

Planning Support Statement

On Proposals for:

**Roof Conversion
New Parking Facilities to Front Garden
Drop Kerb and Cross-over**

At

**241 Wrotham Road
Gravesend
Kent
DA11 7LL**

For

**Mr & Mrs Youens
241 Wrotham Road
Gravesend
Kent
DA11 7LL**

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1 Introduction

The following report is designed to provide relevant information for Planning Officers consideration to determine application for

1.2 Project Details

Project: 241 Wrotham Road
Nature: Loft conversion, new parking facilities and drop kerb and cross-over
Location: 241 Wrotham Road
Gravesend
Kent, DA 11 7LL

Client: Mr & Mrs Youens
Address: 241 Wrotham Road
Gravesend
Kent
DA11 7LL

Agent Details:

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1.3 Site / Existing Building

THE SITE Description:

Residential property within a predominately residential area with local shops, churches, school and businesses.

EXISTING BUILDINGS ON / ADJACENT THE SITE:

Residential with adjoining church

ACCESS TO THE SITE:

Access to the site will be via the front (main) elevation on the public highway.

PARKING:

On the public highway – no designated areas

SURROUNDING LAND / BUILDING USES

Surrounding land: Residential, with local shops / businesses
St Marys Church adjoins 241 Wrotham Road
St Georges Church of England School in close proximity

Building use: Residential

1.4 Overview of Proposed Development

The proposal aims to provide the owner with facilities that meets their current and further needs, to be achieved by the following means:

1. Loft conversion to provide additional sleeping accommodation
2. Provide parking facilities to the front elevation where currently none exists to allow off street parking to reduce parking on the public highway

1.5 Drawing / Document Register

Drawing Register

DWG Ref:	Rev:	Description	Scale
JMD-1207-B-010	P 1	Site Plan	1:1250 @ A 4
JMD-1207-B-020	P 1	Existing Block Plan	1:500 @ A 3
JMD-1207-B-030	P 1	Proposed Block Plan	1:500 @ A 3
JMD-1207-B-100	P 1	Existing Elevation & Cross Section	1:500 @ A 3
JMD-1207-B-110	P 1	Proposed Elevation & Cross Section	1:100 @ A 3
JMD-1207-B-120	P 1	Existing Plans	1:100 @ A 3
JMD-1207-B-130	P 1	Proposed Plans	1:100 @ A 3
JMD-1207-B-140	P 1	Existing & Proposed Cross Section	1:100 @ A 3
JMD-1207-B-150	P 1	Existing & Proposed Parking Arrangements – Front Elevation View	1:100 @ A 3
JMD-1207-B-160	P 1	Existing & Proposed Street View	1:100 @ A 3

Document Register

File Ref:	Description	Status
	Planning Support Statement	Rev: 01

1.6 Purpose of the Report

Purpose of the planning support statement is to:

- 1 Enhance living accommodation prospects for existing and future owners.
- 2 Identify and address concerns / objections raised from past planning applications
- 3 Justify proposed works

2 Relevant Planning History

2.1 Previous Application Details

Application	Description	Status	Date
20200346	Removal of front wall, creation of a dropped kerb, vehicular access and paved parking area to front of property	Refused	1 st July 2020

2.2 Previous Refused Applications

Overview

From reading past Delegated Reports, it would not be unreasonable to conclude that the concerns / objection raised falls into 3 main categories, namely:

- 1 Parking and highway issues
- 2 Failing to safeguard the amenity of future occupants and neighbouring properties
- 3 Design and impact on the street scene.

NOTE

Delegated Report based on desk top assessment only – no site visit

3 Planning Policy and Consideration

3.1 Development Plan & Planning Policies

In preparation of this application several policy matters were reviewed and considered.

Gravesham Local Plan Core Strategy (September 2014):

- CS 01 – Sustainable Development
- CS 02 – Scale & Distribution of Development
- CS11 – Transport
- CS 12 – Green Infrastructure
- CS 18 – Climate Change
- CS 19 – Design & Development Principles

Gravesham Local Plan:

- T 5 – Access to the Identified Highway Network
- P3 – Policy for Vehicle Parking Standards

Gravesham Local Plan: Local Plan: Supplementary Planning Document

- Householders Extension / Alteration Guidance – October 2021
 - Section 10: Extension and Alteration
 - Section 10.8: Roof Extension – Side Roof Extension
 - Section 10.9: Roof Extension – Rear Roof Extension

Gravesham Local Plan: Local Plan Informal Guidance 2023

- Front Driveway Guidance
- Dropped Kerb Guidance
- EV Charging Points – Permitted Development Guidance

Other material considerations

- National Planning Policy Framework (2023)
- Section 2 – Achieving sustainable development
- Section 12 – Achieving well-designed places Supplementary Planning guidance

KCC Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Residential Dropped Kerb Guidance and Self-Assessment – May 2023

4 Site Description and Surroundings

4.1 Site Description

241 Wrotham Road is a 3 bed semi-detached property, circa 1920 / 30s

4.2 Site Surroundings

The site is situated within an established residential area with local retail units characterized by mixed uses within a 15 minute walk. St Mary's Church adjoins the property with St Georges School close by. Service road to the rear of the property.

5 Scheme Proposals

5.1 Proposals

Loft conversion – to provide additional sleeping accommodation

New part gable wall / roof hip extension – required to provide new stairs / access to loft conversion

Dropped Kerb – to provide access onto to proposed new front garden vehicle parking

Parking area to front garden – required to provide off street parking

6 Impact and Justification of Scheme Proposals

6.1 Design, Character and Appearance

The application site comprises s semi-detached dwelling benefiting from a large front garden , mainly laid to lawn with a concrete path.

Front (East) boundary treatment consist of a stepped red brick dwarf wall, central height of the wall approximately 754 mm. (Refer to DWG 140 & 160)

Surrounding dwellings have a similar front garden arrangement, most having dwarf wall, grassed / soft landscaping together with asccess path.

Adjacent church has chain link fencing with overgrown hedge row along its front boundary.

Existing dropped kerbs exist at No's 237 and 186 Wrotham Road together with a dropped kerb serving both 190 and 188 Wrotham.

Directly opposite the application site there is another dropped kerb leading to garage doors which serves No 1 Hillingdon Road.

Vehicle access to No 1 New House Lane is via Wrotham Road, running parallel with the boundary separating 1 New House Lane and 219 Wrotham Road

From the access gates to St Mary's Church and the traffic light at the junction with Wrotham Road and New House Lane / Cross Lane West, approximately 125m there are 5 existing dropped kerbs / cross – overs for vehicle access onto front gardens.

Within the defined areas, as per previous paragraph, there is a mixture of soft and hard landscaping of various design and appearance together with a mixture of property types, all of which indicated that there is not a uniform appearance along the defined section of Wrotham Road

6.2 Proposed Scheme

Parking Arrangements: Proposed works is to cut back the existing boundary wall and introduce a new garden brick wall to the back of the proposed hardstand with soft landscaping. (Refer to DWGs 020, 030, 140, 150 & 160)

Property Design: Proposal is to form a new part gable wall / roof hip extension, required to provide new stairs / access to loft conversion (Refer to DWGs 100 to 130)

When view from Wrotham Road, proposed front elevation is not overbearing when related to the current / existing front elevation.

The type of roof construction is not dissimilar to other properties within 1.5Km of the application site, locations of similar roof construction:

17/ 19 & 25 Coldharbour Road	28/ 29 Kings Drive
9 – 1 Denis Road	41 Malvinia Avenue
17 – 23 Essex Road	18 Ridgeway Avenue
Harvest Lane – (New Development)	259 Singlewell Road
6 – 14 Kent Road	1 The Fairway

The existing footprint / roof design provides an internal floor to ridge of 2.7m which by association, creates a short ridge line, when view from Wrotham Road.

By forming the proposed new gable wall / roof extension allow for the proposed accommodation to be created within the loft area while providing easier access into the loft space via a new stair without the need to utilizing an existing first floor room.

By not extending the ridge line and forming the part gable wall, there would be insufficient space to incorporate any form of usable space without considerable height restriction due to the existing short ridge line and forming new access into the roof void without compromising an existing first floor room.

Gravesham Local Plan: Local Plan: Supplementary Planning Document: Householders Extension / Alteration Guidance – October 2021, Section 10.8 states:

'Roof extension, such as Dormers windows or box extension which project out from from the roof slope, should be used where there is a need to enlarge the usable floor space within aloft or where they are more characteristic of the area.'

Section 10.8 further states:

'Extensions and alteration to roof should be set away from the gables, hips, eaves and ridge of a property and follow the guidance below:'

- **Height:** *Should be lower than the existing ridge line.*
- **Massing:** *Should not wrap around two-sides of a hipped roof unless in special circumstances where it can be justified; this will be judged on a case to case basis Dormers should not overwhelm the roof slope within which they are to be placed, being sited well clear of the roof edges and eaves.*
- **Alignment of Windows:** *Should include window positions and design which reflects the position, design and character of windows to the lower levels of the host building*
- **Details:** *Large blank facades on Dormers can have an overbearing appearance and will not generally be acceptable.*

- **Unbalancing:** *If proposing a hip to a gable roof extension, this should not interrupt or unbalance the pattern of roof form visible from the street.*

Section 10.9 states

'Whilst in many instances, rear roof extension can be undertaken without permission under permitted development, these can and have had a harmful effect on roof spaces. When assessing planning application, a high standard of design shall be required. Rear roof extension and alteration should be set away from the gables, hips, eaves and ridge of a property and follows the guidance below:

- **Height:** *Should be lower than the existing ridge line, and the original ridgeline treatment should be retained.*
- **Massing:** *Should not wrap around two-sides of a hipped roof unless in special circumstances where it can be justified; this will be judged on a case to case basis Dormers should not overwhelm the roof slope within which they are to be placed.*
- **Alignment of Windows:** *Should include window positions and design which reflects the position, design and character of windows to the lower levels of the host building*
- **Details:** *Large blank facades on Dormers can have an overbearing appearance and will not generally be acceptable.*

We would suggest that the part pitch / flat roof construction, when combined with the proposed part gable / extended roof has the following benefits:

1. Allow for the proposed layout within the loft space.
2. The part pitch / flat roof construction to the rear / side elevation minimized the 'massing' appearance and impact of the rear of the proposed box roof extension.
3. Proposed height of the rear roof box extension s below the ridge line, again minimizing the visual impact of the proposed rear rood box extension
4. With regard to the roof box extension, window size has to be in compliant with the Building Regulation – Approved Documents – size: 20% of floor space.

Size of the proposed windows are in compliant with the Building Regulation; sized and sighted to be balance within the loft extension without overpowering the visual aspect.

Attempting to enlarge the windows or kept to one large window would have the detrimental effect of 'unbalancing' the proposed roof extension and may not be in compliance with the Building Regulation.

The adjacent church has a hedge along the shared boundary with 241 Wrotham Road, which is to be managed by the Church.

Although the Delegated Report associated with planning application 20200346 states:

As such, there is a degree of uniformity to front boundary treatment, however the more accurate description would be 'mixture of treatments' given

'As such, there is a degree of uniformity to street scene whereby the front gardens are enclosed and other vegetated in nature'.

We would suggest that the more accurate description would be 'mixture of front boundary treatments' when both side of the road associated with the application site is taken into consideration.

We suggest that the design, character and appearance of the proposed development is not harmful or detrimental to the surrounding street scene, indeed the opposite affect – further enhances character and appearance of the street scene which is and will always be a developing environment that should be encouraged to meet the current and future needs of the local residents.

As such, we suggest that the design, character and appearance of the proposed development would not be detrimental to either 241 or 239 Wrotham Road, St Mary's Church nor the wider environment and would be in compliance with:

- Policy CS 19 of the Gravesham Local Plan
- Gravesham Local Plan: Local Plan: Supplementary Planning Document: Householders Extension / Alteration Guidance – October 2021, Sections 10.8 and 10.9

6.3 Highways & Street Parking

Kent County Council: Supplementary Planning Guidance (SPG 4) – Kent Vehicle Parking Standards July 2006 states and set out the maximum vehicle Parking Standards as follow:

'Use Class C3 covers dwellings for occupation by single persons or families, shared accommodation where up to 6 persons live together as a single household.'

Maximum Vehicle Parking Standards	
Property Size	Car Parking Spaces
1 Bedroom	1 space per dwelling
2 & 3 Bedroom	2 spaces per dwelling
4 Bedroom	3 spaces per dwelling

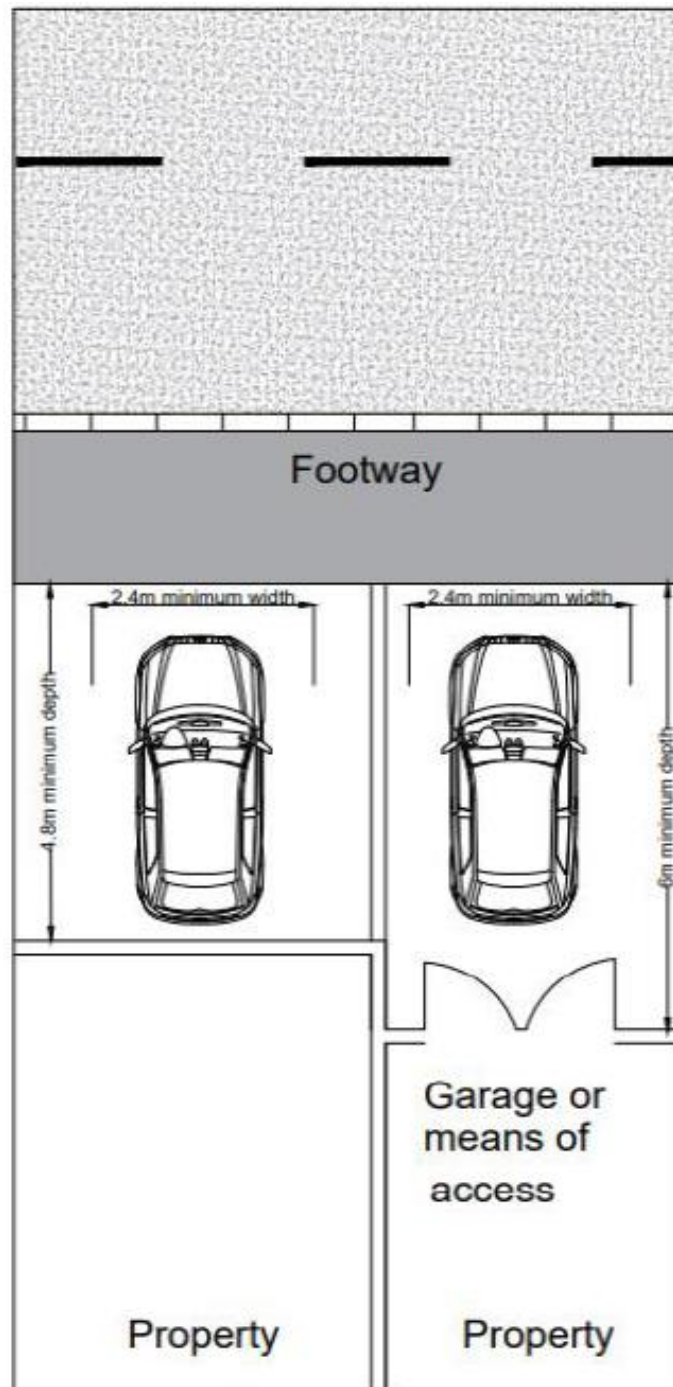
Proposed development forming a 4 bedroom property require 3 parking spaces.

Kent County Council: Residential Dropped Kerb Guidance and Self-Assessment – May 2023 gives the minimal measurement required as:

Minimum Measurements for Off Street Parking		
Position of Vehicles	Width (min.)	Depth (min.)
A - Perpendicular		
Area at right angles to the road	2.4 meters	4.8 meters
B- Perpendicular with access point		
Parking area in front of access doors or garage	2.4 meters	6.0 meters
C - Parallel		
Parking area parallel to the road	6.0 meters	3.0 meters
D- Parallel with access point		
Parking area parallel with road	6.0 meters	4.2 meters
E – Separate Entrance and exist		
Driving on and off the parking area	15.0 meters	4.2 meters

For the purpose of the proposed development – only items A and B is applicable.

Following diagram is taken from Kent County Council: Residential Dropped Kerb Guidance and Self-Assessment – May 2023 Paragraph 3: Do you have enough parking / hardstanding space on the property.



Proposed parking arrangement for 'off-street parking at the application site exceeds the minimal requirement for space allocation while providing walking / separation space between vehicles.

Proposals allows for a minimum of 4 drop and 2 tapers kerbs for perpendicular parking. With the existing drop kerb associated with St Mary's Church, there's are 'special circumstances' where one trapper kerb can be omitted and substituted with addition drop kerbs to marry up with the previously mention existing drop kerb at St Mary's Church.

6.4 Alternative Parking

To the rear of the property this is an existing garage with a designated rear service road. However, with no lighting and previous developments to garages limits access and by association, the size of the vehicle with can access the service road to use the garage.

It is noted that the in the Delegated Report associated with previous application reference 2020346 makes reference to Planning Guidance Note (PGN) 6 – Vehicle access on classified highways has been superseded by GBC Supplementary Planning Documents and informal guidance.

Kent County Council (KCC) - Highway Services

It is also noted in the aforementioned Delegated Report KCC response was:

'Whilst I have concerns that granting of consent to this access would create a precedent and may be followed by other similar application, there is no justification in recommending refusal of this application since there is an existing access to the adjacent church with 'Keep Clear' markings and further dropped kerbs north along this section of road.'

With PGN 6 no longer application, the proposed design for the cross-over and off-street parks we suggest complies with

Gravesham Local Plan: Local Plan: Informal Guidance

- Driveway Dropped Kerb Guidance
- Front Driveway Design Guidance
- Electric Vehicle Charging Points

Gravesham Local Plan:

- T 5 – Access to the Identified Highway Network
- P3 – Policy for Vehicle Parking Standards

KCC Planning Guidance

- SPG 4 - KCC Parking Standards (2006)
- Residential Dropped Kerb Guidance and Self-Assessment – May 2023

6.5 Neighbouring Aamenities

Attached to 241 Wrotham Road is 239 Wrotham Road. With both properties benefiting from long front gardens, the proposed works would not cause any adverse overshadowing or overbearing impact to the current and future residents of 239 Wrotham Road

Adjoining 241 Wrotham Road on its south boundary is St Mary's Church. There already existing a drop kerb, however this is insufficient for their needs – Refer to Appendix A

Proposed works would benefit both 241 Wrotham Road and St Mary's Church by:

- 1 Providing additional space during the day for funeral vehicles to park adjacent the dropped kerb instead of having to stop either a distance from the church's access gate or 'double parked' on Wrotham Road
- 2 Current and future occupants of 241 Wrotham Road allow for off street parking. This would facilitate installation of EV (Electric Vehicle) charging points.

As such, proposed works would not be detrimental to either 241 or 239 Wrotham Road nor St Mary's Church and would be in compliance with Policy CS 19 of the Gravesham Local Plan

6.6 Surface Water Run-off

Delegated Report – associated with application 20200346 dated 30th June 2020 states:

"The hard surfacing of front gardens leads to increases in the flow of surface water to the sewer system"

The above statement is no longer applicable as the proposed off street parking area has a 3 degree slope away from the public highway.

With drainage channels / surface water egress point incorporated into the proposed new garden walling, surface water would be proposed soft landscaping to the new garden wall and naturally seep into the ground.

As such, proposed developments can be considered as being in compliance with Policy CS 18 of the Gravesham Local Plan

6.7 Any Other Material Planning Consideration

The application site, 241 Wrotham Road, is located within the buffer zone of historic landfill (Woodlands Avenue) thereby gives potential for ground contamination.

However, given the limited scope of the proposed works does not increase the risk of sources of ground contamination.

The application site is also within a SSSI Impact Risk Zone, however, given the limited nature of the proposed works, off street parking facilities are within an existing residential garden in an established residential urban area, it is considered that there would be no adverse impact to nature conservation or geological interests.

The application site is located in Groundwater Source Protection Zone 2. Given the limited nature of the proposed works, it is considered that there would be no adverse impact to groundwater.

6.8 Loss of Public Benefit / Space layout / Significant Harm

It has been shown that the proposed development allows for off street parking plus the installation of electrical charging points which removed 'on-street' parking while benefiting St Mary's Church by increasing the size of parking for funeral vehicles.

benefit the easy access for both able and non-able person to gain access into the property together with full use of the ground floor living accommodation while not affecting the overall internal character of the property.

We would suggest that this document shows that the proposed layout facilitates modern living for both the current and future owners without increasing the overall footprint of the property.

We would suggest that the visual impact of proposed design does not significantly harm the either the character, appearance, or the street scene and therefore proposed works are not detrimental to the local area.

7.0 Justification for the Proposed Works.

7.1 Amendment to Previous Application – Hardstanding & Dropped Kerb

The conclusion and recommendation as stated in the aforementioned Delegated Report can be subdivide into 3 comments, namely:

- 1. 'The proposed would have no adverse impacts to resident's amenity, to surface water run-off, groundwater, nature conservation or geological interests and would cause no adverse contamination issues.*
- 2. However, the proposed development would be detrimental to highway safety and to the character of the surrounding street scene*
- 3. It is considered that the positive aspects of the proposals do not outweigh the negative features and as such, planning permission should not be granted*

From the Case Officers comments, there concerns and reason for refusal were items 2 and 3.

With regard to item 2 - Highway Safety.

With the suspension of PGN 6 and that KCC highways stated on the previous application 2020346 that they (KCC) had no justification in refusing the original parking proposal under application 2020356. ,

The 'new' proposed development under this application goes further in that proposed development complies with KCC minimal space requirements and provided the required parking spaces.

With the front boundary wall cut back and reduced in height to NE 600 mm provides the sightlines from 241 Wrotham Road which complies with KCC standards, sightlines extended further when the existing drop kerb to St Mary's Church is taken into consideration.

Wrotham Road is classified as an 'A' road which is relatively busy at peak time, less so during the day although it is one of the main throughfares into Gravesend center.

There is on-street parking in the vicinity of 241 Wrotham Road, more so overnight, reducing during the day, however the on-street parking has a detrimental effect on traffic flow in the vicinity of the application site.

By slightly reducing the on-street parking outside the application site by approving the proposed development helps traffic flow. With the existing signal controlled junction and 2 Nr bus stops all helps to limit the speed of traffic.

The Delegated Report may the assumption that vehicles would also reverse of the hardstanding to front garden(s)

It's far more likely that vehicles will reverse on to their hardstanding, thereby increase the safety aspect of pulling off the drive – the size of the proposed parking arrangements adds to the safety factor give the overall size of the dropped kerb when the existing drop kerb at St Mary's Church is taken into consideration.

Gravesend Local Plan – Informal Guidance: Driveway Dropped Kerb Guidance states:

'Classified Roads:'

'The Council supports proposals that can be achieved safely and without detriment to the character of the area'

With PGN 6 superseded by GBC Supplementary Planning Documents, previous constraint within PGN 6 no longer applied.

As demonstrated, proposed drop kerb / parking provision can be achieved safely and without detriment to the character of the area, thus we would suggest complies with the 'Classified Road' statement above together with Gravesend Local Plan – Informal Guidance: Driveway Dropped Kerb Guidance.

With regard to item 3 – Weighting of Design

The aforementioned Delegated Report, with regard to the refused application for a crossover / hardstanding, recognized and acknowledged the positive aspect of the previous parking arrangement design. application

Therefore, it would not be unreasonable to conclude that the concerns / objections of the proposed works as raised in the aforementioned Delegated Report associated with planning application 2020346 have been comprehensively addressed.

7.2 Proposed Floor Plans / Loft Conversion

Proposed floor plans to the first and loft spaces provides residents with their required accommodation, achieved by the construction of a gable wall and existing the existing roof.

Although the proposed design forms a hip to gable extension, given the distance the property is set back from the road, not overlooked when viewed from the south and west (Refer to DWGs 010 to 030), does not adversely impact on the symmetry of the hoist property and give that there are similar roof designs locally does not impact on the character of the the surrounding area.

We are of the opinion that the proposed works to the property are in compliant with Gravesham Local Plan – Supplementary Planning Document: Householders Extension / Alteration Design Guide.

7.3 Alignment with Council Objectives:

In line with the council's objectives of promoting better lifestyles, flexible approach to planning and acknowledgement of future needs pressures within the build environment, and by addresses the negative aspect of road safety / appearance (As defined in the Delegated Report associated with planning application 2020346) we are of the opinion that the proposed development complies with Gravesham Local Policies, Supplementary and Informal Guidance together with Kent County Council parking standard and residential drooped kerb guidance as defined in Chapter 3 - Planning Policy and Consideration .

By approaching and addressing planning policies / guidance not only supports the sustainability of the proposed works but also 'future proof' the property for current and future residents also contributes to the overall character and appearance of the property and local area.

8 Conclusion

Therefore, I would humbly ask that the matters be considered not by assertion of generalised assumptions or non-evidenced likelihood's and where appropriate the proposals be looked at in the wider context of the modern, fundamentally changing world we now live in and will do so from now on..

Additionally, the proposed works encourages and allows for installation and use of electric vehicles within the curtilage of their property – installation of single EV charge points to lamppost is not a long term solution, only sustainable approach is to allow off street parking combined with EV chargers.

With the raised concerns / objection of the Delegated Report associated with planning application 2020346 comprehensively addressed, my client is of the opinion that there is no gain in not supporting the proposed works.

By not supporting the proposed works greatly limits the properties potential to provide a suitable living environment that meets the needs of todays and future modern living.

Indeed, the proposed works is a natural progression to the property's history in that changes have been implemented to meet the needs and requirements of residents as and when required.

We trust that you are in agreement in that concerns and objections have been satisfactorily and sufficiently addressed to allow the proposed works to be approved in full.

St Mary's Church Wrotham Road Gravesend



From Janet Twine - Churchwarden

Contact: email twinekenya@me.com Or Mobile 07758504826

For the attention of the council planning department.

I am writing on behalf of St. Mary's Church PCC. We met on 13/09/23 and discussed the neighbours intention to apply for off road parking. We decided to support their application unanimously when they were ready to apply. There follows the reasons we thought it would be beneficial also to us.

We have had parking issues, at the front of the church for some years. In the past as parking got busier we applied for a keep clear zone by the gate to allow for the temporary parking of a hearse, during funerals, the brides wedding car, disabled person's drop off point, or to unload a delivery. One was provided and worked well. More recently (a few years ago) resurfacing of the road was done and afterwards the zone markings were not initially replaced. This was rectified soon afterwards by contacting those involved. However when the markings were replaced the size of the zone shrunk in length. We now have more and more vehicles parking outside the church, including some that have their wheels over the lines of the zone at times. This means that we have had instances when a vehicle has been unable to get into the space left.

1. We had at least one funeral when the hearse had to stop in the middle of the road blocking traffic in order to get the coffin out. You might think the zone is big enough but it does not allow for the removal of a six foot coffin from the rear of the vehicle.
2. We had a motorised wheelchair user who had to be dropped off in the middle of the road blocking traffic because there was insufficient space at the rear of the vehicle for the chair to exit the lift platform. This caused the person to be so upset that they stopped attending the regular event they were attending.
3. A wedding car just about managed to fit in the space to drop off the bride, but had to move the vehicle immediately afterwards because they would have prevented a legally parked car from being able to move. They struggled to find somewhere to put it and then had to wedge it back in when the happy couple were about to leave.

We have some assorted cones which we try to put out the night before a funeral, this is sometimes helpful, but some ignore them. More recently we had a large funeral where we knew there would be problems so we contacted the council to ask for a no parking request. This meant contacting both Gravesham and Kent county councils, permission was obtained but no cones available. We purchased the correct cones and placed some polite laminated notices on them to give the reason. This worked but took a lot of time, effort and expense in order to achieve.

The benefits of extending the drop to join with the neighbours would be:-

1. No car could legally park in front of their drop while a vehicle is parked off road. This would act add an extension of our keep clear zone as the space between the two properties would not be big enough for a car.

2. A hearse could use the extra space to unload a coffin with more dignity.
3. An ambulance or disabled persons vehicle could park up and safely take on or drop off someone.

We hope that these things will be taken into consideration for the off road parking application. We always endeavour to inform our neighbours when we have an event, like above, which may need a bit extra space. They are always willing to help if possible, but it is not always their vehicle which is parked outside their house.

Kind regards,

Janet Twine. Churchwarden

Appendix B - Photographs

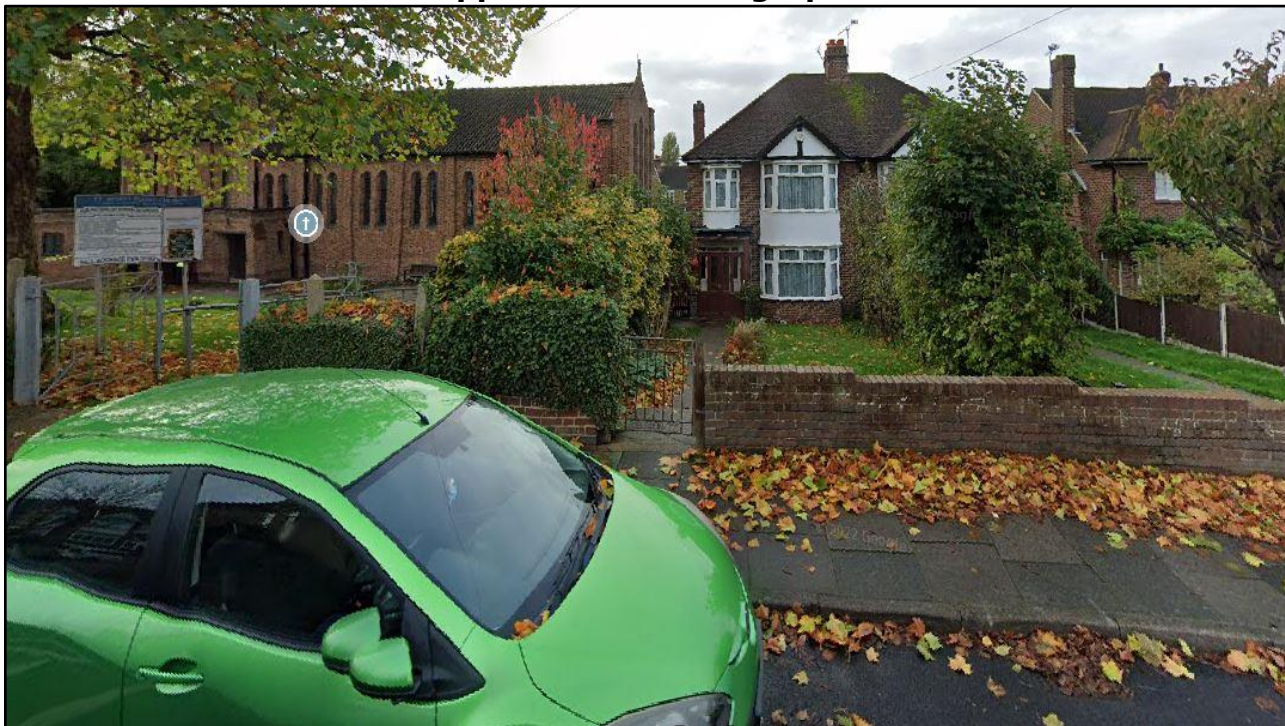


Photo 1
Front elevation view from Wrotham Road. **NOTE:** Distance property is set back from Wrotham Road.



Photo 2
Typical parking in front of 241 Wrotham Road and St Mary's church access gates



Photo 3
Reverse angle of Photo 2



Photo 4
2 Nr Existing parking provision across from 241 Wrotham Road (Refer to DWG 010 to 030 for location).



Photo 5
Existing dropped kerb opposite 241 Wrotham Rd / St Mary's Church. NOTE: Telegraph pole to L/H side of photo = telegraph pole as seen in photo 4 (Refer to DWG 010 to 030 for location).



Photo 6
Typical space left form funeral vehicles and shown association to the proposed dropped kerb at 241 Wrotham Road – See photo 7



Photo 7
Typical space left from funeral vehicles and shown association to the proposed dropped kerb at 241 Wrotham Road – See photo 6



Photo 8
Existing relationship between drop kerb associated with St Mary's Church and proposed dropped kerb at 241 Wrotham Road



Photo 9

View of garage associated with 241 Wrotham Road, located within service road from properties situation on Wrotham Road and Meadow Road, presumed to be the property of Gravesham Borough Council. (Refer to DWG 010 to 030 for location).



Photo 10

View taken from service road showing second access point from Meadow Road. (Refer to DWG 010 to 030 for location).



Photo 11
View taken from service road showing restrictive access between existing garages – looking towards access point No 1 from Meadow Road. (Refer to DWG 010 to 030 for location).



Photo 13
Front elevation view of first and roof level



Photo 14
General view of front elevation / roof line



Photo 15
General view of rear elevation / roof line