

Site: 107 Vale Road, Gravesend
Prepared by: DM
Approved by: DM
Date: 5 June 2025

1.0 Response to Comments Raised

- 1.1 This highway technical note has been prepared on behalf of Frankham Projects Ltd. in respect of a proposal to demolish an existing two-bed residential dwelling and the subsequent construction of a four-bed dwelling at 107 Vale Road, Gravesend, DA11 8DB.
- 1.2 This highways note responds directly to comments raised as part of the application submission by Kent County Council (KCC). This relates to the acceptability of the proposed car parking layout as well as achievable visibility splays at the proposed crossover.

Car Parking Provision

- 1.3 The proposals include one car parking space, which meets with the aims of the National Planning Policy Framework (NPPF) in reducing the attractiveness of car ownership/travel. The site is located close to regular bus services as well as a variety of amenities (including a college, Sainsbury's food store and leisure centre), suggesting that future residents will not be reliant upon a car for everyday needs or to travel for commuting purposes.
- 1.4 Pre-application discussions were held with Gravesham Borough Council. The pre-application advice suggested that a single parking space and associated crossover may be more appropriate than a wider crossover serving two parking spaces (which was originally proposed at pre-application stage). As such, the layout has been amended further to the pre-application advice to provide only one car parking space. The response from KCC therefore conflicts with the advice of the local planning authority in respect of both car parking provision and visibility splays.
- 1.5 As set out in the supporting highways technical note, based on Census data, close to half of those dwellings in the surrounding area own one car, with a further 42% owning either two or three cars. In all probability a 4-bed dwelling in this location may own two cars. The existing two-bed dwelling will however also generate parking demand, which based on the above may be one car. However the above census data relates to all dwellings and therefore it is equally possible that both the existing and proposed dwellings will own one car or indeed both own two cars. The difference is negligible and unlikely to result in any change to the nature of parking demand on surrounding roads.
- 1.6 The provision of the crossover will result in the effective loss of one car parking space on-street. However this is counter balanced by the provision of a dedicated car parking space on-site. In the event that the proposed dwelling only owns one car, then all demand would be catered for off-street. The new parking space will benefit from electric charging provision.
- 1.7 Paragraph 112 of the NPPF states:
- "If setting local parking standards for residential and non-residential development, policies should take into account:*
- a) the accessibility of the development;*
 - b) the type, mix and use of development;*
 - c) the availability of and opportunities for public transport;*
 - d) local car ownership levels; and*

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles. ...”

- 1.8 The site is located in a suitable location to promote non-car travel to amenities and offering scope for residents to use public transport. EV charging will be provided on site, whilst the above review of census data shows how there is unlikely to be any difference between the existing dwelling and the proposed dwelling in respect of car ownership.
- 1.9 On balance therefore, it is considered pertinent to provide one car parking space on site.

Visibility at the Proposed Crossover

- 1.10 Manual for Streets (MfS) guidance includes a formula for calculating appropriate visibility splays at an access junction based on vehicle speeds. In calculating visibility splays, MfS States that:

A minimum 'X' distance of 2 m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.”

- 1.11 The 'X' distance is shown as extending to 2.0 metres which is considered appropriate when considering the following:
 - ▶ The access junction will attract a negligible level of traffic flow (circa 2-3 departing movements a day); and
 - ▶ The low volume of traffic and speeds past the site.
- 1.12 It is relevant to note that an 'X' distance of 2 metres was specifically requested as part of the original pre-application advice, which reflects the KCC crossover guidance that was relevant to the scheme prior to being updated in April 2025 (which now only references 2.4 metres). However the new guidance does refer to Manual for Streets, which as noted above allows for the X distance to be reduced to 2 metres.
- 1.13 In addition to the above, parked cars on-street adjacent to the site would mean that drivers naturally edge out into the carriageway regardless, suggesting that the use of a 2 metre X distance has no effect on the ability for drivers to edge out into the carriageway in a safe manner.
- 1.14 The drawing attached as **Appendix A** illustrates an amended parking space and resultant visibility which no longer shows the visibility extending into the carriageway. This is despite parked cars on-street meaning that approaching vehicles will no be close to the edge of carriageway.
- 1.15 The local context is also relevant; many properties in the immediate surrounding area do not benefit from appropriate visibility; indeed many properties fail to provide pedestrian visibility due to the height of any frontage walls/vegetation. This has not based on evidence shown on Crashmap.co.uk resulted in any recorded incidents or injuries occurring near to the site. On balance therefore the inclusion of a 2.0 x 43 metre visibility splay is considered safe and suitable.

Summary

- 1.16 On this basis the proposal as shown is considered suitable in highways terms when considering the location of the site and scale of proposal.

Appendix A

Revised Visibility Splay

C:\Users\ford\Motion\StaffSite - Fpvale 2407100\Drawings\2407100-03.dwg



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

Legend

— Visibility Splay

P04	Revised Issue	EF	DM	DM	23/05/2025
P03	Updated Site Layout	EF	DM	DM	09/09/2024
P02	Updated Site Layout	DR	DM	DM	20/08/2024
P01	First Issue	DR	DM	DM	12/08/2024
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Client:
Frankham Projects Ltd

Project:
Vale Road, Northfleet, Gravesend

Title:
Visibility Splays at Site Access

Scale: 1:500 (@ A3)

Drawing:
2407100-01

Revision:
P04