

The planning portal is not working, I have tried all day to submit an objection comment. Please can my objection comment below be added to this planning application:

I wish to formally object to Planning Application 20260864 on the grounds that the proposal would have an unacceptable impact on highway safety, parking provision and traffic movements, creating increased risks for local residents and placing further strain on an already constrained section of the local highway network.

The proposed development of two large four-bedroom dwellings, in addition to a proposed reconfiguration and extension to the existing dwelling is likely to generate a significant increase in vehicle ownership and daily vehicle movements. However, the parking provision appears insufficient for developments of this size. As a result, there is a substantial risk that occupants and visitors will rely on on-street parking within Chalk Road, and surrounding roads.

This area already experiences considerable parking pressure. Vehicles are regularly parked along kerbs due to a lack of available parking space, reducing the effective width of the carriageway and making vehicle movements increasingly difficult. Any additional overspill parking generated by the development would exacerbate these existing issues and place further pressure on local infrastructure.

A particular concern is the restricted width of Chalk Road. In several locations the road is not sufficiently wide to comfortably accommodate two larger vehicles passing each other, especially where vehicles are parked on-street. This issue is already evident with buses, delivery vehicles and other large vehicles travelling through the village. Additional on-street parking would further reduce the available carriageway width and increase the likelihood of congestion, vehicle conflict and unsafe manoeuvres.

Residents regularly witness buses experiencing difficulties along this section of Chalk Road. In the vicinity of the proposed access, buses and larger vehicles frequently have to slow significantly, stop, give way or manoeuvre around parked vehicles. On occasion, buses are required to partially mount the pavement in order to pass through restricted sections of the road. This creates obvious risks for pedestrians, including children walking to and from school, elderly residents and those with mobility difficulties. Any increase in parking demand or vehicle movements would only worsen these existing problems and increase the risk to the wider community.

The proposed access road itself raises significant concerns. It appears to be designed to the minimum acceptable width and does not appear capable of accommodating the safe passing of two vehicles travelling in opposite directions. This could lead to vehicles having to wait within the access road or reverse manoeuvre to allow others to pass. More concerningly, vehicles waiting to enter or leave the site could result in traffic backing up onto Chalk Road. This would introduce an additional hazard at a location where such risks do not currently exist and could create unnecessary conflict between through traffic and vehicles accessing the development.

The proposed access is also located close to the junction of Chalk Road and Rochester Road and near the transition between the A226 and the 30mph section of Chalk Road. Residents have longstanding concerns regarding vehicle speeds through the village, with many vehicles approaching from the A226 at excessive speed before entering the lower-speed residential area. Introducing additional turning movements at this location would inevitably increase the likelihood of driver conflict and road safety concerns.

Furthermore, the visibility splays shown for the proposed access appear woefully inadequate for the nature of the road and the traffic conditions experienced in this area. Given the proximity

to the speed transition, existing parking pressures and the volume of passing traffic, there is serious doubt as to whether drivers exiting the development would have sufficient visibility to safely observe approaching vehicles. Equally, approaching motorists may have insufficient opportunity to react to vehicles turning into or emerging from the new access. This issue would be further compounded by any overspill parking associated with the development.

The likelihood of overspill parking is particularly concerning because parked vehicles could create dangerous blind spots, obstruct sightlines and reduce visibility for drivers, pedestrians and cyclists. Such parking would further narrow the available carriageway width and increase the potential for conflict between cars, buses, commercial vehicles and emergency service vehicles.

When considered together, the inadequate parking provision, restricted road width, existing parking pressures, speeding traffic, frequent difficulties experienced by buses, the apparent inability of the proposed access road to accommodate two-way vehicle movements, and the inadequacy of the proposed visibility splays demonstrate that the development would place an unacceptable burden on the local highway network.

The National Planning Policy Framework requires developments to provide safe and suitable access for all users. In this case, the proposal fails to demonstrate that safe access can be achieved without creating additional risks to residents, pedestrians, cyclists and motorists. I therefore respectfully request that Planning Application 20260864 be refused on highway safety grounds.

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