



Delegated Report

Full Planning Application

Application No:	20211377
Location:	Rose Cottage, Milton Road, Gravesend, Kent, DA12 2PP
Description:	**REVISED DESCRIPTION** Demolition of the existing dwelling and erection of 2 no.3 bedroom and 1 no.2 bedroom terraced dwellings and creation of new vehicle crossovers.
Applicant:	S Richards
Site Visit:	25/11/2021

Description Change

The description was changed to read:

****REVISED DESCRIPTION**** Demolition of the existing dwelling and erection of 2 no.3 bedroom and 1 no.2 bedroom terraced dwellings and creation of new vehicle crossovers.

The revised plans submitted by the agent reduced the number of bedrooms in the middle property. The change of description was not confirmed by the Agent, however the submission of the revised plans were considered to be agreement.

Submitted Documents/Plans

Application Form - dated 11/11/2021;
Planning, Design and Access Statement;
Tree Survey Assessment - dated 22/10/2021;
Drawing no. 01A - Site Location Plans (scale - 1:1250);
Drawing no. 02A - Existing Site Block Plan (scale - 1:200);
Drawing no. 03B - Proposed Site Block Plan (scale - 1:200);
Drawing no. 04 - Proposed Ground Floor Plan;
Drawing no. 05A - Proposed First Floor Plan;
Drawing no. 06 - Proposed Roof Plan;
Drawing no. 07 - Proposed Front and Side Elevations;
Drawing no. 08 - Proposed Rear and Side Elevations;
Drawing no. 09 - Existing and Proposed Street Elevation;
Drawing no. 10 - Existing Plans;
Drawing no. 11 - Existing Elevations.

Relevant Planning History

Application No.	Description	Status	Decision
19810251	Erection of 22 two storey dwellings with garages and the laying out of estate road and formation of a new access to the A226 to serve also the playing fields	PERMITTED	30.09.1981

19800587	Outline application to erection of 20 dwellings 34 garages and laying out of estate road formation of a new access to the A226 to serve also the playing fields	PERMITTED	04.07.1980
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Development Plan

Gravesham Local Plan Core Strategy (September 2014):

- CS01 - Sustainable Development
- CS02 - Scale & Distribution of Development
- CS11 - Transport
- CS12 - Green Infrastructure
- CS14 - Housing Types and Sizes
- CS15 - Housing Density
- CS18 - Climate Change
- CS19 - Development & Design Principles

Gravesham Local Plan: First Review (1994)

- P3 - Vehicle Parking Standards

Paragraph 33 of the NPPF (2021) sets out that policies within adopted local plans should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Such reviews are also a legal requirement as set out in Regulation 10A of the Town and Country Planning (Local Planning) England Regulations 2012.

The Council undertook such a review in September 2019 and found that the adopted Local Plan Core Strategy is in need of a partial review in terms of Policy CS02, due to the increased need for housing since the Local Plan Core Strategy was adopted and the need to ensure that a sufficient land supply exists to meet this need. Whilst saved policies from the Local Plan 1st Review (1994) generally conform with the NPPF (2021), the Council will also seek to replace these.

National Planning Policy Framework (2021)

- Section 2 - Achieving Sustainable Development
- Section 5 - Delivering a sufficient supply of homes
- Section 9 - Promoting Sustainable Transport
- Section 11 - Making effective use of land
- Section 12 - Achieving sustainable development and well-designed places
- Section 14 - Meeting the challenge of climate change, flooding and coastal change
- Section 15 - Conserving and enhancing the natural environment

Supplementary Planning Guidance

- SPG 2 - Residential layout guidelines including Housing Standards Policy Statement October 2015 Adopted 1996 - amended June 2020;
- SPG 4 - KCC Parking Standards (2006);
- Technical Housing Standards: Nationally Described Space Standards (2016);
- Householder Extensions/Alterations Design Guide SPD (2021).

Consultations, Publicity and Representations

External Consultees

KCC - Heritage - The site lies within an area of multi-period archaeological potential. Apart from Rose Cottage, which appears to date from the early 20th century, it would appear from historic mapping that

much of the site has not been built on in the 19th and 20th centuries. Any below-ground archaeological remains at the site may therefore be relatively undisturbed. The proposed development may impact on any archaeological remains at the site and therefore I recommend that if planning permission is granted the following condition be applied to any forthcoming consent:

No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of:

- i. archaeological field evaluation works in accordance with a Written Scheme of Investigation and timetable which has been submitted to and approved in writing by the Local Planning Authority; and*
- ii. following on from the evaluation, any safeguarding measures to ensure preservation in situ of important archaeological remains and/or further archaeological investigation and recording in accordance with a Written Scheme of Investigation and timetable which has been submitted to and approved in writing by the Local Planning Authority.*

Reason: To ensure appropriate assessment of the archaeological implications of any development proposals and the subsequent mitigation of adverse impacts through preservation in situ or by record.

Rose Cottage, whilst not designated, is of some historic interest and should be subject to Historic England Level 2 recording in advance of demolition. The following condition would secure the necessary work:

No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of building recording in accordance with a written specification and timetable which has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that historic building features are properly examined and recorded.

KCC - Highways and Transportation - this development proposal does not meet the criteria to warrant involvement from the Highway Authority in accordance with the current consultation protocol arrangements. Should permission be granted the relevant highway informatives should be attached to the decision notice.

Internal Consultees

GBC - Environmental Protection - The following to be considered:

Code of Practice on Construction and Demolitions - Please apply

Watching Brief - 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 LPA as to the appropriate measures to be taken to resolve the matter and they are satisfied that those measures have been carried out

Drainage/sewerage informative - The foul sewage shall be removed by means of the mains drainage system and not by the use of non-mains sewerage systems, unless connection to the drainage system is not reasonably practicable.

Noise Control - In order to limit the likelihood of noise nuisance occurring due to poor construction/insulation and noise from the nearby railway line, we would ask that the following is applied as a condition;

"Prior to commencement, a noise impact assessment shall be carried out and submitted to the LPA for approval demonstrating 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.

- *If relevant, the rating noise from fixed building services/mechanical plant/equipment associated with the development shall be at least 10dB below the existing LA90 background level at the nearest noise sensitive receptors (i.e. dwellings) when measured and assessed in accordance with BS4142:2014"*

Smoke Control Informative - The proposed development is situated in a smoke control area. As such, only authorised smokeless fuels as listed in the Smoke Control Areas (Authorised Fuels) Regulations 1991 shall be burnt or fireplaces/appliances exempted by Smoke Control (Exempted Fireplaces) Orders shall be utilised. Exempt appliances are appliances (ovens including pizza and tandoori ovens, wood burners and stoves) which have been exempted by Statutory Instruments (Orders) under the Clean Air Act 1993. These have passed tests to confirm that they are capable of burning an unauthorised or inherently smoky solid fuel without emitting smoke. They must be fitted and used according to manufacturer's instructions and they can only be used for the fuel for which they are designed.

When purchasing fuels and fireplaces the applicant should clarify with the vendor their suitability with respect to use in Smoke Control Areas. For further information, including confirmation that an appliance and/or fuel is suitable for use in a smoke control area, the applicant should contact the Council's Regulatory Services air.quality@gravesham.gov.uk.

GBC - Highways Officer - This proposal raises some issues.

- Kent County Guidance regarding carriage crossovers suggests that they should not be within 10 metres of a junction to reduce the risk of accidents.
- The middle house has a substandard width for the parking area, measuring it would appear some 4.5metres wide.
- How does the middle property access the shed for parking cycles other than wheeling the cycle through the dwelling?

It would be better for the middle property to be a two bedroom dwelling with a single car parking space, with an access at least ten metres away from the channel line of Copper Beech Close. However, this does not resolve the issue of accessing the shed.

All properties should be cabled to accept a future electric vehicle charging point.

As presented, I consider the proposal unacceptable, but revisions are possible to resolve the issues.

Comment on the revised layout - The revised proposals whilst a little tight on the proximity of the junction are within limits. I have no objections.

Neighbouring properties

A notice was displayed on site 25th November 2021.

In addition, seven surrounding properties were consulted and ten representations were received, all objecting to the proposed development. The representations raised both material and non-material planning considerations, listed below:

Please note: only the material planning considerations are relevant within the decision making process.

Material Planning Considerations:

- Out of character
- Does not fit with surrounding buildings/properties
- Out of keeping
- Inappropriate development
- Loss of privacy

- Loss of light
- Increase parking stress
- Increase traffic congestion - already an issue due to school and sports clubs pickup/dropoff
- Increase chance of accidents through traffic and congestion - making current situation worse
- Loss of biodiversity, trees and planting - removed prior to application

Non-Material Planning Considerations:

- Loss of property value
- Noise from construction
- Problems arising from construction period
- Loss of view

The overall consultation period expired on 17th December 2021.

Preliminary Matters

The plans were amended and submitted in January 2021. The revisions changed the layout of the vehicle crossovers and reduced the number of bedrooms in the middle dwelling. As aforementioned in this report, the description was changed accordingly.

Officer's Analysis

Given Gravesham's current inability to demonstrate a 5 year housing land supply (a 3.27 year supply has most recently been calculated within the statement published here), and as the delivery of housing was substantially below (less than 75%) that required by the Housing Delivery Test, the housing delivery element of Gravesham's Local Plan Core Strategy (LPCS) (2014) Policy CS02 must be regarded to be out of date, as required by the Paragraph 11(d) of the National Planning Policy Framework (NPPF) (2021). This requires that in regard to housing development, planning permission should be granted unless:

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

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

- Habitats sites (and those sites listed in NPPF paragraph 182);
- Sites of Special Scientific Interest;
- Green Belt;
- Local Green Space;
- Areas of Outstanding Natural Beauty;
- Irreplaceable habitats;
- Designated heritage assets (& other heritage assets of archaeological interest, see NPPF footnote 68); and
- Areas at risk of flooding or coastal change.

In determining applications for planning permission involving housing, the Council will therefore apply a weighted balance in favour of granting planning permission in accordance with relevant case law and guidance, having regard to the acceptability or otherwise of the proposals when evaluated against development plan policy, the need to make efficient use of land (paragraph 125(c)) in context, the relative contribution the proposal makes towards the alleviation of any shortfall in housing delivery at that time and any other considerations material to the proposed development.

The proposed development for a net increase of '2' residential units would offer a minimal but important contribution towards meeting this local need and, accordingly, officers considers that this should be accorded appropriate weight in support of the application. However, this has to be balanced against other requirements of the NPPF (2021) which requires new development to contribute positively to the overall quality of the area, be visually attractive, sympathetic to local character and create acceptable amenity for future occupiers.

Policy CS02 (Scale and Distribution of Development) (LPCS) prioritises development in the urban area as a sustainable location for development by bringing forward a range of suitable sites on other parts of the urban area for residential. The application site lies within the urban area of Gravesend and is not subject to any specific local planning policies or constraints that restrict the principle of development, other than general policies that seek to protect the character of the area and the amenity of existing and future residents.

It is considered that local adopted Policies CS14 (Housing Type and Design), CS15 (Housing Density) and CS19 (Development and Design Principles) (LPCS) together provide an assessment framework in line with the guidance provided by paragraph 71 of the NPPF (2021). The proposal shall be assessed against these policies in the following section reviewing the character and appearance of the scheme.

Site Description

Rose Cottage is an early 20th century property. The property is located on a corner plot at the intersection between Ellerslie, Donald Biggs Drive and Copper Beech Close, opposite the Rectory Fields sports facilities. There is a section of amenity land adjacent to the garden boundary of the cottage.



Google Maps Street View (May 2018)

This section of amenity land is owned by the applicant (confirmed by agent 01/02/2022), but is managed by KCC Highways. The screenshot above from Google Maps (2018) shows that the land contained trees and other shrubs, which contributed to the quality of the street scene. The land has since been cleared as shown in the site photograph below.



Site Visit (December 2021)

The properties in the surrounding roads were all constructed in the 1980s. The surrounding area is

characterised by large detached dwellings that are generally uniform in design, scale and form. Some dwellings have been extended which has altered their appearance, however there is a clear uniformity within the street scene.



Description of the Proposal

This application proposes the demolition of the existing dwelling and the erection of 3 x terraced properties. There will be two properties with three bedroom and one with two bedrooms. The proposed dwellings will each have associated parking and private garden areas. There will be a strip of land retained to the north of the development, adjacent to the highway.

The new terrace will be gable ended, with pitched roofs. It has been designed with staggered heights due to the gradient of the land.

Front Elevation (west-facing)	
Rear Elevation (east-facing)	
Side Elevation (south-facing)	Side Elevation (north-facing)

The properties will each have a gross internal floor area of 96m² and will have the following dimensions:

Terrace

- Depth - 10.55m
- Width - 17.3m
- Height (max) - 8.4m
- Height (eave) - 5.4m

Dwelling 1 (south)

- Depth - 10.55m
- Width - 5.9m
- Height (max) - 8.4m
- Height (eave) - 5.4m

Dwelling 2 (middle)

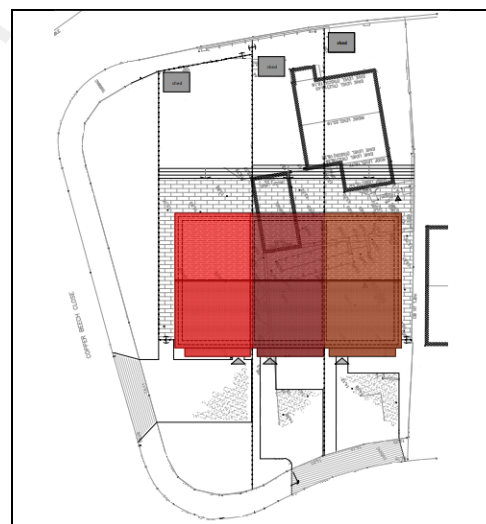
- Depth - 10.55m
- Width - 5.5m
- Height (max) - 8.4m
- Height (eave) - 5.4m

Dwelling 3 (north)

- Depth - 10.55m
- Width - 5.9m
- Height (max) - 8.4m
- Height (eave) - 5.4m

The proposed dwellings will have an open plan kitchen/diner/snug, lounge, utility and w.c. on ground floor, with two/three bedrooms, one ensuite and a family bathroom at first floor. The sizes of each room and the proposed garden area are as follows:

Room	Floor Area		
	Dwelling 1 (south)	Dwelling 2 (centre)	Dwelling 3 (north)
Kitchen/Diner/Snug	22m ²	22m ²	22m ²
Lounge	11.8m ²	11.8m ²	11.8m ²
Utility	1.5m ²	1.5m ²	1.5m ²
W.C. (ground)	2.25m ²	2.25m ²	2.25m ²
Bedroom 1	11.65m ²	16.9m ²	11.65m ²
Bedroom 2	7.7m ²	12.1m ²	7.7m ²
Bedroom 3	9.5m ²		9.5m ²
Bathroom	5.25m ²	5.25m ²	5.25m ²
Ensuite	3.3m ²	3.3m ²	3.3m ²
Garden	92m ²	72.5m ²	79m ²



Principle of Development

The application site is located within the urban area where the character of the street scene is residential in nature. The majority of the surrounding properties are two storey detached properties. Due to the location within an urban area, the principle of residential development is acceptable providing it accords with the local and national planning policy.

Design, Character and Appearance

As aforementioned in this report, the surrounding area is characterised by two storey detached properties, which are of similar scale, design and features, and no terraced properties as this application proposes.



Gravesham's 'design guide (SPD) (2021)' sets out the key principles for new development state that proposals should reflect, respect and respond to the original character. Furthermore, the SPD states that development on corner plots are highly visible and should respect established building lines and not dominate the street corner.

The proposed terrace does not reflect, respect or respond to the prevailing character of the location or surrounding street scenes. The area is characterised by detached dwellings and the introduction of a terrace is considered to be out of context with the established character of the surrounding area. As such the proposal is inappropriate development that is contrary to Policy CS14 by failing to deliver suitable housing in terms of type and design to the location. Moreover, the location of the development on a prominent corner plot, positioned close to the edge of the highway, will dominate the corner and be highly visible when entering turning into Copper Beech Close.

This corner plot contributed to the quality to the street scene with mature trees and other foliage softening the urbanising impact of the housing estate. The plot of land was formally managed by KCC, although not under KCC ownership. However, the land has been cleared, most likely with the intention of redevelopment, which has reduced the greening appearance and the quality of the street scene. It is considered that developing this plot within 2m of the edge of the footway will add further harm to the street scene, only offering a small strip of grass as mitigation.

The 'Design and Access Statement' (DAS) refers to the 'hard edge' to the entrance of Sycamore Close created by the existing dwelling. However this has been exacerbated by clearing the trees and other bushes on the corner plot, and the proximity of the proposed terrace will significantly worsen the hard edge by closing the established gap on the corner. When turning into Copper Beech, you will be faced with the rear and side elevations of the proposed terrace, bringing the built development of Sycamore Close (which the proposed dwellings will face onto) in closer proximity of the highway. Furthermore, this proximity and worsening of the hard edge on the corner demonstrates that the proposed terrace is a cramped form of development failing take into account the existing character. No context plans have been submitted to assist in assessing the integration into the street scene.

The terrace will be finished using different materials with the two southern dwellings being facing brickwork and the northern dwelling being a mix of render and facing brickwork. The DAS states that a key characteristic of the location is that the properties are characterised by facing brickwork. Therefore the rendered end terrace could be considered out of character due to materials, however it is noted that other dwellings within the surrounding area are rendered and this is not sufficient grounds for refusal.

Overall, the proposed terrace fails to reflect, respect or respond to the prevailing character of the street scene and surrounding area. The terrace is inappropriate development that dominates a corner plot, creating a hard edge in a prominent position, cramped onto the site close to the highway. As such the development is contrary to Gravesham's Design Guidance SPD (2021), Policies CS14 and CS19 (LPCS), as well as Section 12 (NPPF).

Amenity of Future Occupiers

Policy CS19 (LPCS) requires that all development should be 'fit for purpose' and be 'adaptable to allow changes to meet the need of users' and that 'the design and layout of new residential development, including conversion, will accord with the adopted Residential Layout Guidelines' (RLG) (2020). Moreover, on 25 March 2015 the Government issued a written ministerial statement, which introduced new technical housing standards in England and set out how these would be applied through planning policy. These standards came into effect on 1 October 2015.

The Nationally Described Space Standards (2015) require a two storey dwelling, with different floor areas depending on the number of occupants. For a four person dwelling, such as dwellings 1 and 3, the floor area should have a minimum 84m², with built in storage space of 2.5m². For a four person dwelling, such as dwelling 2, the floor area should have a minimum of 70m², with built in storage of 2m². Given

that the gross internal floor area of all properties measure approx. 96m², the dwellings proposed accord with the recommendations within the Nationally Described Space Standards (2015).

Notwithstanding this, Gravesham's RLG breaks down the measurements further, recommending minimum floor areas for specific rooms as shown in the table below. These recommended minimum floor areas have been compared to the proposed room sizes within the property for comparison.

	RLG (minimum floor area)	Proposed Room Size		
		Dwelling 1 (south)	Dwelling 2 (middle)	Dwelling 3 (north)
Kitchen/Diner	12m ²	22m ²	22m ²	22m ²
Living Room	13.2m ²	11.8m ²	11.8m ²	11.8m ²
WC	1.3m ²	2.25m ²	2.25m ²	2.25m ²
Double Bedroom	11.2m ²	11.65m ²	16.9m ² 12.1m ²	11.65m ²
Single Bedroom	6.5m ²	7.7m ²		7.7m ²
		9.5m ²		9.5m ²
Bathroom & WC	3.6m ²	5.25m ²	5.25m ²	5.25m ²
Ensuite	3.6m ²	3.3m ²	3.3m ²	3.3m ²

The table demonstrates that the majority of rooms provided within the dwellings are in accordance with the RLG, with the exception of the living rooms and ensuite bathrooms. Although these rooms are contrary to minimum guidance, these are not considered to be detrimental to the amenity of future occupiers. The ensuite bathrooms only include shower basins and therefore can be smaller than the expected bathroom & WC requirements of the RLG. Moreover, even though the living rooms are undersized the kitchen/diners include a snug area, or a second living space, which is considered adequate mitigation to the smaller room.

Further to the room sizes, the RLG states that new developments should provide acceptable private amenity space. The garden area for the proposed dwellings include cycle store/shed, which reduce the size of the private amenity space. The RLG states that a garden area for a two bedroom property should have a minimum depth of 7.6m and a minimum area of 37.2m², which increased to 10m and 60m² respectively for a three bedroom property. The gardens within the proposed development all accord with the guidance, with the smallest area being 72.5m² and the shallowest with a depth of 12m. Therefore, the amenity space provided is in accordance with the RLG.

The new terrace will not be overlooked or overshadowed. The neighbouring property to the south is set forward of the terrace and therefore will not overshadow the private amenity space or habitable rooms of the nearest dwelling. In addition, this set-back means that the private amenity space will be maintained and not overlooked due to the oblique angle mitigating loss of privacy.

The dwellings proposed are not a cramped form of development in terms of amenity, will provide acceptable living conditions for future occupiers, sufficient private amenity space as well as good levels of natural lighting and ventilation. As such, the development is considered to safeguard the amenity of future occupiers and is in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Neighbouring Amenity

The erection of the terrace in this location is not considered to cause material harm to the amenity of any adjoining property in terms of loss of light, loss of privacy, outlook or sense of enclosure.

The proposed terrace is located to the north of the immediate neighbour on Sycamore Close. The property (no.1 Sycamore Close) is approximately 1.9m from the closest terrace dwelling. Due to the orientation of the properties, the new terrace is not considered to cause any impact in terms of overshadowing. Although the terrace protrudes beyond the rear elevation of the immediate neighbour, due to the orientation to the north and the minimal distance, along with no flank windows facing the neighbour, there will be no

overlooking to the amenity space or impact on the privacy of the closest neighbour.

Some further neighbour objections were received which expressed concerns with the terrace impacting on loss of light and privacy. The other surrounding properties are a minimum of 23.5m to the west of the proposed terrace, across Sycamore Close. Given this distance the terrace is not considered to impact on the light or overshadow any of these dwellings. In terms of overlooking and privacy, the RLG states that the window-window distance, not over private amenity space should be a minimum of 21m. Therefore, the terrace complies with the window-window distance of the RLG and will not impact on the privacy of these neighbours.

In addition to the objections received regarding privacy and light, there were concerns raised related to the design being out of context, the impact on the street scene, parking and traffic, as well as impact on biodiversity and landscaping. The design and street scene were discussed within prior sections of this report. The parking and traffic issues, as well as biodiversity, will be considered in the following sections of the report.

Overall, the application is considered to safeguard the amenity of neighbouring properties in accordance with Policy CS19 (LPCS) and Section 12 (NPPF).

Parking and Highways

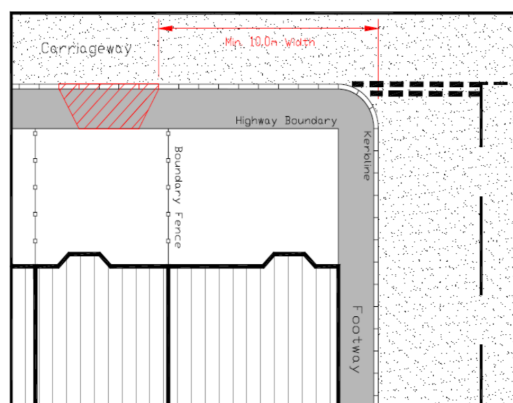
The proposed properties will each have associated parking and driveways. The driveways have similar widths around 4.75m and varied depths between 5m-7m. These dimensions accord with the Gravesham's adopted parking standards (SPG4) (2006) and will accommodate one vehicle per dwelling. However, the recommendation within SPG4 for a three bedroom property is that two spaces are provided per dwelling. Given that these are maximum parking requirements and that the development is on the edge of the centre, this is not considered sufficient grounds to refuse the application.

There were initial concerns raised by the Highways Officer regarding the proximity of the vehicle crossovers to the junction, the dimensions of the parking areas and access for cycle storage. The agent revised the plans to address these concerns. The parking areas proposed were increased in size and the middle property has a rear gate to allow access for cycles.

The concerns regarding the proximity of accesses to junctions meant one access was relocated onto Copper Beech Close. As such the accesses on Sycamore Close are in excess of 10m from the junction, which accord with Kent County Council's 'Vehicle Crossing Guidance:- Self-Assessment' (2016). However, the access for the northern property onto Copper Beech Close is 8.75m from the junction, which falls below the recommended 10m distance. Although the Highway's Officer did not raise objection to this, the proximity to the junction could result in an increased likelihood of collision and poses a risk to highway safety (see extract below).

4. Distance from road junctions

If the location of the proposed crossing is closer than 10m to a road junction it would create a serious hazard and the application will be refused. This dimension may be increased to 15m on major roads or near to busy junctions. If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.



(Kent County Council Vehicle Crossing Guidance:- Self-Assessment (2016))

The neighbour representations highlighted that the roads around the development experience high levels of

traffic, congestion and parking as a result of the nearby school and sports fields. The concerns raised regarding the terrace properties and their driveways would aggravate these issues during busy school times. Although this congestion is acknowledged, the roads in the surrounding area are restricted with double yellow lines, which should deter vehicles waiting, and therefore the creation of new accesses will not exacerbate the parking issues.

Overall, the proposed development fails to comply with the Kent County Council guidance and represents a hazard by virtue of introducing a crossover within 10m of a junction. Therefore, the terrace is an inappropriate development that increases the risk of collision and injury through substandard proximity to a junction contrary to Policy CS11 (Transport), saved Policies P3 and T5 of Gravesham's Local Plan First Review (LPFR) (1994), SPG 6: Planning Policy for Vehicular Accesses to Classified Highways (2009) and Kent County Council vehicle crossing guidance (2016).

Any Other Material Planning Considerations

Refuse - Policy CS19 (LPCS) requires new development to incorporate appropriate facilities for the storage and recycling of waste.

The plans submitted do not show any allocated refuse area. However, there is adequate space at the front of each property which could accommodate wheelie bins. The future occupiers would be required to place their refuse containers out towards the highways on collection day, and return them to the property following collection. This is the same strategy for other properties within the surrounding area.

In summary, with regard to the refuse arrangements, the strategy complies with Policy CS19 (LPCS).

Ecology and Biodiversity (Bird Mitigation) - The Thames Estuary and Marshes Ramsar site and Special Protection Area (SPA) are internationally important for nature conservation as the area is a wetland and supports important numbers of wintering waterbirds and migrating birds. There has been a decline in the number of birds using these sites in recent years. Studies show that this could be due to people using the estuary and marshes for recreation purposes. The North Kent Bird Disturbance Report concludes that all new housing development within 6km of the North Kent Ramsar Sites or Special Protection Areas (including the Thames Estuary and Marshes) and larger housing development beyond 6km from the sites could have an adverse impact on them. This is because new housing development is likely to lead to further increases in recreational use of the sites which means that further declines in the bird population cannot be ruled out. Possible mitigation measures are set out in the Thames, Medway and Swale Estuaries Strategic Access Management and Monitoring Strategy. Having considered a number of options, the Council have decided to impose a tariff on new housing development. Developers will need to pay £253.83 for every new dwelling provided within 6km of the Ramsar site and SPA and for larger housing developments beyond 6km from them. The money raised will be used to pay for schemes to avoid the adverse impacts of new housing development on the birds.

In this instance, the proposed development would result in the creation of two additional residential properties and as such, additional recreational activity would result. Therefore it is considered that there would be an adverse impact to the Thames Estuary and Marshes Ramsar Buffer Zone, which should be mitigated in line with Policy CS12 (LPCS). In such cases the Borough Council has adopted a tariff that is payable for each new dwelling unit within 6km of the SPA/Ramsar site of £253.83 per new dwelling unit.

The applicant has not completed the SAMMS Mitigation Contribution Agreement and therefore fails to comply with the requirements of the Habitat Regulations and Section 15 (specifically paragraphs 180 and 181) of the NPPF and Policy CS12 (LPCS).

Furthermore, the new dwelling would significantly reduce biodiversity within the site. It is noted that there is a landscape strip to be retained as an open grass area, however this area of land formally contributed to the quality of the street scene and the token grass area is not considered to mitigate the loss of biodiversity. The NPPF (Section 15) states that developments should result in biodiversity net gain, which is not the

case with this application. The applicant has failed to demonstrate how the loss of biodiversity will be offset and as such should not be supported.

Conclusion

The application has been fully considered and is contrary to local and national planning policy.

The proposed terrace is inappropriate development on a corner plot which has a cramped appearance close to the highway, creates a hard edge within the street scene in a prominent position at the entrance to the estate and fails to reflect, respect or respond to the prevailing character within the location. In addition, the development introduces an unacceptable crossover that represents a risk to highway safety and an increased chance of collision due to proximity to junction. As such the proposal is contrary to Policies CS11, CS14 and CS19 of the Gravesham Local Plan Core Strategy (2014), saved policy T5 of Gravesham Local Plan First Review (1994) and SPG 6: Planning Policy for Vehicular Accesses to Classified Highways (2009), as well as Sections 9 and 12 of the National Planning Policy Framework (2021).

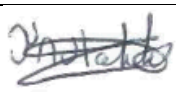
Furthermore, the proposal fails to secure a contribution towards strategic mitigation measures within Special Protection Areas, and in the absence of this contribution or adequate information to inform an Appropriate Assessment, the development fails to comply with the requirements of the Habitat Regulations, Section 14 (specifically paragraphs 180 and 181) (NPPF) and Policy CS12 (LPCS). Moreover, the new dwelling results in a net loss biodiversity on site contrary to Policy CS12 (LPCS) and Section 15 (NPPF).

Notwithstanding the refusal of this application, the Local Planning Authority do not object to the principle of development on this site. However any future scheme should be reduced in scale, respond to the prevailing character of the surrounding area and maintain the openness on the corner plot.

Recommendation

Refusal

(For detailed reasons for refusal and informatives, see draft Decision)

Case Officer:	Mr Ethan Bonthron	Team Leader:	Miss Faye Hobbs
Signed:		Signed:	
Dated:	3 rd February 2022	Dated:	03 February 2022