



Gravesham Borough Council

Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 11 March 2019

Application - GBC/20190169

Location - Cobham Lodge, Valley Drive, Gravesend, Kent. DA12 5UE

Proposal - Demolition of existing house and outbuildings and erection of a part four storey and part three storey building for the residential development of 20no. one bedroom, 41no. two bedroom and 3no. three bedroom apartments with associated car parking.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

The application has been submitted with an accompanying Transport Statement by DHA dated January 2019 which is considered to be robust.

Parking - a total of 76 parking spaces are proposed for the 64 apartments which complies with KCC Residential Parking Standard (IGN3) requiring a minimum of 1 space per apartment plus 0.2 spaces for visitor parking, a total of $64 + 12 = 76$ spaces. The visitor parking is provided at ground floor level whilst the majority of residents parking is within a lower ground floor car park. It is recommended that the residents car parking spaces are unallocated to allow greater flexibility and this should be managed via a suitable **Condition**.

In accordance with SPG4 one cycle space per unit should be provided as a minimum. The proposal includes 113 secure cycle parking spaces which is acceptable.

Both the car parking spaces and the cycle parking spaces should be Conditioned such that they remain as such in the future.

Location - the site is located on the edge of Gravesend urban area with bus services available to the town centre / station. Local facilities are available within a reasonable walking distance and there are adequate footpath and cycle routes available in the vicinity. Access to the strategic highway network is easily accessed.

Highway Safety - there is no significant crash record on the highway network in the vicinity of the site. However, there are concerns relating to the visibility available from both accesses which is compromised by the front wall. It is considered that, for a 30mph speed limit, visibility splays of 43m x 2.4m x 43m should be provided in both directions with no obstructions above a height of 1.05m. Also pedestrian visibility splays measuring 2.0m x 2.0m should be provided at both accesses with no obstructions above a height of 0.6m. If it is considered that traffic speeds along Franklin Road are lower than 30mph, evidence should be supplied via speed survey data

to assess 85th %speeds. **A Condition should be applied to require the visibility splays, both vehicular and pedestrian, to be provided prior to first occupation and to be maintained in the future.**

Access - both vehicular and pedestrian access is via existing accesses onto Franklin Road with is a relatively narrow but lightly used minor access road and is considered suitable. However, the footway along the eastern side of Franklin Road is narrow at 1.0m wide and not easily traversed by wheelchairs or parents with buggies. Also there is no continuous route between the site and the existing footway running alongside Valley Drive. Whilst it may prove difficult to achieve a wider and continuous footway along Franklin Road, the missing section appears to be within the public highway and should be provided by the developer under a Section 278 Agreement. It is recommended that a **Condition** is applied to provide a continuous footway route from the site entrance to link with the Valley Drive footway. **The possibility of relocating the existing front wall should be considered to provide a wider footway along the site frontage and improved visibility.**

Traffic Generation - data obtained from the TRICS database indicates that the development proposal will result in an increase of about 229 two-way vehicle movements per day. Given the site location close to Valley Drive (a major distributor road) and the A2 junction, it is not considered to be likely to create any significant traffic congestion issues on the local highway network.

Internal Layout - this is considered to be acceptable except for the width of the demarked pedestrian route alongside the southern access road. **This should be increased in width to 1.8 metres to facilitate wheelchair / buggy access.** There is adequate space for service vehicles to turn and enter / exit the site in forward gear.

In conclusion, no highway objection is raised provided the amendments and Conditions highlighted above are applied together with the following additional Conditions:

1 Submission of a Construction Management Plan before the commencement of any development on site to include the following:

- (a) Routing of construction and delivery vehicles to / from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management / signage

2 The development/new school shall not be brought into use until a Travel Plan, to reduce dependency on the private car, has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement. Thereafter, the Travel Plan shall be put into action and adhered to throughout the life of the development, or that of the Travel Plan itself, whichever is the shorter.

INFORMATIVE: It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of

this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Yours faithfully

David Barton
Senior Development Planner