



ttp consulting
transport planning specialists

**Goldgate Properties
Limited**

**2A Christian Fields
Avenue, Gravesend**

Transport Statement

July 2025

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Appendices

Appendix A - Existing Site Layout

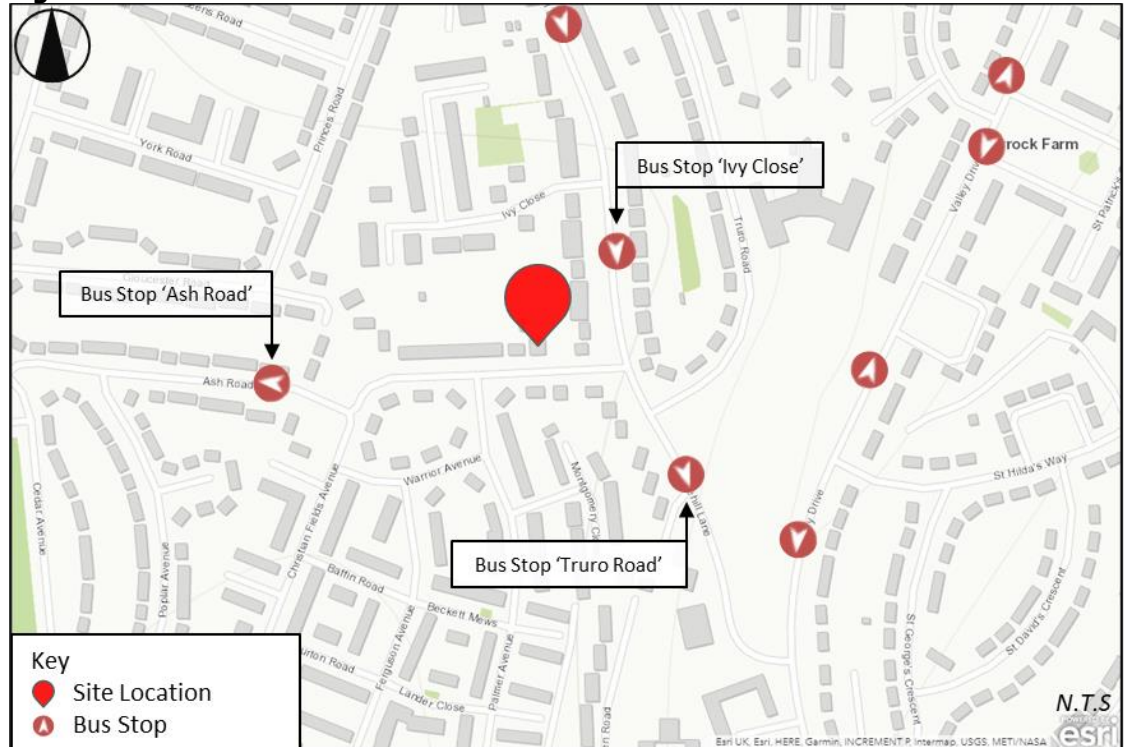
Appendix B - Proposed Site Layout

Appendix C – Extract from TTP Transport Statement September 2023

1 INTRODUCTION

- 1.1 TTP Consulting has been appointed to provide transport planning advice in relation to the to the proposals for 2A Christian Fields Avenue, Gravesend, as shown at **Figure 1.1**.

Figure 1.1: Site Location Plan



- 1.2 The property currently has consent as a six bedroom House of Multiple Occupancy (HMO) (Class C4) with a maximum occupancy of six persons, with off-street parking provided for one car.
- 1.3 In 2023 an application (reference 20231185) for change of use from a six person HMO to an 11 person HMO was refused. One of the reasons for refusal related to a potential increase in parking demand. At subsequent Appeal, the Inspector found *"...there would be sufficient on-street parking provision to accommodate additional vehicle parking arising from the development"* and *"...there would not be an adverse impact on on-street parking"*, concluding that *"...the proposed development would not have an unacceptable adverse effect on highway safety with regard to car parking."*
- 1.4 The current proposals relate to the redevelopment of the property to create a seven bedroom HMO with a maximum occupancy of 10 persons. This report has been prepared to support the associated planning application. A copy of the plans is provided at **Appendix A**.
- 1.5 The TS considers the effects of the proposals having regard to site access, sustainable travel, parking provision and trip attraction. Following this introduction, the report is structured as follows:

- Section 2 summarises the existing situation;
- Section 3 reviews relevant transport policies;
- Section 4 sets out the development proposals and considers the transport effects; and,
- Section 5 provides a summary and conclusion.

2 THE EXISTING CONDITION

Site and Surrounding Area

- 2.1 The site is located on the northern side of Christian Fields Avenue, close to the junction with Whitehall Lane, to the south of Gravesend town centre. The site is currently occupied by a six bedroom HMO with one car parking space.
- 2.2 The area surrounding the site is predominantly residential although there are local shops and take-aways within 400 metres of the site on Whitehall Parade.

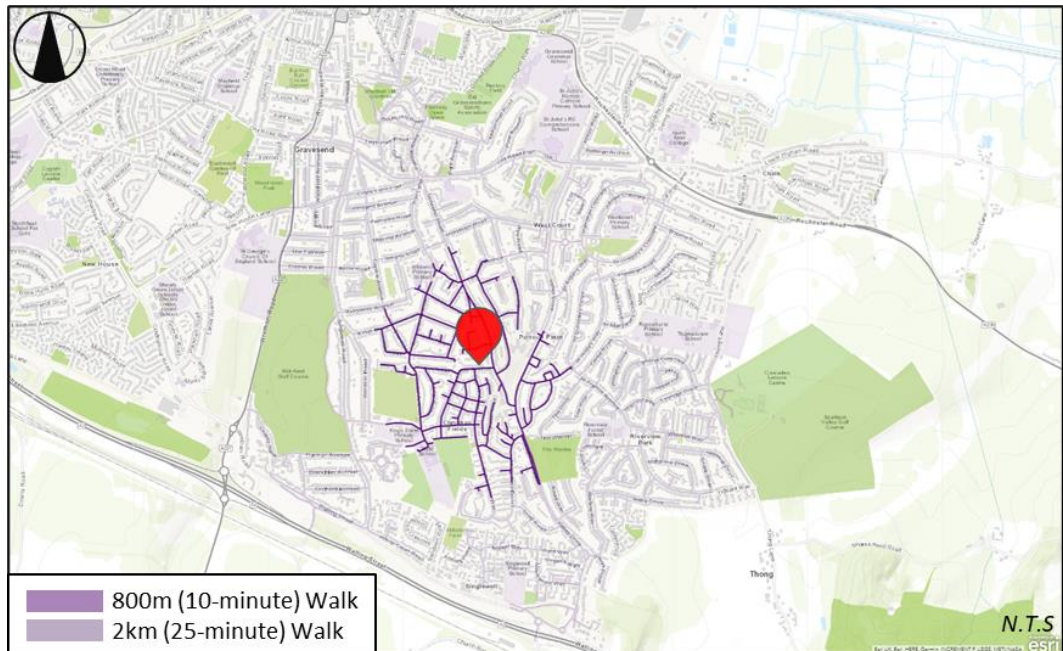
Local Highway Network

- 2.3 In the vicinity of the site Christian Fields Avenue is a two-way road that operates broadly east to west between Whitehill Lane to the east whilst at its southern extent, it terminates at The Steve Cook Stadium. The road is free from parking controls and as such, unrestricted parking occurs on both sides of the carriageway. Traffic calming measures including speed cushions are found near the site and the road is limited to 20mph speeds.
- 2.4 Whitehill Lane is a two-way 30mph road that operates broadly north to south between Valley Drive to the south and the Old Road East / Parrock Road roundabout to the north. The road is free from on-street parking controls.

Accessibility

- 2.5 The site is accessible by a range of transport modes and is located within walking distance of residential areas and local public transport services.
- 2.6 Walking is considered to be a suitable mode of transport to replace car and public transport journeys up to 2km in length, with factors such as health, weather and facilities along with access to a car and journey purpose all influencing a person's choice to walk. Footways are provided along both sides of Christian Fields Avenue that connect the site to the wider pedestrian network.
- 2.7 **Figure 2.1** shows an 800m and 2km walking distance around the site. The map shows that a number of amenities and public transport opportunities within waking distance, with local parks, schools and local shops all within walking distance.

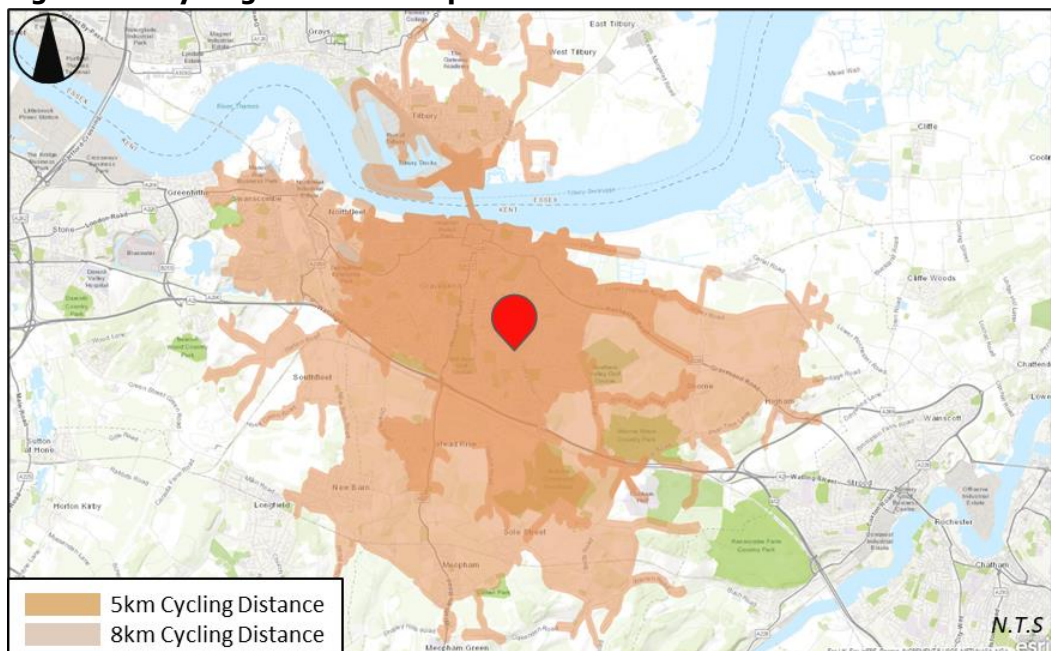
Figure 2.1: Walking Isochrone Map



Access by Bicycle

- 2.8 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. **Figure 2.2** shows the 5km and 8km cycling catchment surrounding the site which includes all of Gravesend within 5km, and Northfleet, Ebbsfleet and part of Tilbury (via the ferry) within 8km.

Figure 2.2: Cycling Isochrone Map



Access by Public Transport

By Bus

- 2.9 The closest bus stops to the site 'Ivy Close' and 'Truro Road' are located 130m and 150m east of the site respectively located on Whitehall Lane. Both stops offer access to the bus route 483 which provides regular connections between Kings Farm and Bluewater Shopping Centre.
- 2.10 Additional services can be reached via bus stops 'St Hilda's Way' located on Valley Drive circa 400-540m east of the site on Valley Drive which offer connections to bus routes 3, 111, 490A and G1, with bus route 490A offering regular departures to Singlewell. A summary of local bus routes and service frequencies is provided in **Table 2.1**.

Table 2.1: Summary of Local Bus Services			
Bus Stop	Route		Frequency every 'x' minutes
	No.	Destination	
Whitehill Lane 'Ivy Close'	483	Kings Farm - Bluewater Bus Station	30
Valley Drive 'St Hilda's Way'	735	Gravesend - Riverview Park	2 per weekday morning and evening
	3	Gravesend - Dartford - Wilmington	School day mornings and evenings
	111	Shorne - Higham - Northfleet	School day mornings and evenings
	490A	Bluewater - Gravesend - Valley Drive	30
	G1	Singlewell - Gravesend - Instead Rise - Meopham - Longfield Academy	School day mornings and evenings
	480A	Gravesend - Riverview Park	20

By Rail

- 2.11 The nearest train station to the site is Gravesend which is located circa 2.5km (32-minute) walk to the north of the site on Rathmore Road. The station offers regular Thameslink and Southeastern departures to destinations including Rainham, Charing Cross via Sidcup, Luton, Faversham, St Pancras International, Ramsgate, Maidstone West and West Hampstead Thameslink.

Car Ownership

- 2.12 The 2021 Census data has been integrated to understand car ownership levels which suggests an average car occupancy of 1.12 per household for the area around the site with 29% of households not having a car. The data does not however take into account the size and type of dwelling. In this regard, a review of the 2011 data for Gravesham suggests that whereas the average car ownership level is 1.23 across the borough, the level varies significantly by size and type, with an average car ownership of 1.38 cars per household for houses with 16% not having access to a car, and 0.59 cars per household for apartments with 41% not having access to a car. The data also demonstrates that car ownership levels are lower with smaller dwellings, with an average of 0.51 cars per household for a "1-3 Room" apartments with 39% not having access to a car, with lower average of 0.47 cars per household for a 1-3 bedroom rented apartment with 37% not having access to a car.

Table 2.2: Summary of Car Ownership					
	Percentage Car Ownership				Cars per HH
	0 Cars	1 Car	2 Cars	3+ Cars	
Local [E00123384]	29%	40%	22%	9%	1.12
Borough* (All)	23%	42%	26%	9%	1.23
Borough* (Houses)	16%	42%	31%	11%	1.38
Borough* (Apartments)	50%	41%	8%	1%	0.59
Borough* (All 1-3 bed Apts.)	55%	39%	5%	0%	0.51
Borough* (1-3 bed Rent Apts.)	58%	37%	4%	0%	0.47

*Gravesham

Travel to Work

- 2.13 **Table 2.3** provides a summary of the travel to work data for the local area based on the 2011 Census; as noted above, whereas there is some data from the 2021 Census, it is not yet available at a local level, nor considered representative given the COVID-19 pandemic. The data suggests that 63% of people travel to work as a driver with 7% as passengers, whilst 17% travel using public transport and 12% walking; nobody indicated that they cycled to work.

Table 2.3: Mode of Travel to Work	
Mode	Percentage
Train	8%
Bus, minibus or coach	9%
Driving a car or van	63%
Passenger	7%
Bicycle	0%
On foot	12%

3 POLICY

National Policy

National Planning Policy Framework

3.1 The National Planning Policy Framework (NPPF) was most recently updated in February 2025. It sets out the Government's planning policies for England and how these are expected to be applied.

3.2 Paragraph 116 advises that:

"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, following mitigation, would be severe, taking into account all reasonable future scenarios."

3.3 Paragraph 117 states that:

"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."

3.4 When considering the transport effects of a development, NPPF states at paragraph 118 that:

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

Gravesham Local Plan

- 3.5 The Gravesham Local Plan sets out the need for new development to mitigate their impact on the highway and public transport networks. With regard to parking the Plan states:

"Sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities."

Kent Parking Standards

- 3.6 Parking standards for developments in Kent were most recently updated in January 2025.
- 3.7 For HMOs, the standards state that car parking provision should be determined on an individual basis.
- 3.8 There is no specific standard for cycle parking but the provision for flats is recommended at a ration of 1 space per flat/ maisonette.

4 EFFECTS OF THE PROPOSALS

The Proposals

- 4.1 This report has been prepared to support an application to increase the increase the number of bedrooms from six to seven with a maximum occupancy of 10 persons. No changes are proposed to access, car parking and delivery arrangements which would remain as per existing.

Trip Generation

- 4.2 The potential number of tips associated with the proposals has been estimated based on a first principles approach on the grounds that one would typically estimate this based on dwelling type and size (number of rooms) neither of which are changing.
- 4.3 Currently the permission restricts the occupation of the house to six people based on one person per bedroom. This application is seeking to increase the number of bedrooms to seven, of which three would be doubles, increasing the occupancy levels to a maximum of 10 people in the house.
- 4.4 In order to consider the likely effect on trips, a first principles exercise has been undertaken, based on travel to work data extracted from the 2021 Census, and the results are shown in **Table 4.1.**

Table 4.1: Comparison of Existing and Anticipated Trips by Mode			
Mode	Mode Share	Consented	Proposed
		6 occupants	10 occupants
Train	8%	0	1
Bus, minibus or coach	9%	1	1
Driving a car or van	63%	4	6
Passenger	7%	0	1
Bicycle	0%	0	0
On foot	12%	1	1
Total		6	10

- 4.5 The movements in Table 4.1 are an estimate of the number of movements in the peak direction during the peak periods, i.e. outbound between 7am and 10am in the morning, or inbound between 4pm and 7pm in the evening. This is considered to be robust assessment as not all of the rooms would always be occupied at the same time.
- 4.6 Given these movements are anticipated to occur over a three hour period, there would not be any noticeable changes in levels of service nor trips associated with the proposals even assuming maximum occupancy.

Parking

- 4.7 The site currently provides off-street parking for one car served by a single crossover; the proposals do not include any alterations to the car parking arrangements. Based on Census data set out in Table 2.2, the existing house with 6 bedrooms assuming each were a 1 – 3 room dwelling could generate a demand for up to 3 cars, i.e. with 1 parked on the drive-way and 2 on-street.
- 4.8 Applying this to the proposed seven bedroom/ 10 person accommodation would result in a potential increase in parking demand for one additional car to be parked on street.
- 4.9 In order to support the previous application, a parking survey was undertaken in September 2023. No changes to the parking provision in the area have taken place since the survey was undertaken and as such it is considered that the findings remain relevant to the current situation. An extract from the TS outlining the results of the survey is contained at **Appendix C**.
- 4.10 Notwithstanding the decision to refuse the previous application including parking as a reason, the subsequent Appeal found that parking was not a valid reason for refusal. The Inspector stated
- "Whilst the appeal site is distant from town centre facilities and services and there is likely to be a reliance on private vehicles, based on the evidence¹ before me of the existing parking situation in the area, there would be sufficient on-street parking provision to accommodate additional vehicle parking arising from the development."*
- 4.11 The Inspector went on to conclude:
- "Consequently, I conclude that the proposed development would not have an unacceptable adverse effect on highway safety with regard to car parking. As such, it would not be contrary to Saved Policies H5 and P3 of the Gravesham Local Plan 1st Review, which seek sufficient provision of vehicle parking. It would also not be contrary to Paragraph 115 of the Framework, which seeks, to prevent or refuse development on highway grounds only if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe."*
- 4.12 It is therefore considered that the proposals are acceptable with regard to car parking.
- 4.13 The proposals will include the provision of long stay cycle parking for residents, in accordance with standards. This will take the form of bike lockers or shed within the site.

¹ TTP Transport Statement September 2023

Deliveries

- 4.14 The existing dwelling is anticipated to receive on average 1 to 2 deliveries per week, excluding post and refuse collection, with deliveries most likely to take place using a transit van; deliveries would take place on-street in with other properties in the local area.
- 4.15 As with parking, there is unlikely to be any increase in the number of deliveries, albeit doubling the number of deliveries to circa 3 to 4 per week would not impact on the operation of the local or wider highway network. Deliveries would take place on-street as per existing.

Refuse Collection

- 4.16 The proposals do not include any changes to the refuse storage and collection strategy, with waste and recycling bins located within the yard at the site frontage within 10m of the front doors and acceptable distance for refuse collection operatives.

5 SUMMARY AND CONCLUSION

Summary

- 5.1 TTP Consulting is retained to provide advice in relation to the proposals for 2A Christian Fields in Gravesend.
- 5.2 The site comprises of a six bedroom HMO with a maximum permitted occupancy of six people. This report has been prepared to support an application to increase the number of bedrooms to seven with a maximum occupancy of 10 persons.
- 5.3 The potential increase in trips based on the maximum proposed number of people would not impact on the operation of the local highway or transport network.
- 5.4 Surveys undertaken in 2023 demonstrated that there is ample spare capacity to accommodate any increase in parking demand associated with the proposals. This was accepted at Appeal.
- 5.5 Deliveries would take place as per existing, and although there is unlikely to be any increase associated with the proposals, even allowing for doubling the expected typical number of deliveries would not impact on the local highway network.
- 5.6 Refuse would be stored and collected as per existing.

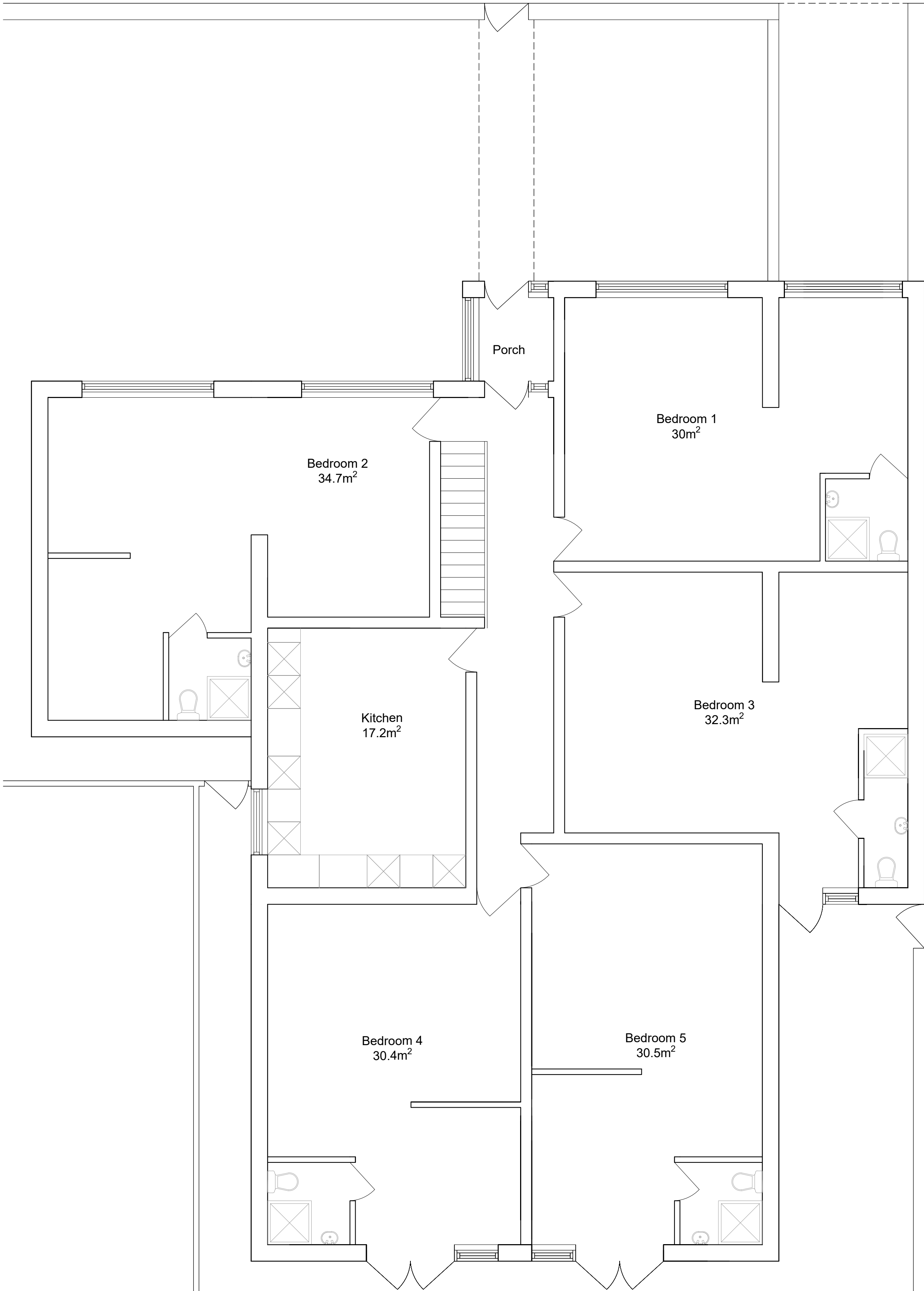
Conclusion

- 5.7 The proposed scheme is consistent with relevant transport planning policy guidance and will not give rise to any material transport related impacts. It therefore meets the test of the NPPF and paragraph 116, which states that:

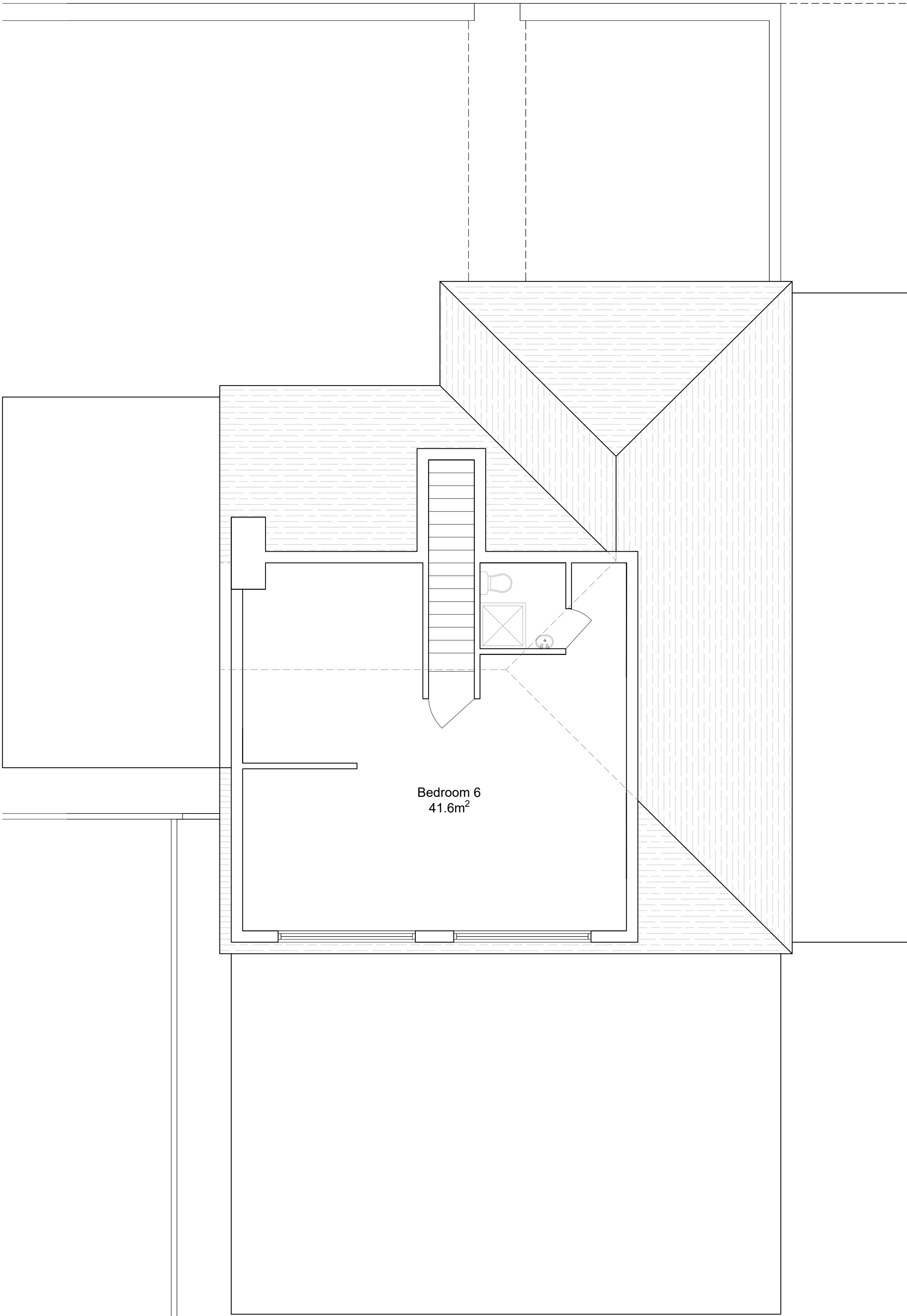
"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network following mitigation, would be severe, taking into account all reasonable future scenarios."

Appendix A

Existing Site Layout



GROUND FLOOR PLAN
SCALE 1:50



FIRST FLOOR PLAN
SCALE 1:50

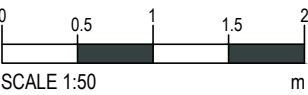
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Notes

Drawing based on survey information by others and subject to planning, building regulation and other statutory approvals.

- Drawing Key**
- Existing Walls
 - New Walls
(External Alterations Completed Under PDR)
 - Demolished Walls / Sanitaryware
 - Rooflights Above



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Project

**2A Christian Fields Ave, Gravesend,
DA12 5NF**

Drawing Title

Existing Floor Plans

Drawing Number

HD00224- PL001

Scale

1:50 @A1

Issue Status

Planning

Drawn

HR

Date

July 2025

Disclaimer

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- Rooflights Above

FRONT ELEVATION

SCALE 1:50

REAR ELEVATION

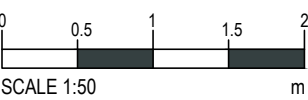
SCALE 1:50

SIDE ELEVATION

SCALE 1:50

SECTION A-A

SCALE 1:50



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Project

2A Christian Fields Ave, Gravesend,
DA12 5NF

Drawing Title

Existing Elevations and
Section AA

Drawing Number

HD00224- PL002

Scale

1:50 @A1

Issue Status

Planning

Drawn

HR

Date

July 2025

Appendix B

Proposed Site Layout

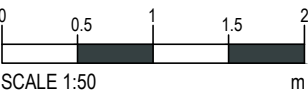
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Project

**2A Christian Fields Ave, Gravesend,
DA12 5NF**

Drawing Title

Proposed Floor Plans

Drawing Number

HD00224- PL003

Scale

1:50 @A1

Issue Status

Planning

Drawn

HR

Date

July 2025

GROUND FLOOR PLAN

SCALE 1:50

FIRST FLOOR PLAN

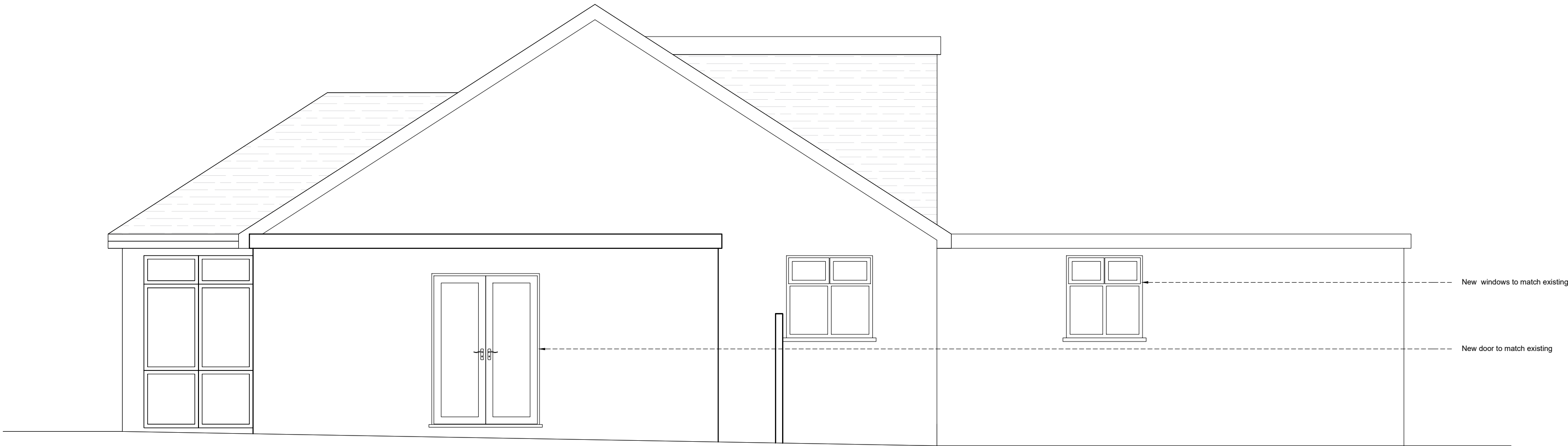
SCALE 1:50



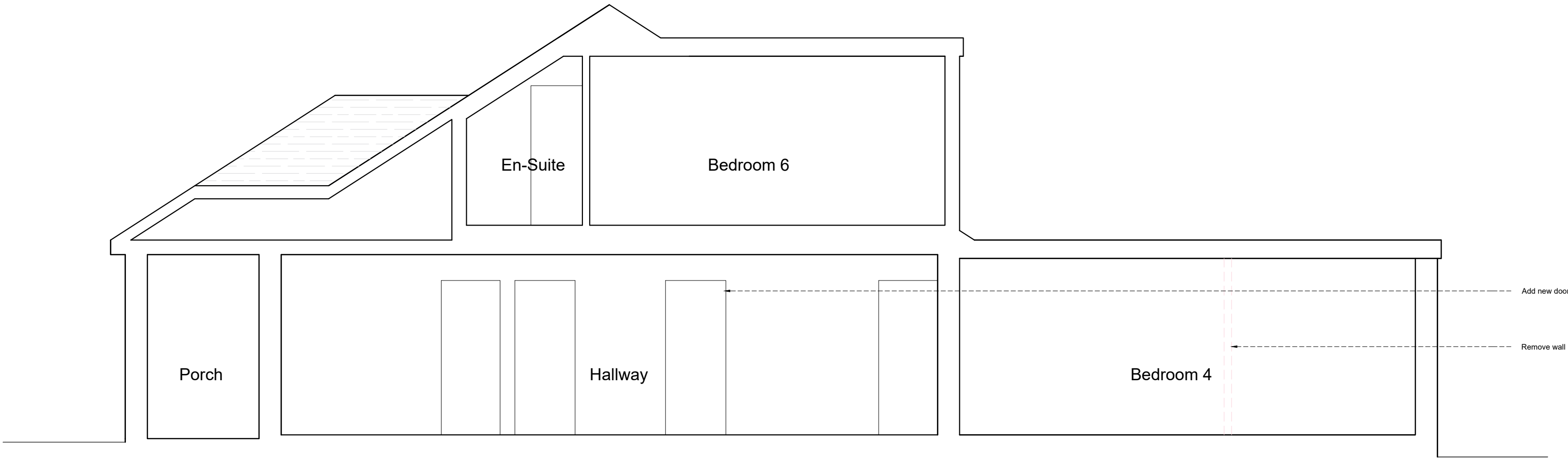
FRONT ELEVATION
SCALE 1:50



REAR ELEVATION
SCALE 1:50



SIDE ELEVATION
SCALE 1:50



SECTION AA
SCALE 1:50

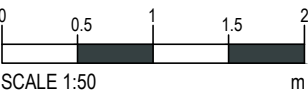
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Project

**2A Christian Fields Ave, Gravesend,
DA12 5NF**

Drawing Title

**Proposed Roof Plan,
Elevations and Section AA**

Drawing Number

HD00224- PL004

Scale

1:50 @A1

Issue Status

Planning

Drawn

HR

Date

July 2025

Appendix C

Extract from TTP Transport Statement September 2023

- 3.5 The movements in Table 3.1 are an estimate of the number of movements in the peak direction during the peak periods, i.e. outbound between 7am and 10am in the morning, or inbound between 4pm and 7pm in the evening. As noted above, the number of movements is considered to be robust insofar that not all of the rooms would always be occupied at the same time, with the movements would occur over a 3 hour period.
- 3.6 Whereas the number of movements associated with 9 people is considered the most representative with 5 vehicular movements within a 3hr period, i.e. 1 more than that associated with the current maximum permitted number of people, adopting the same ratio with 12 people only increases the number of vehicular movements to 7 in the same 3hr period.
- 3.7 Overall, there would not be any noticeable changes in levels of service nor trips associated with the proposals even assuming maximum occupancy.

Car Parking

- 3.8 The Site currently provides off-street parking for one car served by a single crossover; the proposals do not include any alterations to the car parking arrangements. Based on Census data set out in Table 2.2, the existing house with 6 bedrooms assuming each were a 1 – 3 room dwelling could generate a demand for up to 3 cars, i.e. with 1 parked on the drive-way and 2 on-street; it should be noted that these figures do not assume only one person per dwelling, i.e. and more likely closer to the average.
- 3.9 Parking surveys were conducted on the morning of the 12th and 13th September 2023 to understand occupancy levels and availability of parking on the surrounding streets within a 200m walk of the Site, with a copy of the output included at **Appendix D**. The data revealed a total of 211 parking opportunities in the survey area including 32 along Christian Fields in the immediate vicinity of the Site (Zones 3 & 11) with a summary of the findings in **Table 3.2**.

Table 3.2: Summary of Parking Beats					
Restriction	Parking "Spaces"	12th Sept 2023 (0500)		13th Sept 2023 (0030)	
		Parked	Available	Parked	Available
Unrestricted Bays	33	22	5	24	4
Disabled Bays	1	1	0	1	0
Dropped Kerbs	-	11	-	11	-
Unrestricted	177	60	114	53	121
Total	211	94	119	89	125
Christian Fields (3 & 11)	32	8	26	8	27

- 3.10 The survey revealed that there were 94 cars parked at 5am on the 12th September, including 11 cars parked across dropped kerbs, with an occupancy level of 45%, with fewer cars parked overnight on the 13th September, with 26 or 27 spaces available in the immediate vicinity of the Site. The survey would have picked up any demand associated with the existing dwelling.
- 3.11 Although the proposals associated with this application is unlikely to result in an increased demand for parking which would typically be based on the size and nature of the dwelling, which are not changing, doubling the number of cars associated with the Site to 6 cars, i.e. one per room, would not impact on the availability of car parking in the local area with a summary of the potential changes in parking stress levels set out in **Table 3.3** with occupancy levels increasing from 25% to 34% in the immediate area.

Table 3.3: Summary of Parking Stress Levels (Christian Fields Zones 3 & 11)					
Restriction	Parking "Spaces"	12th Sept 2023 (0500)		13th Sept 2023 (0030)	
		Parked	Available	Parked	Available
Observed Scenario	32	8 (25%)	26	8 (25%)	27
Development Scenario	32	11 (34%)	23	11 (34%)	24

Deliveries

- 3.12 The existing dwelling is anticipated to receive on average 1 to 2 deliveries per week, excluding post and refuse collection, with deliveries most likely to take place using a transit van; deliveries would take place on-street in with other properties in the local area.
- 3.13 As with parking, there is unlikely to be any increase in the number of deliveries, albeit doubling the number of deliveries to circa 3 to 4 per week would not impact on the operation of the local or wider highway network. Deliveries would take place on-street as per existing.

Refuse Collection

- 3.14 The proposals do not include any changes to the refuse storage and collection strategy, with waste and recycling bins located within the yard at the Site frontage within 10m of the front doors and acceptable distance for refuse collection operatives.