

PLANNING, DESIGN & ACCESS STATEMENT



PLANNING APPLICATION BY:

MR HOCKING

RELATING TO:

42 LONDON ROAD
DUNTON GREEN
SEVENOAKS
KENT
TN13 2UG



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1. INTRODUCTION

1.1. I am instructed by my client Mr Hocking to prepare this Planning, Design and Access Statement in support of an application for planning permission for the following development at 42 London Road, Dunton Green:

“ERECTION OF 1NO. DWELLING WITH ASSOCIATED WORKS.”

1.2. I am familiar with the site and the surrounding area and have studied carefully the site’s planning history and have been involved in pre-application dialogue with the Council’s Planning Department under reference **PA/23/00136**. I have then advised on the preparation of this planning application.

1.3. This statement should be read in conjunction with the drawing package prepared by Sevenoaks Plans and the following technical document:

- Highways Technical Note - Motion

2. THE APPLICATION SITE AND SURROUNDING AREA:

2.1. The application site is located on the eastern side of London Road, north of Milton Road within Dunton Green.

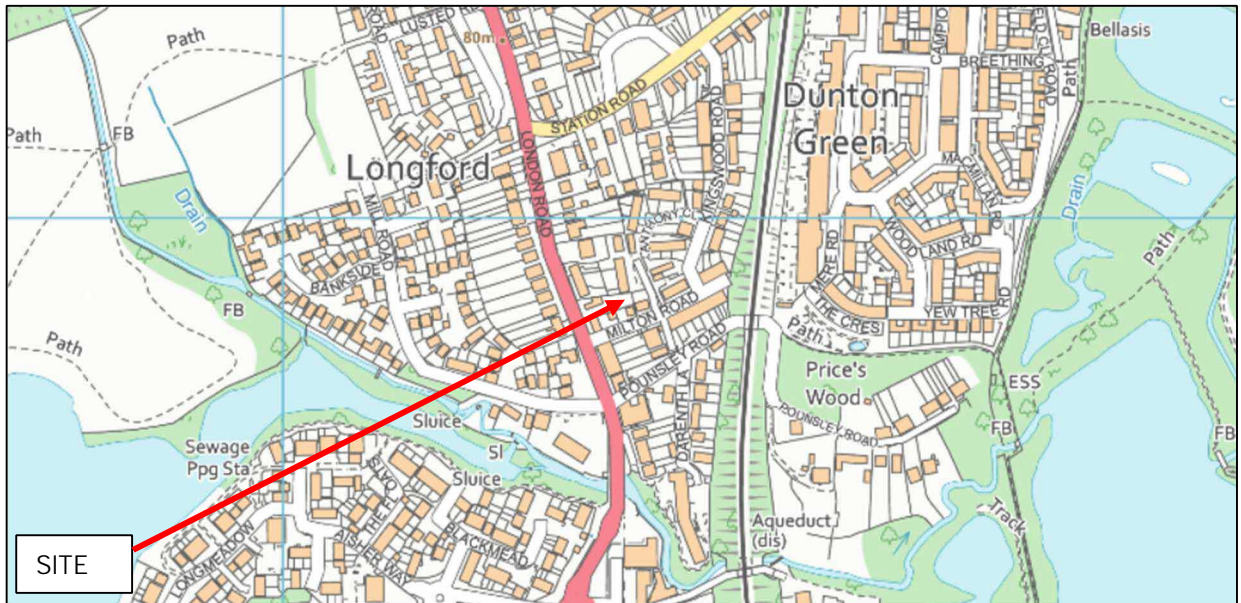


Figure 1: OS Map.

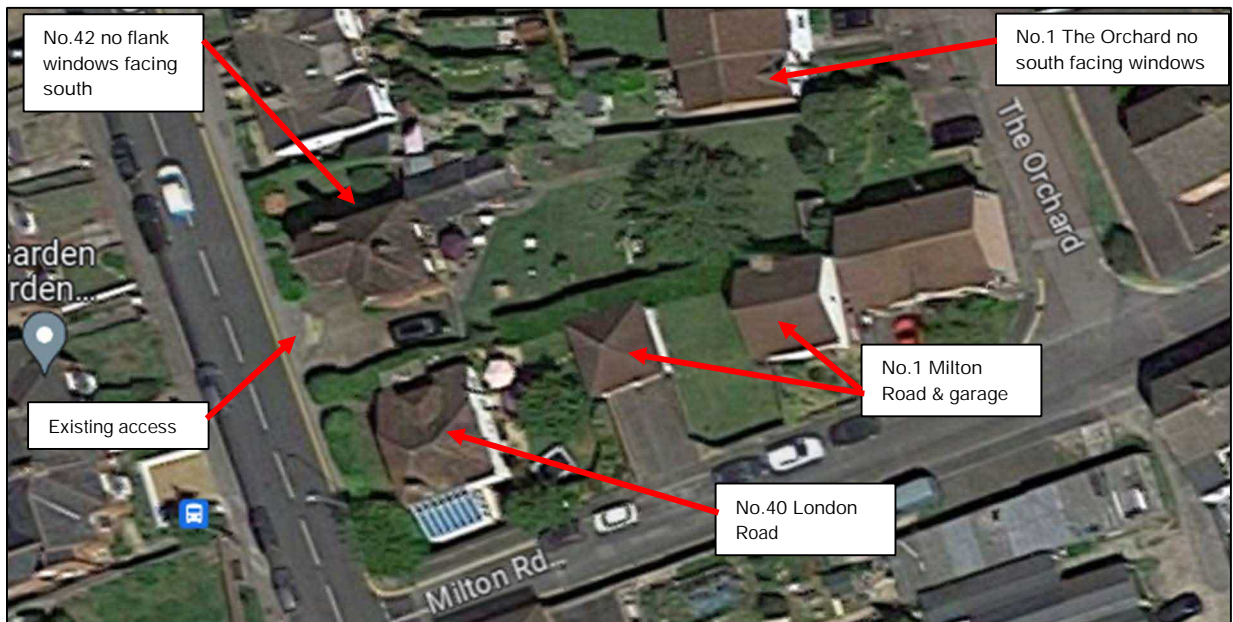


Figure 2: Aerial map.

- 2.2. The site comprises No.42 London Road, a detached two storey dwelling with gable frontage. The property comprises ground floor facing brickwork with first floor tile hanging and is raised slightly higher than the highway. There is an existing parking area to the front and on the southern side of the building.



Figure 3: No.42 London Road and existing access.

- 2.3. To the rear of No.42 is a flat garden area which is adjacent to No.1 The Orchard on the northern boundary and No.1 Milton Road on the southern boundary. To the east is Willow House, a small block of flats which faces onto Milton Road, whilst to the south of the existing parking area of No.42 is No.40 London Road.



Figure 4: Looking east (No.1 The Orchard, left and No.1 Milton Road, right).



Figure 5: Looking west towards No.40 and 42 London Road.

- 2.4. The site is located in an urban area close to a number of local services and amenities.
- 2.5. The site is unconstrained and has no heritage, ecological or landscape designations covering the site. The site is also situated in Flood Zone 1.



Figure 6: Extract from Proposals Map.

3. **RELEVANT PLANNING HISTORY:**

(i) **Site**

3.1. There is no recorded planning history for the application property.

3.2. This submission follows pre-application advice received under reference **PA/23/00136** which involved an online consultation with the Planning Department. This involved presenting two options where the following relevant conclusions were made.

- The proposed scheme would be for an additional dwelling, with an out of date housing supply and a presumption in favour of sustainable development, the titled balance may be considered to support an additional dwelling in principle in this location –subject to design and neighbouring amenity.
- Being single storey, the dwelling may have limited impact on the street scene when compared to the two storey properties which surround the site.
- Materials should reflect the wider area.
- It is encouraged that a verdant character is retained at the front of the site, whether retaining part of the existing boundary treatment or additional replacement planting is proposed. In what form this is retained will depend on parking and turning requirements and necessary visibility splays.
- Sections showing the inter-visibility between no.42 and the new dwelling may be useful in understanding the potential relationship between the two.
- It may be useful to reinforce boundary treatments along the access to both enhance the visual appearance of the site and help reduce impacts on the neighbours.

3.3. The above advice has informed this submission.

(ii) Adjacent Sites

3.4. Under reference 03/02997/FUL the Council permitted a new dwelling and garage to the east of No.40 London Road. This is now known as No.1 Milton Road.



Figure 7: Approved plans of No.1 Milton Road.

3.5. The circled window overlooks the eastern parcel of the application site, but the above plan confirms that this is a non-habitable room (bathroom).

(iii) District-Wide

3.6. It is highlighted that the Council, following recent appeal decisions, cannot demonstrate a 5 year supply of housing.

4. THE APPLICATION PROPOSAL

4.1. This planning application proposes to erect a single storey dwelling on the eastern parcel of the site, which currently comprises the rear garden of No.42 London Road. The dwelling will exhibit a pitched roof with gable ends, with render facades and red brick plinth.

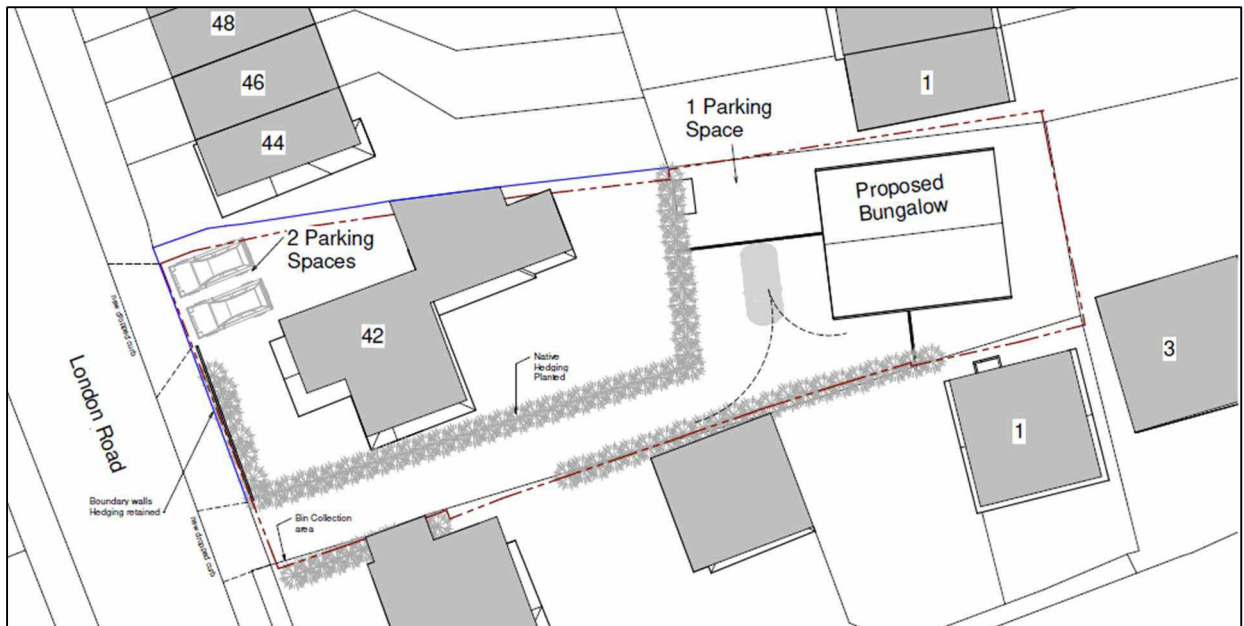


Figure 8: Proposed block plan.

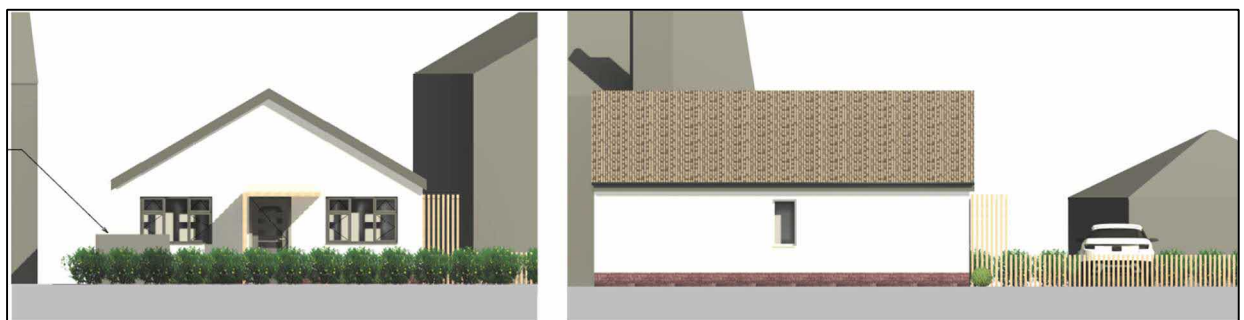


Figure 9: Proposed elevations.

4.2. The dwelling will comprise 2no. bedrooms, bathroom and open plan kitchen/dining and living area. A garden will be situated on the eastern side of the property, with parking for 1no. car on the western side.

- 4.3. The proposed access to the proposed dwelling will extend off the existing parking area to No.42. A new parking area for No.42 is also proposed which will provide off street parking for 2no. cars. The proposal will include electric car charging point.

5. PLANNING POLICY:

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that applications should be determined in accordance with the development plan, unless material considerations indicate otherwise. This is reinforced in paragraph 11 of the Framework (outlined below). Having reviewed relevant policy, it is my view that the proposal complies with the development plan and there are no material considerations that would indicate that planning permission should be refused. The development, therefore, benefits from the statutory presumption in favour of development that accords with the development plan.
- 5.2. Of relevance to this application are the detailed local policies within the Sevenoaks Core Strategy and the Sevenoaks Allocations and Development Management Plan (ADMP). The Sevenoaks Residential Character Area Assessment has also been analysed.
- 5.3. The relevant sections of the NPPF (2023) are also outlined below.

National Planning Policy Framework (NPPF) (2023)

Section 2 - Achieving Sustainable Development

- 5.4. Paragraph 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 5.5. Paragraph 8 outlines that the planning system has three overarching objectives to achieve sustainable development:

a) an economic objective –to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective –to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and

c) an environmental objective –to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy

5.6. So that sustainable development is pursued in a positive way, paragraph 10 states that at the heart of the Framework is a presumption in favour of sustainable development.

5.7. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-taking this means:

c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date ⁷, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed ⁶; 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.

Section 5 - Delivering a sufficient supply of homes

5.8. To support the Government’s objective of significantly boosting the supply of homes, Paragraph 60 advises that it is important that a sufficient amount and variety of land can come forward

where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

5.9. Paragraph 64 states that the provision of affordable housing should not be sought for residential developments that are not major developments.

5.10. Paragraph 69 states that 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.

Promoting sustainable transport

5.11. Paragraph 111 of the Framework states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 –Making effective use of land

5.12. Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services –both existing and proposed –as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

5.13. Paragraph 125 states that 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. In these circumstances:

- a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
- b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and
- c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 –Achieving well designed places

5.14. Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

5.15. Section 130 outlines that planning policies and decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Sevenoaks Core Strategy

5.16. Policy SP1 states that all new development should be designed to a high quality and should respond to the distinctive local character of the area in which it is situated.

5.17. Policy SP5 states that the Council will expect new housing development to contribute to a mix of different housing types in residential areas taking into account the existing pattern of housing in the area, evidence of local need and site specific factors. It will seek the inclusion of small units (less than three bedrooms) in new development schemes in suitable locations to increase the proportion of smaller units in the District housing stock.

- 5.18. Policy SP7 states that 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.
- 5.19. Policy SP11 outlines that the biodiversity of the District will be conserved and opportunities sought for enhancement to ensure no net loss of biodiversity.
- 5.20. Policies L01 and L02 of the Sevenoaks Core Strategy which direct development to the built confines of existing settlements, and in particular Sevenoaks Town itself, which is the principal focus for development.

Sevenoaks Allocations and Development Management Plan (ADMP)

- 5.21. Policy SC1 states that when considering development proposals the Council will take a positive approach that reflect the presumption in favour of sustainable development contained in the NPPF.
- 5.22. Policy EN1 outlines general development criteria for development in the District.
- 5.23. Policy EN2 states that proposal will be permitted where they would provide adequate residential amenities for existing and future occupiers of the development and would safeguard the amenities of existing and future occupants of nearby properties.
- 5.24. In regard to mitigating travel impact, Policy T1 outlines that new development will be required to mitigate any adverse travel impacts, including their impact on congestion and safety, environmental impact, such as noise and tranquillity, pollution and impact on amenity and health.
- 5.25. Policy T2 outlines the districts policy in regard to parking provision and cycle parking.

5.26. Policy T3 sets out the requirements for electrical vehicular charging points.

Sevenoaks Residential Character Area Assessment SPD

5.27. The application site straddles two character areas. The western parcel, which comprises the existing dwelling is situated within the A09 London Road/ Milton Road Area and the eastern parcel, where the proposed dwelling will be, is located in the N07 London Road / Kingswood Road Area.

5.28. For A09 in proposing new development within the London Road/ Milton Road Character Area:

- Regular building lines and unified simple roof lines presented to the street should be respected
- The harmonious palette of red brick or white/ pastel painted render and original slate roofs should be respected
- Traditional windows and doors and detailing should be retained or reinstated
- Where off street parking is proposed within front curtilages, boundaries with neighbouring properties should be retained and enhanced and the maximum length of front boundary retained to help enclose the road space, define the boundary between public and private space and help reinforce the character of an area.

5.29. For N07 in proposing new development within the London Road/ Kingswood Road Character Area:

- Individual buildings should be of a high standard of intrinsic design quality
- Original Victorian and 1930s designs and features should be protected
- The views of the countryside should be protected
- Mature trees important to the character of the area should be protected or reinstated

6. PLANNING MERITS:

6.1. In light of the above planning policy review, the following main issues will be considered as part of this planning assessment:

- Principle of Development
- Density
- Design, Scale and Bulk –Street Scene
- Residential Amenity
- Standard of Accommodation
- Parking / Access
- Other planning considerations

Principle of Development

6.2. Policy as set out in the NPPF states that to support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. Weight is given to small and medium development sites to deliver housing. The importance of making best and most efficient use of land has been strengthened within Section 11 of the NPPF 2023.

6.3. The site is situated in the confines of Dunton Green where under policies LO1 and LO2 of the Core Strategy outlines, the principle of development is acceptable, subject to material planning considerations (discussed below).

6.4. The Council is unable to demonstrate a 5 year housing land supply and the delivery of this dwelling will provide a modest yet valuable contribution to housing in the District. For this reason, housing delivery should be attributed substantial weight in the assessment of this

proposal. The provision of a small two bedroom bungalow is suitable for first and last time buyers and there is an inherent need for this type of accommodation in the District.

6.5. The principle of development was accepted at pre-application stage.

Density

6.6. The proposal represents a gentle intensification scheme which fully optimises the land whilst retaining the spatial character of the area.

6.7. Policy SP7 of the Core Strategy encourages densities that do not compromise the distinctive character of the area. Within urban areas new residential development is expected to achieve a density of 40 dwellings per hectare.

6.8. Quantitatively the provision of 2 dwellings on the site (the proposed dwelling and No.42 London Road) which is circa 0.1 hectares in size gives a density of 20 dwellings per hectare, which is comfortably within the threshold of Policy SP7 of the Core Strategy.

Design, Scale and Bulk –Street Scene

6.9. The NPPF states that “ *Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.*” Policies SP1 of the Core Strategy seek high quality development whilst protecting the environment. EN1 of the ADMP also seeks high quality design.

6.10. The proposed development represents backland development however it has been carefully considered to preserve the character and appearance of the area. The proposed dwelling will be accessed off the existing parking / access on the southern side of No.42 London Road, so there will not be a significant change to the street scene in this respect, as the driveway will extend off

the existing area of hardstanding. Due to the single storey scale of the building, the dwelling will not be prominent from the surrounding street scenes of London Road and Milton Road. The low scale of the dwelling will ensure that it appears subserviently against the main dwelling at No.42 London Road which will create a clear hierarchy of buildings on the site.

- 6.11. Spatially, the proposed bungalow will infill the building line of The Orchard to the north and No.1 Milton Road to the south. The proposal will therefore respond to the surrounding grain of development and will retain appropriate distances to the side and rear boundaries. For this reason, the dwelling will not appear cramped on the site.
- 6.12. The bungalow will respond positively to the materiality of the surrounding area, exhibiting rendered facades and a red brick plinth ensuring it will assimilate with the nearby built form.
- 6.13. Although a new parking area is proposed to the front of No.42 London Road, a central green area of landscaping between the existing and proposed access will preserve the verdant character at the front of the site. The proposal will also incorporate soft landscaping between No.42 London Road and the proposed bungalow.
- 6.14. For this reason, the application proposal is in full accordance with Section 12 of the NPPF, Policy SP1 of the Sevenoaks Core Strategy, Policy EN1 of the Sevenoaks ADMP and the Sevenoaks Residential Character Area Assessment.

Residential Amenity

- 6.15. The proposed scheme has been sensitively designed to preserve the amenity of neighbouring properties as well as the host property. The below assessment makes an individual analysis against the adjoining properties.

No.42 London Road

6.16. Given the distance of the proposed bungalow from No.42 and due to its scale, the new building will not harm the light, outlook or privacy of the existing host property.

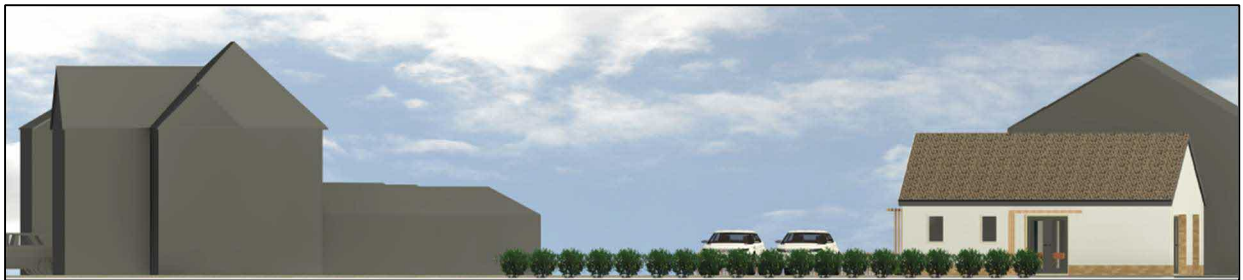


Figure 10: Section of proposed dwelling with No.42.

6.17. There are no flank windows on the southern side of No.42 and therefore the proposed access will not impact this property.

No.1 The Orchard

6.18. Although No.1 The Orchard is to the north of the proposed bungalow, as the new building respects the building line it will not remove light from this adjoining property. There are no flank windows on the southern side of No.1 The Orchard, and the rear garden will receive sunlight for the majority of the day. Although the new building will be visible from the rear garden, the outlook of No.1 The Orchard will not be affected looking westwards.

6.19. Given the location of the windows on the bungalow, there will not be any overlooking to No.1 The Orchard.

No.3 Milton Road (Willow House)

6.20. This property is to the east of the proposed bungalow. Given the single storey nature of the building it will not overlook this adjoining property. Although the proposed building is to the west of Willow House, due to the single storey nature of the proposal it will not result in a

significant impact on the amount of daylight or sunlight received to these properties. Although there is a small communal area to the rear of Willow House, there is no direct access from the flats onto this area. The rear elevation windows appear to be bedrooms and raised high above ground level.



Figure 11: Rear elevation of Willow House.

6.21. The outlook to the north and south of Willow House will remain unchanged.

No. 1 Milton Road

6.22. This property is to the south of the proposed development and therefore there will be no impact on the amount of daylight or sunlight received to this property. Due to the layout of No.1 Milton

Road, the habitable room windows are located on the southern and western facades. Therefore, there will be no loss of outlook or privacy as a result of the development.

6.23. The access and parking area is located broadly north of the detached garage ensuring that the development will not have an unreasonable impact by way of noise and disturbance.

No.40 London Road

6.24. Given the single storey nature of the proposed building and its distance from No.40 London Road, the proposed development will have no impact on the privacy, light or outlook to the neighbours of this property.

6.25. The proposed access will extend off the existing parking area of No.42 London Road. The proposed access will be separated by an existing shed which is situated on the northern façade of No.40 as well as a mature hedge/fence and therefore there will not be a detrimental impact on these residents by way of noise and disturbance. As only one car parking space is proposed the number of vehicular movements will be very low per day given the sustainable location of the site.

6.26. For the above reasons the development will be in accordance with Policy EN2 of the Sevenoaks ADMP.

Standard of Accommodation

6.27. The proposed dwelling meets the Nationally Described Floor Space Standards for a 2no. bedroom dwelling. The dwelling will be triple aspect so will therefore benefit from appropriate levels of light and outlook. The modern open plan living arrangement will deliver a high quality environment for future occupiers.

6.28. The dwelling will be served by a proportionate rear garden area which will provide appropriate levels of external amenity area.

- 6.29. Although there is a first floor window overlooking the proposed amenity area from No.1 Milton Road, this has been confirmed as being an obscure glazed non-habitable room window, ensuring this will not overlook the proposed bungalow. Due to the angle and distance to adjoining windows from No.40, No.42 London Road and Willow House, these properties will not overlook the proposed dwelling.
- 6.30. For the above reasons the proposed dwelling will provide an appropriate standard of accommodation and will be in accordance with Section 12 of the NPPF and Policy EN1 of the Sevenoaks ADMP.

Parking / Access

- 6.31. The application is supported by a **Highways Technical Note** which has been prepared by Motion. This considers both the safety of the new parking area to serve No.42 and access for the proposed bungalow. The note also reviews the proposed parking and turning considerations for the proposal.
- 6.32. The note concludes that proposed development is acceptable in transport terms and meets with local and national policy criteria. The assessment work undertaken has shown that there would not be any demonstrable harm arising from the proposed scheme and it will not cause any severe impacts. Therefore, there are no traffic and transport related reasons why this development should not be granted planning consent.
- 6.33. The applicant would accept a condition for an electric car charging point for the proposed dwelling as required under Policy T3 of the Sevenoaks ADMP.

Other Planning Considerations

(i) Community Infrastructure Levy

6.34. The relevant CIL paperwork has been completed as part of this submission.

(ii) Affordable Housing

6.35. The proposal does not meet the thresholds of affordable housing.

(iii) Ecology

6.36. The existing garden represents mown grassland which has limited ecological value. The proposal incorporates new hedging which can be native species.

6.37. The applicant supports biodiversity enhancements which can be secured via planning condition.

7. CONCLUSION

- 7.1. This Planning, Design & Access Statement has demonstrated that the proposal is in full accordance with the aims and objectives of National and Local Plan policy. Significant weight should be given the provision of housing within the District.
- 7.2. The principle of development has been established as appropriate. The density of the proposal is entirely compliant with the spatial characteristics of the area and Policy SP7 of the Sevenoaks Core Strategy.
- 7.3. The proposed design of the development has been informed following pre-application advice from the Council. The proposed layout, mass, bulk and scale of the proposed scheme represents a positive, high quality development which will have minimal impact on the street scene and will be in accordance with Section 12 of the NPPF, Policy SP1 of the Sevenoaks Core Strategy, Policy EN1 of the Sevenoaks ADMP and the Sevenoaks Residential Character Area SPD.
- 7.4. The proposal will preserve neighbouring amenity and will provide high quality accommodation for future occupiers.
- 7.5. Through the instruction of a **Highways Technical Note**, it has been demonstrated that the proposed development will be acceptable in terms of highways safety, convenience and parking standards.
- 7.6. In view of the above, it is concluded that the development proposed in this application is consistent with the aims and detailed requirements of the National Planning Policy Framework and as such, should be given planning permission.