



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

Date 4th November 2021

Your Ref 20211121

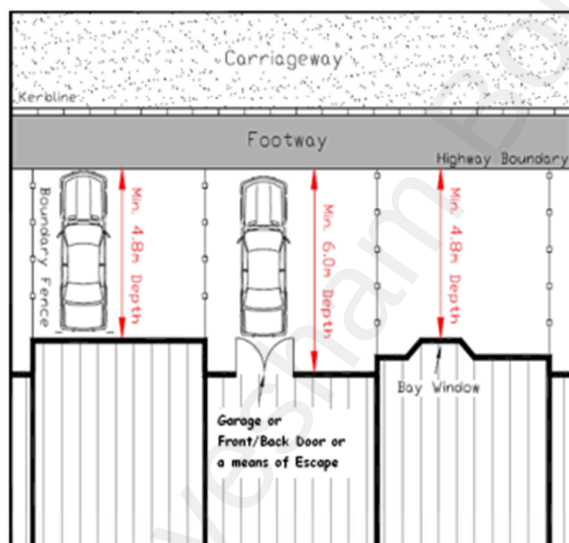
Location 1 Codrington Gardens Gravesend Kent DA12 5DB

I find this application confusing as the property has a carriage crossover and parking in the front garden, but the installation does not confirm to the requirements of the highway authority.

1 Is there enough space in your garden?

No part of a vehicle parked within your property may project on to or over the highway. The vehicle access crossing may not be used as a parking area and no part of it is exempted for the purpose of footway parking. In order to comply, the parking space must be:-

- at least 4.8m long between the back of the pavement or property boundary (the face of any wall, fence or hedge for example) and the front of your building.
- Or at least 6m long where the parking area is in front of a garage or door where adequate means of escape needs to be provided, like a front/back door, escape window etc. If you have any questions on the adequate means of escape please contact your local Kent Fire and Rescue Service, Safety Office.



Vehicle Crossing Guidance and Self-Assessment v8 2
www.kent.gov.uk October 2018

The parking space must be:-

- At a right angle to the highway with the vehicle able to enter and exit the property in one movement.
- There must be no adjusting movements of a vehicle made on the highway when entering or exiting the property.

The above extract is the Kent County Council publication;

Vehicle Crossing: - Guidance and Self Assessment

https://www.kent.gov.uk/data/assets/pdf_file/0004/27688/Vehicle-crossing-pre-application-guidance.pdf

The Design and Access statement also shows the carriage crossover with the access not having the benefit of pedestrian visibility splays and the drive appears to be constructed from loose stone, but possibly a bound gravel. If the drive is in loose stone, both are not acceptable in highway terms as the lack of a pedestrian visibility splay puts pedestrians at risk, whilst a loose stone construction runs the risk of materials being dragged onto the highway.



Design and Access Statement Photo.

I do note however there are similar short drives further along the road.

Looking at the application. The Kent County Council publication; Vehicle Crossing: - Guidance and Self Assessment states that carriage crossovers should be a minimum of 10 metres from a junction

“4. Distance from road junctions

If the location of the proposed crossing is closer than 10m to a road junction it would create a serious hazard and the application will be refused. This dimension may be increased to 15m on major roads or near to busy junctions. If the property is situated directly on the junction of two roads, it will generally be safer to situate the access on the minor, side road. Accordingly you may be asked to amend your proposals to comply with this requirement.”

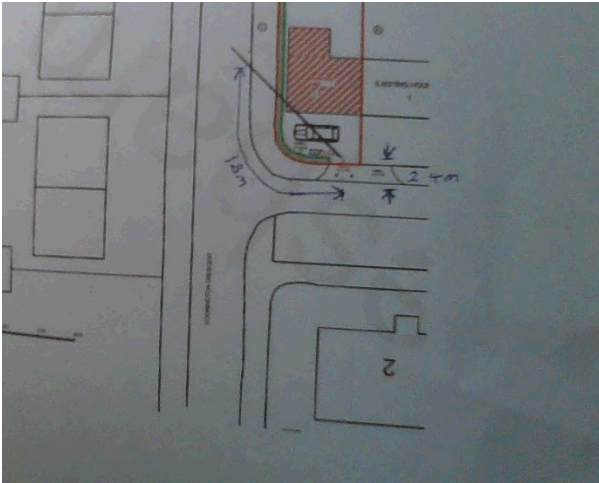
The proposed extended crossover is considerably closer than ten metres. In addition being a new property its parking provision should conform to current guidance, which requires the parking to be perpendicular to the highway

“The parking space must be:-

- At a right angle to the highway with the vehicle able to enter and exit the property in one movement.”***

In addition vehicular visibility splays would be required which may be less than those required for 30mph speed limit due to the speed limiting corner radii towards the through traffic section of

Codrington Gardens. Assuming 15mph, the sight line requirement would be 18m along the kerb line from the centre of the access with a set back of 2.4 metres for the initial point, it is possible that meeting such a requirement would require the repositioning of the proposed dwelling.



Approximate sight line requirement, (apologises for the quality of the drawing).

As presented I would recommend refusal, as the proposed carriage crossover and parking area does not meet the requirements of the Highway Authority and as such cannot be provided. This in turn means the property does not benefit from off street parking, which whilst not in contradiction to Gravesham Borough Council's guidance is in conflict with The Highway Authority's adopted guidance, which postdates Gravesham's SPG and better reflects current practice of not setting minimum car parking provision at residential dwellings.

Les Seaborn
Highways Development Management Officer