



To: **Planning Reps**

Date 22nd September 2021

From **Highways Development Management Officer**

Application Number 20211019

Location;- 28 Park Road Gravesend Kent DA11 7PR

I note the layout has changed since the pre-application but it is still a long constrained site and whilst it is an outline application, the access is restricted to one point from Park Road and it will establish the number of dwellings that can be accommodated.

The issues I have with the indicative development are;

1. There is insufficient space to ensure a standard GBC refuse freighter can turn, it is slightly short of the 12 metres maximum permitted, so any development should be able to safely accommodate a 12m x2.55m (without mirrors extended) with the mirror extended, lorry turning within the site, and negotiate the 90° bend at the site entrance.
2. Car parking provision should be an average of a minimum of 1.5 spaces per dwelling in a suburban location to comply with the Highway Authority published guidance in Kent Design Guide Review: Interim Guidance Note 3 Residential Parking. Plus there would be a need for a single visitor space making a requirement of 10 in total. Only 8 are shown.
3. Generally KCC would look to adopt the access to a development serving more than 5 dwellings but with the lack of footways and margins this seems unlikely in this case.
4. Suitable secure and weather proof cycle parking should be provided and this includes meeting the needs of people that require adaptive cycles be it for business, a mobility or other issue. The applicant is referred to Local Transport Note 1/20 for the standard size of an adaptive cycle

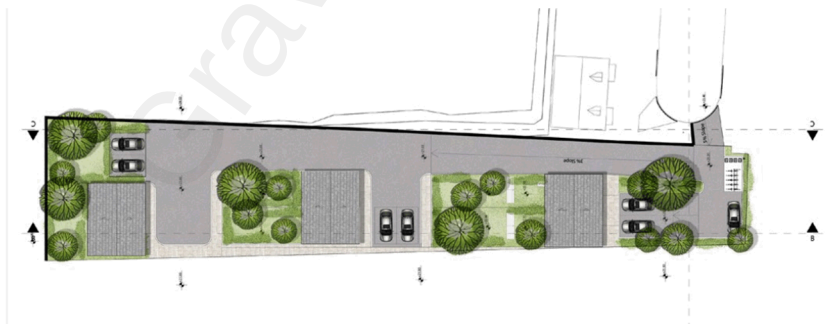
My original comments on the pre-application are repeated below and it is noted that these were copied to the applicant who has appeared to ignore the concerns listed, at least in part. I believe 6 dwellings in the layout shown is inadequate to meet the needs of the residents and their visitors and fails to meet the requirements of Kent Design and would as such recommend on the information supplied refusal. However, it may be possible with a different indicative layout and swept path drawings that show the adequacy of the layout to meet the basic needs of the residents and a refuse vehicle that an acceptable proposal could be put forward, although this may mean a reduction in the number of dwellings.



Original Pre-Application comments.

This proposal raises some concern it results in a long private drive with limited on site turning and only one parking space per dwelling.

1. *Whilst Kent County Council would look to adopt a road serving 6 dwellings as there are no footways or margins this is most unlikely to occur, instead it would be considered to be a private communal drive that will need to be maintained by the residents.*
2. *Given that the road is private, it needs to be constructed to allow for deliveries and provide an on-site turning area as none exists for Park Road. This should be large enough to accommodate a 12m refuse freighter and proven by swept path/tracking drawings. This should then accommodate all delivery vehicles liable to visit the site, with the possible exception of a large removal lorry, but as this can be planned smaller vehicles could be used.*
3. *The access off of Park Road would need to be demonstrated as being suitable for a 12m refuse vehicle.*
4. *Gravesham Borough Council have maximum residential parking standards whilst Kent County Council has a mixture of maximums and minimums depending on location. I would consider the location to be suburban rather than edge of town so applying KCC's Interim Guidance Note 3 for Residential Parking there should be 1.5 spaces per dwelling plus one visitor parking space making 10 in total, this is still below the Gravesham's Borough Council's maximum requirement of 12 spaces, of these 10 spaces I would expect 6 to be allocated and 4 unallocated. It is possible with the current layout any additional vehicles would be parked on the access road, possibly restricting visibility and hindering the passage of development traffic.*
5. *The individual parking space at the southern end of the site is not considered acceptable as it would have to be a minimum length of 6 metres, it currently appears to be closer to 5 metres*
6. *SPG4 requires one secure and weather proof bicycle space per bedroom, so with 18 bedrooms, 18 bicycle spaces are required either on plot or as close as possible to the property they serve.*
7. *Whilst the access is liable to be a low speed road, appropriate visibility splays should be provided at all points. For 10 mph, the minimum junction visibility splay would be 11m x 2.4m x 11m, this cannot be provided for the middle block of houses in the current proposal.*
8. *Given the proposed size of the development, the applicant may wish to consult KCC before proceeding further, the contact is david.barton@kent.gov.uk*
9. *Suitable provision should be made for the charging of electric vehicles, with all spaces wired to accept a minimum of a 7.2kW continuous supply, (more under surge loading)*



Les Seaborn
Highways Development Management Officer

