



PLANNING, DESIGN & ACCESS STATEMENT

*PROPOSAL: CONSTRUCTION OF TERRACE ROW OF 4x TWO STOREY DWELLINGS
WITH CONVERTED ROOF SPACE AND DORMERS TO FRONT AND REAR;
AMENITY SPACE WITH CYCLE AND WASTE STORAGE; SEPARATE PARKING AREA
FOR 11 CARS*

AT

Mid Kent Golf Club, Singlewell Road, Gravesend, Kent, DA11 7RB

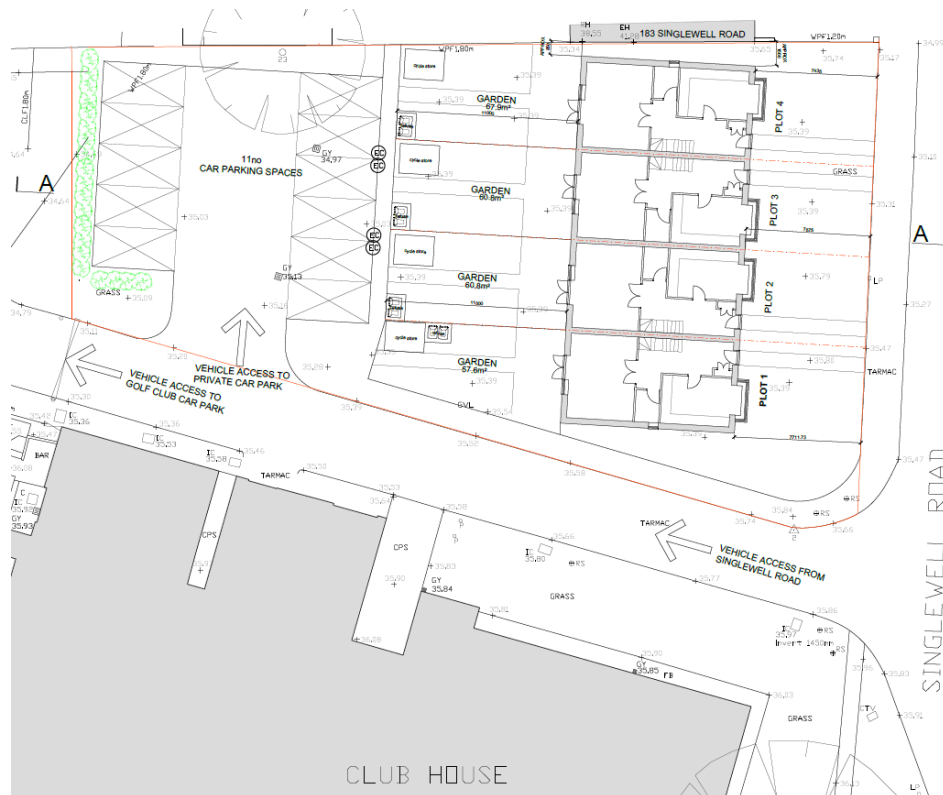
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1.0 INTRODUCTION

- 1.1 This statement has been prepared by RJS Planning, on behalf of Mr S Barrow (Mid Kent Golf Club), in support of a planning application for the construction of a terrace row of 4x two storey dwellings with converted roof space and dormers to front and rear roof slopes; amenity space with cycle and waste storage; and separate parking area for 11 cars, on land to the north of the Mid Kent Golf Clubhouse which is currently soft landscaped with parking for directors and staff.



Proposed Layout Plan

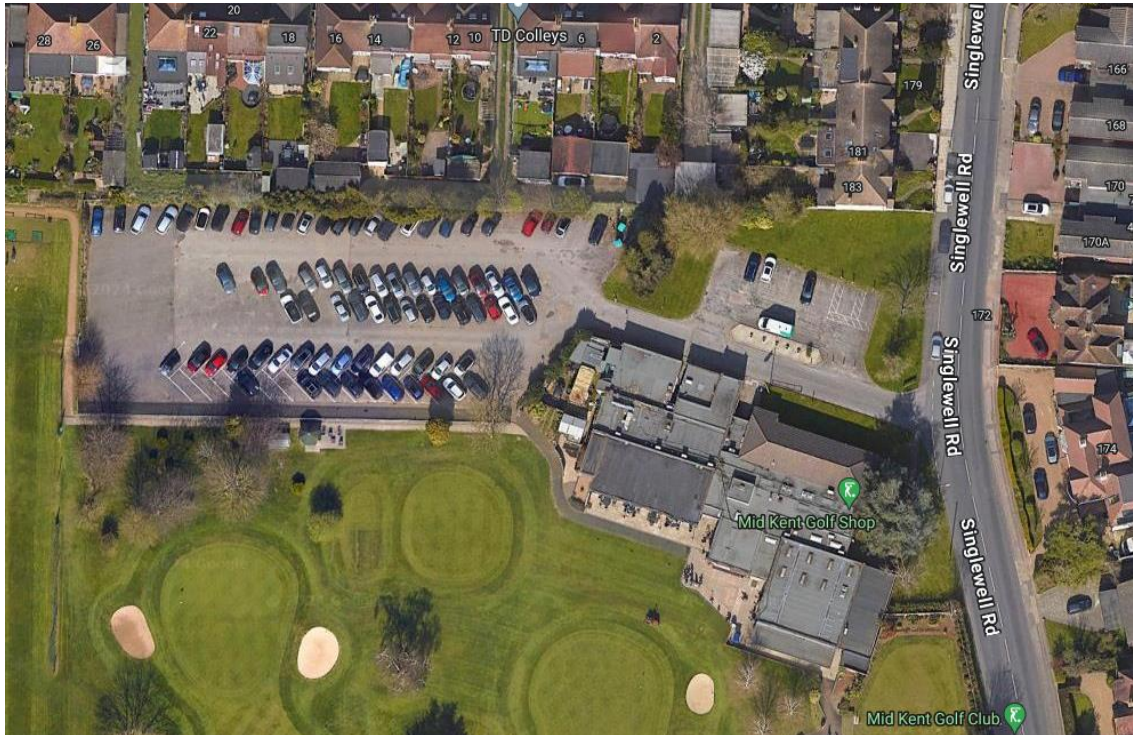
- 1.2 Pre-application advice has been sought on several schemes and this proposal takes into account comments received.
- 1.3 The main objective of the proposal apart from providing much needed additional housing is to provide funds to repair the existing Club House which the redevelopment of part of the site would cover. Thus, the benefits are twofold.
- 1.4 The following statement will seek to demonstrate that the proposal meets the objectives of the National Planning Policy Framework (2023), Gravesham Local Plan Core Strategy (September 2014), Gravesham Local Plan (1994), the Residential Layout Guidelines (2020), Gravesham Landscape Character Assessment (2009) and SPG4 KCC Parking Standards (2006).

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2.0 THE SITE

- 2.1 The application site is located to the eastern side of Singlewell Road within the urban area of Gravesham. To the north of the site is no. 183 Singlewell Road which forms part of a row of 5 two-storey terraced dwellings.



Application site and surrounding area

- 2.2 The site is positioned to the northern side of the existing Clubhouse and comprises soft landscaping with car park.



Application site

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3.0 THE PROPOSED DEVELOPMENT

- 3.1 This application seeks planning permission for the construction of a terrace row of 4x two storey dwellings with converted roof space and dormers to front and rear roof slopes; amenity space with cycle and waste storage; and separate parking area for 11 cars on land to the north of the Mid Kent Golf Clubhouse.
- 3.2 The site measures approximately 1,120sqm and would be subdivided to create 4x plots and a separate private residential parking area for 11x cars.
- 3.3 The proposed terrace row would measure 22.3m wide x 11.3m deep with an eaves height of 5m and ridge height of 9.1m. Each dwelling would have a forward projecting bay window with gable detail, a pitched roof dormer to the front and flat roof dormer to the rear.
- 3.4 The terrace would be set back from the footpath on Singlewell Road by a minimum of 7.435m and set in from the northern boundary by at least 0.85m.
- 3.5 The building would have yellow stock brick finish with red stock brick quoins, heads etc to each elevation. Roof tiles would match those on neighbouring houses whilst windows would be white UPVC.
- 3.6 The proposal would create 4x self-contained/3-bedroom/6-person dwellings with accommodation set over three floors comprising:
- | | | |
|---------------|---|---------------------------|
| Ground floor: | Living room, kitchen/diner, WC, entrance hall | GIA 52.1sqm |
| First floor: | 2x double bedrooms, study, family bathroom, store | GIA 52.1sqm |
| Second floor: | 1x double bedroom with dressing room and ensuite | GIA 35.4.sqm |
| | | Total GIA 139.6sqm |
- 3.7 Each dwelling would have a rear garden with a minimum 11m depth which accommodates cycle and bin storage.
- Plot 1 – Rear amenity space: 57.6sqm
- Plot 2 – Rear amenity space: 60.8sqm
- Plot 3 – Rear amenity space: 60.8sqm
- Plot 4 – Rear amenity space: 67.9sqm
- 3.8 A private car park for 11 cars would be positioned to the rear of the dwellings which can be accessed via the existing vehicle access to the Golf Club car park.

4.0 RELEVANT PLANNING POLICY

- 4.1 The following paragraphs provide a brief summary of the relevant national, regional and local planning policies. The paragraphs are in a hierarchical order relative to national and local planning policy.

National Planning Policy Framework (NPPF) (2023)

- 4.2 The NPPF sets out the Government's planning policies for England and how these are expected to be applied.

Presumption in Favour of Sustainable Development

- 4.3 Paragraph 11 of the NPPF sets out that plans and decisions should apply a presumption in favour of sustainable development.

For **decision-taking** this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear 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.

Decision-making

- 4.4 Paragraph 38 states that Local planning authorities should approach decisions on proposed development in a positive and creative way.

Delivering a sufficient supply of homes

- 4.5 Paragraph 60 explains that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Achieving well-designed places

- 4.6 Section 12 of the NPPF refers to design, with paragraph 131 describing how the Government attaches great importance to the design of the built environment,

stating that *“Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”*

4.7 Paragraph 135 states that planning policies and decisions should ensure that developments:

- a) *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;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *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);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *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*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

Gravesham Local Plan

4.8 The Gravesham Local Plan First Review (1994) was replaced by the adopted Local Plan Core Strategy (2014). In September 2007, the Secretary of State issued a direction on policies to be saved and deleted. The policies in the List of Saved Policies (Appendix 1) of the Local Plan Core Strategy 2014 are the remaining operational policies (in part or whole) from the Local Plan First Review 1994. Policies P3 and T1 are considered relevant.

Policy P3: Vehicle Parking Standards

4.9 The Borough 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.

Policy T1: Impact of Development on the Highway Network

- 4.10 The 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.

Gravesham Local Plan Core Strategy (2014)

- 4.11 The Local Plan Core Strategy is the main document in the Gravesham Local Plan. Policies CS01, CS02, CS11, CS14, CS15 and CS19 are considered relevant to the case.

Policy CS01: Sustainable Development

- 4.12 Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise. 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.

Policy CS02: Scale and Distribution of Development

- 4.13 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.

Policy CS11: Transport

- 4.14 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.
- 4.15 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.

Policy CS14: Housing Type and Size

- 4.16 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.

Policy CS15: Housing Density

- 4.17 Sites will be developed 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.
- 4.18 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..

Policy CS19: Development and Design Principles

- 4.19 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 anticrime 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.

SPG 4 – Kent Vehicle Parking Standards (2006)

- 4.20 The purpose of Supplementary Planning Guidance (SPG) is to supplement the policies and proposals of development plans. It elaborates policies so that they can be better understood and effectively applied. SPG should be clearly cross-referenced to the relevant plan policy or policies, which it supplements and should be the subject of consultation during its preparation. In these circumstances SPG may be taken into account as a material consideration in planning decisions.

5.0 THE PLANNING CASE

Introduction

5.1 This section will demonstrate that the construction of a terrace row of 4x two storey dwellings with converted roof space and dormers to front and rear roof slopes; amenity space with cycle and waste storage; and separate parking area for 11 cars on land to the north of the Mid Kent Golf Clubhouse is acceptable.

5.2 As such, the main considerations in the assessment of this application relate to:

- Principle of development
- Design and Impact on the character and appearance of the area
- Living conditions for future occupants
- Impact on neighbour amenity
- Parking and waste storage
- Trees and landscaping

Principle of development

5.3 In accordance with the aims of the National Planning Policy Framework (NPPF) the council is committed to the supply of new dwellings and sets out ways in which this can be achieved.

5.4 Section 11 of the NPPF has regard to 'Making effective use of land' and states 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"*.

5.5 According to the Housing Delivery Test 2022 Gravesham Borough Council delivered just 53% of its housing target, a consequence of which is a presumption in favour of sustainable development.

5.6 Therefore, paragraph 11d) of the NPPF is engaged which states for decision-taking relating to the provision of new housing this means:

- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear 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.

- 5.7 Core Strategy policy CS01 (Sustainable Development) states that when considering development proposals, the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF and the Core Strategy.
- 5.8 Policy CS02 (Scale and Distribution of Development) sets out the borough's need for new dwellings over the plan period.
- 5.9 Policy CS14 (Housing Type and Size) states that 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.
- 5.10 The surrounding area comprises a mix of 2, 3 and 4-bedroom properties. The site is within proximity of local schools and facilities, and within easy reach Gravesham Town Centre and thus, is in a sustainable location that is suitable for family accommodation of the type proposed.
- 5.11 Given the council's significant undersupply in the delivery of housing the addition of four new family dwellinghouses should weigh heavily in favour of the scheme. As such, the principle of development should be supported subject to other material considerations.
- 5.12 The following sections will, therefore, demonstrate that the proposal would also be acceptable in terms of its impact on the character and appearance of the area, the standard of accommodation proposed, the impact on the residential amenities and highways considerations as well as trees and landscaping.

Design and Impact on the character and appearance of the area

- 5.13 Paragraph 135 of the NPPF states that policies and decision should 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, 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); and, establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

- 5.14 Local Plan policy CS19 (Development and Design Principles) requires new development to be visually attractive, fit for purpose and locally distinctive. It should conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and take into account the scale, height, building lines and other architectural features of buildings.
- 5.15 Policy CS14 (Housing Type and Size) states that 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.
- 5.16 Policy CS15 (Housing Density) requires new housing to be developed at a density that achieves good design and does not compromise the distinctive character of the local area. In urban areas, residential development should achieve a minimum density of 40 dwellings per hectare. Proposals that fail to make efficient use of land for housing, having regard to the character and location of the area may be refused.
- 5.17 The scheme proposes a row of 4x two-storey terrace dwellings which would align with the existing pattern of development to the north of the site to form a continuation of the established building line.



Adjacent row of terrace dwellings

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Existing layout



Site access and layout

- 5.18 The scheme would redevelop part of the Golf Club which currently contains a small car parking area for directors and staff of the clubhouse.
- 5.19 The proposed terrace row would measure 22.3m wide x 11.3m deep with an eaves height of 5m and ridge height of 9.1m. Each dwelling would have a front projecting bay window with gable detail and pitched roof dormer to the front and flat roof dormer to the rear roof slopes.

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- 5.20 The terrace would be set back from the footpath on Singlewell Road by a minimum of 7.435m and set in from the northern boundary by at least 0.85m.
- 5.21 The building would have yellow stock brick finish with red stock brick quoins, heads etc to each elevation. Roof tiles would match those on neighbouring houses whilst windows would be white UPVC.



- 5.22 Based on the site area the density of the proposal would be 35.7 for 4x dwellings. Whilst lower than the target minimum density of 40, due to the specific constraints of the site the lower density should be acceptable.
- 5.23 When assessing an earlier scheme for pre-application advice the council stated that there was no objection to the rear dormers, however, they believed that front facing dormers were not typical of the area. In addition, it was suggested that the ends of the terrace should had hipped roofs rather than being gabled.

- 5.24 As a starting point, the area is characterised by a mix of dwellings which vary considerably in their design and scale, providing a diverse and interesting street scene.
- 5.25 There are a mix of gabled and hipped properties within the street scene and thus the introduction of a short, gabled terrace row would not appear out of place.



Street scene of Singlewell Road



Gabled terraces on Ascot Road

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- 5.26 There are further examples of gabled terraces upon Singlewell Road to the north of the application site and on several of the surrounding roads. Thus, the use of gable ends in this instance would not be harmful but would contribute to and complement the diverse architectural form within the area.
- 5.27 In respect of the front dormers, there are also examples of dwellings with front dormers within the locale, the most notable being directly opposite the application site.



No. 172 Singlewell Road



No. 182 Singlewell Road

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Nos. 224 and 226 Singlewell Road



No. 234 Singlewell Road

- 5.28 The dormers proposed at the application site would respect the size and scale of those dormers found within the locale. Moreover, the dormers proposed at the application site would complement the form of the projecting front gable and thus would appear as an appropriate and proportionate addition to each dwelling.
- 5.29 The applicant considers it also relevant to highlight an approved development on land at Coldharbour Road, Northfleet to the western side of Wrotham Road opposite the Mid Kent Golf Club. Outline application ref 20141214 proposed up to 400 new homes and associated infrastructure. These dwellings are currently under

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development and as shown in the following images comprise gabled terraces and front dormers.



Coldharbour Road development

- 5.30 Taking the above evidence into account the council's earlier concerns regarding the roof form are unwarranted as the proposal would easily assimilate within the locale without compromising its character.
- 5.31 Furthermore, the gabled roof form helps achieve the aims of the NPPF which is to make effective use of land especially if this would help to meet identified needs for housing where land supply is constrained. The formation of the gabled roof form increases the habitable space within the end terrace properties to allow for a third double bedroom thus maximising the available land. The increased size of the dwellings maximises revenue from the development thus making the essential repair work to the Club House viable.

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- 5.32 In summary, the proposed scheme would present as an appropriate redevelopment of the site that would be in keeping with the established built form in terms of scale, height, building lines and other architectural features.
- 5.33 Therefore, the proposal would comply with the aims of the NPPF and with policies CS14, CS15 and CS19 of the Local Plan which collectively seek a high standard of design that respects local character.

Quality of accommodation

- 5.34 Paragraph 135 f) of the NPPF states the development should “*create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*”
- 5.35 Local Plan policy CS19 (Development and Design Principles) requires new development to be located and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.
- 5.36 The Technical Housing Standards - Nationally Described Space Standards deals with the internal space within new dwellings. It sets out the gross internal floor areas and dimensions for key parts of the home.
- 5.37 The council’s SPG 2 Residential layout guidelines set out minimum standards for room sizes, circulation space, layout, privacy distances and garden areas. Where proposals are below those minimum floor areas, it will be for the applicant to demonstrate that the rooms are physically capable of accommodating the furniture and fittings normally associated with their use, and that other statutory requirements are complied with.
- 5.38 The Technical Housing Standards sets out at Table 1 the minimum gross internal floor areas and storage.

Table 1 - Minimum gross internal floor areas and storage (m²)

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

- 5.39 SPG 2 sets out the following floor space requirements in relation to individual rooms within a dwellinghouse.

Table 1

Function of room	Floorspace sq.m
Double bedroom	11.2
Single bedroom	6.5
Living room	13.2
Dining room	9.5
Kitchen	7.2
Kitchen/diner	12.0
Lounge/diner	18.0
Bathroom and WC	3.6
Bathroom only	2.8
WC only	1.3

- 5.40 The development would create 4x 3-bedroom/6-person dwellings over three-storeys with a Gross Internal Area of 139.6sqm which would exceed the minimum space requirements of 108sqm.

- 5.41 Regarding the individual rooms the proposed elevation and layout plan provides the following information confirming compliance with Table 1 of SPG 2.

FLOOR AREAS - PER PLOT

GROUND FLOOR	Floor Area	Min Floor Area (NDSS)
Living Room	20.00m ²	13.20m ²
Kitchen/Diner	13.00m ²	12.00m ²
W.C.	3.00m ²	1.30m ²
Entrance Hall	11.00m ²	N/A
GIA	52.10m ²	

FIRST FLOOR	Floor Area	Min Floor Area (NDSS)
Bedroom 2	14.50m ²	11.20m ²
Bedroom 3	15.60m ²	11.20m ²
Study	5.67m ²	N/A
Bathroom	5.67m ²	3.50m ²
Store/Wardrobes	4.65m ²	2.50m ²
GIA	52.10m ²	
TOTAL GIA	139.60m ²	102.00m ²

SECOND FLOOR	Floor Area	Min Floor Area (NDSS)
Bedroom 1	20.00m ²	11.20m ²
Dressin Room	6.50m ²	N/A
En-Suite	3.90m ²	3.50m ²
GIA	35.40m ²	

- 5.42 The scheme would provide dual aspect accommodation that has an efficient layout which would be comfortable, light and spacious, and more than adequately meet the needs of future occupants.
- 5.43 Regarding outdoor amenity space SPG 2 states that new dwellings should have the minimum areas for private amenity space as shown in Table 2. In exceptional circumstances, it may be appropriate for the minimum garden depths and areas referred to be modified. In these cases, each scheme will be considered on its individual merits, having particular regard to any exceptional circumstances and all other material considerations.

Table 2

Accommodation with :	Minimum garden area (sq. metres)	Minimum depth from rear wall of house (metres)
1-2 bedrooms	37.2	7.6
3 bedrooms	60.0	10.0
4 or more bedrooms	100.0	10.0

- 5.44 Each proposed garden would be 11m in depth thus according with Table 2 for 3-bedroom houses.

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5.45 In terms of garden sizes the development would provide:

Plot 1: 57.6sqm

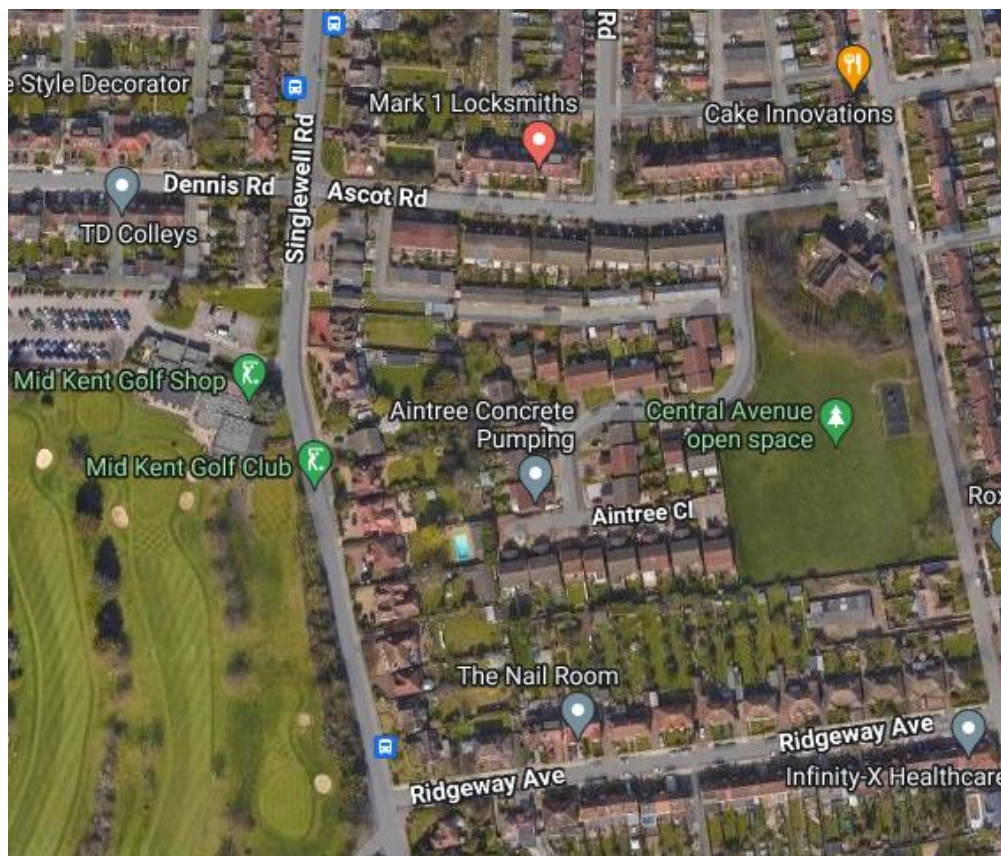
Plot 2: 60.8sqm

Plot 3: 60.8sqm

Plot 4: 67.9sqm

5.46 Each garden is a regular shape and would provide future occupants with sufficient space to sit out, hang washing and for children's play. In addition, the gardens would be positioned to the western side of the terrace and as a result would enjoy relatively good levels of daylight and sunlight.

5.47 Although plot 1 is marginally below the expected standards by 2.4sqm it would exceed the minimum depth requirement by 1m and therefore, would not materially affect living conditions at this property. Furthermore, the site is within walking distance of public open space which is just 400m away to the east which mitigates against the minor shortfall.



Proximity of site to Central Avenue Open Space

- 5.48 In addition, the internal floor area of Plot 1 comfortably exceeds the minimum floor space standards which also compensates for a minor shortfall in outdoor amenity space.
- 5.49 In terms of privacy and outlook, the proposed dwellings and their associated gardens by reason of their position relative to neighbouring properties would not be unreasonably overlooked or be affected by a harmful loss of privacy.
- 5.50 Also, although the site would share an access road with the existing Golf Club, the comings and goings associated with this commercial premises would not result in a level of noise and disturbance that would materially harm living conditions.
- 5.51 It is evident that the Golf Club and surrounding residential properties easily coexist and thus the development of 4x new dwellings on the site would not be affected by this existing use.
- 5.52 In summary, the proposed development would provide good quality accommodation for future occupants that meets the aims of the NPPF, policy CS19 of the Local Plan, the Technical Housing Standards and the council's SPG 2 Residential Layout Guidelines.

Impact on neighbour amenity

- 5.53 Paragraph 135 f) of the NPPF states that planning policies and decisions should ensure that developments *"create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience"*.
- 5.54 Local Plan policy CS19 (Development and Design Principles) requires new development to be located and constructed to safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land.
- 5.55 SPG2 provides advice in relation to privacy and overshadowing and seeks to protect the privacy and amenity of the occupiers of existing and proposed dwellings and protect against loss of light and overshadowing from obstructing buildings.
- 5.56 The scale and position of the proposed development has been carefully considered to ensure that it would not be harmful to the residential amenities of neighbouring occupiers.
- 5.57 In this instance, the site would share a boundary with no. 183 Singlewell Road and no. 2 Dennis Road to the north and the Mid Kent Golf Club to the south and west.

- 5.58 The development would not affect the use of the Golf Club, whilst the proposal would reduce parking provision there is a large car park to the west of the Clubhouse that can easily accommodate the needs of the existing business.
- 5.59 Regarding no. 2 Dennis Road, the overall impact on this property would be negligible. No. 2 has an outbuilding at the end of their rear garden and whilst the proposal would place a new car parking area in closer proximity to the site it would not result in a level of noise or disturbance that could be deemed harmful given the wider setting.
- 5.60 No. 183 Singlewell Road would be directly adjacent to the northern side of the proposed terrace row. The proposed terrace would extend 3.1m beyond the first-floor rear elevation of neighbouring terrace, however, would not exceed the depth of the existing single storey rear extension at no. 183.



Flank and rear elevations of no. 183 Singlewell Road

- 5.61 The first-floor side window at no. 183 serves the staircase and the nearest first floor rear window serves a bathroom. Moreover, the development which would be set in from the shared boundary would not breach a 45-degree line of sight taken from the centre of the nearest first floor habitable room window.
- 5.62 In summary, the proposed development would not result in an unacceptable loss of outlook or overbearing impacts and would not create an unacceptable loss of daylight or sunlight.

- 5.63 Therefore, the development would safeguard the amenities of neighbouring occupiers and the scheme would comply with the aims of the NPPF, Local Plan policy CS19 and the intent of the council's SPG2 Residential Layout Guidelines.

Parking and Waste Storage

- 5.64 Paragraph 115 of the NPPF states *"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."*
- 5.65 Local Plan policy CS11 (Transport) states that 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.
- 5.66 SPG4 (Kent Vehicle Parking Standards) sets out the council's approach to parking requirements which for residential Class C3 use are:

Maximum Vehicle Parking Standards

Car Parking	
1 bedroom	1 space per dwelling
2 and 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units
Notes:	1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis. 2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

Minimum Cycle Parking Standards

Individual residential dwellings ⁽¹⁾	1 space per bedroom
Flats & maisonettes ⁽²⁾	1 space per unit
Sheltered accommodation ⁽²⁾	1 space per 5 units
Notes:	1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

- 5.67 The scheme proposes 4x 3-bedroom dwellings and as a result the development should provide a total of 8 car parking spaces and at least 4 cycle parking spaces. When assessing previous schemes the highways officer commented that an additional 20% increase in parking is required for visitors, etc.
- 5.68 The provision of 11 car parking spaces plus a cycle store in each garden would meet the aims of regional policy and provide additional space for visitors and servicing

which would ensure that the development did not lead to blocked and congested streets and pavement parking.

- 5.69 Access to the parking area would be via the golf club entrance and the existing gates would be repositioned further back into the site so unhindered access to the residential parking area would be available at all times.



Existing entrance from Singlewell Road

- 5.70 In addition, the intensification in use of the site would not result in a significant increase in comings and goings, and therefore as the site entrance is on a straight section of road with good visibility in both directions which would meet the visibility requirements of 43m x 2.4m x 43m the proposal would not be detrimental to highway safety.
- 5.71 In terms of the reduction in parking spaces for the existing business, the proposal would remove 10 parking spaces from the front of the site, however, as shown below there is ample space on the rear car park to meet the needs of the business.



Existing parking at Mid Kent Golf Club

5.72 Regarding refuse storage and collection, waste storage areas would be positioned within each rear garden to accommodate:

- Refuse – 1x 180ltr grey bin
- Recycling – 1x 240ltr grey bin with green lid
- Food waste – 1x 23ltr black bin with orange lid plus 5ltr caddy

5.73 The bins would be easily moved to Singlewell Road on collection days which would be compatible with the storage and collection of waste arrangements at neighbouring houses.

5.74 In summary, the development would comply with the aims of the NPPF, Local Plan policy CS11 and SPG4 Kent Vehicle Parking Standards.

Trees and landscaping

5.75 The NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment.

5.76 Local Plan policy CS12 (Green Infrastructure) states that there will be no net loss of biodiversity in the borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought. Landscape features such as trees and hedgerows within the urban area are also important as they help to raise the quality of the environment and the quality of people's lives, as well as providing stepping stones and habitats for wildlife. Therefore, it is important that such landscape features within the urban area are retained and enhanced.



Existing landscaping

- 5.77 There are several trees currently on the application site which would be removed to facilitate the development. These trees are not protected; however, the applicant recognises that compensatory planting is required on the ratio of 2 trees for each tree lost and therefore, is willing to enter into a legal agreement or accept a condition of approval to ensure that any trees lost are mitigated by replanting either within the site or elsewhere within the wider area.
- 5.78 In addition, the front of the site would remain open and soft landscaped, whilst the rear gardens would be partially laid with lawn, and the existing trees and bushes adjacent to the car parking area would be retained so as to continue to provide landscape features within the urban environment.
- 5.79 In summary, the scheme would comply with the aims of the NPPF and with policy CS12 of the Local Plan which collectively seek to retain landscape features or mitigate loss through replacement planting.

6.0 CONCLUSION

- 6.1 The proposed scheme would make efficient use of land and provide a much-needed boost to housing supply in the borough.
- 6.2 The proposed terrace row of 4 dwellings would present as a high-quality addition to the site that would form a coherent continuation of the existing building line and easily assimilate within the locale without compromising its character.
- 6.3 The dwellings would also provide future occupants with a comfortable standard of living exceeding the minimum floor space standards and providing adequate external amenity space, without impacting on the residential amenities of neighbouring occupiers.
- 6.4 In addition, the development would provide sufficient car parking, cycle and waste storage to meet the needs of any new occupants and the existing business.
- 6.5 Thus it is stated that the development would accord with the aims of the National Planning Policy Framework, Gravesham Local Plan policies P3 and T1, Gravesham Local Plan Core Strategy policies CS01, CS02, CS11, CS12, CS14, CS15 and CS19, as well as the Technical Housing Standards – Nationally Described Space Standards, the council's SPG 2 Residential Layout Guidelines and Kent's Vehicle Parking Standards SPG4.
- 6.6 Mindful that the National Planning Policy Framework (NPPF) states that decision-makers at every level should seek to approve applications for sustainable

development where possible and that applications should be considered in the context of the presumption in favour of sustainable development, for the above reasons, it is politely requested that this application is granted planning permission at the earliest opportunity with any conditions deemed appropriate to the circumstances of this case.