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**2no. Single Storey Houses at
55 Rochester Road
Gravesend
DA12 2JN**

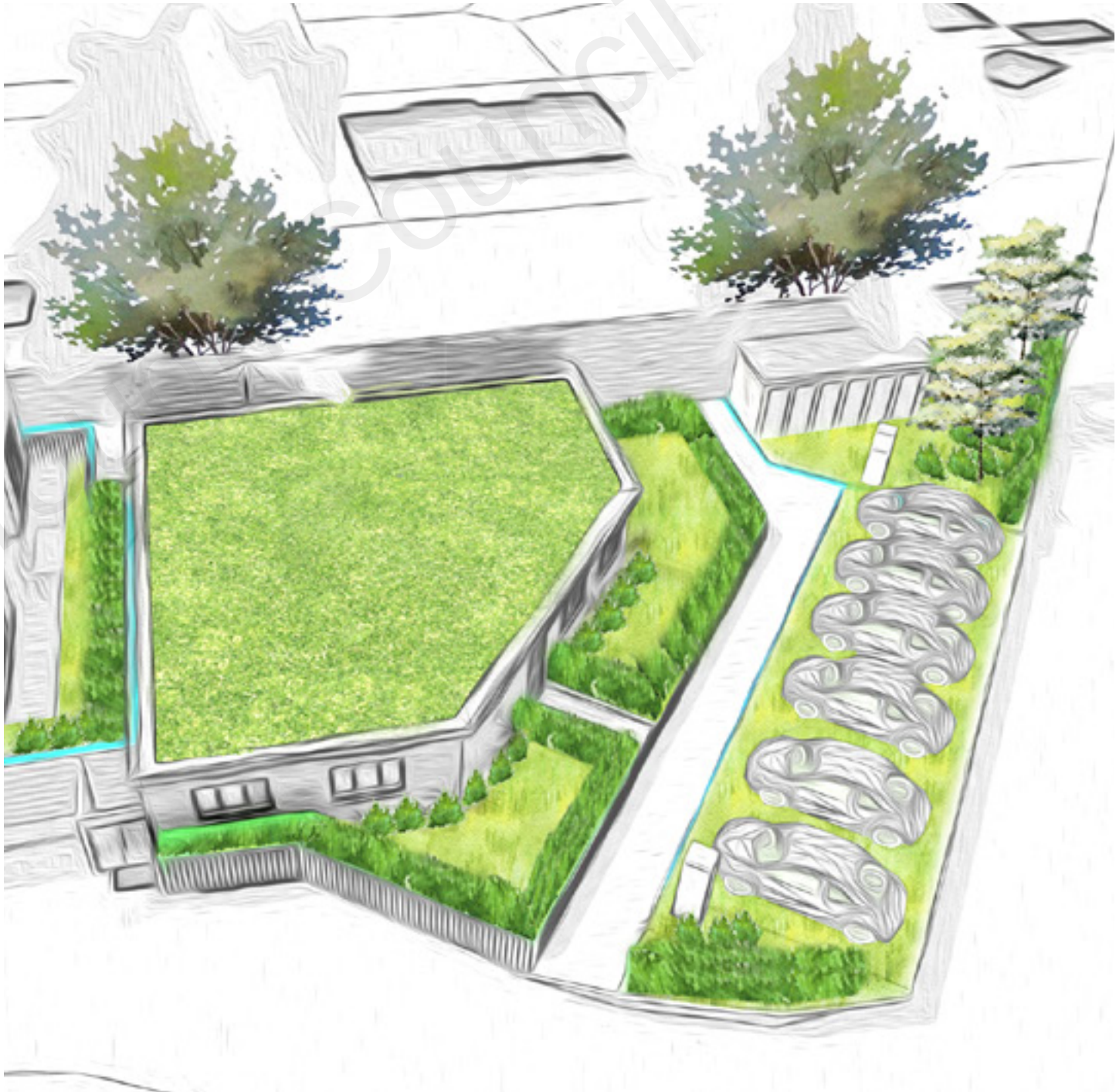
**Design & Access Statement
16th August 2021**





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1. INTRODUCTION

i. This document has been prepared by Sean Payne Arch Design Ltd on behalf of our client and applicant Rds Property Services Ltd to accompany a Planning application submission for the development of 2no. 2 bedroom residential houses.

ii. This statement has been written to support the application for the development for 2no. residential houses to land to the rear of 55 Rochester Road, Gravesend, DA12 2JN.

iii. The proposal seeks to demolish an existing vacant outbuilding to the rear of 55 Rochester Road and erect 2no. new residential houses at the rear of the site. 2no. car parking spaces are proposed to the front of the property with 1no. car parking space proposed and 5no. existing car parking spaces relocated to the rear. Shared amenity space has also been provided at the rear.

iv. The objective of this submission is to present the development potential for this ideal backland site. The proposal provides high quality residential houses, providing ample accommodation for three families with additional green amenity and vehicle space.

v. The statement is written to comply with Article 4 of Statutory Instrument 2013/1238.

vi. This statement should be read in conjunction with the application forms and drawings.

2. DESCRIPTION OF SITE

i. The site is located at the rear of 55 Rochester Road, Gravesend, Kent DA12 2JN, adjacent to the rear access driveway to Denton Court Road which the applicant has right of way to, see right of way document attached to this application for details.

ii. It is currently occupied by a 5no. carparking spaces and a vacant green space, both the green space and parking spaces are not in use with the exception of 1no. parking space used by a resident of 55 Rochester Road.

iii. The site is bounded by a blockwork wall to 53 Rochester Road to the north, a brick wall to the west and the rear access driveway to Denton Court Road on the south and east.

iv. Rochester Road provides accommodation for ample free parking along the front of properties which is not fully utilized. It is also close to public amenities and transport (see diagram to the right). 55 Rochester Road is also close to public amenities and transport (see diagram to the right).

v. The residential site is located to the rear of the 55 Rochester Road. The site is ideally located for residential development, being close to Gravesend town centre with good transport links and a large range of local amenities.

vi. The land will be split via the Land Registry resulting in the current site plot shown in blue. This is to allow for the rear of the site to be developed as a separate freehold interest.



Site location plan, property boundary in red, development site to be split in blue.



Bus Stop



Primary School



Free Parking



Photograph of nearby free parking on Rochester Road.



Photograph of unused rear carparking and amenity space to the rear of 55 Rochester Road.

3. LOCATION & SURROUNDINGS

- i. The site is located less than a mile to the east of Gravesend Town Centre, parallel set back from Rochester Road.
- ii. The proposed development will be to the rear of 55 Rochester Road, the front of 55 Rochester Road is currently occupied by residential accommodation.
- iii. All surrounding properties are of residential use.
- iv. A precedent has been set for parking at the front by the neighbouring properties 51 and 53 Rochester Road.
- v. A precedent has been set for parking at the rear by the neighbouring developments 49 Rochester Road and 23-31 Rochester Road. Similar back of land developments for dwelling houses have been erected to the rear of these properties. The titles have been split for these developments as shown in historical maps. Architectural Styles
- iv. There are a range of architectural styles in the surrounding area. The consistent theme throughout the adjoining properties is that they are bungalows or two-storey buildings with pitched roofs.

The buildings fronting Rochester Road contain a combination of brickwork, rendered sections with bay windows and dormers in the pitched roofs. The roofs are commonly hipped and make up roughly a third of the total building height, many being converted an additional usable room.

The backland development at 55 Rochester Road seeks to consider this style with the use of brick with rendered sections, hipped roofs and a dormer. The proposal seeks to maintain the sensitive local character with its materials without overbearing any neighbouring properties with its form.

The development site sits behind the street scene and does not visually impact the streetscape of Rochester Road (see next page for image comparison).

Buildings in the Local Area (Diagram 1)

Diagram 1

Diagram 1 shows that the local area is not '*Predominantly single residential properties*' instead forming approx **16.3%** of the built land boundaries in the form of only 2 bungalows.

Diagram 1 shows that Back of Land Development form **26.2%** built land boundaries.

Diagram 1 shows that Three Storey Flats form **23.8%** built land boundaries.

There is 1 long garden (the immediate neighbour) with other long gardens forming back of land development.

The remainder shown in Diagram 1 is formed of close proximity dwellings and other buildings either 2.58m away from rear boundaries or 1.75m common side boundaries.

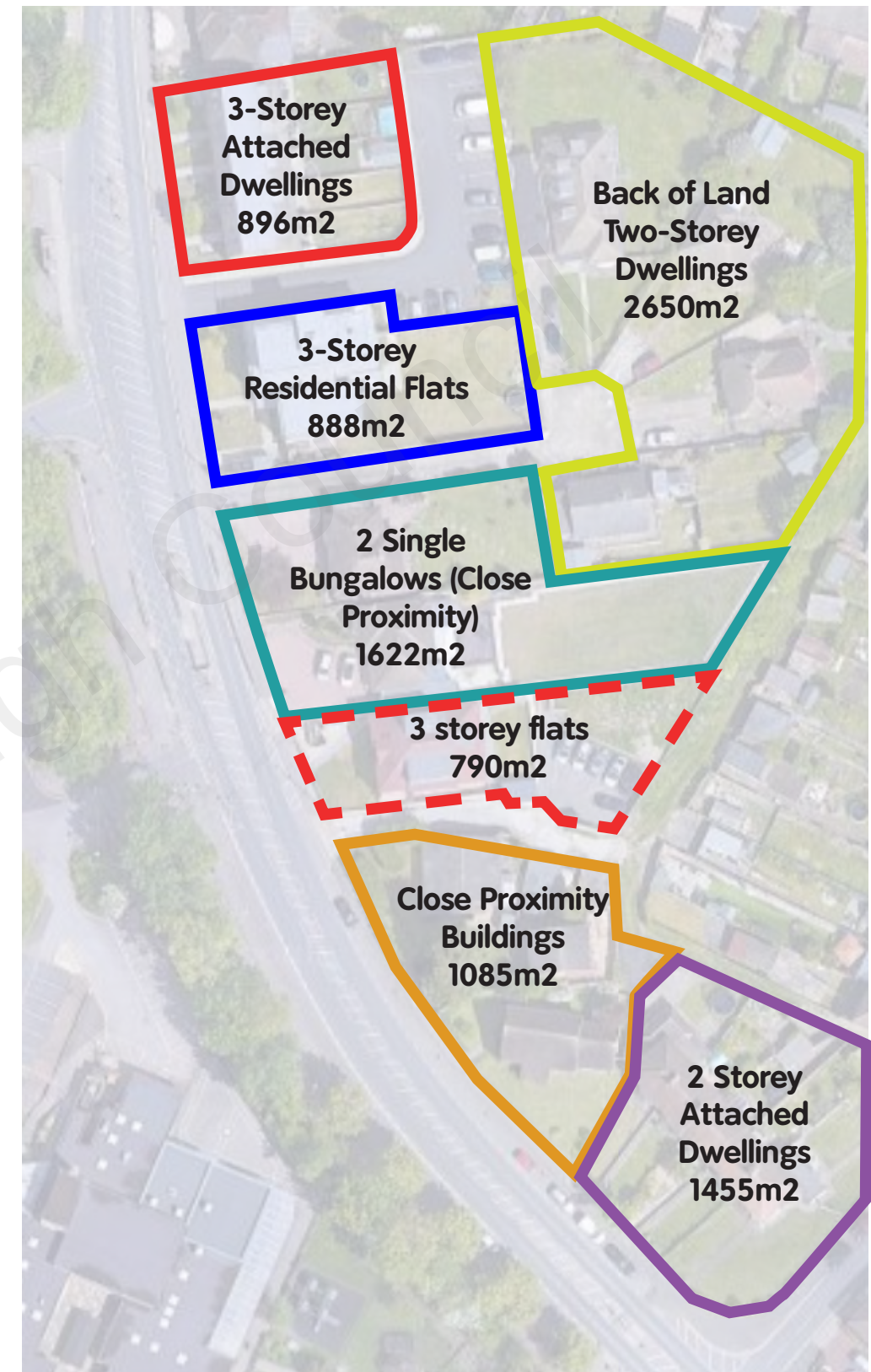


Diagram 1

3-Storey Flats = 23.8%
 Back of Land Two Storey Flats = 26.2%
 Attached 2 and 3-Storey Dwellings = 23.23%
 Other Close Proximity Buildings = 10.72%
 Single Residential Bungalows = 16.3%

3. LOCATION & SURROUNDINGS - One Week Car Parking Study.

The photos provided on Monday, Wednesday, Thursday, Friday and Saturday show there to be a minimum of 14 immediate spaces during the busiest school period, and up to 24 immediate spaces during other periods. Contrary to the statements provided by the HCC in the officers report connected to application 20201258.

ii. In addition, The satielitte image shows that the schools have 5 dedicated car parks, totalling approx. 242 dedicated car parking spaces as well as dedicated drop off points.



- Dedicated school car parking
- Dedicated School drop off points.

Monday 15th March 2021

Space for approx: 20 cars



Wednesday 17th March 2021

Space for approx: 20 cars



Thursday 18th March 2021

Space for approx: 24 cars



Friday 19th March 2021

Space for approx: 14 cars



Sunday 21nd March 2021

Space for approx: 20 cars



4. PLANNING HISTORY

i. The site has been the subject of the planning applications below.

1. 20210397

Erection of an additional 3 x 2 bedroom self contained flats, relocation of 5no. car parking spaces and creation of 3no. additional car parking spaces.

Application Refused on Overbearing, Overshadowing, Space standards and Biodiversity contribution.

2. 20201258

Erection of an additional 3 x 3 bedroom self contained flats, relocation of 5no. car parking spaces and creation of 3no. additional car parking spaces.

Application Refused on Overbearing, Overshadowing, Space standards, Parking and Biodiversity contribution.

3. 20150176

Demolition of existing dwelling and out-buildings and erection of a block of 4 self-contained flats, provision of 4 parking spaces.

Application Approved with Conditions (this is the current dwelling house as seen from the street)

4. 20140525

Application for minor-material amendment to planning permission reference number 20130335 being the erection of a detached two bedroom chalet bungalow; to relocate the proposed dwelling 3 metres west to avoid line of existing sewer.

Application Approved (Permission Lapsed)

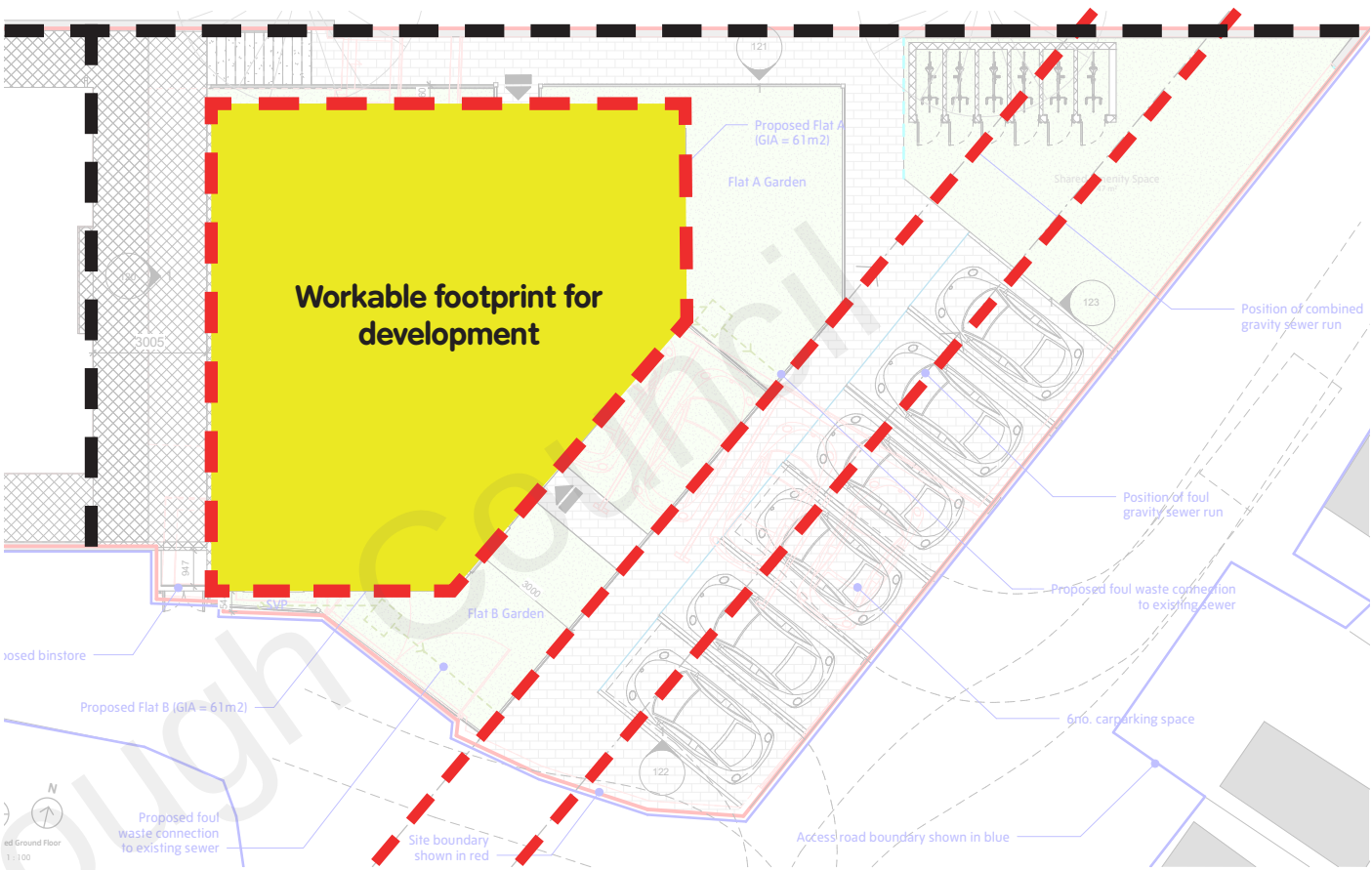
5. 20130335

Erection of a detached two bedroom chalet bungalow on land to rear of host property.

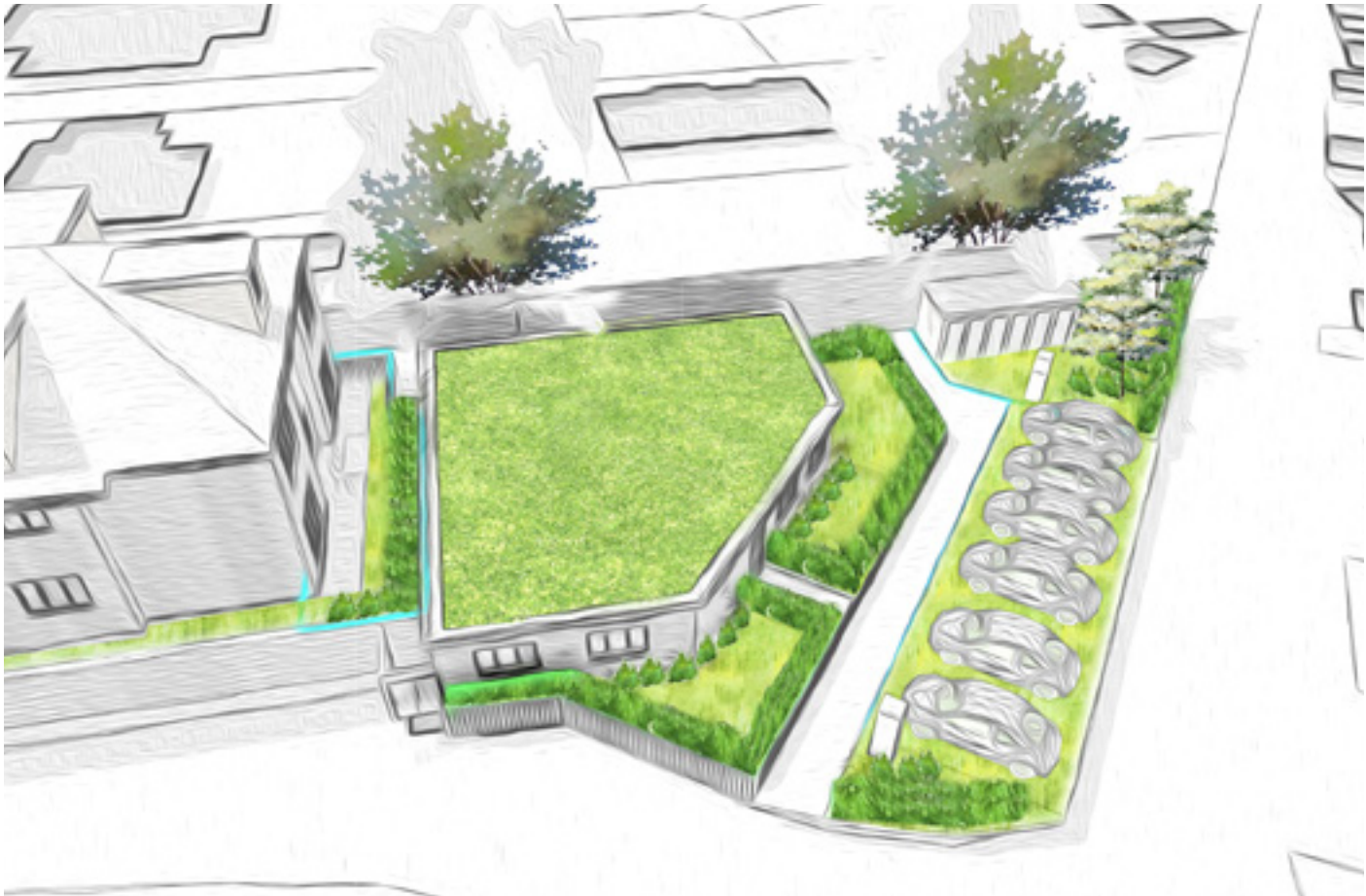
Application Approved (Permission Lapsed)

5. BRIEF

i. The applicant seeks to make better use of the vacant site by providing 2no. residential houses in order to boost the local areas housing stock, while retaining a portion of the greenery for attenuation and amenity purposes. Considering the site's sustainable location within the residential area of Gravesend and the approval provided from previous applications on the site, it is believed the area is a suitable plot for residential development.



Proposed plan drawing with public sewer runs in thick dotted. Building proposal has been positioned 3m away from the closest point of the public sewer run while maintaining rear access. This has been taken into account according to previous applications.



Sketch of the proposal showing how these constraints defined the form and design.

PRE-APPLICATION ADVICE - PRE20210246

In addition to the previous planning applications for the site. Pre-application advice was also sought for the 3no. 2-bedroom scheme. This provided guidance towards the current scheme in addressing the concerns of Gravesham Council and the reviewing officer Amanda Grout.

In summary the advice detailed that:

- Traffic generation from three additional flats is liable to be minimal and unlikely to be an issue.
- provision is being made for bicycle storage/parking.
- Site is located within the urban area of Gravesend where the character of the street scene is residential in nature. The majority of the surrounding properties are a mixture of detached bungalows on spacious plots and two storey terraced dwellings, with the exception of the flats located to the west of the site. (please refer to page 6 of this statement where this is clarified). Points have been raised about the character of the area being mostly apartments and back of land developments.

Main concerns included:

- Overdevelopment of the rear garden which would result in a comparatively cramped form of backland development and would be incongruous considering the existing pattern of development and the character of the residential gardens which comprise the area.

This includes:

- Residential Layout Guidelines (2020) in terms of distance from the habitable room windows of No. 55 and the side elevation of the proposed building breaching the minimum of 11 metres.
- Proposal would also still result in a detrimental impact on the amenities of the occupiers of the flats at No. 55 in terms of loss of outlook and loss of private and shared amenity space, contrary to Policy CS19 (LPCS) and para. 127f of the NPPF (2019).

This includes:

- Loss of Outlook from the existing flats with a 25 degree sightline.

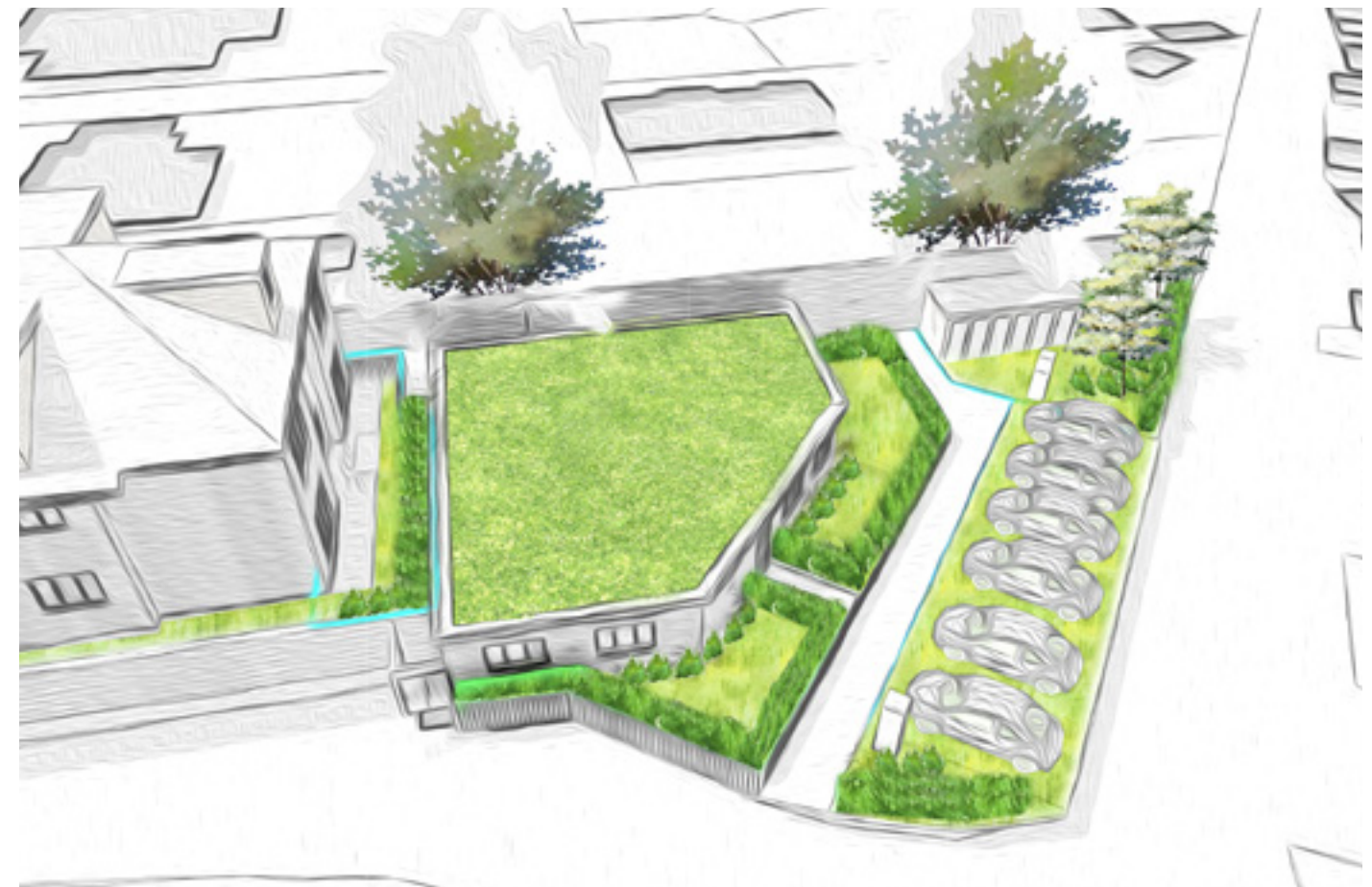
REVISIONS FOLLOWING THE PLANNING APPLICATION

As can be seen in the following section and the sketches. The proposal was revised in order to address the concerns raised within the pre-application, namely:

- The removal of one unit to lower density per hectare.
- Removal of a pitched roof with a green roof.
- Lowering of the wall to be a similar height with the as the existing boundary wall.
- The whole building being a level below, negating it's requirement for the 11 metres design guideline. (all dwellings are NOT "single aspect" dwellings, as the rule is determined for. The existing east facing apartments have windows to the north, east and south.
- Proposal complies with the principles set out in figure 1 on "fields of view" (see page 17). In fact, all existing outlook is now retained.



Pre-application proposal



Revised application proposal.

6. DESCRIPTION OF PROPOSAL

i. USE

i. The application seeks to maintain the use class of C3, adding additional dwelling houses.

ii. SITE LAYOUT

i. The 798m² site has been repurposed in order to provide 2no. 2-bedroom residential houses with fenced private amenity green spaces, a shared amenity green space alongside 6no. carparking spaces to the rear and 2no. carparking spaces to the front.

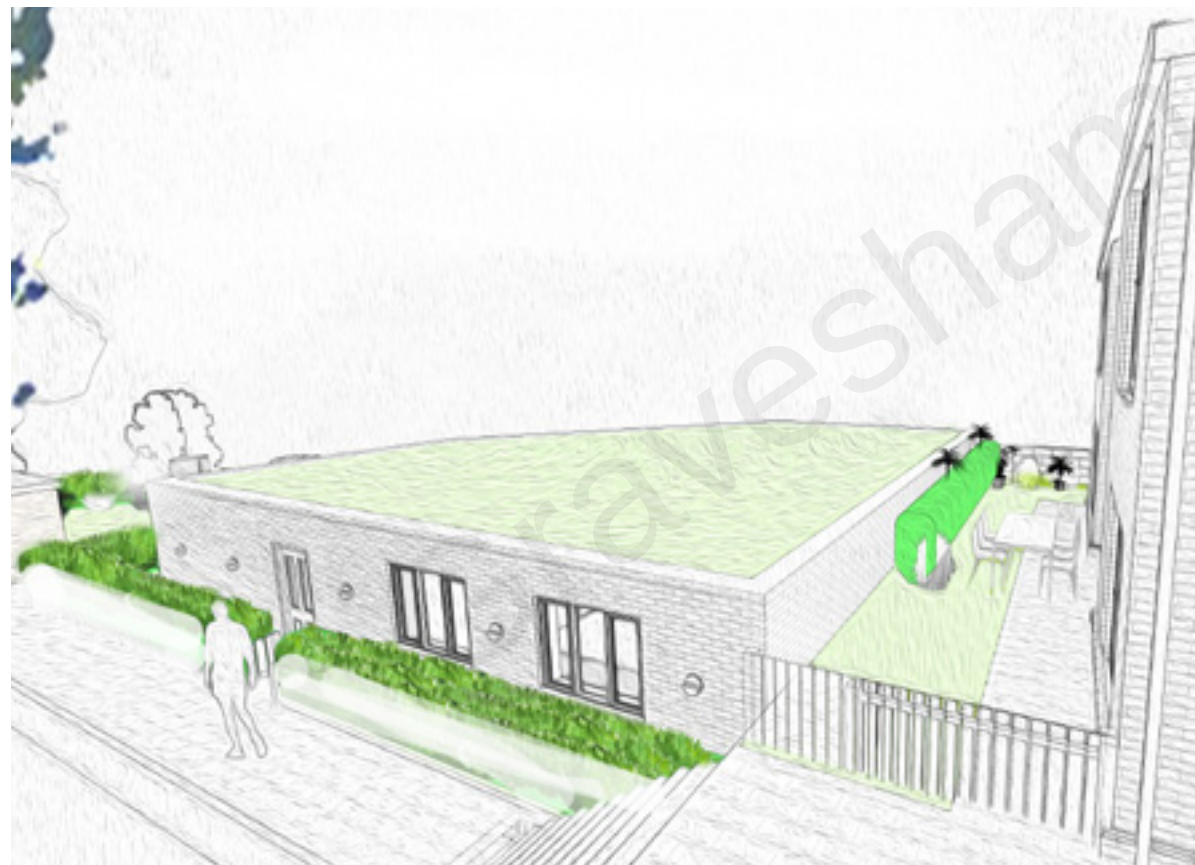
ii. Additional cycle storage is proposed to the front of the new properties to accommodate 6no. of total bicycles, 2no. bicycles for each proposed dwelling.



Photograph of 55 Rochester Road existing flats. Areas with proposed changes highlighted in blue.



Indicative sketch of the proposal, showing how the design is barely visible from Rochester Road.



Indicative sketch of the proposal showing the retained size of the rear immediate amenity, the roof profile also allows light and views to be retained.



Indicative sketch of the proposal from the rear, showing how the form of the residential flats have been designed to have the lowest possible impact on the local area.

iii. SCALE

i. The dwelling houses sit far below the boundary wall to 53 Rochester Road, preventing the overlooking of neighbours and overbearing. The development follows the established building line of 55 Rochester Road, 1.2 metres from the boundary wall.

ii. The proposal is setback from the north, west and south boundaries in order to minimize overbearing and overshadowing.

iii. The dwellings draw from the local character of Rochester Road, implementing a pitched roof with eaves and pitch height in line with a typical bungalow in order to maintain the local character and reduce its impact. Windows above the ground floor have been placed on the south and east facades of the dwellings, avoiding any overlooking to 53 Rochester Road to the north and the existing apartments of 55 Rochester Road to the west. These design precautions have been taken in order to protect the amenity and privacy of adjoining properties and in accordance with Local Plan Core Strategy Policy CS19: Development and Design Principles.

iv. All lighting will be set below the level of existing boundary fencing in order to ensure the development does not cause harm to residential amenity by reason of the installation of intrusive lighting and in accordance with Local Plan Core Strategy Policy CS19: Development and Design Principles. For more information please see 16-P-141_Proposed Lighting Plan.

v. Total GIA of each house = 61m² over one storey with 2m² of storage space (inline with nationally prescribed space standards for a 2-bed 3-person residential house over one storey.) further details can be seen on 16-P-110C_Proposed ground floor plan and 16-P-111C_Proposed first floor plan.

Diagram 1

The proposal uses the existing lower ground levels in order to protect neighbours from overlooking and overbearing concerns. As shown in this diagram, it would be impossible for a regular sized neighbour (1.6m) to see the top of the roof from their garden due to the height of the existing blockwork boundary wall. For this reason, the proposal respects the points set out in Policy CS19: Development and Design Principles particularly with regards to safeguarding privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.

Diagram 2

The proposal contains no possibility for overlooking from windows. As shown in the diagram, the existing apartments at 55 Rochester Road already overlook to the east at 2.5 storeys higher than any proposed window. For this reason, the proposal respects the points set out in Policy CS19: Development and Design Principles particularly with regards to safeguarding privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.

Furthermore, sight lines are entirely retained and improved with the inclusion of a green roof instead of carparking.

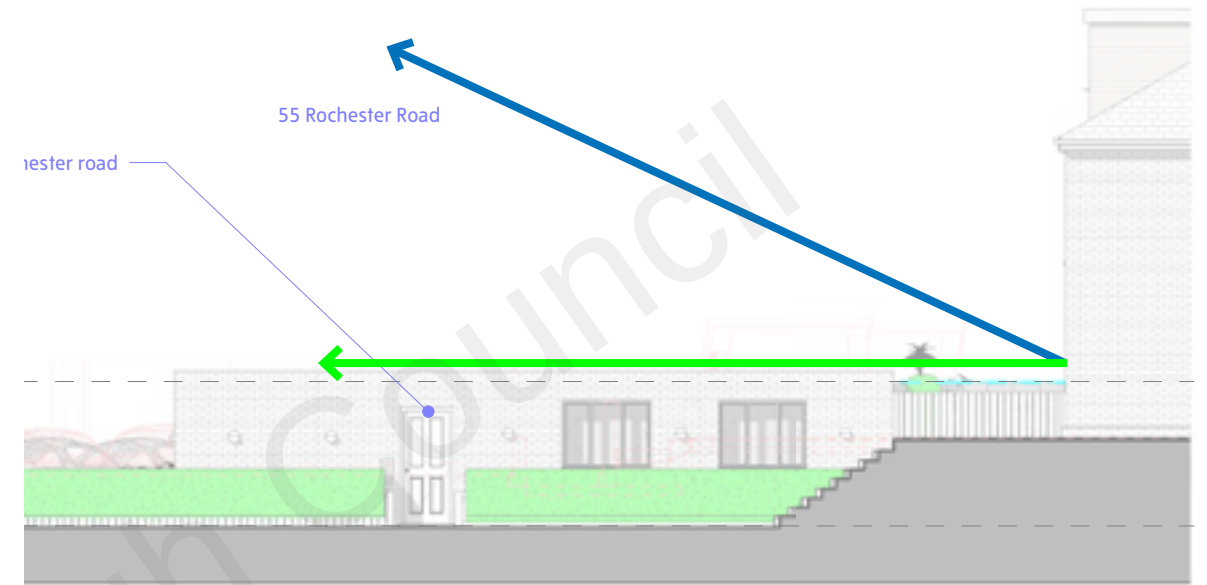


Diagram 1

← Existing window sight line retained (diagram demonstrating how the 25 degree rules would be met.)

← Existing sight line (over existing wall) retained by proposal.

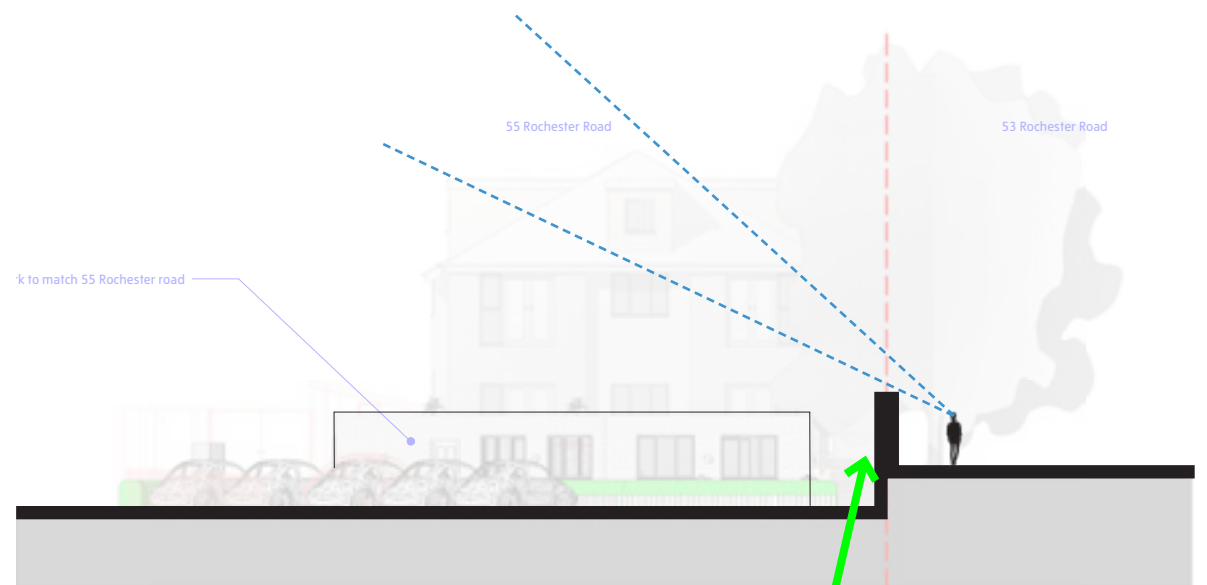
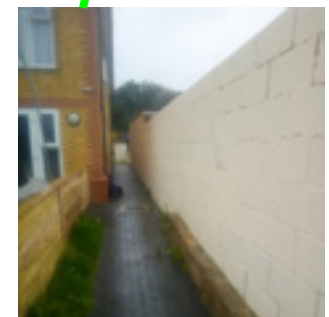


Diagram 2

— Neighbouring Sight Line
— Blockwork Boundary Wall



iii. The boundary treatments are to be retained and improved.

v. ENVIRONMENTAL

i. Flooding - The site is not within a flood risk zone. The retention of green amenity space seeks to offset the new roof size for all rainfall durations and intensities up to and including climate change are sufficiently adjusted to a critical 100 year storm as relating to Gravesham Local Plan Core Strategy Policy CS18: Climate Change and CS19: Development and Design Principles.

The large area of retained attenuation green space ensures that flood risks from the development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 165 of the National Planning Policy Framework.

New connections are being made to public sewers for the use of foul water only, no rainwater falloff is proposed to be connected to the local sewers as relating to Gravesham Local Plan Core Strategy Policy CS18: Climate Change and CS19: Development and Design Principles.

ii. Noise - The Land use matches all neighbouring sites, the use of the existing vehicular access road is to be improved with the parking spaces on the adjacent eastern boundary, away from all neighbours, therefore it is important to state that no increase to noise will be created, nor will occupants of the proposal be impacted by existing sources of noise.

iii. Ecology - The urban location and lack of landscaping do not provide habitats for wildlife and the proposal does not alter this.

The use of strip foundation techniques and retaining structure for the proposal aims to ensure unacceptable levels of water pollution caused by mobilised contaminants will not be present in line with paragraph 170 of the National Planning Policy Framework and Local Plan Core Strategy Policy CS18: Climate Change.

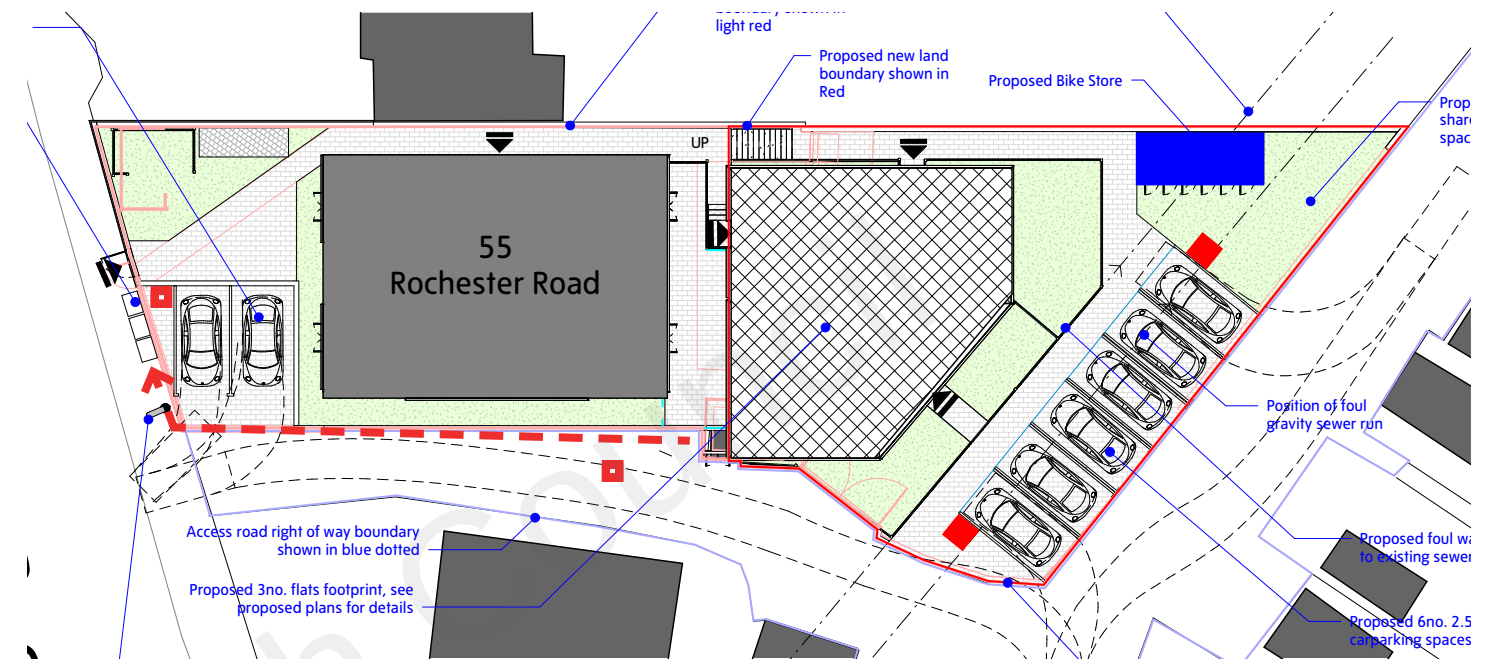
vi. ACCESS

i. The main vehicular access route is relocated to the eastern boundary of the site which is within the applicant's right of way boundary on the access road. The proposed relocation is currently used for parking vehicles already. The applicant intends to improve the quality of the access road providing a betterment for the local area (see right).

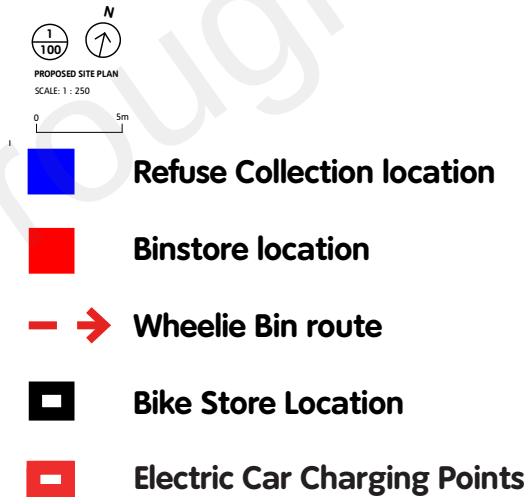
The route and use of the access road is retained with external walls being removed. This will greatly increase visibility splay for pedestrian and vehicular traffic.

Pedestrian access is directly from the front gate of Rochester Road making it separate from the vehicular entrance with safety helped by the width of the pavement in front of the site.

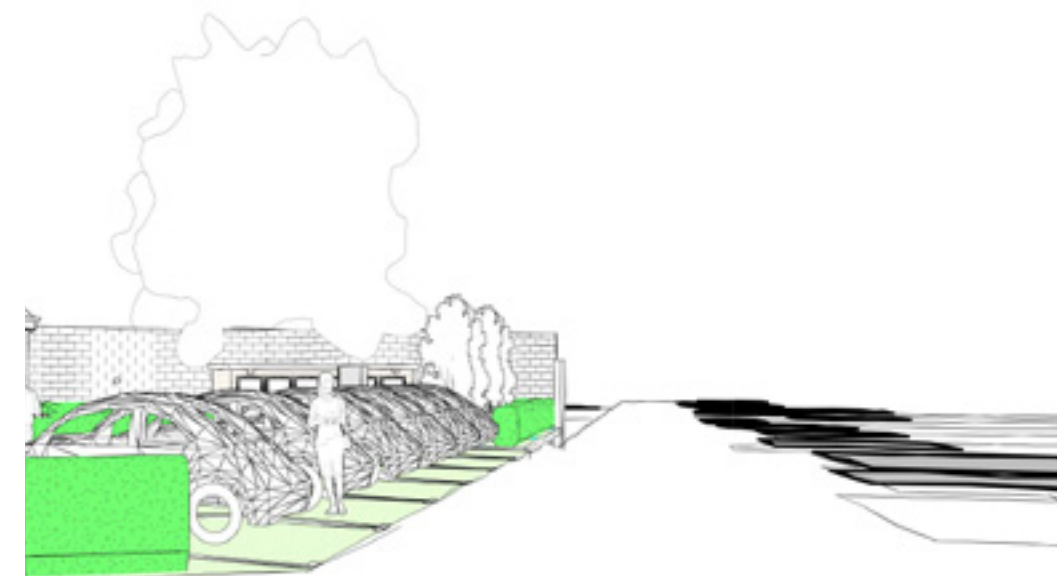
The cycle storage provided is aimed to encourage options for sustainable travel in accordance with Local Plan Core Strategy Policy CS19: Development and Design Principles and saved Policy P3 of Gravesham Local Plan First Review (1994)



Proposed site plan drawing showing location of Binstore, see next page for further details.



Existing aerial view of the rear access on the east boundary. The access road is in poor condition and vacant.



vii. INCLUSIVE ACCESS

i. Pedestrian visibility splays are proposed at 2 x 2 metres. Vehicular visibility splays for a 30mph speed limited road are 43m.

iii. The ground floor has door widths that comply with the Approved Document M.

iv. The proposal has been specifically designed not to exclude persons of any disability, race, gender or age.

viii. REFUSE

Wheelie bins are provided within the front amenity space of each property which can be wheeled to the binstore adjacent to the car parking. These bins can be wheeled to the front boundary of the site on refuse lorry collection days preventing the requirement for access of a refuse lorry.

ix. FIRE

Confirmation to be given whether the size of the access road may be too small for fire emergency vehicles. In the result of this, precedent has been given for the use of sprinkler systems for similar back of land developments with limited access for fire emergency vehicles.

x. SECURITY

The development would increase security by creating monitored inhabited land with defensible space where previously vacant and unmonitored.

xi. AMENITY

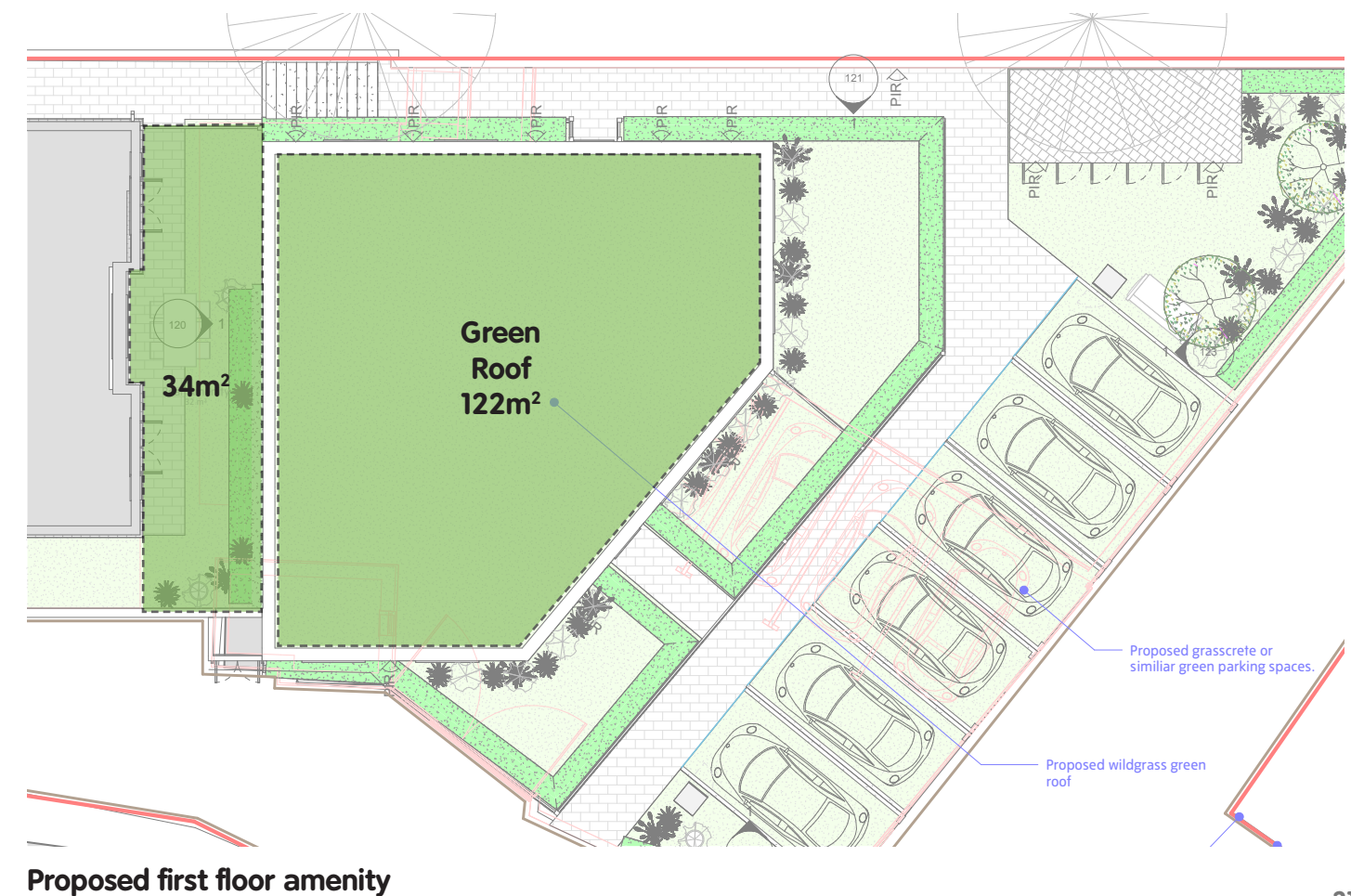
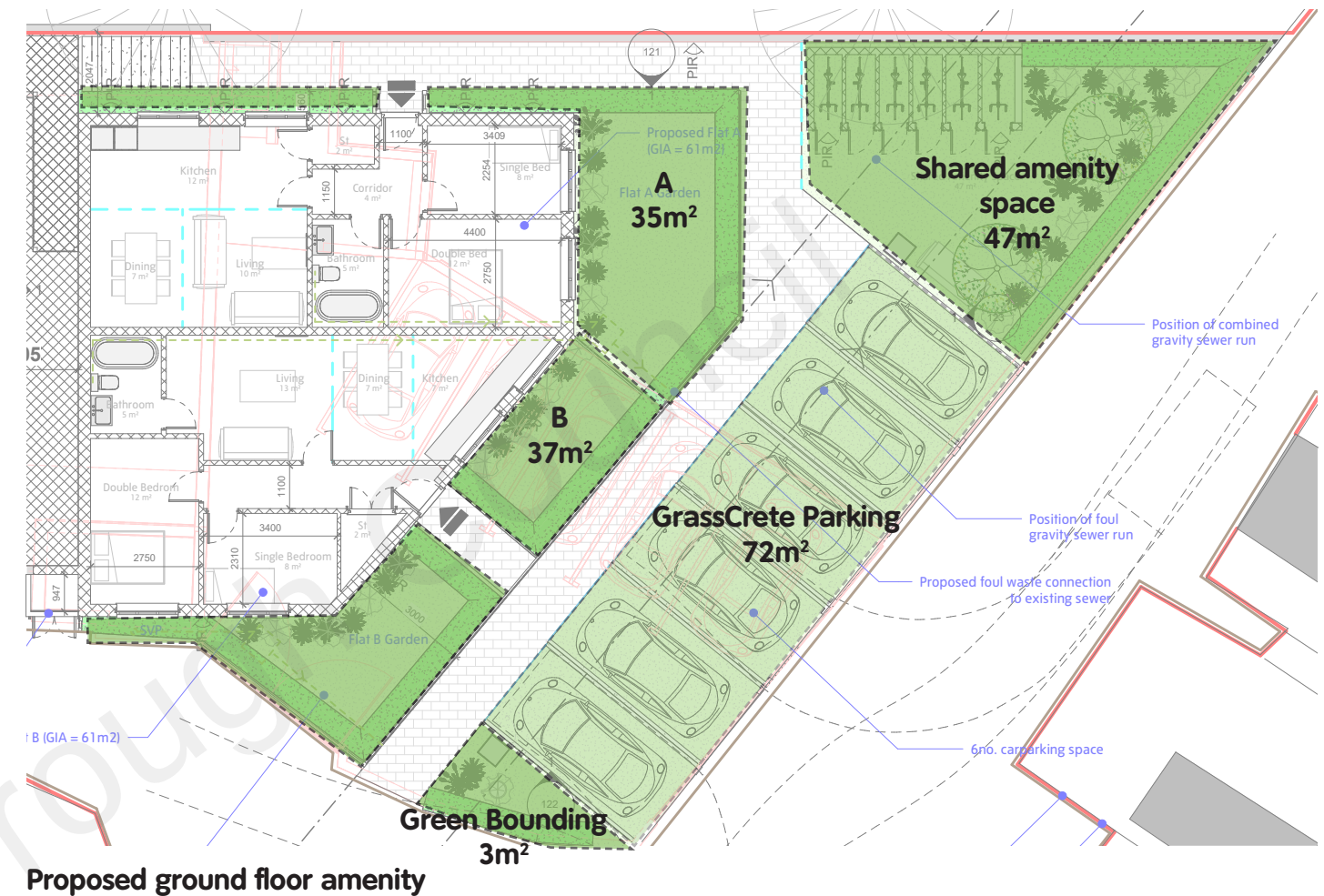
The development provides ample private and shared amenity space for each of the two houses. These have been designed as front garden spaces, rear garden spaces and a shared garden area by the parking areas. The total areas of private amenity provided to each of the flat and house are as follows.

Existing ground floor Flat - 34m²

House A - 35m²

House B - 37m²

In addition, the proposed building provides 122m² of green roof, a 47m² shared amenity space, 72m² green parking and 3m² of green bounding.



Additional Green Space

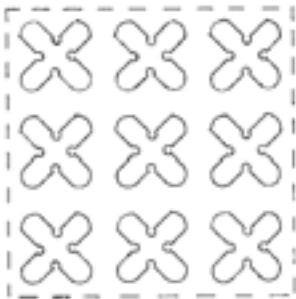
Additional greening is provided in order to enhance the character of the local area this includes:

- A dedicated planting strategy including small trees and wildgrass and plants.
- Car Parking Spaces to use GrassCrete Construction, allow for parking spaces to appear as grassland surfacing.
- Hedge treatments to enhance existing outlooks from the existing flat.
- Green boundaries to enhance the fronts to the access road.

For more information, please see 16-P-140_Proposed Planting Plan.

7. SUMMARY

- The proposals will help address the need for additional amenity in a sustainable location and is thus economically and socially sustainable.
- The proposals do not impact the local wildlife habitats or energy and water supplies or drainage infrastructure and are thus environmentally sustainable.



GC3



Void former size:	600 x 600 x 76mm
Paving depth:	76mm
Reinforcement:	A142 or A193
Concrete coverage:	22m ² /m ³
Topsoil coverage:	24m ² /m ³

Proposed grasscrete parking specification



Proposed view from upper access road



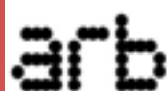
Proposed view from existing flat

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