

**Proposed Development
377 London Road
Deal
Kent**

**Design & Access Statement
incorporating Planning Statement**

Revised October 2023



1. Introduction

This Design & Access Statement accompanies a planning application to Dover District Council for a proposed single detached dwelling adjacent to 377 London Road, Deal.

This is a revised application following the withdrawal of application ref. DOV/23/00608.

This statement serves to indicate that in the preparation of this application that full and careful consideration has been given to National, Regional and Local Planning Policies relevant to the particular area and to the existing local architectural vernacular.

2. Background

The application site is located in an urban area of Deal and is currently part of No. 377 London Road. The surrounding character is residential with a mixed architectural vernacular of age and styles of detached, semi-detached & terraced dwellings along with a number of bungalows. The properties in this vicinity along London Road are close knit smaller plots on the northern side and large detached dwellings to the southern side.

The local area has all the necessary services and amenities within walking distance, including Deal town centre, while the site is also served by a good road network and easy access to public transport.

The site is situated on the southern side of London Road, one of the main thoroughfares out of Deal town, and currently accommodates a two-storey detached dwelling and a single detached garage. The plot size is substantial at 3334sqm and is twice as wide as adjacent plots along London Road (25m wide x 130m long).

The site is accessed directly off London Road with parking for at least 4 vehicles at the front on the driveway and 2 vehicles within the double garage. The existing property on the site has a single storey side extension on the eastern side and there is an external swimming pool located behind the double garage.

The site is screened from London Road by various sized mature trees and shrubs located more towards the front.

It is well-placed for employment opportunities within the town centre and nearby industrial/commercial parks and hospital.

The property is not on Green Belt land or within a Conservation Area and has no historical significance.

According to the Environment Agencies Flood Map for Planning, the site is located within Flood Zone 1.



The concerns raised by the Officer regarding the previous application will be addressed regarding dwelling design, prominence in the street scene, location in relation to the neighbouring property and parking.

3. Site Photographs



4. Planning Policy

Under provisions of Section 38(6) of the Planning and Compulsory Purchase Act 2004 applications for planning permission are required to be determined in accordance with the provisions of the development plan in force unless material considerations indicate otherwise.

In this instance, the development plan comprises of the Dover District Council Core Strategy and accompanying SPD's.

National Planning policy refers to the National Planning Policy Framework (2021).

Relevant Policies - NPPF (2021)

Para 7. states "*The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their needs*"

Para. 11 states "*development proposals that accord with an up-to-date development plan should be approved without delay; or where there are no relevant development policies, or the policies which are most important for determining the application are out of date, granting permission unless:*

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

Para. 69 states "*Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:*

- i. 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".*

Para 112 states "*developments should:*

- i. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second to facilitating access to high quality public transport...*
- ii. address the needs of people with disabilities and reduced mobility in relation to all modes of transport*
- iii. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe accessible and convenient locations.*

Para. 124 states "*Planning policies and decisions should support development that makes efficient use of land taking into account;*

- i. the desirability of maintaining an area's prevailing character and setting, or of promoting regeneration and change;*
- ii. the importance of securing well-designed, attractive and healthy places".*

Para. 125 states "*Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site."*

Para 130 states "*Planning policies and decisions should ensure that developments:*

- i. will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development*
- ii. are visually attractive as a result of good architecture, layout and appropriate and effective landscaping*
- iii. are sympathetic to local character and history, including the surrounding built environment and landscape setting. While not preventing or discouraging appropriate innovation or change (such as increased densities)"*

Relevant Policies - Dover District Council Core Strategy (2010)

Dover District Council currently have an out of date Local Plan, and there are no saved local plan policies that are relevant to this application.

The NPPF therefore takes precedence and recognises that where policies for determining applications are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

The NPPF also states that housing supply should be significantly boosted, and housing should be located where it will enhance or maintain the vitality of communities, to promote sustainable development.

The Core Strategy sets out the planning objectives which will determine the future pattern of development in the Borough. The Council recognises that this policy document is now timed expired, however it remains an adopted development plan document and therefore the relevant policies are listed below.

Policy CP1 - Settlement Hierarchy sets out the general role of individual settlements and to provide a basis for the distribution of development across the district. The hierarchy also seeks to ensure that the District's residents can access a range of services and facilities with the minimum need to travel. Deal has been classed as a 'District Centre' settlement type under this policy and is suitable for urban scale development.

Policy CP6 - Infrastructure states "development that generates a demand for infrastructure will only be permitted if the necessary infrastructure to support it is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed."

Policy DM1 - Settlement Boundaries states "development will not be permitted on land outside the urban boundaries and rural settlement confines unless specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses."

Policy DM11 - Location of Development and Managing Travel Demand states "development that would generate travel will not be permitted outside the urban boundaries unless justified by development plan policies. Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport."

Policy DM12 - Road Hierarchy and Development states "the access arrangements of development proposals will be assessed with regard to the highway network set out in the Local Transport Plan for Kent. Planning applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation."

Policy DM13 - Parking Provision sets out the parking standards within the Borough in regard to residential development. The ability of a development to incorporate measures to encourage walking, cycling and the use of public transport will be important factors in determining the level of parking provision.

In addition, Table 1.1 Guidance for Residential Parking states that a 4-bedroom dwelling within a suburban area should provide a minimum of 2 independently accessible parking spaces per unit.

5. Proposal

The proposal is for the demolition of the existing detached double garage and swimming pool to the east of the main dwelling, along with the existing single storey side extension, and construct a detached family home that will be sympathetic to its surrounding while complementing the existing dwellings in the area.

Paragraphs 117 & 118 of the NPPF clearly make a point that councils should promote an effective use of land in meeting the need for homes and other uses, in a way that makes as much use as possible of previously-developed or 'brownfield' land. This site can clearly be classed as such and therefore complies with said paragraphs of the NPPF.

The Planning Officer did suggest the site was suitable for development subject to overcoming some concerns raised.

This proposal seeks to create a balance between making the massing proportionate to its surroundings whilst utilising the full potential of the site in the creation of much needed housing accommodation.

The proposal will retain the existing urban area by siting the new dwelling alongside the existing dwelling, over the top of the footprint of the existing garage, while the design will make a positive contribution to the character of the overall area.

The property will be provided with good sized private amenity space to the rear with direct access from the Kitchen/Dining area. Side access from front to rear of the property will also be provided for the occupants.

This would satisfy **Paragraph 122** of the NPPF and **Policy CP1** of the Development Plan.

The existing parking area and driveway to the front will be retained for at least 2 no. vehicles for both the proposed and existing, while a new access drive will lead to a double garage and turning area for each dwelling towards the middle of the site.

EV charging points will be provided for the occupants use, while secure cycle storage areas located to the rear of the property will provide opportunities for the greater use of cycles.

6. Principle of Development

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise.

Policy CP1 of the Core Strategy forms the main strategic policy specifically concerned with the location and scale of development within the district. Deal is classed as a 'District Centre' of settlement suitable for urban scale development.

The NPPF **Paragraph 124** supports development on previously developed land including more efficient use of land in accessible locations. The NPPF also states that small sites are increasingly important for meeting the housing requirement of an area in **Paragraph 69**.

The NPPF recognises that where policies for determining applications are out-of-date planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as whole.

Paragraph 11 of the NPPF states that plans and decisions should apply a presumption in favour of sustainable development, and for decision taking, 11(d) states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless 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.

Based on the above factors, the scheme has been assessed under paragraph 11d(ii) of the NPPF which states that should not take a presumption in favour of sustainable development if any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework when taken as a whole. The benefits of this proposal are set out within this written response, and it is considered that the site sits in a sustainable location with access to services and will provide local benefits in terms of employment and the economy and will provide a valuable contribution to the housing supply in the area, and therefore the principle of sustainable development should be accepted.

7. Layout & Scale

The proposed layout has been designed not to over-develop the land but to provide a suitably sized home with all amenities, while retaining good sized outdoor areas to both properties. The proposed property will enjoy more than 355sqm of private amenity space which is above the minimum requirement and similar to a lot of surrounding properties.

The proposed development will be situated over the footprint of the existing garage, adjacent to the existing dwelling, continuing the building line and reflecting the existing grain of development along London Road. It is considered the development would not significantly impact the neighbouring properties in terms of loss of privacy from overlooking.

The existing access off London Road will be utilised to serve both existing and proposed properties. A new access driveway will run between the dwellings to 2 no. double garages for the occupants of both properties. Each garage will be supplied with an electrical charging point. Any additional vehicle movements are considered to be minimal complying with **Policies DM11, DM12 & DM13**.

In regards to the scale, design and density of the development it is important to maintain the character of the area. The majority of properties in the vicinity are 2-storey, including the existing, No. 377. To the east along London Road are 4 no. bungalows before more 2-storey properties are located. It is imperative for the new property to demonstrate that it sits well between the existing bungalow to the east and the existing 2-storey dwelling to the west.

Therefore, by proposing a new 2-storey detached property on the site, incorporating an asymmetrical roof design feature on the eastern side of the plot will ensure there is no significant overbearing to the bungalow while providing a visual transition between the 2 properties. It also ensures a balance between making the massing proportionate to the surroundings whilst utilising the full potential of the plot.

This is a reduction in the ridge height and right hand side eaves height of 1.1m & 1.7m respectively from the previous application, and is indicated on the accompanying drawing.

The proposed dwelling has also been moved away from the left hand side boundary approx 500mm to provide additional space between the properties

The conservatory to the rear of No. 377 will also be removed as part of the development.

It is therefore considered the proposed development would preserve the character of the area whilst providing 1 no. new sustainable and efficient dwelling.

8. Amenity

All new development is required to demonstrate there will be no significant loss of amenity to adjacent or nearby properties, by reducing the amount of daylight, sunlight, privacy or outlook they currently enjoy.

The proposal is of such a scale, that it would not adversely impact the amount of daylight, sunlight or outlook to the existing property or the neighbouring property to the east. The proposal will continue the established building line along this part of London Road and will therefore have no adverse affect on the properties either.

Both properties enjoy very large rear amenity space and, as the proposal sits on the footprint of the existing garage, it should not have any overbearing on either property or their amenity areas.

All first floor side windows will be either obscure glazed or positioned to ensure no overlooking to adjacent dwellings.

The overall scale and positioning of the proposed would not reduce the amount of daylight, sunlight or outlook to any of the neighbouring properties complying with the relevant policies of the **NPPF** and the **Core Strategy**.

9. Appearance & Materials

The local architectural vernacular in the surrounding area is very mixed with no particular design features, although the properties each side of the proposal site have large areas of external render and hipped roofs. General principles of the Core Strategy expect new development to achieve high quality design within an integrated environment. It is further expected that design of the development is consistent with the design requirements of the **Kent Design Guide**.

The proposed development seeks to enhance the setting of the proposal site by introducing a fresh, high quality and contemporary bespoke design, which has been developed specifically to suit the location whilst making a positive contribution to the character of the area. By incorporating similar materials to the adjacent properties, while providing a more modern/contemporary aesthetic look will add visual interest and add quality to the local area.

The overall aesthetic design has been revised from the previous applications following comments from the planning Officer.

The design concept is based on a standard 2-storey dwelling, that sits well on the site in regard to height, width and depth between the bungalow to the east and the existing property to the west. The low asymmetrical roof line has been incorporated to harmonize with, and not overbear, the bungalow.

The materials proposed will be light coloured render to the external walls at ground floor level and vertical timber cladding of Western Red Cedar or similar to the first floor. The roof will be a dark metal standing seam system.

The cantilevered design detail from the previous application has been omitted and now an overhanging flat roof area to the front of the house will provide a dry and secure approach for occupants and visitors.

Large glazed areas within the design will allow passive solar gain into the core of the building and increase the amount of natural daylight available thus reducing the requirement for excessive internal heating and lighting, therefore reducing the total energy consumption.

By incorporating these design details and ensuring high quality construction is undertaken it is proposed the scheme is therefore acceptable in design terms and in accordance with **Paragraph 130** of the **NPPF** and the **Core Strategy**.



10. Internal Layout & Space Standards

The proposed dwelling should be considered against the Government's Technical Housing Standards 2015. These standards are used as guidance for acceptable amenity in the form of gross internal floor area (GIA). In this instance the proposed dwelling would have a GIA of approx. 189sqm which is in excess of 124sqm for a 4-bed 8-person dwelling.

The proposed dwelling complies with the national space standards and all habitable rooms will be provided with acceptable natural luminance and outlook. They are generously sized with good quality natural lighting. Part open plan living space on the ground floor will give the interior a more modern feel while larger windows in all aspects will allow natural light to flood into the living space making it feel light and airy.

The proposal is located within an established residential area and as such the impact of noise of the surrounding environment is classed as acceptable.

Features incorporated include wide doorways and access routes, ground floor WC, large kitchen area with easy access to the rear amenity area.

It is considered the proposal complies with the relevant policies within the **NPPF** and **the Core Strategy** ensuring the occupiers of the proposed dwelling will enjoy a good living environment.

11. Access & Parking

Policies DM11 & DM12 of the Core Strategy state that development proposals will only be permitted where they would not significantly harm highway safety and where traffic generated by the development can adequately be served by the highway network. It also highlights that no new accesses or intensification of existing accesses will be permitted which would lead to increased accidents or congestion / delays.

It is highly unlikely that the proposal would detrimentally impact the functioning of the highway network. Also note that Deal train station is within walking distance to the east of the site, and large retail stores are also within walking distance.

Furthermore, there are several bus stops in London Road close by which provide services to Deal town centre and surrounding areas. Therefore, the suitability of the site would further reduce the dependency on car travel from the scheme, which would be compliant with local and national policy guidelines.

With regard to highway safety, the existing access directly off London Road would be utilised for both properties.

Policy DM13 also requires new developments to provide parking provision in accordance with the adopted standards. Parking will be provided for 2 no. vehicles, as shown on the accompanying drawings, to the front of the property along with a double garage to the rear of the site for an extra 2 no. vehicles

It is also important, for highway safety reasons, to retain a turning area within the site to allow cars / vehicles to enter and leave the site in a forward gear.

An EV charging point will be provided within the rear garage for the occupants use.

12. Cycle Storage

Cycle storage will be provided for the new dwelling. An independent lockable storage unit located near the rear garage will be provided for occupants.

This would be in accordance with the vehicle parking standards of the **Kent & Medway Structure Plan 2006**.

13. Landscaping

It is the applicant's wish to retain as much existing landscaping and planting as possible.

The site has mature and semi-mature trees located to the front area of the site which will not be affected by the proposal.

There are a number of large specimens that provide an important contribution to the character of the area and street scene.

The proposal ensures the new property has a large area of grassed lawn and will incorporate the introduction of more soft landscaping which will contribute to the standard of the development and to the amenity of the occupants.

Proposed additional hedging along the western boundary with the access drive along with the existing hedging along the eastern boundary will help screen the development and amenity area.

14. Waste & Recycling Storage

The provision of adequate storage for waste and recyclable materials for the property is indicated on the application drawings with easy access for both the occupants and the collectors.

Collection of waste will be as existing for the both properties.

15. Flood Risk

From consulting the Environmental Flood Risk Map the site falls within Flood Zone 1 which has the lowest risk of flooding. Therefore, a flood risk assessment is not required as part of this application.

16. Conclusion

Care has been taken in relation to the design and other aspects of the proposal to ensure that the terms of current policies would be fully met and that, to the extent it is visible, will provide a new addition to the residential surrounding environment.

Following comments raised by the Planning Officer regarding the previous application, the design of the proposed dwelling has been revised to appease any concerns raised. This includes lowering the overall ridge and eaves height and relocating away from the left side boundary. The cantilevered details have been removed to suit it's surroundings and look less contemporary. It is felt the new design sits well within the street scene.

The new dwelling will provide a well designed, attractive, highly energy efficient and sustainable 4-bedroom home in a particularly sustainable area.

The scale and proportion of the proposal is in-keeping with the existing pattern of development in the local vicinity, and along London Road, and will therefore not result in significant harm to the character and appearance of the area.

The new dwelling will enjoy amenity space greater in size to some local properties and well in excess of the minimum requirements while, siting the proposal over the footprint of the existing garage and keeping the height lower than the existing ensures there will be no overbearing or have significant adverse affect on the neighbouring properties or their amenity.

Public transport links are within walking distance of the site along with all required amenities. Off-road parking for the occupants with electric charging points will be provided with direct access onto London Road.

The overall floorspace exceeds requirements while large windows and generous floor heights throughout will provide high quality living spaces for the occupants.

The proposal has proved compliant with all relevant planning policies and therefore it is felt that this application should be found favourable and receive the local authority's approval.

17. Site Photographs



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