

To: **Planning Reps**
From **Highways Development Management Officer**

Date 22nd June 2022

Your Ref 20220654

Location Priesthood, Priestwood Road, Meopham, Gravesend Kent

This proposal raises several questions, not all of which may be a planning consideration.

1. There is an existing access and whilst it fails to meet current guidance it exists and it is doubtful that a two bedroom dwelling would result in a significant increase in traffic.
2. The nature of the proposal, appears to suggest that the adjacent field adjacent to the development site will lose its vehicle access and become land locked.
3. Kent County Council's Interim Guidance Note 3, Residential Parking of the Kent Design Guide, suggests that in rural areas on average two bedroom properties should have 1.5 spaces per unit. Given on street parking is not viable in this area due to the width of the carriageway, I consider it appropriate for two parking spaces should be provided, one for the resident and the second for a visitor.

GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible

4. The distance from the highway is almost 50 metres, which is considerably above the recommended distance of 25 metres in the Kent Design Guide and as such I would expect an onsite turning provision.

Vehicle Turning Considerations

- large service vehicles should not be expected to reverse more than 40m
- refuse vehicles should not be expected to reverse more than 20m
- pantechnicons should not be expected to reverse more than 60m
- cars and smaller service vehicles should not be expected to reverse more than 25m.
- designers should note that poor provision for parking of large vehicles will affect accesses.

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5. Given the distance of the dwelling from the highway and the fact the access is on the inside of a bend, it would be desirable for delivery vehicles to park onsite and able to leave and join the highway in forward gear in the interests of highway safety. The drawings suggest that egress/access to and from the north is constrained and provision for delivery vehicles would need to be proven by swept path/tracked drawings if this were an application, as would any onsite turning provision for a suggested 12 metre rigid lorry, which should also include the requirements of a fire engine, although in this case the appliance only needs to get within 45 metres of the property and a maximum reverse of 20 metres is permitted and this can be achieved within the current proposal.
6. Not a highway issue and not mentioned in the submission is how foul water drainage will be accommodated. If there is a main sewer then it is not a problem, but any local solution would require a tank and some form of soakaway or drainage field which would have to be within the site. If there is a tank (Septic Tank or Cesspool) then access will be required by a tanker to remove waste products from a cesspool of liquid and solids as opposed to sludge for the septic tank. A tanker would have to be able to access the site and park off street and get within 30 metres of the tank. Access and egress from the site would have to be proven for a suitable sized tanker as would any on site turning facility. Note British Water guidance for a two bedroom property suggests the design load would be 4 x 150litres per day or 18000 litres every 30 days. This would require frequent visits if a cesspool is used with a small tanker, perhaps fortnightly or less frequent, but with a significantly larger vehicle at less frequent intervals



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Table of Loadings for Sewage Treatment Systems

Per person / activity / day (unless otherwise specified)	FLOW	BOD	Ammonia as N
	(Litres)	(Grams)	
DOMESTIC DWELLINGS (Grams)			
Standard residential	150	60	8
Mobile home type caravans with full services	150	60	8

7. To comply with the requirements of SPG4, two secure cycle parking spaces should be provided.
8. The site is remote and cannot be considered to be in a sustainable location.

Given the information supplied, if this were a planning application, I would consider a refusal would be appropriate. Inadequate parking, no onsite turning facility, no details on foul water drainage, the property is not in a sustainable location, no provision for cycle parking.

Les Seaborn

Highways Development Management Officer

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