



To: **Planning Reps**
From **Highways Development Management Officer**

Date 25th October 2021

Your Ref 20211169

Location 5 Brookside Road Istead Rise Gravesend Kent DA13 9JJ

This application requires careful consideration. At some stage the garage was converted to a study without it would appear the benefit of planning permission between 2009 and 2016 (Google Street View images), but it may have been permitted development.

However, this proposal increases the number of bedrooms from 3 to 4. Looking at car parking requirements, Gravesham Council uses Kent County Council SPG4, but this was updated by the highway authority with Interim Guidance Note 3 of the Kent Design Guide, Residential Parking and whilst not adopted by Gravesham Council, it better reflects the current approach to considering car parking requirements as it is recognised that applying maximum parking standards is not appropriate.

The guidance note indicates that in rural areas a four-bedroom dwelling should have a minimum of two parking spaces, plus there is a requirement in SPG4 which hasn't changed for the minimum provision of cycle parking, (not bicycle parking). The cycle requirement is one cycle per bedroom so an additional bedroom would result in the requirement to provide a cycle parking space.

In terms of the car parking requirement, the space in front of the garage is accepted as a parking space as it has been accepted as such in the past. However, any new space would have to conform to current standards. In Kent a standard parking space is 2.5 metres wide by 5 metres long, but these change under certain circumstances. When a parking space is adjacent to a raised boundary the width increases to 2.7 metres to ensure there is adequate space to open the door, which would usually borrow space from the adjacent area. The length increases to 6 metres in front of a door or gate that provides access to a property to ensure there is adequate pedestrian access/egress, particularly in an emergency. The highway authority's general requirements also include parking spaces should be perpendicular to the highway, as this improves the visibility for emerging drivers, which requires a widened carriage crossover. Any driveway should be constructed from a bound permeable material as gravel etc. can be dragged onto the highway where it becomes a hazard.

From the information submitted, I cannot ascertain if it is possible to provide suitable car parking. As such until some information is submitted, I can only suggest the application is refused.

Les Seaborn
Highways Development Management Officer



Google Street View October 2016 showing cars parked at number 11. Note the restricted pedestrian access to the property and the overhanging bonnet of the car parked in front of the garage.

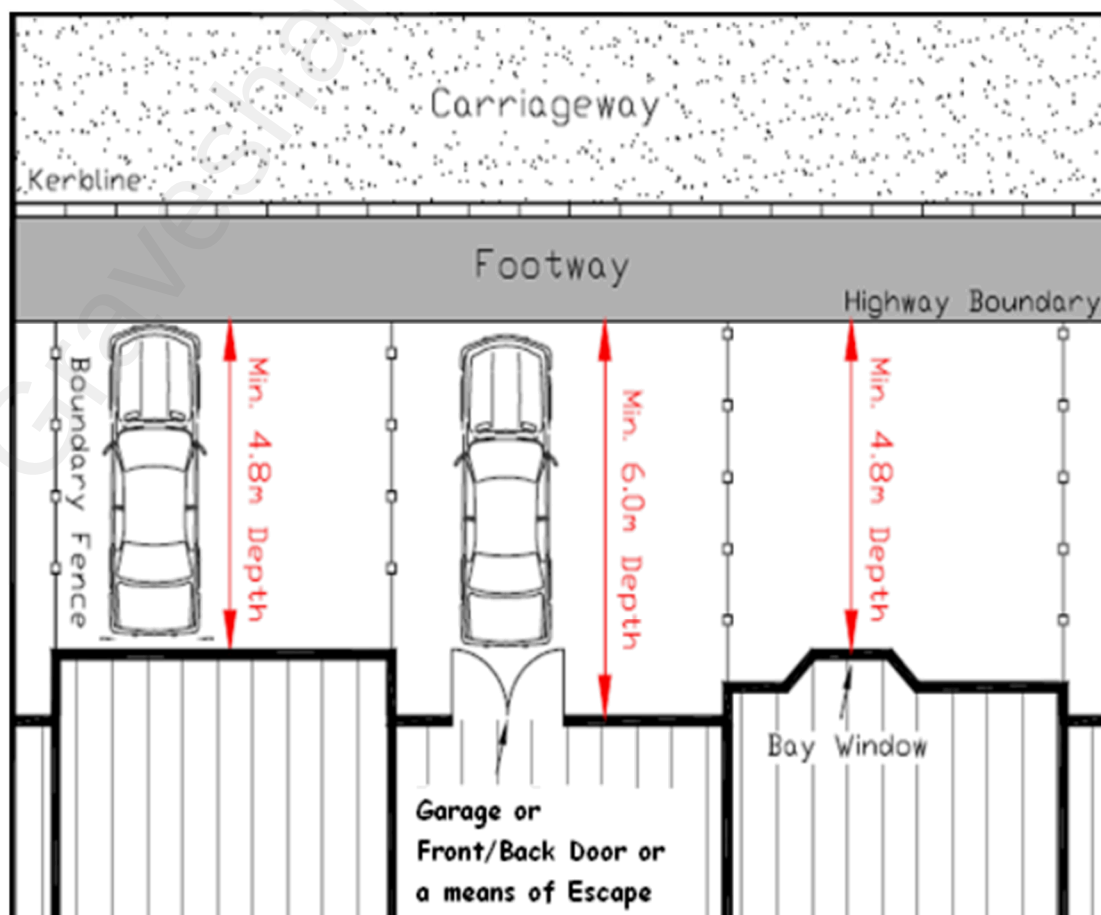
GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

Extract form Interim Guidance Note 3 Kent Design Residential Parking

- Or at least 6m long where the parking area is in front of a garage or door where adequate means of escape needs to be provided, like a front/back door, escape window etc. If you have any questions on the adequate means of escape please contact your local Kent Fire and Rescue Service, Safety Office.



The parking space must be:-

- At a right angle to the highway with the vehicle able to enter and exit the property in one movement.
- There must be no adjusting movements of a vehicle made on the highway when entering or exiting the property.

KCC Vehicle Crossing: - Guidance and Self Assessment

Minimum Cycle Parking Standards

Individual residential dwellings ⁽¹⁾	1 space per bedroom
Flats & maisonettes ⁽²⁾	1 space per unit
Sheltered accommodation ⁽²⁾	1 space per 5 units
Notes:	1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

KCC
Supplementary Planning Guidance SPG 4
Kent Vehicle Parking Standards
July 2006