

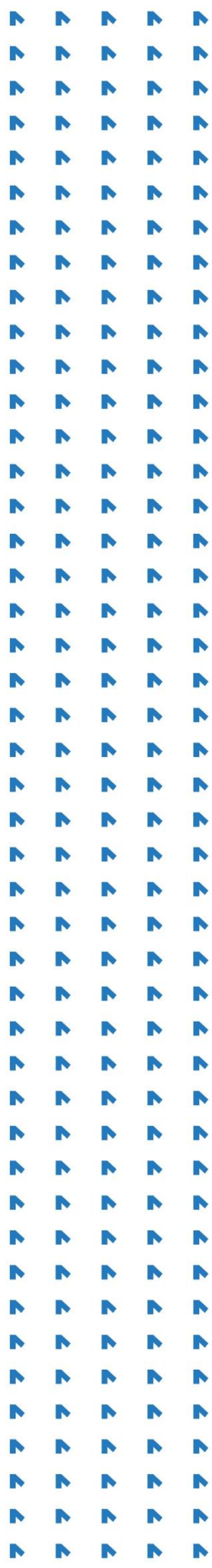
Condition Statement

**In support of a Discharge of Conditions
Application**

Regulated by RTPI

October
2024

M MIALEX



**Mialex is a bespoke planning
and development consultancy
established in 2017.**

We specialise in securing planning
permission on a wide range of
developments across the UK and
have a strong track record of success.

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projects.

ALL PROJECTS →

M MIALEX

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5. Detailed Window and Door Drawings
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7. Construction Management Plan
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10. Environmental Health Officer Email (27th June 2024)

1 INTRODUCTION

- 1.1 Planning Permission (Ref 20231301) was approved on the 14th May 2024 and provides for the following development as set out within the Decision Notice enclosed at **Appendix 1**.

“Construction of a three storey building with habitable roof space to accommodate seven apartments with associated pedestrian access, private and communal amenity space, refuse and cycle storage.”

- 1.2 The application was approved subject to a total of 15 planning conditions. We are instructed to apply to enable the discharge of the following conditions.

- **Condition 3:** Details of materials and finishes;
- **Condition 4:** Window and door details;
- **Condition 5:** Boundary treatment details;
- **Condition 6:** Refuse storage and collection arrangements;
- **Condition 8:** Cycle storage scheme;
- **Condition 9:** Soft landscaping and planting plan;
- **Condition 10:** Hard landscaping plan;
- **Condition 11:** Construction management plan;
- **Condition 12:** External lighting scheme;
- **Condition 13:** Biodiversity enhancement scheme, and
- **Condition 14:** Noise impact assessment.

2 CONDITION WORDING

Condition 3

- 2.1 *Prior to above ground works commencing, details and samples of all materials and finishes to be used in the external faces of the building (bricks, tiles, rainwater goods, windows and doors) shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.*

Reason

- 2.2 *To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014).*
- 2.3 External Brickwork will comprise of Smeed Dean London Stock as per the image below and specification sheet enclosed at **Appendix 2**. This will be set on a standard mortar bed in a similar manner to the directly adjoining 17 Darnley Road.



- 2.4 Meanwhile the pitched roof will benefit from Passaro blue-grey Spanish slate roof tiles from Slatescape as illustrated in the image below and specification enclosed at **Appendix 3**.



- 2.5 With regard to rainwater goods it is confirmed that the development proposes to use a 112mm half round profile cast iron effect gutter as demonstrated in the image below and specification enclosed at **Appendix 4**.



Condition 4

- 2.6 *Prior to the installation of the windows and doors, drawings to a scale of 1:10 and joinery details at a scale of 1:2 or full size shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to any of the flats hereby permitted first being occupied.*

Reason

- 2.7 *In order to protect the character and appearance of the Conservation Area in accordance with policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).*
- 2.8 Accordingly, 1:10 and 1:2 detailed drawings are enclosed at **Appendix 5** providing full design details of proposed windows and doors which will be flush casement and anthracite grey (RAL 7016).

Condition 5

- 2.9 *Prior to above ground works commencing, full details of all boundary treatments, including their location, design, height and materials, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.*

Reason

- 2.10 *In order to protect the character and appearance of the Conservation area and to ensure a satisfactory environment for existing and future residents in accordance with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014v) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).*
- 2.11 As confirmed within Drawing Ref 23-1431-20C prepared by Sub Rosa in support of this application and enclosed at **Appendix 6**, the proposed boundary treatment down the Rathmore Road elevation of the apartment block and external amenity area will consist of new 900mm black painted railings to match those originally present down the Darnley Road street scene.
- 2.12 To the west of the development block a new close boarded timber fence will be installed to enclose Nos. 15 and 17 Darnley Road in keeping with the existing fence in that location.

Condition 6

- 2.13 *Prior to the first occupation of any of the flats hereby permitted, full details of the refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.*

Reason

- 2.14 *To safeguard the amenities of occupiers of adjoining and nearby residential properties and in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).*

Condition Statement

- 2.15 Similarly, as confirmed within Drawing Ref 23-1431-20C prepared by Sub Rosa in support of this application and enclosed at **Appendix 6**, the proposed refuse store will be timber clad and adequately sized to serve the development.
- 2.16 Moreover it is confirmed that drag distances for refuse operatives will be within the maximum 15 metres as set out within Gravesham Borough Council's Planning Guidance on Waste Collection, from the bin store to the highway.

Condition 8

- 2.17 *Prior to above ground works, a scheme detailing the provision for 7 additional cycle parking spaces shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall then be constructed in accordance with these approved details and completed, in its entirety, prior to first occupation of the development. Thereafter the cycle parking shall be retained.*

Reason

- 2.18 *In order to ensure an acceptable levels of cycle parking provision, in accordance with adopted policies T1 and P3 of the Local Plan First Review 1994 and Policies CS11 and CS19 of the Core Strategy 2014.*
- 2.19 Secure, covered cycle storage details have also been included within Drawing Ref 23-1431-20C which demonstrates secure storage in a Falcovert Pro 3 bicycle rack within a timber framed secure store as set out within **Appendix 6**.

Condition 9

- 2.20 *Prior to above ground works commencing, details of soft landscaping and a planting plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.*

Reason

- 2.21 *To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014).*
- 2.22 In accordance with Condition 9, soft landscaping details including a planting plan for the defensible border and amenity grassland is included within Drawing Ref 23-1431-20C and enclosed here at **Appendix 6**. It is confirmed that any trees/plants that die, are damaged, removed or diseased within five years of implementation shall be replaced.

Condition 10

- 2.23 *Prior to above ground works commencing, details of hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and*

thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.

Reason

- 2.24 *To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014).*
- 2.25 In a similar manner to Condition 9 hard landscaping details (with corresponding specification images) are included within Drawing Ref 23-1431-20C and **Appendix 6** of this Statement. For the avoidance of doubt the proposed specification for paving shall be Marshalls Fairstone Limestone Aluri in Charcoal (available at: <https://www.marshalls.co.uk/gardens-and-driveways/product/fairstone-limestone-sawn-garden-paving>), whilst the crushed slate border shall be finished in South Lakeland Blue Slate Chippings (40mm) (available at: <https://www.stoneandsurfaces.co.uk/product/south-lakeland-blue-slate-chippings-40-mm?srsltid=AfmBOopIC56lwScz1NtTZzbBR8BVmUt5AsEvKHs3Eb3D1pLs1IsrQtXp>).

Condition 11

- 2.26 *Prior to commencement of any works, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.*
- (a) Routing of construction and delivery vehicles to / from site;*
- (b) Parking and turning areas for construction and delivery vehicles and site personnel;*
- (c) Timing of deliveries;*
- (d) Provision of wheel washing facilities;*
- (e) Temporary traffic management / signage.*

The development shall thereafter be carried out in full accordance with the approved details.

Reason

- 2.27 *In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).*
- 2.28 Accordingly, a Construction Management Plan is enclosed in support of this application at **Appendix 7** by Mialex which sets out completely, the detailed measures for site traffic management.

Condition 12

- 2.29 *Prior to above ground works commencing, details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.*

Reason

- 2.30 *In the interests of visual and residential amenity and in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy (2014).*
- 2.31 A scheme of lighting is proposed in order to comply with the relevant Building Regulations requirements. This will be low level in nature and has been carefully considered to have the lowest amount of light spillage possible onto adjoining residential properties.
- 2.32 Accordingly, bollard lighting is proposed to line the pedestrian footpath, refuse area and cycle store, with the hours of operation controlled by dusk till dawn sensors at a height of 803mm, width of 1180mm and powered by a 9 Watt LED.
- 2.33 As per the image below the bollard lighting proposed will be a “Endon, EL-40078 Outdoor LED Small Post Lamp in Aluminium/Matt Grey rated to IP54”.



- 2.34 Additional wall lighting will be provided at ground floor level (2000mm above finished floor level) around the whole perimeter of the building, including refuse and cycle areas. With a width of 1600mm, depth of 96mm the and a 5 watt LED the lighting has been carefully chosen to have the least impact upon the surrounding Conservation Area.
- 2.35 As per the image below the perimeter lighting will be a “Ansell Kappa, LED Outdoor Wall Light, rated IP65, Grey Graphite, 300k White.



- 2.36 Finally, high level emergency only, security lighting will be installed at first floor level (5000mm from finished floor level) around the perimeter of the building to be controlled by PIR in the event of an emergency. This security lighting will be of 90mm height, 135mm width, 80mm depth and comprise a 10W LED.
- 2.37 As per the image below this will comprise of Ansell Eden, 10W Adjustable Floodlights, Cool White also rated to IP65.



- 2.38 The location for all proposed external lighting around the site is set out within the two accompanying drawings enclosed here at **Appendix 8**.

Condition 13

- 2.39 *Prior to completion of the development, a Scheme of Biodiversity Enhancement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).*

Reason

- 2.40 *In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).*
- 2.41 In support of this condition it is confirmed that one bird and one bat box will be installed on the building as set out below. This information should be read in conjunction with the soft landscaping scheme prepared in support of the development which further sets out the range of biodiversity enhancements at the site. As the application was submitted prior to the introduction of Biodiversity Net Gain by the Environment Act 2021, no measured 10% uplift is required in this instance.
- 2.42 One Schwegler 9A House Martin Eaves Nest to accommodate swallows/house martins will be installed within the eastern external elevation at second floor level of woodcrete construction as per the image below.



- 2.43 Additionally, a Lela bat box, again of woodcrete construction, will be installed within the southern external elevation at second floor level as demonstrated within the image below.



Condition 14

- 2.44 *Prior to commencement, a noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.*

The scheme shall demonstrate that:

- *The internal ambient noise levels in all habitable rooms of the proposed residential dwellings shall not exceed the guideline LAeq values found in Table 4 of BS8233:2014.*
- *The maximum internal noise levels in all habitable rooms should not exceed 45dB L_{max} more than 10 times per night in accordance with the Professional Practice Guidance on Planning & Noise and the WHO Guidelines for Community Noise.*
- *External areas shall be designed and located to ensure that amenity areas are protected on all boundaries as to not exceed 50dBLAeq, 16hr. if a threshold level relation to 55dBLAeq, 16hr is required for external areas full justification should be provided.*

The development shall thereafter be carried out in full accordance with the approved details.

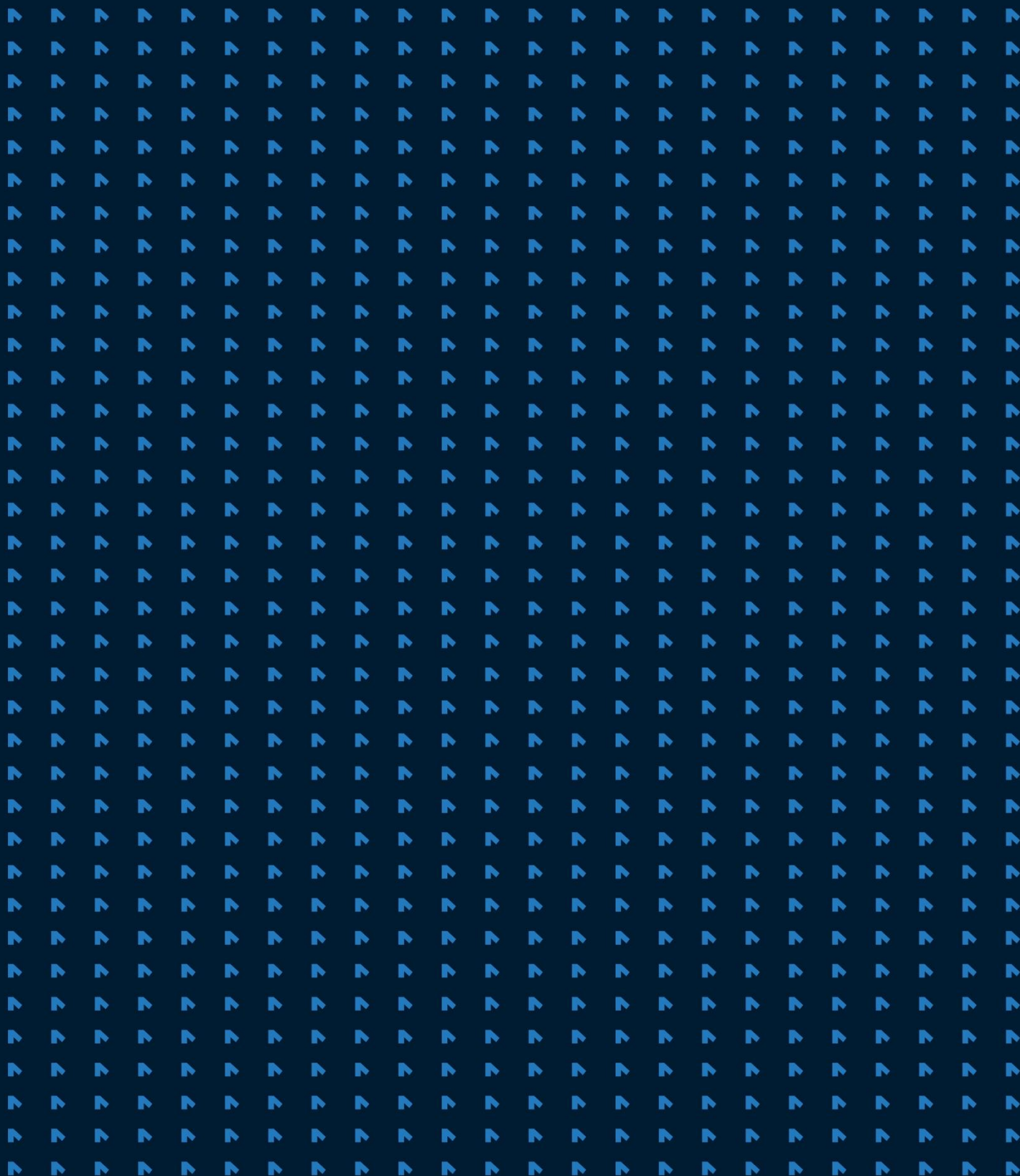
Reason

- 2.45 *In order to safeguard the amenity of future occupants and the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).*
- 2.46 The enclosed noise impact assessment produced by Pace Consultants (please refer to **Appendix 9**) clearly demonstrates acceptable living conditions for future occupiers in this location. Whilst it is unfortunately not possible to deliver a maximum 55dBA value for external amenity areas. As agreed

with the Council in the enclosed email at **Appendix 10** this is considered to be acceptable and in line with British Standard 8233:2014.

3 CONCLUSION

- 3.1 Against this background the application for the proposed discharge of conditions 3, 4, 5, 6, 8, 9, 10, 11, 12, 13 and 14 is deemed to be in accordance with relevant planning policy and considered acceptable in planning terms.
- 3.2 As such, we look forward to confirmation of early validation and determination of the application.



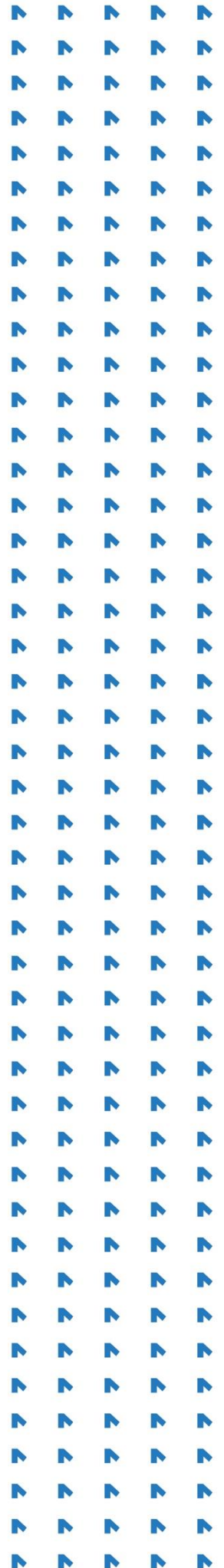
0330 133 1355
info@mialex.co.uk

Mialex Limited
Company No. 10612718



Work.Life Manchester
Core
Brown Street
Manchester
M2 1DH

Appendix 1



Application: 20231301

**TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 (AS AMENDED)**

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND
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To: **Hayer Investments South Ltd
C/O Mr Harry Johnson, Mialex
Work.Life
Core
Brown Street
MANCHESTER
M2 1DH**

TAKE NOTICE that the **GRAVESHAM BOROUGH COUNCIL**, the Local Planning Authority under the Town and Country Planning Acts, has **GRANTED PERMISSION** for development of land situate at:

**Land To Rear Of
15 - 17 Darnley Road
Gravesend
Kent
DA11 0RZ**

and being **Construction of a three storey building with habitable roof space to accommodate seven apartments with associated pedestrian access, private and communal amenity space, refuse and cycle storage.** Your application dated 19th March 2024 is permitted subject to the following:-

1. The development hereby approved shall be begun not later than 3 years following the date of this decision.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following schedule of approved plans:

Application Form
Location Plan
21-1431-01E - Plans and Block Plan as Proposed
21-1431-02D - Plans as Proposed
21-1431-03F - Elevations as Proposed
23-1431-04F - Sections as Proposed
23-1431-05 - Shadow Maps

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to above ground works commencing, details and samples of all materials and finishes to be used in the external faces of the building (bricks, tiles, rainwater goods, windows and doors) shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

4. Prior to the installation of the windows and doors, drawings to a scale of 1:10 and joinery details at a scale of 1:2 or full size shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to any of the flats hereby permitted first being occupied.

Reason In order to protect the character and appearance of the Conservation Area in accordance with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).

5. Prior to above ground works commencing, full details of all boundary treatments, including their location, design, height and materials, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.

Reason: In order to protect the character and appearance of the Conservation Area and to ensure a satisfactory environment for existing and future residents in accordance with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).

6. Prior to the first occupation of any of the flats hereby permitted, full details of the refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.

Reason: To safeguard the amenities of occupiers of adjoining and nearby residential properties and in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

7. Before the first occupation of the buildings hereby permitted, the windows, openings and any other glazing, in the West facing elevation shall be fitted with glass that has been obscured in the manufacturing process to Pilkington level 3 or higher (or equivalent) and shall be non-opening up to a maximum height of 1.7m above internal floor level. Both the obscured glazing and the non-opening design shall be an integral part of the manufacturing process and not a modification or addition made at a later time. The windows shall thereafter be retained as such.

Reason: In order to safeguard the amenity and privacy of the occupants of the neighbouring properties in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

8. Prior to above ground works, a scheme detailing the provision for 7 additional cycle parking spaces shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall then be constructed in accordance with these approved

details and completed, in its entirety, prior to first occupation of the development. Thereafter the cycle parking shall be retained.

Reason: In order to ensure an acceptable levels of cycle parking provision, in accordance with adopted policies T1 and P3 of the Local Plan First Review 1994 and Policies CS11 and CS19 of the Core Strategy 2014.

9. Prior to above ground works commencing, details of soft landscaping and a planting plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

10. Prior to above ground works commencing, details of hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

11. Prior to commencement of any works, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

- (a) Routing of construction and delivery vehicles to / from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management / signage

The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

12. Prior to above ground works commencing, details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity and in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy (2014).

13. Prior to completion of the development, a Scheme of Biodiversity Enhancement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

14. Prior to commencement, a noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

The scheme shall demonstrate that:

- The internal ambient noise levels in all habitable rooms of the proposed residential dwellings shall not exceed the guideline LAeq values found in Table 4 of BS8233:2014.
- The maximum internal noise levels in all habitable rooms should not exceed 45dB LAmax more than 10 times per night in accordance with the Professional Practice Guidance on Planning & Noise and the WHO Guidelines for Community Noise.
- External areas shall be designed and located to ensure that amenity areas are protected on all boundaries as to not exceed 50 dBLAeq,16hr. If a threshold level relaxation to 55 dBLAeq,16hr is required for external areas full justification should be provided.

The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity future occupants and the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

15. The applicant shall undertake a watching brief during construction in case any contamination issue is encountered. If during development any contamination is found, the Local Planning Authority should be informed as soon as practical and the work shall not continue until written agreement is provided by the Local Planning Authority as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out.

Reason In order to protect the amenity of occupiers in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

INFORMATIVES:-

1 WORKS OF CONSTRUCTION

Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.

i. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.

ii. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.

iii. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.

iv. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

2 BUILDING REGULATIONS AND PARTY WALL ACT

This decision DOES NOT imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

3 DEVIATION FROM APPROVED PLANS

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority [as proceeding without the necessary permissions could nullify this permission].

4 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2023, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

5 AGREEMENT FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION(S)

In accordance with The Town and Country Planning (Pre Commencement Conditions) Regulations 2018 and paragraph 36 of the Planning Practice Guidance the Local Planning Authority has agreed in writing with the applicant on 09/02/2024 to the inclusion of the following pre-commencement conditions.

Condition 12

Condition 15

6 KCC HIGHWAYS

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil. Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all

development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

7 NAMING & NUMBERING

As a result of the changes to this property, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered.

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses.

The Naming and Numbering service is provided by the Borough Council. The on-line form is available at the Planning/House Numbering page of the council's web-site <http://www.gravesham.gov.uk/street-naming>. Please submit the application and the requisite fee in accordance with the guidance on the form.

Dated: 14 May 2024

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Shazad Ghani
MPhil, MA, BA (Hons)
Head of Planning
Planning Service

NOTIFICATION TO APPLICANT

APPEALS TO THE SECRETARY OF STATE

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If this is a **householder application*** which has been refused and you want to appeal against your Local Planning Authority's decision then you must do so within **12 weeks of the date of this notice**.
- For all other applications, refused or permitted, if you want to appeal against your Local Planning Authority's decision then you must do so within 6 months of the date of this notice.

- **For further information regarding Appeals and to make an application please click the relevant link:**
<https://www.gov.uk/appeal-householder-planning-decision>
<https://www.gov.uk/appeal-planning-decision>
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

***Householder applications**

These are:

- (a) applications for planning permission for development of an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse, or
- (b) an application for any consent, agreement or approval required by or under a planning permission, development order or local development order in relation to such development

but does **not** include –

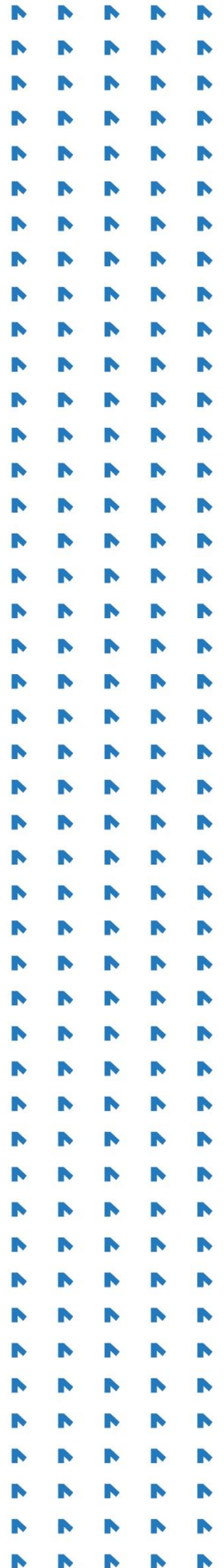
- (i) an application for change of use;
- (ii) an application to change the number of dwellings in a building.

PURCHASE NOTICES

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor can he/she render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix 2



Smeed Dean London Stock

Product Technical Information Sheet

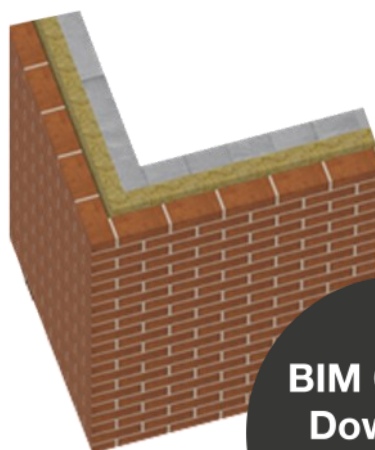
Wienerberger Code	24230010
Production Plant	Smeed Dean
Manufacture	Soft Mud Moulded Stock
Configuration	Frogged
Colour	Yellow Multi
Appearance	Flat/Sanded
Work Size (mm)	215 x 102.5 x 65
Pack Quantity	500 No.
Individual Dry Brick Weight (kg)	2.0

Technical Properties to BS EN 771-1

Size Tolerance (Mean/Range)	T1/R1
Gross Dry Density (kg/m ³ /Tolerance)	1380 (D1)
Compressive Strength (N/mm ²)	≥15
Thermal Conductivity (W/(m·K)) λ _{10,dry,unit} value (EN 1745 tabulated: S1)	P=90% 0.51
Durability Designation	F2
Water Absorption (%)	≤22
Initial Rate of Water Absorption (kg/(m ² ·min))	Min. 1.2 Max. 4.2
Active Soluble Salts	S2
Reaction to Fire	Class A1

Issue Date: 07/09/2020

Technical data correct at time of issue. Individual dry brick weights can vary and are for guidance only. Any questions regarding this data should be referred to the Wienerberger Technical Department. Due to the limitations of screen and print colour representation of product images it is advised that brick samples are viewed prior to ordering.



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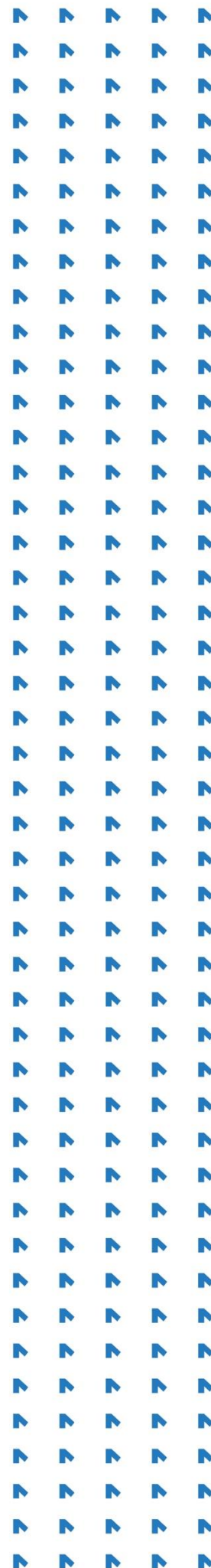


Comprehensive Design Services



Technical Support

Appendix 3



PASSARO

Description: Blue / Grey slate with a smooth surface and distinctive appearance. This roofing slate is flat and even, meaning there is less sorting and grading required which means less work (and therefore time) for the roofer.

Origin: Galicia, Spain

Size (cm): 40 x 25 50 x 25 60 x 30

Thickness (mm): 5

Product Range: **STANDARD** **MIXED** **FIRST**

Technical Specification

European Standard: EN 12326

British Standard: BS 680 PART 2

French Specifications: NF 228-02/01/01

Belgian Specifications: ATG H848

Test Results

Water Absorption: 0.31% Code: W1 (0.3%)

Contents of Carbonate: 0.3% Fulfil (<2%)

MOR Characteristics: Longitudinal 67.5 MPA

SO2 Exposure Test: S1

Thermal Cycle Test: T1

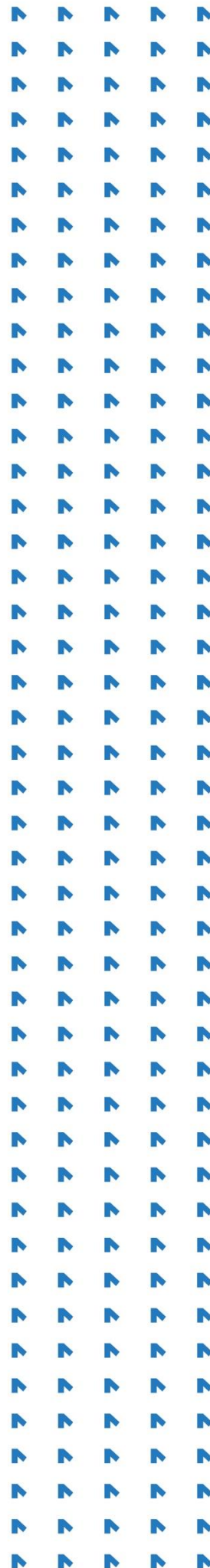
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Appendix 4



ODRAINAGECENTRAL

DRAINAGE, PLUMBING & RAINWATER

Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM



Plumbing & Drainage

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Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM



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CAST IRON STYLE RAINWATER AND SOIL SYSTEM



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Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Cast Iron has shaped the architectural landscape of our towns and cities since the industrial revolution. Inspired by this heritage, Brett Martin have applied over 50 years experience at the forefront of plastics technology to develop Cascade, a range of gutter and downpipe profiles which provide authentic cast iron styling in plastic.



A unique patented manufacturing process combines with original cast iron detailing on pipework, fittings and hoppers to give the full appearance of cast iron with all the benefits of modern plastic products. This allows the architect to achieve their architectural vision without compromising the requirements of today's fast paced construction contracts on time, money or safety.

- Authentic cast iron architectural detailing
- Extensive choice of styles
- An affordable cast iron alternative
- Quick and easy to install
- Ready to fit
- Lightweight, robust materials
- Fully UV stabilised
- Durable and corrosion resistant
- Compatible with existing rainwater systems



The Cascade range has been sympathetically designed with full consideration to original features, dimensions and detailing to provide heritage style without compromising the architectural integrity of traditionally designed building and renovation projects. In addition to Classic Black, Cascade is available in a choice of heritage colours including Chartwell Green, Anthracite Grey, Oxford Blue, Olive Green, Graphite Grey, Sandstone and Porcelain White.

DOMESTIC SYSTEMS

- 106mm Prostyle Gutter
- 112mm Roundstyle Gutter
- 115mm Deepstyle Gutter
- 65mm Square Downpipe
- 68mm Round Downpipe
- Fittings and Hoppers

HIGH CAPACITY SYSTEM

- 170mm Deepstyle Gutter
- 105mm Round Downpipe
- 100mm x 75mm (4" x 3") Rectangular Downpipe
- Fittings and Hoppers

SOIL SYSTEM

- 110mm Soil Pipe
- Soil Stack Shroud
- Access Fittings and Adaptors



Plumbing & Drainage

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Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Domestic Rainwater System - 106mm Prostyle.



The sleek lines and modern styling of the Prostyle Cast Iron Style Rainwater System provide a more contemporary finish with a quality Cast Iron look and feel. Offering a modern twist on heritage styling, the Prostyle system is ideally suited to traditionally styled new build projects.

- Authentic detailing and finish on downpipe, guttering, hoppers and fittings
- Fully compatible with the Cast Iron Style Soil System
- Incorporates 65mm Square Downpipe
- Choice of Ogee, Bath, Gothic and motiffed hopper designs
- Available in eight colour options

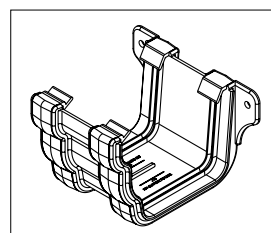
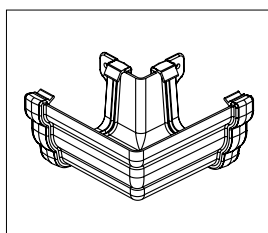
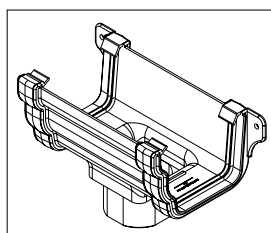
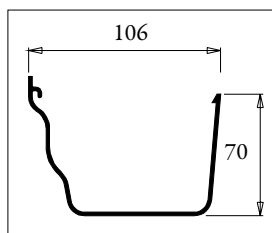


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Cast Iron Style Gutter Capacities

		Gutter Flow Capacity Litres per second		Maximum Roof Area m ²	
		Level	1:600	Level	1:600
106mm Prostyle	Outlet at one end	2.05	2.55	97	121
	Outlet at centre	4.1	5.1	195	242



Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Domestic Rainwater System - 112mm Roundstyle.



The Roundstyle Cast Iron Style Rainwater System is synonymous with traditional cast iron styling and blends perfectly with the architectural detailing on heritage buildings, being virtually indistinguishable from original Cast Iron systems. The authentic styling of the Roundstyle system is suitable for both period styled new build and renovation projects alike.

- Authentic detailing and finish on guttering, downpipe, hoppers and fittings
- Fully compatible with the Cast Iron Style Soil System and traditional Cast Iron
- Incorporates 68mm Round Downpipe
- Choice of Ogee, Bath, Gothic and motiffed hopper designs
- Available in eight colour options

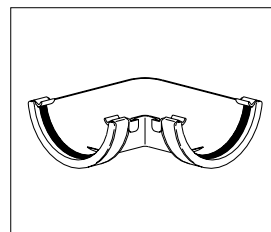
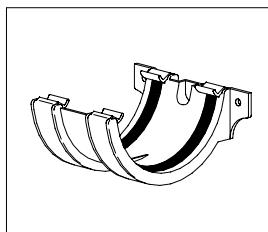
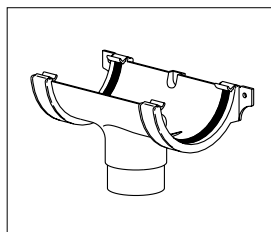
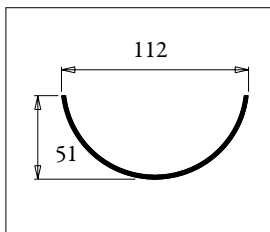


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Cast Iron Style Gutter Capacities

	Gutter Flow Capacity Litres per second		Maximum Roof Area m ²	
	Level	1:600	Level	1:600
112mm Outlet at one end	1.00	1.3	48	62
Roundstyle Outlet at centre	1.82	2.43	87	116



Domestic Rainwater System - 115mm Deepstyle.



Combining period Cast Iron detailing and styling, Deepstyle is a higher capacity semi elliptical rainwater system, providing greater drainage efficiency on larger roof areas.

- Authentic detailing and finish on downpipe, guttering, hoppers and fittings
- Fully compatible with the Cast Iron Style Soil System
- Incorporates 68mm Round Downpipe
- Choice of Ogee, Bath, Gothic and motiffed hopper designs
- Available in eight colour options

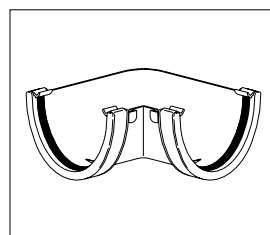
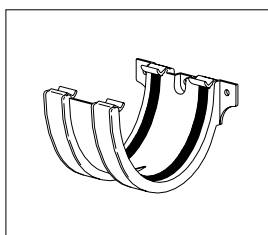
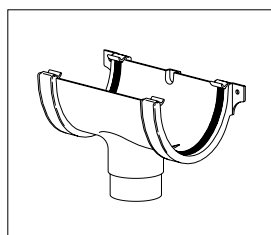
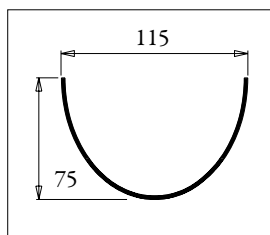


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Cast Iron Style Gutter Capacities

		Gutter Flow Capacity Litres per second		Maximum Roof Area m ²	
		Level	1:600	Level	1:600
115mm Deepstyle	Outlet at one end	1.88	2.30	90	110
	Outlet at centre	3.75	4.58	180	220



Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

High Capacity Rainwater System - 170mm Deepstyle.



The High Capacity Cast Iron Style Rainwater System is ideally suited to traditionally styled buildings with larger roof areas. Period style detailing combined with very high levels of roof drainage ensure that this system can be used on a wide variety of large heritage style buildings. Featuring 105mm Round Downpipe and 100 x 75mm Rectangular Downpipe, this system has been purposefully designed with close attention to detail. This authentic looking system can be used as a direct refurbishment replacement of Cast Iron in commercial buildings, churches, Georgian and Victorian shop frontage and larger period dwellings. Double seals on outlets, unions and angles guarantee optimum performance of this large, robust Cast Iron Style gutter system.

- Authentic detailing and finish on downpipe, guttering and fittings
- Fully compatible with the Cast Iron Style Soil System and traditional Cast Iron
- Double seals on outlet, unions and angles
- Incorporates 105mm Round Downpipe and 100 x 75mm Rectangular Downpipe
- Gutter fittings feature factory fitted CLIP & SEAL technology for ease of installation and completely watertight joints
- Available in eight colour options

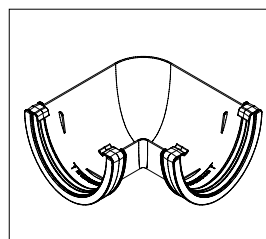
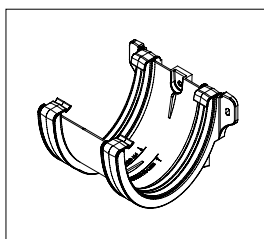
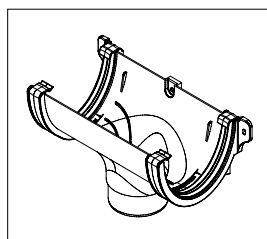
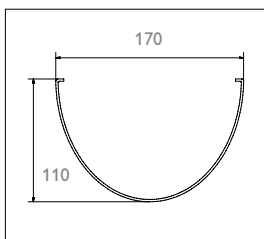


For more information please visit www.drainagecentral.co.uk or call us on 03302 230 275



Cast Iron Style Gutter Capacities

		Gutter Flow Capacity Litres per second		Maximum Roof Area m ²	
		1:350	1:600	1:350	1:600
170mm	Outlet at one end	5.77	5.12	275	244
Deepstyle	Outlet at centre	11.54	10.24	550	488



Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Hoppers



Brett Martin's extensive range of authentic hopper styles and designs provides the opportunity for the designer and home owner to individualise their rainwater system. The hopper designs include traditional Ogee, Bath and Gothic hoppers and a choice of period motifs including Tudor Rose, Fleur de Lys, Lion and Gargoyles.



Ogee



Gothic



Bath



Hopper Motifs



i. Fleur de lys



ii. Lion



iii. Tudor Rose



iv. Leaf



v. Gargoyle



vi. Date



vii. Four Leaf Square



Plumbing & Drainage

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Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Cast Iron Style Soil System



To complement Cast Iron Style Domestic and High Capacity Rainwater Systems, the Cascade range includes a comprehensive Cast Iron Soil System with a realistic cast iron finish. Designed to incorporate traditional cast iron detailing with all the benefits of a plastic system, the Cast Iron Soil System completes the range providing a cost effective alternative to Cast Iron in renovation or new build projects.

- 110mm Soil Pipe
- Soil Stack Shroud
- Access Fittings and Adaptors



Push Fit

Fully sealed, Cast Iron Style Soil is a Push-fit Soil System which offers fast installation and maximum durability. Due to the system's range of seals and adapters, it is fully compatible with other systems. The provision of long lasting rubber seals, retained by strong snap caps, gives the convenience of Push-fit installation plus prolonged reliability. At ground level the Cast Iron Soil System fully integrates with Brett Martin's Underground Drainage Systems.

- Authentic detailing and finish on guttering, downpipe, shroud, clips and fittings
- Fully compatible with the Cast Iron Style rainwater systems and traditional Cast Iron
- Convenient push fit installation
- Fully sealed, reliable system
- Integrates with Brett Martin Underground Drainage Systems
- Available in eight colour options



Cascade

CAST IRON STYLE RAINWATER AND SOIL SYSTEM

Colours



Cascade Cast Iron Style Rainwater and Soil System is available in a choice of heritage colours to cater for the subtle nuances of local architectural vernacular. In addition to Classic Black, there is a choice of Anthracite Grey, Chartwell Green, Oxford Blue, Olive Green, Graphite Grey, Sandstone and Porcelain White which reflect the trend for priming and painting traditional systems. The complete colour range delivers the traditional appearance of Cast Iron with the convenience of modern plastic materials.

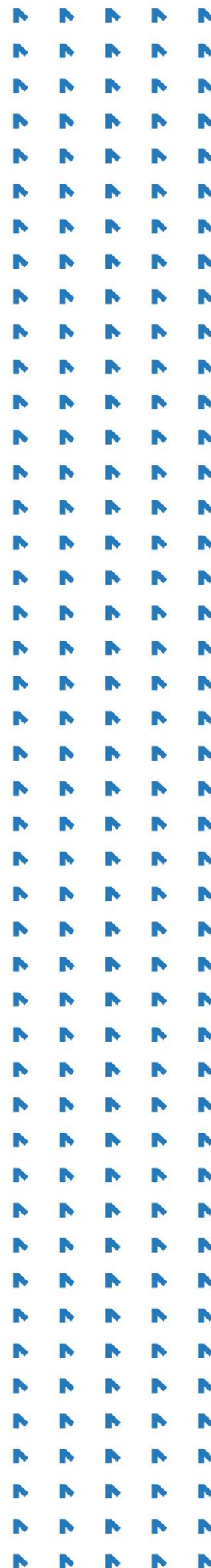


Anthracite Grey

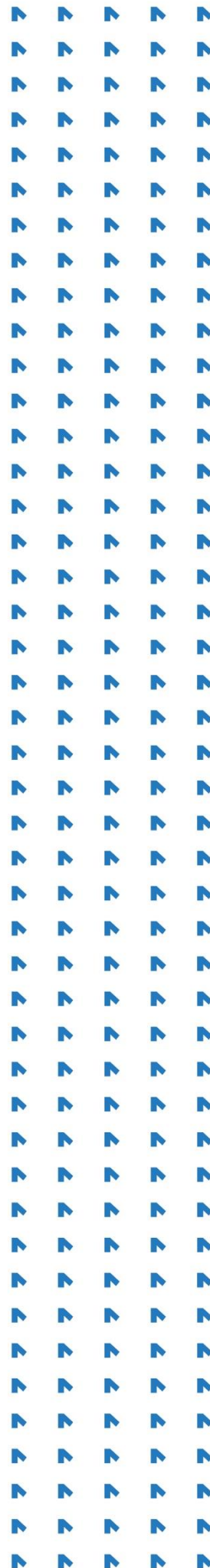
Chartwell Green

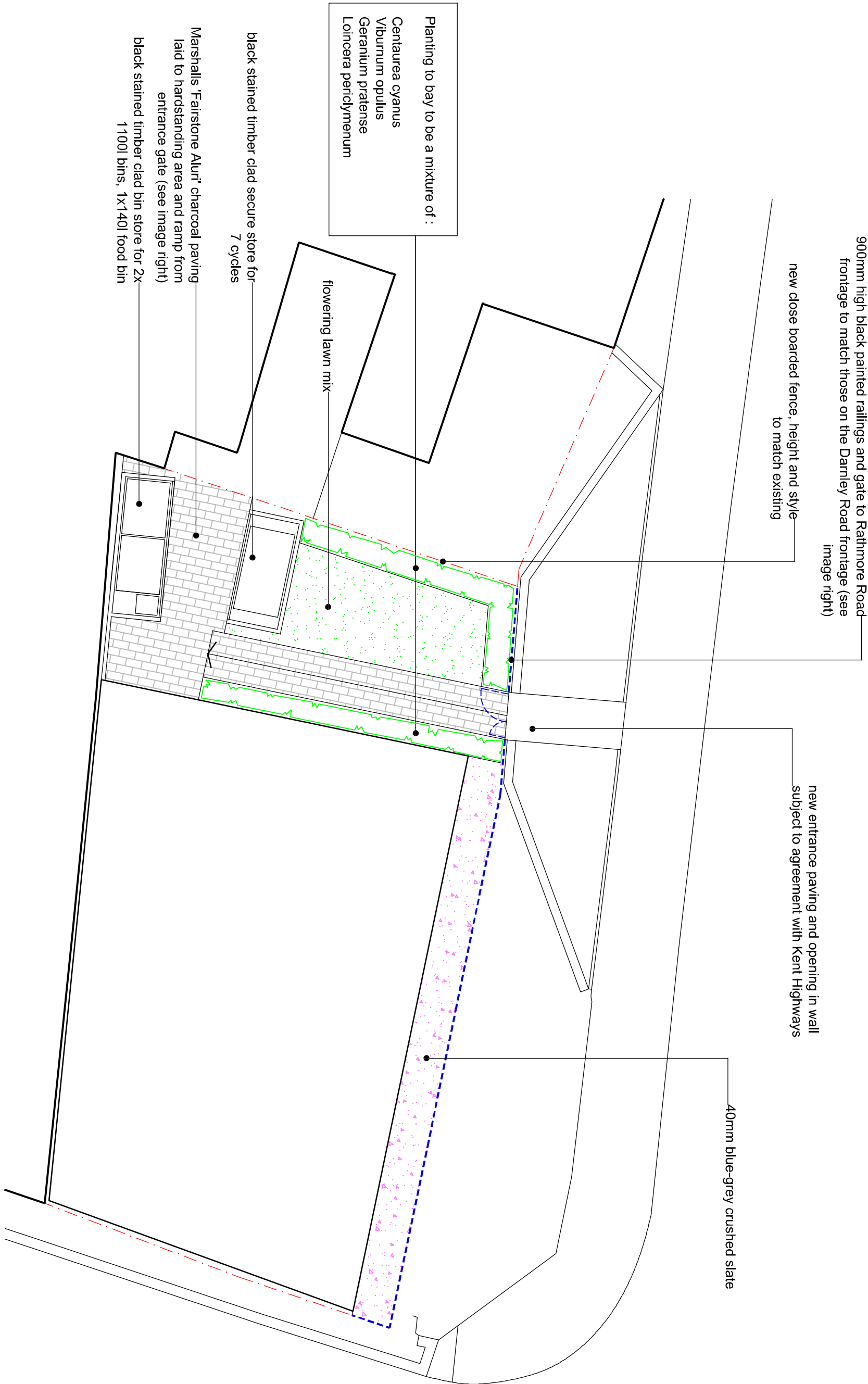
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Appendix 5



Appendix 6

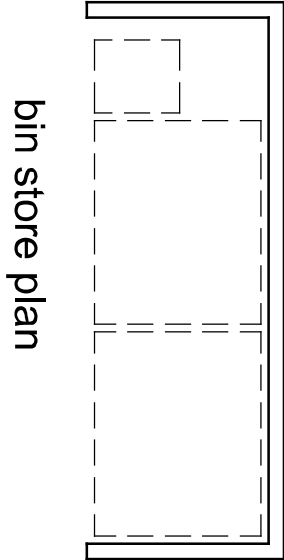




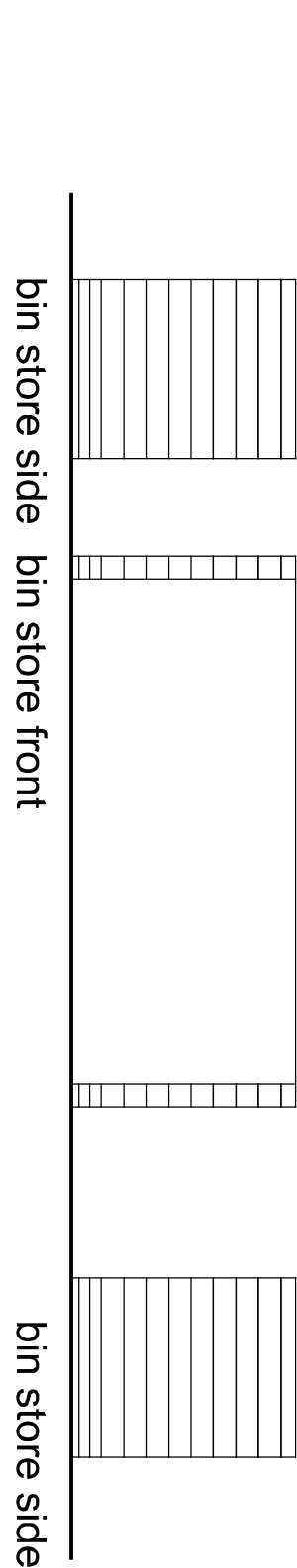
new railings to match existing those on the Darley Road frontage



Marshalls 'Fairstone Alur' charcoal paving

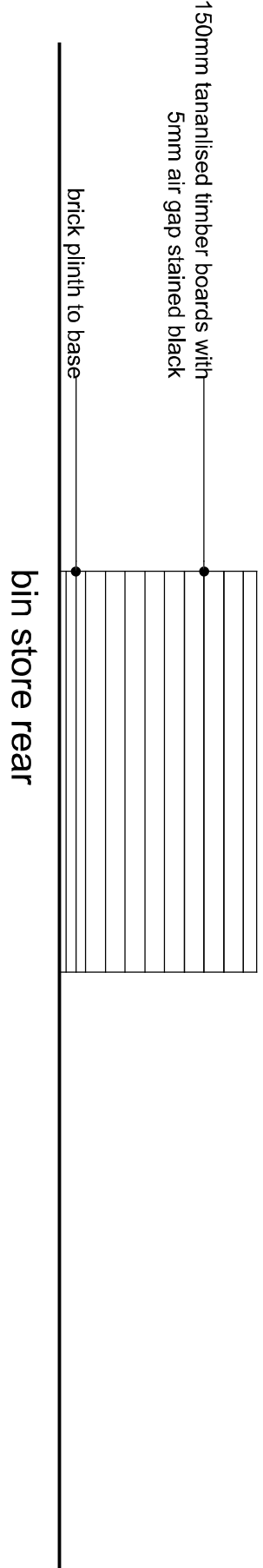


bin store plan

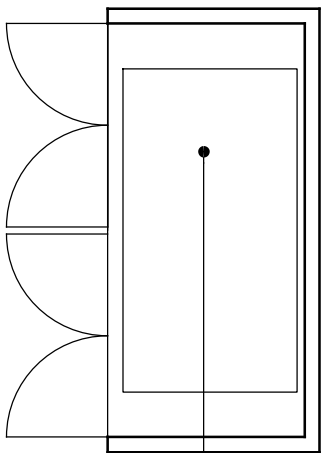


bin store side

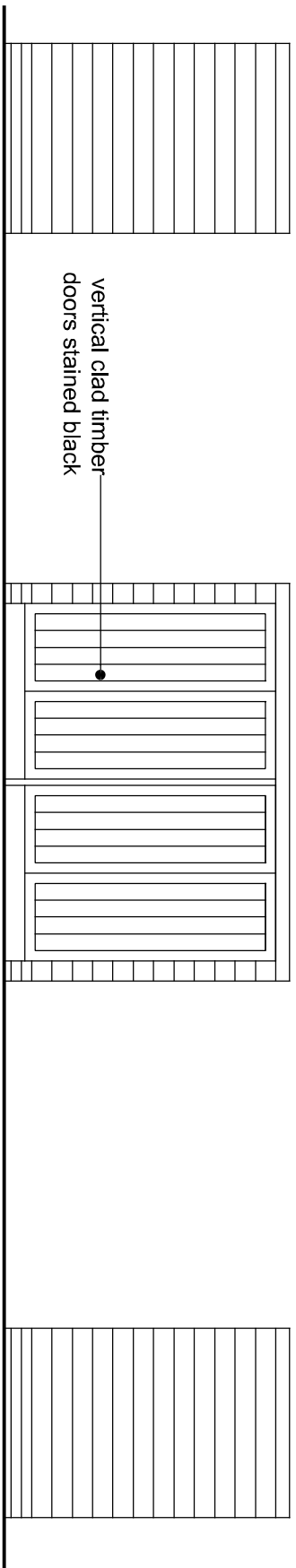
bin store front



bin store rear



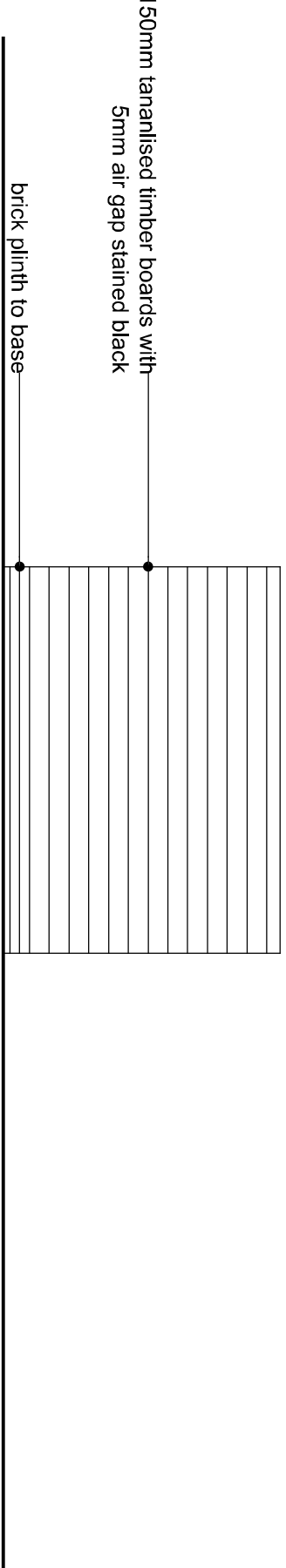
bike store plan



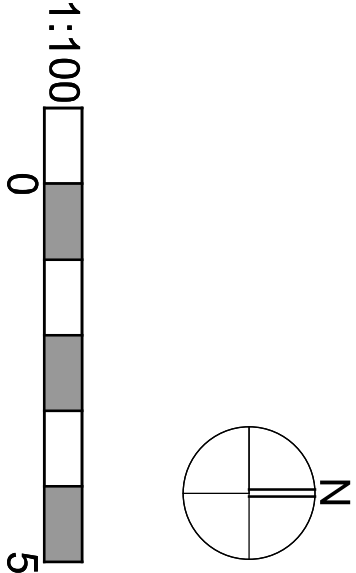
bike store side

bike store front

bike store side



bike store rear



New flats

Rear of 15-17 Darley Road

Discharge of Conditions 5,6,8,9 and 10

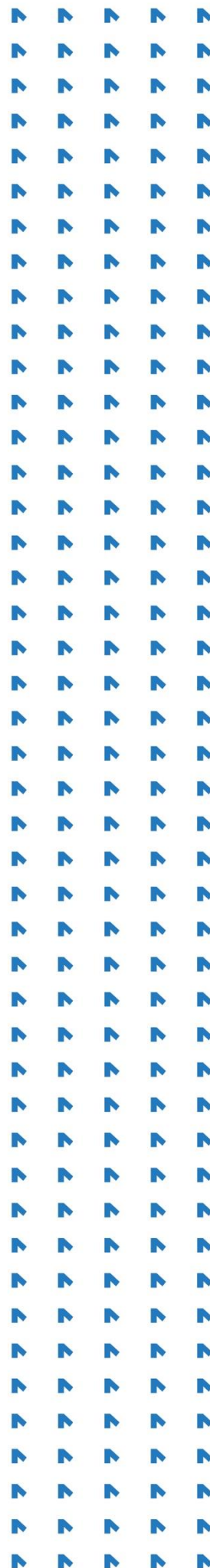
DRAWING STATUS			
Preliminary	☐	For Approval	☒
Information	☐	Actual	☐

Revisions	

Project	
Client	New Flats
Site	Hayes Investments South Ltd
Title	Rear of 15-17 Darley Road
Date	Discharge of Conditions 5,6,8,9 and 10
Scale at A1	1:100 1:50
	May 24

sub rosa architecture	
SAH Design Architecture Ltd	
The Studio 62 Pine Avenue Gravesend DA12 7DZ	
t: 01474 747707	
e: carlou@subrosa.co.uk	
DRAWING NUMBER	

Appendix 7



Construction Management Plan

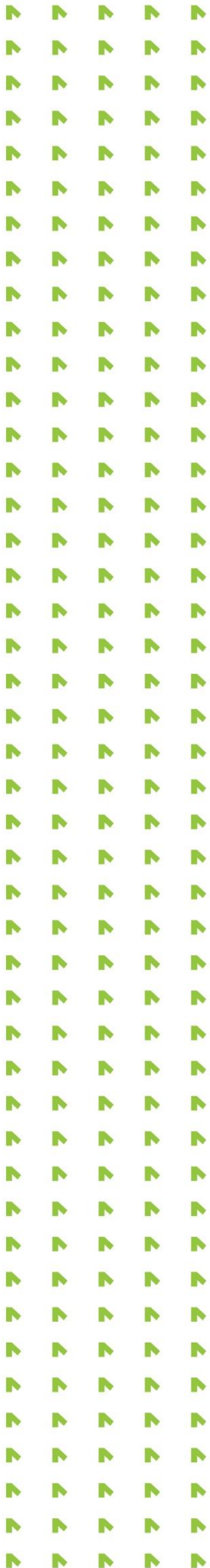
On behalf of Hayer Investments South Ltd.

**Land to the Rear of Darnley Road, Kent,
DA11 0RZ**

Regulated by RTPI

October
2024

M1 MIALEX



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Contents

1. Introduction
2. Site and Surroundings
3. Construction Programme and Methodology
4. Traffic Management
5. Developing and Using Policies to Reduce Impacts
6. Monitoring, Compliance, Reporting and Review

Appendices

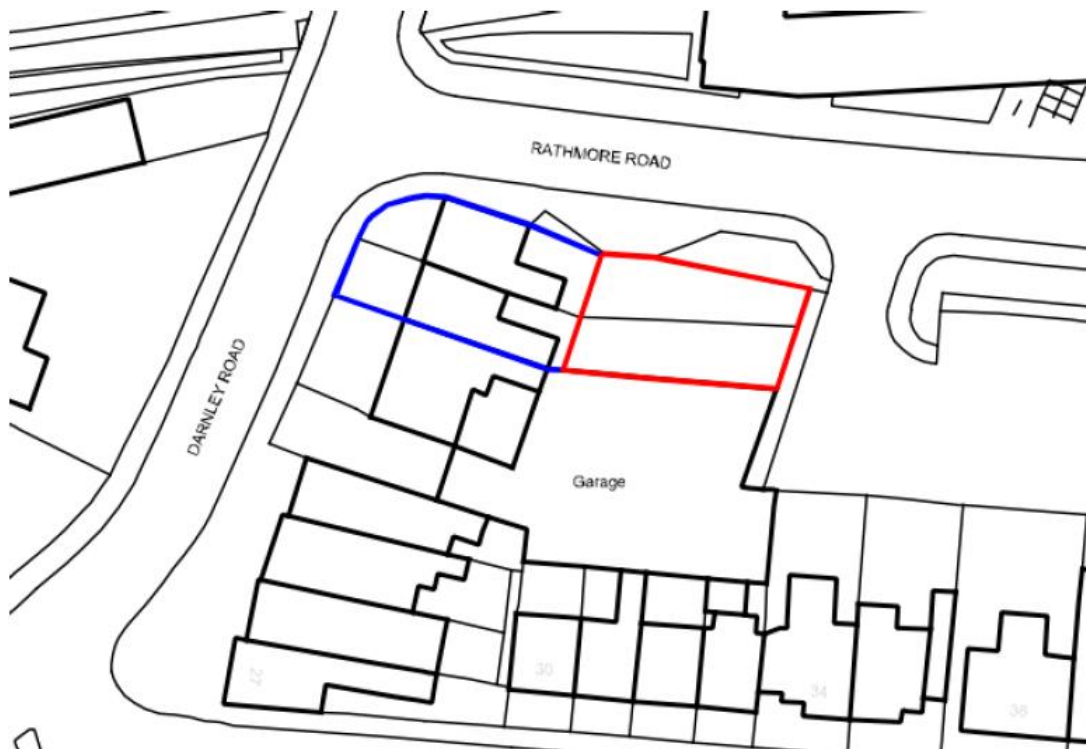
1. Decision Notice for Application 20231301
2. Proposed Site Layout
3. Identified Delivery Area
4. Proposed Vehicle Route from Strategic Road Network
5. Datascope Delivery Management Infosheet

1 INTRODUCTION

- 1.1 This Construction Management Plan has been prepared to support the discharge of Condition 11 attached to planning application **Ref 20231301** at Land to the rear of Nos. 15-17 Darnley Road, Gravesend, Kent DA11 ORZ. Please refer to the Decision Notice at **Appendix 1**.
- 1.2 The development consists of the construction of a three storey building with habitable roof space to accommodate 7 apartments (with a mix of 3 x 1b/1p, 3 x 1b/2p and 1 X 2b/4p) and associated pedestrian access, private and communal amenity space, landscaping, refuse and cycle storage.
- 1.3 The Construction Management Plan (CMP) is based upon national construction guidance for developers and its main purpose is to identify and reduce the negative impact to the local communities, residents, businesses and environment during the course of demolition and construction to ensure there is no danger, obstruction or inconvenience throughout the construction process.
- 1.4 As such the CMP sets out the principles of how the construction site and associated traffic will be managed during periods of demolition and construction and aims to reduce the impact of construction activities on the surrounding environment through good site working practices.
- 1.5 The site is located in a edge of centre location and benefits from good access to the surrounding strategic road network and close proximity to a range of public transport infrastructure. As such, this CMP provides an overarching framework which aims to deliver the following objectives which have been identified as of particular important to this site:
- Routing of construction and delivery vehicles to / from site
 - Parking and turning areas for construction and delivery vehicles and site personnel
 - Timing of deliveries
 - Provision of wheel washing facilities
 - Temporary traffic management / signage

2 SITE AND SURROUNDINGS

- 2.1 The site comprises a vacant backland plot which previously served the ground floor flatted units of Nos. 15-19 Darnley Road to the west as an oversized amenity area. To the north the site is framed most immediately by Rathmore Road beyond which lies Gravesend Railway Station, whilst Rathmore Road public car park stretches 130 metres to the east. Importantly, the site also backs onto the 1.5 storey Lewis Solomon Funeral Service to the south beyond which lies the terrace of Nos 30-33 Cobham Street.
- 2.2 The site benefits from being a highly sustainable edge of centre location directly adjoining Gravesend Town Centre to the north. Accordingly, the site benefits from being in close proximity to a wide ranging amenity offer including Thamesgate Shopping Centre, Hospital, Supermarket and a large number of Class E commercial units.
- 2.3 Moreover, the site is considered highly accessible with the aforementioned Gravesend Railway Station offering a large variety of frequent regional and national rail connections.
- 2.4 It is confirmed that there are no statutory listed buildings within the site curtilage. The site is also acknowledged to lie within Flood Zone 1.
- 2.5 The site does form part of the Darnley Road Conservation Area and is located along its northern edge. The building stock in the immediate surrounding area retains a strong visual character with a number of Victorian and Edwardian three storey terrace and semi-detached properties with raised basements that have been subdivided into flats in more recent years.
- 2.6 Please refer to site location plan attached below.



Site location plan showcasing site and the surrounding area

3 CONSTRUCTION PROGRAMME AND METHODOLOGY

- 3.1 All works will be carried out in accordance with the Construction Leadership Council's latest guidance on operating procedures. All method statements and risk assessments for subcontractors and material suppliers will reflect the latest Council guidance to ensure operations be carried out efficiently and safely.
- 3.2 Development will be undertaken in two distinct phases, the demolition and the construction phase.
- 3.3 Before either phase commences service diversion work (and tree protection where necessary) will be undertaken to ensure retained features are protected and the site is safe.

Demolition Phase

- 3.4 A demolition specialist will be appointed on site to commence the following works:
- Erection of temporary fencing/hoardings/scaffolding;
 - Establishment of a site administration and welfare facilities;
 - Provision of first aid equipment and firefighting equipment;
 - Confirmation of any asbestos on site and its prior removal by a qualified specialist before demolition works; and
 - Demolition of all existing structures and substructures that aren't to be retained and site clearance works.

Construction Phase

- 3.5 A main contractor will be appointed by the client who will provide site specific method statements, risk assessments and a management plan where necessary that will be available on site.
- 3.6 Upon completion of all of the above a compound will be formed. All known services will be isolated prior to any works taking place. New drainage and service ducts will be installed and the hardstanding base to the site will be constructed. The sub base will be designed to support construction vehicle and mobile loads that will need to be imposed for the duration of site works.
- 3.7 Foundations and reinforced concrete structures will be constructed by a specialist groundworks contractor. Substructure brickwork will be constructed, and the flooring installed with the assistance of an excavator/forklift as necessary.
- 3.8 An external free standing scaffold will be erected allowing all further masonry works to be completed. Scaffolding work will be carried out by a recognised specialist and in accordance with all current codes of practice. No person will interfere or modify the scaffolding following erection other than the aforementioned recognised specialist who will also carry out regular inspections of the scaffolding. Following this roof coverings shall be installed, and windows fitted.
- 3.9 The scaffold will then be removed and the internal fit out shall be completed.

- 3.10 Soft and hard landscaping shall be completed.
- 3.11 Statutory service providers will provide new electricity, water and telecommunication connections on site as coordinated by the main site contractor. These works shall be coordinated and planned in advance to minimise any excavation works and traffic management proposals will be explored.

Access Arrangements

- 3.12 One vehicle access to the site will be provided off Rathmore Road, qualified plant and traffic marshals/banksman will always be provided when any vehicles are manoeuvring or entering/leaving the site, jet washing facilities will be present for all vehicles from the access gate. One pedestrian access shall also be provided on site, all gates will be secured when not in use to prevent unauthorised access to the site.
- 3.13 Deliveries and collections shall be made by appointment only with the site manager. All plant and materials will be stored within the site boundaries at all times.
- 3.14 The site benefits from an excellent location close to the strategic road network which will allow for minimal disruption to surrounding residential roads in vehicles approach to the site. As demonstrated at **Appendix 4** proposed vehicle routes will utilise the primary distributor Wrotham Road in their approach and departure allowing a maximum of 310 metres travel down residential roads (Darnley Road and Arthur Street).
- 3.15 To minimise any disruption to neighbouring properties and the general public all schedulable deliveries will be accommodated between the hours of 09:00-16:00. Scheduled deliveries that are made outside these hours will be turned away from site and directed back to the appropriate supplier.
- 3.16 All delivery drivers shall call ahead 30 minutes before their arrival to allow the necessary access arrangements to be made. A banksman will then bank in and out all construction traffic from the site. No vehicles will be allowed to approach or leave site without being directed by a banksman.
- 3.17 All construction deliveries will be carefully planned using Datascope delivery management software with agreed delivery times as enclosed at **Appendix 5**, all deliveries will be booked in 48 hours prior to intended delivery. This information will be available on site and to all suppliers regulating journeys to ensure all vehicles that approach the site are at capacity and therefore the number of deliveries are minimised whilst also avoiding bottlenecks. As all deliveries are to be scheduled no holding area is considered necessary for development.
- 3.18 Materials delivered to site will be shrink wrapped and palletised as far as reasonable to be unloaded and stored in an efficient and safe way. Materials such as aggregates and rubbish skips shall be completely covered with tarpaulins, sprayed with fixatives or planted up. Due to site restrictions materials shall be unloaded with care, manually where necessary and will be placed in designated locations within the site compound. All waste materials will be collected and stored in suitable receptacles before they are taken off site by an appropriate waste contractor. Off-site parking will be strictly prohibited.
- 3.19 The site benefits from a good level of accessibility to public transport with Gravesend Railway Station just 40 metres to the south of the site and the adjoining Bus Station 100 metres away providing

frequent and far reaching regional and national transport connections. As such, where at all possible workers will be requested to travel to and from site via public transport. Where absolutely necessary private vehicles will form part of a car share scheme to minimise the number of vehicles on site.

- 3.20 Any crossover works that are required on site including enabling works, S278 works and providing temporary site access will be discussed with the Council prior to commencement of development.

4 TRAFFIC MANAGEMENT

- 4.1 Before any works start on site this CMP will be reviewed by the main site contractor, suppliers, design team, client and local authorities so that any required alterations may be done.
- 4.2 A site meeting can be arranged between the main contractor and a representative from the Council at the local authorities request to discuss this project in detail with a view to minimising construction traffic to and from the site.
- 4.3 The vehicles necessary for each phase of development are further identified below.

Skip Lorry

- 4.4 Skip lorries will be used from the very beginning of the construction phase until the end of the project and consequent site clearance. We would expect to have one per week during the substructure works and as the works progress on site.
- 4.5 Waste contractors in operation of said lorries will have access to this CMP and ongoing revisions in advance that will allow them to organise deliveries and collections based on the Datascope delivery management software that will be utilised throughout the construction period and available onsite (as enclosed at **Appendix 5**).
- 4.6 If for any reason alterations to the deliveries or collection schedule are required, the waste contractor shall contact the site or main office in advance so that a new date can be established in line with the schedule. Any skip lorry coming to site without a booking will be turned away from the site.

Bulk Carrier and Grab Lorry

- 4.7 Bulk carrier and grab lorries will be used at the very beginning of the construction phase, during earth moving operations, site levelling and foundation works/excavations. At their peak during earthmoving works up to 3 collections per day may be expected.
- 4.8 Again, the haulage company will have access to this CMP and ongoing revisions in advance, allowing the organisation of deliveries and collections to be based upon the schedule enclosed at **Appendix 5**. If for any reason amendments are required to the collection schedule the site or contractors' main office shall be contacted in advance so that a new date may be established. Any bulk or grab lorry coming to site without a pre-arranged booking will be turned away from site.

Cement Lorry

- 4.9 Cement lorries will be used during the substructure and structure works, foundation works and for concrete frames and slab installation. During these works up to 3 deliveries a day may be expected. Cement suppliers will have access to this CMP and ongoing revisions in advance. This will allow them to organise their deliveries and collections to the site. If for any reason alterations are necessary to the Datascope delivery management software (please refer to **Appendix 5**) the site or contractors main office will be contacted in advance so that a new date may be agreed. Any cement lorries coming to site without a booking agreed will be turned away from site.

- 4.10 Delivery vans and rigid back lorries (7.5 ton) will be used to deliver a range of materials to site including but not limited to:
- Steel beams and columns for the superstructure;
 - Bricks, blocks and insulation for external wall construction;
 - Roofing materials;
 - Timber, doors, architraves, skirting board etc. for general carpentry works;
 - Electrical wire, gas pipe, boilers and accessories for mechanical and electrical works;
 - Timber floors, wall and floor tiles for finishing works;
 - External glazed windows, door and glass for balconies;
 - Kitchen units, appliances and sanitaryware; and
 - Paint and required accessories for finishing works.
- 4.11 To avoid bottlenecks and congestion deliveries to the site will be limited to between 09:00 and 16:00 from Monday to Friday avoiding peak commuting train times and using Datascope delivery management software (**Appendix 5**) deliveries will be coordinated between the site, main office and suppliers to ensure capacity within delivery vehicles is maximised and no unnecessary journeys are made.
- 4.12 All suppliers will have prior access to this CMP and ongoing revisions. If for any reason alterations to the collection schedule are required, the site or main office shall be contacted in advance so that a new date may be established. All suppliers coming to site without a pre-determined booking shall be turned away from site.
- 4.13 All vehicles listed above must, wherever reasonable, comply with the following rules:
- Provide adequate sheeting when carrying waste materials;
 - Always be operated by a driver holding the appropriate license for the vehicle;
 - Any vehicles weighing 7.5 tons or above will hold FORS silver accreditation;
 - Follow the designated vehicles routes;
 - Call site at least 30 minutes before arriving to site;
 - Never go to site to deliver materials unless being on the Datascope delivery management system (**Appendix 5**); and
 - Always arrive and leave the designated parking area whilst being banked by a banksman.

- 4.14 It is not anticipated that any temporary traffic measures or signage will be required at any phase of demolition or construction works. Should this situation change at any point during the works the matter will be re-addressed with the Council by way of an amended Construction Management Plan.

5 DEVELOPING AND USING POLICIES TO REDUCE IMPACTS

5.1 During the construction period the main contractor will be responsible to put in place policies and procedures to deal with waste minimisation and environmental issues.

5.2 An appointed person will be designated by the main contractor to implement and oversee these policies. Along with other tasks the appointed person will ensure the instruction of the workforce, the implementation and overseeing of the policies and routine site visits to monitor the effectiveness and accuracy.

Waste Minimisation

5.3 All persons involved in the pre-planning, programming design and specification of the project are and will be engaged to optimise materials and reduce and minimise waste produced throughout the period of works.

5.4 It is intended to reduce and manage site waste by:

- Using the most efficient technical solutions;
- Estimating well concrete required and producing it off site instead of in situ to avoid surplus concrete;
- Estimating well and producing mortar for brickwork and block work off site to avoid surplus production and the contamination of soils;
- Estimating well and producing screed off site to avoid surplus production and the contamination of soils;
- Where possible using reusable metal formwork to avoid and reduce the amount of timber used in traditional formworks;
- Specialised sub-contractors to do specified works and ensure the reduction of waste such as reinforced concrete, timber frame, roofwork, electrics work, plumbing and drainage, painting and decorating etc.;
- Alternative materials will be chosen when practicable to keep wastage levels to a minimum;
- Setting waste reduction targets along with on-site inductions of appropriate separation, handling, recycling and reuse to the workforce;
- Ongoing coordination with suppliers and subcontractors to minimise surplus material delivered to site;
- Working with suppliers to ensure only the minimum necessary packaging is used;
- Assessing the project design to identify ways in which waste generation through raw material wastage and from temporary and permanent works activities can be avoided and minimised; and

- The use of raw materials as per manufacturer's instructions.

Environmental Issues

- 5.5 By implementing this CMP the Developer and Main Contractor will not just identify appropriate mitigation measures to reduce the construction transport to and from site, they will at the same time offset any environmental issues caused by it.
- 5.6 Many of those mitigation measures, already highlighted on this CMP to reduce the negative impact to the local communities, residents and businesses created by the construction transport will:
- Improve air quality;
 - Reduce CO₂ emissions; and
 - Reduce noise and vibration.
- 5.7 Measures to improve/reduce environmental issues such as noise, vibration and pollution will include:
- Less construction traffic going to site by reducing the frequency of deliveries as well as employees and subcontractors using public transportation, walking to site etc.
 - Vehicle warning horns to be used only when absolutely necessary;
 - The project team and any associated visitors will not be allowed to park in Rosebery Avenue, public transport connections are considered to be very good to the site and persons will be encouraged to utilise this;
 - All construction vehicles are required to comply with relevant European standards;
 - Switching off vehicles engines when stationary to prevent noise and exhaust emissions;
 - All mobile plant on site to have upwards exiting exhausts;
 - No waiting on or near site before unloading;
 - All vehicles used by contractors must have a valid MOT to demonstrate they comply with relevant emission standards at all times;
 - Pedestrian access routes will be kept clean and tidy and not blocked by any materials or equipment;
 - A dedicated 'wash down' facility will be provided to remove excess mud and surface deposits from all vehicles (wheels, chassis and bodywork) before leaving the site to enter the public highway, this will be utilised every time a vehicle leaves the site. In addition, a water supply will be provided to ensure that dust and dirt can be dampened down as necessary;
 - The roads and pavement to be swept on a daily basis to prevent the accumulation of waste;

- Skips to be covered to prevent any spillage;
- Site team to be responsible for keeping the surrounding road and paths clean at all times.

6 MONITORING, COMPLIANCE, REPORTING AND REVIEW

- 6.1 The responsibility for monitoring the implementation of the CMP will be carried out by an appointed person on behalf of the main site contractor. They will be responsible for carrying out all monitoring programmes to check on suppliers, sub-contractors, employees, performance and compliance with the plan and associated regulatory requirements. This will result in a monthly report identifying any issues and proposed actions for the main contractor.
- 6.2 Ongoing site monitoring will be undertaken by site personal on a regular basis to ensure the compliance and performance of everyone working on site as well as the suitability of this CMP.
- 6.3 It is the responsibility of the site management team to ensure all documentation and evidence required for audit purposes is kept up to date and freely available for inspection at all times.
- 6.4 Documents such as the weekly deliveries and collections booking schedule will be sent to site in advance and it will be the responsibility of the site management team to liaise directly with suppliers and sub-contractors to confirm the compliance of such scheduling. Any alteration to the deliveries and collection schedule must be immediately communicated between the site and head office.
- 6.5 The site manager will be responsible for any complaints from local residents and businesses. The site managers contact details will be displayed on the site hoarding in accordance with the considerate contractor's scheme.



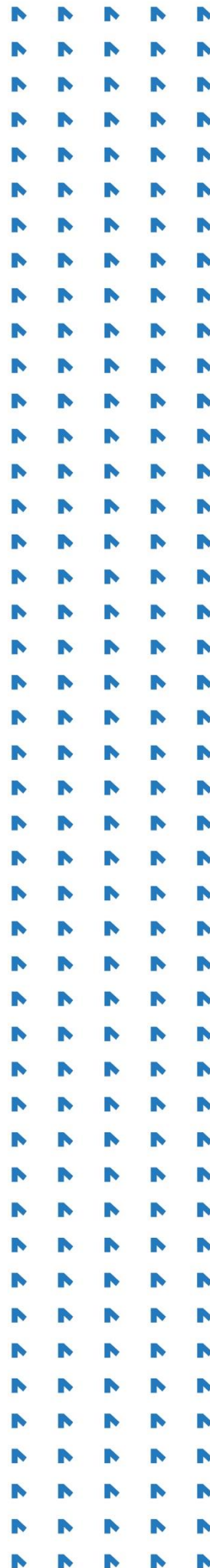
0330 133 1355
info@mialex.co.uk

Mialex Limited
Company No. 10612718



Work.Life Manchester
Core
Brown Street
Manchester
M2 1DH

Appendix 1



Application: 20231301

**TOWN AND COUNTRY PLANNING ACT 1990
THE TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 (AS AMENDED)**

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND
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To: **Hayer Investments South Ltd
C/O Mr Harry Johnson, Mialex
Work.Life
Core
Brown Street
MANCHESTER
M2 1DH**

TAKE NOTICE that the **GRAVESHAM BOROUGH COUNCIL**, the Local Planning Authority under the Town and Country Planning Acts, has **GRANTED PERMISSION** for development of land situate at:

**Land To Rear Of
15 - 17 Darnley Road
Gravesend
Kent
DA11 0RZ**

and being **Construction of a three storey building with habitable roof space to accommodate seven apartments with associated pedestrian access, private and communal amenity space, refuse and cycle storage.** Your application dated 19th March 2024 is permitted subject to the following:-

1. The development hereby approved shall be begun not later than 3 years following the date of this decision.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following schedule of approved plans:

Application Form
Location Plan
21-1431-01E - Plans and Block Plan as Proposed
21-1431-02D - Plans as Proposed
21-1431-03F - Elevations as Proposed
23-1431-04F - Sections as Proposed
23-1431-05 - Shadow Maps

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior to above ground works commencing, details and samples of all materials and finishes to be used in the external faces of the building (bricks, tiles, rainwater goods, windows and doors) shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

4. Prior to the installation of the windows and doors, drawings to a scale of 1:10 and joinery details at a scale of 1:2 or full size shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to any of the flats hereby permitted first being occupied.

Reason In order to protect the character and appearance of the Conservation Area in accordance with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).

5. Prior to above ground works commencing, full details of all boundary treatments, including their location, design, height and materials, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.

Reason: In order to protect the character and appearance of the Conservation Area and to ensure a satisfactory environment for existing and future residents in accordance with Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014) and saved Policy TC3 of the Gravesham Local Plan First Review (1994).

6. Prior to the first occupation of any of the flats hereby permitted, full details of the refuse storage and collection arrangements shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained.

Reason: To safeguard the amenities of occupiers of adjoining and nearby residential properties and in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

7. Before the first occupation of the buildings hereby permitted, the windows, openings and any other glazing, in the West facing elevation shall be fitted with glass that has been obscured in the manufacturing process to Pilkington level 3 or higher (or equivalent) and shall be non-opening up to a maximum height of 1.7m above internal floor level. Both the obscured glazing and the non-opening design shall be an integral part of the manufacturing process and not a modification or addition made at a later time. The windows shall thereafter be retained as such.

Reason: In order to safeguard the amenity and privacy of the occupants of the neighbouring properties in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

8. Prior to above ground works, a scheme detailing the provision for 7 additional cycle parking spaces shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme shall then be constructed in accordance with these approved

details and completed, in its entirety, prior to first occupation of the development. Thereafter the cycle parking shall be retained.

Reason: In order to ensure an acceptable levels of cycle parking provision, in accordance with adopted policies T1 and P3 of the Local Plan First Review 1994 and Policies CS11 and CS19 of the Core Strategy 2014.

9. Prior to above ground works commencing, details of soft landscaping and a planting plan shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

10. Prior to above ground works commencing, details of hard landscaping shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details before the flats hereby permitted are first occupied and thereafter maintained. Any trees or plants that die, are damaged, removed or become diseased within five years from the implementation of the soft landscaping scheme shall be replaced with trees or plants of a similar size and species during the next available planting season.

Reason: To ensure a satisfactory visually attractive development which preserves and enhances the Conservation Area in accordance with Saved Policy TC3 of the Gravesham Local Plan First Review (1994) and Policies CS19 and CS20 of the Gravesham Local Plan Core Strategy (2014)

11. Prior to commencement of any works, a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

- (a) Routing of construction and delivery vehicles to / from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management / signage

The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

12. Prior to above ground works commencing, details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority; the development thereafter shall be carried out in accordance with the approved details.

Reason: In the interests of visual and residential amenity and in accordance with Policies CS12 and CS19 of the Gravesham Local Plan Core Strategy (2014).

13. Prior to completion of the development, a Scheme of Biodiversity Enhancement shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity and privacy of the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

14. Prior to commencement, a noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

The scheme shall demonstrate that:

- The internal ambient noise levels in all habitable rooms of the proposed residential dwellings shall not exceed the guideline LAeq values found in Table 4 of BS8233:2014.
- The maximum internal noise levels in all habitable rooms should not exceed 45dB LAmax more than 10 times per night in accordance with the Professional Practice Guidance on Planning & Noise and the WHO Guidelines for Community Noise.
- External areas shall be designed and located to ensure that amenity areas are protected on all boundaries as to not exceed 50 dBLAeq,16hr. If a threshold level relaxation to 55 dBLAeq,16hr is required for external areas full justification should be provided.

The development shall thereafter be carried out in full accordance with the approved details.

Reason In order to safeguard the amenity future occupants and the occupants of the neighbouring properties during construction in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (2014).

15. The applicant shall undertake a watching brief during construction in case any contamination issue is encountered. If during development any contamination is found, the Local Planning Authority should be informed as soon as practical and the work shall not continue until written agreement is provided by the Local Planning Authority as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out.

Reason In order to protect the amenity of occupiers in accordance with Policy CS19 of the Gravesham Local Plan Core Strategy (September 2014).

INFORMATIVES:-

1 WORKS OF CONSTRUCTION

Hours of work of construction site plant, equipment and machinery, should be restricted to not earlier than 7.00 a.m. and not later than 6.00 p.m. weekdays and Saturday working should be restricted to not earlier than 8.00a.m. and not later than 1.00 p.m. No work shall be carried out on Sundays, Bank or Public Holidays.

i. Suitable sound attenuation shall be used at all times in respect of all plant, machinery and equipment in operation on site in order to aid prevention of noise nuisance. Compliance with BS 5228: Part 1: 1984 and subsequent amendments regarding the use of equipment on site will be required in appropriate cases.

ii. A suitable method of control shall be used in order to aid prevention of dust nuisance arising from work activities on site.

iii. Burning of waste materials shall not be carried out on site. Such materials are to be stored in a suitable receptacle, as far from residential accommodation as reasonably practicable, pending disposal off site.

iv. Adequate arrangements shall be made to remove all waste material from the site on a regular basis and to dispose of it at a suitably licensed waste disposal site.

2 BUILDING REGULATIONS AND PARTY WALL ACT

This decision DOES NOT imply any consent which may be required under the Building Regulations or under any other enactment or provision. Nor does it override any private rights which any person may have relating to the land affected by this decision, including the provisions of the Party Wall etc. Act 1996.

3 DEVIATION FROM APPROVED PLANS

It is possible that any proposed deviation from the approved plans could be classed as a 'material' change requiring a further application/permission. In the event that any change is proposed, applicants are advised to seek advice from the Local Planning Authority [as proceeding without the necessary permissions could nullify this permission].

4 STATEMENT OF POSITIVE AND PROACTIVE APPROACH TO DECISION-MAKING

In accordance with Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), and paragraph 38 of the National Planning Policy Framework (NPPF) 2023, the Local Planning Authority has approached the assessment and determination of this application in a positive and creative way and, where appropriate, has worked pro-actively with the applicant to secure a development that is sustainable and that improves the economic, social and environmental conditions of the area, and that is in accordance with the Development Plan for the area.

5 AGREEMENT FOR IMPOSITION OF PRE-COMMENCEMENT CONDITION(S)

In accordance with The Town and Country Planning (Pre Commencement Conditions) Regulations 2018 and paragraph 36 of the Planning Practice Guidance the Local Planning Authority has agreed in writing with the applicant on 09/02/2024 to the inclusion of the following pre-commencement conditions.

Condition 12
Condition 15

6 KCC HIGHWAYS

It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil. Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all

development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

7 NAMING & NUMBERING

As a result of the changes to this property, it appears that a change has to be made to the national property gazetteer. It is a legal requirement that a property or premises is registered.

The Naming and Numbering Certificate, when issued, will reduce location or delivery problems via Royal Mail or other carriers, and importantly for the Police, Ambulance, and Fire & Rescue services. Registration is also necessary to register to vote, for utility connections, and will avoid duplicate addresses.

The Naming and Numbering service is provided by the Borough Council. The on-line form is available at the Planning/House Numbering page of the council's web-site <http://www.gravesham.gov.uk/street-naming>. Please submit the application and the requisite fee in accordance with the guidance on the form.

Dated: 14 May 2024

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Shazad Ghani
MPhil, MA, BA (Hons)
Head of Planning
Planning Service

NOTIFICATION TO APPLICANT

APPEALS TO THE SECRETARY OF STATE

- If you are aggrieved by the decision of your Local Planning Authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under Section 78 of the Town and Country Planning Act 1990.
- If this is a **householder application*** which has been refused and you want to appeal against your Local Planning Authority's decision then you must do so within **12 weeks of the date of this notice**.
- For all other applications, refused or permitted, if you want to appeal against your Local Planning Authority's decision then you must do so within 6 months of the date of this notice.

- **For further information regarding Appeals and to make an application please click the relevant link:**
<https://www.gov.uk/appeal-householder-planning-decision>
<https://www.gov.uk/appeal-planning-decision>
- The Secretary of State can allow a longer period for giving notice of an appeal, but he will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.
- The Secretary of State need not consider an appeal if it seems to him that the Local Planning Authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.
- In practice, the Secretary of State does not refuse to consider appeals solely because the Local Planning Authority based their decision on a direction given by him.

***Householder applications**

These are:

- (a) applications for planning permission for development of an existing dwellinghouse, or development within the curtilage of such a dwellinghouse for any purpose incidental to the enjoyment of the dwellinghouse, or
- (b) an application for any consent, agreement or approval required by or under a planning permission, development order or local development order in relation to such development

but does **not** include –

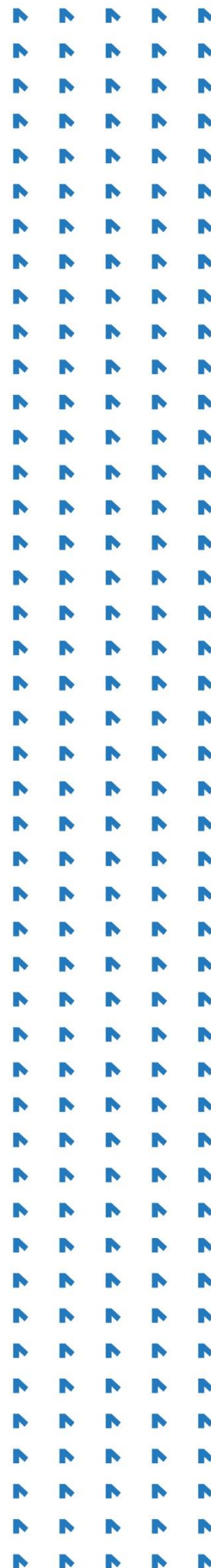
- (i) an application for change of use;
- (ii) an application to change the number of dwellings in a building.

PURCHASE NOTICES

If either the Local Planning Authority or the Secretary of State for the Environment refuses permission to develop land or grants it subject to conditions, the owner may claim that he/she can neither put the land to a reasonably beneficial use in its existing state nor can he/she render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (District Council, London Borough Council or Common Council of the City of London) in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990.

Appendix 2



Copyright of this drawing, the design and anything constructed from it is vested in the Architects and may not be produced without their written permission.
This design is site specific and may not be reproduced on any other site without the Architects written permission

Only figured dimensions are to be used for construction purposes. This drawing is to be read in conjunction with all relevant details for the project.
All dimensions are to be checked on site prior to commencement, any discrepancy is to be reported to the Architect or Contract Administrator
All dimensions in millimeters unless noted otherwise

This drawing is provided in e-mail/file format as a guide only. The user should produce their own drawings and verify all dimensions and details.
The Architects do not accept any responsibility for any discrepancies which may exist. If this is not acceptable to the recipient the drawing files must be returned unused, together with a written communication declining the acceptance of this condition.

This drawing is to be used solely for Planning purposes only, any other use is strictly forbidden.



New flats
Rear of 15-17 Darnley Road
Plans and block plan as proposed

DRAWING STATUS

Preliminary ☐
For Approval ☒
Information ☐

Tender ☐
Construction ☐
As-Built ☐

Revisions

Project

New flats

Client

Hayer Investments South Ltd

Site

Rear of 15-17 Darnley Road

Title

Plans and block plan as proposed

Scale at A1

1:100

Date

Sept 23

sub rosa
architecture

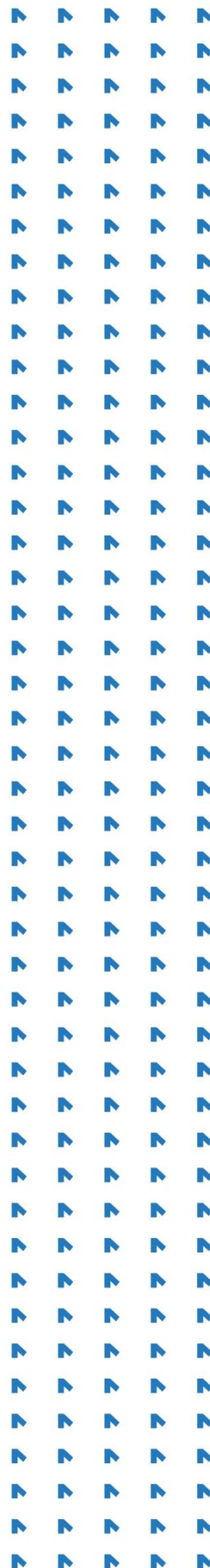
Sub Rosa Architecture Ltd
The Studio 52 Pine Avenue Gravesend DA12 1QZ

t: 01474 747707
e: curious@subrosaa.co.uk

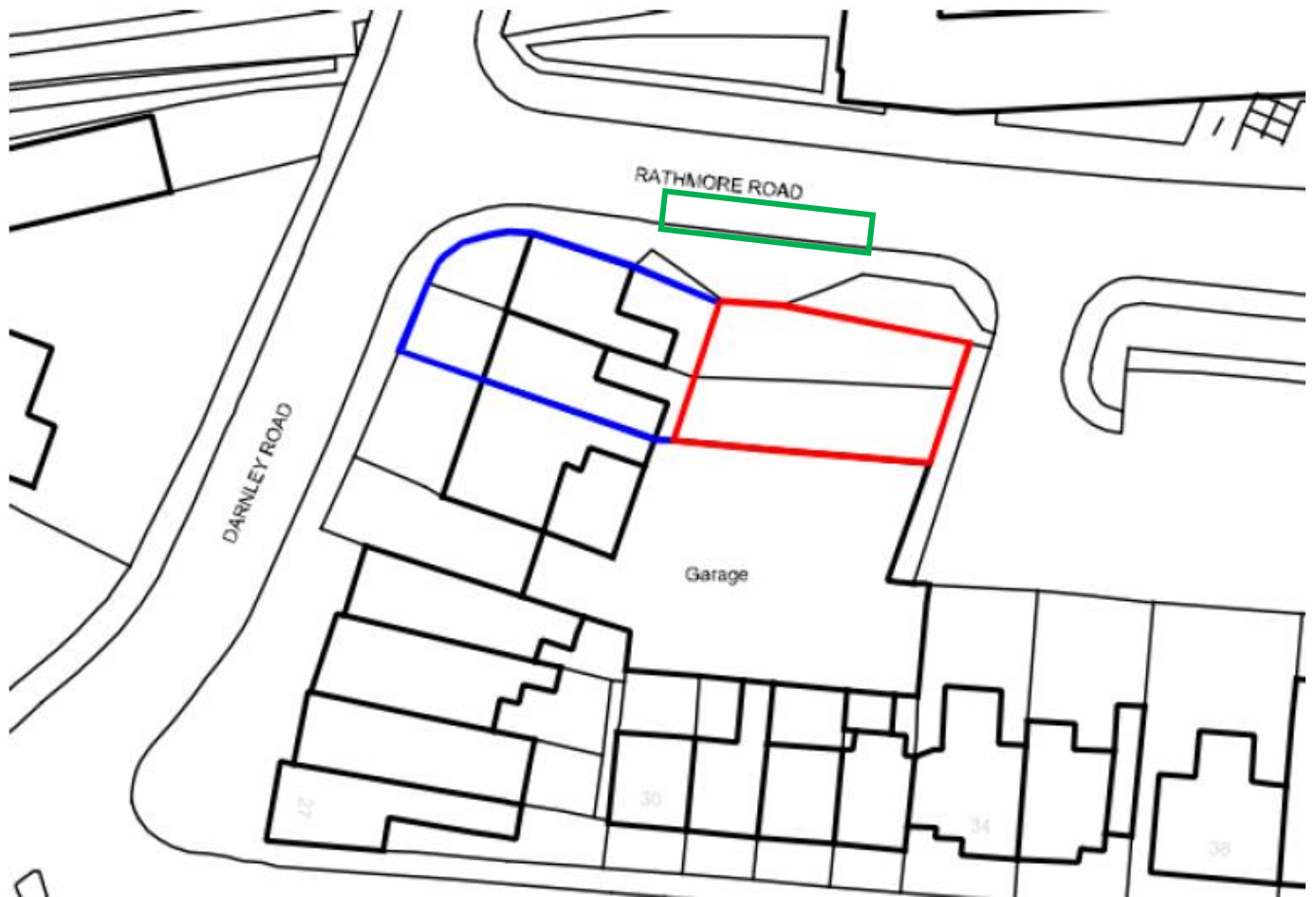
DRAWING NUMBER

23 - 1431 - 01E

Appendix 3



Delivery Area Plan

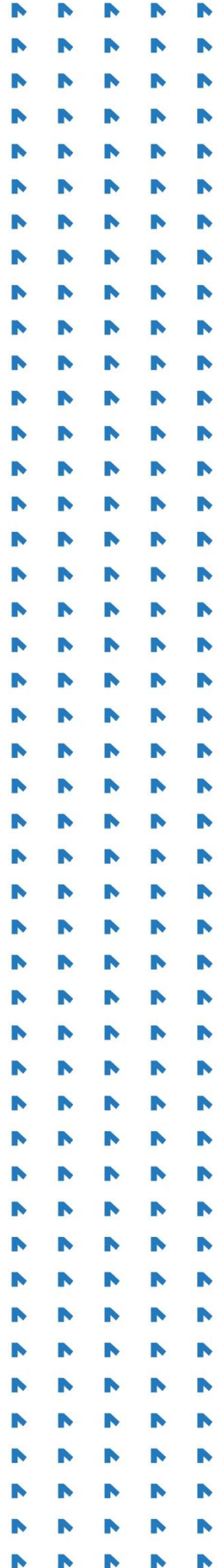


Key:

-  Proposed Site Boundary.
-  Existing Buildings and Boundaries.
-  Identified Site Delivery Area.



Appendix 4



Google Maps

Rathmore Rd, Gravesend to 51.4410107, 0.3652784

Drive 0.1 mile, 1 min

Approach to Identified Site Delivery Area



Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024 20 m

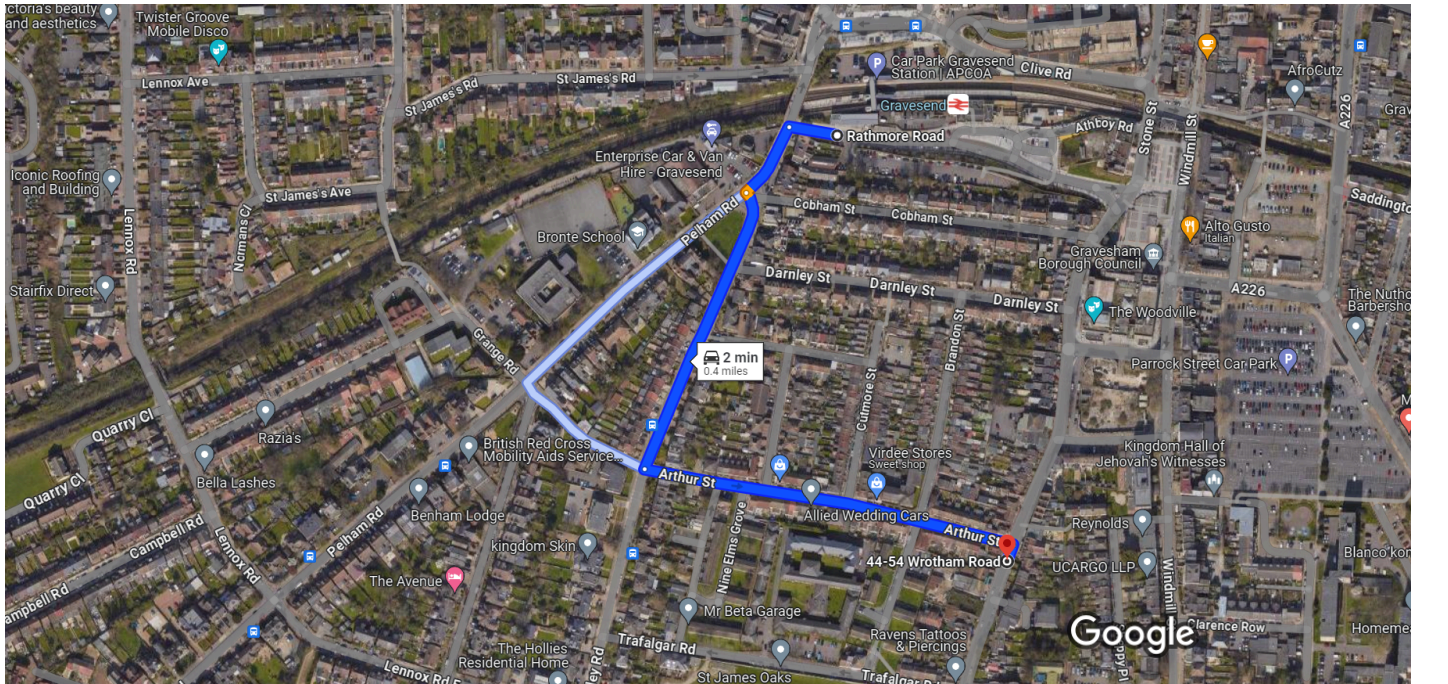
 via Rathmore Rd

typically 1 min

0.1 mile

Explore 51.4410107, 0.3652784

-     
- RestaurantsHotelsPetrol stationsCar PlacesMore



Imagery ©2024 Airbus, Maxar Technologies, Map data ©2024 50 m

- via Darnley Rd and Arthur St

typically 2 min

0.4 mile
- via Pelham Rd and Arthur St W

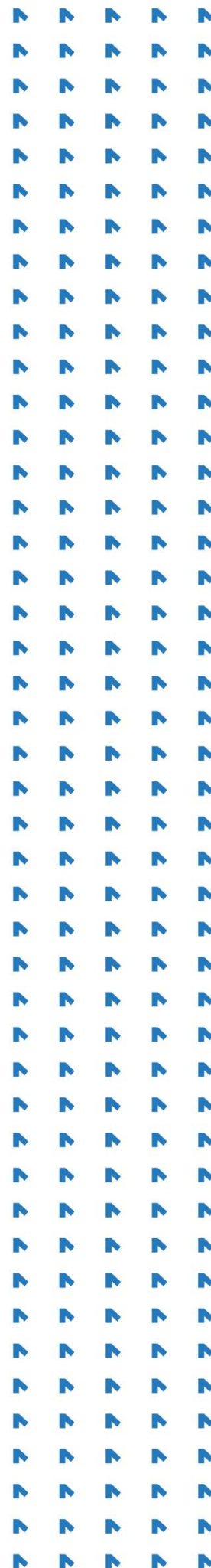
typically 3 min

0.5 mile

Explore nearby 44-54 Wrotham Rd

- Restaurants
- Hotels
- Petrol stations
- Car Places
- More

Appendix 5



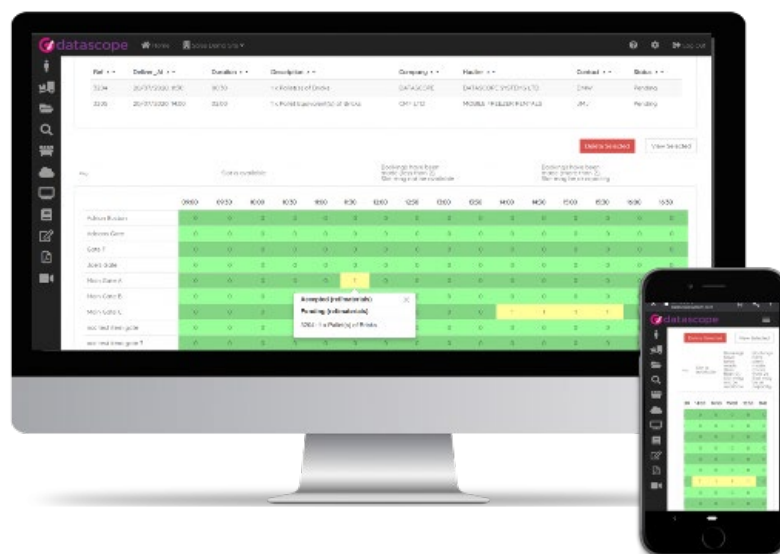
Delivery Management

Efficient and dynamic management of all site deliveries

DataScope's Delivery Management System is an online contractor and supplier portal which allows for dynamic management of all site deliveries throughout the logistics life-cycle. It can be used through an app to check in deliveries and manage vehicle compliance in real time.

Our online Delivery Management System is **a simple and efficient way to book, track and manage site's deliveries**. We understand that every site is different, so our system is made bespoke to specific needs – allowing the user to add gates, create laydown areas and allocate delivery slots.

With both contractors and subcontractors having the ability to pre-book deliveries from an available time slot and gate, **our system eliminates potential miscommunication, double booking of gates and build-up of site traffic.**



High level of system administration



Custom delivery booking form



CO2 calculations & FORS database validation



Management of deliveries and delivery schedule

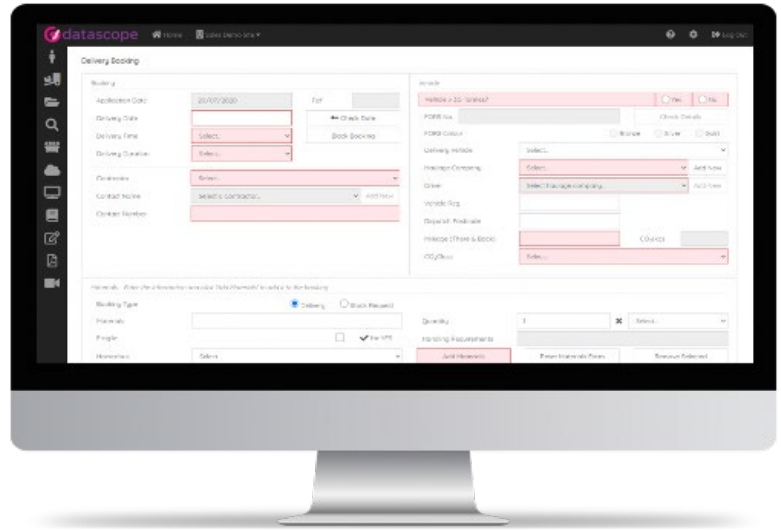


Custom reporting options

Intelligent Booking Form

Building on our templated solution, we create a delivery booking form that meets your exact requirements.

- Book/turnaround booking capability
- Shows real time booking availability
- FORS Integration
- Automatic CO2 calculation



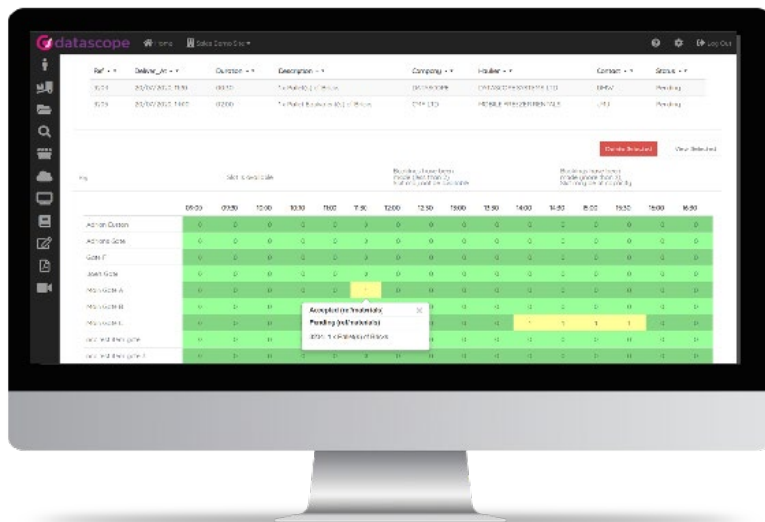
System Administration

A high level of system configuration allows administrators to control site opening times, delivery slot duration and capacity, as well as manage gates and laydown areas as required.

Powerful Reporting Tools

DataScope's Delivery Management is augmented by a powerful reports engine that allows users to run a wide range of key reports on deliveries, compliance, emissions and more and export them in a range of formats. We can also create custom reports to meet your specific requirements. Reports can include:

- CO2 emissions report
- Delivery Performance
- Late and No-Show Deliveries
- Unplanned Deliveries
- Delivery compliance
- Live deliveries on site



Visual Delivery Schedule

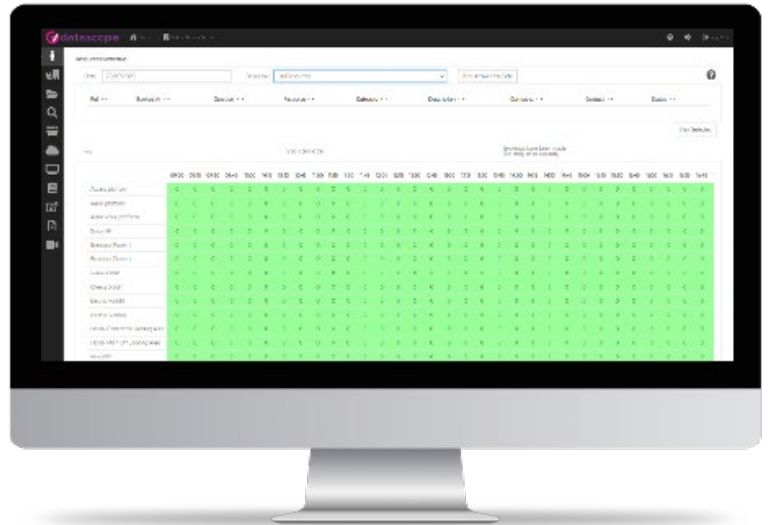
The colour-coded delivery schedule has clear visibility of slot availability. Delivery bookings made in available slots can be automatically accepted or subject to the approval of the logistics team.

Resource Booker

Resource Booker is an additional module which allows site teams to book site plant, NRRM and resources as part of a delivery booking or a standalone booking.

Key Features of the Web Platform:

- Integrated with the Delivery Management System
- Management of Resources and Booking Schedule
- Ability to add new resource types
- Manage Resource Availability times



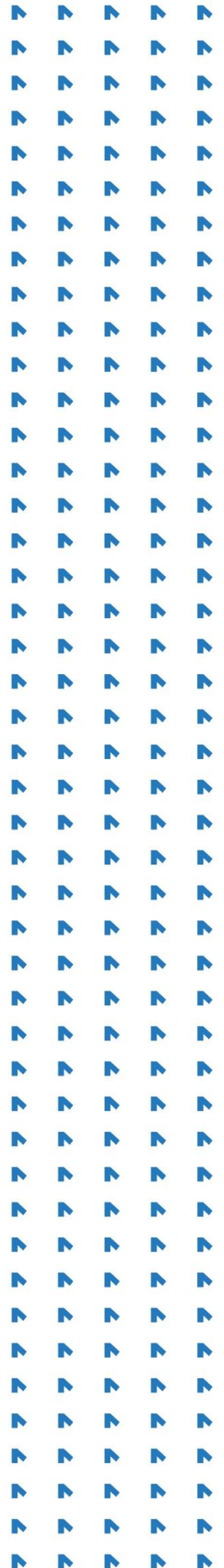
Rugged Tablet

- Live Delivery Management
- Sign Deliveries in and out of site in real time
- Colour coded arrival status
- Record critical/non critical vehicle compliance checks via the tablet
- Photograph capture
- Sign on glass

Hosted on our Rugged Tablets and integrated seamlessly with our Delivery Management System, the DMS App allows construction logistics teams to check in site deliveries in real time as well as carry out critical vehicle compliance checks, capture photographs and electronic signatures live at the point of delivery.

Type vehicle number to start search...											
Gate	Booking	Company	Contact	Contact No.	Vehicle type	Vehicle Reg	Description	Arrivals	Mouflag co..	Driver name	
B99 Gate 10A	9590	Datascope	Test	00000	Survey LDV (...)			18/06 07:50...	4 RAIL LIMIT...	HAGLAND SC...	
Gate 1	9404	Datascope	Test	00000	Survey LDV (...)			18/06 08:15...	4 RAIL LIMIT...	HAGLAND SC...	
Gate 1	9438	Datascope	Test	00000	Van - Gar deri...			18/06 09:50...	4 RAIL LIMIT...	HAGLAND SC...	

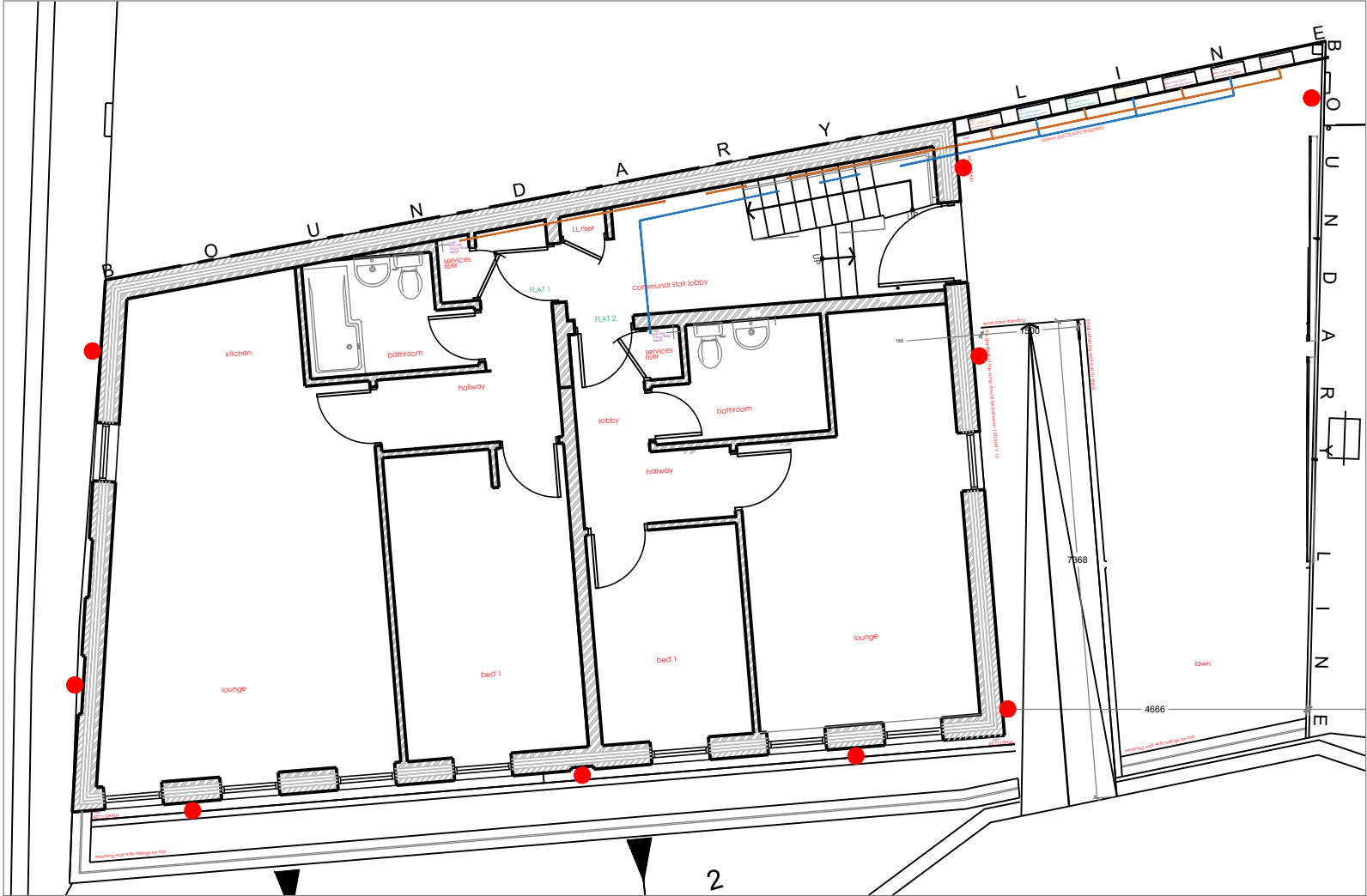
Appendix 8





FRONT
ELEVATION

DOWNWARD FACING EXTERNAL IP65 LIGHT FITTING



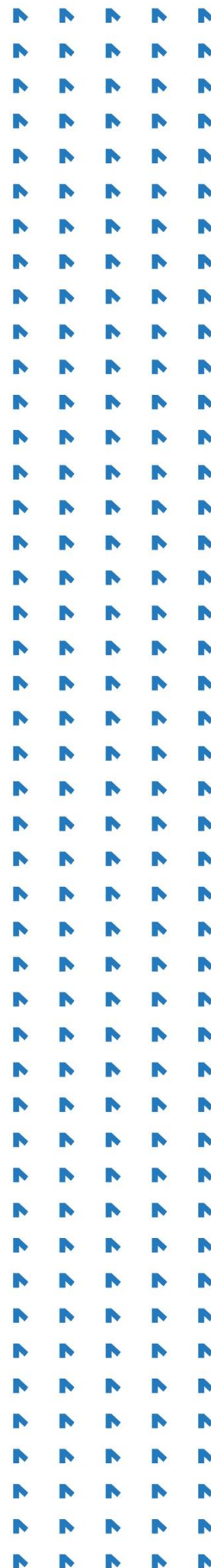
PLAN

client		title			REVISION		DATE	DRAWN
MR M HAYER		PROPOSED EXTERNAL LIGHTING DRAWING SHEET 1			drawing no.	revision	rev date	
					DR-001-601		checked	
scales	source dwg	project	LAND TO REAR OF 15-17 DARNLEY RD, GRAVESEND, KENT, DA11			drawn	date	status
1:100 @A3						mss	10.09.2024	



client		title		revision		date	drawn
MR M HAYER		PROPOSED EXTERNAL LIGHTING DRAWING SHEET 2		drawing no. DR-001-602		revision	rev date checked
scales	source dwg	project		drawn	date	status	
1:100 @A3		LAND TO REAR OF 15-17 DARNLEY RD, GRAVESEND, KENT, DA11		mss	10.09.2024		

Appendix 9



REPORT TITLE:

Land To Rear Of, 15 - 17 Darnley Road, Gravesend, Kent, DA11 0RZ
Noise survey and Acoustic Assessment, and Planning Condition 14.

CLIENT DETAILS:

Hayer Investment South LTD

DATE:

27th June 2024

REPORT REFERENCE:

PC-24-0111-RP1 Rev A

PREPARED BY:

Joan Carles Blanco BSc (Hons) MIOA

CHECKED/AUTHORISED BY:

Martin Jones BSc (Hons) MIOA

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Document Status and Revision Schedule

Issue/Revision	Description/Comments	Date	Prepared by	Approved by
-	Checked & Authorised	17/06/24	JCB	MJ
A	External amenity area	27/06/24	JCB	MJ

1 Executive Summary

The prevalent noise levels at the land to rear of, 15 - 17 Darnley Road, Gravesend, Kent, DA11 0RZ have been measured over a working day period to assess the impact of the existing noise sources on the proposed residential development.

The site is affected by traffic noise from the adjacent Rathmore Rd, and nearby car park (Rathmore Road Car Park).

It is considered that using guidelines from the World Health Organisation alongside levels provided in BS8233:2014 for indoor noise conditions within dwellings will ensure that 'significant adverse impacts on health and quality of life' are avoided as required by the Noise Policy Statement for England, and Planning Condition 14.

Consequently, an adequate level of noise mitigation measures will be required to ensure that future residents of the proposed site are protected from the existing noise levels.

If mitigation measures are included (as given by Section 7.3) to achieve the specified internal noise levels, future residents of the proposed development will be protected from the dominant noise sources. Mitigation measures should include the use of appropriate glazing coupled with trickle ventilation.

2 Introduction

Pace Consult was commissioned by Hayer Investment South LTD to undertake an assessment of the noise impact associated with the proposed development to be located at the land to rear of, 15 - 17 Darnley Road, Gravesend, Kent, DA11 0RZ.

There is a potential for road traffic noise to have an impact on the proposed development. Therefore, the impact of the existing noise levels has been considered in assessing the site's suitability for residential use.

The assessment was undertaken in accordance with national standards and guidelines for residential dwellings.

3 The Site

3.1 Location and Description

The site is bounded by residential dwellings to the Western boundary, a business premises (Lewis Solomon Funeral Service) to the Southern boundary, Rathmore Rd to the Northern boundary, and Rathmore Road Car Park to the Eastern boundary.

The main noise sources affecting the proposed residential development is traffic noise. The noise impact from the adjacent business premises is not noticeable at the location of the proposed residential dwellings.

Figure 1 below shows the location of the site relative to the surrounding area with survey locations indicated (MP1).



Figure 1. Noise Measurement positions

3.2 Proposed Development

The proposal is to erect a four-storey building containing a total seven residential units. The image below shows the north elevation of the proposed development.



Figure 3. Proposed development.

4 Assessment Methodology

4.1 National Planning Policy Framework and the Noise Policy Statement for England

National Planning Policy Framework and the Noise Policy Statement for England

The National Planning Policy Framework (NPPF) sets out the general requirements for gaining planning permission. Comments regarding noise found within the document are as follows.

Planning policies and decisions should contribute to and enhance the natural and local environment by:

e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life 60;

b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and See Explanatory Note to the Noise Policy Statement for England (Department for Environment, Food & Rural Affairs, 2010).

The NPPF references the Noise Policy Statement for England (NPSE) which in turn references two concepts used by the World Health Organisation (WHO) which can be used to ascertain relevant noise levels for individual sites. The concepts are LOAEL (Lowest Observed Adverse Effect Level) and SOAEL (Significant Observed Adverse Effect Level).

The NPPF then gives three aims to adhere to:

Aim 1 – Avoid significant adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.

Aim 2 – Mitigate and minimise adverse impacts on health and quality of life from environmental, neighbour and neighbourhood noise within the context of Government policy of sustainable development.

Aim 3 – Where possible, contribute to the improvement of health and quality of life through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development.

To avoid 'significant adverse impacts on health and quality of life', by creating a situation where the impact of noise lies below the SOAEL we will refer to both BS8233, and the World Health Organisation (WHO) 'Guidelines for Community Noise' which both provide good criteria for internal noise levels for residential buildings.

In the context of assessing noise impact from the site, acceptable amenity levels for gardens are discussed within WHO Guidelines for Community noise, these criteria are also taken up by BS 8233: 2014.

4.2 British Standard BS8233:2014 – Guidance on Sound Insulation and Noise Reduction for Buildings

The scope of BS8233 is the provision of recommendations for the control of noise in and around buildings. It suggests appropriate criteria and limits for different situations, which are primarily intended to guide the design of new or refurbished buildings undergoing a change of use rather than to assess the effect of changes in the external noise climate.

BS8233 suggests suitable internal noise levels within different types of buildings, including residential dwellings. It suggests an internal noise level of 35 dB $L_{Aeq,T}$ during day time, and 30 dB $L_{Aeq,T}$ during night time within bedrooms. In the daytime, the standard recommends 35 dB $L_{Aeq,T}$ in living rooms and in 40 dB $L_{Aeq,T}$ dining rooms. Table 4 below is extracted from this document.

Table 4 Indoor ambient noise levels for dwellings

Activity	Location	07:00 to 23:00	23:00 to 07:00
Resting	Living room	35 dB $L_{Aeq,16hour}$	—
Dining	Dining room/area	40 dB $L_{Aeq,16hour}$	—
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hour}$	30 dB $L_{Aeq,8hour}$

4.3 World Health Organisation (WHO) ‘Guidelines for Community Noise’

This document states that, in dwellings, the critical effects of noise are on sleep, annoyance and speech interference. According to this document, to protect the majority of people from being seriously annoyed during the daytime, the sound pressure level on balconies, terraces and outdoor living areas should not exceed 55 dB L_{Aeq} for a steady, continuous noise. To protect the majority of people from being moderately annoyed during the daytime, the outdoor sound pressure level should not exceed 50 dB L_{Aeq} . To avoid any possibility of sleep disturbance, indoor guideline values for bedrooms are 30 dB L_{Aeq} for continuous noise and 45 dB L_{Amax} for single sound events. These indoor noise levels correspond to sound pressure levels at the outside façades of the living spaces of 45 dB L_{Aeq} and 60 dB L_{Amax} .

These values have been obtained by assuming that the noise reduction from outside to inside with the window partly open is 15 dB.

4.4 ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise.

This document encourages improvements in the consistency and quality of planmaking and decision-taking in relation to acoustic matters. The context is primarily development control, although some of the content is relevant to strategic planning. The preparation of this ProPG acknowledges and reflects the Government’s overarching Noise Policy Statement for England (NPSE), the National Planning Policy Framework (NPPF) and Planning Practice Guidance (including PPG-Noise), as well as other authoritative sources of guidance. This ProPG provides advice for Local Planning Authorities (LPAs) and developers, and their respective professional advisers.

The primary goal of this ProPG is to assist the delivery of sustainable development by promoting good health and wellbeing through the effective management of noise. It seeks to do that through encouraging a good acoustic design process in and around proposed new residential development having regard to national policy on planning and noise.

The recommended approach is also considered suitable where some industrial or commercial noise contributes to the acoustic environment provided that it is “not dominant”.

This ProPG advocates a systematic, proportionate, risk based, 2-stage, approach.

Stage 1 – an initial noise risk assessment of the proposed development site; and

Stage 2 – a systematic consideration of four key elements.

The four key elements to be undertaken in parallel during Stage 2 of the recommended approach are:

- *Element 1 – demonstrating a “Good Acoustic Design Process”;*
- *Element 2 – observing internal “Noise Level Guidelines”;*
- *Element 3 – undertaking an “External Amenity Area Noise Assessment”; and*
- *Element 4 – consideration of “Other Relevant Issues”.*

The two stages are described below:

Stage 1:

This section illustrates how an initial noise risk assessment is linked with an increasing risk of adverse effect from noise and how this in turn is broadly associated with indicative noise levels derived from current guidance and experience. The indicative noise levels are intended to provide a sense of the noise challenge at a potential residential development site and should be interpreted flexibly having regard to the locality, the project and the wider context. The figure 1 is included below.

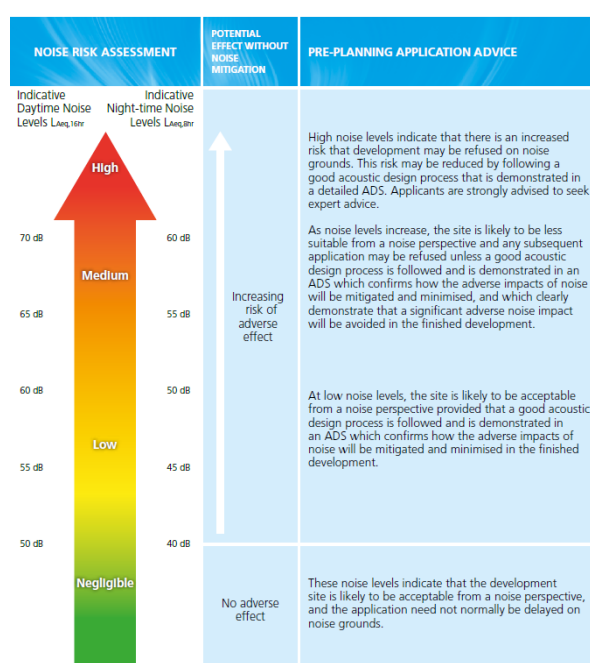


Figure notes.

- Indicative noise levels should be assessed without inclusion of the acoustic effect of any scheme specific noise mitigation measures.
- Indicative noise levels are the combined free-field noise level from all sources of transport noise and may also include industrial/commercial noise where this is present but is “not dominant”.
- LAeq,16hr is for daytime 0700 – 2300, LAeq,8hr is for night-time 2300 – 0700.
- An indication that there may be more than 10 noise events at night (2300 – 0700) with L_{Amax,F} > 60 dB means the site should not be regarded as negligible risk.

Stage 2: The four key elements.

Stage 2: Element 1 – Good Acoustic design Process.

Good acoustic design should provide an integrated solution whereby the optimum acoustic outcome is achieved, without design compromises that will adversely affect living conditions and the quality of life of the inhabitants or other sustainable design objectives and requirements.

Stage 2: Element 2 – Internal Noise Levels Guidelines.

The recommended ProPG internal noise level guidelines are included below.

ACTIVITY	LOCATION	07:00 – 23:00 HRS	23:00 – 07:00 HRS
Resting	Living room	35 dB LAeq,16 hr	-
Dining	Dining room/area	40 dB LAeq,16 hr	-
Sleeping (daytime resting)	Bedroom	35 dB LAeq,16 hr	30 dB LAeq,8 hr 45 dB LAmax,F (Note 4)

NOTE 1 The Table provides recommended internal LAeq target levels for overall noise in the design of a building. These are the sum total of structure-borne and airborne noise sources.

NOTE 2 The internal LAeq target levels shown in the Table are based on the existing guidelines issued by the WHO and assume normal diurnal fluctuations in external noise.

NOTE 3 These internal LAeq target levels are based on annual average data and do not have to be achieved in all circumstances. For example, it is normal to exclude occasional events, such as fireworks night or New Year's Eve.

NOTE 4 Regular individual noise events (for example, scheduled aircraft or passing trains) can cause sleep disturbance. A guideline value may be set in terms of SEL or LAmax,F, depending on the character and number of events per night. Sporadic noise events could require separate values. In most circumstances in noise sensitive rooms at night (e.g. bedrooms) good acoustic design can be used so that individual noise events do not normally exceed 45dB LAmax,F more than 10 times a night. However, where it is not reasonably practicable to achieve this guideline then the judgement of acceptability will depend not only on the maximum noise levels but also on factors such as the source, number, distribution, predictability and regularity of noise events (see Appendix A).

NOTE 5 Designing the site layout and the dwellings so that the internal target levels can be achieved with open windows in as many properties as possible demonstrates good acoustic design. Where it is not possible to meet internal target levels with windows open, internal noise levels can be assessed with windows closed, however any façade openings used to provide whole dwelling ventilation (e.g. trickle ventilators) should be assessed in the "open" position and, in this scenario, the internal LAeq target levels should not normally be exceeded, subject to the further advice in Note 7.

NOTE 6 Attention is drawn to the requirements of the Building Regulations.

NOTE 7 Where development is considered necessary or desirable, despite external noise levels above WHO guidelines, the internal LAeq target levels may be relaxed by up to 5 dB and reasonable internal conditions still achieved. The more often internal LAeq levels start to exceed the internal LAeq target levels by more than 5 dB, the more that most people are likely to regard them as "unreasonable". Where such exceedances are predicted, applicants should be required to show how the relevant number of rooms affected has been kept to a minimum. Once internal LAeq levels exceed the target levels by more than 10 dB, they are highly likely to be regarded as "unacceptable" by most people, particularly if such levels occur more than occasionally. Every effort should be made to avoid relevant rooms experiencing "unacceptable" noise levels at all and where such levels are likely to occur frequently, the development should be prevented in its proposed form (see Section 3.D).

Stage 2. Element 3 – External Amenity Area Noise Assessment.

The ProPG external amenity area noise assessment reflects and extends the advice contained in BS8233:2014 and the current Government guidance in PPGNoise as detailed in the Element 3 box below.

3(i) “If external amenity spaces are an intrinsic part of the overall design, the acoustic environment of those spaces should be considered so that they can be enjoyed as intended”.

3(ii) “The acoustic environment of external amenity areas that are an intrinsic part of the overall design should always be assessed and noise levels should ideally not be above the range 50 – 55 dB LAeq,16hr.”

3(iii) “These guideline values may not be achievable in all circumstances where development might be desirable. In such a situation, development should be designed to achieve the lowest practicable noise levels in these external amenity spaces.”

3(iv) Whether or not external amenity spaces are an intrinsic part of the overall design, consideration of the need to provide access to a quiet or relatively quiet external amenity space forms part of a good acoustic design process.

3(v) Where, despite following a good acoustic design process, significant adverse noise impacts remain on any private external amenity space (e.g. garden or balcony) then that impact may be partially off-set if the residents are provided, through the design of the development or the planning process, with access to:

- a relatively quiet facade (containing openable windows to habitable rooms) or a relatively quiet externally ventilated space (i.e. an enclosed balcony) as part of their dwelling; and/or*
- a relatively quiet alternative or additional external amenity space for sole use by a household, (e.g. a garden, roof garden or large open balcony in a different, protected, location); and/or*
- a relatively quiet, protected, nearby, external amenity space for sole use by a limited group of residents as part of the amenity of their dwellings; and/or*
- a relatively quiet, protected, publically accessible, external amenity space (e.g. a public park or a local green space designated because of its tranquillity) that is nearby (e.g. within a 5 minutes walking distance). The local planning authority could link such provision to the definition and management of Quiet Areas under the Environmental Noise Regulations.*

Stage 2: Element 4 – Assessment of Other Relevant Issues.

This element seeks to build upon relevant national and local planning and noise policies (item 4(i)) to provide a systematic list of recommendations for the issues that should be considered before making a judgement about the noise aspects of a particular planning proposal for new residential development. The recommended relevant issues are included below.

4(i) compliance with relevant national and local policy

4(ii) magnitude and extent of compliance with ProPG

4(iii) likely occupants of the development

4(iv) acoustic design v unintended adverse consequences

4(v) acoustic design v wider planning objectives

4.4 Planning condition 14.

Planning condition 14 states the following:

Prior to commencement, a noise impact assessment shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

The scheme shall demonstrate that:

- The internal ambient noise levels in all habitable rooms of the proposed residential dwellings shall not exceed the guideline LAeq values found in Table 4 of BS8233:2014.*
- The maximum internal noise levels in all habitable rooms should not exceed 45dB LAmax more than 10 times per night in accordance with the Professional Practice Guidance on Planning & Noise and the WHO Guidelines for Community Noise.*
- External areas shall be designed and located to ensure that amenity areas are protected on all boundaries as to not exceed 50 dBLAeq,16hr. If a threshold level relaxation to 55 dBLAeq,16hr is required for external areas full justification should be provided.*

The development shall thereafter be carried out in full accordance with the approved details.

5 Survey Method and Equipment

5.1 Survey

The noise survey was carried out between Wednesday 12th and Thursday 13th June 2024 to measure representative noise levels at the site of the proposed development during a typical weekday period.

The noise survey comprised of one unattended monitoring location on site which are described in detail below:

- Northern Boundary (MP1): Unattended continuous monitoring position recorded the noise levels from the adjacent road and car park. The sound level meter was positioned at a height of 3 m above ground level and 3.5 metres from any reflective surface.

The image overleaf shows the measurement location.



Figure 4. Position MP1.

Note: The assessment also includes sufficiently attendance on site to ensure that the sound meter recorded the typical noise levels affecting the proposed development.

Noise measurements were made with a calibrated precision grade sound level meter which achieves the requirements of BS EN 61672. The survey was carried out in accordance with the principles of BS 7445 Parts 1-3, 'Description and Measurement of Environmental Noise', and British Standard BS4142: 2014+A1:2014 *Methods for rating and assessing industrial and commercial sound*.

5.2 Equipment

- Svantek 971 precision grade sound level meters. Serial number 34927 and 34937.
- Norsonic Sound Calibrator 1251. Serial number 32199.
- Environmental wind shields

The sound level meters were calibrated before and after the survey. No significant drift was noted between the two reference checks.

5.3 Weather

In order to evaluate the weather conditions three weather check measurements were undertaken on site. During the weather checks, it was noted that the climatic conditions were stable during the whole measurement period. The sky was cloudy during Thursday, and clear on Friday morning.

Table 1. Weather condition.			
	°C	Wind speed m/s	Relative Humidity %
1 st visit (14:00) Wednesday	15.2	0.4	82
2 nd visit (19:00) Wednesday	13.3	1.0	83
3 rd visit (13:00) Thursday	14.8	0.5	80

The weather condition was taken using a Pocket weather tracker KESTREL 4500.

6 Survey Results

6.1 Noise measurement results.

The measurement survey at all monitoring locations comprised of consecutive measurement periods in terms of the most relevant standards and guidelines.

The Tables below show the period noise levels measured at all monitoring locations. These have subsequently been used as the basis for establishing the dominant noise levels across the site. The full set of survey data is available on request.

Table 2. Measured continuous noise level			
Time	Period $L_{Aeq, T}$ dB (Log Average)	$L_{Amax(fast), T}$ dB 95 th Percentile	$L_{A90, T}$ dB Statistic Mode
MP1			
Day (07:00 – 23:00)	58	N/A	51
Night (23:00 – 07:00)	54	95 th Percentile 74 Average 66	40

The table below includes the frequency analysis of the measurement results, which have been employed to recommend the sound reduction of the building envelope.

Table 3 Example noise level octave spectrums used for building envelope calculation (MP1)								
Freq. Hz	63	125	250	500	1 k	2 k	4 k	dBA
Day-time L_{eq}	66	60	57	54	55	51	44	58
Night-time L_{eq}	59	54	51	48	51	47	38	54
Night-time $L_{max(fast)}$	75	76	71	68	71	64	60	74

7 Site Suitability for Residential Development

7.1 Noise Assessment according to ProPG methodology.

The noise measurements show that the proposed development is within the low noise risk as declared by ProPG methodology.

ProPG states the following for developments affected by low noise risk.

At low noise levels, the site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed, and is demonstrated in an ADS with confirms how the adverse impact of noise will be mitigated and minimized in the finish development.

Section 7.3 of this report includes the sound insulation assessment of the proposed building envelope to demonstrate that using a good acoustic design process the effect of noise is mitigated and minimized as recommended by ProPG.

7.2 External Amenity Area Noise Assessment.

The noise levels affecting the proposed garden + amenity space is slightly above 55 dBA, however it should be noted that BS8233:2014 (relevant acoustic guideline) acknowledge that the recommended threshold of 55 dBA are not achievable in all circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.

7.3 Building Envelope Sound Insulation

The sound insulation of the proposed external walls, roof, windows and trickle vent are included in the table overleaf.

Table 5 – Specification for the building envelope.								
Freq. Hz	63	125	250	500	1 k	2 k	4 k	Single Figure
Proposed Window – Bedrooms	21	23	22	28	38	40	47	33 dB R_w
Recommended vent Bedroom	36	38	41	39	40	45	46	42 Dn,w
Proposed Window – Living Rooms	18	21	17	25	35	37	31	28 dB R_w
Recommended vent Living Rooms	33	36	38	36	32	37	39	35 Dn,w
Proposed External Wall	42	47	46	49	59	69	79	56 dB R_w
Proposed Roof	13	28	41	48	52	49	51	48 dB R_w

The proposed external walls and roof build up is included below.

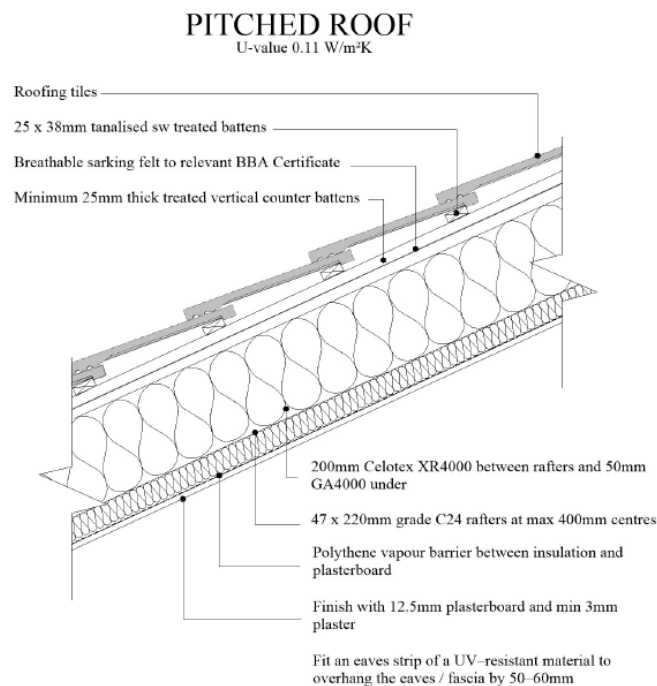


Figure 5. Proposed roof.

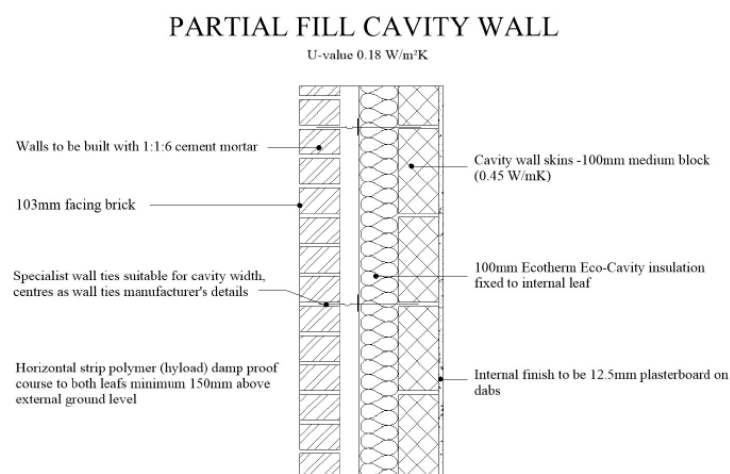


Figure 6. Proposed external wall.

By employing the above proposed building envelope, it will be possible to attain the internal noise levels within dwellings recommended in British Standard BS 8233:2014 *Guidance on sound insulation and noise reduction for buildings*, WHO, ProPG, and planning condition 14. Nighttime noise levels resulting from single sound events are not expected to regularly exceed the recommended level of 45 dB $L_{Amax}(fast)$ by the relevant acoustic guidelines in habitable spaces.

7.4 Noise intrusion assessment.

This section includes a noise intrusion assessment to demonstrate that using a good acoustic design process the effect of noise is mitigated and minimized as recommended by proPG.

The noise intrusion calculations in habitable spaces (bedrooms and living rooms) are included in the overleaf tables, the calculation is executed according to the methodology recommended by BS8233:2014 (*Section G.2 Typical design problem: More rigorous calculation*).

The table below includes the noise intrusion in bedrooms exposed to the highest individual noise events ($L_{Amax, fast}$ dB). The calculation assumes a bedroom of 37 m³.

BS8233:2014 Calculation of Sound transmission into a building								
Project:					Date:			
Client:					Consultant:			
Building elements & Areas				Total M ²				
S _{ew} - External Wall Area				8.00				
S _{wi} - Area of Windows within Room				1.12				
S _{rr} - Area of Ceiling within Room				13.60				
Total Façade Area:				9.12				
Total Area of transmitting elements:				22.72				
				Constants				
				A0		10		
				A (0.16w/T)		11.7504		
				No. Vents		1		
				W	L	H	V	Rt (s)
Room Data				3.4	4	2.7	36.72	0.5
Constructions & Performance Data:								
Construction	63	125	250	500	1K	2K	4K	
Window: Double glazing	21	23	22	28	38	40	47	
Vent:	36	38	41	39	40	45	46	
Wall: Cavity Block	42	47	46	49	59	69	79	
Roof	13	28	41	48	52	49	51	
Source Noise & Element Contributions								
	63	125	250	500	1K	2K	4K	
Source Lp	75	76	71	68	71	64	60	
Window	-34.1	-36.1	-35.1	-41.1	-51.1	-53.1	-60.1	
Vent	-39.6	-41.6	-44.6	-42.6	-43.6	-48.6	-49.6	
Wall	-46.5	-51.5	-50.5	-53.5	-63.5	-73.5	-83.5	
Ceiling	-15.2	-30.2	-43.2	-50.2	-54.2	-51.2	-53.2	
Cumulative SRI	-15.2	-29	-34	-38.3	-42.5	-45.8	-47.7	
Plus 10log S/A	2.9	2.9	2.9	2.9	2.9	2.9	2.9	
Façade Effect	3	3	3	3	3	3	3	
RESULT	65.7	52.9	42.9	35.6	34.4	24.1	18.2	
A weighted Internal Level					43.7			

Figure 7. Noise intrusion assessment in bedrooms affected by the highest individual noise events.

As can be seen from the above table, the calculated internal noise intrusion is 44 $L_{Amax(fast)}$ dBA, which is below and therefore compliant with the recommended levels by WHO and ProPG ($\leq 45 L_{Amax(fast)}$ dB).

The table below includes the noise intrusion in living rooms based on the measured L_{Aeq} dB during daytime. The calculation assumes a living room of 56 m³.

BS8233:2014 Calculation of Sound transmission into a building																	
Project:					Date:												
Client:					Consultant:												
Building elements & Areas				Total M ²													
S _{ew} - External Wall Area				6.94													
S _{wi} - Area of Windows within Room				2.24													
S _{rr} - Area of Ceiling within Room				20.00													
Total Façade Area:				9.18													
Total Area of transmitting elements:				29.18													
				Constants													
				A0		10											
				A (0.16w/T)		17.6256											
				No. Vents		2											
				Rt (s)													
Room Data				W		L		H		V		Rt (s)					
				3.4		6		2.7		55.08		0.5					
				Constructions & Performance Data:													
Construction				63		125		250		500		1K		2K		4K	
Window: Double glazing				18		21		17		25		35		37		31	
Vent:				33		36		38		36		32		37		39	
Wall:Cavity Block				42		47		46		49		59		69		79	
Roof				13		28		41		48		52		49		51	
				Source Noise & Element Contributions													
				63		125		250		500		1K		2K		4K	
Source Lp				66		60		57		54		55		51		44	
Window				-29.1		-32.1		-28.1		-36.1		-46.1		-48.1		-42.1	
Vent				-34.6		-37.6		-39.6		-37.6		-33.6		-38.6		-40.6	
Wall				-48.2		-53.2		-52.2		-55.2		-65.2		-75.2		-85.2	
Ceiling				-14.6		-29.6		-42.6		-49.6		-53.6		-50.6		-52.6	
Cumulative SRI				-14.4		-27.3		-27.7		-33.7		-33.4		-37.9		-38.2	
Plus 10log S/A				2.2		2.2		2.2		2.2		2.2		2.2		2.2	
Façade Effect				3		3		3		3		3		3		3	
RESULT				56.8		37.9		34.5		25.5		26.8		18.3		11.0	
A weighted Internal Level				34.3													

Figure 8. Noise intrusion assessment in living rooms affected by the highest average noise levels during day time.

As can be seen from the above table, the calculated internal noise intrusion is 34 L_{Aeq} dB, which is below the levels recommended by BS8233:2014 and ProPG ($\leq 35 L_{Aeq}$ dB daytime).

8 Conclusions

The impact of noise associated with the proposed development at Land To Rear Of, 15 - 17 Darnley Road, Gravesend, Kent, DA11 0RZ has been assessed. Throughout, the assessment has been undertaken with reference to British Standards and national and international guidance on noise impacts.

The noise levels have been assessed with consideration to the National Planning Policy Framework and the Noise Policy Note for England. Following these policies, figures from the WHO's 'Guidelines for Community Noise', ProPG, BS8233 '*Sound Insulation and Noise Reduction for Buildings*', and planning condition 14 have been used to assure that 'significant adverse impacts on health and quality of life' are avoided.

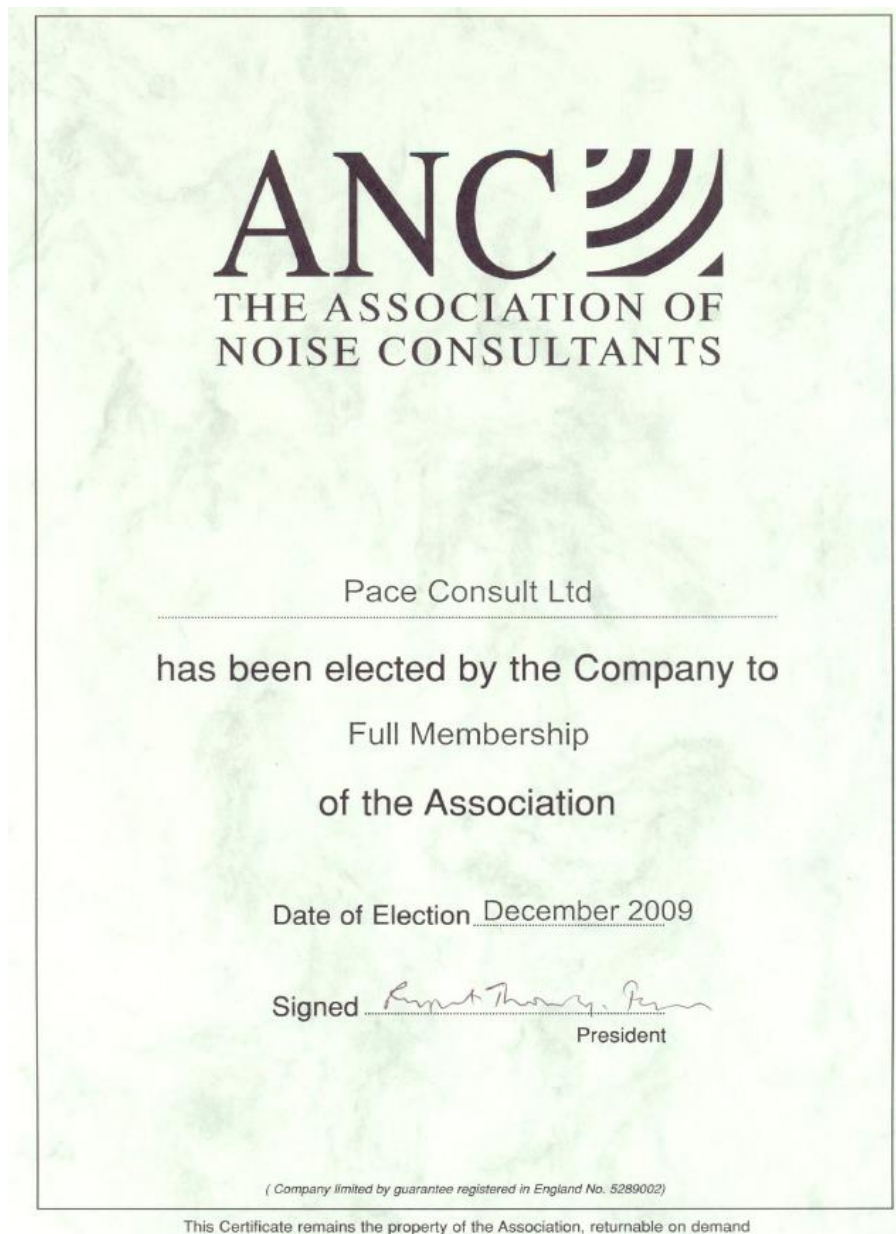
The proposed building envelope constructions have been assessed and considered adequate to meet the internal noise levels recommended in the planning condition 14.

9 References

1. National Planning Policy Framework
2. Noise Policy Statement for England
3. World Health Organisation Criteria – Environmental criteria
4. BS8233:2014 "Guidance on sound insulation and noise reduction for buildings"
5. ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise.

Appendix 1 ANC Membership.

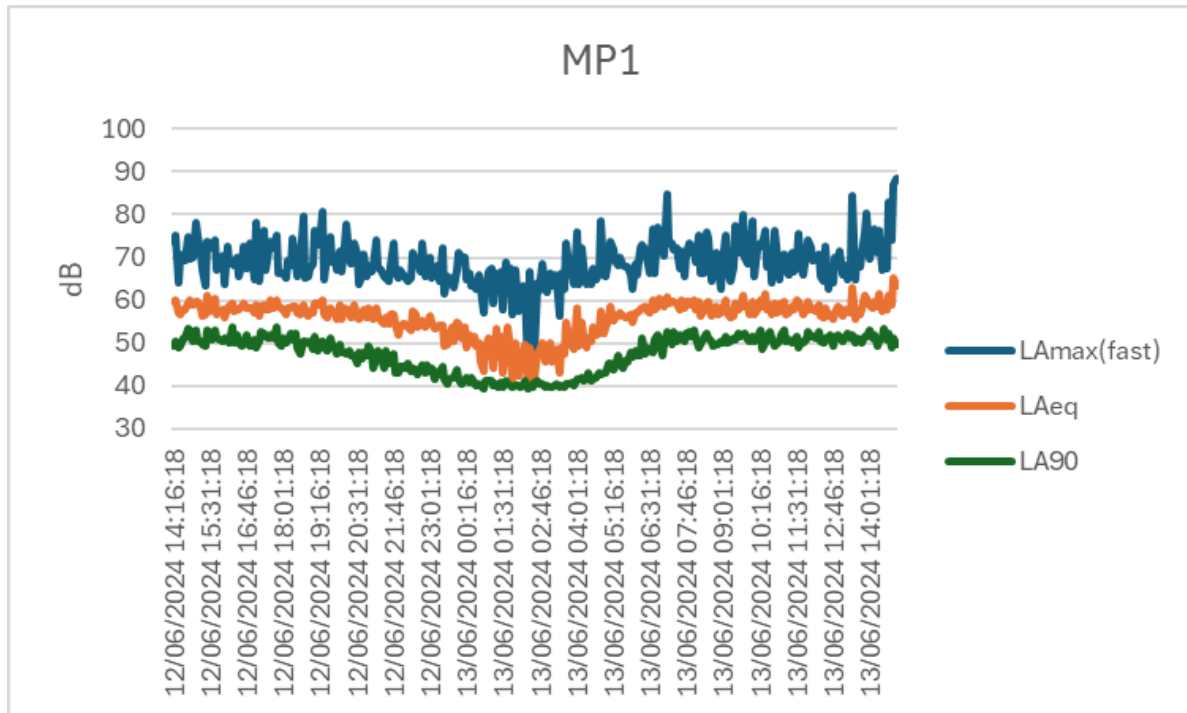
The author is a corporate member of the Institute of Acoustics (IOA) which satisfies the experience and qualification requirements for a 'suitably qualified acoustician'. Pace Consult are also full member of the Association of Noise Consultants.



Appendix 2 Noise measurements.

The figures included below shows the sound levels at intervals of 15 minutes during the 24 hr noise survey.

Position MP1



Appendix 10

RE: Land to the rear of Darnley Road

Lisa Fisher <lisa.fisher@gravesham.gov.uk>

Thu 27/06/2024 15:51

To: Harry Johnson <harry@mialex.co.uk>

Dear Harry,

Following our recent conversation, Environmental Protection have provided comment. In it they state the following:

I've reviewed the information the applicant has submitted. As the area is predominantly for bin and cycle storage, in the circumstances, I agree that it's unlikely to be used for garden/amenity space as such and therefore, the requirement to achieve the 55dBLAeq level can be waived in this situation.

The applicant is quite correct that there is a clause in BS8233:2014 that refers to the required levels not always being achievable in certain circumstances.

When the NIA is undertaken and submitted for discharge of the condition, can the applicant/consultant ensure that reference to this email conversation is made in case another officer deals with it please.

I will upload the correspondence to our files but if you could make reference to the email confirmation from Environmental Protection in your supporting information, it will help to avoid any unnecessary delays.

I hope that helps.

Kind regards,

Lisa Fisher BA (Hons) MA
Senior Planner

Gravesham Borough Council
Tel. 01474 33 71 80
Email lisa.fisher@gravesham.gov.uk

Local Validation List – The Council has adopted a Local List of Validation requirements for planning and related applications. Failing to meet these requirements will lead to delays in processing your application, and it may not be registered. You can access the list via this link; <https://www.gravesham.gov.uk/downloads/file/382/local-validation-list>

New Supplementary Planning Document - Householder Extensions/Alterations Design Guide SPD -
The Council has adopted a Householder Extensions/Alterations Design Guide SPD. A copy of the SPD, is available on our website at <https://www.gravesham.gov.uk/downloads/file/249/householder-extensions-alterations-design-guide-sdp-including-schedule-of-representations>

Gravesham Borough Council: *Together - Proud to be Gravesham*

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From: Harry Johnson <harry@mialex.co.uk>
Sent: Monday, June 24, 2024 10:22 AM
To: Lisa Fisher <lisa.fisher@gravesham.gov.uk>
Subject: Land to the rear of Darnley Road

Caution: This email was sent from outside of the organisation. Do not click on links or open attachments unless you recognise the sender.

Good Afternoon Lisa

Thankyou for your time on the phone yesterday discussing our noise/boundary treatment issue at Darnley Road.

Can you confirm whether you have had the opportunity to discuss this with your team leader please and come to a decision please?

To confirm, if we were to stick with the railings as originally requested by yourself the outdoor amenity area would be subject to around 58 dBA, 3 dBA above that required by the condition.

This would be reduced to 48 dBA should a 2 metre acoustic fence be installed on site.

Importantly, I note that the environmental protection teams condition is led and informed by British Standard 8233:2014.

Upon examination, paragraph 7.7.3.2 (page 25) of the attached British Standard (BS 8233:2014) does acknowledge 55dBA for external amenity areas may not be achievable in all circumstances where development may be desirable stating in particular, in higher noise areas, such as city centres or urban areas adjoining the strategic road network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met. In such a situation, development should be designed to achieve the lowest practicable levels in these external spaces but not prohibited.

As a consequence, can you please confirm that you/your manager share my view that maintaining the openness, and therefore character of the Conservation Area is the most important requirement in this instance and we should continue to proceed with the railings as approved given the inherent flexibility within BS 8233:2014 for external amenity areas, in urban locations, for flatted development.

Kind Regards

Harry Johnson

MRTPI MSc BSc

Senior Planner

07896 975355



Work.Life, Core, Brown Street,

Manchester M2 1DH

www.mialex.co.uk

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