



**FULL PLANNING APPLICATION FOR A CHANGE
OF USE TO A NURSERY**

AT

ST JOHN'S AMBULANCE MEMORIAL HALL, HALL ROAD, NORTHFLEET,
KENT, DA11 8AJ

TRANSPORT STATEMENT

on behalf of
MR KASSIR

SEPTEMBER 2026

**Vivid Infrastructure UK Limited
13-15 Cathedral Street
Norwich, Norfolk
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TRANSPORT STATEMENT

ST JOHN'S AMBULANCE MEMORIAL HALL, HALL ROAD, NORTHFLEET, KENT, DA11 8AJ

Revision	Date	Author	Checked By
0 Planning Issue	15 th September 2026	M Kemp CEng MICE	H Cardus IEng FIHE
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Appendix A - Gravesham Borough Council Pre-Application Response

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1.0 Introduction

1.1 Background

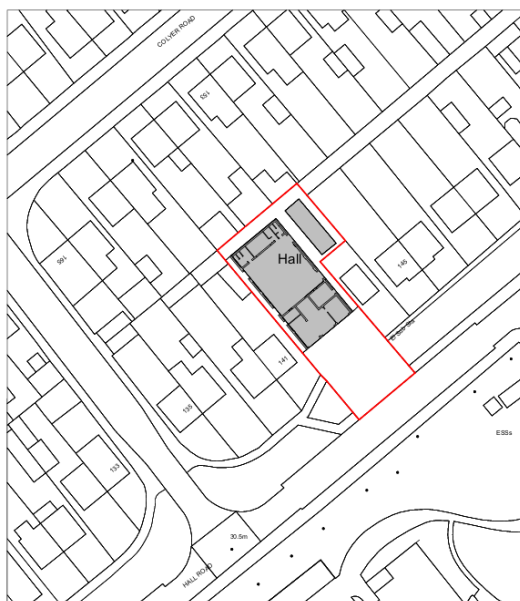
- 1.1.1 This report has been prepared by Vivid Infrastructure UK Limited on behalf of Mr Kassir in support of a planning application for a change of use to a nursey at St John's Ambulance Memorial Hall, Hall Road, Northfleet, Kent, DA11 8AJ
- 1.1.2 The site is located within Northfleet, in the Borough of Gravesham and the County of Kent. Northfleet is situated immediately to the west of Gravesend and approximately 3 miles east of Dartford. The site is well located in relation to the local and wider highway network, with the A2 providing a key strategic route to the surrounding areas and connections to the M25 and wider motorway network.
- 1.1.3 Research data covering this area clearly shows a deficit of 0-4 year old places of -101 in the Northfleet School Planning Area. Kent County Council (KCC) has a statutory duty to have sufficient free early education places available to parents and families who work, are disadvantaged and those studying. Gravesham Council awarded a £62,000 grant as part of their childcare sufficiency plan to recognise and address the shortage of childcare places locally.

1.2 Scope of Report

- 1.2.1 This report has been prepared in support of the planning application to assess transport and parking implications, recognising the constraints of the site, particularly the limited onsite parking, and to demonstrate how a package of mitigation measures, operational controls, and sustainable travel initiatives can ensure that the development does not result in unacceptable impacts on the local highway network.
- 1.2.2 The Council's pre application response (PRE20250184, 21 January 2026) attached as Appendix A raised "significant concerns" relating to parking, drop off/pick up activity, and highway safety. This Transport Statement directly addresses those concerns and is supported by:
- Appendix B – Parking Baseline Assessment
 - Appendix C – Draft Travel Plan

2.0 Existing Conditions

- 2.1 The site comprises the former St John Ambulance Northfleet Division Hall, known as Eric Harden V C Memorial Hall, located on Hall Road, Northfleet. The building is currently vacant and is proposed to be brought back into active use as a children's nursery.
- 2.2 The site is located on Hall Road opposite Northfleet School for Girls. Hall Road forms a key local route between the A2 corridor and Gravesend town centre and experiences peak-time activity associated with local school traffic.



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Figure 2.1 – Site Location

- 2.3 The surrounding area is urban and residential in character, with established frontage development, footways and street lighting present within the local highway network. These features provide pedestrian connectivity between the site and the surrounding residential catchment.
- 2.4 The pre-application response from Gravesham Borough Council identified highway and parking concerns relating to the proposed nursery use, including parking, drop-off and pick-up activity, and highway safety.
- 2.5 There are existing parking restrictions in the vicinity of the site. These include double yellow lines directly outside the site and a “KEEP CLEAR” marking protecting access to No. 141 Hall Road. As such, stopping on Hall Road in the immediate vicinity of the site is restricted and should not be relied upon for parent or staff parking.
- 2.6 The site is accessible by a range of travel modes including walking, cycling and public transport. These modes provide realistic alternatives to private car use, particularly for families and staff travelling from within the local Northfleet and Gravesend area.

3.0 Highway, Parking and Sustainable Transport Assessment

3.1 Overview

- 3.1.1 This section of the report appraises the transport and parking implications of the proposed change of use to a nursery. It considers the proposed development characteristics, expected trip generation, on-site and off-site parking provision, sustainable travel opportunities, travel planning measures and highway safety considerations. It should be read alongside Appendix B – Parking Baseline Assessment and Appendix C – Draft Travel Plan, which together provide the supporting parking and operational management framework for the development.
- 3.1.2 The Travel Plan is intentionally submitted in draft form to allow refinement in consultation with KCC Highways and Gravesham Borough Council. A planning condition securing the submission and approval of a Final Travel Plan prior to first occupation is fully acceptable to the applicant.
- 3.1.3 The proposed development would accommodate up to 45 children aged between 6 months and 5 years, together with approximately 11 to 13 staff. The proposed opening hours are 08:00 to 18:00 Monday to Friday.

3.2 Proposed development and trip generation

- 3.2.1 The proposal is for the change of use of the former St John Ambulance Hall to a nursery falling within Use Class E(f). The proposed nursery would operate during weekday daytime hours and would generate staff arrivals and departures as well as parent and carer drop-off and pick-up activity.
- 3.2.2 Staff arrivals are expected to occur primarily before opening, generally between 07:30 and 08:00, with departures taking place towards the end of the operating day between approximately 18:15 and 18:30.
- 3.2.3 Nursery drop-off and pick-up activity is expected to be concentrated during the morning and afternoon peak periods. The main drop-off period would occur between 08:00 and 09:00, with the principal collection period between 16:30 and 18:00.
- 3.2.4 Attendance patterns at nurseries are typically staggered as a result of half-day sessions, part-time attendance and extended opening hours. As such, parent and carer movements would not all occur at a single point in time.
- 3.2.5 Based on the proposed capacity of up to 45 children and approximately 11–13 staff, Kent County Council Vehicle Parking Standards (SPG4) indicate an indicative parking requirement of 6 staff spaces and 11 child-related spaces, equating to 17 spaces in total. This standard reflects an assumed level of car-borne demand of approximately 1 space per 2 staff and 1 space per 4 children and therefore provides a reasonable proxy for potential peak parking demand and associated vehicle movements during the busiest periods.

3.2.6 Applying these ratios to the proposed nursery suggests that, in a worst-case scenario where all spaces were occupied, vehicle activity associated with staff and parent arrivals and departures would reasonably be expected to fall within the order of 15–20 vehicle movements during the core drop-off and pick-up periods.

3.3 Existing Lawful Use and Fallback Position

3.3.1 Although the building is currently vacant, its lawful use remains as an F2(b) community hall. This use could be reactivated at any time without planning permission and therefore represents a realistic fallback position. Community halls typically generate vehicle movements associated with volunteer training, meetings, first-aid courses and group activities. A modest community hall of this scale would reasonably be expected to generate in the order of 8–14 two-way trips per day, exceeding the four on-site parking spaces available within the forecourt. This lawful fallback position is material to the assessment because it could be reinstated without planning permission and therefore forms a realistic baseline for comparison.

3.3.2 Based on the proposed nursery capacity of up to 45 children and approximately 11–13 staff, Kent County Council Vehicle Parking Standards (SPG4) indicate an indicative parking requirement of 6 staff spaces (1 space per 2 staff) and 11 child-related spaces (1 space per 4 children), equating to 17 spaces in total. This standard provides a reasonable proxy for potential peak parking demand and associated vehicle movements. Applying these ratios suggests that peak arrival and departure activity would fall within the order of 15–20 vehicle movements during the core drop-off and pick-up periods. When compared against the realistic fallback position, the nursery represents a manageable uplift in vehicle activity, which is mitigated through the comprehensive operational controls and travel planning measures set out within Appendix B and Appendix C. This comparison demonstrates that the proposed nursery does not introduce an entirely new level of vehicle activity, but rather a different pattern of movements that can be effectively managed through the mitigation measures set out in the following sections.

3.4 Parking provision, Parking Baseline Assessment and local parking conditions

3.4.1 The site has limited on-site parking provision. The proposed forecourt arrangement identifies that four marked parking spaces can be provided within the site as shown on Drawing Number 26739 01A which is provided separately to the Transport Statement.

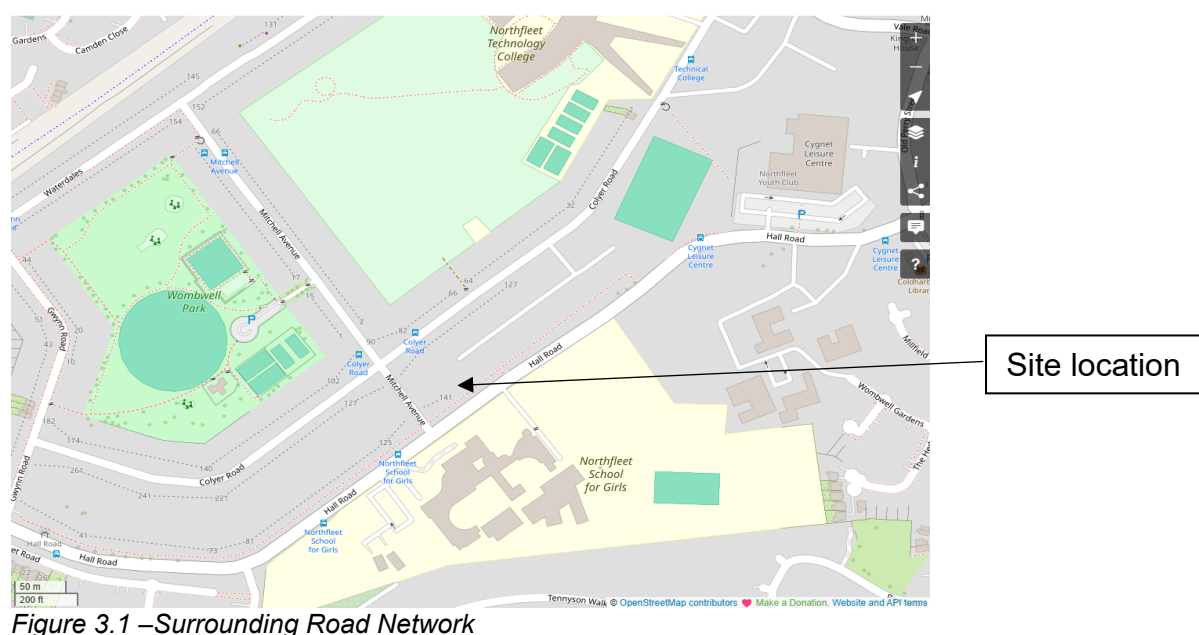
3.4.2 As set out in Section 3.2, SPG4 indicates an indicative requirement of 17 spaces.

3.4.3 The proposal therefore represents a shortfall against the indicative parking standard. This shortfall is recognised and is addressed through a package of mitigation measures, including staff travel management, staggered arrival and departure arrangements, use of lawful off-site parking opportunities and sustainable travel promotion. These measures are set out in this Transport Statement and expanded upon in Appendix B and Appendix C.

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- 3.4.4 Appendix B provides a Parking Baseline Assessment to support the planning application. It comprises a proportionate desk-based review of parking conditions in the vicinity of the site, using Google Street View historic imagery, aerial photography, and local road layout analysis.
- 3.4.5 The purpose of Appendix B is not to replace a full in-person parking beat survey, but to establish a clear baseline understanding of the parking environment and identify realistic opportunities for lawful short-stay parking to support parent drop-off and pick-up activity.
- 3.4.6 A full parking beat survey is not considered necessary or proportionate given the scale of the proposed nursery, the short-stay and high-turnover nature of nursery drop-off and pick-up activity, the availability of unrestricted streets within a short walking distance, and the strong mitigation package secured through the Draft Travel Plan at Appendix C. The Travel Plan also provides for monitoring once the nursery is operational, including parking behaviour and compliance with agreed arrangements.
- 3.4.7 Appendix B identifies nearby streets with lawful, unrestricted kerbside parking opportunities, such as Colyer Road and Mitchell Avenue. These streets are located within approximately 120 to 250 metres of the site, which equates to around a 2 to 5 minute walk.
- 3.4.8 The desk-based review in Appendix B indicates that these surrounding streets are not within a residents' permit zone or controlled parking zone and that kerbside parking opportunities are available. The review also identifies no evidence of saturation parking within the surrounding streets reviewed.
- 3.4.9 Hall Road itself is constrained by existing parking restrictions and should not be used for informal drop-off, pick-up or pavement parking. The proposal therefore includes measures to direct parents and carers towards lawful short-stay parking locations and to discourage inappropriate stopping on Hall Road. These measures are reinforced through the Draft Travel Plan at Appendix C.



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3.5 Sustainable travel opportunities

- 3.5.1 Bus stops are located within approximately 80 to 160 metres of the site and provide regular services towards Gravesend, Sevenoaks, and Bluewater. These services provide an opportunity for staff and visitors to travel to the site without relying on the private car.

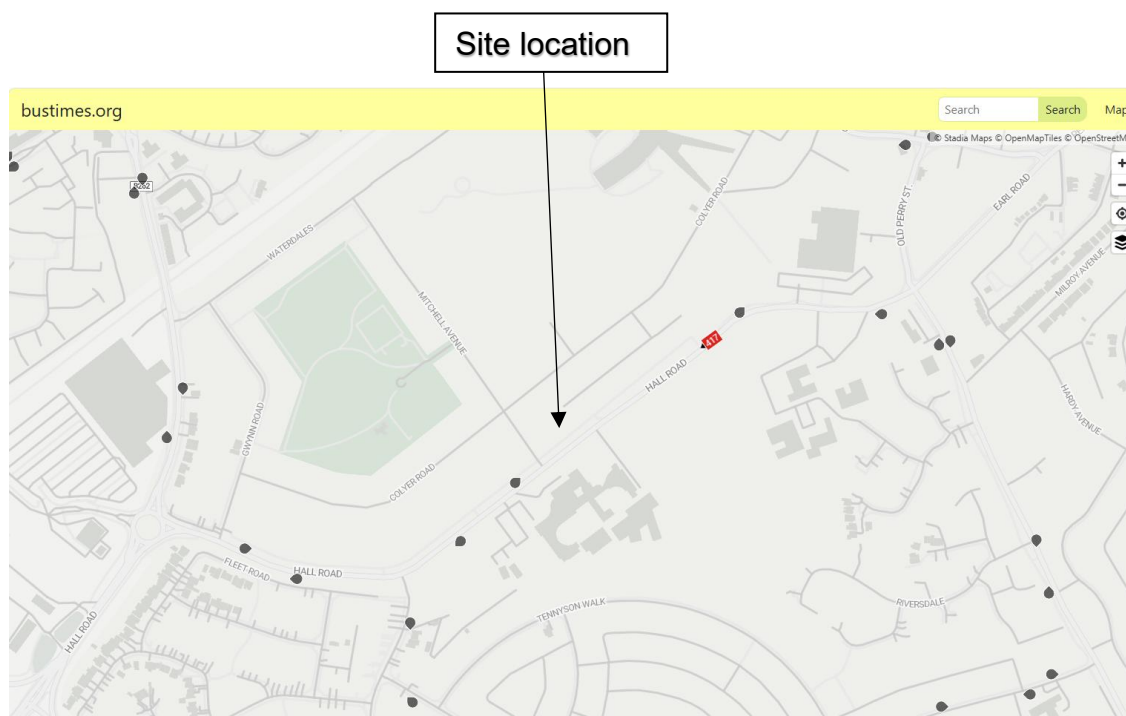


Figure 3.2 – Map showing bus stop locations in the vicinity of the site from bustime.org

- 3.5.2 Walking is a realistic mode of travel for local families, particularly given that nursery catchments are typically local in nature. The presence of Northfleet School for Girls opposite the site also creates an existing walking corridor within the local area.
- 3.5.3 Cycling also has the potential to provide an alternative to short car trips for staff and visitors travelling from nearby residential areas. The urban location of the site supports the promotion of cycling as part of the overall sustainable travel package.
- 3.5.4 Appendix C includes a staff minibus strategy as a core mitigation measure. This would collect staff from Gravesend town centre or Ebbsfleet International, or another agreed hub with good public transport accessibility, and operate morning and evening runs. The purpose of this measure would be to reduce staff parking demand from 11 to 13 spaces to approximately 2 to 3 spaces.
- 3.6 Travel planning and operational management
- 3.6.1 A Draft Travel Plan is provided at Appendix C. The purpose of the Travel Plan is to reduce reliance on single occupancy vehicle journeys and to ensure that the development is managed in a way that minimises parking and highway impacts. The

Travel Plan forms part of the overall transport mitigation package and should be read alongside the Parking Baseline Assessment at Appendix B.

3.6.2 The measures identified in Appendix C include:

- a mandatory staff minibus scheme;
- no general staff parking on Hall Road or immediately adjacent streets during nursery operating hours;
- staggered parent arrival and departure windows;
- walking and cycling incentives;
- a Parent Travel Behaviour Agreement;
- forecourt supervision;
- annual monitoring and reporting; and
- enforcement measures for staff and parents.

3.6.3 The management of arrival and departure activity will be important to the successful operation of the nursery. Staggered arrival windows and staff supervision can assist in reducing congestion, avoiding unnecessary dwell time and ensuring safe movement within and around the site.

3.6.4 Parents and carers should be provided with clear information on lawful parking locations, walking routes and expected travel behaviour. This should include clear advice that stopping on Hall Road, pavement parking and obstruction of private accesses are not acceptable.

3.6.5 The nursery operator should monitor travel behaviour once the site is operational. Appendix C provides for surveys and annual reporting to confirm staff travel modes, parent travel modes, parking behaviour and compliance with the agreed travel management arrangements. If localised issues arise, further management measures can be introduced to respond to observed conditions and ensure the site continues to operate in a safe and acceptable manner.

3.7 Highway safety considerations

3.7.1 The pre-application response raised concern that short-term visitors could unlawfully park on the pavement along Hall Road, to the detriment of highway safety.

3.7.2 The proposal therefore includes a package of operational measures to prevent inappropriate parking and to manage arrivals and departures. These include clear signage directing parents to agreed streets, staff presence during peak periods and coordination with Northfleet School for Girls to offset peak times where possible.

3.7.3 The proposed mitigation measures are intended to ensure that Hall Road is not used for unlawful or unsafe stopping and that parents and carers are directed to nearby lawful parking opportunities within walking distance of the site.

3.7.4 With the mitigation package in place, staff parking demand would be significantly reduced, parent and carer activity would be spread across staggered windows, lawful short-stay parking would be available within walking distance, pavement parking would be discouraged through operational controls, and sustainable travel would be

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actively promoted. These measures are set out in Appendix C and supported by the baseline parking review in Appendix B.

4.0 Conclusion

- 4.1 This Transport Statement has considered the transport and parking implications of the proposed change of use of the former St John Ambulance Northfleet Division Hall on Hall Road, Northfleet, to a nursery.
- 4.2 The site has constraints, particularly in relation to limited on-site parking and the presence of waiting restrictions on Hall Road. These constraints are acknowledged and have informed the proposed mitigation strategy.
- 4.3 Four marked parking spaces can be provided within the site forecourt. This represents a shortfall against the indicative parking standards; however, the proposal is supported by a package of mitigation measures designed to reduce staff parking demand, manage parent and carer activity and promote sustainable travel. These measures are set out within Appendix C – Draft Travel Plan.
- 4.4 The lawful fallback use as an F2(b) community hall could generate comparable or greater vehicle movements than the proposed nursery and therefore provides important context when considering the net transport impact of the development. When assessed against this baseline, the nursery represents a modest and manageable change in activity.
- 4.5 Appendix B – Parking Baseline Assessment demonstrates that the surrounding streets, including Colyer Road and Mitchell Avenue, provide lawful short-stay parking opportunities within a reasonable walking distance of the site. Parents and carers would be directed to these locations rather than stopping on Hall Road.
- 4.6 The Parking Baseline Assessment is considered proportionate to the scale and nature of the development. A full parking beat survey is not considered necessary because the proposed nursery would generate short-stay, high-turnover drop-off and pick-up activity; lawful unrestricted parking opportunities exist within a short walking distance; and the Draft Travel Plan includes monitoring and review measures which can respond to any operational issues once the nursery is open.
- 4.7 Appendix C – Draft Travel Plan includes a staff minibuss strategy, no general staff parking on Hall Road or immediately adjacent streets, staggered parent arrival windows, walking and cycling incentives, a Parent Travel Behaviour Agreement, forecourt supervision, annual monitoring and enforcement measures.
- 4.8 The Travel Plan is intentionally submitted in draft form to allow refinement in consultation with KCC Highways and Gravesham Borough Council. A planning condition securing the submission and approval of a Final Travel Plan prior to first occupation is fully acceptable to the applicant.
- 4.9 The proposal would promote sustainable travel by walking, cycling, public transport and staff minibuss, thereby reducing reliance on single occupancy vehicle journeys.
- 4.10 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

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the road network would be severe. With the mitigation measures proposed and the supporting framework provided by Appendix B and Appendix C, this is not considered to be the case in respect of the proposed development. When the realistic fallback position is taken into account, the residual cumulative impact of the development is further reduced.

Appendix A - Pre-Application Response



Pre Application Response

Reference	PRE20250184
Site	St John Ambulance Northfleet Division, Eric Harden V C Memorial Hall, Hall Road, Northfleet
Proposed Development	Proposal for a change of use to children's nursery.
Case Officer Details	Ms Rebecca Harrison E-mail: rebecca.harrison@gravesham.gov.uk
Date of Advice	21st January 2026

I am writing with reference to your request for pre-application advice at the above site, received as valid on 30 September 2025.

I have now had the opportunity to review your proposal and can offer the following comments:

Proposal

Proposal for a change of use to children's nursery.

The information that has been submitted is as follows:

- Pre-Application e-mail;
- Location Plan;
- Drawing no. P.M.400 Rev. A – Proposed Site Plan and 3D Views;
- Drawing no. P.M.500 – Rev. B – Proposed Ground Floor Plan;
- Drawing no. P.M.600 Rev. A – Proposed Elevations.

In the e-mail you state that there will be 45 children with the ages being between 6 months and 5 years and that there will be 11-13 staff. You state that meals will be made on site and that the start and finish times of the nursery will be from 08:00 – 18:00.

The proposed floor plan drawing shows there would be the main entrance and exit area, baby room and changing area, sleeping room kitchen, pre-school room, toddler room, staff room, three WC's and an office. An outdoor area is annotated on the proposed floor plans and seven parking spaces are shown on the front forecourt. As existing and proposed floor plan and elevation drawings have not been submitted it is not possible to ascertain if any external alterations would be made to the building or not.

Site Description

The application site consists of a detached building situated on the north-western side of Hall Road. There is a flat roofed element attached to the front of the building which houses three garages. There is an area of hardstanding to the front leading onto Hall Road and an outbuilding to the side of the building at the rear. Surrounding the building to the north-east, north-west and south-west are residential dwellings. Opposite the site to the south-east there is Northfleet School for Girls. The building has been used by the St John Ambulance Northfleet Division but this has now permanently closed.

Relevant Planning History

Reference	Description	Decision	Decision Date
19490943	Memorial Hall and garages for St Johns Ambulance Brigade	Permitted	02.11.1949

Development Plan and other related Planning Policies and Guidance

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Borough Council to determine planning applications in accordance with the development plan unless material considerations indicate otherwise. Where there are other material considerations, the development plan should be the starting point, and other material considerations should be taken into account in reaching a decision.

One such consideration will be whether the plan policies are relevant and up to date.

The Development Plan for Gravesham currently comprises:

- Gravesham Local Plan Core Strategy and Policies Map, September 2014;
- Saved policies in the Gravesham Local Plan First Review, November 1994; and
- The Kent Minerals and Waste Local Plan 2013 - 2030 (July 2016, revised 2020).

The relevant policies for your proposal are as follows:

Gravesham Local Plan Core Strategy 2014:

- CS01 – Sustainable Development
- CS02 – Scale and Distribution of Development
- CS10 – Physical and Social Infrastructure
- CS11 - Transport
- CS12 – Green Infrastructure
- CS18 – Climate Change
- CS19 – Design and Development Principle

Saved Policies in the Gravesham Local Plan First Review 1994:

- P3 – Vehicle Parking Standards
- T1 – Impact of Development on Highway Network

National Planning Policy Framework 2024:

- Section 2 – Achieving sustainable development
- Section 4 – Decision-making
- Section 8 – Promoting healthy and safe communities
- Section 9 – Promoting sustainable transport
- Section 12 – Achieving well-designed places

Other Material Considerations

Supplementary Planning Guidance and other Documents:

The Council has adopted a number of Supplementary Planning Guidance (SPG) documents, Development Briefs and Conservation Area Appraisals. These elaborate on saved policies in the Gravesham Local Plan

First Review and policies in the Gravesham Local Plan Core Strategy and are material considerations in determining planning applications.

In addition, the Council has adopted a number of documents that have been produced by Kent County Council also as Supplementary Guidance.

<https://www.gravesham.gov.uk/local-plan-policy/supplementary-planning-guidance>

The following documents are relevant to the consideration of this enquiry:

- SPG2 – Residential Layout Guidelines (2020).
- SPG4 – KCC Parking Standards (2006).

Consultees

GBC Commercial

I have no objection in principle to this application. The following comments are made for information.

Health and Safety

In these premises Gravesham Borough Council (GBC) Environmental Health will be the enforcing authority. The applicant must ensure that these premises comply fully with the Health and Safety at Work (etc) Act 1974 and all relevant regulations made there under. For information and advice on health and safety matters check out the HSE website www.hse.gov.uk or contact the Environmental Health team on commercialhealth.admin@gravesham.gov.uk

The requirements of the Control of Substances Hazardous to Health Regulations 2002 (as amended) would need to be addressed with regard to biological hazards from nappies. Suitable and sufficient method of disposal of such items would also be necessary.

Food Safety Comments

If the nursery is to provide food and drink to the children in its care (most do) then it is a requirement under Article 6(2) of assimilated Regulation 852/2004 that they register their establishments as a food business at least 28 days before food operations commence. Registration is via the Gravesham Borough Council website www.gravesham.gov.uk/food-safety

The applicant must ensure that the kitchen fully complies with current food safety legislation. Structural and operational requirements are covered by the legislation notably assimilated EC Regulation 852/2004. I am unable to fully comment on the structure of the kitchen as the plans do not provide me with a detailed layout. Further detailed plans are therefore required.

All internal structures to the kitchen must be impervious, non-absorbent and washable i.e. easy to clean and maintain in a clean condition.

The kitchen should be pest proofed as far as possible i.e. gaps and holes to external doors, windows, pipes and drains etc. must be filled or covered with a solid, durable material to minimise pest entry points into food preparation and storage areas.

Lavatories must not lead directly into rooms in which food is handled, stored, or prepared. There should be an intervening ventilated space between toilets and food rooms. Food should not be stored in that space.

The provision and location of sinks and wash hand basins is an important consideration in the design and planning of a kitchen. A minimum of 1 wash hand basin and a double sink unit must be installed. A dish washer is also recommended.

Depending on the scale of the food business operation mechanical ventilation, with a balanced air intake and appropriate extract system, may be required. I recommend that the applicant contact a specialist contractor in this regard.

For further advice on starting a food business please visit the FSA website
<https://www.food.gov.uk/business-guidance>

Officer's Analysis

Planning permission would be required for change of use from the St John's Ambulance Northfleet Division Eric Harden V C Memorial Hall (Use Class F2(b) - Halls or meeting places for the principle use of the local community) to a nursery (Use Class E(f) – Creche, day nursery or day centre not including a residential use).

The principal issues that would be considered in a planning application would be as follows.

Principle of change of use/loss of community use

The application site is located within the urban area of Northfleet and comprises a single storey detached hall building which is currently vacant but was previously used by the St John's Ambulance Northfleet Division.

Policy CS02 of the Gravesham Local Plan Core Strategy (2014) (LPCS) prioritises development in the urban area as a sustainable location and seeks to achieve this by promoting regeneration by prioritising redevelopment and recycling of underused, derelict and previously developed land, predominately in Opportunity Areas located within Gravesend and Northfleet.

Policy CS10 (LPCS) provides support for proposals that lead to the provision of additional infrastructure that improves community well-being.

The site is located in a predominantly residential area with a girl's secondary school opposite. The proposal would result in the loss of a community hall and it would be helpful if in a planning application you could explain in detail about the existing lawful community hall use. This should include what did the previous use consist of, what activities took place there, how often was it used, timings, was it hired out to the public and if so for what events, why the use ceased and the period of time the building has been vacant for. The proposed nursery would provide new community infrastructure but in a planning application you would need to provide justification on the loss of the community hall as although a nursery is a community use, the existing lawful use of the building as a community hall would need to be much better understood before it would be possible to ascertain whether the principle of the change of use to a nursery and loss of the community hall use would be acceptable or not.

Subject to this background information it is likely that given that a nursery would be another form of community use and the site is located in the urban area, that the change of use from a hall to a nursery could be acceptable in terms of the principle of the development.

Design, Character and Appearance

Policy CS19 (LPCS) requires new development will be visually attractive, fit for purpose and local distinctive and conserve and enhance the character of the local built, historic and natural environment, integrate well with the surrounding local area and meet anti-crime standards. In particular the design of new development should be derived from a robust analysis of local context and character and make a positive contribution to the street scene and the character of the area.

The existing building has a triple garage attached to the front of the hall and is faced with brick with white garage doors. The hall behind has a pitched roof and rendered walls.

It would appear that there are no extensions proposed to the building. As existing and proposed floor plan and elevation drawings have not been submitted it is not possible to ascertain all of the external alterations which may be made to the building or not such as altered or new windows and doors. It can be seen from the information submitted that it is proposed to alter the front of the existing triple garages on the front of the building to a set of doors in the centre with a window either side. This appears to be a sympathetic treatment to the front elevation. If any other new windows and doors are proposed or existing ones are to be altered, then they should also be designed sympathetically and respect the character of the building and the streetscene.

Neighbouring Amenity

Proposals for new development must ensure that there would be no undue harm to the amenity and living conditions of neighbouring properties with regards to overshadowing, loss of light, loss of outlook, overlooking etc. in order to comply with Policy CS19 (LPCS). SPG2 Residential Layout Guidelines (2020) should be followed with regards privacy distances and overshadowing [residential-layout-guidelines-spg2-inc-housing-standards-policy-statement-2015](#)

You would need to demonstrate in an application that there would be no material harm caused to the amenity of neighbouring properties in terms of noise and disturbance from the proposed nursery. Although currently vacant the building was previously used as a hall for the St John Ambulance. It is not known what the opening hours of the community hall were or all the activities which took place in there. The hall and garages were permitted under planning application reference 19490943 and was not subject to any planning conditions. As such it is unlikely that the current building benefits from any noise mitigation. You would need to consider the noise associated with a nursery use, the opening hours, and whether any of the external area would be used by the nursery. Whilst the existing lawful use of the building is non-residential as a hall, the building is in a predominantly residential area surrounded by dwellings to the rear and both side boundaries.

Directly adjoining the site to the south-west (side) there is no. 141 Hall Road and to the north-west (rear) there are nos. 155 & 157 Colyer Road. To the north-east (side) there is an electricity substation alongside the front part of the side boundary and beyond that is the side boundary with no. 145 Hall Road. It should be noted there are a large number of other dwellings in the vicinity which cannot all be mentioned and these are the ones just directly adjacent. Opposite the site is a secondary school.

The proposed development would have daytime opening hours (08:00 – 18:00), it has not been stated if this is Monday – Friday only or including the weekend. It is noted that a nursery would have its own noise impacts, most notably the potential for noise emanating from children being dropped off and picked up, babies and children crying, playing, etc. In regard to this, it has not been stated if the outdoor area is to be used as an external play area for the children. The external area at the rear of the building is very small with a shallow depth of only 2.75m from the building to the rear boundary and the rest of the external area to the side is taken up by an outbuilding. If any of the external area is to be used as an external play area then the noise impact from this would also need to be considered. What is the proposed use of the existing outbuilding which it is proposed to retain? Depending on its proposed use the noise impact from this would need to be considered also. In addition, it is noted that meals will be made on site – depending on what food would be made, this could result in neighbouring properties being impacted by odours and any plant and equipment which would likely be needed for example a kitchen extract system could result in a noise impact. No details have been given of where waste storage will be located. All details of the proposed use would need to be provided in an application and a Noise Impact Assessment would need to be submitted with an application to demonstrate that neighbouring properties would not be materially impacted on by noise and disturbance. Also, a Noise Management Plan is advised to demonstrate how noise will be dealt with during operation. Details on the kitchen extract system would need to be submitted to ensure that neighbouring properties would not be materially impacted on by cooking odours.

As the majority of the proposed works would be internal and it appears there are no extensions proposed to the building, it is considered that there would be no adverse overshadowing or overbearing impacts to

surrounding residential occupiers.

As stated, as existing and proposed floor plan and elevation drawings have not been submitted it is not possible to ascertain all of the external alterations which are proposed to be made to the building such as altered or new windows and doors. In terms of overlooking, you would need to ensure that any new windows or altered windows do not impact on any neighbouring residential properties. Please refer to SPG2: Residential Layout Guidelines which has the privacy distances. You will also need to consider any potential overlooking from use of the external area and outbuilding.

You are advised that in order to obtain the view of the Council's Environmental Protection team in respect of noise, disturbance and odour matters you would need to submit a pre-application enquiry to them at ep@gravesham.co.uk

In summary, in respect of neighbouring amenity you are advised that there are significant concerns with the proposal in respect of noise impact and disturbance from a nursery use in a residential area. As stated, the application site is surrounded by dwellings on three of its four sides and the proposed nursery use has great potential to impact on those neighbouring properties in terms of noise and disturbance in a number of ways; this includes crying, playing etc. from a large number of children from inside the building and also possibly outside if external areas are to be used for play areas. Also, vehicle movements when children are dropped off and picked up through parking up, car doors slamming, car music, people talking, children crying, shouting etc. There is also the matter of potential impact and disturbance from cooking odours from the kitchen as meals are to be prepared on site. As it stands there is serious concern with the proposed nursery in this location in respect of the impact on neighbouring amenity.

Highways & Parking

Policy CS11 (LPCS) states that new development should mitigate their impact on the public highway and that transport assessments should be provided and implemented to ensure delivery of travel choice and sustainable opportunities for travel. It also states that sufficient car parking in new developments will be provided in accordance with adopted standards which will reflect the availability of alternative means of transport accessibility to services and facilities. This is reflected in the NPPF (2024) which states in 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 transport statement or transport assessment so the likely impacts of the proposal can be assessed. Saved Policy P3 (LPFR) expects development to make provision for vehicle parking in accordance with the Kent County Council Vehicle Parking Standards (SPG4) [Kent and Medway Structure Plan 2006 - Mapping out the future: Kent Vehicle Parking Standards](#)

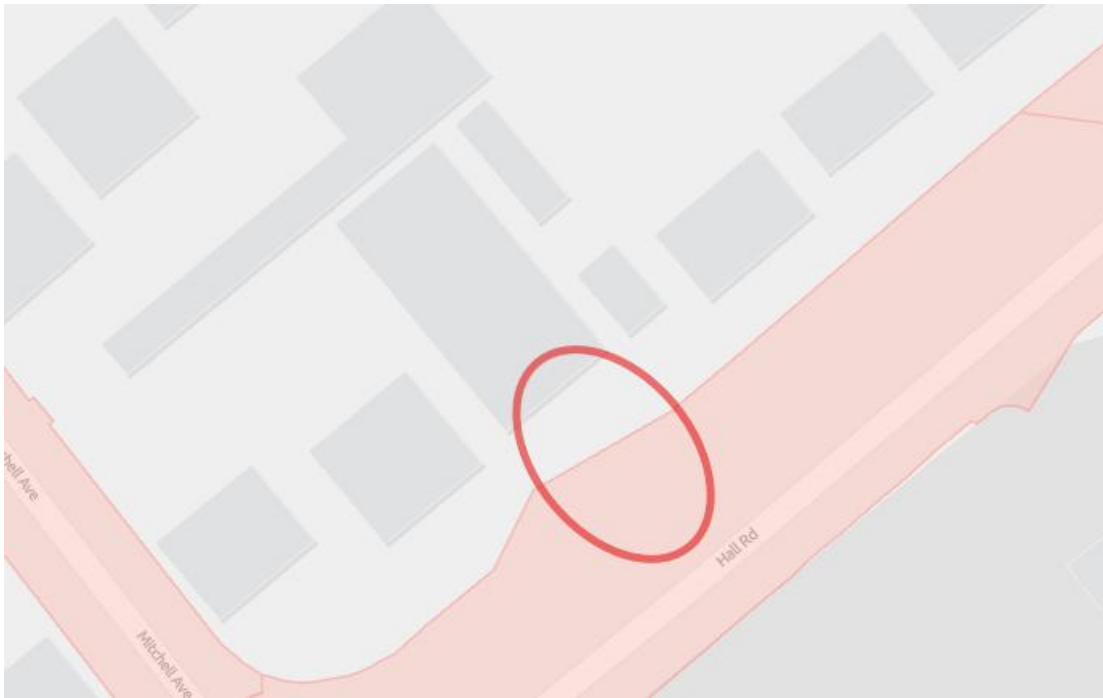
Kent County Council Vehicle Parking Standards (SPG4) states that for nurseries there should be 1 space per 2 staff and 1 space for 4 children. It also states that there should be adequate facilities provided to enable delivery vehicles to park and manoeuvre clear of the public highway and that appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway with exact details needing to be agreed with the Local Planning Authority:

	Goods Vehicles	Car Parking	
		Employees	Pupils/visitors/clients
Primary & Secondary Schools	See Notes 1, 2, 3 & 6	1 space per staff + 10%	
Further & Higher Education	See Notes 1, 2 & 3	1 space per 1 staff	1 space per 7 students
Libraries/Art Galleries/Museums Public /Exhibition Hall	See Note 1	1 space per 60m ²	
Places of Worship	See Note 1	1 space per 5 seats	
Medical Centres/Clinics/Surgeries (including veterinary surgeries)	See Notes 1 & 4	1 space per 2 staff	4 spaces per consulting/treatment room
Nurseries/Crèches/Playschools	See Notes 1 & 3	1 space per 2 staff	1 space per 4 children
Day Care Centres	See Notes 1 & 5	1 space per 2 staff	1 space per 4 attendees
Notes	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Provision should be made to accommodate school/public transport vehicles delivering and picking-up children. 3. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning Authority. 4. Provision should be made to accommodate ambulances where appropriate. 5. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from the day care centres. 6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.		

The application site is located on Hall Road, one of the main routes between the A2 and the town centre of Gravesend. There are parking restrictions outside the site on Hall Road in the form of double yellow lines. To the front of the building there are three garages attached and in front of this there is a large concrete area which extends up to the road. There is also a white painted line area stating 'KEEP CLEAR' to provide access to/from no. 141 Hall Road in front of the building.

The existing lawful use as a hall would have attracted demand for parking when St John Ambulance meetings were taking place and it is not known if it was hired out to the community for events. In terms of parking provision, the hall use has three garages; it appears from Google Streetview that through the years the area in front of the garages has also been used informally for the parking of vehicles. It is said informally as the planning permission for the hall showed an area in front of the garages as washing space for the ambulances, not parking spaces, and a landscaped area in front of that. Therefore, no planning permission has been granted for the large expanse of hardstanding in front of the building or for any parking area outside of the building.

Also is it not clear how much of this area to the front of the site is within the ownership of the applicant. KCC Highway mapping suggests that it is not within the site;



The proposed development would create a nursery with 45 children and 11-13 staff and there would be deliveries also. In a planning application you would be expected to submit a travel plan as well as a transport statement or transport assessment for such a proposal so that the likely parking and highway impacts of the proposal can be assessed.

In any case, on the basis of the site and the proposal there are significant concerns with the proposal in respect of parking and highways.

The proposed nursery use would generate a large number of vehicle movements and parking demand during the day at morning drop off and late afternoon/early evening when children are collected. There may also be vehicles arriving/departing throughout the day if children are dropped off/collected from individual morning or afternoon sessions (information on sessions has not been provided). The site is located opposite a secondary school which would see a high number of movements at the same time the nursery would operate. It is likely the nursery would exacerbate the existing situation.

Under the proposal the three existing garages are not to be retained but would be converted to baby and sleeping rooms and so the three garage parking spaces would be lost. In this proposal for a nursery there are 7 parking spaces proposed in a line on the concrete area to the front of the building. It is clear that 7 parking spaces would not be anywhere near achieving the parking space standards for a nursery for staff, children and visitors as set out in SPG4 (2006).

In any case, the proposed 7 parking spaces would extend across the whole of the depth of the hardstanding from the building itself to Hall Road thereby blocking any pedestrians who wish to pass along Hall Road when all 7 spaces are occupied. Furthermore, it is not known who owns what land or has rights of access etc. but it is noted that some of the parking spaces would be located on top of the 'KEEP CLEAR' route to no. 141 Hall Road thereby blocking access to the parking area of that dwelling.

Furthermore, in respect of drop off/pick up, the site has parking restrictions outside in the form of double yellow lines and parents could not legally wait on them whilst their children are taken to the premises or collected from them. There are no public car parks nearby.

Overall, in respect of highways and parking there are significant concerns with the proposed change of use to a nursery. It would not be possible to provide the parking provision on site for the proposed nursery as required under SPG4 (2006). As such, the proposal would provide inadequate off-street parking which would result in overspill parking on surrounding roads to the detriment of highway safety

and the free flow of traffic. In particular, the short-term visitors (parents dropping off/collecting children and deliveries) would be likely to unlawfully park up their vehicles on the pavement along Hall Road where they can and where there are not physical features such as the timber posts along the grass verges which physically prevent them from doing this. Again, the site is opposite a large secondary school. In respect of highways and parking the proposal would be contrary to Policy CS11 (LPCS), saved Policy P3 (LPFR) and section 9 of the NPPF (2024).

For highways and parking advice from the Highway Authority you would need to submit a pre-application enquiry to Kent County Council Highways, for further information please see [Highway pre-application advice - Kent County Council](#)

Land contamination

Due to the three garages there is the risk of land contamination and if permission were to be granted in a planning application, a watching brief condition would be required to ensure that there would be no harm to human health and pollution of the environment.

Any Other Material Planning Considerations

None.

Summary

Planning permission would be required for change of use from a hall to a nursery. The above has set out the matters that would be considered in a planning application in respect of principle of use, design, character and appearance, neighbouring amenity, highways and parking. You are advised that there are significant concerns with the proposal in respect of firstly, neighbouring amenity by virtue of noise, disturbance and cooking odours and secondly, in respect of the significant impact on parking and highway safety and you are advised that should a planning application be submitted for the proposal it is unlikely that planning permission would be granted.

Next Steps

If planning permission is sought, an application can be made through the Planning Portal, here:

<https://www.planningportal.co.uk/applications>

Please be aware that should you wish to submit an application it must be compliant with local and national validation requirements. You can find the requirements at:

<https://www.gravesham.gov.uk/downloads/file/382/local-validation-list>

Prior to submitting a planning application, you may wish to engage the services of planning agent;

<https://www.rtpiconsultants.co.uk/#/>

For further pre-application services I would refer you to our website;

<https://www.gravesham.gov.uk/home/planning-and-building/pre-application-planning-advice/pre-application-service>

You are advised that PRE20250184 is now closed.

Note: The comments contained herein are offered on an informal basis and without prejudice to the determination of any subsequent planning application. The Borough Council reserve the right to

add to or amend the comments in the light of any further information coming forward or matters that were not previously considered.

Appendix B - Parking Baseline Assessment

Appendix B – Parking Baseline Assessment

Proposed Nursery, St John Ambulance Memorial Hall, Hall Road, Northfleet, Kent, DA11 8AJ

1. Introduction

This Parking Baseline Assessment provides a proportionate desk-based review of parking conditions in the vicinity of the application site. It supports the Transport Statement and Draft Travel Plan accompanying the proposed change of use of the former St John Ambulance Hall to a nursery for up to 45 children, with approximately 11 to 13 staff, operating between 08:00 and 18:00 Monday to Friday.

The assessment uses:

- Google Street View (historic imagery)
- Aerial photography
- Local road layout analysis

It is acknowledged that this assessment does not replace an in-person parking beat survey. Instead, it establishes a clear baseline understanding of the parking environment and identifies realistic opportunities for lawful short-stay parking to support parent drop-off and pick-up activity, having regard to the limited on-site parking and the mitigation measures secured through the Draft Travel Plan.

2. On-Site Parking Provision

The proposed forecourt arrangement identifies that four marked parking spaces can be provided within the site. This is below the indicative requirement derived from Kent County Council Vehicle Parking Standards (SPG4), which indicate 6 staff spaces and 11 child-related spaces for a nursery of this scale, equating to 17 spaces in total.

The pre-application response states:

“It would not be possible to provide the parking provision on site for the proposed nursery as required under SPG4 (2006).”

This assessment therefore focuses on identifying lawful, safe, and realistic off-site parking opportunities, while recognising that the wider mitigation package includes staff travel management, staggered arrival and departure arrangements, use of lawful off-site parking opportunities, sustainable travel promotion, and monitoring through the Draft Travel Plan.

Although the building is currently vacant, its lawful use remains as an F2(b) community hall. This lawful fallback position is relevant because the use could be reactivated without planning permission and would generate vehicle movements and

parking demand associated with meetings, training, first-aid courses and community activities. The nursery proposal therefore represents a different pattern of movement rather than an entirely new transport activity at the site.

3. Immediate Highway Context

3.1 Hall Road

- Classified local distributor road linking A2 and Gravesend town centre.
- Double yellow lines directly outside the site.
- “KEEP CLEAR” marking protecting access to No. 141 Hall Road.
- No lawful stopping permitted on the double yellow lines.
- Unrestricted parking for around 8 cars approx. 70 metres northeast of the site but likely to be subject to saturation parking at busy times.

The pre-application response notes:

“Short-term visitors... would be likely to unlawfully park up their vehicles on the pavement along Hall Road... to the detriment of highway safety.”

This reinforces the need for a managed strategy directing parents away from Hall Road itself.

4. Surrounding Streets – Parking Availability

A review of nearby streets indicates several locations where lawful short-stay parking is available within a short walking distance of the site.

4.1 Colyer Road (north-west and north-east of site)

- Residential street with unrestricted kerbside parking.
- Desk-based review indicates kerbside parking opportunities are available, with no evidence of saturation parking within the streets reviewed.
- Wide carriageway allows safe passing even when parked vehicles are present.
- Walking distance to site: approx. 120–180 metres.

4.2 Mitchell Avenue (north-east of site)

- Residential cul-de-sac with unrestricted parking.
- Desk-based review indicates moderate parking levels and lawful kerbside opportunities suitable for short-stay parking.
- Walking distance to site: approx. 150–220 metres.

4.3 Northfleet School for Girls (opposite site)

- No public parking available.
- Coordination with Northfleet School for Girls should be pursued where possible to offset peak activity and reduce local congestion.

- Any parking or operational agreement with the school would be subject to separate discussion and is not relied upon as core mitigation.

5. Street View Observations (Desk-Based)

Street View imagery shows:

- No evidence of saturation parking on nearby residential streets.
- Consistent availability of kerbside spaces within 150–250 metres of the site.
- No observed pavement parking on side streets.
- No resident permit zones or controlled parking zones.
- No marked bays limiting short-stay use.

These observations support the conclusion that the surrounding streets reviewed have historically accommodated parking demand without evidence of saturation and remain suitable for managed, short-stay nursery drop-off and pick-up activity.

6. Walking Distance Analysis

Walking distances from nearby streets to the site are short and safe:

Street	Approx. Distance Walking Time	
Colyer Road	120–250m	2–5 mins
Mitchell Avenue	150–220m	3–4 mins

Footways are continuous, generally level, and well-lit. Crossing Hall Road is assisted by good visibility in both directions.

This supports the Travel Plan's strategy of directing parents to nearby streets for short-stay parking.

7. Suitability for Nursery Drop-Off/Pick-Up

Nursery drop-off and pick-up activity is expected to be concentrated during the morning and afternoon peak periods, with the main drop-off period occurring between 08:00 and 09:00 and the principal collection period between 16:30 and 18:00. Attendance patterns at nurseries are typically staggered as a result of half-day sessions, part-time attendance and extended opening hours. As such, parent and carer movements would not all occur at a single point in time. The surrounding streets are suitable for managed short-stay parking because:

- They are unrestricted.
- They have historically shown available kerbside space.
- Walking distances are short.
- Traffic volumes are lower than Hall Road.
- Visibility and footway provision are good.

With staggered arrival and departure windows, forecourt supervision and clear parent information, demand can be spread across the core drop-off and pick-up periods, reducing peak pressure and discouraging inappropriate stopping on Hall Road.

8. Integration with Travel Plan

The Parking Baseline Assessment supports the Travel Plan by demonstrating:

8.1 Staff Parking

No general staff parking will be permitted on Hall Road or immediately adjacent streets during nursery operating hours. The staff minibus strategy identified in the Draft Travel Plan is intended to collect staff from Gravesend town centre, Ebbsfleet International or another agreed public transport hub, reducing staff parking demand from approximately 11 to 13 spaces to around 2 to 3 spaces.

8.2 Parent Parking

Parents will be directed to:

- Colyer Road
- Mitchell Avenue
- Other unrestricted streets

The Travel Plan includes:

- Staggered parent arrival and departure windows
- Parent Travel Behaviour Agreement
- Forecourt supervision
- Annual monitoring and reporting
- Enforcement measures for staff and parents
- Clear advice that stopping on Hall Road, pavement parking and obstruction of private accesses are not acceptable

8.3 Monitoring

The Draft Travel Plan provides for monitoring once the nursery is operational. Annual surveys and reporting will confirm:

- Staff travel modes
- Parent travel modes
- Parking behaviour
- Compliance with agreed travel management arrangements
- Whether further management measures are required in response to observed conditions

9. Limitations

This is a desk-based assessment and does not replace an in-person parking beat survey. However, the Transport Statement concludes that a full parking beat survey is not necessary or proportionate given the scale of the proposed nursery, the short-stay and high-turnover nature of nursery drop-off and pick-up activity, the availability of unrestricted streets within a short walking distance, and the monitoring and review measures secured through the Draft Travel Plan.

10. Conclusion

This Parking Baseline Assessment demonstrates that, despite the limited on-site parking provision, there are lawful and realistic opportunities for short-stay parent and carer parking within a short walking distance of the site. In particular, Colyer Road and Mitchell Avenue are located approximately 120 to 250 metres from the site, equivalent to around a 2 to 5 minute walk, and the desk-based review identifies no evidence of saturation parking within the surrounding streets. These streets are not understood to be within a residents' permit zone or controlled parking zone.

The assessment recognises that Hall Road itself is constrained by existing parking restrictions and should not be relied upon for informal drop-off, pick-up or pavement parking. The purpose of the parking strategy is therefore to direct parents and carers away from Hall Road and towards lawful short-stay parking opportunities on nearby unrestricted streets, supported by clear information, staggered arrival and departure windows and forecourt supervision.

The proposed nursery is also supported by the wider mitigation package set out in the Draft Travel Plan, including the staff minibs strategy, no general staff parking on Hall Road or immediately adjacent streets during nursery operating hours, staggered parent arrival and departure windows, walking and cycling incentives, a Parent Travel Behaviour Agreement, forecourt supervision, annual monitoring and enforcement measures for staff and parents. These measures are intended to reduce staff parking demand, manage parent and carer activity and promote sustainable travel.

On this basis, the baseline parking environment, when considered alongside the operational controls and sustainable travel measures proposed, can support the nursery use without resulting in an unacceptable impact on highway safety or severe residual cumulative impacts on the local highway network. The assessment is therefore considered proportionate to the scale and nature of the development and provides suitable parking baseline evidence to support the Transport Statement.

This assessment should be read alongside:

- Transport Statement
- Appendix C – Draft Travel Plan

Appendix C - Draft Travel Plan

Appendix C – Draft Travel Plan

Proposed Nursery, St John Ambulance Memorial Hall, Hall Road, Northfleet, Kent, DA11 8AJ

1. Purpose and Scope

Purpose: To manage and reduce car-borne trips associated with the proposed nursery, mitigate the shortfall in on-site parking (4 spaces), and ensure that the development does not result in unacceptable impacts on highway safety or residential amenity.

The pre-application response notes that short-term visitors could unlawfully park on the pavement along Hall Road to the detriment of highway safety and raises significant concerns in respect of parking, drop-off and pick-up activity, and highway safety. This Travel Plan directly responds to those concerns by directing activity away from Hall Road and towards managed, lawful arrangements.

This Travel Plan forms part of the overall transport mitigation package and should be read alongside the Transport Statement and Appendix B – Parking Baseline Assessment. Together, these documents address the Council's pre-application concerns relating to parking, drop-off and pick-up activity, and highway safety.

The proposed nursery would accommodate up to 45 children aged between 6 months and 5 years, together with approximately 11 to 13 staff, and would operate between 08:00 and 18:00 Monday to Friday.

2. Site and Constraints

- **Location:** Hall Road, a main route between the A2 and Gravesend town centre, opposite Northfleet School for Girls.
- **On-site parking:** 4 marked spaces within the forecourt.
- **Indicative parking standard:** Kent County Council Vehicle Parking Standards (SPG4) indicate an indicative requirement of 6 staff spaces and 11 child-related spaces for a nursery of this scale, equating to 17 spaces in total. The shortfall against this indicative standard is addressed through the mitigation measures in this Travel Plan.
- **On-street restrictions:** Double yellow lines directly outside the site and a "KEEP CLEAR" marking protecting access to No. 141 Hall Road; Hall Road should not be relied upon for parent or staff parking.
- **Lawful fallback use:** The building is currently vacant, but its lawful use remains as an F2(b) community hall, which could be reactivated without planning permission and would generate its own vehicle movements and parking demand.

These constraints mean that unmanaged car use could increase the risk of inappropriate stopping on Hall Road, obstruction of neighbouring accesses and

conflict with peak-time school traffic. The purpose of this Travel Plan is therefore to manage staff and parent movements so that Hall Road is not used for informal drop-off, pick-up or pavement parking.

3. Objectives

- **Objective 1:** Minimise staff single-occupancy car trips to the site.
- **Objective 2:** Manage parent drop-off/pick-up to avoid overspill parking and unsafe stopping.
- **Objective 3:** Maximise use of walking, cycling and public transport.
- **Objective 4:** Provide a clear framework for monitoring and enforcement.

4. Staff Travel Strategy

4.1 Mini-Bus Shuttle

Core measure: A staff minibus strategy to collect staff from Gravesend town centre, Ebbsfleet International or another agreed public transport hub, reducing staff parking demand from approximately 11 to 13 spaces to around 2 to 3 spaces.

- **Pick-up hubs:**
 - Gravesend town centre car park; and/or
 - Ebbsfleet International / other agreed hub with good public parking and rail/bus access.
- **Vehicle:** minibus or equivalent multi-person vehicle, with final specification to be confirmed by the nursery operator having regard to staff numbers and operational requirements.
- **Operation:**
 - Morning: staff arrivals managed before opening, generally between 07:30 and 08:00.
 - Evening: staff departures managed towards the end of the operating day, generally between 17:30 and 18:00.
- **Eligibility:**
 - Staff who cannot reasonably walk, cycle or use public transport to the site will be expected to use the minibus or another agreed sustainable travel arrangement, unless authorised to park on site for operational reasons.

Only essential roles, such as the manager or a SEND/one-to-one support worker, may park on site, subject to the Staff Parking Policy below.

4.2 Staff Parking Policy

- No general staff parking on Hall Road or immediately adjacent streets during nursery operating hours.
- **On-site spaces prioritised** for:
 - Manager (1 space).

- SEND/one-to-one support worker (1 space).
 - Emergency/maintenance use (2 flexible spaces).
- Staff required to sign a Travel Behaviour Agreement confirming compliance.

5. Parent and Child Travel Strategy

5.1 Staggered Arrival and Departure Windows

To avoid concentrated peaks, parents will be allocated specific 10-minute windows:

- **Morning windows:** allocated across the principal drop-off period between 08:00 and 09:00, with any final operational timings to be set by the nursery operator.
- **Evening windows:** allocated across the principal collection period between 16:30 and 18:00, recognising that attendance patterns are staggered by half-day sessions, part-time attendance and extended opening hours.

Implementation:

- Digital booking/registration system assigns each child a window.
- Parents required to adhere to their slot; repeated non-compliance triggers review.

5.2 Use of Surrounding Streets (Legal, Managed)

Given double yellow lines outside the site, parents will be directed to:

- Unrestricted sections of Colyer Road, Mitchell Avenue and other nearby unrestricted streets identified through the Parking Baseline Assessment.
- Short-stay forecourt parking used only for brief drop-off and pick-up activity, with parents and carers expected to walk the short distance to the nursery from lawful spaces.

The Parking Baseline Assessment identifies Colyer Road and Mitchell Avenue as lawful nearby options within approximately 120 to 250 metres of the site, equivalent to around a 2 to 5 minute walk, and records no evidence of saturation parking within the streets reviewed. This Travel Plan explicitly prohibits pavement parking and informal stopping on Hall Road.

5.3 Walking and Cycling Promotion

- **Catchment focus:** Promotion of walking and cycling will focus on local families within the Northfleet and Gravesend area, recognising that nursery catchments are typically local in nature.

- **Incentives:**
 - Information for families with children attending nearby schools, including Northfleet School for Girls where relevant, encouraging linked walking trips where practical.
 - “Walk to Nursery” reward scheme (stickers, certificates).
- **Facilities:**
 - Secure buggy store.
 - Cycle parking provision for staff and parents, with the final number and arrangement to be confirmed as part of the detailed site management arrangements.

5.4 Parent Travel Behaviour Agreement

On enrolment, parents sign an agreement that:

- They will not park on double yellow lines or pavements.
- They will use designated windows and agreed streets.
- They will avoid idling engines and respect neighbours.

Persistent breaches may result in formal reminders, written warnings and further engagement with the parent or carer to secure compliance with the agreed travel arrangements.

6. On-Site Operational Management

6.1 Forecourt Layout

- 4 marked parking bays with clear entry/exit route and cordoning off the forecourt/hardstanding area
- No parking across “KEEP CLEAR” access to No. 141 Hall Road.

6.2 Peak-Time Supervision

- Staff presence will be provided at the forecourt during peak windows, with the number of supervising staff to be confirmed by the nursery operator based on observed demand and operational requirements, to:
 - Guide vehicles into bays.
 - Prevent unsafe manoeuvres.
 - Direct parents to alternative streets if bays are full.

6.3 Coordination with Northfleet School for Girls

- Liaison with Northfleet School for Girls should be pursued where possible to understand peak times and reduce potential conflicts.
- Aim to avoid overlap by:
 - Slightly offsetting nursery peak windows from school start/finish times.

- Encouraging parents with older children at the school to walk between sites.

7. Monitoring and Review

7.1 Initial Monitoring and Ongoing Review

- **Initial monitoring:** Within 3 months of opening:
 - Staff travel modes.
 - Parent travel modes.
 - Observed parking behaviour on surrounding streets during peak nursery periods.
- **Annual monitoring:** Repeat staff and parent travel mode surveys, review observed parking behaviour and confirm compliance with the agreed travel management arrangements.

7.2 Indicators for Review

- **Staff:**
 - Increase the proportion of staff travelling by minibus, walking, cycling or public transport during the first 12 months of operation.
- **Parents:**
 - Encourage an increased proportion of children arriving by walking, cycling or linked trips with nearby school journeys during the first 12 months of operation.
 - No persistent or unresolved instances of pavement parking, stopping on Hall Road, or obstruction of private accesses associated with nursery activity.

7.3 Reporting

- Annual Travel Plan report to be prepared and made available to Gravesham Borough Council and Kent County Council Highways as required.
- Action plan developed and updated in light of survey results.

8. Enforcement and Governance

- **Travel Plan Coordinator (TPC):**
 - The Nursery Manager (or delegated senior staff member) will act as TPC.
- **Responsibilities:**
 - Maintain mini-bus schedule.
 - Oversee surveys and reporting.
 - Liaise with KCC Highways and Gravesham Borough Council.
 - Manage parent and staff compliance.

- **Sanctions:**
 - Staff: disciplinary procedures for repeated non-compliance.
 - Parents: written warnings; potential refusal of continued place for persistent breaches.

9. Risks and Residual Issues

The measures in this Travel Plan should be read alongside the Transport Statement and Appendix B – Parking Baseline Assessment. Together, they provide a proportionate framework to manage the proposed nursery use, reduce staff parking demand, direct parents and carers away from Hall Road, and monitor compliance once operational.

Key risks:

- Mini-bus scheme failing (cost, reliability).
- Parents ignoring allocated windows.
- Overspill parking still occurring at busy times.

Mitigation:

- Contracted mini-bus with service-level agreement and contingency.
- Clear communication and visible enforcement at the forecourt.
- Willingness to:
 - Review operational arrangements if monitoring identifies unacceptable impacts, including amendments to arrival windows, staff supervision, parent communication and parking management measures.
 - Review admission and communication procedures to further encourage walking, cycling, public transport and linked trips where practical.