

**MC/25/0659**

**Date Received:** 27 March 2025  
**Location:** 56 Darnley Road, Strood, Rochester Medway  
**Proposal:** Formation of a crossover from Dart Close to the rear garden of 56 Darnley Road.  
**Applicant**  
**Agent**  
Mr R Dormer  
Town and Country  
Mr Alistair Burgess Unit 6  
Strasbourg Street  
Margate  
CT94JJ  
United Kingdom  
**Ward:** Strood West  
**Case Officer:** Joshua Odell  
**Contact Number:** 01634 331700

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**Recommendation of Officers to the Planning Committee, to be considered and determined by the Planning Committee at a meeting to be held on 14 January 2026 .**

**Recommendation - Approval with Conditions**

- 1 The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:

Received 27/03/2025:  
Proposed Plans and Elevations and Section.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The proposed parking area shall not be brought into use until it has been formed from permeable surfacing materials or has provided with drainage arrangements within the site to ensure no surface water is discharged onto the highway. The drainage arrangements provided shall thereafter be retained.

Reason: To manage surface water in accordance with Paragraph 182 of the NPPF.

**For the reasons for this recommendation for approval please see Planning Appraisal Section and Conclusions at the end of this report.**

### **Proposal**

The application seeks permission for the formation of a crossover from Dart Close to the rear garden of 56 Darnley Road. This would require the replacement of part of the rear fence with a new double timber gate to gain access to the new hard surfaced parking area within the rear garden.

The proposed parking area would, in part, replace the soft landscaping to the rear with a hardstanding sloping to local land levels and framed by wall plinth upstand to exposed edge.

The proposed rear hardstanding measures 6.0m deep x 4.0m wide.

The proposed vehicle crossover measures 0.5m deep x 4.0m wide onto an unclassified road.

### Summary information

<b>Hardstanding</b>	<b>Proposed</b>
Max depth	6.0m
Max width	4.0m
<b>Vehicle crossover</b>	<b>Proposed</b>
Max depth	0.5m
Max width	4.0m
<b>Fence and gate</b>	<b>Proposed</b>
Max height	1.8m

### **Relevant Planning History**

N/A.

### **Representations**

The application has been advertised by individual neighbour notification to the owners and occupiers of neighbouring properties.

**10** letters have been received raising the following objections:

- Increased strain/loss of on-road parking provision within Dart Close.
- Highways safety from interference with turning circle.

- Highways safety/impediment to pedestrian crossing from Tamar Drive.
- Increased traffic from within Dart Close.
- Congestion of Dart Close.
- Restricted access of emergency/service vehicles.
- Social isolation of residents.
- Out of character of the area.
- Disruption from construction of works if implemented.

## **Development Plan**

The Development Plan for the area comprises the Medway Local Plan 2003 (the Local Plan). The policies referred to within this document and used in the processing of this application have been assessed against the National Planning Policy Framework 2024 (NPPF) and are considered to conform.

The Emerging Local Plan has been agreed by Full Council for Reg 19 publication, consultation and has now been submitted under Regulation 22 to the Planning Inspectorate for examination. The policies within this version of the emerging plan have weight in the determination of planning (and associated) applications. However, due to the nature of this proposal, the stage of the emerging Local Plan, the existence of relevant adopted Policies in the Medway Local Plan (2003) and guidance in the NPPF it is considered that the proposal falls to be considered with regard to the adopted policies and guidance in the NPPF.

## **Planning Appraisal**

### *Background*

56 Darnley Road is a two-storey, end-of-terrace property located within the urban area of Strood. To the front, the property fronts an area of grassed public amenity land and is accessed via a pedestrian pathway. To the rear, the property supports a single storey rear projection and a private garden amenity.

The wider street scene is characterised by residential properties encompassing two-storey terraces houses. The properties in the vicinity of No.56 front onto grassed public amenity land to the front, and back onto a rear access road of Dart Close. Some dwellings support detached garages that front onto this rear access of Dart Close as well as use it for parking provision. To the front, the dwellings are often reliant upon on-street parking provision and bays sited upon the pavement of Darnley Road. The dwellings of Dart Close are solely served by a pedestrian walk/alleyway to their fronts and the rear access of Dart Close.

### *Design*

The soft landscaped character of the rear garden amenity of the property is predominantly retained in the proposal. However, views of the development are

available from within the rear access of Dart Close, and as such would have some impact on the character of the area. Nonetheless, some of the properties which back onto Dart Close do accommodate rear access and garages such that the proposed crossover and associated gated access would not appear out of character. Moreover, the rear character is otherwise retained and typical of a residential area.

Although the proposed crossover is within the dimensions set out by highways, the highway of Dart Close is not a classified road, and as such, the vehicle crossover itself is not subject to planning.

The proposed development complies with Policy BNE1 of the Medway Local Plan 2003 and paragraphs 131 and 135 of the NPPF.

#### *Amenity*

Due to the nature and siting of the proposal in relation to the adjoining neighbours and tracking of the sun there would be no impacts in terms of daylight, sunlight, outlook and privacy.

The hardstanding would not be above or beyond that which is expected within a residential area, as it only accommodates a single vehicle parking space, and fronts upon an unclassified road and cul-de-sac, which would not experience the same stresses as a through road.

Vehicles within Dart Close would likely operate at a low speed and although the proposed vehicle crossover may result in the loss of on-street parking, it is not considered to interfere with the turning circle at the end of the cul-de-sac nor pedestrian access from Tamar Drive.

The proposal complies with the amenity objectives of Policy BNE2 and paragraph 135 of the NPPF.

#### *Highways*

Although the proposed crossover is within the guidance set out by highways, the highway of Dart Close is not a classified road, and as such, the vehicle crossover is not subject to planning.

The proposed dimensions of the rear hardstanding can accommodate a single off-street parking space (4.8 deep x 2.4 wide) and as such would not result in any vehicle overhanging the highway.

Vehicles within Dart Close would likely operate at a low speed and although the proposed vehicle crossover may result in the loss of on-street parking, it is not considered to interfere with the turning circle at the end of the cul-de-sac nor pedestrian access from Tamar Drive.

A condition is recommended to ensure the proposed hardstanding is formed of permeable material or provided with suitable on site drainage arrangements to ensure surface water does not flow onto the public highway.

It is considered that the proposal would not result in harm to the highways function or highways safety. Therefore, no objection is raised on highways grounds, and the proposal would be in accordance with Policies T1 and T13 of the Local Plan and paragraph 116 of the NPPF.

### **Conclusions and Reasons for Approval**

The proposed development would not detract from the overall character and appearance of the host dwelling or street scene of Dart Close and would retain a significant amount of private garden area. The proposed parking space does not raise any highway issues although it may impact on on-street parking on Dart Close, while alleviating some pressure on Darley Road.

The proposal is in accordance with Policies BNE1, BNE2, T1 and T13 of the Medway Local Plan 2003 and paragraphs 116, 131 and 135 of the NPPF.

The application would normally be determined under delegated powers but is being referred to Committee due to the extent of the representations received expressing views contrary to the recommendation.

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### **Background Papers**

The relevant background papers relating to the individual applications comprise: the applications and all supporting documentation submitted therewith; and items identified in any Relevant History and Representations section within the report.

Any information referred to is available for inspection on Medway Council's Website <https://publicaccess1.medway.gov.uk/online-applications/>