

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

Date 6th December 2022

Application Number 20221187

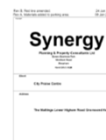
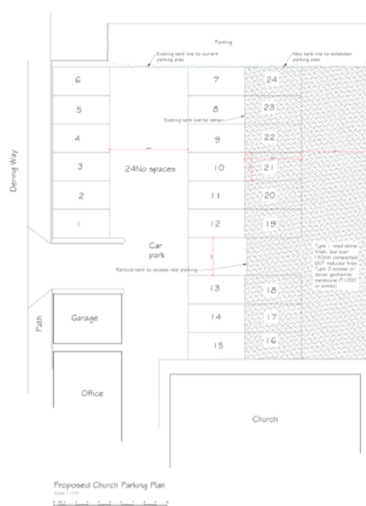
Location;- The Maltings , Lower Higham Road, Gravesend, Kent DA12 2LY

This application is complex and relies on parking being available at the applicant's other property and the use of North Kent College car park for which they have a written agreement to use on a Sunday, but there is no agreement that the Council has to insist on this parking being provided.

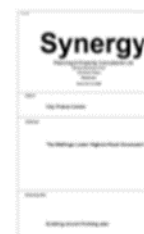
So first should the existing property have a blue line or even be included within the red line as its car parking is being used to serve both properties.

Secondly the use of the college car park is not secure, it seems to be on a short-term lease arrangement which could cease at some future date. The survey data shows that at its maximum usage on the 11th September some 77 car parking spaces in use at the college with 19 at the camp and 32 at The Maltings giving a total requirement of 128 spaces against a secure provision of 16 shown on the drawing but 24 stated in the Travel Survey and Plan at the camp and 31 at The Malting, so a secure provision of 47 minimum to 55 spaces maximum.

However, comparing the drawings between the existing layout and that approved under application 20180056 there is a difference in car parking availability.



Approved 20180056



Current application as existing.

So, there is a significant shortfall of car parking provision if the College were to cease their agreement, and this would result in displacing the cars to on street parking on a Sunday. Ideally the College's agreement should be formalised with a legally binding undertaking that the Council can enforce, but this is most unlikely to occur as it places restrictions on the college. But if the College were to cease its agreement the following needs to be considered.

Both Lower Higham Road and Dering Way or single carriageway roads with no Sunday waiting restrictions, except at the roundabout. Whilst car parking may be possible on one side of the road, there is a risk that pavement parking would occur to the detriment of pedestrian passage and/or parking occurs on both sides of the road to the detriment of the free flow of traffic and potentially pedestrians.

At the current time it must be remembered that Dering Way provides the only means of access including emergency access to the land to the north and Lower Higham Road provides a major link between Gravesend and the villages of Chalk and Higham and the surrounding area, although in this case alternative routes are available.

To be acceptable if the college ceased their agreement, I believe the applicant should fund the provision of No Waiting at Any Time restrictions on one side of both Dering Way and Lower Higham Road, from the roundabout at their junction to a point some 250 metres north of the car park access to the City Praise Centre along Dering Way and to western boundary of 51A on Lower Higham Road.

In addition, as this proposal results in a change of use and any other occupier could be a significant traffic generator, I would recommend that the permission is restricted to personal use of the Church Group.

The introduction of waiting restrictions, are I believe a Kent County Council matter and they would have to carry out the legal process to consult on the introduction of any new restrictions as well as mark them as appropriate. This process cannot be guaranteed but the applicant would have to fully fund the works irrespective of the outcome. The cost of these works could however be deferred until such time as the Church is given notice to quit the college car park as the existing arrangements will suffice.

Les Seaborn
Highway Development Management Officer