



To: **Planning Reps**

Date 19th October 2021

From **Highways Development Management Officer**

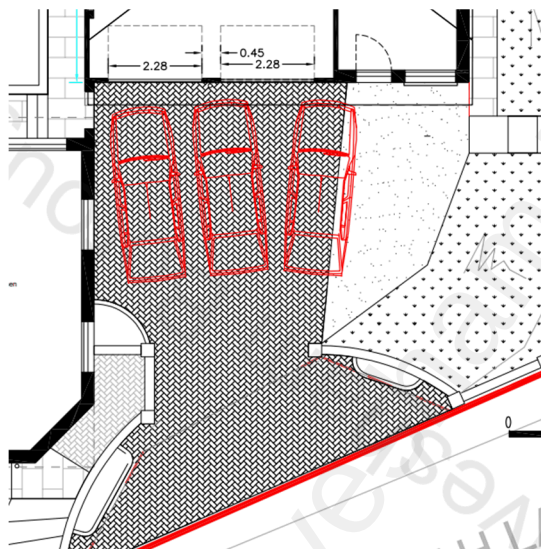
Application Number 20211236

Location;- 11 Norah Lane Higham Rochester Kent ME3 7EP

As presented I consider this proposal is unacceptable, as the annex can be used as standalone dwelling, as such it must be considered as a potential independent dwelling.

The proposal removes the garage from the existing property whilst creating its own car parking requirement. This results in a minimum requirement of three parking spaces which should all be directly accessible. The loss of the garage is concerning as this results in the loss of two existing parking spaces which may or may not be used, particularly when it is considered the garage was extended to provide a store to the side.

Three parking spaces are shown, but the space required extends beyond the existing blocked paved area and access is constrained by the existing gated access.



As such I do not believe the readily accessible requirement for all three parking spaces is met. I also note that the gates open outwards which is unacceptable in highway terms as vehicles have to wait on the highway whilst they are opened or closed. If they opened inwards which would be a requirement if agreement were possible, the gates would conflict with at least one of the parking spaces.



Google Street View October 2009.

The annex would also require a cycle (Not Bicycle) storage space, and as the building is proposed to be an annex, it is suggested that an adaptive cycle may be required. The space requirements for an adaptive cycle are contained in Local Transport Note 1/20 and requires a space 2.8 metres long by 1.2 metres wide, to accommodate the majority of cycles.

Table 5-1: Size and minimum turning circles of cycles

Type of Cycle	Typical length (m)	Typical width (m)	Minimum turning circle (m)	
			Outer radius	Inner radius
Cycle design vehicle	2.8 (max)	1.2 (max)	3.4 (max)	0.1 (min)*
				2.5m (3 and 4 wheel cycles)

The recommendation is therefore refusal as no readily accessible parking space can be provided and there is no provision for cycle parking to comply with the requirements of KCC's SPG4, of one cycle space per bedroom. Car parking requirements are defined in Interim Guidance Note 3 of the Kent Design Guide, Residential Parking, which whilst not adopted by Gravesham Borough Council, supersedes the requirements of KCC SPG4 (an adopted document) and better reflects current practice as it is considered maximum standards are no longer acceptable for residential parking.

Les Seaborn
Highways Development Management Officer

