

Transport Statement

Ellenor Hospice,
Coldharbour Road,
Gravesend,
DA11 7HQ



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Issue	Issue date	Compiled	Checked	Authorised
Draft	2018-04-25	ART	RW	LNS
Final	2018-05-02	ART	RW	LNS
Revision A	2018-12-12	ART	RW	LNS
Revision B	2019-06-18	ART	RW	LNS
Revision C	2021-09-10	EP	ART	LNS
Revision D	2021-11-04	EP	ART	LNS

Executive Summary

The planning application is for the redevelopment and refurbishment of Ellenor Hospice to provide enhanced facilities for its inpatient and outpatient facilities. This report accompanies an amended proposal that has been subject of discussions with Mr Shazad Ghani of Gravesham Borough Council. This report is an update of our earlier report, submitted at the time of the original application.

The changes largely arise from the need to phase the project due to financial consideration, but also as a result of a need to amend the design to accommodate measures to improve ventilation as a consequence of new Guidance following the Covid pandemic.

There will therefore now be three main phases of redevelopment to the hospice.

Phase one of the redevelopment proposals include the refurbishment and extension of the wellbeing unit, to provide improved outpatient facilities including a multi-purpose room for group activities as well as supporting office and administration spaces for clinical and administrative staff.

There will be amendments to the parking area including parking numbers and configuration and associated landscaping will be incorporated into this stage. During interim phases, the 15-bedroom capacity will remain.

The remaining phase(s) will include the refurbishment of the existing inpatient unit to provide 12 bedrooms instead of the previous 15-bedroom facilities, now equipped with en-suite features. The final element will be to redevelop and extend the remaining rooms at the hospice into office and administration space.

The new larger bedrooms will improve patient wellbeing, privacy, and dignity, providing larger living arrangements than the previously designed rooms.

There is no intention to increase the number of patients because of the expansion, the intention is to provide improved facilities for the existing patient capacity of the hospice by providing additional bedroom space and privacy via the introduction of en-suite bathrooms to the rooms.

The site is on Coldharbour Road in Gravesend, Kent and access for pedestrians and vehicles is via a junction from Coldharbour Road to Ellenor Hospice. Coldharbour Road provides connections to the A2 in the South, and Earl Road to the North. Coldharbour Road is a single lane road with a 30mph speed limit and has footways on both sides of the road.

The nearest bus stops are located on Coldharbour Road and outside of Morrison's to the South. These stops are served by frequent services which provide connections to neighbouring towns and Gravesend Railway Station.

As part of the previous development proposals, the rear entrance from Mark's Square was improved to provide a secondary access for ambulances and hearses. Fire, ambulance, and delivery vehicles are still able to, and will continue to access this point without issue.

The rear access is for entry only, ambulances and hearses will egress via the access onto Coldharbour Road. All other traffic will access from the current access from Coldharbour Road, no changes are proposed for the Coldharbour Road access.

The car park will be designed in accordance with Kent County Council standards, so that 35 regular parking spaces are provided, 2 accessible parking spaces, 1 mini-bus parking space and 1 shop van parking space also.

The development will not result in any increase in journeys to and from the site as the number of beds is staying the same during the first phase of development. There is no intention to increase the number of outpatients or staff. Eventually, the patients bed capacity will reduce to 12 once the final phases are complete. As a result, the development will have a negligible impact to the surrounding road network.

A framework travel plan has been produced to be read in conjunction with this Transport Statement.

Overall, there are no unacceptable highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This report has been prepared for Ellenor Hospice in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 Ellenor Hospice is located on Coldharbour Road in Gravesend, Kent.
- 1.3 GTA Civils Ltd has been commissioned to prepare a Transport Statement in connection with the proposed development to include the wellbeing refurbishment and extension and parking amendments within the first phase, followed by the redevelopment and refurbishment of inpatient accommodation at a later date. The inpatient unit will be refurbished and extended to provide 12 en-suite bedrooms. The 2-storey outpatients will be extended and refurbished to provide enhanced accommodation for the Hospice's 'Wellbeing' service as well as office and administration facilities for a range of services provided by the hospice.
- 1.4 This transport assessment is to be read in conjunction with a Travel Plan Framework that has been prepared for the proposed development.

The Report

- 1.5 This report has been written to cover the following scope of work:
 - Transport Policy Background;
 - Local Highway Network;
 - Assess existing trip generations using the TRICS database;
 - TRICS analysis of the proposed expansion;
 - On-site parking requirements;
 - Review of accessibility of site by each transport mode;
 - Acquire data on accidents reported in the local highways network to the site;
 - Net impact on the highway (pedestrian, cars, public transport & cycles).

2 Policy Context and Guidance

2.1 This Transport Statement has been written in accordance with reference to the following frameworks:

- National Planning Policy Guidance (NPPG);
- National Planning Policy Framework (NPPF);
- Kent County Council (KCC) Local Transport Plan (2016-2031)
- Gravesham Borough Council Local Plan Core Strategy (2014)
- Manual for Streets (MfS 1 & 2).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.

2.3 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"10. So that sustainable transport is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11):*

11. Plans and decisions should apply a presumption in favour of sustainable development.

*For **plan-making** this means that:*

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:*
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;*

For **decision-taking** this means:

- c) *approving development proposals that accord with an up-to-date development plan without delay; or*
- d) *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.4 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- *appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;*
- *safe and suitable access to the site can be achieved for all users; and*
- *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

Paragraph 111, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112, "Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

- e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

Paragraph 113, "All developments that will generate significant movement should be required to provide a travel plan and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guide (NPPG)

- 2.5 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.
- 2.6 NPPG states that Travel Plans, Transport Assessments and Transport Statements can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.
- 2.7 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - consider the cumulative impacts of existing and proposed development on transport networks

Manual for Streets (MfS)

- 2.8 MfS and MfS2 was published in 2007 and 2010 and are referred to throughout the report.
- 2.9 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.
- 2.10 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.
- 2.11 Some of the key aims for streets in the introduction, are as follows:
- help build and strengthen the communities they serve;
 - meet the needs of all;
 - form part of a well-connected network;
- It also discourages designs that:
- primarily meet motor traffic needs;
 - are difficult to serve by public transport.
- 2.12 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

KCC Local Transport Plan

- 2.13 KCC is committed to the promotion of active travel (cycling and walking) as a realistic choice for short journeys in Kent. The promotion of active travelling should be considered as part of any planning application to encourage people to travel to work through environmentally friendlier and healthier means, rather than for solely leisure purposes. The achievement of this is viable by integrating developments with local footway and cycle networks, as well as making sufficient use of the 7,000km of PRow that Kent provides.
- 2.14 Transport priorities highlighted by KCC for Gravesham include public transport improvements in the borough, expansion of the Fastrack bus network and improved walking and cycling links in urban Gravesend, as well as improved rail links from Thameslink, providing better quality of services to Gravesend.
- 2.15 The proposed development will promote the usage of walking, public transport and cycling as a means of travel to and from work in line with KCC's improvement of public transport and cycling and walking routes.

Gravesham Borough Council Local Plan Core Strategy

2.16 In the Gravesham Local Plan, the transport section states that development should ensure that:

- New development is mixed use, is located in areas with best access to services and facilities which minimise the need to travel, particularly by car and minimises impacts on the road network;
- As Gravesend is considered to be a transport-hub in Kent, new developments should prioritise use of public transport modes to travel to neighbouring and local destinations;
- Support is given to alternatives to car-based transport such as improved bus, train, cycling, walking and river transport provision and improved transport hubs in Gravesend town centre and at Ebbsfleet;
- Commercial wharves and other sites needed to support the River Thames as a working waterway are retained or appropriate alternative provision is available or will be provided where rationalisation is proposed to allow regeneration to take place; and
- Out-commuting is reduced.

2.17 The proposed development has been undertaken with the relevant above objectives in mind. Use of travel to and from the site by non-car means will be promoted as part of a Framework Travel Plan that is being produced to be read in conjunction with this Transport Statement.

2.18 After the expansion is completed the promotion of walking, cycling and the use of public transport to the site will be promoted as part of the Travel Plan.

2.19 The development is well located in terms of access to public transport and will have improved cycle parking facilities.

3 Existing Site Details

Site Location

- 3.1 The site is the existing Ellenor Hospice building. It is located on Coldharbour Road in Kent and is bound by Coldharbour Road to the south-west, residential units to the north and development and construction of further residential units to the south-west.
- 3.2 The existing facilities provide inpatient and outpatient care services. The proposals are for the redevelopment and refurbishment of these facilities to improve the quality of space and the range of services offered to the local community. The hospice will eventually decrease the number of beds available; it will have 12 beds after all phases are complete.
- 3.3 An aerial view of the site is shown below in **Figure 2.1** with Ellenor Hospice and grounds outlined in red. The full site layout plans can be seen in **Appendix A**.

Figure 2.1: Aerial view of site



Local Highway Network

- 3.4 The site is accessible via the existing access on the junction onto Coldharbour Road in Gravesend, Kent.
- 3.5 Directly outside of the site is a combined cycle and pedestrian footway, as well as a pedestrian zebra crossing, allowing safe passing over Coldharbour Road, providing direct access to Morrisons supermarket. There are numerous pedestrian crossing points benefitting from dropped kerbs within the vicinity of the site access and approaching the roundabout. These will have no impact on the local highway network.
- 3.6 Coldharbour Road is a single carriageway road, with a speed restriction of 30mph. It is well-lit and has well-maintained, 2m wide footways on both sides of the road.
- 3.7 Travelling south of the junction, Coldharbour Road connects to the Wrotham Road (A227) at a large roundabout junction. Further south of the junction Wrotham Road (A227) connects to the A2 Watling Street, providing access to the M25 to the east, and the M2 to the west. This provides connections to Greater London and the Medway towns.
- 3.8 In the northwest, Coldharbour Road meets Vale Road, providing access to neighbouring town Northfleet, and further into Gravesend.

4 Modal Choices

- 4.1 Manual for Streets suggests 800m as being the maximum target distance to amenities for new developments. NPPF states that walking can be the most attractive alternative for short distance car trips up to 2km and cycling for distances up to 5km.

Walking and Cycling

- 4.2 Along Coldharbour Road, the road is well-lit, with footpaths either side of the road, meaning access to local facilities and services are achievable. Additionally, the new foot/cycleway along Coldharbour Road provides safe, easy access along the stretch of Coldharbour Road towards Northfleet. The direct vicinity of the site is predominantly residential in nature, providing safer means of active transport for residents. For example, Morrisons supermarket is adjacent to the site access, approximately 130m away from the access point. Additional entertainment facilities and restaurants are close by to the site also, at 250m and 350m respectively.
- 4.3 The site facilities are being improved as part of the development with 6 additional cycle racks being provided resultantly (6 under shelter with 3 sheffield stands and 4 existing adjacent to the main reception entrance doors).
- 4.4 The total provision of cycle racks is 10.

Bus Services

- 4.5 The closest bus stops to the site are located on Coldharbour Road and are approximately 180m to the northwest of the site entrance. 'Oaklands Road' bus stop provides bus number 483.
- 4.6 An additional bus stop is located outside of Morrisons 200m southeast of the site entrance. The 306/308-bus service can be accessed via the bus stop outside of Morrison's.
- 4.7 The bus services serving these stops are detailed below in **Table 4.1**.

Table 4.1 – Local Bus Service Frequencies

Service No./Route	Average Frequency During Peak Hours		
	Monday to Friday	Saturdays	Sundays
483- Bluewater-Gravesend-Kings Farm	Every 12 minutes	Every 30 minutes	Every 30 minutes
306/308- Gravesend-Meopham-Vigo-Borough Green-Sevenoaks	Every hour	Every hour	No service

- 4.8 Overall, the above services provide relatively frequent connections to neighbouring towns, train stations and other key destinations.

Rail Services

- 4.9 The closest railway station is Gravesend Railway Station which is situated approximately 3.0km from Ellenor Hospice. This represents a 36-minute walk/12-minute cycle journey. There are secure cycle parking facilities for 280 bicycles and 94 spaces for car parking with 3 disabled spaces, at a daily charge of £6.80. The station is within the standard IHT 5km cycle radius. The train station can also be accessed via the 306/308 bus service which has a stop on Garrick Street near to the train station.
- 4.10 Services from Gravesend station are operated by South-eastern and Thameslink. Services run to the Medway Towns and Greater London. Details of the typical weekday frequency and destinations of trains from Gravesend are outlined in **Table 4.1** below.

Table 4.1 - Typical Weekday Frequencies in Peak Hours from Gravesend Station

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour	Journey Travel Time	Adult Single	Adult Return
Luton	5	5	1hr 28 – 2hours 7 minutes	£27.70	£27.80
Rainham (Kent)	4	4	27-29 minutes	£6.50	£7.60
London Charing Cross via Sidcup	8	7	1hour 6 minutes	£13.70	£14.40
London St Pancras (Int)	5	5	24 minutes-1 hour 15 minutes	£12.70	£14.60
Ramsgate	1	2	1 hour 33 minutes – 1 hour 57 minutes	£26.40	£26.80

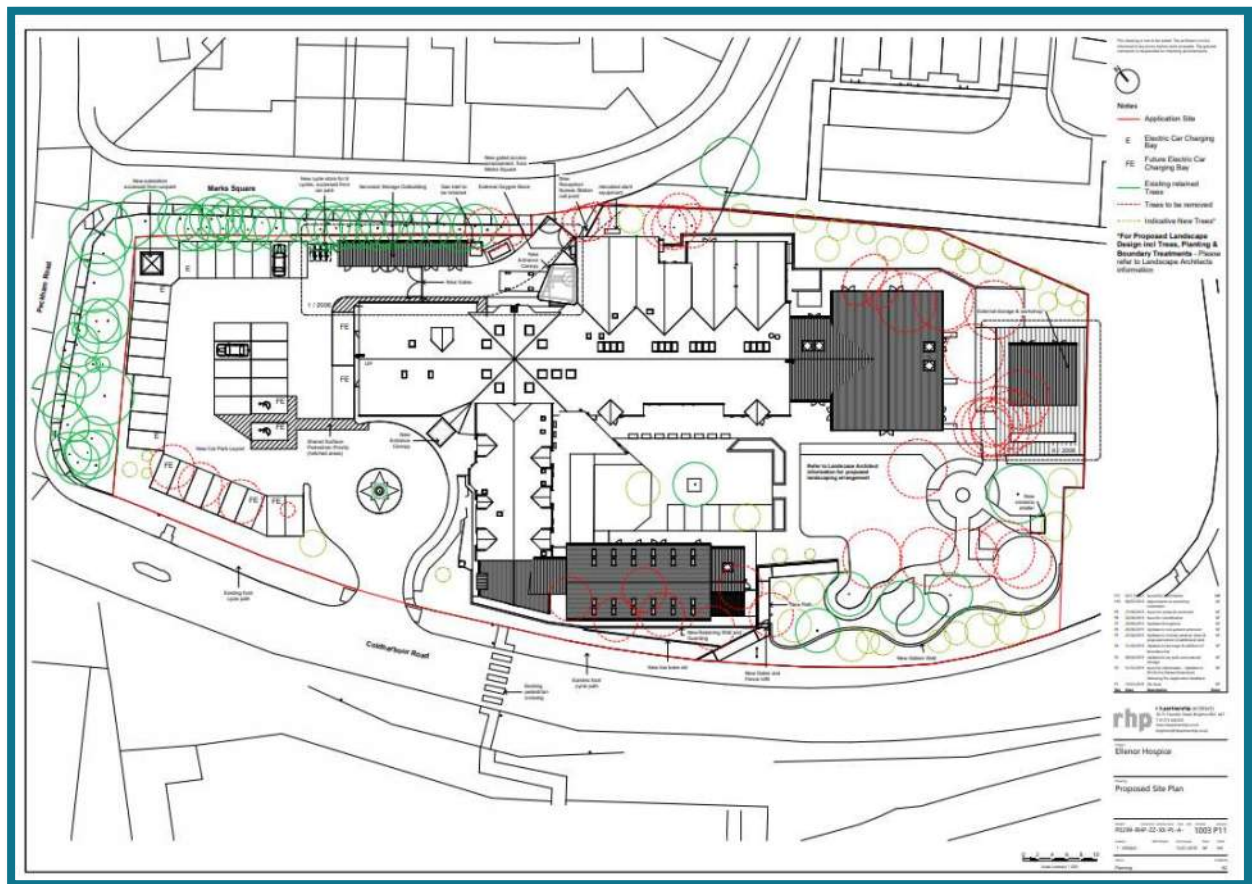
- 4.11 Overall, this station provides frequent connections to Greater London and the Medway Towns and to other stations which provide connections further afield.

5 Proposed Development

Site Use

- 5.1 The planning application is for a multi-phase development. Phase one consists of the ground floor wellbeing refurbishment and two-storey extension, as well as amendments to associated parking.
- 5.2 The following phase(s) comprise of redeveloping existing inpatient floorspace to provide 7 new bedrooms as well as a 5-bed extension, all equipped with en-suite facilities.
- 5.3 It is worth noting that during the interim phases, the existing 15 bedrooms will remain.
- 5.4 The soft landscaping scheme will be carried out in full during the first available planting season following first occupation of any part of the development.
- 5.5 Whilst the proposed development will not result in an increase in the number of patients, the intention is to provide extra, enhanced facilities on site for the existing levels of patients.
- 5.6 The proposed development is shown below in **Figure 5.1** The full plans, including Phase 1 proposals are also contained in **Appendix B**.

Figure 5.1: Development proposals ground floor, full drawing found in Appendix B



Access

- 5.7 The primary access to the site will remain as existing with pedestrian and vehicle access being via the junction with Coldharbour Road.
- 5.8 An additional secondary access is located to the rear off Mark's Square. The rear access is for entry only, ambulances and hearses will egress via the access onto Coldharbour Road (but will allow for occasional deliveries and an additional point of access for fire tenders).

Car Parking

- 5.9 The development proposals include the car park providing 35 car parking spaces, 2 of which are designated bays for disabled users, and additionally 2 larger spaces will be allocated to the hospice minibus and shop van.
- 5.10 The development permitted shall include the provision of 3 electric vehicle charging points within the altered and extended staff and visitor car park within the site. There will be additional ducting to enable future charging facilities to be installed for electric vehicles. Each charging point will accommodate a useable supply of 7kW.

- 5.11 Kent County Council Parking maximum standards are for there to be 1 space per 2 members of staff and 2 spaces per 3 beds, see Figure 5.2 below.

Figure 5.2: Parking standards for KCC

Land Use Class C2: Residential Institutions

55. Use Class C2 covers development that provides residential accommodation which includes an element of care for people in need, and residential accommodation for an education establishment.

Maximum Vehicle Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Residents/visitors
Nursing/Residential Care Homes	Minimum of 1 space for an Ambulance (see Note 1)	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals & Hospices	See Notes 1 & 2	1 space per 2 staff	2 spaces per 3 beds
Residential Schools, Colleges or Training Centres	See Note 1 & 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Exact details should be agreed with the Local Planning Authority. 3. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches		

Minimum Cycle Parking Standards

Hospitals & other residential institutions offering a level of care	1 space per 10 beds
Residential schools, colleges & training centres	1 space per 5 students

- 5.12 Ellenor hospice will have 12 beds after development completion. It is worth noting that during interim phases, the bed capacity will remain at 15. The maximum number of staff present on site during peak hour shifts is 60. This makes a maximum requirement of 38 parking spaces. As this is a maximum standard this suggests a lower provision will be acceptable.
- 5.13 It is also relevant to note that continuing with restrictions put in place during the COVID-19 pandemic, many members of staff continue to work from home, justifying reduced parking provisions for staff.

- 5.14 At completion, the car park will provide 35 spaces with 2 being for users with disabilities as well as 1 minibus and 1 shop van space. As such, the parking provided after the refurbishment and expansion should be in line with KCC standards. As there is a net decrease in the bed provision, there is currently no anticipated increase in staff numbers and, with an increase of 2 parking spaces, the development represents a net improvement in parking provision.
- 5.15 The car parking can be justified as KCC parking standards for hospices (C2 usage) indicate that there should be a maximum provision of 1 space per 2 staff members and 2 spaces per 3 beds. As the hospice has a peak number of staff present of 60 and 12 beds, that would make a requirement of 38 parking spaces.
- 5.16 As the 38 spaces represents a maximum standard this suggests a lower standard is acceptable. There are 35 parking spaces being provided. This is sufficient levels of parking being provided for staff and for visitors. This means sufficient levels of parking are being provided without being at a level that would discourage the usage of walking, cycling or public transport.
- 5.17 For simplicity and increased understanding, the following table conveys changes to car parking provision throughout the phases of development.

Table 6.2 Car parking at different phases of redevelopment of Ellenor Hospice

Overall parking as approved	Parking capacity at the end of Phase I	Parking capacity when scheme is completed
36 car parking spaces; 2 accessible spaces; 2 minibus spaces	35 car parking spaces; 2 accessible spaces; 1 minibus space; 1 shop van space	35 car parking spaces; 2 accessible spaces; 1 minibus space; 1 shop van space

- 5.18 It is proposed that a second shop van will be parked up overnight as capacity allows and will be making deliveries off-site during peak hours of the day, and therefore will not affect parking demand.
- 5.19 Continued use of the minibus will reduce parking demand throughout the day as it provides greater capacity for passengers and operates multiple pick-ups and drop-offs throughout the day.

Cycle Parking

- 5.20 Kent County Council specifies for C2 usage (which includes a hospice), there should be a provision of 1 cycle parking space per 10 beds. As Ellenor Hospice has capacity for 15 beds and will continue

to have this capacity throughout interim phases, this would mean a minimum requirement of 2 cycle-parking spaces. However, as part of the development proposals, 6 additional cycle parking spaces with storage and shelter have been offered in order to encourage staff and visitors to travel to the site by bicycle. The new cycle parking facilities will be covered and secure. The total cycle parking provisions is for 10 cycles.

Servicing

- 5.21 There are no proposed changes to the refuse and delivery arrangements currently in place for Ellenor Hospice. An ambulance and refuse swept path analysis can be found in **Appendix C** for reference.

6 Trip Generation

- 6.1 As the proposed development is not increasing the capacity of the hospice there should be no extra journeys. The redevelopment is about providing en suite rooms for patients and improving the existing outpatient facilities. As a result, the number of patients and staff should remain as at present.

7 Conclusion

- 7.1 The site is Ellenor Hospice which is located on Coldharbour Road in Gravesend Kent.
- 7.2 The development proposals are for the redevelopment and refurbishment of the Hospice to create enhanced modernised facilities, and to ensure all proposed bedrooms will have en-suites in line with healthcare guidance. There will not be an increase in patient or staff numbers resultant of the development proposals.
- 7.3 The development is not anticipated to increase the number of staff or patients. As a result, there should be no pressure added to existing parking arrangements and no impact to the local road network.
- 7.4 The proposals include 35 car parking spaces, 2 disabled spaces, and an additional 1 minibus and 1 shop van parking spaces representing a net improvement for on-site parking which therefore does not increase stress on parking to the surrounding roads. Provision for Electric Vehicle charging points has been accounted for.
- 7.5 Refuse and emergency service vehicles will serve the site as per the existing arrangements. The access at the rear is to be improved as part of the development proposals to provide entry for ambulances and hearses from Marks Square. This will be for entry only for ambulances and hearses with egress being through the car park to the existing access onto Coldharbour Road.
- 7.6 The site is well located to encourage staff and patients (where practical) to take advantage of the bus services, and the railway station in order to travel to and from Ellenor Hospice. A Framework Travel Plan has been produced to be read in conjunction with this Transport Statement to set out a strategy for encouraging staff and visitors to travel to the site by non-car means.
- 7.7 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Layout and Location



Lanes Ave

Boucher Dr

Packham Rd

Mulberry Rd

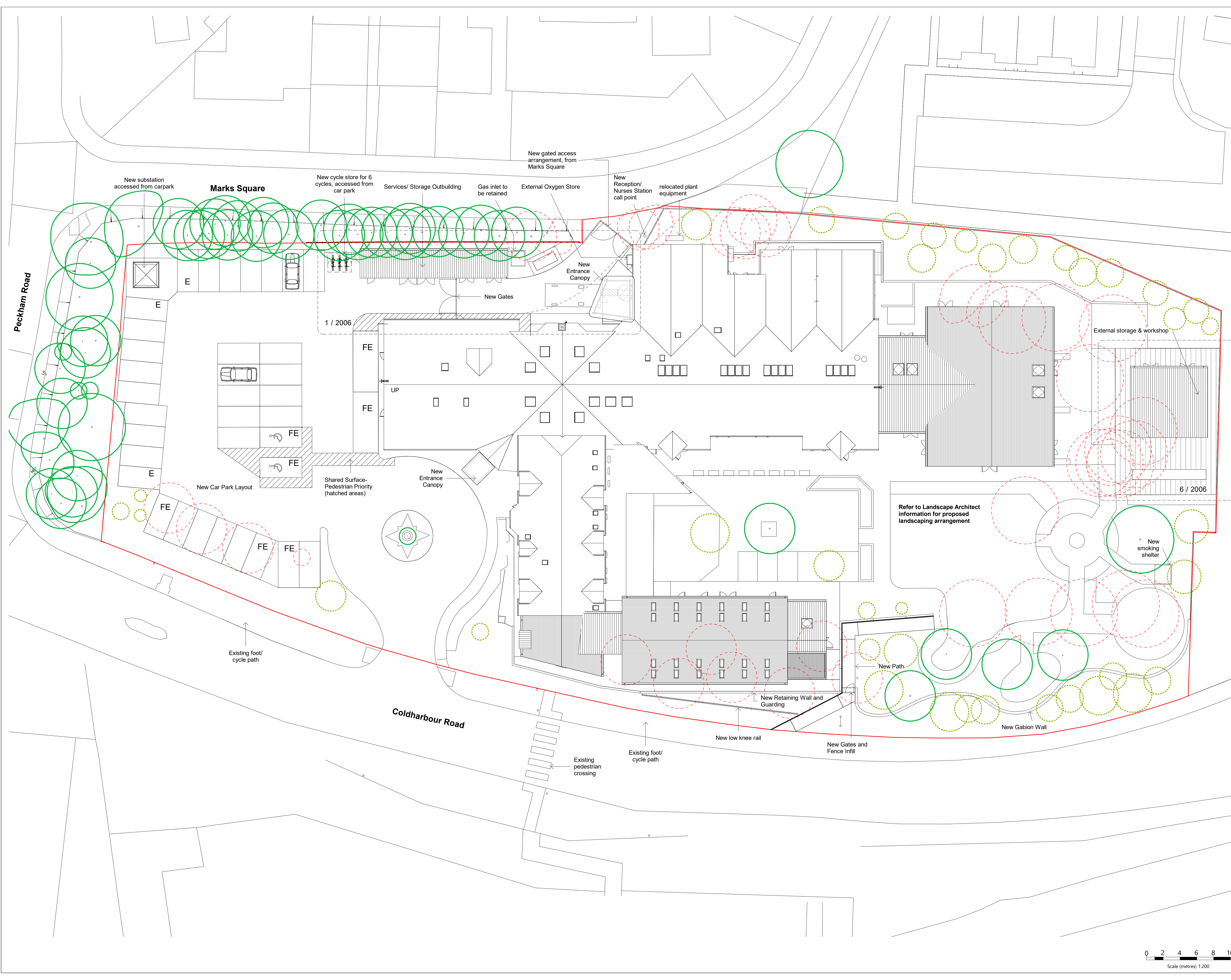
Baker Hill Close

Marks Square

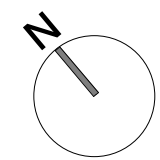
Coldharbour Rd

Appendix B

Development Proposals



This drawing is not to be scaled. The architect is to be informed of any errors before work proceeds. The general contractor is responsible for checking all dimensions.



Notes

- Application Site
- E Electric Car Charging Bay
- FE Future Electric Car Charging Bay
- Existing retained Trees
- Trees to be removed
- Indicative New Trees*

*For Proposed Landscape Design incl Trees, Planting & Boundary Treatments - Please refer to Landscape Architects information

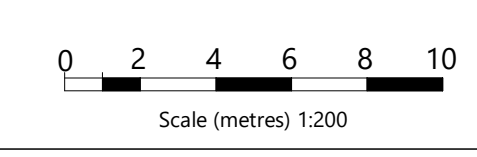
P11	02/11/2021	Issued for information	MB
P10	08/07/2019	Adjustments to workshop orientation	NF
P9	27/06/2019	Issue for review & comment	NF
P8	26/06/2019	Issue for coordination	NF
P7	20/06/2019	Updates throughout	NF
P6	03/06/2019	Updates to out-patient extension	NF
P5	25/04/2019	Updates to include external store & proposed extent of additional land	NF
P4	21/02/2019	Updates to landscape & addition of boundary line	NF
P3	08/02/2019	Updates to car park and external storage	NF
P2	31/01/2019	Issue for information - Updates to IPU & Out Patient Extensions following Pre-Application feedback	NF
P1	15/01/2019	GA Issue	NF
Rev	Date	Description	Drwn

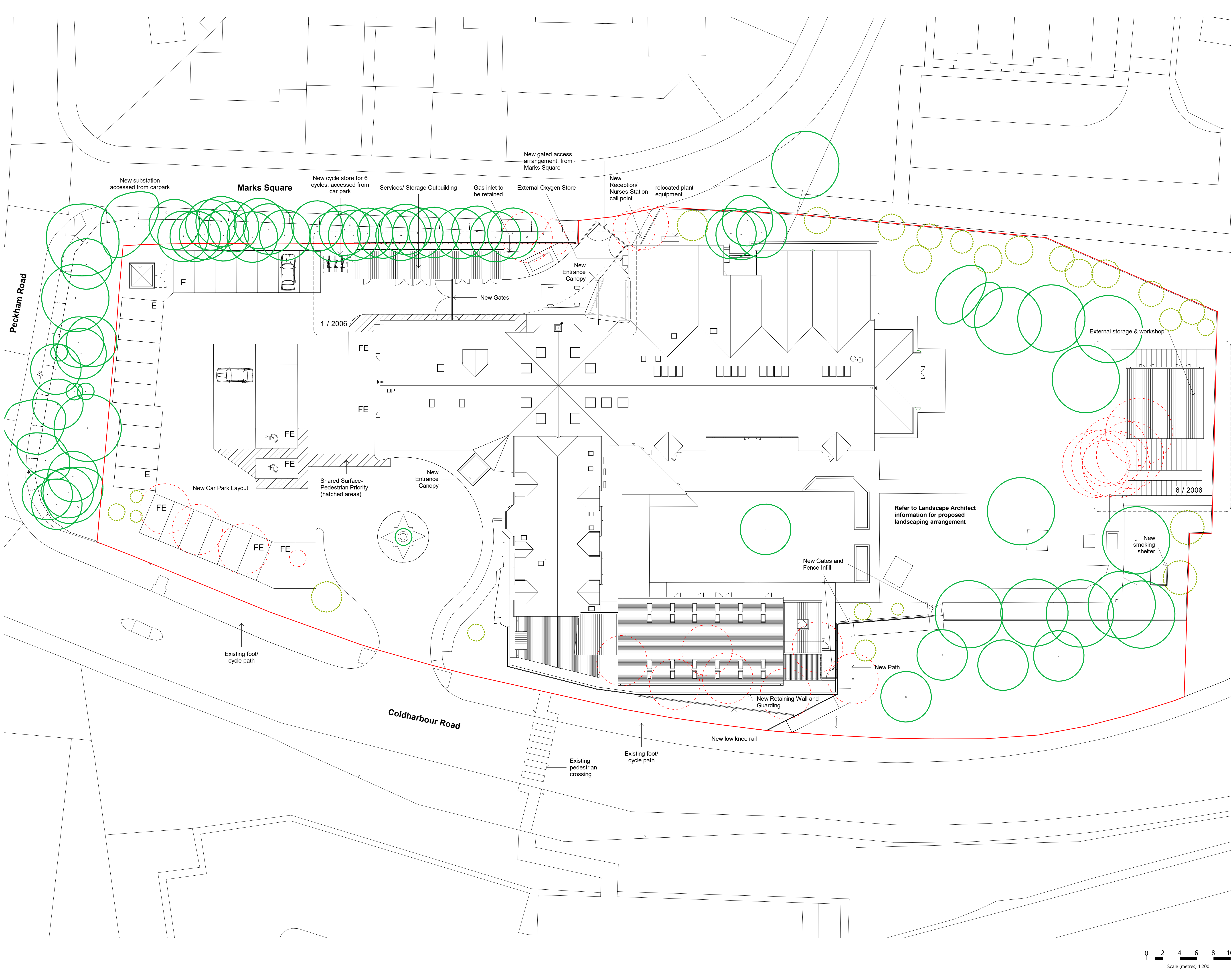
r h partnership architects
30-31 Foundry Street Brighton BN1 4AT
T 01273 645220
www.rhpartnership.co.uk
brighton@rhpartnership.co.uk

Project
Ellenor Hospice

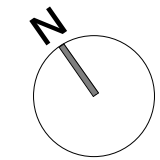
Drawing
Proposed Site Plan

Project	originator	volume level	type	role	number	revision
P0299-RHP-ZZ-XX-PL-A-						1003 P11
Scales)	RHP Project	First Issued	Drwn	Chkd		
1 : 200@A1		15/01/2019	NF	NH		
Status						Suitability
Planning						S2





This drawing is not to be scaled. The architect is to be informed of any errors before work proceeds. The general contractor is responsible for checking all dimensions.



Notes

- Application Site
- E Electric Car Charging Bay
- FE Future Electric Car Charging Bay
- Retained Trees
- Trees to be removed
- Indicative New Trees*

*For Proposed Landscape Design incl Trees, Planting & Boundary Treatments - Please refer to Landscape Architects information

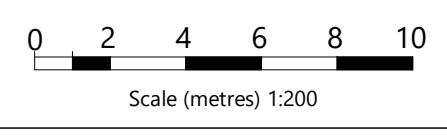
P1	02/11/2021	Issued for information	MB
Rev	Date	Description	Drwn

rhp r h partnership architects
30-31 Foundry Street Brighton BN1 4AT
T 01273 645220
www.rhpartnership.co.uk
brighton@rhpartnership.co.uk

Project
Ellenor Hospice

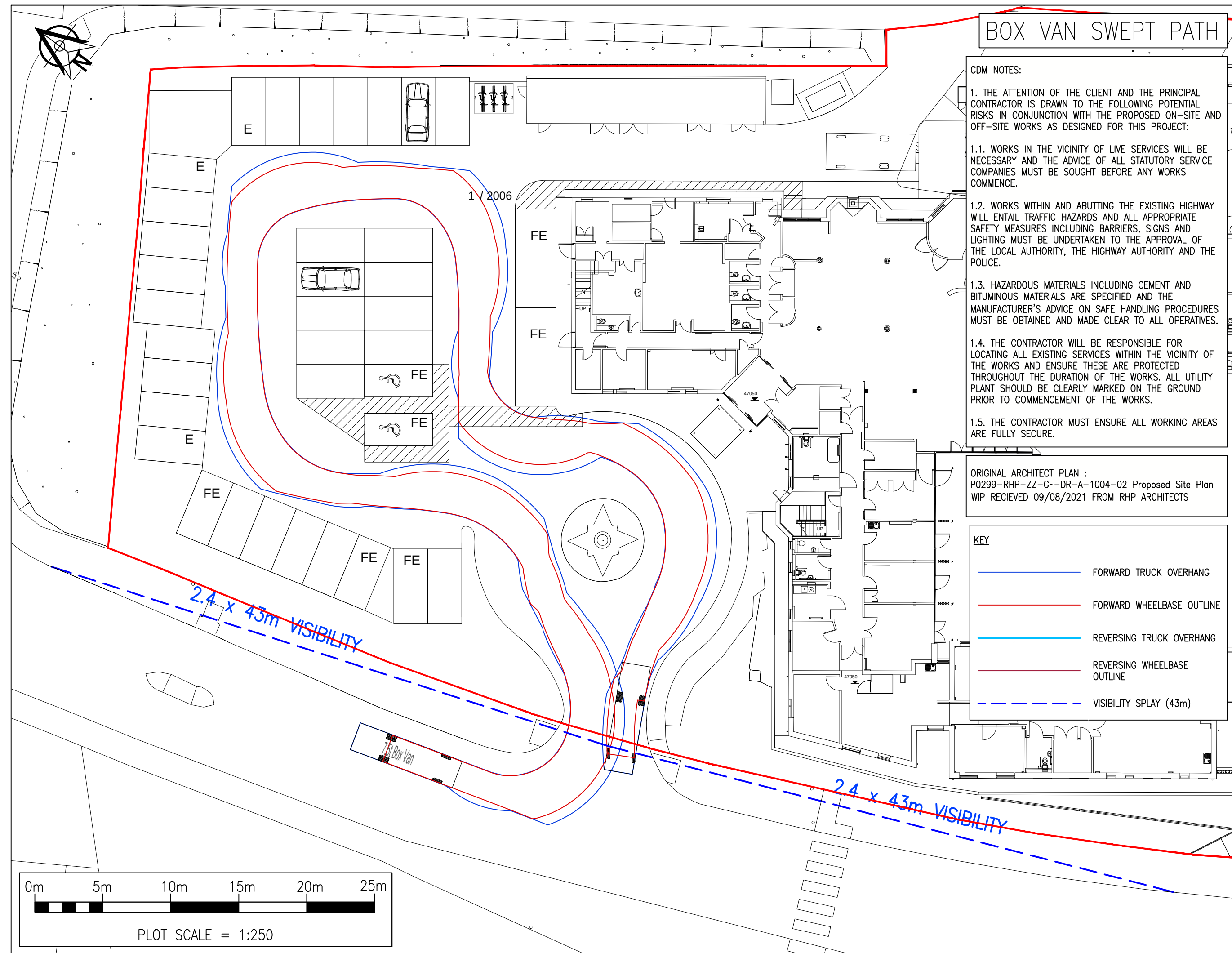
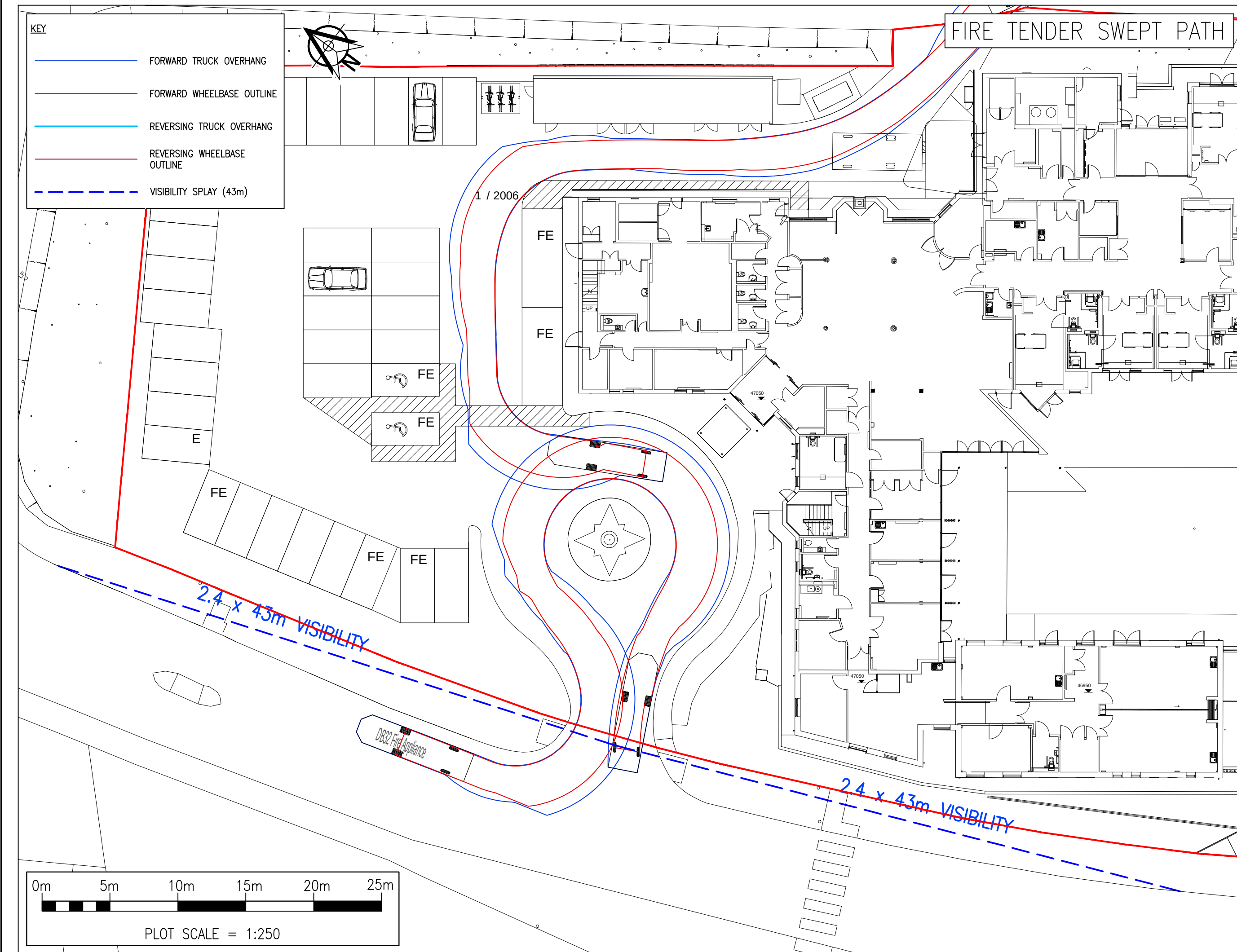
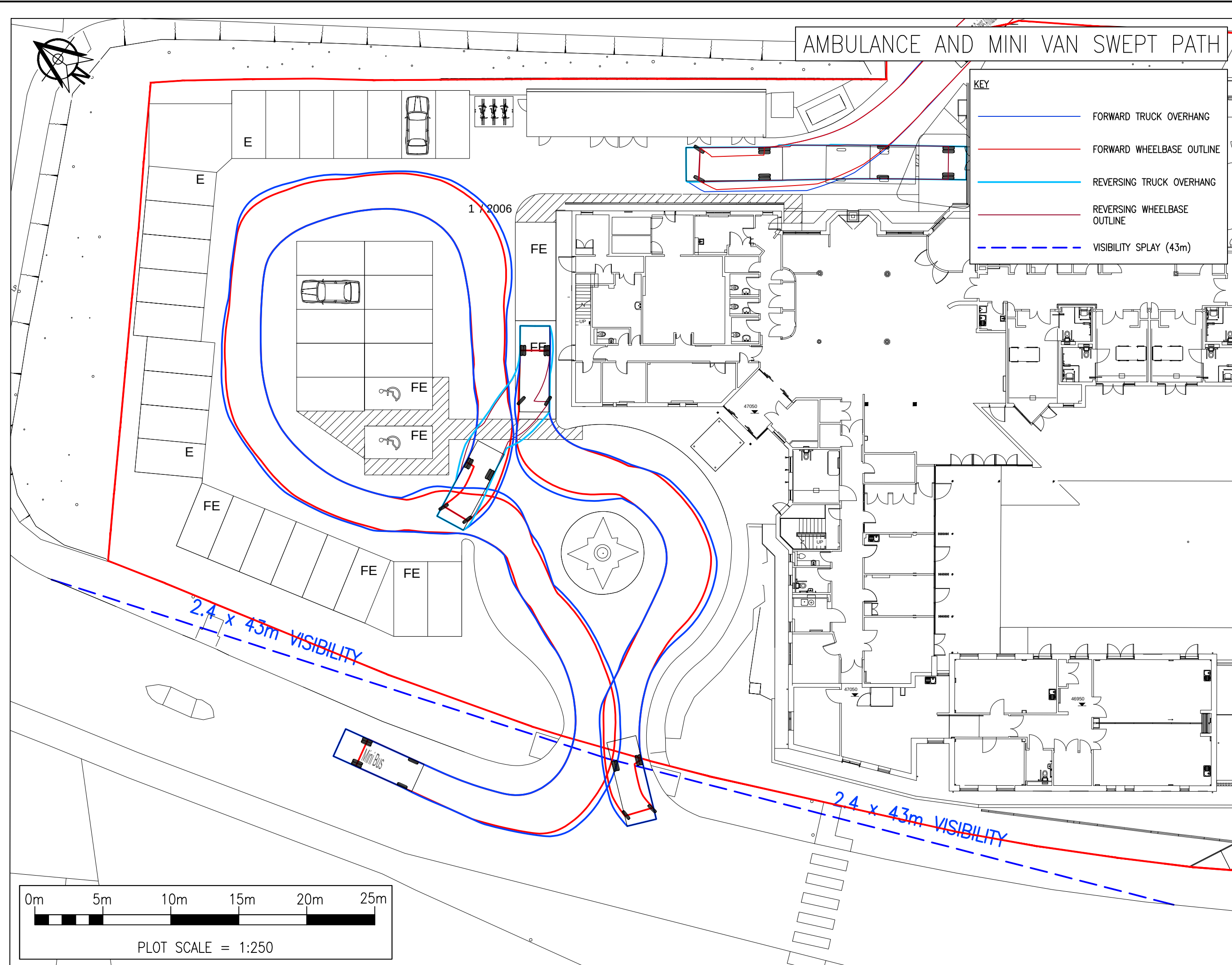
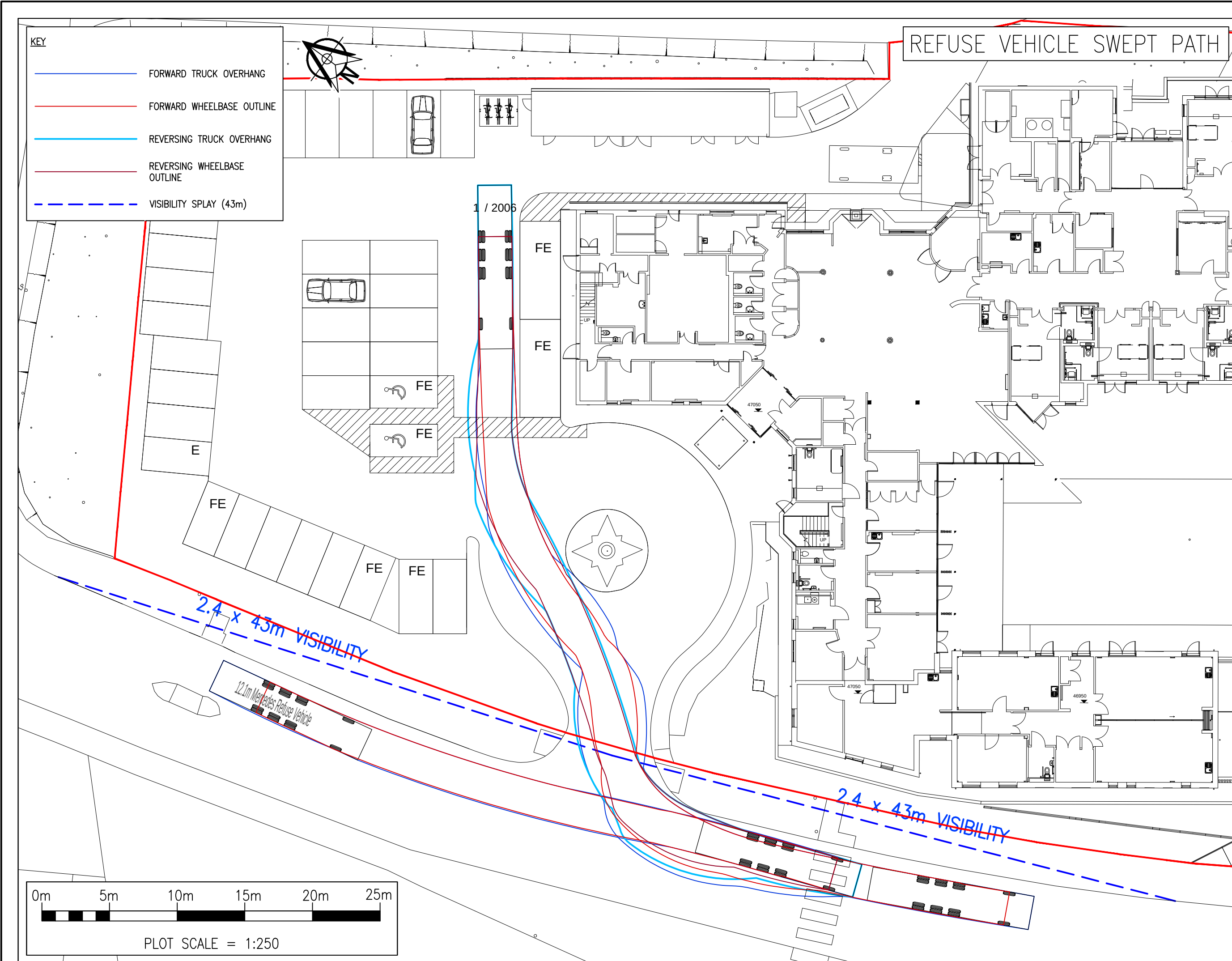
Drawing
Proposed Site Plan - Phase 1

Project	originator	volume level	type	role	number	revision
P0299-RHP-ZZ-XX-PL-A-					1005	P1
Scales	RHP Project	First Issued	Drwn	Chkd		
1 : 200@A1		10/27/21	Author	Checker		
Status						Suitability
Planning						S2



Appendix C

Ambulance and refuse Swept Path Analysis



DO NOT SCALE FROM THIS DRAWING

NOTES:

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION, INC. RISK ASSESSMENTS (SEE CDM NOTES) AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ANY WORKS OUTSIDE SITE BOUNDARY ARE FOR INFORMATION PURPOSES ONLY, UNLESS SPECIFICALLY NOTED. ALL WORKS OUTSIDE THE SITE BOUNDARY WILL BE UNDERTAKEN BY OTHERS UNDER A SEPARATE CONTRACT.
- THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS INDICATED IN THE SPECIFICATIONS AND SHALL INCLUDE THE COST OF TESTING IN THE TENDER.

12.1m Mercedes Refuse Vehicle

Overall Length	12.100m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.250m

DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

7.5t Box Van

Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.321m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

Horton 453 Type I Ford E-Series Ambulance

Overall Length	7.098m
Overall Width	2.445m
Overall Body Height	2.743m
Min Body Ground Clearance	0.328m
Track Width	2.445m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	8.352m

FOR INFORMATION

P3	04.11.21	MINIBUS STRATEGY CHANGED AND SITE PLAN UPDATED	DC/PP/AC
P2	12.08.21	REFUSE VEHICLE AND ROUTE AMENDED TO SUIT COUNTRY STYLE EXISTING STRATEGY	RP/PP/AC
P1	09.08.21	FIRST ISSUE	JHJ/PP/AC

Rev Date Revision Description Dm/Chkd/Appd

Client:

FAIRHURST

135 Park Street,
LONDON
SE1 9EA

Tel: 020 7828 8205
Fax: 084 4381 4412
Web: www.fairhurst.co.uk
Email: london@fairhurst.co.uk

Project Title:

ELLENOR HOSPICE, GRAVESEND

Drawing Title:

VEHICLE SWEEP PATH ANALYSIS & VISIBILITY SPLAYS

Scale @ A1	FH Project Number	Purpose of Issue	Status
1:250	128746	FOR INFORMATION	P

Drawn	Checked	Approved
JHJ	RP	AC
Drawn Date	Checked Date	Approved Date
AUG 21	AUG 21	AUG 21

Drawing Number

128746-FAH-00-XX-DR-C-0101

Rev

P3



Civil Engineering - Transport Planning - Flood Risk

GTA Civils & Transport, Gloucester House, 66a Church Walk, Burgess Hill, West Sussex, RH15 9AS

T: 01444 871444 E: enquiries@gtacivils.co.uk www: gtacivils.co.uk

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