.63%	64.29%	45.24%	52.78%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

12:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE	SOUTHSIDE	NORTHSIDE	WEST SIDE	EAST SIDE	SOUTHSIDE	NORTHSIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	0	6		16	16		10	8	4	1	0			1	2	13	13		0	0	16		10	9	18	18
UNRESTRICTED	SPACES							4	4		11																
	USED							2	2		2																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		6								2							10			1					
DISABLED BAY	SPACES										1																
	USED																										
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1																								
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		2	7	6	16	16	0	11	8	4	1	0	2	0	1	2	13	13	10	0	0	18	0	10	9	18	18
% OF SPACES USED		22.22%	54.55%	24.00%	57.14%	61.54%	#DIV/0!	50.00%	76.92%	36.36%	21.43%	0.00%	28.57%	#DIV/0!	50.00%	66.67%	65.00%	76.47%	55.56%	#DIV/0!	#DIV/0!	42.50%	#DIV/0!	52.63%	64.29%	42.86%	50.00%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

13:00		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	1	9		19	15		12	6	6	1	2			1	2	13	15		0	0	20		11	9	20	20
UNRESTRICTED	SPACES							4	4		11																
	USED							2	2		1																
HALF ON KERB PARKING	SPACES	7		25								7							18			3					
	USED	2		6															9			1					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED							1														1					
RED ROUTE	USED																										
DROPPED KERB	USED		1		1																						
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		3	10	6	20	15	0	13	6	6	1	2	0	0	1	2	13	15	9	0	0	22	0	11	9	20	20
% OF SPACES USED		33.33%	81.82%	24.00%	67.86%	57.69%	#DIV/0!	58.33%	61.54%	54.55%	14.29%	66.67%	0.00%	#DIV/0!	50.00%	66.67%	65.00%	88.24%	50.00%	#DIV/0!	#DIV/0!	52.50%	#DIV/0!	57.89%	64.29%	47.62%	55.56%



CLIENT: AXIS

PROJECT NUMBER: 240505

PROJECT MANAGER: ADAM CARTER

DATE: THURSDAY 23RD MAY 2024

SURVEY DESCRIPTION: GRAVESEND - PARKING BEAT DATA

00:30-05:30		ALBION TERRACE		NORFOLK ROAD		ALBION ROAD		AUGUSTINE ROAD		BRUNSWICK WALK		PROSPECT PLACE WEST		PROSPECT PLACE CENTRE		PROSPECT PLACE EAST		ST JOHN'S ROAD		MILTON ROAD WEST		PROSPECT GROVE		RUSSELL ROAD		SUFFORK ROAD	
ROAD SIDE		SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	WEST SIDE	EAST SIDE	SOUTH SIDE	NORTH SIDE
TOTAL SPACES		9	11	25	28	26	0	24	13	11	14	3	7	0	2	3	20	17	18	0	0	40	0	19	14	42	36
TC01 - RESIDENT PERMIT HOLDERS (MON TO FRI, 10-11AM)	SPACES	2	11		28	26		20	9	11	2	3			2	3	20	17		0	0	37		19	14	42	36
	USED	2	11		28	26		17	9	8	2	1			2	2	17	17		0	0	32		14	13	35	35
UNRESTRICTED	SPACES							4	4		11																
	USED							3	3		5																
HALF ON KERB PARKING	SPACES	7		25									7						18			3					
	USED	4		11									5						14			2					
DISABLED BAY	SPACES										1																
	USED										0																
SINGLE YELLOW	USED																										
DOUBLE YELLOW	USED					1		1										1				2					
RED ROUTE	USED																										
DROPPED KERB	USED				1	1																					
KEEP CLEAR/PELICAN CROSSING	USED																										
TOTAL PARKED		6	11	11	29	28	0	18	9	8	2	1	5	0	2	2	17	18	14	0	0	36	0	14	13	35	35
% OF SPACES USED		66.67%	100.00%	44.00%	100.00%	100.00%	#DIV/0!	83.33%	92.31%	72.73%	50.00%	33.33%	71.43%	#DIV/0!	100.00%	66.67%	85.00%	100.00%	77.78%	#DIV/0!	#DIV/0!	85.00%	#DIV/0!	73.68%	92.86%	83.33%	97.22%

Appendix C – TRICS Outputs



Calculation Reference: AUDIT-339901-240523-0508

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
10	WALES	
	PS POWYS	1 days
11	SCOTLAND	
	AG ANGUS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Axis 76 Water Lane Wilmslow

Licence No: 339901

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 6 to 17 (units:)
Range Selected by User: 6 to 20 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/06/23

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	4 days
Wednesday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	10 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	8

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	9
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	10 days - Selected

Secondary Filtering selection:**Use Class:**

C3	10 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Axis 76 Water Lane Wilmslow

Licence No: 339901

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	6 days
1.1 to 1.5	4 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	10 days
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This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	10 days
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This data displays the number of selected surveys with PTAL Ratings.

Axis 76 Water Lane Wilmslow

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LIST OF SITES relevant to selection parameters

1	AC-03-A-02	DETACHED		CHESHIRE WEST & CHESTER
	WHITCHURCH ROAD			
	CHESTER			
	BOUGHTON HEATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	11		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
2	AG-03-A-01	BUNGALOWS/DET.		ANGUS
	KEPTIE ROAD			
	ARBROATH			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	22/05/12		Survey Type: MANUAL
3	MS-03-A-03	DETACHED		MERSEYSIDE
	BEMPTON ROAD			
	LIVERPOOL			
	OTTERSPOOL			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	15		
	Survey date: FRIDAY	21/06/13		Survey Type: MANUAL
4	NY-03-A-13	TERRACED HOUSES		NORTH YORKSHIRE
	CATTERICK ROAD			
	CATTERICK GARRISON			
	OLD HOSPITAL COMPOUND			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	10		
	Survey date: WEDNESDAY	10/05/17		Survey Type: MANUAL
5	PB-03-A-03	DETACHED		PETERBOROUGH
	PETERBOROUGH			
	THORPE PARK ROAD			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	9		
	Survey date: TUESDAY	18/10/11		Survey Type: MANUAL
6	PS-03-A-01	MIXED HOUSES		POWYS
	BRYN GLAS			
	WELSHPOOL			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	16		
	Survey date: MONDAY	11/05/15		Survey Type: MANUAL
7	SF-03-A-04	DETACHED & BUNGALOWS		SUFFOLK
	NORMANSTON DRIVE			
	LOWESTOFT			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total No of Dwellings:	7		
	Survey date: TUESDAY	23/10/12		Survey Type: MANUAL
8	ST-03-A-06	SEMI-DET. & TERRACED		STAFFORDSHIRE
	STANFORD ROAD			
	WOLVERHAMPTON			
	BLAKENHALL			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	17		
	Survey date: FRIDAY	09/05/14		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

9	TW-03-A-02	SEMI-DETACHED	TYNE & WEAR
	WEST PARK ROAD		
	GATESHEAD		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	16	
	Survey date: MONDAY	07/10/13	Survey Type: MANUAL
10	WK-03-A-01	TERRACED/SEMI/DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	6	
	Survey date: FRIDAY	21/10/11	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.80

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.105	10	11	0.342	10	11	0.447
08:00 - 09:00	10	11	0.219	10	11	0.447	10	11	0.666
09:00 - 10:00	10	11	0.132	10	11	0.184	10	11	0.316
10:00 - 11:00	10	11	0.175	10	11	0.149	10	11	0.324
11:00 - 12:00	10	11	0.167	10	11	0.272	10	11	0.439
12:00 - 13:00	10	11	0.281	10	11	0.272	10	11	0.553
13:00 - 14:00	10	11	0.254	10	11	0.281	10	11	0.535
14:00 - 15:00	10	11	0.193	10	11	0.211	10	11	0.404
15:00 - 16:00	10	11	0.263	10	11	0.219	10	11	0.482
16:00 - 17:00	10	11	0.281	10	11	0.175	10	11	0.456
17:00 - 18:00	10	11	0.360	10	11	0.211	10	11	0.571
18:00 - 19:00	10	11	0.281	10	11	0.246	10	11	0.527
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.711			3.009			5.720

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	6 - 17 (units:)
Survey date date range:	01/01/10 - 05/06/23
Number of weekdays (Monday-Friday):	10
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TAXIS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.000	10	11	0.000	10	11	0.000
08:00 - 09:00	10	11	0.026	10	11	0.026	10	11	0.052
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.009	10	11	0.009	10	11	0.018
11:00 - 12:00	10	11	0.009	10	11	0.009	10	11	0.018
12:00 - 13:00	10	11	0.009	10	11	0.009	10	11	0.018
13:00 - 14:00	10	11	0.009	10	11	0.009	10	11	0.018
14:00 - 15:00	10	11	0.009	10	11	0.000	10	11	0.009
15:00 - 16:00	10	11	0.009	10	11	0.018	10	11	0.027
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.000	10	11	0.000
18:00 - 19:00	10	11	0.009	10	11	0.009	10	11	0.018
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.089			0.089			0.178

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL OGVS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.009	10	11	0.009	10	11	0.018
08:00 - 09:00	10	11	0.035	10	11	0.035	10	11	0.070
09:00 - 10:00	10	11	0.009	10	11	0.009	10	11	0.018
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.000	10	11	0.000	10	11	0.000
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.000	10	11	0.000
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.009	10	11	0.009	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.062			0.062			0.124

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.000	10	11	0.044	10	11	0.044
08:00 - 09:00	10	11	0.000	10	11	0.009	10	11	0.009
09:00 - 10:00	10	11	0.000	10	11	0.009	10	11	0.009
10:00 - 11:00	10	11	0.009	10	11	0.009	10	11	0.018
11:00 - 12:00	10	11	0.009	10	11	0.009	10	11	0.018
12:00 - 13:00	10	11	0.000	10	11	0.000	10	11	0.000
13:00 - 14:00	10	11	0.009	10	11	0.000	10	11	0.009
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.035	10	11	0.000	10	11	0.035
16:00 - 17:00	10	11	0.026	10	11	0.000	10	11	0.026
17:00 - 18:00	10	11	0.009	10	11	0.000	10	11	0.009
18:00 - 19:00	10	11	0.009	10	11	0.009	10	11	0.018
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.106			0.089			0.195

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL VEHICLE OCCUPANTS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.149	10	11	0.386	10	11	0.535
08:00 - 09:00	10	11	0.333	10	11	0.649	10	11	0.982
09:00 - 10:00	10	11	0.175	10	11	0.228	10	11	0.403
10:00 - 11:00	10	11	0.202	10	11	0.175	10	11	0.377
11:00 - 12:00	10	11	0.202	10	11	0.281	10	11	0.483
12:00 - 13:00	10	11	0.377	10	11	0.368	10	11	0.745
13:00 - 14:00	10	11	0.272	10	11	0.325	10	11	0.597
14:00 - 15:00	10	11	0.263	10	11	0.254	10	11	0.517
15:00 - 16:00	10	11	0.395	10	11	0.289	10	11	0.684
16:00 - 17:00	10	11	0.360	10	11	0.281	10	11	0.641
17:00 - 18:00	10	11	0.439	10	11	0.254	10	11	0.693
18:00 - 19:00	10	11	0.342	10	11	0.316	10	11	0.658
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.509			3.806			7.315

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PEDESTRIANS**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.070	10	11	0.105	10	11	0.175
08:00 - 09:00	10	11	0.088	10	11	0.211	10	11	0.299
09:00 - 10:00	10	11	0.035	10	11	0.070	10	11	0.105
10:00 - 11:00	10	11	0.044	10	11	0.114	10	11	0.158
11:00 - 12:00	10	11	0.105	10	11	0.096	10	11	0.201
12:00 - 13:00	10	11	0.096	10	11	0.123	10	11	0.219
13:00 - 14:00	10	11	0.132	10	11	0.167	10	11	0.299
14:00 - 15:00	10	11	0.123	10	11	0.114	10	11	0.237
15:00 - 16:00	10	11	0.193	10	11	0.105	10	11	0.298
16:00 - 17:00	10	11	0.132	10	11	0.061	10	11	0.193
17:00 - 18:00	10	11	0.237	10	11	0.096	10	11	0.333
18:00 - 19:00	10	11	0.105	10	11	0.079	10	11	0.184
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.360			1.341			2.701

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL BUS/TRAM PASSENGERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.026	10	11	0.000	10	11	0.026
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.018	10	11	0.000	10	11	0.018
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.009	10	11	0.009
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.018	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.027			0.071

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: **1 DWELLS**

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.026	10	11	0.000	10	11	0.026
08:00 - 09:00	10	11	0.000	10	11	0.000	10	11	0.000
09:00 - 10:00	10	11	0.000	10	11	0.000	10	11	0.000
10:00 - 11:00	10	11	0.000	10	11	0.000	10	11	0.000
11:00 - 12:00	10	11	0.000	10	11	0.000	10	11	0.000
12:00 - 13:00	10	11	0.018	10	11	0.000	10	11	0.018
13:00 - 14:00	10	11	0.000	10	11	0.000	10	11	0.000
14:00 - 15:00	10	11	0.000	10	11	0.000	10	11	0.000
15:00 - 16:00	10	11	0.000	10	11	0.009	10	11	0.009
16:00 - 17:00	10	11	0.000	10	11	0.000	10	11	0.000
17:00 - 18:00	10	11	0.000	10	11	0.018	10	11	0.018
18:00 - 19:00	10	11	0.000	10	11	0.000	10	11	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.044			0.027			0.071

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Axis 76 Water Lane Wilmslow

Licence No: 339901

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE**Calculation factor: 1 DWELLS****BOLD print indicates peak (busiest) period**

Total People to Total Vehicles ratio (all time periods and directions): 1.80

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	10	11	0.246	10	11	0.535	10	11	0.781
08:00 - 09:00	10	11	0.421	10	11	0.868	10	11	1.289
09:00 - 10:00	10	11	0.211	10	11	0.307	10	11	0.518
10:00 - 11:00	10	11	0.254	10	11	0.298	10	11	0.552
11:00 - 12:00	10	11	0.316	10	11	0.386	10	11	0.702
12:00 - 13:00	10	11	0.491	10	11	0.491	10	11	0.982
13:00 - 14:00	10	11	0.412	10	11	0.491	10	11	0.903
14:00 - 15:00	10	11	0.386	10	11	0.368	10	11	0.754
15:00 - 16:00	10	11	0.623	10	11	0.404	10	11	1.027
16:00 - 17:00	10	11	0.518	10	11	0.342	10	11	0.860
17:00 - 18:00	10	11	0.684	10	11	0.368	10	11	1.052
18:00 - 19:00	10	11	0.456	10	11	0.404	10	11	0.860
19:00 - 20:00	1	7	0.000	1	7	0.000	1	7	0.000
20:00 - 21:00	1	7	0.000	1	7	0.000	1	7	0.000
21:00 - 22:00	1	7	0.000	1	7	0.000	1	7	0.000
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.018			5.262			10.280

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.