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APPENDIX 1

Kent Structure Plan Bibliography

Kent Structure Plan, KCC 1980

Kent Structure Plan: First Alterations, KCC 1981

Kent Structure Plan: Second Alterations, KCC 1987

Kent Structure Plan, KCC 1990

Kent Structure Plan: Third Review Consultation Document, KCC 1992

APPENDIX 2

Regional Policy Documents Bibliography

South East England in the 1990s, SERPLAN 1985

Development Potential in the East Thames Corridor, SERPLAN 1987

Increasing Activity in the East Thames Corridor, SERPLAN 1988

Action Plan for the East Thames Corridor, for SERPLAN 1988

Strategic Planning Advice for London, LPAC 1988

Strategic Planning Guidance for London, Department of the Environment 1989

Regional Guidance for the South East, Department of the Environment 1989

Review of South East Regional Strategy, SERPLAN 1989

Shaping the South East Planning Strategy, SERPLAN 1990

A New Strategy for the South East, SERPLAN 1990

Action in the East Thames Corridor, SERPLAN 1990

APPENDIX 3A (Chapter 3)

Economic Development Provision for Dartford Borough for the Period 1986-2001 (Hectares)

	Gains	Losses	Net
Developed Industrial Sites	26.13	24.52	1.61
Committed Industrial Sites*	39.18	4.19	34.99
Local Plan Industrial Provision	90.10	0.00	90.10
Developed Office Sites \$	1.43	0.28	1.15
Committed Office Sites \$*	2.56	0.02	2.54
Local Plan Provision	5.50	0.00	5.50
Total	164.90	29.01	135.89

Source: KCC Industrial and Office Bulletin Survey 1990

Note: *Includes planning permissions and existing development plan allocations.

\$ Hectareage derived from floorspace figures on a 1:1 basis.

The table has been produced to provide a comparison between the employment provisions of the Local Plan and the Structure Plan guidelines for economic development. There is no policy significance in land use terms to the table heading or the site entries.

APPENDIX 3B (Chapter 3)

Structure Plan Guideline Equivalents for the Period 1986-2001 (Hectares)

Category	Guideline
Industry Offices	125.0 6.5\$
Total	131.5

Note: \$ Hectareage derived from floorspace figures on a 1:1 basis.

The table has been produced to provide a comparison between the employment provisions of the Local Plan and the Structure Plan guidelines for economic development. There is no policy significance in land use terms to the table heading or the site entries.

APPENDIX 3C (Chapter 3)
Local Plan Provision: Industry

Site	Gross Site Area (Ha)	Net Developable Site Area (Ha)	Phasing		Net Gain To Economic Development In Plan Period (Ha)*
Ref Location			Pre-2001 (Ha)	Post 2001 (Ha)	
E1 North Dartford	68.8	68.8	27.5	41.3	27.5
E2 Dartford Fresh Marshes	28.9	24.2	16.1	8.1	16.1
E4 Swanscombe Cement Works Site	21.2	21.2	-	21.2	0.0
E3 Stone Marshes	37.4	37.4	37.4		37.4
E6 Darenth Road	8.1	5.9	5.9		5.2
H4 Ingress Park	10.5	3.5	3.5		3.5
H5 Watling Street	1.6	0.4	0.4		0.4
Total Industry	176.5	161.4	90.8	70.6	90.1

Notes:

- E1 Part of North Dartford development will occur post-2001.
- E2 Landscaping buffer zone to be provided. It is assumed that one third of the site will be developed post-2001.
- E6 Landscaping buffer zone to be provided.
- H4 It is assumed for Structure Plan monitoring purposes that a third of the site will be available for economic development.
- H5 The south east part of the site has been identified for commercial development.

* The figures take account of existing employment uses.

The table has been produced to provide a comparison between the employment provisions of the Local Plan and the Structure Plan guidelines for economic development. There is no policy significance in land use terms to the table heading or the site entries.

APPENDIX 3D (Chapter 3)
Local Plan Provision: Offices

Site	Gross Site Area (Ha)	Net Developable Site Area (Ha)	Phasing		Net Gain to Economic Development in Plan Period* (Ha)
			Pre-2001 (Ha)	Post-2001 (Ha)	
Ref Location					
E5 Princes/Lowfield TC5	0.6	0.6	0.6		0.0
Dartford Station TC6	1.3	1.3	1.3		1.2
Overy Street TC7	1.8)))
Overy Street / Fulwich Road TC8	0.7) 2.0) 2.0) 2.0
Westgate Road TC9	0.7	0.7	0.7		0.5
Spital Street TC10	1.0	1.0	1.0		0.5
Lowfield Street TC12	1.9	1.9	1.9		1.2
Kent Road / Essex Road	0.2	0.2	0.2		0.1
Total: Offices	8.2	7.7	7.7		5.5

Notes: E5 Existing office use.

* The figures take account of existing employment uses.

The table has been produced to provide a comparison between the employment provisions of the Local Plan and the Structure Plan guidelines for economic development. There is no policy significance in land use terms to the table heading or the site entries.

APPENDIX 4 (Chapter 4)

Summary of Local Plan Housing Provision

	Dwellings
Local Plan housing sites (Policy H1)	700
Assumed dwellings yield from Bexley and Darenth Park Hospital sites within Plan Period (Policies H2, H3)	800
Estimates contribution from small sites	250
*Permissions (started) (Appendix 7)	1,389
*Permissions (not started) Appendix 6)	1,007
Completions, 1986-90	1,678
	—————
Total	5,824
	—————

Note: *Figures as at June 1990

APPENDIX 5 (Chapter 4, Policy H1)

Local Plan Housing Sites

Site	Reference	Area (Ha)
A1	North Dartford	9.82
A2	East of Byron Road	0.24
A3	Edwin Road Wilmington	2.75
A4	Femco, Hedge Place Road, Stone	0.28
A5	Plantation Cottage, Hedge Place Road, Stone	0.65
A6	Royal Road, Hawley	0.45
A7	Green Street Green Road (Bennet Way), Lane End	0.75
A8	East of Ladywood Road, Lane End	0.90
A9	Shellbank Lane, Bean	0.64
A10	North of Page Close, Bean	0.71
A11	West Hill Hospital, Dartford	4.10
A12	C of E School, West Hill, Dartford	0.65
A13	Marcet Road Allotments, Dartford	0.51
A14	Manor House, Swanscombe	1.14
A15	East of Craylands Lane, Swanscombe	7.50
		—
	Total:	31.09
		—

Estimated total dwellings capacity of sites (rounded): 700

APPENDIX 6 (Chapter 4, Policy H1)

Sites with outstanding planning permission for housing on which construction had not started as at 30 June 1990, having a net dwellings gain of 5+ units.

Site	Reference:	Dwellings (net)
B1	Oakfield Lane/Lowfield Street, Dartford	15
B2	Edwards, Station Road, Longfield	48
B3	Dartford FC, Watling Street, Dartford	124
B4	31,32 Craylands Lane, Swanscombe	5
B5	North Street/Heath Street, Dartford	15
B6	Woodlea, 29 Fawkham Avenue, New Barn	7
B7	Temple Hill CP School, Dartford	21
B8	R/O 30 & 32 Attlee Drive, Dartford	46
B9	Rondulus, New Barn	5
B10	St James Lane, Stone	151
B11	Weavers Orchard, Southfleet	10
B12	64-68 Joydens Wood Road, Bexley	10
B13	Northend Farm, Park Corner Road, Betsham	8
B14	Abattoir site, Norman Road, Dartford	19
B15	Adj. 1 London Road, Greenhithe	8
B16	55 Leyton Cross Road, Wilmington	5
B17	Land at Meadowside, Dartford	7
B18	Service Station site, Betsham	8
B19	Weylands/The Manse, Green Street Green Road, Lane End	12
B20	Knockhall CP School, Sweyne Road	58
B21	34-36 Attlee Drive, Dartford	6
B22	32 Spring Vale, Dartford	8
B23	Land at Birch Place, Horns Cross	7
B24	Wyndene, Ridgewood, Coney Glade, New Barn Road, New Barn	9
B25	All Saints Church, Galley Hill Road, Swanscombe	14
B26	Adj Brooklands Lake, Powder Mill Lane, Dartford	40*
B27	Invicta Club, Burnham Road, Dartford	25*
B28	Garrow, Chestnuts, New Barn Road, New Barn	8
B29	London Road/Knockhall Road, Swanscombe	57
B30	66 Hawley Road, Hawley	5
B31	Haslington Res. Home, Cobham Terrace, Bean Road, Greenhithe	18
B32	Fawkham Avenue/New Barn Road, New Barn	6
B33	Wayville Road, Dartford	5
B34	North of High Street, Greenhithe	100
B35	The Wharf, Greenhithe	102
B36	Mount Cottage, Bean Road, Greenhithe	5
B37	72, 73 Priory Road, Dartford	10
Total		1007

* Outline permission: indicative figures only

APPENDIX 7 (Chapter 4)

Outstanding dwellings capacity of housing sites on which construction had started as at 30 June 1990, having a net dwellings gain of 5+ units.

Site	Dwellings (net)
1. Thames Moor, London Road, Stone	78
2. Beacon Drive/Drudgeon Way, Bean	26
3. Downs Avenue/Brent Lane, Dartford	30
4. Stone Place Road, Stone	152
5. Priory Road, Dartford	34
6. Worcester Park, Greenhithe	319
7. Bow Arrow Heath, Dartford	370
8. Alkerden Lane, Greenhithe	24
9. Fawkham Road, Longfield	6
10. R/O Burnham Crescent, Dartford	147
11. Turner Road, Bean	18
12. 71 Fawkham Avenue, New Barn	5
13. 10 Cobham Terrace, Greenhithe	7
14. 9 Cobham Terrace, Greenhithe	6
15. Orchard Street/Kent Road, Dartford	18
16. Phase 1 (Crest), Greenhithe	27
17. Phase 2 (Crest), Greenhithe	60
18. Fairclough/Quarry Homesmith, Greenhithe	56
19. 30/36 Shepherds Lane, Dartford	6

Total:	1,389

APPENDIX 8 (Chapter 4, Policy H9)

Guidelines for Development in Areas of Special Residential Character

1. The density of new development shall accord with that existing in the area.
2. Proposals for new flatted development must:
 - be of a scale and design compatible with surrounding residential properties so as not to alter the character or appearance of the residential area
 - incorporate substantial landscaped amenity areas, compatible with adjoining gardens and open spaces,
 - accommodate residents' car parking in a manner that is not unduly conspicuous and does not disrupt the character of adjoining properties,
 - have a single main entrance into the building which is of a design and position compatible with the front entrance of adjoining residential properties.
3. The spatial standards of new development (including plot width, garden depth, and distances between buildings) shall accord with that existing in the area.
4. The general height and massing of new development shall accord with that of existing buildings in the area.
5. Residential development behind an existing frontage will only be acceptable if:
 - a satisfactory means of access can be obtained,
 - there is adequate space between existing and proposed dwellings, compatible with the existing density of development,
 - there is no undue overshadowing or loss of daylight, or overlooking as a result,
 - a coherent pattern of built form can be established which is compatible with the general character of the area,
 - it does not result in tandem development (i.e. one house immediately behind another sharing the same access), and there is no loss of trees or other adverse impact on the landscape character of the area.
6. New development should take account of existing building lines.
7. Existing trees and landscaping shall be retained where reasonably possible.
8. Conversions, where appropriate, shall not materially alter the external appearance of the building or the character of the area.
9. Materials shall match or complement those of existing buildings in the area.

APPENDIX 9 (Chapter 4, Policy H10)

Guidelines for the layout and Design of New Housing Developments

1. Separating Distance

The windows of residential buildings of two storeys or more facing each other should not be less than 25m apart.

2. Rear Gardens to Houses

Rear gardens to houses should be of a minimum length of 15m and be of the following minimum size:

Dwelling size:	Garden size:
Up to 2 habitable rooms	60 m ²
3 habitable rooms	80 m ²
4+ habitable rooms	100 m ²

3. Private Communal Amenity Space for Flats

Private communal amenity space for flats should be provided to the following minimum standards:

Flat size:	Amenity space:
Up to 2 habitable rooms	35 m ²
3+ habitable rooms	50 m ²

Notes:

1. Individual habitable rooms greater than 20m² shall be regarded as 2 habitable rooms for the purpose of these standards.
2. Amenity space excludes front and side gardens. It must be usable, private, of regular shape, and readily and directly accessible from the units it serves. It should be designed such that it receives sunlight for part of the day throughout the year.

APPENDIX 10 (Chapter 4, Policy H13)

Guidelines for Flats and Flat Conversions

1. General

- 1.1 Each flat should be reached directly from outdoors or through a common area, not any other flat.
- 1.2 Flats should be separated horizontally and vertically from each other and common areas by fire resisting construction and doors. Stacking of rooms by function is required.
- 1.3 No bedroom shall open directly off another room, but should have a door to a hall or lobby. Bedroom escape routes should not be via a living room or kitchen, nor in most cases, past other rooms except toilets.

2. Natural Lighting

- 2.1 All habitable rooms shall have an area of clear glazing (either a window and/or a door) equivalent in total area to at least 1/10 of the floor area of the room.
- 2.2 Whenever practical, all kitchens and bathrooms should be provided with windows to this standard. All glazing to windows in bathrooms and w/cs shall be obscure.

3. Ventilation

- 3.1 All habitable rooms shall be ventilated to the external air by a window, the openable area of which shall be at least 1/20 of the floor area of the room.
- 3.2 Suitable permanent ventilation shall be provided to all kitchen and bathroom areas.

4. Refuse Storage

- 4.1 Refuse containers shall be provided on a hardstanding and within purpose built enclosures. These should be readily accessible for collection and where practicable located at the rear of the property.
- 4.2 Refuse containers shall be readily accessible to all occupants of flats, either via common areas within the building or via a rear external staircase.

5. Amenity Areas

- 5.1 Private communal amenity space shall be provided for each flat in accordance with the standard set out at Policy H10. The design and finish of all such external areas shall enable them to be kept in a neat and tidy condition. Boundary walls or fencing will be required to all common boundaries.

6. Means of Escape

The design of all escape routes and fire precautions must be in accordance with British Standard Code of Practice CP3, which lays down standards of fire protection and emergency lighting in staircases, and makes recommendations on internal layouts.

7. Room Sizes

7.1 Bedroom

Where the unit is a one person flat a minimum of 7m² is required.

Where it is a two person flat a bedroom size of 10.5m² is required.

Where the bedroom is combined with living room 14m² is required.

Where the unit is a two person, one-bed flat, an area of 13m² is required.

7.2 Living Room

A minimum of 11.5m² is required for a one person flat and where it is combined with a kitchen 14.5m² is required. Where the unit is a two person, one-bed flat an area of 13 m² is required.

7.3 Kitchen

An independent kitchen area of 5.5m² is required. For a three or four person unit an area of 7m² is required.

7.4 Studio Flats

Where the whole accommodation is combined an area of 19.5m² is required.

8. Parking Requirement

8.1 Provision should be in accordance with the Council's standard, ie one space for a single bedroom flat, one space for a bed-sitting room flat and two spaces for a two or three bed unit (see Appendix 16).

8.2 Parking provision should be sited so as to minimise any impact on the amenity of adjoining properties or on the street scene, and should include appropriate boundary treatment, landscaping and vehicular and pedestrian access arrangements.

9. Noise

9.1 Appropriate noise insulation between floors and separating walls will be required. A number of treatments are appropriate, including new false ceilings which can also satisfy Fire Safety Standards, the provision of 'floating floors' and the upgrading of walls between units.

10. Character of Area

10.1 In the application of these guidelines, proposals to convert modest sized terraced and semi-detached single family dwellings will be considered with particular regard to the impact on the character of the residential locality. In the Areas of Special Residential Character, proposals will also be considered against the guidelines set out at Appendix 8. An ability merely to comply with the minimum standards, especially amenity and parking standards is not, in itself, sufficient justification for the conversion of such properties where they are juxtaposed with others of a similar type.

APPENDIX 11 (Chapter 4, Policy H14)

Guidelines for House Extensions

1. General

1.1 Proposals for extensions to residential properties should not:

- overlook a neighbouring property, resulting in a material loss of privacy, nor themselves be overlooked,
- result in a serious loss of daylight or sunlight to the habitable rooms of neighbouring properties, or
- have an overbearing visual impact on neighbouring properties or the street scene.

1.2 Proposals should comply with the provisions of Policy B1.

2. Rear Extensions

2.1 Single storey extensions to the rear of semi-detached and terraced properties should not be greater than 3.5m in depth on a common boundary.

2.2 Two-storey extensions to the rear of semi-detached properties should be set in 2m from the common boundary at first floor level.

2.3 Two-storey extensions to the rear of terraced properties cause particular problems and will not normally be permitted unless it can be established that there will be no undue impact on adjoining properties.

3. Side Extensions

3.1 Two-storey side extensions within 1m of a common boundary should have their front walls set back at least 0.45m at the point where it joins the existing building in order to retain the identity of the existing dwelling.

3.2 Roofs must match and tie into the existing roof unless this is not possible structurally.

4. Front Extensions

4.1 Extensions in front of the existing building line and on corner and conspicuous sites are particularly sensitive and have a significant impact on the street scene. Each proposal will therefore be treated on its merits.

APPENDIX 12 (Chapter 4, Policy H14)

Guidelines for Loft Conversions

1. Loft conversions should be designed such that dormers do not dominate the appearance of the existing dwelling and create a 'top-heavy' effect. Dormers should be visually contained by the existing roof elevation above and to the sides of new dormers and, where possible, below.
2. Window openings in loft conversions to the side of chalet-style properties should be limited to the front and rear elevations unless they are at high level or are obscure-glazed.

APPENDIX 13 (Chapter 4, Policy H15)

Guidelines for Sheltered Housing, Residential and Nursing Homes

1. Proposals generally should be in areas well served by public transport, and be close to, or easily accessible to, local amenities such as shops and post offices. Proposals should comply with Policy B1.
2. Proposals for residential and nursing homes often involve the conversion of existing dwellings. The impact of such conversions on the character of existing housing areas and on the amenity of adjoining properties means that such conversions are not appropriate in areas of estate-type or suburban development nor for terraced or semi-detached dwellings. Permission will only normally be granted in the case of substantial detached dwellings, not requiring major extension to provide adequate accommodation and facilities.
3. The following specific factors will be taken into account in the consideration of conversion proposals:
 - the suitability of the building for the proposed use and the provision of adequate garden amenity space for use by residents,
 - the effect of the proposed use on the amenities of the occupiers of neighbouring properties as the result of increased vehicular activity, noise, loss of privacy, or the visual impact of any alterations or extensions, and
 - the provision of satisfactory means of access and adequate parking provision within the site in compliance with the Council's adopted vehicle parking standards.

APPENDIX 14 (Chapter 6)

Guidelines for Extensions to Dwellings in the Green Belt

1. No proposal which would have a visual impact prejudicial to the open character of the Green Belt, or which would detract from the visual amenities of the dwelling's setting or the surrounding countryside, will be permitted.
2. The assessment of the visual impact of a proposal will take account of the cumulative effect on the appearance of the original building of: the proposed extension, any other previous extensions, and any development which might otherwise be permitted by the General Development Order.
3. Where quantification is used as an indicator of whether an extension can be considered 'modest' for the purposes of the policy, the increase in size over the original dwelling will be ascertained by the external dimensions of the cubic content of the extension, in order that the increased massing effect can be taken into account. It is unlikely that any extension greater than one third of the original cubic content would meet the objectives of these guidelines or Structure Plan Policy RS6 (and even this may be excessive in some cases). Account will however, be taken of the particular circumstances of small dwellings lacking basic facilities.
4. Any proposal which would facilitate the future formation of a separate residential curtilage (e.g. annexes) will be resisted.
5. The appearance, massing, scale, form and materials of any extension should respect and reflect those of the existing dwelling and any adjoining or nearby dwellings.

APPENDIX 15 (Chapter 6)

Guidelines for Replacement Dwellings in the Green Belt

1. Replacement dwellings will only be acceptable where the location is considered to be appropriate. Dwellings unrelated to an existing discernable group of dwellings will not normally be so considered, unless otherwise justified by Structure Plan Policy RS6 (i).
2. Where a replacement dwelling is acceptable in principle, consideration will be given to a limited increase in size over the original dwelling to allow for the provision of basic amenities and, where applicable, an improvement in the standard of accommodation. Other than in exceptional circumstances, no increase greater than one third of the original cubic content will be permitted, in order not to prejudice the objectives of these guidelines or Structure Plan Policy MGB2.
3. Where appropriate, guidelines 1, 3 and 5 of Appendix 13 will also be applied to replacement dwellings.
4. Any application for a replacement dwelling which is permitted shall be conditioned to the effect that the original dwelling is removed prior to the first occupation of the new dwelling.
5. Replacement dwellings will not be permitted where there has been a clear intent to abandon the residential use.
6. The removal of permitted development rights will be considered where such development will prejudice the objectives of these guidelines or Structure Plan Policy MGB2.

APPENDIX 16

Modified alignment of South Thames-side Development Route - Stage 4

(As granted planning permission, 14 June 1996)



APPENDIX 17 (Chapter 7)

Vehicle Parking Standards

October 1993 (Reprinted December 1993)

Kent County Council

Introduction

- 1.1 In 1968 the first Vehicle Parking Standards Document was produced to meet the problems of applying standards to all forms of development, according to type of vehicle parked and numbers generated.
- 1.2 In 1978 revised standards were produced based on a County-wide survey of representative existing land uses, their parking provision and generation, and reference to similar documents produced by other County Councils. In general these standards proved robust in use but, since their publication, increases in car ownership and changes in business practice have resulted in the need for the revision of some standards and the inclusion of standards for land-uses which had become more common since 1978. In addition, new Statutory Instruments TOWN AND COUNTRY PLANNING (USE CLASSES) ORDER 1987 and GENERAL DEVELOPMENT ORDER 1988 have been published. These Orders enable an existing use to be changed, within broader limits than previously permitted, without the need for planning consent. This document incorporates new and revised standards based on the new Orders. (Note: the General Development Order has since been replaced by the Town and Country Planning (General Permitted Development) Order 1995 and the Town and Country Planning (General Development Procedure) Order 1995).
- 1.3 In the application of these standards the Local Planning Authority will pay due regard to the policies contained in the Kent Structure Plan, Third Review Deposit Plan – May 1993, and the Transport Plan for Kent, any problems arising from the nature of the development, its location and site considerations, and may vary the standards accordingly.
- 1.4 The Local Planning Authority will, in consultation with the County Council, use its discretion in deciding parking requirements where there is a conflict with other Structure Plan or Transport Plan policies.
- 1.5 Where a proposed use is not referred to in this document the local planning authority or developer should discuss the matter with the County Council.
- 1.6 These standards were approved by the Planning Sub-Committee of the County Council's Development, Planning and Transportation Committee on 21 September 1993 and take effect from 10 October 1993.

VEHICLE PARKING REQUIRMENTS BY LAND USE

LAND USE CLASS A1 RETAIL ESTABLISHMENT

Description: this use includes retail premises for the sale, display or provision of services (except hot food) to visiting members of the public.

In application parking requirements differ for different sizes of retail establishments.

- | | | |
|-----|--|---|
| (a) | Units up to 499 sq m Floor Space | For new development and, where practical, for changes of use: one car space per 18 sqm gross floor space, plus provision for deliveries off the public highway (see paras 4.2 ad 4.3). |
| (b) | Units from 500 sq m to 1999 sq m Floor Space | One car space per 18 sq m gross floor space (this includes operational provision of one car space per 2,000 sq m gross floor space (see paras 2.7 and 4.8) plus one lorry space per 500 sq m gross floor space (see paras 4.2 and 4.3). |
| (c) | Units from 2,000 sq m Floor Space | One car space per 10 sq m gross floor space (this includes operational provision of one car space per 2,000 sq m gross floor space (see paras 2.7 and 4.8) plus one lorry space per 500 sq m gross floor space (see paras 4.2 and 4.3) |
| (d) | Non Food Retail Warehouses | Generally a single storey retail store specialising in a particular aspect of higher value non-food products and occupying a warehouse or industrial type of building with at least 1,000 sq m gross floor space:

One car space per 25 sq m gross floor space (this includes operational provision of 2 car spaces per 2,000 sq m gross floor space (see paras 4.2 , 4.3 and 4.8) plus one lorry space per 500 sq m gross floor space. |

Note:

For all large retail establishments the lorry space standard only applies up to six lorry spaces. For sites where the standard would require more than this, a minimum of the six spaces is required, the actual number to be determined by consideration of the operational requirements of each development.

Site layouts should include adequate standing and manoeuvring space for vehicles waiting to unload. This may be on the car park if peak times for cars and lorries do not coincide. Conversely, cars can use the lorry manoeuvring and standing space if peak times do not coincide.

- | | | |
|-----|----------------|--|
| (e) | Garden Centres | Selling plants, garden furniture including sheds and outbuildings) and garden equipment: |
|-----|----------------|--|

One car space per 10 sq m of the area open to the public for both display and sales purposes, plus provision for deliveries off the public highway.

Note:

This standard may be relaxed if the greenhouses are used for growing and are not open to members of the public. It may be appropriate for up to 50% of the car spaces to be provide in overflow car parks to cater solely for peak periods. The overflow car parking does not have to be constructed to as high a standard as the main parking area.

- (f) Cold Food Take-Away Sandwich Bars, ice cream parlours:
- One car space per member of staff, unless the site is well served by public transport, plus one car space per 18 sq m gross floor space (see paras 4.3 and 4.5).

LAND USE CLASS A2 FINANCIAL AND PROFESSIONAL SERVICES

Description: This use includes the provision of financial and professional services (except health or medical) principally to visiting members of the public.

- Accountants, Betting Office,
Bank or Building Society
Solicitor, etc
- One car space per member of staff, unless the sites well served by public transport plus one car space per 18 sq m gross space (see paras 4.3 and 4.5).

LAND USE CLASS A3 FOOD AND DRINK

Description: This use includes the sale of food and drink for consumption on the premises and the sale of hot food for consumption off the premises.

In application, Restaurants and Cafes are taken to be premises where large commercial vehicles are excluded. Transport Cafes are taken to be premises where large commercial vehicles are accepted. The sale of hot food for consumption off the premises includes fish and chips, Chinese or Indian takeaways, burger bars, etc.

- (a) Public Houses and
Licensed Bars:
Including bars open to
non-residents in hotels
and restaurants.
- One car space for 4 sqm gross floor space associated with bars, including storage areas, cellars, outbuildings and toilets, plus one car space per 8 sqm gross floor space associated with off-licence sales (see para 4.3).
- (b) Restaurants, Cafes
and Banqueting Halls
- One car space per 6 sqm gross floor space, plus one car space per member of staff, plus provision for delivery vehicle (see para 4.3).
- (c) Transport Cafes
- One lorry space per 5sqm floor space (see para 4.3).

- (d) Hot Food Take-Aways Six car parking spaces per unit. Drive-in or Drive-through facilities must provide sufficient on-site waiting space for vehicles to stand clear of the public highway (see para 4.3).

Note

Cold and Hot Food Take-Aways

Where retail units and take-away food shops share communal parking spaces there may be scope for sharing spaces. This arrangement would be acceptable if the maximum demand for the uses do not coincide. The maximum demand for take-away food is usually Friday evening between 1800 and 2200 hours.

VARIATION OF COUNTY COUNCIL STANDARD AS ADOPTED BY THE BOROUGH COUNCIL'S PLANNING AND TRANSPORTATION COMMITTEE MEETING ON 22ND JUNE 1993

CLASS A3: CHANGES OF USE IN DARTFORD TOWN CENTRE

In the case of proposals for change of use to Class A3 from Classes A1, A2 or B1 in the following areas:

Both sides of Spital Street from its junction with Highfield Road eastwards including High Street and Overy Liberty to the River Darent. Both sides of Hythe Street from its junction with Home Gardens to its junction with High Street/Spital Street. Both sides of Lowfield Street from its junction with High Street/Spital Street to its junction with Heath Street (west side) and Vauxhall Place (east side). Market Place (both sides). Market Street numbers 1 to 5A and 2 and 22 only. Orchard Street both sides.

The provision of non-operational car parking shall be one car space for each 18 sq m gross floor area, subject to the following criteria:

1. The site of such a development shall be within a reasonable proximity of publicly available car parking spaces to discourage the possibility of nuisance parking in connection with the use.
2. The policy shall apply only to buildings of less than 500 sq m gross area.
3. The policy shall apply only to the conversion of existing retail or office premises in the town centre or to the demolition and redevelopment of such existing building where a nominal parking level can be attributed to their previous use. The redevelopment of vacant land will generally be required to meet the full standard.

LAND USE CLASS B1 BUSINESS

Description: This use includes offices (other than financial and professional services – Land Use Class A2), and research and development of products or any industrial uses which can be carried out in any residential area, without detriment to the amenity of that area, and which generate a higher car parking requirement than Class B2 uses, e.g. highly technical works or business parks, and offices (other than offices within Class A2 – financial and professional services).

- | | | |
|-----|---|---|
| (a) | Offices | One car space per 20 sqm gross floor area (this includes one space per 400 sqm floor space for operational purposes - see para 2.7 of General Information). This standard may be varied, by agreement, if the site is well served by public transport (see para 4.5). |
| (b) | Research and Development of Products and Industrial Processes | One car space per 35 sqm gross industrial floor area plus provision lorries to be agreed with the planning authority. Car space for offices at office (Use Class B1) (see para 4.3). |

LAND USE CLASS B2 GENERAL INDUSTRIAL

Description: This includes industrial uses not falling within Class B1 above

In application the requirements for small, medium and large industrial units are given.

Industrial Units

- | | | |
|-----|-------------------------------|--|
| (a) | Up to 99 sq m | Two car/van parking spaces adjacent to each unit plus service area for lorry deliveries. |
| (b) | Between 100 sq m and 199 sq m | Three car/van parking spaces adjacent to each unit, plus service area for lorry deliveries. |
| (c) | From 200 sqm | One car space per 50 sqm gross industrial floor space, plus provision for lorries to be agreed with the Planning Authority. Car space for office accommodation at office scale (Use Class B1). |

LAND USE CLASS B3-B7 SPECIAL INDUSTRIAL GROUPS

Description: These classes include general and special industrial uses not mentioned above. The uses within these classes are diverse and reference should be made to the Town and Country Planning (Use Classes) Order 1987 for detailed definitions.

Provision for these uses will be assessed on an individual basis in view of their particular requirements.

(Note: Classes B3-B7 have since been deleted from the Use Classes Order).

LAND USE CLASS B8 STORAGE AND DISTRIBUTION

Description: This includes the storage and distribution of food and other products and wholesale trade distribution.

- | | | |
|-----|------------------------------|---|
| (a) | Storage and Distribution | One car space per 110 sqm gross floor space, plus one lorry space per 1500 sq m gross building volume. Car space for office at office scale (Use Class B1). |
| (b) | Wholesale Trade Distribution | One car space per 35 sq m gross floor space, plus one lorry space per 500 sq m gross floor space. Car space for offices at office scale (Use Class B1). |

LAND USE CLASS C1 HOTELS AND HOSTELS

(Note: Hostels have since been removed from Class C1 and are now sui generis).

Description: This includes residential hostels and hotels.

In application Nurses Homes, Halls of Residence at Colleges and Hostels for the Homeless are treated as Residential Hostels. Motels and guest Houses are treated as Hotels.

- | | | |
|-----|---------------------|--|
| (a) | Residential Hostels | One space per two occupants to one space per eight occupants dependent upon the purpose of the hostel, plus one car space per member of staff. The lower standard may be accepted where the developer can demonstrate that there is likely to be low traffic attraction or generation. |
| (b) | Hotels | One car space per bedroom (including staff accommodation). Where any bar or restaurant facility is provided which is open to the public, one car space per 8 sqm gross floor space associated with bars, plus one car space per 20 sqm gross floor space associated with dining areas. |

LAND USE CLASS C2 RESIDENTIAL INSTITUTIONS

Description: This includes residential accommodation and care for people in need of care (other than a use within Class 3 below)

- | | | |
|-----|--|--|
| (a) | Nursing Homes, Old People's Homes providing accommodation with attendant care facilities | One space per member of staff and one space for six residents (other than staff) for use by visitors. The site layout must allow convenient access for an ambulance or delivery vehicle. |
|-----|--|--|

- | | | |
|-----|--|---|
| (b) | Hospitals | Two car spaces for every three beds, plus four car spaces for every consulting room associated with any outpatient clinic. Separate provision must be made for ambulances and delivery vehicles to the satisfaction of the local planning authority. |
| (c) | Residential Schools, Colleges or Training Centre | One car space per member of staff, plus: <ul style="list-style-type: none"> (i) where students are below driving age: one car space per 10 resident pupils, for visitors; (ii) where students are of driving age: one car space for every two students. <p>Separate provision must be made for delivery vehicles to the satisfaction of the local planning authority.</p> |

LAND USE CLASS C3 DWELLING HOUSES

Description: This includes dwellings for occupation by single persons or families and shared accommodation where up to 6 persons live together as a single household.

In applying these standards, houses, flats, static and holiday caravans, starter homes and maisonettes are treated as a dwelling unit.

- | | | |
|-----|----------------------------------|---|
| (a) | Units with one bedroom | One car parking space per unit, plus one car space per three units casual, visitor's parking. |
| (b) | Units with two or three bedrooms | Provision shall be made for the parking or garaging of one car and the casual parking of a second, visitor's car, within the curtilage of each unit. As an alternative, the casual parking space can be provided on a communal basis. |
| (c) | Units with four bedrooms or more | Provision shall be made for the parking or garaging of two cars and the casual parking of a third, visitor's car, within the curtilage of each unit. As an alternative, the casual parking space can be provided on a communal basis. |

Note:

Where the standards require parking or garaging for more than two cars this should not be met by constructing the garage or parking area one vehicle wide by the number of vehicles long. Parking provision should be well located so that on-street parking is avoided. It will normally be expected that car parking for all dwellings will be provided within the curtilage of each site. Where appropriate, the casual space can be provided on a communal basis. If communal spaces are provided then the distance from the dwelling curtilage to the nearest parking space should not normally exceed 20m. If communal spaces are provided off-street then no more than 10 spaces should normally be grouped together. Provision of communal spaces within the highway shall be limited to minor access roads (as will be defined in KENT DESIGN).

This parking may be by perpendicular parking in a layby or within defined areas of an extended turning head.

- (d) Sheltered Housing: providing self-contained individual accommodation with resident warden Between one car parking space per unit, away from public transport routes, and one car parking space per four units on good public transport routes, plus two spaces for the warden (see para 4.5).

Note:

Each application will be assessed by the local planning authority within these limits.

LAND USE CLASS D1 NON-RESIDENTIAL INSTITUTIONS

Description: This includes sites where there is no residential element and members of the public have access.

- (a) Places of Worship includes use for or in connection with public worship or religious instruction One car space for every five seats for religious services. Any other ancillary activities to be provided for within the appropriate use class (see Use Class D2)
- (b) Schools: Non-Residential Primary & Secondary & Sixth Form Colleges One car space for every member of staff plus 10% extra spaces for casual parking.* Space should be provided for the setting down and picking up of children away from the highway. The precise requirement in respect of this will be defined for each project on an individual basis, taking account of the catchment area and type of school.
- * If the school is used by 6th form students an additional provision of one car space per 7 students shall be provided.
- (c) Further Education: includes Universities, Polytechnics, Colleges and Adult Education Centre One car space for every member of staff plus one car space for every two full-time equivalent students. The students' provision may be reduced, by agreement, if the site is located on good public transport routes (see para 4.5).
- (d) Libraries – includes Public Libraries and Reading Rooms One car space per 60 sqm gross floor space. This standard is based on the assumption that the library is part of a development incorporating other services which has an additional public car park to serve it. If the proposed library is completely free standing and isolated from other developments, then the parking provision will be defined on an individual basis.

- | | | |
|-----|--|---|
| (e) | Clinics – for the provision of any Medical, alternative medicine or veterinary, or Health Services
Except the use of premises attached to the residence of the Consultant or Practitioner | Four car spaces for each alternative consulting/treatment room, plus one car space per member of staff. |
| (f) | Creches/Playschools or Nurseries - includes Day Nursery and Day Centre use | One car space per two members of staff, plus one car space per four children for parents' delivery/collection |
| (g) | Art Galleries
Museums: including use of Public Hall or Exhibition Hall | To be assessed individually |

LAND USE CLASS D2 ASSEMBLY AND LEISURE

Description: This includes sites used for leisure, recreation and entertainment but excludes theatres, amusement arcades and fun fairs.

- | | | |
|-----|---|--|
| (a) | Places of Entertainment:
Includes Cinemas, Ballrooms, Bingo Halls and similar places of entertainment,
Community Centres including Church Halls | One car space for every five seats or one car space per 4 sq m gross floor space, whichever is the greater. Where appropriate up to 50% of the required spaces may be provided as overflow parking – e.g. on grassed areas (see para 4.3). |
| (b) | Sports Facilities - including Sports Centres, Swimming Pools, Skating Rinks, Gymnasias and Playing Fields | To be assessed individually on maximum usage (see Appendix A) Independent outside facilities to be provided with hard standing within the site, together with facilities for vehicle turning (see para 4.3). |
| (c) | Night Clubs, Social Halls | One car space per 4 sq m gross floor area (see para 4.3). |

**LAND USE UNCLASSIFIED
THE USES BELOW DO NOT HAVE A USE CLASS
WITHIN THE TOWN AND COUNTRY (USE CLASSES) ORDER
1987**

- | | | |
|-----|--|--|
| (a) | Vehicle Sales Establishments: space, including Cars, Boats and Caravans | One car space per 50 sq m gross floor plus provision for the off-loading of vehicles clear of the highway. |
| (b) | Petrol Filling Stations: Petrol sales only | One car space per 20 sq m gross floor space. Any other ancillary use, such as car servicing or retail sales, shall have parking provision additional to the petrol filling station use in accordance with the appropriate standard. |
| (c) | Car Servicing and Repairs | Four car spaces per service bay. |
| (d) | Open Commercial Uses: including Scrap Yards, breaking of vehicles and yards for storage and distribution of minerals | One car space for each full-time member plus appropriate visitors' parking. Provision for lorry parking to be agreed with the Local Planning Authority. |
| (e) | Boating Facilities, Marinas – includes purpose built moorings on rivers or tidal waters | One car space for each berth or allows for casual callers associated with the boating facilities. Any bar or restaurant on the site which is open to the general public shall have parking provision additional to the boating facility use in accordance with the standards set out for Bars and Restaurants (Use Class A3). |
| (f) | Touring Caravan Sites | One car space per unit plus 10% extra spaces for casual parking, plus one car space per member of staff if not resident on the site. |
| (g) | Amusement Arcades does not include permanent fun fairs | One car space per member of staff. |
| (h) | Car Hire | One car space per member of staff, plus one car space per four cars in service at the base of operations. The local planning authority shall apply restrictions or conditions, or negotiate a suitable legal agreement, based on the number of cars operating from the base so that off-duty parking can be provided for all cars, clear of the highway. |
| (i) | Theatres | One car space for every five seats. |

APPLICATION OF THE STANDARDS

4.1 Assessing Parking Requirements

In some uses the parking standard, of necessity, relates to staffing levels. In order to eliminate delays in the processing of planning applications the developer is strongly urged to provide an estimate of the staffing levels, either at informal inquiry stage or within the detailed application, to enable the local planning authority to assess the site's parking requirement/provision.

4.2 Method of Measuring Floor Space

Unless otherwise qualified, floor space means gross floor space. This is ascertained by external measurements of the building and is the sum total of the plan area of each floor of the building. Corridors, stair wells, sanitary accommodation, etc, are included in this measurement. For storage and distribution (Class B8) the standard for lorries is related to gross building volume. This is gross floor area multiplied by working height.

4.3 Changes of Use

The Town and Country Planning (Use Classes) Order 1987 and the General Development Order 1988 allow changes of use within the same Use Class without the need for planning permission. (Note: see note at para 1.2 of this appendix). Where a change of use leads to additional traffic being attracted to the site this may overload the existing on-site parking provision. Any shortfall may then lead to vehicles being parked on the public highway in the vicinity of the site to the detriment of road safety, the environment and/or amenity.

In such situations the local planning authority is strongly recommended to enter into appropriate legal agreements with the developer which restrict any future use of the site to a use commensurate with the level of car parking provided, or to be provided in terms of the current planning application.

4.4 Multiple Uses

Where a site has several uses, eg a leisure centre complex, then the number of spaces for each use will be calculated separately and summed with due regard to duplication of use.

4.5 Public Transport Routes

Parking standards for Office (Class B1) developments may be varied, by agreement between the local planning authority and the developer (see 2.2) if the site is well served by public transport routes. In considering any variations the local planning authority is empowered to seek financial contributions (commuted payments) towards the establishment of public car parking facilities. These can take the form of:

- (a) Public car parking at the edge of the town centre or
- (b) Park and ride facilities some distance from the town centre from which it is possible to travel by public transport to the central destination.

In interpreting these standards a site will be considered to be well served by public transport if there is a public transport route available within 5 minutes walking distance of the site and the average service time is 15 minutes or less during the operational hours of the development.

4.6 **Design of Car Parking Places**

Layouts – Guidance on the sizes of garage/parking spaces, and car parking layouts is given in Appendix B,

Manoeuvring Space:

To eliminate reversing movements on the public highway, space for manoeuvring should be provided clear of the highway, in addition to standing space, so that all vehicles can leave and join the highway in a forward direction. This provision does not apply to industrial/warehouse development or housing fronting onto major or minor access roads as defined in KENT DESIGN (see 4.9).

4.7 **Facilities for People with a Mobility Handicap**

Provision of parking must take regard of the needs of disabled people and people with a mobility handicap.

In particular:

- (i) dedicated spaces should be clearly marked and located as close to a suitably designed entrance as possible.
- (ii) wheelchair access from car parks associated with buildings to which the public has access should be a minimum width of 1.2m, being level or ramped to a maximum gradient of 1 in 12, with dropped kerbs not exceeding 13 mm high.

Level of provision

places of employment not normally open to the public: one space per hundred or part thereof;

hotels with specially designed rooms: one space per room in addition to the above;
and

shops and buildings open to the public:

- Up to 25 spaces – one space
- Up to 50 spaces - two spaces
- Up to 100 spaces - four spaces

thereafter, for every 100 spaces, or part thereof – two spaces.

See Appendix C for guidance on parking space layouts.

4.8 **Operational and Non-Operational Parking**

Non-operational parking, as defined in the Ministry of Housing and Local Planning Bulletin No. 7 entitled "Parking in Town Centres", is "space required for traffic which does not have to park at a particular premises".

Operational parking is space for servicing, loading and other traffic which must park on the premises; this can include lorry and car parking spaces.

Operational car parking standards are specified for large stores and offices. Non-operational parking for offices can be provided off-site in town centres (see 2.7). All lorry parking is regarded as operational parking.

Total car parking requirements are given in this document for individual land use categories but only the categories of transport cafes, retail establishments and warehouses include an additional specified requirement for lorry parking. Adequate lorry parking space must be allowed for servicing, loading and unloading at all premises and where a specific requirement is not given in this document, an appropriate provision, dependent upon the nature of the development will be defined by the Planning Authority after discussion with the developer.

4.9 **Kent Design**

The publication KENT DESIGN, which is due for publication in early 1994 (Note: now published), will provide advice on the layout of housing areas and incorporate guidance on the provision of parking facilities. The standards for parking set out in this document will be fully compatible with KENT DESIGN.

4.10 **Monitoring the Effectiveness of these Standards**

Site surveys will be undertaken from time to time to assess the appropriateness of these standards.

APPENDIX A

Calculation of Parking Requirement for Sports Facilities [Use Class D2 (b)]

There is such great variety in the scale and type of development within this land use class that it is inappropriate to give a single standard based on floor area. Each proposal should be assessed individually to give a theoretical maximum use of facilities, and hence car parking requirement. This will ensure adequate provision for peak usage and ensure freedom of movement at other times.

An allowance should also be made for change over periods and booking times should be staggered as far as possible to ease the load at peak times.

Where activities such as skating or swimming are provided, with no fixed number of participants, demand should be calculated according to the theoretical capacity of the facility. A further allowance should be made for spectators and visiting teams.

Example

<u>Facility</u>	<u>Estimated Maximum Usage (People)</u>	<u>Estimated Car Spaces Required</u>
Main Hall	30	15
Small Hall	20	10
5 Squash Courts	10	8
Weight Training	8	4
Table Tennis	4	2
Snooker	4	2
Meeting Room	12	6
Staff	5	4
		<u>Total 51</u>
	+20% for change-over	<u>62</u>

DESIGN STANDARDS

Objectives of Standards

The objectives of these standards are to ensure that development sites provide enough space for their users, are easy to use and do not unduly interfere with the operation and use of the public highway adjacent to the parking areas.

Garage/Parking Bay Size

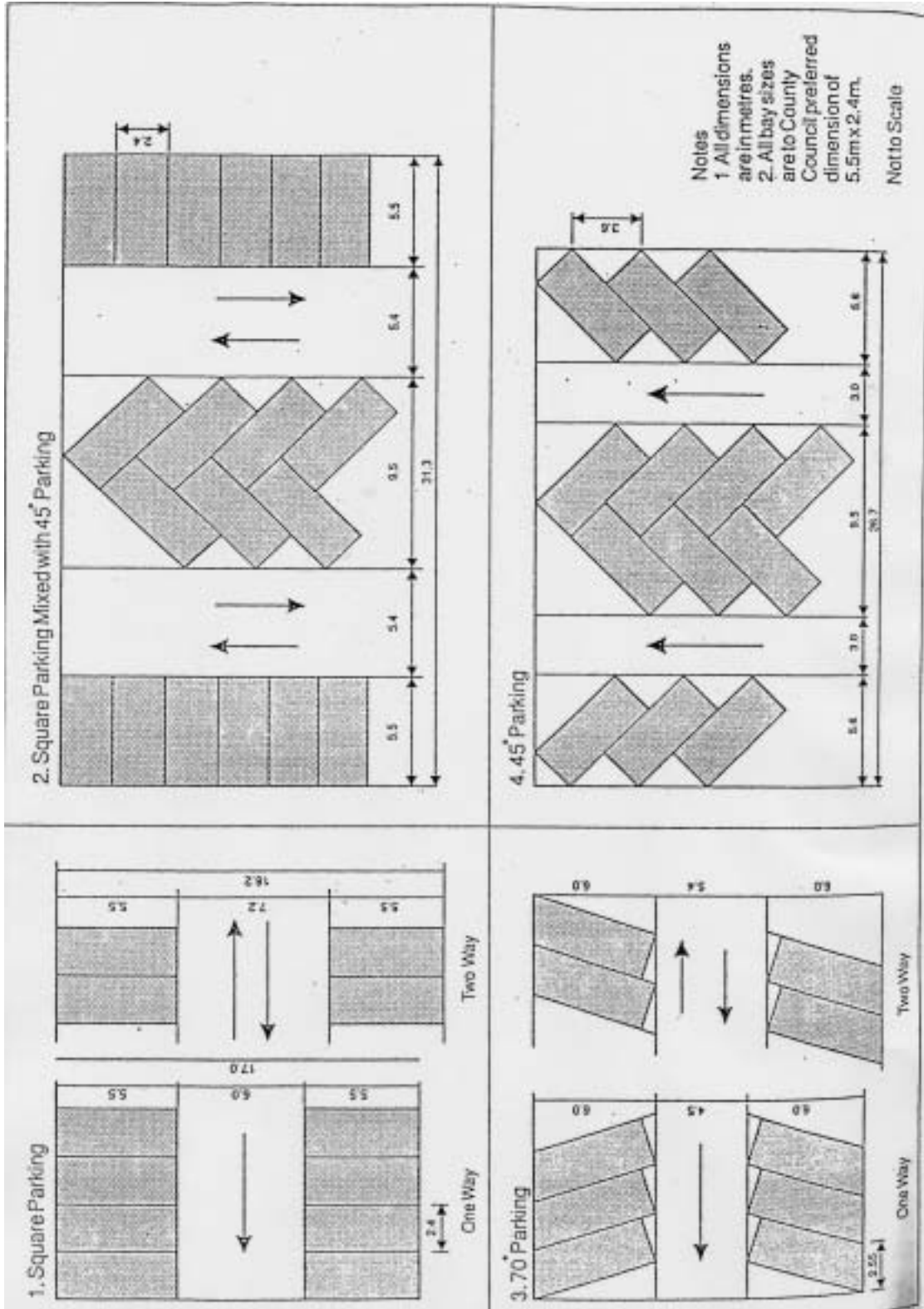
(i)	Minimum garage/bay size for cars	-4.9m x 2.4m
(ii)	Preferred garage/bay size for cars	-5.5m x 2.4m
(iii)	Minimum bay size for people with mobility handicap	-4.9m x 3.2m
(iv)	Preferred bay size for people with a mobility handicap	-5.5m x 3.6m
(v)	Where spaces are to be laid “end to end” the minimum bay size shall be	-6.0m x 2.4m
(vi)	Minimum bay size for vans	-7.5m x 3.5m
(vii)	Minimum bay size for lorries:	
	Articulated Vehicles	-16.0m x 3.5m
	Rigid Vehicles	-12.0m x 3.5m

Guidance on Layout

- (i) The most economical layout in terms of land usage is for 90° parking with parallel aisles and this is to be preferred to “angle” parking which can only conveniently be used in car parks with one-way aisles. Examples of parking arrangements are shown overleaf and in Appendix C.
- (ii) Where a developer intends to employ a one-way system a clearly marked route for drivers should be provided using suitable surface arrows etc.
- (iii) Where ingress and egress points are one-way then “IN ONLY” and “OUT ONLY” signs will be required, and the planning permission will be conditional on this provision. Continued adherence to the “IN” and “OUT” direction will be expected. At difficult sites this approach will enable safe vehicular access by maintaining appropriate sight lines.
- (iv) When parking is proposed immediately adjacent to the public highway, either at the rear of footway or carriageway, right angled parking spaces with direct access shall not be used except in the case of private dwellings or industrial development, onto major or minor access roads, where care will be taken to ensure the safety of pedestrians.

Minimum Dimension of Aisles for Vehicular Traffic

- (i) A width of 6.0m is required for all aisles giving direct access to 90° car parking.
- (ii) Adequate provision must be made clear of the public highway for the movement and turning of lorries as set out in The Freight Transport Association’s “Designing for Deliveries”



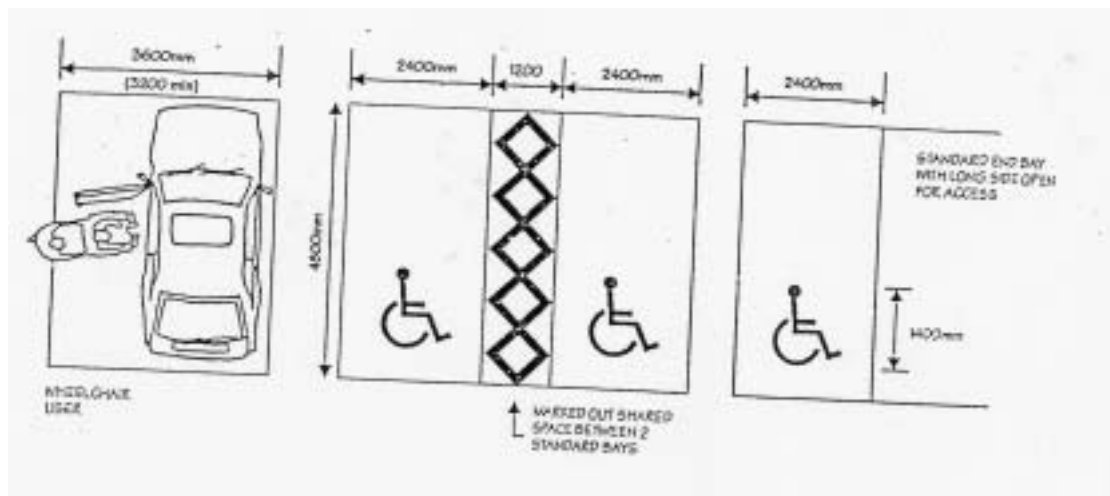
APPENDIX C

PARKING FACILITIES FOR MOBILITY HANDICAPPED

Any parking for people with a mobility handicap should follow the following design criteria:

Parking spaces should be 3.6m wide or have a transfer area of 1.2m to one side of a standard size space,. 3.2m may be acceptable where space is limited. This is particularly important in pedestrian areas.

If the parking space is located at the end of a row, a standard size bay may be provided with the long side open for access.



APPENDIX 19 (Chapter 9, Policy RT4)

Guidelines for Golf Course Provision

1. Agriculture

- Proposals within the Area of Special Significance for Agriculture and other areas containing best and most versatile land – Grades 1, 2 and 3a in the Ministry for Agriculture, Fisheries and Food Agricultural Land Classification system – must not involve any development, groundworks, or fragmentation which would prevent a reversion to best quality agricultural use and the return of the land to agriculture at or near the original grade.
- Proposals which involve the moving of substantial quantities of topsoil to or from the site will not be permitted.

2. Landscape

- The design and layout of golf courses must have regard to the landscape.
- Woodlands, hedgerows and other landscape features are to be retained as far as possible.
- The topography of the site is to remain substantially unaltered.
- Buildings and parking areas must be sited and designed to minimise visual intrusion.
- Proposals must incorporate a comprehensive landscaping scheme.

3. Nature Conservation

- Nature conservation interests will be safeguarded.
- Proposals which would damage sites of special scientific interest or sites of nature conservation interest will not be permitted.
- Proposals should seek to enhance wildlife habitats and make provision for their management.

4. Public Access

- Proposals must seek to maximise opportunities for public access and enjoyment of the countryside, including the creation of new footpaths.
- Features such as picnic areas will be particularly welcome.

- The re-routing of public footpaths and bridleways will not be permitted unless public amenity is thereby maintained or improved.

5. **Accessibility**

- Proposals must be well related to the highway network and to public transport services.

6. **Historic Interest**

- Listed buildings, conservation areas and archaeological sites and features must not be adversely affected by golf course proposals.

7. **Golf Clubhouses**

- Golf clubhouses should be of an attractive design.

8. **Water Resources**

- Proposals should demonstrate that there will not be an adverse impact on water resources and should incorporate measures for the efficient use of water, including site storage for irrigation during dry spells.

APPENDIX 20 (Chapter 10, Policy C4)

Guidelines for Horse-related Development

Notes:

- 1) Proposals should be considered against these guidelines.
- 2) Planning permission is required for stable buildings except where they fall within the permitted development rights for buildings or enclosures within the curtilage of dwellings (see Part 1, Class E of the General Development Order), (see note at para 1.2 of Appendix 16). The Council will consider withdrawing permitted development rights where there is shown to be a particularly harmful impact on amenity.

1. Horses and Grazing

The keeping of horses outside an agricultural unit, or horses for non-agricultural purposes on an agricultural unit requires planning permission. A minimum of 0.4 ha per horse should be available for grazing plus separately fenced exercise area.

2. Sensitive Locations

Proposals for the keeping or stabling of horses in sensitive areas should make a positive contribution to the landscape.

3. Fencing and Hedges

Appropriate hedges with protective fencing and/or fencing will be provided and maintained.

4. Stables

- a) Stables and related buildings should be constructed to present a neat and tidy appearance and to be appropriate to their siting. Detailed consideration must be given to materials, landscaping and siting or grouping of buildings, i.e. near to agricultural buildings.
- b) The stable building, food/bedding stores and manure bay should be sited at a minimum distance of 30 m from the nearest dwelling house other than that occupied by persons responsible for the horses.

5. Drainage

Certain parts of the Borough are particularly sensitive to pollution of ground water, depending upon various factors such as the underlying geology and the proximity of boreholes supplying water. In any such sensitive area it is essential for stables to be connected to a main drainage system or cesspool. The Council will be guided by the advice of the National Rivers Authority in this respect. The drainage system should be fitted with suitable screening devices which will prevent the drainage system from becoming blocked by hay and straw.

The erection of stables without the provision for an effective system of foul drainage may be permitted when ALL of the following criteria apply:

- a) The stable would be situated on a predominantly rural area and sited sufficiently remote from other premises.
- b) The National Rivers Authority considers that there is no risk to pollution to ground water.
- c) The absence of a foul drainage system would not be prejudicial to health or likely to give rise to nuisance to persons occupying adjoining premises and land.

Erection of stables will only be permitted if provision for foul drainage meets the requirements of the local planning Authority as outlined above.

6. **Stable Management**

- a) Any scheme submitted to the Council for the erection of stables should include details of an area appropriately designed and sited for the reception of soiled bedding material.
- b) Burning of waste will not normally be acceptable.
- c) Planning permissions granted for the erection of stables in proximity to residential properties may be on a temporary basis in order to assess the effects of the development on the area. The renewal of such permissions will depend upon whether nuisances have been experienced by neighbours.

7. **Access and Parking**

- a) The provision of vehicular access in connection with stables should be of a standard that will allow vehicular movements in and out of the site to take place without endangering the free and safe flow of traffic on the highway.
- b) Minimum parking standards will be:
 - Horse keeping without stables: one surfaced space off the highway.
 - Non-commercial stables: one space per loose box.
 - Commercial units will be assessed individually.

8. **Riding Facilities**

The keeping or stabling of riding horses will only be allowed where there is access to bridleways or suitable riding facilities within a reasonable distance off the highway, e.g. a large paddock.

9. **Stables in Domestic Gardens**

In addition to general guidelines, any area set aside for the use of the horse(s) should be securely fenced so that no damage to adjoining property can be caused by the horse(s) and should be at least 21 m from any residential building situated on adjoining land.

APPENDIX 21 (Chapter 12, Policy B13)

Guidelines for Shopfronts and Advertisements

1. Shopfronts

- 1.1 The overall design of the shopfront and any advertising should take account of the individual character, appearance, massing and proportion of the building and of its location in the street scene.
- 1.2 Any existing traditional shopfront detail such as pilaster cornice, brackets etc should be retained and incorporated into the overall design of the new shopfront. Existing raked fascias with traditional signwriting should be retained where possible. This is particularly applicable within Conservation Areas where, in addition, new shopfronts should be designed, in traditional fashion.
- 1.3 The proportions, materials and colour of the shopfront, the extent and proportion of glazed areas and the siting of other features, for example, doors, is to be appropriate to the building. In particular the following will apply:-
 - (i) stallrisers should not normally be less than 0.45m high and constructed of a solid material,
 - (ii) large plate glass windows should be avoided by dividing them with mullions (and transoms) to reflect the proportions of the building as a whole,
 - (iii) door and window frames should preferably be constructed from suitable materials such as painted or stained timber, bronze, or matt black aluminium or other dark coloured metals. Within Conservation Areas, there will be a presumption against the use of other materials and on Listed Buildings or other buildings of particular character their use will not be permitted,
 - (iv) shopfronts should normally be surmounted by either a fascia board or the display of individual letters applied directly to the fabric of the building, depending upon the character of the building. Fascias should form an integral part of the shopfront and be related to its overall design.
 - (v) fascia boards should preferably be of traditional wooden construction. If modern materials such as perspex are used, particular care should be taken to ensure that their appearance compliments the building. Fascia boards should not obscure or butt up to the sills of the first floor windows, should not be out of scale with the building as a whole and should be finished at the top with a cornice or blind box,
 - (vi) traditional blinds should be retained where practicable and
 - (vii) security screens where necessary should be incorporated into the basic shopfront design rather than added on afterwards.

2. Advertisements

- 2.1 The display of advertisement material on shop premises should generally be restricted to fascia level. Such advertisements should be kept simple and uncluttered in the use of lettering and symbols. Proposals to list numerous products or services and 'sponsored' fascia signs are examples of advertisements which will be discouraged.
- 2.2 The blanket illumination of an entire fascia will normally be resisted and within Conservation Areas will not be permitted. Where internal illumination is required it should be restricted to individual letters by either fret-cut lettering or the use of a 'halo' effect with projecting letters. Alternatively, the external illumination of traditional sign-written fascias may be acceptable provided the external light source can be concealed from view, and appropriately directed.
- 2.3 Projecting signs should be confined to the frontage containing the shopfront, should not be situated above the fascia level and should not obscure any of the features of a traditional shopfront. Illumination of projecting signs should be by use of fret-cut lettering or by suitably placed spot lights.
- 2.4 The intensity of illumination of advertisements will be restricted to the maximum luminance appropriate to the advertisement's location as laid down by the Association of Public Lighting Engineers.
- 2.5 No other advertisement matter will normally be permitted on premises within Conservation Areas.
- 2.6 All redundant signs and brackets should be removed and any exposed areas made good in an appropriate manner.
- 2.7 No advertisement hoardings will be permitted within Conservation Areas other than in exceptional circumstances, for example to screen a site during the course of development, and will not normally be permitted elsewhere.
- 2.8 Where advertisements which do not conform to these guidelines have the benefit of deemed consent under the Town and Country Planning (Control of Advertisement) Regulations 1989, the Local Planning Authority will, in appropriate cases within Conservation Areas and elsewhere, use their own powers under Regulation 8 to issue a discontinuance notice.
- 2.9 In the case of listed buildings, particular care and sensitivity will be needed and will require the use of traditional materials.
- 2.10 Offices and other non-retail uses occupying former shops or comparable premises should comply with these guidelines.