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Highways and Transportation

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Tel: 03000 418181

Date: 5 June 2025

Our Ref: ACDB

Application - GB/20250167

Location - Milton Place Car Park, Gravesend, Kent,

Proposal - Construction of 76 dwellings and associated infrastructure.

Thank you for your re-consultation in relation to the above planning application. The following comments are based on a review of Technical Note 2302-048/TN/01 dated 15.05.25.

The Technical Note confirms that cyclists wanting to travel west or south from the site would need to use the existing road network, or the new access from Ordnance Road. The on carriageway cycle lane on the minor arm of the access should be removed to support this.

Confirmation has been provided that a dropped kerb will be provided at the southern end of the shared pedestrian / cycle route on Milton Place to allow northbound cyclists to egress the carriageway. Appropriate tactile paving will also be required to the south of the dropped kerb to inform visually impaired users that they are entering a shared area. This can be dealt with at the Detailed Design stage.

Drawing PL04 Rev C in Appendix D of the Technical Note shows a dropped kerb is to be provided on Ordnance Road to allow cyclists to access and egress the carriageway. A cycle symbol should also be added to help clarify this is not an uncontrolled crossing. The internal route from this location has been increased to 3m to allow shared use by pedestrians and cyclists. This is welcomed. No visibility splays have been provided for the cycle access onto Ordnance Road and this should be condition to any permission granted.

A Road Safety Audit for the highway works has been undertaken and provided in Appendix B. The audit raised only one concern, related to the potential for vehicles to roll forward off the raised table at the give way line. The Designer's Response states this can be reviewed at the Detailed Design stage, and this is acceptable.

Drawing SK09 in Appendix C shows the area of the Ordnance Road car park to be resurfaced. Where possible, permission should be sought from the owner of the section between the red line boundary and the highway, and KCC, to re-surface the entire car park to avoid a patchwork effect.

The Technical Note confirms that a section of the landscaping shown 2302-048 Rev A 'Proposed Site Access Arrangement', for the Ordnance Road car park was shown in error and that updated tracking has been provided in Appendix D. Appendix D does not contain tracking

of the car park. However, the updated Proposed Site Access Arrangement Plan (PL04 rev C) plan does show this area to be car park, and the Technical Note confirms that the dimensions of the bays and aisle width will remain as existing. This is acceptable.

Confirmation has been provided that the bellmouth would have a gradient of 1:21. This is acceptable.

The Milton Place car park would have two access points for pedestrians, which is acceptable. However, as suggested previously, the relocation of the existing steps currently provided at the south western corner of the car park would provide additional benefit for access to Milton Place and help to prevent pedestrians creating their own desire lines across the vegetation.

As per the KCC previous response, the parking provision is low, particularly for the independent living units and it is recommended that additional spaces are provided. However, the provision is in line with the parking standards and as the surrounding local highway network is subject to double yellow line markings, any ad hoc parking is likely to remain on site.

The Technical Note confirms that the widening of the Ordnance Road car park (other than for the highway scheme approved under GBC/2021/0270) does not form part of the proposals for this development and this is accepted.

It is recommended that the LPA consider the 'additional comments' set out in KCC's previous response as whilst these issues would not affect the highway, they would likely provide a safer and better user experience for the new residents.

Conclusion

Having considered the development proposals and their effect on the highway network, I raise no further objection on behalf of the local highway authority, subject to the following conditions being secured:

Conditions

- The highway works as shown on plan PL04 Rev C 'Proposed Site Access Arrangement', to be provided and available for use prior to first occupation. Where dropped kerbs / access points are no longer required, kerbs should be reinstated.
- Provision of the 2.4m x 43m visibility splays shown on 2302-048 Rev A 'Proposed Site Access Arrangement', with no obstructions over 0.6m metres above carriageway level within the splays, prior to first occupation of the site and maintained permanently thereafter.
- Provision of 2.4m x 43m visibility splays at the cycle access onto Ordnance Road, with no obstructions over 0.6m metres above carriageway level within the splays, prior to first occupation of the site and maintained permanently thereafter.
- Provision of 8 vehicle parking spaces for the independent living units and 19 vehicle parking spaces for the 15 residential units to be provided prior to occupation of the associated unit and retained permanently thereafter.
- Provision of 84 vehicle car parking spaces including four accessible parking spaces and four electric vehicle chargers, to be available for use in the Milton Place car park prior to first occupation and maintained permanently thereafter.
- Provision of 27 vehicle parking spaces including three accessible spaces to be available for

use in the Ordnance Road car park prior to first occupation and maintained permanently thereafter (12 within the red line and 15 outside).

- The existing Milton Place and Ordnance Road car parks to remain open for use at all times during construction unless otherwise approved by KCC through the Construction Management Plan.
- One active electric vehicle charger to be provided for each house prior to first occupation of the associated use. 10% of the communal parking spaces to be provided with an active vehicle charger and 90% to be provided with passive chargers, prior to first occupation.
- A minimum of 62 cycle parking spaces (including space for a minimum of four adapted bikes) to be provided for the retirement flats and a minimum of two cycle parking spaces per house, to be provided, prior to occupation of the associated unit.
- New residents must not be allowed to apply for parking permits for the car park.
- Submission and approval of a Construction Management Plan, prior to the commencement of any development on site to include the following (as a minimum):
 - (a) Routing of construction and delivery vehicles to / from site.
 - (b) Parking and turning areas for construction and delivery vehicles and site personnel, which may require supporting vehicle tracking/swept paths.
 - (c) Timing of deliveries, avoiding network and school peaks where possible.
 - (d) Provision of wheel washing facilities.
 - (e) Measures to prevent the discharge of surface water onto the highway.
 - (f) Temporary traffic management / signage.

Before and after construction of the development, a highway condition survey for the highway along of the site boundary of Milton Place and Ordnance Road should be undertaken and a commitment provided to fund the repair of any damage caused by construction vehicles related to the development.

- The area of Ordnance Road car park shown on plan SK09 (as a minimum) to be resurfaced prior to first occupation.

It is important to note that Local Planning Authority (LPA) permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because LPA planning permission has been granted.

For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway.

Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Once planning approval for any development has been granted by the LPA, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority.

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant 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.

Further guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.