



Gravesham
Community
Investment Partnership



A Planning Application by
**GRAVESHAM COMMUNITY INVESTMENT PARTNERSHIP
LLP**

In respect of
**Milton Place Car Park, Gravesham,
KENT**

Technical Note

2302-048/TN/01 | May 2025



Document Management

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Document Review

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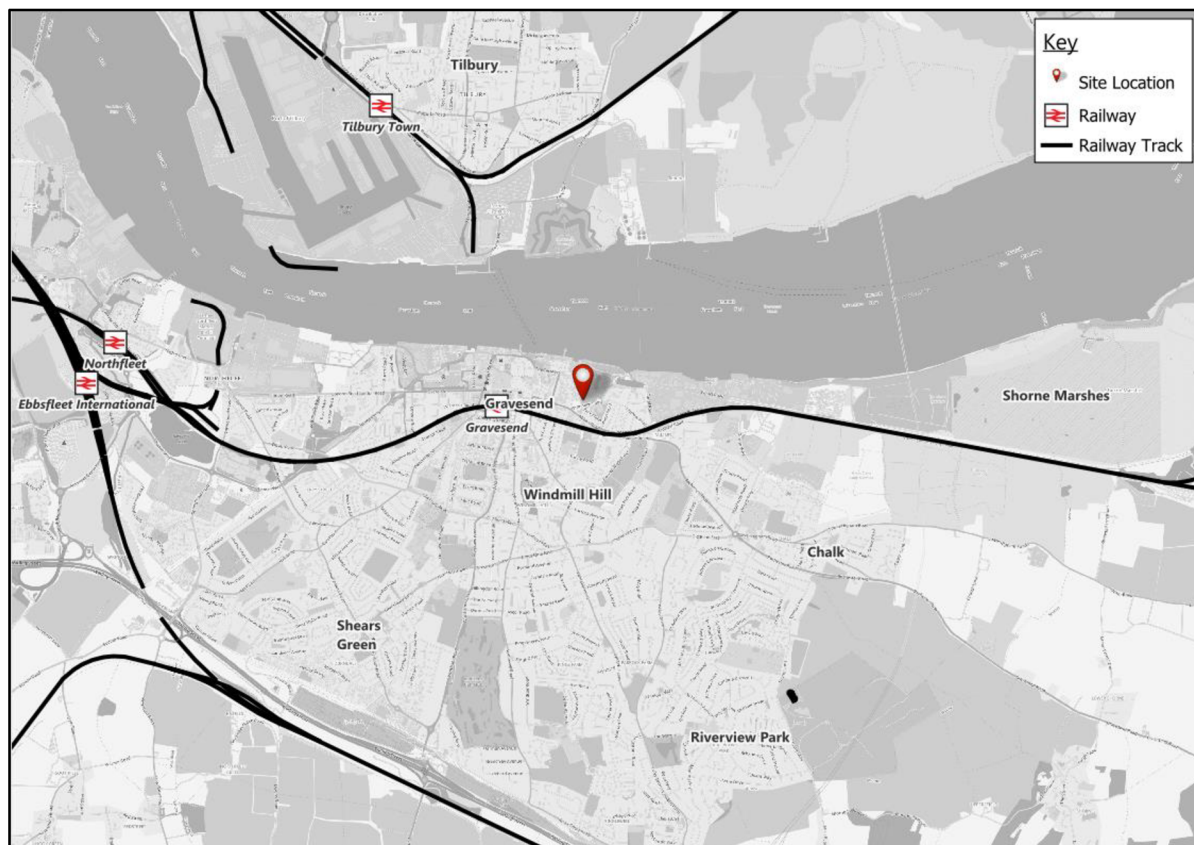
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1 Introduction

- 1.1 Transport Planning Associates (TPA/ **we**) have been commissioned by Gravesham Community Investment Partnership LLP to provide transport planning consultancy services in relation to the proposed development at Milton Place Car Park in Gravesham, Kent. The location of the site is shown below in **Figure 1.1** along with its context to the wider area, and local rail stations.

Figure 1.1 Site Location – Wider Context



Source: © OpenStreetMap Contributors

- 1.2 As shown, the site is located on Milton Place and Ordnance Road on the eastern edge of Gravesend Town Centre between Gravesend High Tower School and New Tavern Fort. It comprises the existing Milton Place Car Park, including the former extension (formerly the BT Storage Depot) and the adjacent open space.

Relevant Planning History

- 1.3 A planning application¹ was submitted to Gravesham Borough Council in February 2025 seeking the "Construction of 76 dwellings and associated infrastructure". This application was supported by a Transport Assessment² prepared by TPA.
- 1.4 The Highway Authority subsequently provided their consultation response on 24 March 2025 which included a holding objection. This response is provided in **Appendix A**.
- 1.5 This Technical Note has been prepared in response to the Consultation Response received.

¹ Planning Application Reference 20250167

² TPA Reference 2302-048 TS01

2 Response

Cycle Access

Milton Place Cycle Access to Milton Road

- 2.1 With regards to the cycle access to Milton Road the consultation response states that:

"A 3m shared pedestrian / cycleway is proposed to be provided along the eastern side of Milton Place, allowing cyclists to travel southbound. This is welcomed. However, cyclists cannot discharge onto Milton Place at the southern end as the carriageway is still one way northbound at that point. The corner of Milton Place and Ordnance Road is not shared, it is footway only. The plan should be updated to demonstrate how southbound cyclists access Milton Road."

- 2.2 It is correct that a cyclists departing the site would be required to follow the existing one-way system in the centre of Gravesend, as existing residents along Milton Road currently do. This is considered appropriate given the scale of the proposals and the significant quantity of retirement flats proposed. The resultant quantum of cycling movements is anticipated to be minimal, with circa 3.3 daily movements predicted for the retirement flats³ and 0.2 daily movements predicted for the proposed houses⁴.

- 2.3 Notwithstanding the above, to achieve access onto Milton Road would require significant alterations to the crossings at the signal-controlled junction which is beyond the scope of work deliverable by a scheme of this scale. Should such a scale of improvements be sought then this could be included within the scope of works associated with the Ordnance Road widening scheme which the proposals have been developed not to prejudice, or indeed if KCC bring forward a scheme that will include Toucan Crossings at the junction itself

Cycle Access to Milton Place Northbound

- 2.4 With regards to the cycle access to Milton Place for those travelling northbound the consultation response states that:

"A dropped kerb will need to be provided at the southern end of the shared pedestrian / cycle route to allow northbound cyclists to egress the carriageway, and appropriate tactile paving

³ Based on the Trip Rates set out in Appendix I of the Transport Assessment

⁴ Based on the Trip Rates set out in Appendix J of the Transport Assessment

introduced to the south to inform visually impaired users that they are entering a shared area."

- 2.5 As shown in our drawing 2302-048 PL04A provided in appendix D of the Transport Assessment, a dropped kerb is provided for cyclists north of the proposed Milton Place access junction. Final details of the tactile paving can be resolved as part of the future detail design and technical approval process.

Ordnance Road Cycle Access

- 2.6 With regards to the Ordnance Road access by cycle, the Consultation Response states that:

"Ordnance Road does not have off carriageway cycle facilities and therefore, a dropped kerb will also be required along Ordnance Road (east of the flats) for cyclists to access and egress the carriageway. A cycle symbol should be provided on carriageway to make it clear that this is not a pedestrian uncontrolled crossing."

- 2.7 It is accepted that a dropped kerb access can be provided east of the flats with the associated footpath access into the site widened to 3m as appropriate. This has been included in our plans provided at **Appendix D**. Further details of the dropped kerb can be provided as part of the Technical Approval process.

Segregated Cycleway on Ordnance Road

- 2.8 With regards to the requested segregated cycleway along Ordnance Road the consultation response states that:

"It is very disappointing that the applicant has not taken forward KCC's request to provide a segregated cycle route along Ordnance Road. This would create a high quality, attractive cycle network in this part of the town and connect to the existing facilities on Milton Road. Further consideration should be given to providing this facility."

- 2.9 The provision of a shared cycle footway along Ordnance Road would be required to tie back into the carriageway in the vicinity of the skatepark and the Ordnance Road Car Park egress. The provision of a short length of shared cycle footway is unlikely to result in a demonstrable change in the attractiveness of cycling within the vicinity of the site.
- 2.10 Notwithstanding the above, the ability to facilitate a cycle route along Ordnance Road through the setting back of the Ordnance Road Car Park was considered during the design development and discounts due to third party land constraints. A strip of third-party land comprising the southern row

of parking and half of the aisle width within the Ordnance Road Car Park exists between the site boundary and the adopted public highway on Ordnance Road.

- 2.11 In addition, we note that there is no onward connectivity to the east beyond the Site- if cycle connectivity going eastwards was required this could have been secured as part of offsite highway works for the Albion Waterside development.
- 2.12 There is a national cycle route to the north of the site running along the riverside which is fully pedestrianised. National Cycle route 177 runs along the riverside to the north of the Site- the proposals include new cycle connections northbound on Milton Place connecting into this cycle route. This would offer a much safer route for cycles to travel both east (out of Gravesend) and west (into Gravesend town) from the site. We deem this to be a viable alternative when considering the constraints elsewhere.

Road Safety Audit

- 2.13 With regards to Road Safety Auditing the consultation response states that:

"A Road Safety Audit for the highway works has not been submitted with the Transport Assessment. This is likely to be required for the KCC Technical Approval stage."

- 2.14 Whilst it is noted that the Road Safety Audit would not be required until the Technical Approval stage, a Stage 1 audit was undertaken and the associated Designer's Response prepared as appropriate. This is provided in **Appendix B**. We anticipate a Stage 2 Audit will be required during the Technical Approval stage.

Ordnance Road Car Park

Resurfacing

- 2.15 With regards to the Ordnance Road Car Park resurfacing the consultation response states that:

"It is unclear if the Ordnance Rd car park is to be resurfaced (including the footways and disabled bays at the eastern end). This is recommended."

- 2.16 It is noted that half of the car park falls outside of the red line and the client's ownership, with resurfacing of the southern half of the car park representing a potential ransom position. Therefore resurfacing of the car park in its entirety will not be possible, nor is it considered appropriate for the limited funds associated with this development to be spent on resurfacing a car park outside of the

adopted public highway. In this context, the remainder of the Ordnance Road car park in our client's ownership will be resurfaced as illustrated in **Appendix C** and can be secured by condition.

Swept Path Analysis and Landscape Arrangement

- 2.17 With regards to the swept path analysis and the landscape arrangement in the Ordnance Road car park the consultation response states:

"Plan 2302-048 Rev A 'Proposed Site Access Arrangement', shows the running lane of the Ordnance Road car park to be partially covered by landscaping. It is assumed this is an error as the tracking shows vehicles over running this area. However, this should be confirmed. Please also confirm whether the width of the existing Ordnance Road car park aisle is to remain as existing, as the tracking for a car looks to be quite tight so larger vehicles would have difficulty accessing the bays."

- 2.18 It is acknowledged that the landscape arrangement is incorrect with landscaping shown in the aisle of the car park. This has been updated and is provided together with updated swept path analysis in **Appendix D**.

- 2.19 With regards to the size of the aisle and bays, these have been based on the existing provision, with bays retained at the same size and the aisle width retained.

Milton Place Access

- 2.20 With regards to the vertical alignment of the Milton Place access the consultation response states:

"There is currently a level difference between Milton Place and the car park. A plan is required demonstrating that the access road is compliant with the gradients set out in the Kent Design Guide."

- 2.21 The vertical alignment of the access has been reviewed by PTA and is provided in **Appendix E**. As shown, the maximum gradient will be 1:21.

Milton Place Car Park Pedestrian Access

- 2.22 With regards to the pedestrian access to the Milton Place car park the consultation response states that:

"Steps are currently provided at the south western corner of the car park, providing a pedestrian connection to Milton Place. These steps should be retained / re-provided to ensure the car park remains permeable and to prevent pedestrians creating their own desire lines across the vegetation."

- 2.23 Improved pedestrian access is proposed at the northern car park access and in the southeast corner of the car park, both providing inclusive access. Notwithstanding this, the existing staircase can be relocated to the southwest corner of the proposed car park as requested, but this is not part of what our current proposals as we deem it would only serve to improving the experience of motorists.

Parking Provision

Development Parking

- 2.24 With regards to the parking for the proposed development the consultation response states that

"The applicant proposes to provide 8 parking spaces for the independent living units and 19 spaces for the 15 residential units. Whilst this is within the standards, it is extremely low and it is unclear how these would be managed. It is strongly recommended that additional spaces are provided for the independent living units. However, as the surrounding local highway network is subject to double yellow line markings, any ad hoc parking is likely to remain on site."

- 2.25 The proposed level of parking remains as shown during the pre-application and we note that no concerns were raised in the pre-application response dated 7 October or the subsequent clarification e-mails following.
- 2.26 Notwithstanding this, as set out in the response, the proposed level of parking is within standards and therefore we consider a low level of parking to be entirely appropriate in a town centre location. Additionally, the site is located within a controlled parking zone which will inherently limit the potential for overspill parking.

Reduction in Milton Place and Ordnance Road public car parks

- 2.27 With regards to the reduction in public car parking spaces the consultation response states that:

"The number of spaces in the Milton Place and Ordnance Road car parks are proposed to be reduced from 148 to 84 and 29 to 27 spaces, respectively. Evidence has been provided to support this provision and this proposal is acceptable."

2.28 This is agreed.

Albion Waterside Impact on the Ordnance Road Car Park

2.29 With regards to the sensitivity test undertaken within our Transport Assessment the consultation response states that:

"In relation to the Ordnance Road car park and the junction mitigation proposals put forward under Application GBC/2021/0270, paragraph 1.6 of the Transport Assessment states "As shown, the proposals require land within the site to come forward, and our scheme has subsequently been developed not to prejudice their delivery". Paragraph 3.17 states "The Albion Waterside proposals will reduce the quantum of parking spaces available within the Ordnance Road Car Park due to the extent of widening proposed". Whilst it was agreed that the Albion Waterside junction mitigation would require land within this site, KCC do not believe the proposals included a reduction in the number of spaces in this car park, rather, the spaces would be pushed further into this land. The spaces should therefore be retained."

2.30 Any impact associated with the widening should be resolved as part of the Albion Waterside application, as it is not part of our proposals. The sensitivity test was merely undertaken with the specific purpose to demonstrate that the anticipated loss in parking provision could be accommodated.

3 Response to Additional Comments

- 3.1 In addition to the above, the Highway Authority provided additional comments that *"will not directly affect the highway"*. Where required a response is provided below.

Refuse Vehicle Tracking

"A 10.6m refuse vehicle has been tracked to demonstrate that a refuse vehicle can access and egress the site in a forward gear. KCC usually require tracking for an 11.3m refuse vehicle as that is the largest vehicle that operates in Kent. As the access has been tracked for a 16.5m vehicle, the larger refuse vehicle will also be able to access the site from the highway. However, the larger refuse vehicle may have difficulty undertaking a three point turn within the site."

- 3.2 Swept path analysis has been undertaken for a 10.6m refuse vehicle as a proxy for the refuse vehicle set out in Gravesham Borough Council's Planning Guidance on Waste Collection Requirements (August 2024) which states that *"The Council uses three-axle, rear steer 26 tonne collection vehicles:*

- *Width - 2.5m*
- *Overall length - 10.5m*
- *Height - 3.8m*
- *Kerb Turning Circle - 18m*
- *Wall to Wall Turning Circle - 19m"⁵*
- *Conditions*

⁵ Section 5.3 of Gravesham Borough Council's Planning Guidance on Waste Collection Requirements (August 2024)

APPENDIX A



Gravesham Borough Council
Civic Centre
Windmill Street
Gravesend
Kent
DA12 1AU

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 24 March 2025

Our Ref: AC

Application - GB/20250167

Location - Milton Place Car Park, Gravesend, Kent,

Proposal - Construction of 76 dwellings and associated infrastructure.

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

Adoption

It is assumed that the site is to remain private and therefore the comments on which the main response is based, are those where the proposals will have a direct impact on the local highway network.

Access and Highway Works

Vehicular access is proposed to be provided via a priority junction with Milton Road. Emergency access is to be provided via the Milton Place car park. This is acceptable.

A 3m shared pedestrian / cycleway is proposed to be provided along the eastern side of Milton Place, allowing cyclists to travel southbound. This is welcomed. However, cyclists cannot discharge onto Milton Place at the southern end as the carriageway is still one way northbound at that point. The corner of Milton Place and Ordnance Road is not shared, it is footway only. The plan should be updated to demonstrate how southbound cyclists access Milton Road.

A dropped kerb will need to be provided at the southern end of the shared pedestrian / cycle route to allow northbound cyclists to egress the carriageway, and appropriate tactile paving introduced to the south to inform visually impaired users that they are entering a shared area. Ordnance Road does not have off carriageway cycle facilities and therefore, a dropped kerb will also be required along Ordnance Road (east of the flats) for cyclists to access and egress the carriageway. A cycle symbol should be provided on carriageway to make it clear that this is not a pedestrian uncontrolled crossing.

It is very disappointing that the applicant has not taken forward KCC's request to provide a segregated cycle route along Ordnance Road. This would create a high quality, attractive cycle network in this part of the town and connect to the existing facilities on Milton Road. Further consideration should be given to providing this facility.

A Road Safety Audit for the highway works has not been submitted with the Transport Assessment. This is likely to be required for the KCC Technical Approval stage.

It is unclear if the Ordnance Rd car park is to be resurfaced (including the footways and disabled bays at the eastern end). This is recommended.

Plan 2302-048 Rev A 'Proposed Site Access Arrangement', shows the running lane of the Ordnance Road car park to be partially covered by landscaping. It is assumed this is an error as the tracking shows vehicles over running this area. However, this should be confirmed. Please also confirm whether the width of the existing Ordnance Road car park aisle is to remain as existing, as the tracking for a car looks to be quite tight so larger vehicles would have difficulty accessing the bays.

There is currently a level difference between Milton Place and the car park. A plan is required demonstrating that the access road is compliant with the gradients set out in the Kent Design Guide.

Steps are currently provided at the south western corner of the car park, providing a pedestrian connection to Milton Place. These steps should be retained / re-provided to ensure the car park remains permeable and to prevent pedestrians creating their own desire lines across the vegetation.

Parking

The applicant proposes to provide 8 parking spaces for the independent living units and 19 spaces for the 15 residential units. Whilst this is within the standards, it is extremely low and it is unclear how these would be managed. It is strongly recommended that additional spaces are provided for the independent living units. However, as the surrounding local highway network is subject to double yellow line markings, any ad hoc parking is likely to remain on site.

The number of spaces in the Milton Place and Ordnance Road car parks are proposed to be reduced from 148 to 84 and 29 to 27 spaces, respectively. Evidence has been provided to support this provision and this proposal is acceptable.

In relation to the Ordnance Road car park and the junction mitigation proposals put forward under Application GBC/2021/0270, paragraph 1.6 of the Transport Assessment states *"As shown, the proposals require land within the site to come forward, and our scheme has subsequently been developed not to prejudice their delivery"*. Paragraph 3.17 states *"The Albion Waterside proposals will reduce the quantum of parking spaces available within the Ordnance Road Car Park due to the extent of widening proposed"*. Whilst it was agreed that the Albion Waterside junction mitigation would require land within this site, KCC do not believe the proposals included a reduction in the number of spaces in this car park, rather, the spaces would be pushed further into this land. The spaces should therefore be retained.

Traffic Generation

The site is anticipated to generate a total of 16 two way movements in the AM peak and 15 two way movements in the PM peak. This is unlikely to have a significant impact on the local highway network and is acceptable.

Conclusion

I would like to place a holding objection on the application until the above issues have been satisfactorily resolved. Should the LPA be minded to grant planning permission prior to these being resolved, I request the following Conditions are applied:

Conditions

The highway works as shown on plan 2302-048 Rev A 'Proposed Site Access Arrangement',

to be provided and available for use prior to first occupation.

Provision and maintenance 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.

8 vehicle parking spaces for the independent living units and 19 vehicle parking spaces for the 15 residential units are to be provided prior to occupation of the associated unit.

Four accessible parking spaces and four active electric vehicle charging points to be re-provided within the Milton Place car park, prior to first occupation.

A minimum of 84 vehicle parking spaces to be provided in the Milton Place car park and available for use at all times (in line with existing durations) of the construction and operation of the site.

A minimum of 27 vehicle parking spaces to be provided in the Ordnance Road car park and available for use at all times (in line with existing durations) of the construction and operation of the site.

Prior to first occupation of the associated use, one active electric vehicle charger to be provided for each house; 10% of the communal parking spaces to be provided with active vehicle chargers and 90% to be provided with passive chargers.

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 parks.

Submission and approval of a Construction Management Plan prior to 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, 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, highway condition surveys for Milton Place should be undertaken and a commitment provided to fund the repair of any damage caused by vehicles related to the development. Further information can be found here: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance/photographic-highway-condition-survey>.

Additional Comments

Whilst the below comments will not directly affect the highway, it is strongly recommended that they are considered in order to ensure the design is appropriate for all users.

Shared routes for pedestrians and cyclists must be a minimum of 3m in width. As the only 3m route is along Milton Place, it is unclear how cyclists route from the cycle store to Milton Place and Ordnance Road. In line with LTN 1/20, cyclists should not be made to dismount before

reaching the cycle store.

Two steps are shown to the north east of cycle store 1. A cycle ramp should be provided alongside the steps to accommodate this movement as otherwise, cyclists are likely to create their own desire path through the grass.

It is recommended that an internal door to the cycle store is provided in addition to the external door, to enhance permeability and safety.

Whilst cycle parking has been provided in line with standards, it is recommended that additional visitor parking is provided within the site.

A 10.6m refuse vehicle has been tracked to demonstrate that a refuse vehicle can access and egress the site in a forward gear. KCC usually require tracking for an 11.3m refuse vehicle as that is the largest vehicle that operates in Kent. As the access has been tracked for a 16.5m vehicle, the larger refuse vehicle will also be able to access the site from the highway. However, the larger refuse vehicle may have difficulty undertaking a three point turn within the site.

Page 102 of the Design and Access Statement shows the refuse vehicle strategy. It is questioned whether all residents of the apartment blocks are within the maximum drag distance of the bin store (30m).

As requested during pre-app, it is recommended that a Travel Information Pack is provided to each unit upon first occupation, providing information on walking, cycling and public transport. In order to encourage residents to cycle, it is recommended that an adapted bike (e.g. an adult trike) is provided in the cycle store, for residents to borrow / try out. Given the low level of parking for the independent living units, consideration should be given to providing each retirement unit with a free one years public transport ticket, to encourage them to use the bus.

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.

Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>.

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. Further details on this are available on our website below:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/apply-for-a-dropped-kerb/dropped-kerb-contractor-information>

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.

APPENDIX B



Gravesham
Community
Investment Partnership



A Planning Application by
**GRAVESHAM COMMUNITY INVESTMENT PARTNERSHIP
LLP**

In respect of
**Milton Place Car Park, Gravesham,
KENT**

Designer's Response

2302-048/DR/01 | March 2025



Document Management

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Document Review

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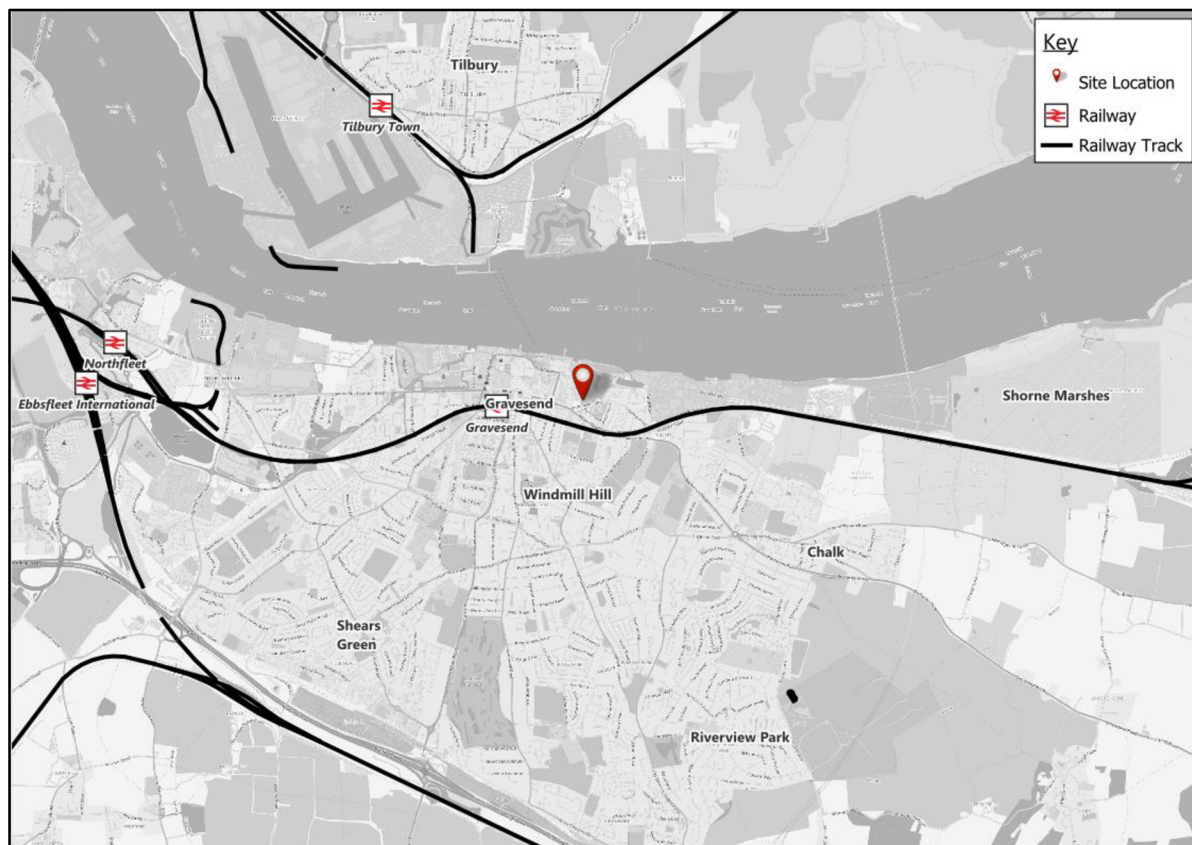
List of Appendices

A Road Safety Audit (RSA)

1 Introduction

- 1.1 Transport Planning Associates (TPA/ **we**) have been commissioned by Gravesham Community Investment Partnership LLP to provide transport planning consultancy services in relation to the proposed development at Milton Place Car Park in Gravesham, Kent. The location of the site is shown below in **Figure 1.1** along with its context to the wider area, and local rail stations.

Figure 1.1 Site Location Plan – Wider Context



Source: © OpenStreetMap Contributors

- 1.2 As shown, the site is located on Milton Place and Ordnance Road on the eastern edge of Gravesend Town Centre between Gravesend High Tower School and New Tavern Fort. It comprises the existing Milton Place Car Park, including the former extension (formerly the BT Storage Depot) and the adjacent open space.

Development proposals

- 1.3 The development proposals comprise a reduction in the existing Milton Place and Ordnance Road car parks to provide a residential development with 61 independent living apartments with 15 houses resulting in a total of 76 dwellings to be accessed via a new junction on Milton Place.

1.4 To support the planning application, TPA commissioned Alpha Consultants to undertake a Stage 1 Road Safety Audit (**RSA**) of the proposed access arrangement. The RSA was undertaken based upon the following documents:

- Scheme description/ background (provided via email, dated 20th February 2025);
- Drawing No. 2302-048 PL04A;
- Drawing No. 2302-048 SP10A;
- Drawing No. 2302-048 SP09A;
- Drawing No. 2302-048 SP08A;
- Drawing No. 2302-048 SP11A;
- Drawing No. 2302-048 SP12;
- Milton Place Traffic Survey Data Report; and
- Drawing No. 02324-JTP-MP-00-DR-A-10001 D10.

1.5 A full copy of the RSA is contained within **Appendix A** with the remainder of this report providing the Designer's Response to the problems identified.

2 Designer's Response

Problem 1 – Ramp position and potential failure to give way

Problem

- 2.1 The description provided for the problem states that:

"The proposed site access arrangement will mean that the raised table ramp coincides with the give way lines. This could lead to some motorists inadvertently rolling forward/overshooting the give way line when attempting to stop; potentially putting them at risk of collision with any passing vehicles."

Recommendation

"It is recommended that the proposed arrangement is reviewed in light of the concern raised above. It may be appropriate to separate the crossing point and raised table/speed reducing feature in this instance."

Designer's Response

- 2.2 We do not consider the potential for vehicles rolling forward/ overshooting into Milton Place to be significant as the arrangement shown is fairly typical.
- 2.3 The proposals will be subject to further detailed design and technical approval following any planning permission granted during which, should the highway authority consider it appropriate, alternative arrangements such as removing the raised table could be considered.

APPENDIX A

**Development at
Milton Place, Gravesend**

**Proposed Site Access Arrangements
and Associated Highway Works**

Stage 1 Road Safety Audit

February 2025

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Project / Document Details	
Date:	24/02/2025
Document reference and revision:	AC/TPA/2302251
Prepared by:	Alpha Highway Consultants Limited
Client	Hill Residential Limited
Design Organisation:	Transport Planning Associates Limited
Overseeing Organisation:	Kent County Council

1. Introduction

- 1.1 This report results from a Stage 1 Road Safety Audit carried out during February 2025 at the request of the design organisation, Transport Planning Associates Limited, 1 Giltspur Street, London EC1A 9DD.
- 1.2 The Audit relates to proposed site access arrangements/highway works associated with development on land to the east of Milton Place, Gravesend, Kent.
- 1.3 The Audit Team membership was as follows:
- | | |
|------------------------------|-------------------|
| J Bown (Audit Team Leader) | Alpha Consultants |
| B Newiss (Audit Team Member) | Alpha Consultants |
- 1.4 The Audit took place at the offices of Alpha Consultants during February 2025 and included an examination of the following documents:
- Drawing No. 2302-048 PL04A
 - Drawing No. 2302-048 SP10A
 - Drawing No. 2302-048 SP09A
 - Drawing No. 2302-048 SP08A
 - Drawing No. 2302-048 SP11A
 - Drawing No. 2302-048 SP12
 - Milton Place Traffic Survey Data Report
 - Drawing No. 02324-JTP-MP-00-DR-A-10001 D10
- 1.5 The Audit Team visited the site together on the morning of 20 February 2025. During the site visit, the weather was partly cloudy and dry. The surfaces were damp in places.
- 1.6 The terms of reference of the Audit are as described in the DMRB GG 119.
- 1.7 The Audit Team has acted independently of the Design Team and has had no prior involvement in the design of the scheme.
- 1.8 The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

2. Items raised at this Road Safety Audit

JUNCTIONS

2.1 Problem

Location: Proposed site access junction and raised table

Summary: Ramp position and potential failure to give way



Description:

The proposed site access arrangement will mean that the raised table ramp coincides with the give way lines. This could lead to some motorists inadvertently rolling forward/overshooting the give way line when attempting to stop; potentially putting them at risk of collision with any passing vehicles.

Recommendation:

It is recommended that the proposed arrangement is reviewed in light of the concern raised above. It may be appropriate to separate the crossing point and raised table/speed reducing feature in this instance.

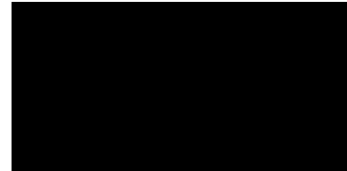
3. Audit Team Statement

We certify that this Audit has been carried out in accordance with the principles of GG 119.

AUDIT TEAM LEADER:

J Bown MBA PGDipMS IEng FIHE MICE MSoRSA
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:

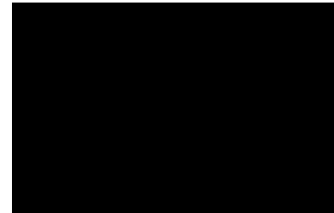


Date: 24 February 2025

AUDIT TEAM MEMBER

B Newiss MCIHT MSoRSA NH Cert Comp
Alpha Consultants
18-20 Groveland Way
Stotfold
Bedfordshire
SG5 4PH

Signed:



Date: 25 February 2025

Appendix A

Problem Location Plan

A2
ORIGINAL
PLOT SIZE



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NOTES:

- Based on Topographical Survey "47661BWLS-01_02 Updated DWG";
- Based on JTP drawing number 02324-JTP-MP-00-DR-A-10001 Revision P1;
- Tree survey based on Tracy Clarke Tree Consultancy drawing TCTC-19152-PL-01.

- Application Boundary
- Assumed Highway Boundary
- Third Party Land Boundary
- Existing White Lining
- Existing Yellow Lining
- Proposed Kerbline
- Proposed Dropped Kerbline
- 2.4m x 43m Visibility Splay
- Proposed Ramp
- Raised Table
- Potential Soft Landscaping
- Indicative Footway Construction
- Grasscrete or similar permeable material
- Tactile Paving
- Corduroy Paving

- Subject to Detailed Design, Road Safety Audit process and Highway Authority Approval;
- Emergency access 3.7m wide in accordance with Building Regulations approved document B5;
- Visibility drawn in accordance with Manual for Streets 2 (2010) guidance with particular reference to Section 10.7 relating to obstacles within the visibility splay;
- 3m shared cycle infrastructure designed in accordance with Local Transport Note 1/20 (2020), Table 6-3: Recommended minimum width for shared use routes carrying up to 300 pedestrians and 300 cyclists per hour.

Rev	Date	Details	Drawn By	Checked By	Approved By
A	05/01/25	Issued masterplan	SMK	TS	SMK

Bristol
Cambridge
London
Welwyn Garden City



1 Giltspur Street
London
EC1A 3DD
020 7119 1155
www.tpa.uk.com

CLIENT:
 Gravesham
Community
Investment Partnership

PROJECT:
MILTON PLACE,
GRAVESEND

TITLE:
PROPOSED SITE ACCESS
ARRANGEMENT

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 30/01/25	DRAWN: SMK	CHECKED: DE	APPROVED: SMK
JOB NO: 2302-048	DRAWING NO: PL04	REVISION: A		

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APPENDIX C



APPENDIX D



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- NOTES:
- Based on Topographical Survey "47661BWS-01_02 Updated DWG";
 - Based on JTP drawing number 02324-JTP-MP-00-DR-A-10001 Revision P2; and
 - Tree survey based on Tracy Clarke Tree Consultancy drawing TCTC-19152-PL-01.

- Application Boundary
- Assumed Highway Boundary
- Third Party Land Boundary
- Existing White Lining
- Existing Yellow Lining
- Proposed Kerbline
- Proposed Dropped Kerbline
- Proposed Footway Edging
- 2.4m x 43m Visibility Splay
- Proposed Ramp
- Raised Table
- Potential Soft Landscaping
- Indicative Footway Construction
- Grasscrete or similar permeable material
- Tactile Paving
- Corduroy Paving
- Proposed Bollards

- References:
- Subject to Detailed Design, Road Safety Audit process and Highway Authority Approval;
 - Emergency access 3.7m wide in accordance with Building Regulations approved document B5;
 - Visibility drawn in accordance with Manual for Streets 2 (2010) guidance with particular reference to Section 10.7 relating to obstacles within the visibility splay; and
 - 3m shared cycle infrastructure designed in accordance with Local Transport Note 1/20 (2020), Table 6-3: Recommended minimum width for shared use routes carrying up to 300 pedestrians and 300 cyclists per hour.

C	13/05/25	Updated drawing to include reference to proposed bollards	TS	DE	DE
B	06/05/25	Revised masterplan and Ordnance Road cycle access	SMK	TS	SMK
A	20/02/25	Revised masterplan	SMK	TS	SMK
Rev	Date	Details	Drawn By	Checked By	Approved By

Bristol
Cambridge
London
Welwyn Garden City

tpa
Transport Planning Associates

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020 7119 1155
www.tpa.uk.com

CLIENT:

PROJECT:

MILTON PLACE,
GRAVESEND

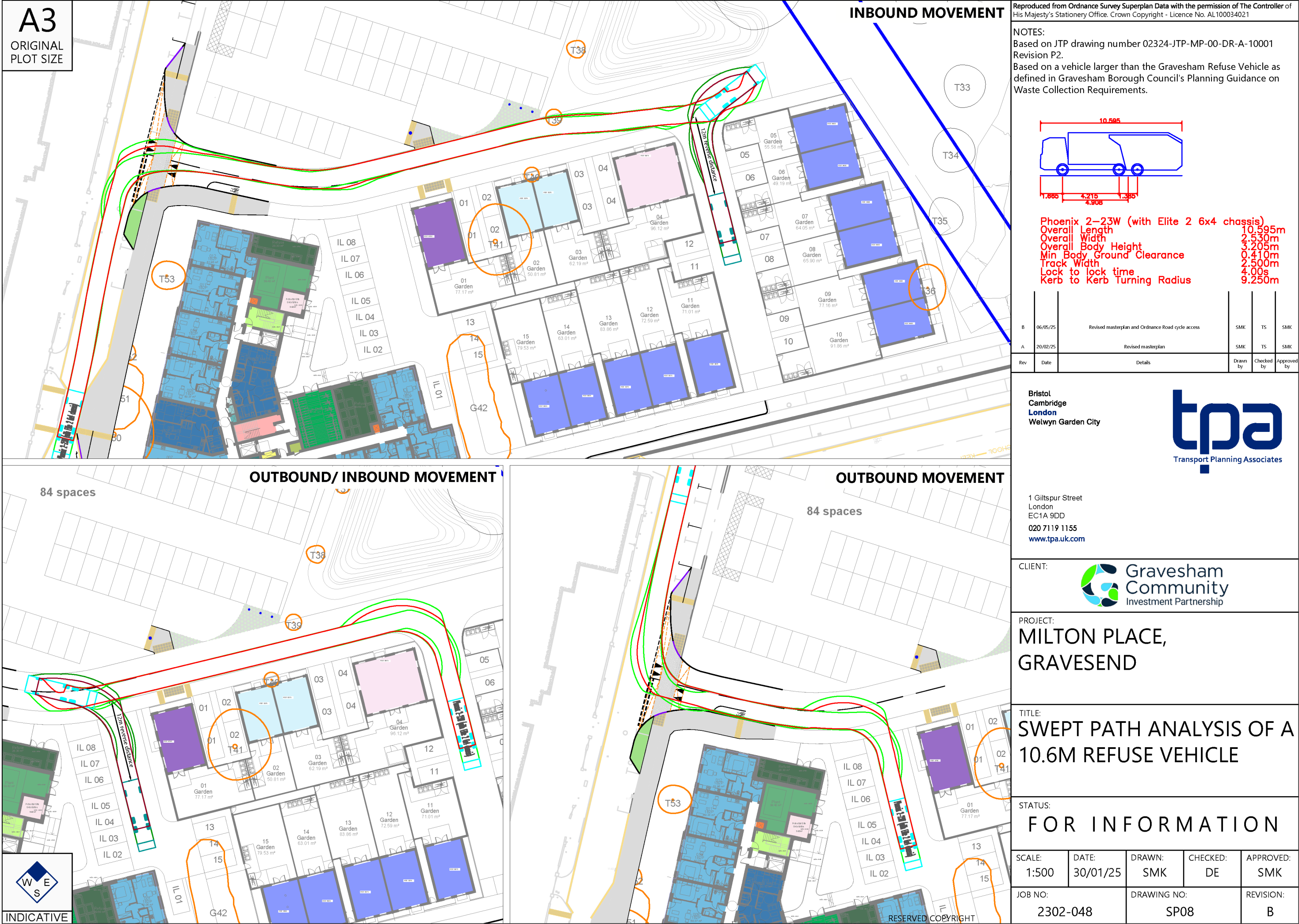
TITLE:

PROPOSED SITE ACCESS
ARRANGEMENT

STATUS:

FOR INFORMATION

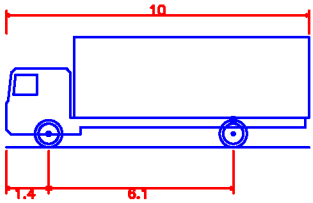
SCALE: 1:500	DATE: 30/01/25	DRAWN: SMK	CHECKED: DE	APPROVED: SMK
JOB NO: 2302-048	DRAWING NO: PL04	REVISION: C		





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NOTES:
Based on JTP drawing number 02324-JTP-MP-00-DR-A-10001
Revision P2.



FTA Design 13/18 Tonne Rigid Vehicle (2016)
Overall Length 10.000m
Overall Width 2.550m
Overall Body Height 3.645m
Min Body Ground Clearance 0.440m
Track Width 2.470m
Lock to lock time 3.00s
Kerb to Kerb Turning Radius 11.000m

B	06/05/25	Revised masterplan and Ordnance Road cycle access	SMK	TS	SMK
A	20/02/25	Revised masterplan	SMK	TS	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

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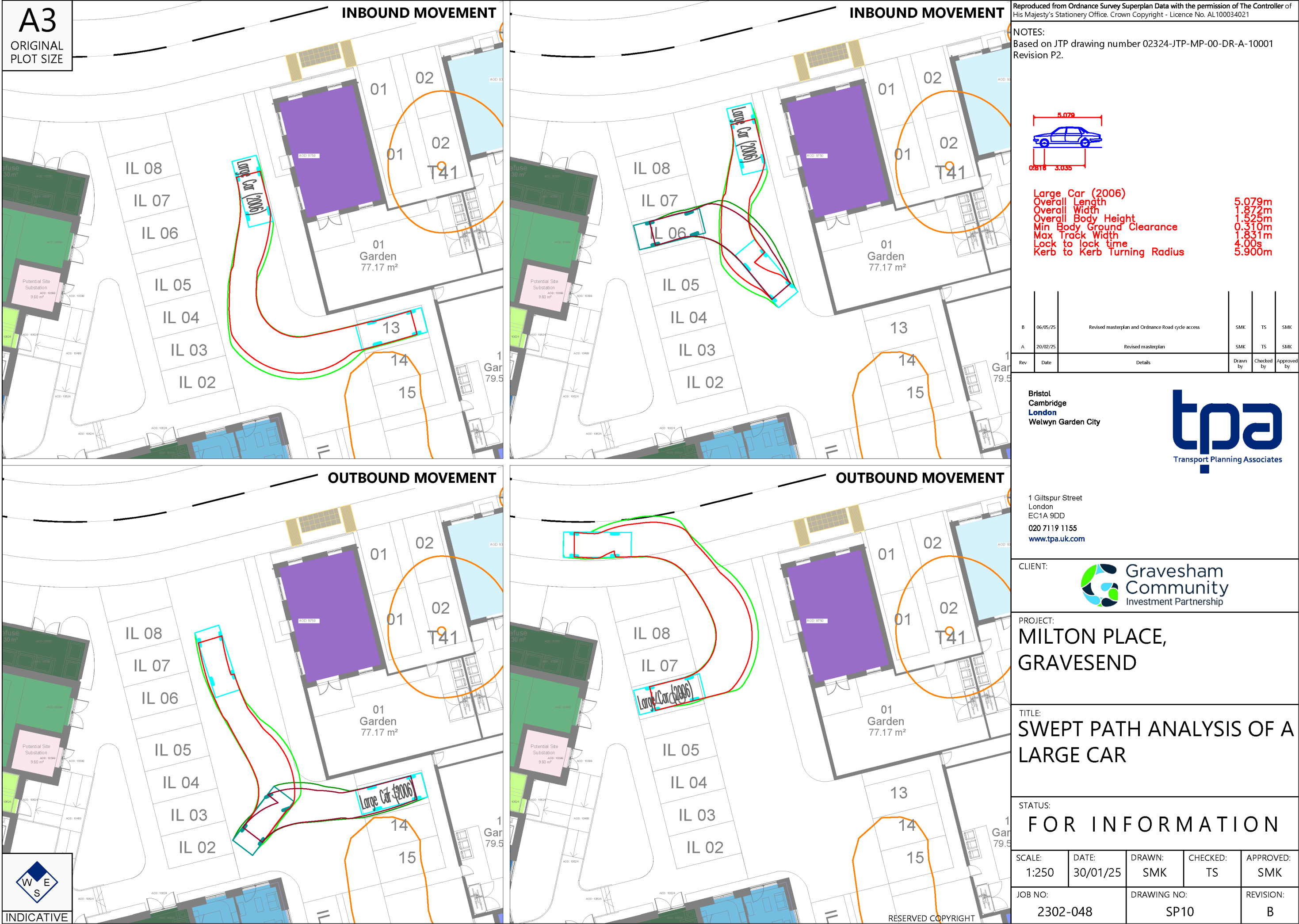
CLIENT:
 Gravesham
Community
Investment Partnership

PROJECT:
MILTON PLACE,
GRAVESEND

TITLE:
SWEPT PATH ANALYSIS OF A
10M RIGID DELIVERY
VEHICLE

STATUS:
FOR INFORMATION

SCALE: 1:500	DATE: 30/01/25	DRAWN: SMK	CHECKED: TS	APPROVED: SMK
JOB NO: 2302-048	DRAWING NO: SP09	REVISION: B		





ORIGINAL
PLOT SIZE

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Technical drawing of a truck chassis showing dimensions in meters. The drawing includes a side view of the truck with a blue outline and red dimension lines. Key dimensions include a total length of 13.8m, a wheelbase of 6.53m, and a height of 1.37m. The chassis is labeled "Max 90° Horiz" and "Max 10° Vert". The drawing is a technical specification for a truck chassis.

Refrigerated Articulated Vehicle (16.5m)	
Overall Length	16.560m
Overall Width	2.600m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

A	06/05/25	Revised masterplan	SMK	TS	SMK
Rev	Date	Details	Drawn by	Checked by	Approved by

Bristol
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London
Welwyn Garden City



1 Giltspur Street
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www.tpa.uk.com

CLIENT:  Gravesham
Community
Investment Partnership

PROJECT:
MILTON PLACE,
GRAVESEND

TITLE:
SWEPT PATH ANALYSIS OF A
16.5M ARTICUALTED
VEHICLE

STATUS: **FOR INFORMATION**

SCALE: 1:500	DATE: 20/02/25	DRAWN: SMK	CHECKED: TS	APPROVED: SMK
JOB NO: 2302-048		DRAWING NO: SP12		REVISION: A

INDICATIVE

APPENDIX E

