

OUR REF: PR3610/SC

PLANNING DESIGN & ACCESS STATEMENT

28 COUTTS AVENUE SHORNE DA12 3HJ

1 INTRODUCTION

- 1.1** This statement is prepared in support of a planning application submitted on behalf of Mr Calvin King for the;

Demolition of the existing garage and erection of 3no. four-bedroom houses and creation of new vehicular access and associated works.

in respect of land at 28 Coutts Avenue Shorne DA12 3HJ.

2 SITE CONTEXT

- 2.1** The application property, 28 Coutts Avenue is situated on the south side of Coutts Avenue towards the eastern end of the cul-de-sac, development along which, is comprised of a mix of detached and semi-detached properties. The current dwelling was approved on 1 June 1956 under planning application 19550053. It occupies one of the largest plots on the street. The identified application site extends to approximately 0.1ha in area.
- 2.2** The property is within an area of existing dwellings and development that is inset from (i.e. not part of) the Metropolitan Green Belt (Gravesham Core Strategy Policy CS02). It has no other Development Plan designation.
- 2.3** The existing property is a detached ‘chalet bungalow’ style dwelling, in common with the majority of the other dwellings along the road which are either bungalows or have had rooms added to their roofspace served by dormer windows or roof extensions of one form or another.
- 2.4** The application site is located approximately 270m from the nearest bus stops either side of the A226 Gravesend Road at Shorne Crossroads, which are served by three buses per hour between Gravesend and Chatham and vice versa (Arriva 190) Mondays to Saturdays and an hourly service on Sunday. Other school services and a London commuter service provided by Redwing Coaches (currently running a reduced schedule) also serve the bus-stops at Shorne Crossroads.

3 PLANNING HISTORY

- 3.1** The previous relevant planning history relating to the property is as follows.

19780744: Erection of a single storey extension at the side of the dwelling to form a utility room and the extension of an existing detached garage to form a store.
APPROVED 22/11/1978

20190870: Outline Application with Some Matters Reserved for the demolition of existing garage, and erection of 2no. three bedroom houses each vehicular access.
APPROVED 16/10/2019

20211382: Demolition of garage and sun lounge and erection of a two storey front extension incorporating new integrated garage, alterations and raising of the roof, erection of rear dormer windows to create habitable rooms on first floor, erection of a

single storey rear extension, creation of new vehicular access and laying of hardstanding. APPROVED 10/01/2022

4 PROPOSALS

4.1 Full planning permission is sought for the following development:

Demolition of the existing garage and erection of 3no. four-bedroom houses and creation of new vehicular access and associated works.

4.2 It is proposed to demolish the existing garage serving no 28 and to erect a new dwelling to the east (adjacent to the existing dwelling) at the front of the site. The application site extends to approximately 0.1ha in area.

4.3 A new access, 3.71m in width, serving two proposed units to the rear would be formed along the site's eastern boundary along with a turning head within the site. Two units and associated parking spaces would be served off the new access. Vision splays of 2m x 2m would be provided either side of the access at its junction with Coutts Avenue. An area of hardstanding to facilitate refuse collection for the two rear units would be sited adjacent to the carriageway in Coutts Avenue at the front of the site.

4.4 The proposed dwellings would have a ridge height of 6.7m. Single-storey projections with mono-pitch roofs and an eaves height of approximately 2.5m are shown to the front and rear of the dwellings. The main part of each dwelling has an eaves height of approximately 5m. The proposed dwelling to the east of the existing dwelling directly fronting Coutts Avenue would feature a half-timbered gable with white rendered infill panels. All the proposed dwellings would be approximately 10m in width and 13.6m in depth. Four bedrooms would be provided at first floor level within the roof space. Ground floor accommodation would comprise a lounge, study, kitchen/diner, utility and WC with an integral garage also indicated on each house.

4.5 Externally the walls would be faced with Wienerberger Hathaway Brindled Stock Bricks. The main roof and any tile hanging would be Marley Concrete Plain Tiles (Old English Dark Red). The lower roofs would be Marley Modern (Old English Dark Red). Windows and Doors would be white uPVC. All are appropriate materials that would not be out of character with the area

5 PLANNING POLICY

5.1 Section 38(6) of the Planning and Compensation Act 2004 requires that where regard is had to the Development Plan decisions should be made in accordance with the development plan unless material considerations indicate otherwise. The statutory Development Plan for the District comprises the Core Strategy 2014 and the saved policies of the Gravesham Local Plan First Review 1994.

5.2 Relevant policies in the Core Strategy are policy CS01 (relating to sustainable development that reflects the advice in the NPPF and the presumption in favour of approving development that accords with the development plan), CS02 (Scale and

location of New Development), CS12 (Green Infrastructure), CS14 (Housing Size and Type), CS15 (Housing Density, CS18 (Climate Change) and CS19 (Development and Design Principles) which sets out general design principles to which new development should seek to comply. The relevant policies in the Gravesham Local Plan First Review 2014 are T1 (Impact of development on the Highway Network) and P3 (Vehicle Parking Standards) The policies are attached at **Appendix One**.

- 5.3** The National Planning Policy Framework (NPPF) 2021 is also relevant as a material consideration. Paragraph 7 advises that the fundamental basis of the planning system is to achieve sustainable development and paragraph 8 outlines the three integral and intertwined overarching objectives in pursuit of sustainable development (economic, environmental and social). Paragraphs 10 sets out a presumption in favour of sustainable development. Paragraph 11 advises that when decisions are made on applications, means (taking into account the footnotes in the NPPF which are reproduced below):

- ‘c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date¹, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed²; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.’

- 5.4** Gravesham Council cannot currently demonstrate a five-year supply of deliverable housing sites (in January 2021 supply was calculated as 3.27 years) and have also undelivered in terms of the Housing Delivery Test (HDT) to the point that a presumption in favour of granting permission for sustainable development now applies, as at the last published HDT measurement only 57% of the required number of dwellings had been delivered.

- 5.5** The application site is not within a protected area as set out in the NPPF but lies within 6km of one. A suitable mechanism has been put in place across North Kent to which Gravesham Council is a party-to that seeks to address the impact of development on the

¹ ‘This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a five year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous three years.’

² ‘The policies referred to are those in this Framework (rather than those in development plans) relating to: habitats sites (and those sites listed in paragraph 180) and/or designated as Sites of Special Scientific Interest; land designated as Green Belt, Local Green Space, an Area of Outstanding Natural Beauty, a National Park (or within the Broads Authority) or defined as Heritage Coast; irreplaceable habitats; designated heritage assets (and other heritage assets of archaeological interest referred to in footnote 67); and areas at risk of flooding or coastal change.’

Thames Marshes Special Protection Area and Ramsar Sites. This arrangement allows for applicants to make a SAMMS payment to mitigate the impact on nearby Special Protection Areas/Ramsar Sites. This is referred to in more detail later in this statement.

- 5.6** Paragraph 60 of the NPPF stresses the importance of a sufficient amount and a variety of land coming forward where it is needed, as part of the Government's objective of significantly boosting housing supply. Paragraph 69 of the NPPF states in part that to promote the development of a good mix of sites local planning authorities should...

‘c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes;’

6 PLANNING ISSUES

- 6.1** The key issues for consideration in this application appear to be as follows;

- The principle of development,
- Impact on the character of the area and impact on the occupiers of neighbouring properties,
- Impact on the Thames Estuary and Marshes Special Protection Area and Ramsar Sites

Principle of Development

- 6.2** The Council have already accepted the principle of two additional dwellings being erected on this site through the granting of the outline planning permission approved under application 20190870 on 16 October 2019. A permission that remains extant. This represents a fall-back position that should be given considerable weight in the assessment and determination of this application. The site remains a suitable windfall site and as such the proposed development accords with the advice in paragraph 60 of the NPPF.
- 6.3** The remaining issue of principle to be determined therefore is whether the one additional dwelling now proposed is acceptable. As indicated above, the site is in an area inset from the Green Belt, under policy CS02 of the Core Strategy 2014 in such areas, the principle of new development is acceptable and specifically supported.
- 6.4** The proposed dwellings will complement existing development in the area and will result in a density of approximately 23 dwellings per hectare which accords with that of the site's immediate surroundings to the north and west of the site. It is greater than the density of the extant permission which was around 15 dwellings/ha but still accepted by the Council when set against policy CS15.
- 6.5** This coupled with the Council's current shortfall in housing supply and under-delivery of housing, must lead to the conclusion that in principle, the provision of an additional dwelling on the site is acceptable.
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Impact on the character of the area and occupiers of neighbouring properties

- 6.6** Given that the principle of development is acceptable it is necessary to consider whether the impact of the development on its surroundings and the occupiers of neighbouring properties will also be acceptable.
- 6.7** The design of the proposed dwellings will not be out of character with their immediate surroundings. Existing houses along Coutts Avenue and the houses to the south that front Gravesend Road comprise various styles, sizes and external treatments. The proposed external materials, a good quality facing stock brick and the proposed roof and hanging tiles, are entirely appropriate in style and appearance within the context of existing adjoining development, which has examples of half-timbered/rendered gables, hipped and gabled roof forms, dormer windows of various sizes, designs and locations, tile hanging and a variety of render and facing bricks as well as tiles used. the proposed scheme retains existing boundary planting and treatment except where the proposed access meets Coutts Avenue. This will also assist in assimilating the development into the area.
- 6.8** In terms of privacy, the development as proposed will maintain appropriate separation from neighbouring properties. Whilst first floor accommodation is provided in the proposed new dwellings, the separation of the first floor of the existing and proposed dwelling at the front of the site and the two proposed dwellings to the rear is 25m. A minimum of 21m between the two rear dwellings and Wyndham House and Pritam House on Gravesend Road is also maintained along with the existing boundary screening, these existing dwellings and the proposed dwellings are at an angle to each other and do not directly face 'back-to-back.' It is also considered that there will be an acceptable relationship between the new dwellings and the existing dwellings at numbers 26 and 30 Coutts Avenue. The development will not result in an unacceptable loss of privacy to the existing dwellings surrounding the site. Attached at **Appendix Two** are a series of photographs showing the existing boundary screening and planting within the site which is to be retained.
- 6.9** The proposed access road will serve the two rear units and is sited alongside the site's eastern boundary. The Council has, in the extant permission, accepted the siting of an access to serve development at the rear passing between dwellings. It is simply the location of the access that has changed in the current proposals.
- 6.10** The siting of no.30 to the east and the separation from any habitable rooms within no.30 from the common boundary, together with the retention of the existing substantial boundary fencing and screening planting, is such that the use of the access will not result in an unacceptable level of noise or disturbance sufficient to warrant an objection being sustained.
- 6.11** It is considered therefore that the development as proposed will not result in an such an unacceptable impact on the existing character of the area or the amenities of the occupiers of neighbouring properties sufficient to warrant an objection to the details of the development being raised.
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Impact on the Thames Estuary and Marshes Special Protection Area and Ramsar Sites

- 6.12** Policy CS12 of the Core Strategy seeks to protect and enhance Green Infrastructure and to ensure no net loss of biodiversity in the Borough. The Thames Estuary and Marshes SPA and Ramsar sites are an important and integral part of the Borough's Green Infrastructure, but they have increasingly been under recreational pressure from residential development in nearby areas on an in-combination basis, which has affected their role and existing biodiversity.
- 6.13** A mechanism was put in place in 2015 following discussion with Natural England and the affected North Kent Authorities seeking to mitigate this in-combination impact and which led to the initiation of a SAMMS payment regime, which raises funds to undertake mitigation work to offset recreational impact. This is applied to all proposed residential development situated within 6km of the SPA/Ramsar Sites. The applicant will make an appropriate SAMSS payment (currently £275.88/dwelling) and as such it is considered that the impact on the SPA/Ramsar Sites will have been addressed prior to the determination of the application. That being the case, any in-combination impact on the SPA/Ramsar sites will have been mitigated and as such there will be no clear reason for refusing the development as set out in the footnote to paragraph 11(d) of the NPPF.

Other issues

- 6.14** The proposed development will not result in a level of traffic generation compared to that of the extant permission that would result in an unacceptable additional impact on the local highway network or pedestrian and vehicular safety. The proposed provision of two car parking spaces for each of the new dwellings is considered acceptable. Charging points for electric vehicles (Type-2) will be provided for the dwellings.

7.0 CONCLUSIONS

- 7.1** The Council's current lack of a five-year housing land supply and the presumption in favour of permitting development as a result of the consistent under-delivery of new dwellings against the Housing Delivery Test are factors that weigh significantly in favour of the approval of the application. The site is not within an area specifically listed in the footnote to Para 11(d) of the NPPF and any in-combination impact on the SPA and Ramsar sites will be addressed through the SAMMS payment. The 'tilted-balance' therefore applies to the determination of the application.
- 7.2** The proposed development being a small site that is capable of being delivered quickly and making a small but nevertheless important contribution to the delivery of housing within the District accords with the advice in paragraph 69 of the NPPF, particularly in an area where Development Plan policies are outdated in that they do not make specific provision for 10% of allocated sites being no greater than 1ha in area.

- 7.3 The application site is located in a settlement inset from the Green Belt within which, additional development is supported in principle by relevant Development Plan Policies. The density of the proposed development is at a similar level to that which exists in the surrounding area.
- 7.4 The proposed development maintains acceptable levels of privacy and amenity both within the development itself and in relation to existing adjacent properties. The design of the development and the proposed houses will also not result in harm to the character of the surrounding area.
- 7.5 An appropriate SAMMS payment will be made to ensure that the potential recreational impact of the development in-combination with other planned and approved development on the Thames Estuary and Marshes SPA and Ramsar sites is mitigated.
- 7.6 For all these reasons, the Council are respectfully requested to grant planning permission for this development.

DESIGN AND ACCESS STATEMENT

Site

The proposed application site is positioned on the south side of Coutts Avenue within the settlement of Lower Shorne, which lies to the north of the A226 Gravesend Road. Lower Shorne and the application site are inset from the Green Belt. The site is currently occupied by a detached dwelling. There is an extant outline planning permission on the site for the construction of two additional dwellings within the site along with a new access road.

Amount of Development

The proposed seeks to provide a small-scale development of family homes. This application seeks full planning permission for the erection of three detached dwellings including the creation of new vehicular access and pedestrian access.

Layout

As with the extant permission a new dwelling is to be located directly on the Coutts Avenue frontage on a similar 'building line' to the existing dwelling, the two other dwellings will be located at the rear and served by the new access which is to be formed along the site's eastern boundary.

The new design has provided good separation distances to the surrounding properties, to ensure there will be no adverse impact on the neighbouring homes.

Scale

The development comprises two-storey dwellings with the first floor largely contained within the roofspace to minimise overall height. The dwellings are no more than 6.7m to the ridge. The scale of the individual dwellings complements the predominant form and scale of adjacent development

Appearance

Appropriate external materials are to be used. Facing stock brickwork and roof tiles that will ensure an appropriate external appearance that will reflect the variety of dwellings along the street.

Landscaping

There is scope within the site to provide appropriate additional landscaping. Existing landscape features such as the hedges along the eastern, western and southern boundaries are to be retained.

Access

The existing dwelling will continue to be served by the existing access from Coutts Avenue.

Conclusion

The scale of the proposal is appropriate to its context. The development as now proposed will make a positive contribution to the area that should gain the support of and be approved by the Council.

APPENDIX ONE

DEVELOPMENT PLAN POLICIES

Gravesham Borough Council

CORE STRATEGY 2014

Policy CS01: Sustainable Development

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

4.1.7 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework and in this Core Strategy. It will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

4.1.8 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:

- **Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **Specific policies in that Framework indicate that development should be restricted.**

Policy CS02: Scale and Distribution of Development

4.2.24 The development strategy for the Borough is to retain and improve the existing stock of housing and suitable employment land and to make provision for the Borough's objectively assessed need for at least 6,170 new dwellings delivered at a variable rate as follows; at least 325 dwellings per year for 2011/2012 – 2018/2019, at least 363 dwellings per year for 2019/2020 – 2023/2024, at least 438 dwellings per year 2024/2025 – 2027/2028, and at least 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) during the plan period.

4.2.25 Development will be distributed throughout the Borough as follows: around 3,890 new dwellings and around 186,490 sq m gross employment floorspace (within use classes B1, B2 and B8) will be provided in the Opportunity Areas at Northfleet Embankment and Swanscombe Peninsula East; Gravesend Riverside East and North East Gravesend; Ebbsfleet (Gravesham) and Gravesend Town Centre and on land at the Coldharbour Road Key Site; around 2,280 new dwellings will be provided on other sites in the urban area and rural settlements inset from the Green Belt.

4.2.26 The strategy prioritises development in the urban area as a sustainable location for development. This will be achieved by:

- **Promoting regeneration by prioritising the redevelopment and recycling of underused, derelict and previously developed land in the urban area. This will be principally through redevelopment of former industrial sites in the Opportunity**

Areas of Northfleet Embankment and Swanscombe Peninsula East, and Gravesend Riverside East and North East Gravesend to create new residential neighbourhoods and employment areas;

- The continued development of a new sustainable mixed use community in the Ebbsfleet (Gravesend) Opportunity Area, which will include the provision of high quality employment floorspace;
- Revitalising the Gravesend Town Centre Opportunity Area as a focal point for retail, leisure, cultural and tourism facilities and small scale office provision to serve the needs of the Borough whilst preserving and enhancing its character as a riverside heritage town; and
- Bringing forward a range of suitable sites in other parts of the urban area for residential and employment development, including Land at Coldharbour Road Key Site.

4.2.27 In the rural area, development will be supported within those rural settlements inset from the Green Belt and defined on the Policies Map. Development outside those settlements, including affordable housing and proposals to maintain and diversify the rural economy, will be supported where it is compatible with national policies for protecting the Green Belt and policies in this plan. The extent of the Green Belt is defined on the Policies Map. A strategic Green Belt boundary review will be undertaken to identify additional land to meet the housing needs up to 2028 and to safeguard areas of land to meet development needs beyond the plan period, while maintaining the national and local planning purposes of the Green Belt.

Policy CS12: Green Infrastructure

5.7.22 A multifunctional linked network of green spaces, footpaths, cycle routes and wildlife stepping stones and corridors will be created, protected, enhanced and maintained. The network will improve access within the urban area, from the urban area to the rural area and along the River Thames. The key parts of the network are identified on Figure 19: Strategic Green Infrastructure Network.

5.7.23 Sites designated for their biodiversity value will be protected, with the highest level of protection given to internationally designated Special Protection Areas, Special Areas of Conservation and Ramsar sites, followed by nationally designated Sites of Special Scientific Interest, followed by Local Wildlife Sites and then by other areas of more local importance for biodiversity.

5.7.24 There will be no net loss of biodiversity in the Borough, and opportunities to enhance, restore, re-create and maintain habitats will be sought, in particular within the Biodiversity Opportunity Areas shown on the Strategic Green Infrastructure Network map and within new development.

5.7.25 Where a negative impact on protected or priority habitats/species cannot be avoided on development sites and where the importance of the development is considered to outweigh the biodiversity impact, compensatory provision will be required either elsewhere on the site or off-site, including measures for ongoing maintenance.

5.7.26 The overall landscape character and valued landscapes will be conserved, restored and enhanced. The greatest weight will be given to the conservation and enhancement of the landscape and natural beauty of the Kent Downs Area of Outstanding Natural Beauty and its setting. Proposals will take account of the Kent Downs Area of Outstanding Natural Beauty Management Plan, the Gravesham Landscape Character Assessment, and the Cluster Studies where relevant.

Policy CS14: Housing Type and Size

5.10.8 The Council will protect the mix of housing in the existing housing stock and will resist the conversion of family sized residential units to smaller properties.

5.10.9 The Council will expect new housing development to provide a range of dwelling types and sizes taking into account the existing character of the area and evidence of local need to create sustainable and balanced communities.

5.10.10 Sheltered housing and extra care housing for people with special needs will be supported on suitable sites in areas with access to a range of services that provide for the needs of future occupants

Policy CS15: Housing Density

5.11.5 Sites will be developed at a variety of densities, depending on their location and accessibility to public transport. The form and density of housing will vary across the larger sites, in response to accessibility and other characteristics of each part of the site. Variations in density across a site should be used to develop different character areas.

5.11.6 All new housing will be developed at a density that is consistent with achieving good design and does not compromise the distinctive character of the area in which it is situated. Subject to this overriding consideration:

- Within the urban area, new residential development will be expected to achieve a minimum density of 40 dwellings per hectare. In suitable locations close to the transport hubs of Gravesend Town Centre and Ebbsfleet, higher densities will be sought;
- In the rural area, new residential development will be expected to achieve a minimum density of 30 dwellings per hectare.

5.11.7 Development proposals that fail to make efficient use of land for housing, having regard to the character and location of the area, may be refused planning permission.

Policy CS18: Climate Change

Flood Risk

5.14.36 With the exception of the previously developed sites along the Thames Riverside (see Policies CS03, CS04 and CS05) and those other regeneration sites which have already been evaluated in accordance with the sequential and exception tests at the application stage, development will be directed sequentially to those areas at least risk of flooding.

5.14.37 Proposals in areas at risk of flooding must be accompanied by a Flood Risk Assessment (in accordance with national policy and Environment Agency standing

guidance as appropriate) and a Flood Risk Management Plan (if required) to demonstrate that they are adequately defended and safe over their lifetime. Planning permission will be refused for schemes which do not pass the sequential and exception tests.

5.14.38 The Council will prioritise the maintenance, improvement or replacement of flood defence infrastructure over other land uses where relevant. In addition to meeting their own flood defence and management needs, the Council will expect new development to take advantage of opportunities to reduce the causes and impacts of flooding from all sources where it is technically and financially feasible.

Water Quality

5.14.39 As part of its approach to climate change and environmental improvement, the Council will have regard to the delivery of the Water Framework Directive and associated Thames River Basin Management Plan objectives to support water bodies being progressively improved to “good” status over the plan period. Sustainable Drainage and Surface Water Run-Off

5.14.40 The Council will seek to minimise the impact of drainage from new development on waste water systems. In particular, the Council will:

- Require that surface water run-off from all new development has, as a minimum, no greater adverse impact than the existing use; and
- Require the use of Sustainable Drainage Systems on all developments where technically and financially feasible.

Water Demand Management

5.14.41 The Council will seek to manage the supply of water in the Borough and reduce the impact of new development on the supply of potable water as much as possible. In particular, the Council will:

- Require all new homes to be built to at least level 3/4 of the Code for Sustainable Homes in terms of water use (105 litres per person per day consumption). Where it can be demonstrated that a development is unable to meet these standards, or the additional standards set out below, permission will only be granted if provision is made for compensatory water savings elsewhere in the Borough;
- Seek 5% of homes on Key Sites to act as exemplars by meeting level 5/6 of the Code for Sustainable Homes in terms of water use (80 litres per person per day consumption);
- Require all non-residential developments of 1,000 sq m and above to meet the BREEAM “excellent” standards of water efficiency and include provision for the collection of rainwater; and
- Support proposals to retrofit existing residential properties in ways which reduce water consumption.

Carbon Reduction

5.14.42 The Council will seek to reduce the overall carbon footprint of the Borough. In particular, the Council will:

- In the context of national policy on the transition to zero carbon development via amendments to Part L of the Building Regulations, require proposals for development of the Key Sites throughout the Borough and other major

development elsewhere in the Gravesend Town Centre Opportunity Area to consider the potential and include proposals for low carbon and renewable energy generation, including combined heat and power. Where choosing not to do so, applicants must submit evidence which demonstrates that compliance is not technically or financially feasible or that improved fabric energy efficiency or an allowable solution results in improved carbon saving benefits;

- Support stand-alone decentralised, renewable or low carbon energy development where it is compatible with national policies for protecting the Green Belt and where it accords with policies in this plan, in particular those relating to Development and Design Principles, Transport, Green Infrastructure, and Heritage and the Historic Environment; and
- Support other proposals which lead to a reduction in carbon footprint including the retrofitting of existing homes and businesses, including local initiatives based on carbon off-setting via allowable solution

Policy CS19: Development and Design Principles

5.15.14 New development will be visually attractive, fit for purpose and locally distinctive. It will conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. The design and construction of new development will incorporate sustainable construction standards and techniques, be adaptable to reflect changing lifestyles, and be resilient to the effects of climate change. This will be achieved through the criteria set out below:

- Using the collaborative approach advocated in Building for Life 12 and in line with the guidance set out in Kent Design, the design, layout and form of new development will be derived from a robust analysis of local context and character and will make a positive contribution to the street scene, the quality of the public realm and the character of the area. Account will be taken of the scale, height, building lines, layout, materials and other architectural features of adjoining buildings. Account will also be taken of the wider site context, including strategic views, site topography, the significance of heritage assets and features of townscape and landscape value which contribute to local character and sense of place;
- New development will encourage sustainable living and choice through a mix of compatible uses which are well connected to places that people want to use, including the public transport network, local services and community facilities; encourage sustainable travel; enhance Green Grid links and encourage healthier lifestyles;
- New development will be located, designed and constructed to:
 - safeguard the amenity, including privacy, daylight and sunlight, of its occupants and those of neighbouring properties and land;
 - avoid adverse environmental impacts from pollution, including noise, air, odour and light pollution, and land contamination; and
 - not pose an unacceptable risk or harm to the water environment, including the quality and/or quantity of ground waters, surface waters, wetlands and coastal water systems;

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

GRAVESHAM LOCAL PLAN FIRST REVIEW ADOPTED NOVEMBER 1994

Policy T1

The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.

Policy P3

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

APPENDIX TWO

PHOTOGRAPHS OF THE SITE

Gravesham Borough Council



Front of site and eastern boundary with no.30 Coutts Avenue



Eastern boundary with no. 30 Coutts Avenue





West boundary with no. 26 Coutts Avenue





View towards southern site boundary

