

27 January 2025

Planning Application Reference: GB/20241109

Project Reference: FTP/2501/12

Response to Kent County Council Comments dated 16 January 2025 in relation to the conversion of Dene Holm House, Dene Holm Road, Northfleet, Gravesend, Kent from former residential care home into 23 x self-contained flats.

Introduction

A Transport Statement (TS) and Travel Plan (TP) were prepared by Cottee Transport Planning on behalf of the applicant to support the proposals for a change of use of Dene Holm House in Northfleet from a former care home to 23 self-contained flats. Kent County Council (KCC) as the Local Highway Authority have provided a request for additional information prior to providing a recommendation to the application.

This response will address each of ECC's requests in turn to demonstrate that the development proposals will not result in any harm to the surrounding highway network.

Access

ECC confirm that the existing access points from Dene Holm Road and Tensing Avenue are acceptable and are satisfied that the required visibility splays can be provided and secured by condition.

ECC have requested that 2m x 2m pedestrian visibility splays should be provided at each of the accesses. The pedestrian visibility splays have been shown on the plan attached at **Appendix A** to demonstrate that these can be achieved within land under the applicant's control, or highway land.

Bollards have been proposed at the existing Tensing Avenue access to reduce the effective width from 6.5m to 5m to ensure that the 2m x 2m pedestrian visibility splay is maintained.

The additional five spaces proposed from Everest Close are new and will be located on land which currently consists of a small area of hard-standing and grass. The plan attached at **Appendix A** shows the maximum achievable visibility splays from the end spaces in both directions. With the exception of visibility to the right (varies between 2.4m x 12m – 22m) visibility splays of 2.4m x 25m (20mph design speed) are achievable in all directions.

If considered necessary, visibility to the right can be increased to 2.4m x 25m by removing a small section of the existing fence and vegetation within the site.

Everest Close is lightly trafficked and vehicle speeds are low. The proposals result in the effective widening of Everest Close to 6m in front of the parking spaces which provides an additional passing place for surrounding highway users where there currently isn't a passing place available.

Car Parking

KCC have confirmed that the overall parking provision is acceptable and in accordance with the Kent Residential Parking Standards (IGN3). KCC have requested provision of a revised plan numbering the parking spaces associated with each dwelling and marking which spaces are allocated to visitors.

The amended parking layout plan is attached at **Appendix A** and numbered in relation to each dwelling with 1 & 2 bedroom flats having one allocated parking space and 3 bedroom flats having 2 allocated spaces each. It should be noted that there are no visitor parking spaces proposed on-site.

KCC have noted that there does not appear to be a 6m aisle width to the rear of spaces 12-16 (now spaces 8-9 & 16-18) which are located at the front of the site. This is correct, these are the existing spaces at the front of the building which are in an echelon arrangement meaning that the requirement for a full 6m aisle width is not necessary. The existing spaces function in an acceptable arrangement as demonstrated in the image below from Google Street View and as demonstrated by the swept path assessments contained within the Transport Statement which have been undertaken using a large family SUV type car.



Figure 1: Google Street View Image (2018)

KCC have noted that there does not appear to be a 6m aisle width to the rear of spaces 27 – 31 (now spaces 3, 14, 22-23) which are accessed from Everest Close. This understanding is incorrect, the parking spaces are set-back within the site to ensure that a 6m aisle width is provided in front of the spaces. An extract including the measurements between the parking spaces and the existing kerb is attached at **Figure 2** below. Furthermore, the swept path assessments included within the Transport Statement detail that these spaces are accessible for a large family SUV type car.

KCC have requested for swept path assessment of space no.11 (now space no.8) to be provided as it could be difficult to access with a large car parked in the space to the rear. Swept path assessment of space no.8 has been undertaken using a large family SUV type car and is shown at **Figure 3** below.



Figure 2: Measurement Extract



Figure 3: Swept Path Assessment – Large Family Car – Space No.8

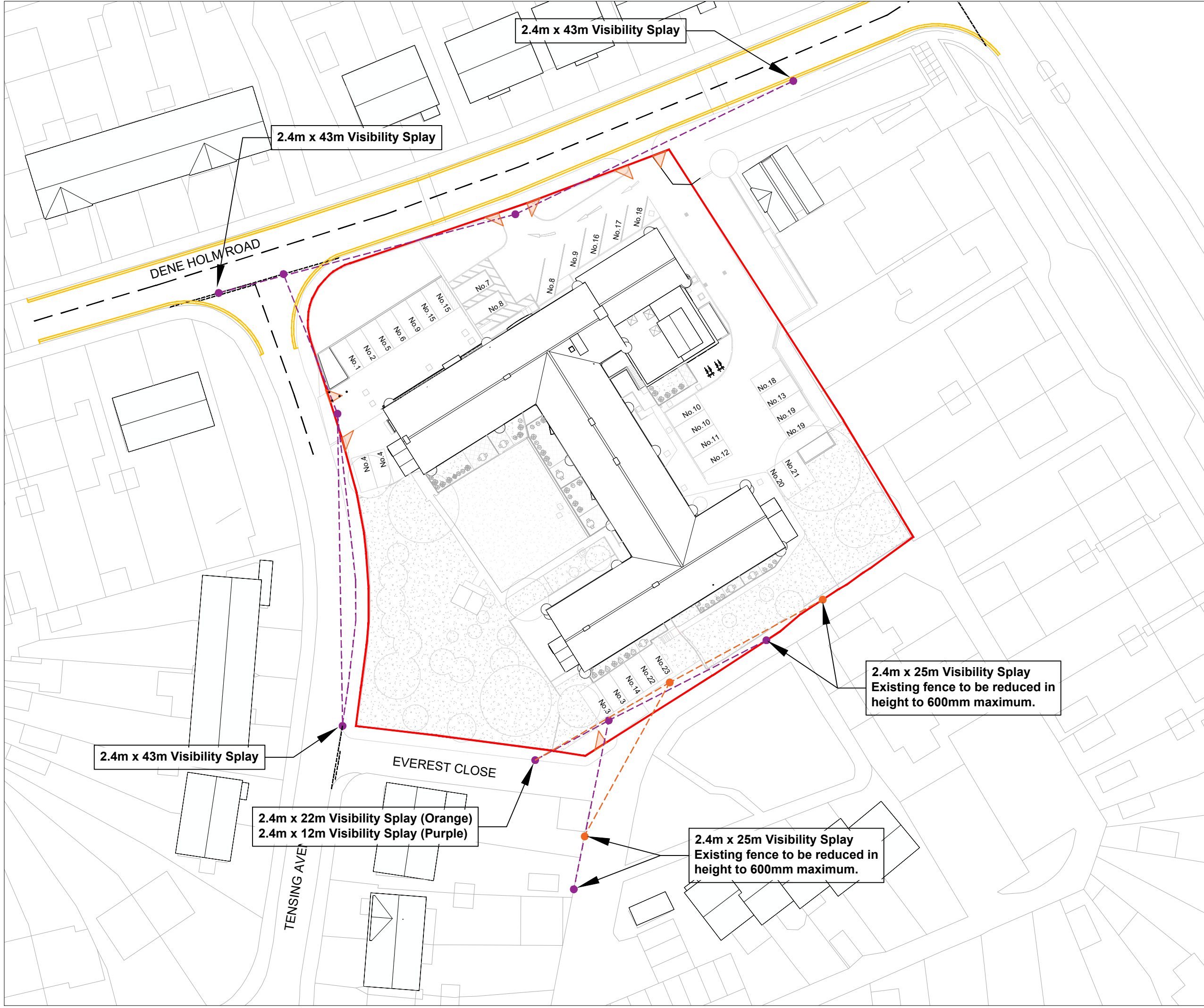
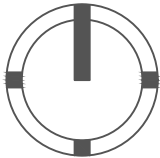
Cycle Parking

KCC have recommended that the cycle parking should be more evenly distributed within the site to make it easily accessible for all residents and visitors. Unfortunately, there is insufficient space at the front of the site to accommodate a cycle store and a cycle store on the western side of the building would require an additional pedestrian / cycle entrance from Tensing Avenue which would require the removal of existing trees or hedges. The proposed residential cycle store will be covered and secure.

The location of the visitor Sheffield stands has been reviewed and these have been relocated as shown on the plan attached at **Appendix A** to avoid any conflict with a vehicle exiting space no.19.

APPENDIX A

AMENDED CAR PARK LAYOUT PLAN



KEY:

- Indicative Red Line Boundary —
- Visibility Splays
*As noted on plan - - - - - -

NOTE:

Based on OS base.
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Client

ANCHORAGE PROP LTD

Project

**DENE HOLM HOUSE, DENE
HOLM ROAD, NORTHFLEET**

Title

PROPOSED SITE ACCESS

Drawn	A FIRMIN	Checked	AF
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Scale	1:500 @ A3	Date	JAN 2025
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Drawing No.	2501/12 - 02 RevA
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