



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: 24 June 2022

Our Ref:

Application - GB/20220432

Location - Former Police Station, 133 Windmill Street, Gravesend, Kent

Proposal - Demolition of existing structures on site and the erection of 75 Retirement Living apartments for older people (comprising 48 no. 1-bed and 27 no. 2-beds) including communal facilities, access, car parking and landscaping.

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 is supported by what is considered to be a very robust Transport Statement dated 12th April 2022 and which covers all the key transport elements of the proposed development.

The site is located in a very sustainable location close to the town centre with easy access within walking distance to bus and train services. A comprehensive arrangement of footpaths is available to all nearby services so the use of the private car should be at a minimum.

Access to the development is via the existing access off Woodville Place which was used by the former police station. Adequate visibility is available from this access. Analysis of traffic generation, including utilising data obtained from other similar development from the applicant's other similar facilities, reveals that the traffic generation expected is considerably lower than that of the previous use, so the access off a busy town centre road should not be questioned.

Parking is to be provided with a total of 25 spaces which is in accordance with the Kent Parking Standards for retirement flats which is a maximum for such a town centre location. Again, comparison with the applicant's other similar facilities demonstrates that this level of parking should be adequate, taking into account the availability of public car parks nearby which can be used by visitors. It is proposed that the parking spaces shall be unallocated which is acceptable but it should be ensured that all spaces are a minimum of 5m x 2.5m except where adjacent to a wall etc. when they should be a minimum of 2.7m wide. Disabled parking should be identified in accordance with the requirements of SPG4. However, it is noted that no EV charging points are proposed within the car park, only ducting, which needs to be changed such that at least 10% of spaces i.e. 3, are provided with full EV charging provision. The remainder of spaces should have passive provision i.e. ducting / cabling, for future requirements if necessary.

Parking for mobility scooters is proposed which will also be available for cycle storage although

given the type of accommodation, the number of cycle parking spaces can be low and can be adjusted depending upon demand.

There is concern that, if the existing lay-by fronting Wrotham Road is removed and incorporated in the site, that the existing narrow footway alongside is obstructed completely by a number of mature trees and that currently pedestrians utilise the layby area, albeit that it does not form part of the public highway. It must be requested that part of the development proposals would be to widen the existing footway alongside Wrotham Road, particularly around the trees. This would then make walking routes around the site much improved and the applicant should be requested to provide such an improvement.

Overall no objection on highway grounds is raised to this proposal provided the Conditions given below are applied to any consent granted:

- 1 Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.
- 2 Provision of EV vehicle charging for at least 3 parking spaces and cabling / ducting provided for the remaining spaces.
- 3 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
- 4 Any gates / barriers to open away from the highway and to be set back a minimum of 6.0 metres from the edge of the carriageway.
- 5 The proposed flats shall only be occupied by residents aged 55 and over.

Informative: It is important to note that planning 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 planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, 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 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.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that 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.

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.