Transport Statement

GBH WHELER WILL TRUST

LAND AT HAM ROAD
FAVERSHAM

MAY 2016

JSL/HA/11311

Contents

Appendices

1 Introduction

1.1.1 DHA Transport has been commissioned by GBH Wheler Will Trust to provide transport planning advice in relation to a proposed residential development at Land at Ham Road, Faversham, Kent.

1.1.2 This Transport Statement (TS) has been produced in accordance with the Department for Transport Guidance on Transport Assessment (March 2007) and the National Planning Practice Guidance (2014). Following this introduction the TS is structured as follows:

- Section 2 summarises the existing transport conditions local to the site
- Section 3 sets out the development proposals
- Section 4 provides assessment of transport policy
- Section 5 looks at forecast trip generation
- Section 6 assesses the transport impacts of the proposed development
- Section 7 provides a summary and conclusion

1.1.3 The scope of this TA has been agreed with Kent County Council Highways and Transportation (KCC H&T), and a copy of the correspondence can be found at **Appendix A**.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The proposed development is located on Ham Road in Faversham, to the south of the Oare Mineral Works. At present, the land remains an open field which is shown in a local context in Figure 2-1 below.

Figure 2-1: Site Location (courtesy of Google Maps)

2.1.2 To the south of the site lies the northern suburbs of Faversham Town with Oare Mineral Works located to the north and west of the site. Further open fields bound the site to the east.

2.1.3 The site has been identified as part of the consultation draft Swale Borough Local Plan Part 1 (2013) as part of Policy ST4, which outlines Swale's commitments to achieving the Local Plan development targets. Within the Faversham area, to meet the required target, an additional 538 dwellings must be created and the proposed development is situated on land outlined as suitable for this purpose.

2.1.4 In addition, the Oare Mineral works has recently been submitted for planning permission (reference: SW/14/0257) for the creation of 330 dwellings and associated improvements to the existing highway, namely the alteration of Ham Road and junction with Oare Road to provide improved access arrangements for the site. The possible implications of this development will be considered in relation to this application throughout this report.

2.2 Local Highway Network

2.2.1 The site fronts onto Ham Road with takes a general north east to south west alignment. Ham Road measures approximately 3.5 metres to 4.0 metres in width, supporting single flow traffic with a number of informal passing places present. The road is subject to a national speed limit restriction across the site frontage, which lessens to a 30mph restriction on nearing the junction with Oare Road / Priory Row.

2.2.2 Travelling south east on Ham Road provides access to Faversham Town Centre utilising Priory Row. From Faversham a number of connections are provided allowing access to the wider highway network. This includes the B2045 Western Link which connects to the A2 from which the town of Sittingbourne can be accessed, continuing onto Chatham, eventually ending in Central London. To the south, the A2 leads to Dover also bypassing the town of Canterbury. The A2 also intersects the M2 at Junction 7, providing access to the Medway Towns.

2.2.3 Faversham also offers access to the A251 which provides connections to Ashford town centre to the south, intersecting a number of rural hamlets and villages including Sheldwich, Boughton Lees and North Street. This road also intersects the M2 at junction 6.

2.2.4 Following Oare Road, to the north of the site, continues onto the rural village of Oare and onto the hamlet of Uplees, primarily providing access to the rural marshland and nature reserve in that region. Travelling north east on Ham Road, access can be gained to Faversham Creek and public house.

2.3 Impacts on Ham Road

2.3.1 In order to ascertain fully the local road conditions, a site visit was undertaken on the 22nd April 2016, between 3:10pm and 4:00pm. During this time, the local primary school was finishing for the day and a noticeable increase in on street parking on Oare Road, Ham Road and Priory Row was noted from 3:10pm until 3:30pm after which the parking dissipated. This temporary parking at school peaks is not uncommon and happens at many schools across the county where onsite drop off facilities are not present. As such, given the time period for which the parking is in place, it is not deemed a significant issue as those wishing to enter / exit Ham Road could still do so during this time period. It is noted that, should the Oare Mineral Works application come forward, this allows for school parking at the proposed Ham Road / Oare Road improved junction.

2.3.2 Observations of both Davington Hill and Priory Row showed on street parking associated with the residential dwellings present, as shown in Figure 2-2 and Figure 2-3 below. However, due to a number of minor roads and gaps in on street parking due to driveways, there were a number of convenient passing places which allowed for flowing traffic movements. Davington Hill was subject to far fewer on street parking constraints with only a small area of parking provided towards the Dark Hill / West Street junction. Due to the low speed environment, vehicles could easily pass these parked cars with little impediment of flow.

Figure 2-2: On Street Parking - Davington Hill

Figure 2-3: On Street Parking - Priory Row

2.3.3 Furthermore, when leaving Davington Hill and entering Dark Hill / West Street, on street parking was observed to the north on Dark Hill. This reduces visibility at this location, however it is still possible to observe on coming vehicles. Given the suburban nature of these roads and as such the low speed environment, this on street parking is not deemed to be a concern, as vehicles could still comfortably exit Davington Hill in a safe manner.

2.3.4 An assessment of Ham Road itself found that across a 15 minute period only 6 vehicles were observed crossing the site frontage. This is considered to be representative of the nature of Ham Road, as to the north, Ham Road only provides access to an industrial unit, marina, public house and Oare Mineral Works with no onwards connectivity possible. As such, the minimal movements observed on this road are considered representative of Ham Road's location.

2.3.5 In addition, it was noted that, whilst Ham Road is subject to a national speed limit restriction, due to the width of the road, vehicle speeds were significantly reduced. Having

followed a vehicle across the site frontage, it was noted that they were travelling at a speed of approximately 37mph, exemplifying the reduced speeds associated with Ham Road.

2.3.6 Finally, observations were undertaken at the Ham Road / Oare Road / Priory Row junction. When exiting the junction looking north towards Oare Road, visibility was unimpeded, as can be seen in Figure 2-4, allowing drivers to easily assess the oncoming vehicles. To the south of the junction, towards Priory Row, parked cars obscured visibility, as shown in Figure 2-5. However, due to the visibility provided to the north, it is possible for turning vehicles to utilise the nearest lane, allowing for enhanced visibility when exiting the junction. Whilst not ideal, as will be outlined with section 2.7, no road safety issues have been raised in regards to this junction and given the northern visibility, it is considered that there is sufficient manoeuvrability to allow for vehicles to enter and exit Ham Road. It is also noted that Manual for Streets allows for parking within visibility splays as evidence underpinning this research confirms that parking near junctions does not unduly impact upon road safety.

Figure 2-4: Northern Visibility - Oare Road

Figure 2-5: Southern Visibility - Priory Row

2.3.7 Given the limited traffic levels observed across the site frontage, limited development quantum, the reduced speeds on Ham Road and the visibility at the junction it is considered that the proposed access is suitable for the site's needs, should the existing conditions remain.

2.4 Walking and Cycling Infrastructure

2.4.1 Due to the nature of Ham Road, no footpath is provided along its length. However, within the near vicinity of the site, a number of Public Rights of Way (PRoW) can be accessed, as show in Figure 2-6 below. Of note is footpath ZF33 located on the south western site boundary. This provides access to the northern residential suburb of Faversham, entering Goldfinch Road, from which a wider network of pedestrian infrastructure can be accessed, leading to a number of services and amenities, as highlighted in Section 2.6.

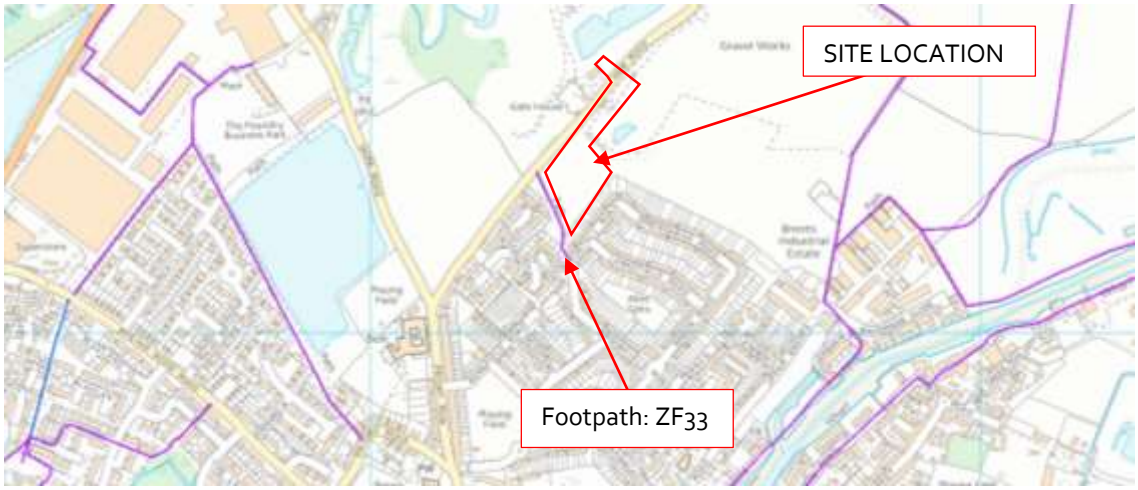

Figure 2-6: PRoW Network (courtesy of KCC)

2.4.2 As shown in Figure 2-7, the site is located within the near vicinity of cycle Route 1 which runs across the breath of the country from the Shetland Isles to Dover. Given the proximity of this route, it is considered that the site is well located to access suitable cycle infrastructure. In addition, the surrounding residential infrastructure provides access to a number of major and minor road networks within a low speed environment, which will allow cyclists to access a wider network.

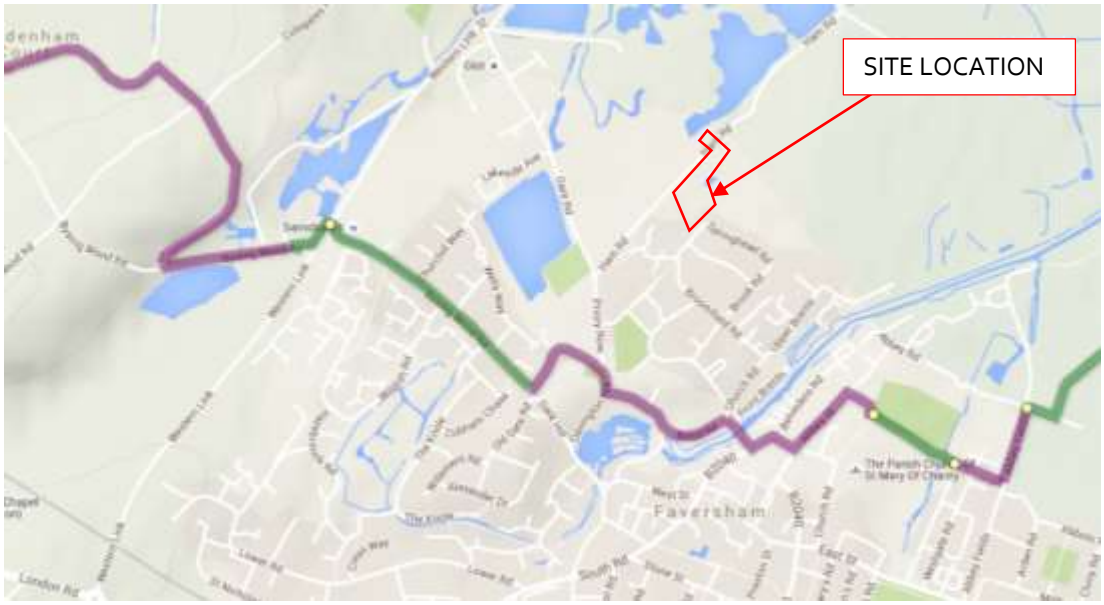

Figure 2-7: Local Cycle Network (courtesy of Sustrans)

2.5 Public Transport Infrastructure

2.5.1 The closest bus stop to the site is located on Priory Row, 580 metres from the proposed site access taking approximately 7 minutes on foot. From here, access to service 666 can be gained, which provides connections to Ashford, Sheldwich, Faversham and Oare. This service runs at an hourly frequency throughout the weekday period.

2.5.2 Additional bus stops are also located within the near vicinity of the site, with the closest located on West Street, 850 metres from the site access taking just approximately 11 minutes on foot. From here, a greater number of services can be accessed, which have been summarised in Table 2-1 below. A copy of these timetables is attached to this report in **Appendix B**.

Service No.	Route	Weekday Frequency
3/3A/3B	Canterbury – Boughton – Faversham – Kiln Court	2 per hour
3X	Canterbury – Faversham – Davington	Hourly
333	Oare – Faversham – Teynham – Sittingbourne – Detling – Maidstone	Hourly

Table 2-1: Summary of Bus Services and Frequencies

2.5.3 The closest rail connection is Faversham located 2.0km from the site access, taking approximately 6 minutes by car. From this station, services to London Victoria can be accessed which run at a frequency of 3 services an hour. In addition, the station provides connections to Ramsgate and Dover Priory with each service running twice hourly. Faversham also runs on the High Speed 1 network with trains to St Pancras International running 2 times an hour. In the peak periods, services to central London run at a frequency of up to 7 services an hour, with trains also servicing London Canon Street.

2.6 Accessibility

2.6.1 Given the suburban nature of the site, a number of local amenities and facilities are located within an acceptable walking distance of the site. As noted above, bus services can be accessed from the site. Other facilities within walking distance include, but are not limited to, a primary school and convenience store. A summary of the walk distances, as measured along walking routes from the site using footpath ZF33 and not taken 'as the crow flies' is provided in Table 2-2.

Facility	Walk Distance (m)	Walk Time (Minutes)
Bus Stop	580m	7
Davington Primary School	590m	7
Convenience Store	670m	8
Place of Worship	690m	9
Bull Inn Public House	1,100m	14
Morrisons Supermarket	1,250m	16

Table 2-2: Local Services and Amenities

2.6.2 The walk times provided above are based on a walk speed of 80m per minute, a figure which is widely used to estimate walk times and used within the London Based Public Transport Accessibility Level (PTAL) analysis. It aims to provide a typical average value that estimates it takes 5 minutes to walk 400m, 10 minutes to walk 800m and so on.

2.6.3 Given the details outlined above, a number of everyday activities could be accessed on foot without the need for a private vehicle. Local bus services provide access to Faversham

Town Centre and other local towns, allowing a wider network of services to be accessed without the need for a private vehicle. Given that the site is allocated for residential development, the Council through their allocation process would have been satisfied that the development site meets the required level of accessibility and sustainability.

2.7 Road Safety

2.7.1 Personal Injury Accident (PIA) data has been sourced from KCC for the area surrounding the proposal site for the most recent three year study period up to 30th September 2015. The accident plot and D-print report are included in **Appendix C**.

2.7.2 In total only 2 slight incidents were recorded, both of which occurred in light, fine and dry conditions. The first incident was recorded at the Priory Row / Barnfield Road junction. A vehicle on Priory Road took a right turn into Barnfield Road. Another vehicle was exiting Barnfield Road so the vehicle entering waited, overhanging slightly into Priory Road. The vehicle travelling along Priory Road has then collided with the overhanging vehicle. The second incident occurred on Priory Road / Davington Hill junction. A motorcyclist has reached Davington Road. They have noticed a vehicle travelling towards them in the middle of the road. This has caused the motorcyclist to swerve with them subsequently falling from their motorcycle. The vehicle failed to stop.

2.7.3 The above incidents were the result of human error, with none resulting from existing road conditions. Given this and the limited number of incidents recorded, it is not believed that the proposed development will exacerbate road safety concerns in the region.

3 Proposed Development

3.1 Overview

3.1.1 The proposed development comprises the creation of up to 30 dwellings. It is proposed that a mix of dwelling types will be created with the accommodation schedule outlined below in Table 3-1.

Property Type	Total Number
1 bed flat	4
2 bed flat	3
2 bed houses	10
3 bed houses	10
4 bed houses	3

Table 3-1: Accommodation Schedule

3.1.2 An indicative layout is attached to this report in **Appendix D.**

3.2 Access

3.2.1 Within this section a number of access options will be considered. The first will assess the proposals as a result of the Oare Mineral Works application (Planning Reference: SW/14/0257) which is currently in planning awaiting a decision. Should this development come forward, there will be significant alterations to the surrounding highway network with implications for the Ham Road access. However, as the planning application awaits decision, consideration should also be given to this application as a standalone development. Therefore each possible outcome will be assessed in turn, starting with the Oare Mineral Works option.

Oare Mineral Works

3.2.2 As stated above, the Oare Mineral Works site is awaiting a decision for the creation of 330 units. As part of this scheme, to ensure that the local road network is suitable, Ham Road is to be widened and redesigned. This new layout will result in the formation of a new priority junction across the site frontage, providing the main access into the internal Oare Mineral Works site, with a secondary access off of the northern section of Ham Road from which the proposed development will be accessed. The layout of this junction is shown in **Appendix E**.

3.2.3 As noted within Section 2 of this report, Ham Road is a narrow country lane with limited capacity for two way traffic. Therefore, in addition to the proposed priority junction Ham Road will be widened to 5.5 metres. This will accord with the necessary KCC standards and will comfortably allow for two way traffic flow.

3.2.4 Within the original scoping process, it was noted that the proposed development access should be 43 metres from the committed development junction. This was to accord with a 30mph visibility splay. However, when assessing the 'Kent Design Guidance Step: Making

it Happen' document, it is noted that no other access road should be located within 20 metres of another junction access which is less than that outlined within the visibility splay assessment.

3.2.5 Assuming this standard, the proposed junction layout is seen to accord with the 'Making it Happen' design guidance, as the proposed access is approximately 30 metres from the new junction as measured following the centre line.

3.2.6 Furthermore, to ensure that the visibility will accord with the necessary standard, using the 20mph speed limit which is to be enforced within the sites internal confines, an assessment of the visibility splay can be undertaken. Using the KCC Design Guidance for 85th percentile speeds below 37mph, enforcing a 4.41m/s^2 deceleration rate with a 1.5 second reaction time, a 20mph speed restriction requires a 24.868m visibility splay in both directions.

3.2.7 Given the location of the proposed access in relation to the Ham Road priority junction, which is located 30 metres from the site access following the centre line, this junction visibility can be achieved in accordance with the necessary standard. As such it is considered that the proposed access could be achieved in accordance with the necessary standards, should the Oare Mineral Works come forward.

Ham Road Access

3.2.8 If however, the Oare Mineral Works application does not come forward and the associated road modifications are not made, consideration should be given to the existing layout of Ham Road which would be relied upon to deliver the site in isolation. As with the above proposals, in order to access the site a new priority junction will be developed. Ham Road will be widened across the site frontage to 4.8 metres to accord with Kent Design Guidance.

3.2.9 On entry to the site a carriageway width of 5.5 metres will be provided allowing for two-way vehicle movements. On entering the internal site layout, residents will enter into a one-way system to navigate the site. The internal roads narrow to allow for one-way movements, with a number of turning heads provided for manoeuvres to be undertaken within the site. The one way system is small in overall scale and wraps around the central green area, and is therefore logical and should not result in any confusion. It should be noted however that the application is in outline and therefore the internal access arrangements and design will be confirmed at a later date.

3.2.10 When assessing access visibility from Ham Road, it is shown that a 2.4 metre x 90.0 metre visibility splay can be achieved to both the south west and north east of the site. Whilst Ham Road is subject to a national speed limit restriction, it was noted from onsite observations that vehicles travelled at significantly reduced speeds, with 37mph noted as being typical. In addition, the minimal vehicle movements observed on Ham Road will allow residents to exit the site with little impediment, as local network capacity is not deemed an issue at this location. As such, the visibility provided is considered sufficient in terms of highway safety given local speeds and highway capacity. The proposed site access is attached to this report in **Appendix F**.

3.2.11 Pedestrian access will be provided within the internal site layout with all roads provided with 1.8 metre wide footway. A footpath will be created in the southern corner of the site, which intersects the existing footway located on the south western site boundary. This will connect to the residential suburb to the west and south of the site, ensuring connectivity and permeability is maintained with the surrounding area.

3.2.12 Given the above, it is shown that the proposed access is of a sufficient standard either in conjunction with the Oare Mineral Works or as a standalone development.

Road Safety Audit

3.2.13 As outlined within the scoping correspondence, a Stage 1 Road Safety Audit has been requested for the new priority junction access off of Ham Road. This Road Safety Audit is currently being undertaken and will be submitted in the form of an addendum to this report for consideration by the highway authority.

3.3 Parking

3.3.1 A total of 50 allocated formalised parking bays are to be provided for the site as a whole. Of these 6 will be provided for visitors to the site. Four units will be provided with tandem bays in conjunction with car barns. A further three car barns will be provided for a number of the 2 bedroom units. It is however noted that given the length of the driveways on site, a number of additional vehicles could be accommodated. This provision will be assessed against the necessary standard as outlined within the next section.

3.3.2 It is proposed that cycle parking will be provided in accordance with the SPG4 guidance for residential dwellings. Cycle parking will be provided within a communal storage facility for the flatted dwellings and within the internal curtilage of the units for the houses. Full details will be provided at the detailed application stage.

3.4 Site Servicing

3.4.1 Refuse collection will take place within the site confines, servicing each of the proposed units.

3.4.2 To ensure that the site can be serviced by all the necessary vehicles, swept path analysis was undertaken. In order to assume a 'worst case scenario', a refuse vehicle, fire tender and pantechnicon have been used to represent the vehicles most likely to require access to the site. The drawings for this site are attached in **Appendix G** of this report.

3.4.3 As can be seen from the drawings, these vehicles can comfortably manoeuvre within the site ensuring that highway amenity is maintained.

3.5 Construction Traffic

3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the

construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles in particular will be timed to avoid peak traffic times.

3.5.2 As is common practice, a condition may be offered requiring the applicant to agree a Construction Environment Management Plan (CEMP), to satisfy the Local Planning and Highway Authorities that adequate measures are in place to ameliorate any temporary effects from construction activities and processes.

3.5.3 Third party suppliers and contractors visiting the site will be made aware of the construction access and routeing arrangements at the start of the project. Site management will ensure compliance with the construction access arrangements, particularly at times when the nearby school is most active

4 Transport Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 The NPPF was brought in with immediate effect on the 28th March 2012 which sets out the Government's planning policies for England. It states that the NPPF must be taken into account in the preparation of Local and Neighbourhood Plans, and is a material consideration in planning decisions.

4.1.2 The role of sustainable transport is considered in Section 4 of the NPPF, with supporting policies seeking to promote a choice in travel modes and encouraging reductions in greenhouse gas emissions. Paragraph 29 however notes the following:-

> *The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.*

4.1.3 In addition, NPPF paragraph 30 states the following:-

> *Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.*

4.1.4 Paragraph 32 advises that development plans that would be likely to generate a significant amount of movement should consider whether:-

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

4.2 National Planning Practice Guidance

4.2.1 In conjunction with the NPPF, the National Planning Practice Guidance (NPPG) was established in March 2014 as a supporting resource which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled 'travel plans, transport assessments and statements in decision-taking'. This provides general guidance on the process of producing these documents, noting:-

> *The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.*

4.2.2 In terms of parking provision, the requirements are set out by the Local Authority however, further to the NPPF the following should be taken into consideration (paragraph 8):-

> *Maximum parking standards can lead to poor quality development and congested streets, local planning authorities should seek to ensure parking provision is appropriate to the needs of the development and not reduced below a level that could be considered reasonable.*

4.3 Local Transport Plan 3 (LTP3) for Kent

4.3.1 The Local Transport Plan 3 (LTP3) was prepared by Kent County Council (KCC) and runs from 2011 to 2016. The Plan includes details on how KCC will prioritise planned measures. It lists the following points as themes within the plan;

1. *Growth without Gridlock;*
2. *A Safer and Healthier County;*
3. *Supporting Independence;*
4. *Tackling a Changing Climate; and*
5. *Enjoying Life in Kent.*

4.3.2 The Plan notes that KCC have not set formal targets within LTP3 but have chosen the following performance indicators which reflect the five themes listed above;

1. *Journey time reliability in Kent's urban centres (Canterbury, Gravesend and Maidstone);*
2. *Principal roads where maintenance should be considered;*
3. *People killed or seriously injured in road traffic accidents;*
4. *Local bus journeys originating in the authority area;*
5. *Per capita reduction in CO_2 emissions;*
6. *Children travelling to school - mode of transport usually used; and*
7. *Net satisfaction with the condition of roads, pavements and streetlights.*

4.4 Swale Borough Local Plan (saved policy)

4.4.1 Swale Borough Council (SBC) adopted its Local Plan in 2008. Subsequent to this the Council has agreed with the Secretary of State a schedule of policies which it will save beyond July 2010 which will remain relevant until replaced by policies contained within an emerging Development Plan Document.

4.4.2 Policy SP1 recognises the importance of ensuring sustainability is incorporated into development to meet the needs of the Borough, suggesting that proposals should be located where there are opportunities to access local employment and services to reduce the need for people to travel. This objective is reiterated in Policy SP6.

4.4.3 Policy T1 in relation to safe access to new development emphasises that development proposals will not be permitted by the Borough Council if:-

- *They generate high volumes of traffic which could not be supported by the highway network or decrease safety, unless these issues can be addressed by environmentally acceptable improvements agreed by the Borough Council and Highways Authority; and*

- *Lead to the formation or intensification of an access to a primary or secondary road or route, again unless improvements can be made to an acceptable standard.*

4.4.4 Policy T4 suggests that development proposals should consider the needs and safety of both cyclists and pedestrians, providing appropriate routes within the site and to surrounding services and facilities. For public transport Policy T5 requires development to be located in relation to public transport links, and to promote the use of public transport by new residents.

4.5 Swale Borough Draft Local Plan

4.5.1 As the Swale Borough Draft Local Plan is currently at a consultation stage it carries little weight, but should be taken into consideration where it indicates objectives for the local area that will be of future importance. Policy ST1 seeks to encourage sustainable development in Swale, and with respect to transport notes that proposals should:-

> *Steer growth to locations in accordance with the settlement strategy and promote sustainable transport by ensuring key developments and facilities provide transport choices and give priority to walking, cycling and high quality public transport.*

4.5.2 Policy CP2 seeks to encourage an integrated approach to the provision of transport infrastructure through requiring development proposals to:-

> *(1) Contribute to transport network improvements, where capacity is exceeded and or safety standards are unacceptably compromised, with particular emphasis on those identified in the Infrastructure Delivery Schedule;*

(2) *Maintain and improve the highway network at key points to improve traffic flows and respond to the impact of new development and regeneration, as set out in the Local Transport Strategy;*

(3) *Improve safety, through measures such as adequate parking, lighting and traffic management schemes;*

(4) *Achieve alternative access to all services through promoting access to sustainable forms of transport particularly bus, cycling and rail transport and improving interchange between them from the earliest stages of development;*

(5) *Provide integrated walking and cycling routes to link existing and new communities with local services and facilities, public transport and the Green Grid network.*

4.5.3 Policy DM6 relates to the management of the demand and impacts of transport, and states that development proposals should comply with the following criteria:-

(1) *Demonstrate that opportunities for sustainable transport modes have been taken up;*

(2) *Where the residual cumulative impact of development on traffic generation would be in excess of the capacity of the highway network and/or lead to a decrease in safety, environmentally acceptable improvements to the network agreed by the Borough Council and the Highway Authority will be expected. Such works will be carried out by the developer or a contribution made towards them in accordance with Policy CP5;*

(3) *Avoid the formation of a new direct access onto the primary distributor route network where possible, or where identified in the Local Plan. Other proposals for new access onto the networks will need to demonstrate that it can be created in a location acceptable to the Borough Council and appropriate Highway Authority. Proposals involving intensification of any existing access onto a strategic, primary or other route will need to demonstrate that it is of a suitable capacity and safety standard or can be improved to achieve such a standard; and*

(4) *Integrate air quality management and environmental quality into the location and design of, and access to, development and, in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree.*

4.5.4 Policy DM6 also states that in terms of the location, design and layout, development proposals should show that:-

(1) *Priority is given to the needs of pedestrians and cyclists, including the disabled, through the provision of safe routes which minimise cyclist/pedestrian and traffic conflict within the site and which connect to local services and facilities;*

(2) *Existing public rights of way are retained, or exceptionally diverted, and new routes created in appropriate locations;*

(3) *Access to public transport is integrated into site design and layout where appropriate; and*

(4) The safe and efficient delivery of goods and supplies and access for emergency and utility vehicles can be accommodated.

4.5.5 In addition, it is noted that the site has been allocated within Policy A 14 of the Draft Local Plan for smaller allocations, for a minimum of 35 dwellings. It is however acknowledged that a number of considerations need to be taken account of when assessing the site, namely the following:-

Through an integrated landscape strategy consider the creation of a new attractive urban edge to Faversham, with substantial landscaping, achieve the sensitive integration within adjacent open landscapes in a fashion that minimises its impact.

Consider the rural amenities and appearance of Ham Road.

Site is located within close proximity to a former landfill site and further investigation of any methane gas transmission will be required.

4.5.6 This draft allocation acknowledges the site as a potential residential development site and as such, notes the acceptance of redevelopment in this location, subject to the above considerations.

4.6 Kent Parking Policy

4.6.1 Parking policy is set out in the Kent Interim Guidance Note 3 (2008) for residential development. For sites in suburban edge / village / rural locations the guidance sets minimum parking standards based on dwelling type. A summary of the standards is provided below:

- 1 and 2 bed flats – **1 space per unit (unallocated)**
- 1 and 2 bed houses – **1.5 spaces per unit (allocation of 1 space possible)**
- 3 bed houses – **2 independently accessible spaces per unit (allocation of 1 or both spaces possible)**
- 4+ bed houses – **2 independently accessible spaces per unit (allocation of both spaces possible). It is advised that tandem parking often leads to underutilisation.**

4.6.2 Further to this an additional 0.2 spaces per unit should be provided on-street for visitor parking. It is also noted that the allocated parking as required above should be in addition to those spaces provided within garages.

4.6.3 In order to accord with the above standard, a total of 48 spaces should be provided for the proposed dwellings, with an additional 6 visitor bays, leaving a total of 54 spaces to be provided.

4.6.4 Cycle parking requirements are set out in the 2006 Kent and Medway Structure Plan SPG4, which is retained by KCC in terms of cycle parking provision. The minimum

requirement for individual dwellings is one space per bedroom, which is normally provided within the dwelling curtilage or for flats one space per unit provided within a secure communal facility.

4.7 Policy Compliance

4.7.1 The site is seen to accord with all levels of transport policy. Future residents have the opportunity to access local bus stops in the area within an acceptable walking distance. Whilst rail services would require vehicle access, this would only be a short drive from the site which is unlikely to significantly impact highway amenity. The creation of additional pedestrian infrastructure will further enhance future resident's accessibility, as it will connect with the existing suburbs from which a greater number of services can be accessed. The maintenance of the existing PRoW on the western boundary will also accord with local policy.

4.7.2 Parking will be provided to accord with the above standard. In total, 50 formalised parking bays will be provided of which 6 will be allocated for visitor use. Whilst less than the minimum standard, it is acknowledged that a number of driveways have been designed to allow for additional vehicle parking. Furthermore, it is noted that tandem parking has been utilised for a number of units. This is however not considered to significantly impact highway amenity as the majority of units are provided with independently accessible bays. In addition, the enclosed nature of the site ensures the tandem parking has little implication for the wider network. Finally, as the application remains in outline, the full parking layout will be confirmed in detail at a later stage; the indicative layout achieved merely illustrates the ability of the site to accord with the necessary standard.

4.7.3 Cycle parking will accord with the SPG4 guidance outlined above.

4.7.4 Given the above, it is not considered that the proposed development will result in 'severe' transport impacts as outlined within the NPPF, particularly given its very limited scale.

5 Trip Generation and Distribution

5.1 Overview

5.1.1 This section outlines the methodology employed to calculate the likely trip generation as a result of the proposed development at Ham Road, Faversham. The site at present remains an open field and therefore it is assumed that the site generates no existing trips. Therefore all trips generated by the site will be considered as new trips. From here, consideration will be given to the likely distribution of these vehicles, using the 2011 Census data for the local ward to see how the proposed development will impact the local road network.

5.2 Proposed Trip Generation

5.2.1 To ensure the most representative assessment of the proposed site, the TRICS database has been interrogated utilising a number of selections. The first category chosen was '03 – RESIDENTIAL, A – HOUSES PRIVATELY OWNED'. For all selections, only areas within England, Scotland and Wales were considered within the weekday periods to provide a representative assessment of the peak periods. All areas within Suburban and Edge of Town locations were considered with between 5 and 60 units, to provide a robust assessment and a representative sample size. A summary of the TRICS output is shown below in Table 5-1.

5.2.2 The full TRICS reports used in this section are attached to this report in **Appendix H**.

Period	Arrivals	Departures	Total
0800-0900	0.169	0.393	0.562
1700-1800	0.349	0.182	0.531
0700-1900	2.266	2.3	4.566

Table 5-1: TRICS Trip Rates - Houses Privately Owned (trips/dwelling)

5.2.3 These figures were subsequently factored against the total number of privately owned houses (21 dwellings). Table 5-2 below shows the total trips generated by these dwellings. Please note any inaccuracies are the result of rounding errors.

Period	Arrivals	Departures	Total
0800-0900	4	8	12
1700-1800	7	4	11
0700-1900	48	48	96

Table 5-2: Vehicle Trip Generation - Houses Privately Owned (21 dwellings)

5.2.4 The 21 privately owned houses will generate approximately 96 trips across the 12 hour period, with 12 generated in the AM peak and 11 produced in the PM peak, equating to 8 trips an hour across the 12 hour period.

5.2.5 In addition, within Swale, 30 per cent of new housing developments should be provided as affordable dwellings. These will now be considered in addition to the privately owned dwellings. For the houses, the category '03 – RESIDENTIAL, B-AFFORDABLE/LOCAL AUTHORITY HOUSES' was chosen, with regions selected outside of London within England, Scotland and Wales. Areas within Suburban and Edge of Town locations were chosen to represent the sites location. A dwelling quantum of between 11 and 60 was selected. The TRICS trip rates for this are shown in Table 5-3 below.

Period	Arrivals	Departures	Total
0800-0900	0.162	0.313	0.475
1700-1800	0.192	0.131	0.323
0700-1900	1.85	1.909	3.759

Table 5-3: TRICS Trip Rates - Affordable Houses (trips/dwelling)

5.2.6 Using the above trip rates, it is possible to ascertain the total number of trips to be generated using the total quantum of affordable houses (2 dwellings). The total trips generated by these dwellings is shown in Table 5-4. Please note any inaccuracies are the result of rounding errors.

Period	Arrivals	Departures	Total
0800-0900	0	1	1
1700-1800	0	0	1
0700-1900	4	4	8

Table 5-4: Total Vehicle Trips - Affordable Houses (2 dwellings)

5.2.7 The affordable houses will produce a total of 8 trips across the 12 hour period of which only 1 will occur in both the AM and PM peaks. This equates to just under 1 movement each hour across the 12 hour period.

5.2.8 Additional affordable dwellings will take the form of flatted units. The category '03 – RESIDENTIAL, D-AFFORDABLE/LOCAL AUTHORITY FLATS was chosen, with regions selected outside of London within England, Scotland and Wales. Areas within Suburban and Edge of Town locations were chosen to represent the sites location. A dwelling quantum of between 6 and 60 was selected. A single site was deselected as it contained both houses and flats, however for this assessment, houses have been assessed separately. The TRICS trip rates are shown below in Table 5-5.

Period	Arrivals	Departures	Total
0800-0900	0.105	0.117	0.222
1700-1800	0.121	0.085	0.206
0700-1900	1.707	1.616	3.323

Table 5-5: TRICS Trip Rates - Affordable Flats (trips/dwelling)

5.2.9 These figures were then factored by the total number of flatted dwellings (7 dwellings) with the total vehicle trips summarised in Table 5-6 below. Please note any inaccuracies are the result of rounding errors.

Period	Arrivals	Departures	Total
0800-0900	1	1	2
1700-1800	1	1	1
0700-1900	12	11	23

Table 5-6: Total Vehicle Trips - Affordable Flats (7 dwellings)

5.2.10 The flats will produce a total of 23 trips across the 12 hour period of which 2 occur within the AM peak and 1 occurs in the PM peak. This equates to just under 2 movements each hour across the 12 hour period.

5.2.11 Using the above figures, the total trips generated by the site is shown in Table 5-7. Please note any inaccuracies are the result of rounding errors.

Period	Arrivals	Departures	Total
0800-0900	5	10	15
1700-1800	8	5	13
0700-1900	64	63	127

Table 5-7: Total Vehicle Trips

5.2.12 Overall the site is likely to add a further 127 trips per day to the network with 15 of these occurring in the AM peak and 13 occurring in the PM peak. This equates to just under 11 trips each hour across the 12 hour day, equating to less than 6 in each direction.

5.3 Vehicle Distribution

5.3.1 In order to understand the impacts of the proposed development on the local highway network an assessment of the trip distribution has been undertaken using Census 2011 '*Location of usual residence and place of work by method of travel to work WU03EW"* data. Utilising 'Home Origin' for the proposal site (MSOA Swale 015) it was possible to ascertain the mode share for those leaving the site. From this an understanding of how the proposed development will impact the local highway network is gained.

5.3.2 Following this analysis it was shown that the majority of residents (72.6 per cent) will route via Priory Row / Davington Hill, with 24.9 per cent taking Oare Road to the north of the site. The remaining 2.5 per cent of residents will utilise Priory Road after following Priory Row. Given this, it is shown that the majority of users will head south of the site to access work opportunities, towards central Faversham.

5.3.3 In addition to the above, the likely mode share of residents was also ascertained, as shown in Table 5-8 below. This highlights that the majority of users (56.6 per cent) will use a private vehicle to access the surrounding area. In addition, 19.6 per cent of residents will likely walk, with 13.2 per cent catching the train. Only 2.5 per cent of residents are likely to cycle.

Mode	Underground	Train	Bus	Taxi	Motorbike	Car	Car Passenger	Bicycle	Walk
Percent	0.3%	13.2%	2.1%	0.2%	1.0%	56.6%	4.7%	2.5%	19.6%

Table 5-8: Mode Share - Swale 015

6 Transport Impacts

6.1 Traffic Impacts

6.1.1 The proposed development has the potential to generate up to 127 trips across the 12 hour period. This results in just under 11 additional movements on the network each hour across 12 hours. As will be outlined, these additional trips are not considered to result in severe highway impacts.

6.1.2 Assessing the above distribution analysis, it is considered that the majority of vehicle movements will route to the south of the site via Davington Hill, as this provides the most direct route to the A2 and M2, from which connectivity to the wider network can be gained. Following on site observations, it is considered that Davington Hill is of a sufficient standard to accommodate the uplift in vehicle flows as a result of the development, with minimal on street parking observed within a low speed environment. Whilst it is noted that, when exiting Davington Hill, on street parking obscures visibility to the north towards Dark Hill, it is still possible to see oncoming vehicles and low speeds ensure users can safely exit the road. Given all of the above, it is considered that Davington Hill is suitable for the proposed development flows.

6.1.3 When assessing the road safety conditions within the area, there were no overarching patterns observed with only two slight incidents recorded. As such, it is considered that, even if the proposed improvements do not come forward as per the Oare Mineral Works application (planning reference: SW/14/0257) that the existing highway layout is of a sufficient standard to ensure road safety is maintained.

6.1.4 In addition, following on site observations, it was shown that the Oare Road / Ham Road / Priory Row junction has sufficient visibility in order to leave Ham Road in a safe manner. Given the flare provided on the Ham Road intersection, sufficient visibility was provided to assess the oncoming vehicles to the north on Oare Road. To the south, it is acknowledged that parked vehicles are present on Priory Row, which impedes visibility in this location. However, given the low speed environment and visibility to the north, it was noted there was little difficulty in exiting the junction and Manual for Streets confirms acceptability of vehicles parked within a junction visibility splay.

6.1.5 During the end of school period, a greater level of on street parking was observed, however this dissipated within approximately 15 minutes of the peak parking level. Vehicles associated with school peaks are not uncommon across the county where no internal drop off facilities are present. Due to the limited time period in which this on street parking is present, it is considered that there is little detrimental impact to highway amenity during this time, therefore posing few issues for the proposed development.

6.1.6 Furthermore, having assessed Ham Road itself, whilst national speed limit restrictions are enforced across its length, it was noted that significantly reduced speeds were undertaken by the vehicles using the road. In addition, whilst on site, the vehicle flows across Ham Road were observed as being low, with a total of 6 vehicles across a 15 minute period. Therefore, future residents entering / leaving the site will have little difficulty in doing so should the existing conditions remain.

6.1.7 If, however, the Oare Mineral Works application is brought forward, the enhancements to the surrounding area are considered to meet the necessary KCC standards to ensure visibility and accessibility, in keeping with the new infrastructure.

6.1.8 The proposed level of parking is seen to accord with the ING3 standard for suburban edge use. Whilst it is acknowledged that tandem parking is often underutilised, given the contained nature of the site and the minimal tandem provision, it is considered that the proposed parking arrangement will be sufficient for resident's needs as vehicles will be able to manoeuvre within the site confines without impeding free flowing movements. In addition, further parking can be provided onsite due to the nature of the driveways meeting the necessary standard. Given this and the outline nature of the application, it is considered that the site has the capacity to accommodate the necessary vehicle parking standards.

6.1.9 Utilising the above assessment, it is considered that the addition of the proposed development will not result in 'severe' transport impacts on the local transport network in accordance with the NPPF.

6.2 Other Impacts

6.2.1 The proposed layout has a high level of permeability for pedestrians, with the proposed footway to the south of the site connecting with the existing suburbs of Faversham. This provides residents with a number of linkages to the surrounding area to access a number of everyday services. Using the above information, it is shown that 19.6 per cent of residents would walk, which is not unreasonable given how compact and easily walkable the majority of Faversham town is. Given the proposed site layout and existing pedestrian infrastructure within the surrounding suburban area, it is considered that the site will integrate well with the existing provision.

6.2.2 If the Oare Mineral Works application is approved, and Ham Road is widened, a footpath will be provided on both flanks of Ham Road, enhancing pedestrian accessibility further. This provision would allow connectivity to Priory Row and would allow permeability with the proposed Mineral Works application, enhancing pedestrian access to services.

6.2.3 Cycle infrastructure within the region is considered suitable for the needs of the future residents as the proposed development is within the near vicinity of Cycle Route 1 and the existing infrastructure is provided within a low speed environment, allowing cyclists the opportunity to access the wider network.

6.2.4 As part of the Oare Mineral Works development, the improvements to Ham Road will enhance the suitability of the surrounding network for cycling as Ham Road will be widened with 20mph speed restrictions enforced. Given that it is only believed that 2.5 per cent of residents will cycle as a result of the development, the existing and proposed infrastructure is considered sufficient for the needs of future residents.

7 Summary and Conclusion

7.1.1 This Transport Statement has been produced on behalf of GBH Wheler Will Trust in relation to the proposed residential development at Ham Road, Faversham, Kent.

7.1.2 The proposed development comprises the creation of 30 units, 7 flats and 23 houses. An affordable allocation of 30 per cent will be provided as per Swale Borough Councils own guidance, of which all 7 flats will be allocated for affordable needs with a further 2 houses. Access will be achieved via Ham Road by a simple priority junction designed to accord with the necessary standards. Visibility can be achieved at 2.4 metres x 90.0 metres. Whilst not in accordance with the 60mph speed restriction, it is noted that vehicles travel at significantly reduced speeds across the site frontage due to the nature of Ham Road. As such, these splays are considered sufficient to maintain safe means of access to the site.

7.1.3 To provide a robust assessment of the proposed access onto Ham Road, consideration has been given to the Oare Mineral Works application (planning reference: SW/14/0257). As part of this development, significant transport infrastructure upgrades are planned, including the widening of Ham Road and the layout alteration for the Ham Road / Oare Road / Priory Row junction. If this development comes forward, the proposed junction access is seen to accord with the necessary standards in regards junction spacing and visibility ensuring highway amenity is maintained.

7.1.4 A review of the existing road safety conditions within the area raised no overarching concerns with the incidents recorded resulting from human error incidents rather than issues relating to road layout or design. As such it is not considered that the proposed development would exacerbate road safety concerns in the area.

7.1.5 The proposed development is seen to accord with national and local transport policy. The site is situated within acceptable walking distance of a number of services and public transport facilities, which will reduce future resident's reliance on private vehicles. In addition, further pedestrian infrastructure is proposed which will intersect the existing PRoW on the western boundary of the site. This will connect to the existing residential suburb in the region which will enhance access to facilities.

7.1.6 Parking is seen to accord with the necessary residential standards outlined within the KCC IGN3, with a total of 50 spaces proposed for the site. This is deemed sufficient given the contained nature of the site and the driveway design highlighting that the site has the ability to adhere to the necessary standards.

7.1.7 The proposed development has the potential to generate a total of 127 vehicle trips across the 12 hour period, of which 15 will occur in the AM peak and 13 occur in the PM peak, equating to just under 11 movements each hour across the 12 hour period. Following on site observations, it was shown that Ham Road is subject to limited usage and reduced vehicle speeds which will allow future residents to enter / exit the proposed site with ease and in safety. In addition, visibility at the Oare Road / Ham Road / Priory Row junction was assessed. Whilst visibility to the north was deemed acceptable, to the south parked cars obscure oncoming vehicles. However, due to the northern visibility and low speed

environment, exiting Ham Road was not deemed to be an issue, and this is supported by evidence within Manual for Streets.

7.1.8 The surrounding suburban infrastructure was considered to be sufficient for the needs of the proposals, with the majority of residents likely to route via Davington Hill. Whilst on street parking is observed within the surrounding network and particularly on Priory Row, this is not considered to be a significant issue as passing places are present ensuring vehicle flow within the vicinity of the site.

7.1.9 Furthermore, should the proposed development come forward in conjunction with the Oare Mineral Works to the north, the improved infrastructure and location of the site access is seen to accord with all necessary standards. As such, should the proposed development be completed independently or with the Oare Mineral Works, no highways implications are foreseen.

7.1.10 From the above assessment, the proposed development should not result in significant detrimental impacts in transport terms and therefore there should be no sound transport based objection to the proposals.