

Harwinder Binning
C/O PJB Planning Ltd



By email

1st Floor Millers House The
Maltings
Stanstead Abbots
Hertfordshire SG12 8HN

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27th May 2025

Dear Sir or Madam,

Highways Technical Note – East Court Farm, Church Lane, Gravesend, Kent DA12 2NL

EAS has been appointed to provide transport planning input to support an application for 7no. glamping pods at the above address.

Pre-Application comments were received in April 2024 which in terms of Highways matters stated:

Should this proposal become an application the applicant will have to address some issues to determine its suitability.

1. Visibility along Church Lane at the access, the road is subject to a 60mph speed limit.

This would suggest at the access visibility along Church Lane should be 203m x 2.4m x 203m. However, given the nature of Church Lane it is doubtful, but not impossible that vehicles would be travelling at 60mph, given the relative straight of the road.

To the north any sight line improvement should be within the gift of the applicant, but this is not the case to the south. The available options would appear to be either discuss with Kent County Council revoking the derestriction traffic order, which would result in a speed limit of 30mph by default as a system of street lighting exists, or carry out a speed survey over a couple of weeks to determine the speed of vehicles and then select the appropriate visibility requirements using Manual for Streets. If visibility cannot be improved at the access to reflect the speed limit/measured Speed, with the increase of use of the junction due to the glamping site, any proposal to develop the site would be met by a recommendation of refusal based on highway safety.

I note crashmap.uk does not show any recent accidents along Church Lane, but this does not mean it will not change with a new use being introduced. Please note, the use of mirrors is not accepted as a means of providing visibility. They can be broken, or obscured due to weather conditions such as frosting or water droplets.

2. Even with package treatment works for the foul drainage, there will still be a need for occasional visits by tanker to remove accumulated sludge. These vehicles will need to be able to turn on site so they may enter and leave the highway in forward gear as well as get within 30metres of the tank holding the sludge to permit its removal. Whilst the 30metre approach may be possible at northern treatment plant, this does not appear possible at the southern one and the pipes would have to pass outside the red line land, but within the blue line site boundary. The applicant will need to demonstrate there is adequate on site turning for a tanker with appropriate maximum reversing distances (suggested 20metres maximum reverse, the same as a fire appliance in Building Regulations) and tankers can get within 30metres of the package treatment plants.

3. Despite the applicant stating provision will be made for the parking of cycles, I see no such provision.
4. I note the suggestion that the site is within a 10minute walk of bus stops, but given the nature of Church Lane and the fact it is necessary to cross the A226 either on leaving or returning, this is unlikely to be an attractive pedestrian route. It would be better for a welcome pack highlighting local taxi/car hire operators etc. for those wishing to travel primarily by public transport to site.
5. I note the suggestions regarding on site lighting, but any planning application should have submitted a detailed design, which includes consideration of any impacts on local fauna and flora, particularly if bats are recorded in the area. See The Institution of Lighting Professionals Guidance Note 08/23 Bats and Artificial Lighting at Night. <https://theilp.org.uk/publication/guidance-note-8-bats-and-artificial-lighting/>
6. In terms of car parking I note there appears to be 12 bedrooms, so eleven parking spaces does not meet the suggested parking provision of one space per bedroom plus one for visiting staff/maintenance contractors, which would require 13 spaces. Also, the parking layout makes no provision for someone with a visibility and access to the footpaths from the parking area is restricted by vehicles parking immediately adjacent to the footpath, this needs to be redesigned.

Responses to each of these matters is provided below.

1. Visibility onto Church Lane

As suggested by the local highway authority, it is proposed that existing 60mph speed limit would be reduced to 30mph (by revoking the derestriction traffic order, returning to the default 30mph given the presence of streetlights).

It is proposed that this matter can be secured via condition.

2. Access by Sewage Tanker Vehicle

It is understood that tanker vehicles used to remove sludge from sewage treatment tanks typically range circa from 8m to 13m in length, with smaller vehicles typically used to serve smaller sites; but at any rate the owner of a given site is able to find a contractor with an appropriately sized vehicle.

Swept path analysis has been undertaken for an 8.3m long concrete mixer, which is expected to have a similarly sized chassis to a sewage tanker vehicle of equivalent length This demonstrates the rear of the vehicle is able to reach within less than 30m of both of the sewage treatment tanks, remaining wholly within the red line boundary, having accessed and egressed from the site in a forward gear.

The swept path analysis is included at **Appendix A**.

3. Cycle Parking

Each unit now has bike storage next to it, indicated by a dashed rectangle on the layout plan included at **Appendix B**, with further details of the cycle parking (and refuse storage) included at **Appendix C**.

4. Welcome Pack

A welcome pack will be provided to all guests which will detail, among other things, local taxi/car hire operators. It is expected that this can be secured by condition if necessary.

5. Lighting

These comments are noted and the appropriate information will be provided.

6. Car Parking

13 car parking spaces are now proposed as requested, and pedestrian access to the north of the site is possible across the turning space which will be free of parked vehicles, as demonstrated on the site plan included at **Appendix B**.

Conclusion

This letter sets out how the Highways and Transport matters raised in Pre-Application comments have been addressed, and on this basis the proposal should therefore not be refused on transport or highways grounds.

Yours sincerely,



Ben McKeown

Senior Transport Planner for and on behalf of EAS Transport Planning Ltd

Enc.:

Appendix A – Swept Path Analysis

Appendix B – Site Plan

Appendix C – Cycle Parking Details

Appendix A – Swept Path Analysis



 1st Floor Millers House, Roydon Road, Stanstead Abbots, Hertfordshire, SG12 8HN Tel: 01920 871777 www.eastp.co.uk	CLIENT:	TITLE: SWEPT PATH ANALYSIS FOR TANKER FOR EMPTYING OF SEWAGE TREATMENT TANK	DRAWING STATUS:			REV	DATE	BY	DESCRIPTION	CHK	APD
	ARCHITECT:		Ordnance Survey (c) Crown Copyright 2018. All rights reserved. Licence number 100022432								
	PROJECT: EAST COURT FARM, CHURCH LANE, GRAVESEND		SCALE @ A3:	DESIGN-DRAWN:	DATE:						
			1:500		16/05/2025						
			DRAWING No:	PROJECT No:							
			SK01 REV A	5981							

Appendix B – Site Plan

NOTE

All units within woodland to be positioned in clearings between existing trees to minimise removals. All tree removals will be off-set with planting of new native species.

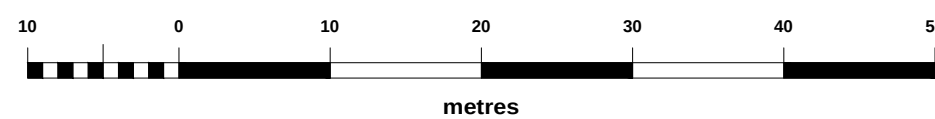
All units mounted on ground screws suitable for use within root protection areas.

Footpaths within woodland to be of a no-dig construction

KEY

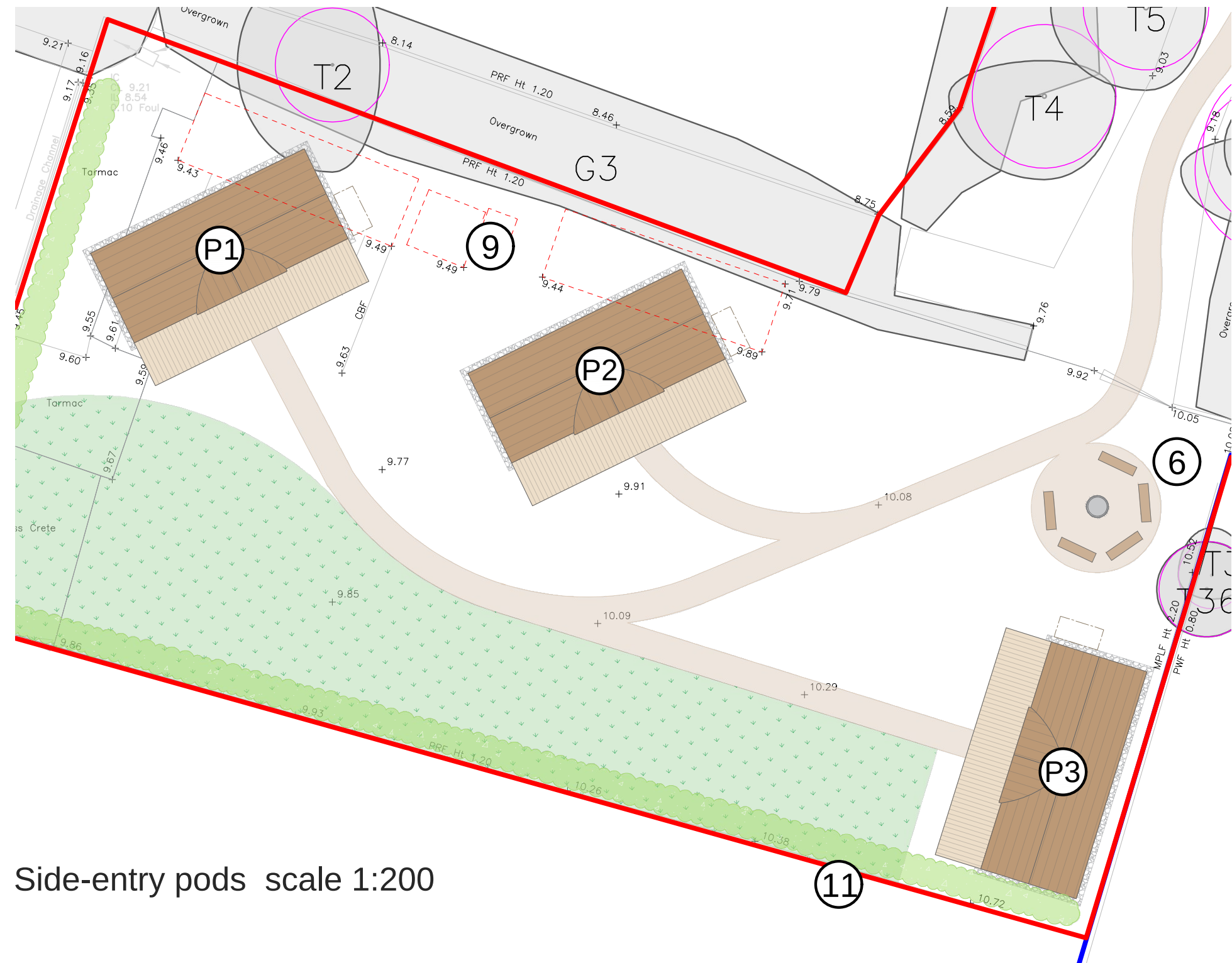
- Existing entrance and vehicular track off Church Lane (shared)
- New permeable track
- New parking & turning area
- Service/turning area - no parking
- Outdoor gym
- Communal fire pits
- Finman Retreats positioned in between trees within woodland area
- Side-entry glamping pods located in reinstated meadow area
- Existing structures to be relocated
- Refuse and recycling storage
- New native hedgerow.
- New woodland planting.

Full site plan scale 1:500

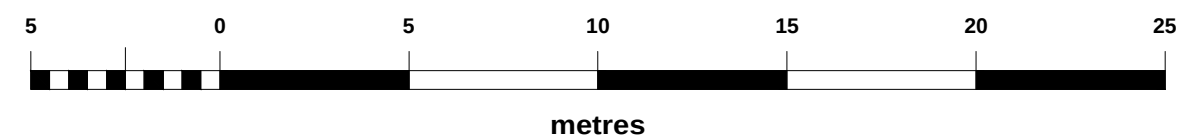


- SHARED ACCESS
- OWNERSHIP BOUNDARY
AREA = 3.59 ha.
- SITE BOUNDARY
SITE AREA = 9,150 m2

Finman Retreats scale 1:200



Side-entry pods scale 1:200

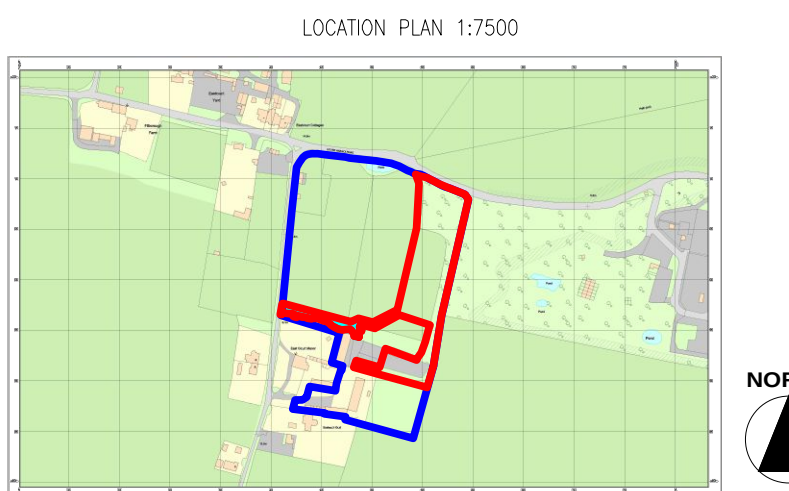


KEY TO SYMBOLS

- SIDE-ENTRY GLAMPING POD (2 BEDROOM)
- FINMAN RETREAT (2 BEDROOM)
- FINMAN RETREAT (1 BEDROOM)
- BARREL SAUNA POD AND COLD PLUNGE
- SECURE BICYCLE STORE
- INDIVIDUAL TREE & ROOT PROTECTION AREA
- MEADOW GRASS WITH WILD FLOWERS
- NEW PERMEABLE FOOTPATHS
- NEW PERMEABLE TRACK
- EXISTING CONCRETE / TARMAC
- WOODLAND PLANTING
- FLOOD ZONE 2 EXTENTS
- FLOOD ZONE 3 EXTENTS

Date	Description	Rev	By
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Revision Description



Project:
Proposed Glamping Site - For Harwinder Singh
East Court Farm, Church Lane, Gravesend, Kent,
DA12 2NL.

Drawing Title:
PROPOSED LAYOUT PLAN

Drawing Number:
230812-02-02

Revision: -
Date: 14.04.2025
Scale: 1:200 & 1:500 @ A1
Drawn By: XD
CAD Dwg File: -
Checked By: EC

Issue Status:

Full Planning Application

Appendix C – Cycle Parking Details

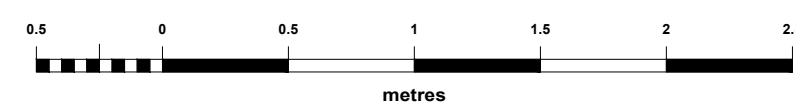
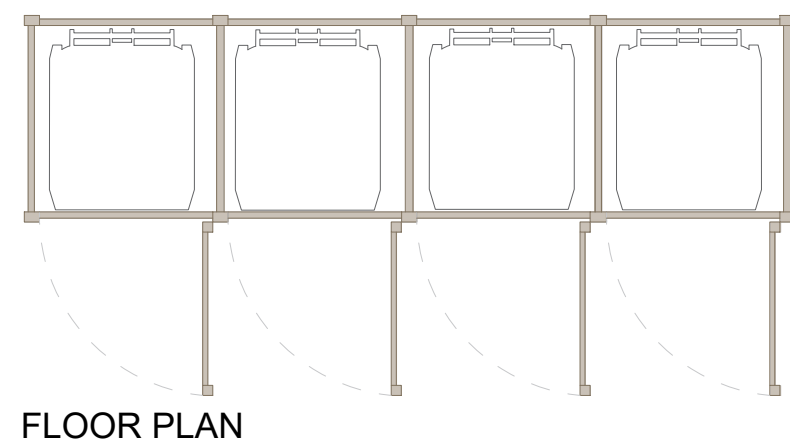
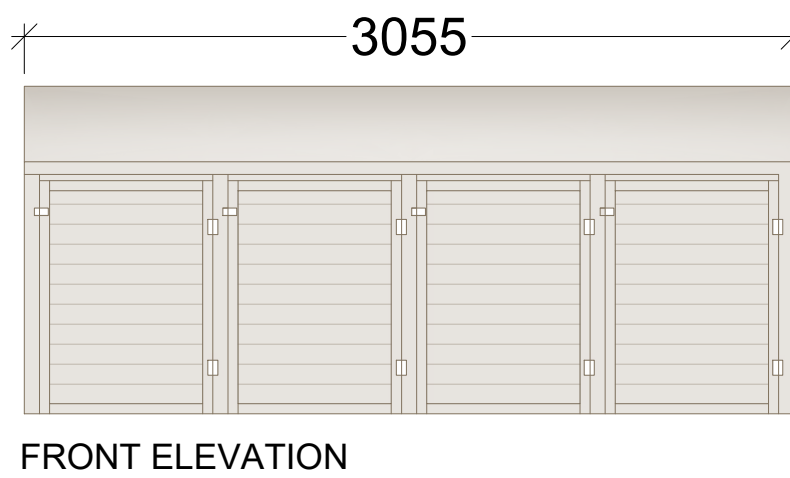


Technical drawings of the 1900mm x 1205mm timber cladding unit, showing four elevations:

- FRONT ELEVATION:** Shows a width of 900mm. The unit features horizontal timber cladding and a small label on the left side.
- SIDE ELEVATION:** Shows a width of 1900mm and a depth of 50mm. The unit features horizontal timber cladding.
- REAR ELEVATION:** Shows a depth of 50mm. The unit features horizontal timber cladding and a small label on the right side.
- SIDE ELEVATION:** Shows a height of 1205mm. The unit features horizontal timber cladding.

The unit is labeled "Timber Cladding" and "1900mm x 1205mm".

REAR ELEVATION



Date	Description	Rev	By

Revision Description

Project:
Proposed Glamping Site - For Harwinder Singh
East Court Farm, Church Lane, Gravesend, Kent,
DA12 2NL

Drawing Title:
SECURE BICYCLE STORE |
REFUSE & RECYCLING STORE

Drawing Number:
230812-02-07

Revision:	-
Date:	14.04.2025
Scale:	1:30 @ A2
Drawn By:	XD
CAD Dwg File:	-
Checked By:	EC

Issue Status:

Full Planning Application