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Gravesham Borough Council
Submitted via the planning portal

Wednesday 16 April 2025

Dear Sir or Madam,

RE: Grange Travel, Albion Parade, Gravesend, DA12 2RN, United Kingdom

I write on behalf of Grange Travel Coach Hire Limited, regarding their planning application for an extension to the existing workshop at Albion Parade, Gravesend, DA12 2RN.

The existing building, constructed in 2023, measures 25m deep by 12m wide, with an eaves height of 6.0m and a ridge height of approximately 7.1m. The extension is to measure 22.5m deep by 9.5m wide. The extension is to be clad in metal profiled cladding to the walls and roof to match the existing building. There is to be a single roller shutter door to the western elevation. The building will be used as additional workshop space for maintaining the applicant's fleet of vehicles, which operate from the site.

Grange Travel have been established for a number of years and operate primarily from the Albion Parade yard, which has excellent accessibility for London and the continental crossing points of Dover and Folkestone. The business has invested over £4m in their fleet in recent years and the extension is required to assist in the maintenance of the fleet.

The site is within the established industrial area. It is not within a Conservation Area nor is it close proximity to any designated or non-designated heritage assets. There are no environmental or landscape designations for the site and no Tree Preservation Orders on the site or adjoining land. The application is accompanied by a Flood Risk Assessment and no objection was raised by the Environment Agency to the previous application, subject to flood resilience measures.

Impact upon Amenity

The application is accompanied by a Noise Assessment, which accords with BS4142, prepared in conjunction with the recent construction of the existing building. The assessment concluded that noise levels are well below background noise levels, even when the roller shutter doors are left open. The area has an industrial character and the use of the land as a coach yard and workshop is considered a sensitive use relative to the locality. Bodywork repairs, paintwork and panel-beating are not carried out at this site. It is therefore considered that the proposal complies with Policy CS19 of the Core Strategy and paragraph 135 of the NPPF.

Impact upon the Highway Network

The proposal will not reduce the level of vehicle parking on the site as the building is for the covered storage and maintenance of coach vehicles which would otherwise be parked on the site. The site has an established access and the use of the land as a coach yard has been carried on for a substantial period of

time. It is not considered that the proposal would have a severe impact upon highway safety for consent to be withheld, as required by paragraph 116 of the NPPF.

Biodiversity Net Gain

Section 4 of The Biodiversity Gain Requirements (Exemptions) Regulations 2024 states:

“(1) The biodiversity gain planning condition does not apply in relation to planning permission for development which meets the first and second conditions.

(2) The first condition is that the development does not impact an onsite priority habitat.

(3) The second condition is that the development impacts—

(a) less than 25 square metres of onsite habitat that has biodiversity value (1) greater than zero; and

(b) less than 5 metres in length of onsite linear habitat.”

The development comprises the erection of a steel portal frame structure, as an extension to the existing workshop. The existing building and coach yard is in active use and is not suitable for accommodating priority habitats. The proposed building occupies an area of the yard currently used for the storage of vehicles and is paved. There is no loss of linear habitats such as hedgerows needed to facilitate the development. It is therefore considered that both conditions are met under s 4 of the Regulations for the development to be exempt from providing a biodiversity net gain.

It is therefore considered that the proposal will assist the vitality of an existing established business. The proposal raises no significant impacts upon neighbouring land uses, the highway network, nor will it lead to a higher risk of flooding. It is considered that the proposal complies with the development plan and the NPPF and should be granted consent.

Yours faithfully,



George Henshaw

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