RED LION PUBLIC HOUSE, LOWER GREEN ROAD, RUSTHALL, KENT

Proposed Residential Development

Transport Statement

Prepared on behalf of
Shepherd Neame Limited

17/3752/TS01

November 2018

RGP - Transport Planning and Infrastructure Design Consultants

Head Office Shackleford Suite, Mill Pool House, Mill Lane, Godalming, Surrey GU7 1EY
South Coast Suite 2, West Barn, Norton Lane, Chichester PO20 3AF
London 22 Upper Ground, London SE1 9PD

E: enquiries@rgp.co.uk
T: 01483 861681
T: 01243 210418
T: 020 7078 9662

www.rgp.co.uk

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1 INTRODUCTION

1.1 Background

1.1.1 RGP is commissioned by Shepard Neame Limited to provide highway and transport planning advise in relation to the proposed development of land to the rear of the Red Lion Public House, located in Lower Green Road, Rusthall, Kent, TN4 8TW (*the site*).

1.1.2 The proposals seek to develop land to the rear of the existing Public House to provide three 3-bedroom terraced houses. The proposals include formation of new separate vehicle and pedestrian access routes of Lower Green Road. A copy of the proposed site layout drawing prepared by CDP Architecture Ltd (P02) is attached to this report at **Appendix A**.

1.1.3 The operations of the Public House would not be altered by the proposals which would retain its access, parking and servicing arrangements as existing.

1.1.4 This Transport Statement (TS) has been prepared to summarise the key transport-related aspects of the proposed development to inform Tunbridge Wells District Council (TWDC), as Local Planning Authority. The scope and content of this Transport Statement has been determined through pre-application discussions with Kent County Council (KCC), as Highway Authority. Further details are provided below.

1.2 Scope of Transport Statement

1.2.1 As a pre-cursor to the preparation of this Transport Statement and the design of the proposed access arrangements, pre-application discussions were held with Kent County Council (KCC). The pre-application submission was supported by a covering letter and design drawings, outlining the background to the proposed access arrangements and including the results of background traffic and speed surveys undertaken. A copy of the pre-application letter is attached at **Appendix B**.

1.2.2 A copy of the pre-application advice letter from KCC dated 20th December 2017 is attached at **Appendix C**. KCC initially raised a concern over the access arrangements as follows:

…"The introduction of an additional access point here on a gradient, between bends where forward visibility is inevitably limited and where the carriageway and footway widths are constrained, it is likely to create additional hazards on the highway. In addition, the narrow shared driveway proposed to serve 3 units gives rise to concern both in terms of the difficulty for vehicles to wait on the highway whilst the driveway is cleared. Any deliveries to the units would also create additional hazards as vehicles stand on this sensitive stretch of Lower Green Road"…

1.2.3 In light of the comments raised by KCC, the following further information and design changes to the scheme have been provided:

(i) Further drawings to demonstrate that forward visibility is not "inevitably limited" and is adequate and in accordance with current measured vehicle speeds;

(ii) Carriageway and footway widths are appropriate, particularly given the lightly-trafficked nature of Lower Green Road;

(iii) Further drawings to illustrate an increased access road width to allow two vehicles to pass, despite the previous access arrangements conforming the KCC design standards for 3 residential dwellings;

(iv) Further confirmation of access road gradients is provided.

1.2.4 This further information and the access design updates were issued back to KCC on the 14th June 2018 in response to its initial comments (**Appendix D**). The full details of these assessments are also set out in this TS.

1.2.5 As confirmed in paragraph 1.1.2 of KCC's 'Guidance on Transport Assessments and Travel Plans' (2008) "the transport impact of all but the smallest development will need to be assessed at Planning Application stage, either through submission of a Transport Statement or, if transport impact is likely to be significant, a full Transport Assessment".

1.2.6 A formal Transport Assessment is not required in this instance, deemed appropriate for residential schemes above 100 units. However, given the proposed access arrangements and the comments raised by KCC, a Transport Statement is considered appropriate to support a future planning application. This TS comprises the following scope as agreed with KCC:

(i) Review of the existing highway conditions and site operations;

(ii) Summary of the site's accessibility credentials including access to local facilities and public transport;

(iii) Overview of the proposed access arrangements, internal layout design and servicing arrangements, including a Stage 1 Road Safety Audit;

(iv) Review of proposed traffic generation and impact;

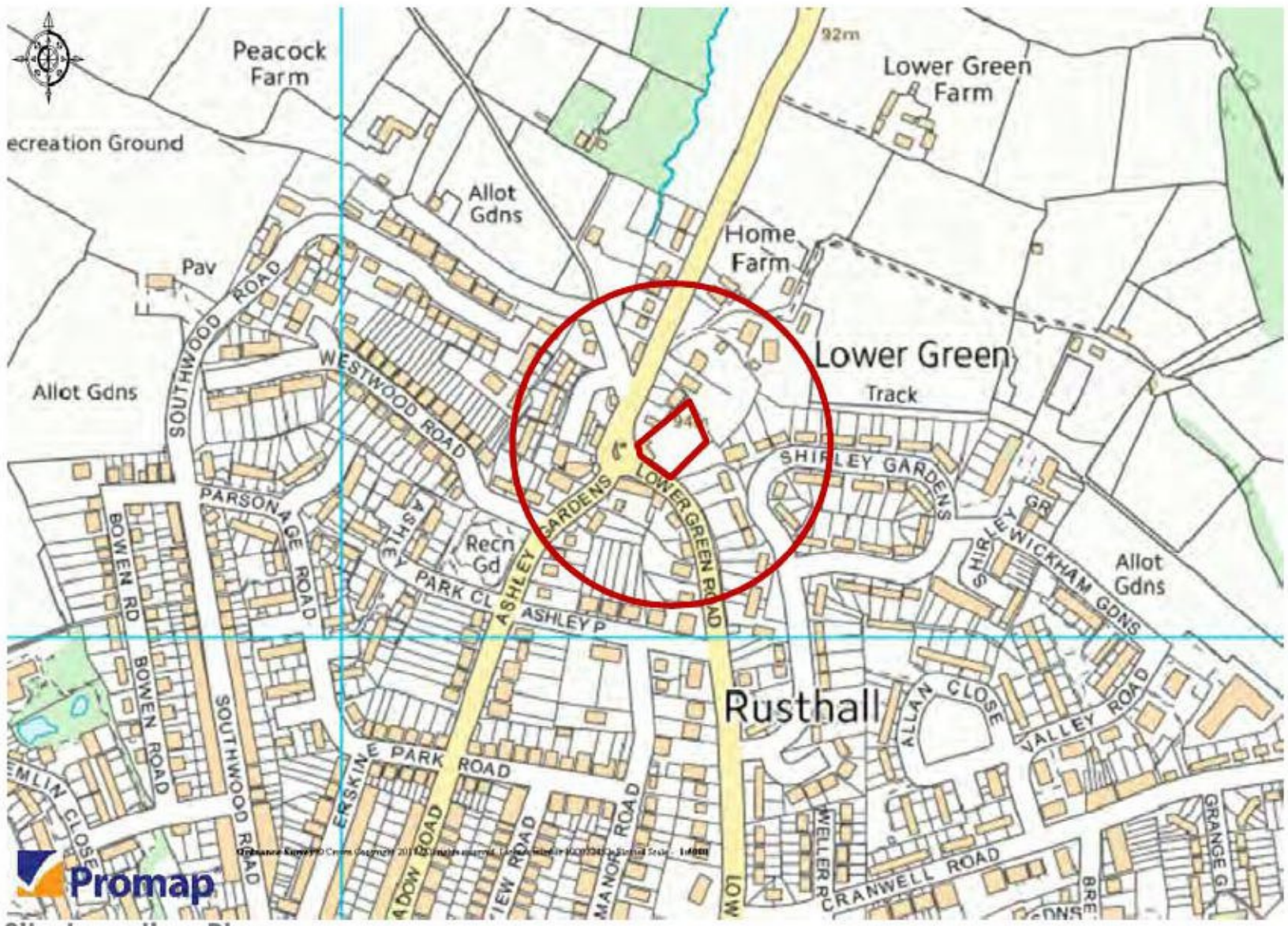
(v) Outline of parking provision in relation to standards.

2 SITE LOCATION & ACCESSIBILITY CREDENTIALS

2.1 Site Location

2.1.1 The site is located on Lower Green Road, close to its junction with Ashley Gardens and approximately 600 metres north from the village centre of Rusthall. The location of the site is illustrated on the plan below, with the formal red line boundary shown on Plan P01 at **Appendix A**.

2.1.2 The development site comprises an area of open space adjacent public house at a raised level from the existing building and the adjacent public highway.



Site Location Plan

2.1.3 The existing Public House and its car park is served via an existing vehicle crossover on the northern side of the building, positioned on the inside of a bend on Lower Green Road and opposite its junction with Ashley Gardens.

2.2 Local Highway Connections

2.2.1 Lower Green Road is an unclassified local distributor road running in a north-south direction passing the site. Lower Green Road is a single carriageway road subject to a 30mph speed limit across the site. In the immediate visibility, Lower Green Road forms a junction with Ashley Gardens and a tight bend that restricts vehicle speeds in this location.

2.2.2 To provide an indication of current vehicle speeds approaching the site and the suitability of the location of the proposed site access, speed surveys have been undertaken either side of the proposed access to record current vehicle approach speeds.

2.2.3 In accordance with the requirements of DMRB guidance TA 22/81 entitled 'Vehicle Speed Measurement on All Purpose Roads' the speed surveys have been undertaken using Automatic Traffic Counters (ATC), positioned in advance of the location of the proposed site access in either direction.

2.2.4 The traffic surveys were undertaken during the following periods, representing neutral periods of activity on the local highway network:

(i) ATC 1 (east of site access) – 2nd November to 8th November 2018;

(ii) ATC 2 (west of site access) – 10th May to 13th May 2018.

2.2.5 The locations of the ATC surveys are shown on the attached drawing **2017/3572/001**. The results of the speed surveys, both undertaken by Modal Data Limited, are attached at **Appendix E**. The table below summarises the 85th percentile vehicle speeds approaching the proposed site access location.

	WESTBOUND	EASTBOUND
Recorded 85th Percentile Speeds	24.6mph (39.6kph)	19.1mph (30.7kph)

Table 2.1 Recorded 85th Percentile Speeds – Lower Green Road

2.2.6 The results of the speed survey indicate the vehicle speeds are currently much lower than the posted speed limit, recorded as 24.6mph and 19.1mph in the westbound and eastbound directions respectively.

2.2.7 Lower Green Road is typically residential in nature, serving predominantly residential dwellings, many of which with direct access via driveways.

2.2.8 To the north of the site, approximately 100 metres from the site, the local residential settlement ends and Lower Green Road becomes more rural in nature, splitting into two anfractuous routes to link with Etherington Hill (towards Speldhurst) approximately 1.8 kilometres from the site.

2.2.9 To the south, Lower Green Road continues uphill to link with Rusthall Road and the village centre, before continuing further south to link to the A264, which in turn serves as a main east-west route to more major destinations such as Tunbridge Wells located approximately 3.0 kilometres to the east of the site.

2.2.10 These more dominant routes such as the A264 and A26 typically draw traffic around the village of Rusthall and traffic movements through the village are typically low and generated by local traffic. The average weekday traffic flows recorded by the ATC surveys undertaken in November 2017 are summarised in **Table 2.2** below.

	WESTBOUND	EASTBOUND	TWO-WAY
AM Peak Hour (08:00-09:00)	206	182	388
PM Peak Hour (17:00-18:00)	146	174	320
24hr Daily Traffic (00:00-24:00)	1,542	1,528	3,070

Table 2.2 Recorded Weekday Traffic Flows – Lower Green Road (November 2017)

2.2.11 The table indicates that Lower Green Road is lightly trafficked, with a peak of 388 two-way vehicle movements recorded during the AM peak hour. During a typical weekday, Lower Green Road experiences traffic flows of around 3,070 two-way vehicle movements during a 24hr period.

2.2.12 The further table below summarises the results of the more recent ATC survey during May 2018.

	WESTBOUND	EASTBOUND	TWO-WAY
AM Peak Hour (08:00-09:00)	178	181	359
PM Peak Hour (17:00-18:00)	113	169	282
24hr Daily Traffic (00:00-24:00)	1235	1482	2717

Table 2.3 Recorded Weekday Traffic Flows – Lower Green Road (May 2018)

2.2.13 It is noteworthy that the more recent ATC results undertaken during May 2018 indicate a reduction in vehicle movements along Lower Green Road from 2017, equivalent to 300 (11%) less daily two-way vehicle movements.

2.2.14 In both cases, the existing levels of traffic recorded are considered to be low, with the levels of traffic recorded during the peak hours equivalent to between 2 and 3 vehicle movements per minute in either direction.

2.2.15 Lower Green Road provides a typical carriageway width of between 5.0 and 5.5 metres across the site, suitable for two-way vehicle movements.

2.3 Walk & Cycle Accessibility

2.3.1 It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2km and 5km respectively. These are considered the preferred maximum distances as outlined in *Guidelines for Providing Journeys on Foot* (2000).

2.3.2 Rusthall village centre is located approximately 600 metres from the site and well within this recognised catchment. **Plan 01** attached hereto illustrates the location of the village centre in relation to the site's location.

2.3.3 Rusthall village centre provides many day-to-day facilities and amenities that cater for a large proportion of local residents needs. These broadly include:

i) Cafes;
ii) Butchers;
iii) Public Houses;
iv) Barbers & Hairdressers
v) Convenience Stores (foodstore);
vi) Pet Store;
vii) Takeaway Restaurants;
viii) Launderette & Dry-cleaners;
ix) Pharmacy;
x) Church.

2.3.4 The existing pedestrian infrastructure in the vicinity of the site is of a reasonable standard with a 1.8-metre wide footway located on the northern (site) side of Lower Green Road, linking to a number of lightly trafficked residential streets towards Rusthall village centre.

2.3.5 With regards to cycling, there are no dedicated cycle routes within the locality of the site. Although, confident cyclists could travel on the A264 which is subject to a 40mph speed limit that travels directly to Tunbridge Wells town centre and rail station. Notably, Tunbridge Wells railway station benefits from 118 cycle parking spaces providing residents with the option to cycle as part of their onward sustainable travel journey.

2.4 Bus Accessibility

2.4.1 The nearest bus stops to the site are located on Parsonage Close approximately 300 metres to the west, as shown on **Plan 01.** Here, bus service 281 provides the high frequency route to Tunbridge Wells and High Brooms. Though this is the closest bus stop, an additional bus service (788) is available from the Rushall High Street Bus Stops approximately 550 metres south of the site which provides services towards Central London destinations at morning commuting hours.

2.4.2 **Table 2.4** below provides a summary of the bus services from the local bus stops.

SERVICE	ROUTE SUMMARY	TYPICAL FREQUENCY	TIMETABLE
Parsonage Close Bus Stop			
281	Rusthall - Tunbridge Wells - High Brooms	Mon-Fri: Every 12 mins Saturday: Every 15 mins Sunday: Every 20 mins	Mon-Fri: 05:53-22:38 Saturday: 07:15-22:35 Sunday: 09:04-17:50
Rusthall High Street Bus Stops			
788	Rusthall - Tunbridge Wells - High Brooms -Southborough - Greenwich - Canary Wharf - London Bridge - Westminster - Nine Elms St. George Wharf Pier (Stop Z)	Mon-Fri: 2 morning services and 2 evening services	Mon-Fri: 06:11, 06:54, 18:56, 19:54

Figure 2.4 Summary of Local Bus Services

2.4.3 The typical journey time between Rusthall and Tunbridge Wells by bus is 17 minutes.

2.5 Rail Accessibility

2.5.1 Tunbridge Wells is the nearest station to the site located approximately 3.0 kilometres east of the site in the town centre and can be accessed by the regular bus service or a short cycle journey. This station is managed by Southeastern railway and provides access to London Charing Cross (4 trains per hour) and Hastings (2 trains per hour).

2.6 Summary of Baseline Conditions

2.6.1 The above review demonstrates that the site is reasonably accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that the proposals fully accord with the guiding principles of the NPPF, KCC's Local Transport Plan and Tunbridge Wells Borough's Core Strategy.

3 DEVELOPMENT PROPOSALS

3.1 Scheme Description

3.1.1 A copy of the proposed site layout drawing is attached at **Appendix A**.

3.1.2 The proposals comprise the erection of 3 terraced dwellings located to the rear of the Public House. The proposals would include the formation of a new vehicle crossover off Lower Green Road, positioned towards the south-eastern boundary of the site to serve an area of car parking for the residential dwellings. The proposed access would serve vehicular traffic only, with separate pedestrian access provided as shown.

3.1.3 A number of options have been considered to provide suitable access to serve the proposed dwellings, including the use of the existing access serving the Public House. However, given the positioning of this historic access on a bend with limited visibility to oncoming traffic and limited opportunity to improve its position due to various constraints, a separate access has been considered appropriate.

3.1.4 The proposed development would not impact on the operations of the existing Public House, with the existing access, parking and servicing arrangements remaining unchanged.

3.2 Proposed Access Geometry

3.2.1 Drawing **2017/3752/001** attached hereto illustrates the proposed access arrangement to serve all residential traffic. The proposed access has been positioned away from the Public House building to maximise visibility in both directions.

3.2.2 The form and layout of the proposed access arrangement has also been considered in accordance with the design requirements of KCC published within their 'Kent Design Guide' (2006). An assessment has also been undertaken of existing conditions on the adjacent public highway, principally existing vehicle speeds on Lower Green Road as summarised in Section 2 of this Transport Statement.

3.2.3 The proposed access has also been designed with similar characteristics to that of a "Shared Private Drive" considered suitable for new developments of between 2 and 5 dwellings. However, as detailed above the proposed access would serve vehicular traffic only, with separate and segregated access for pedestrians provided to the west. The extract below from the Kent Design Guide confirms the dimensions required for a 'Shared Private Drive' configuration.

	Typical parameter	Notes	Recommended parameter range (required min or max standard shown in bold)
Width	3.0m	minimum width 3.0m if access required for fire tender	2.4 m / 4.8m
Anticipated vehicle types	car, fire tender	see section 6.16 for guidance on access for fire appliances	
pedestrian visibility at junction with highway	2.0m x 2.0m		**>1.0m x 1.0m**
Maximum gradient	10%	measures may be needed for driveways having a steep downward gradient to prevent vehicles grounding . This can include providing a roll over as shown below or modifying footway cross fall gradients	0.13

All figures are for guidance; design specification should be guided by local context and agreed with the local authority

3.2.4 As illustrated on drawing **2017/3752/001**, the proposed access has been shown with a minimum 3.0 metre carriageway width, in accordance with the width required to allow a fire tender access. Despite accordance with this standard, at the pre-application stage KCC has raised concern with this arrangement as detailed in their following comment:

…"the narrow shared driveway proposed to serve 3 units gives rise to concern both in terms of the difficulty for vehicles manoeuvring in and out of the site and the lack of passing opportunities along its length"…

3.2.5 As supported by the Kent Design Guide, the proposed arrangement is suitable for developments of up to 5 dwellings given the low levels of traffic that would be generated and the very unlikely occurrence of passing vehicles. This arrangement also permits a 'shared' environment that would be conjointly used by vehicles and pedestrians, however as noted above separate pedestrian access is provided and the use of the access in foot would not be required.

3.2.6 Whilst the proposed 3.0 metre access road width is considered appropriate, to address KCC's concerns at the pre-application stage, drawing **2017/3752/001** has been updated to include wider sections at either end of the access road (4.1m minimum width) to allow vehicles to pass in the very unlikely event of an occurrence.

3.2.7 To provide an indication of the levels of traffic generation for the proposed development of 3 residential dwellings, an assessment has been undertaken through interrogation of the TRICS database. A copy of the TRICS outputs are attached at **Appendix F**.

3.2.8 The results indicate that during the AM peak hour a total of 2 additional two-way vehicle movements (1 arrival and 1 departure) would be generated. During the PM peak hour, 1 two-way movements would be generated (1 arrival).

3.2.9 Therefore, the likelihood of any passing traffic along the access road, with a peak frequency of 1 movement every 30 minutes, would be negligible. Notwithstanding this, the proposals would allow two cars to pass at the access at all times and would assist in preventing any delay to the local highway network.

3.2.10 Over a typical weekday, the proposed development would generate a total of 13 two-way vehicle movements on the highway network.

3.2.11 A similar scheme for residential use has recently been approved by Kent County Council in Charing Heath (and Ashford Borough Council) in 2018. The proposals comprised the construction of 5 residential dwellings, with a new vehicular access formed off Tile Lodge Road.

3.2.12 A copy of the statutory consultation response for the planning application (reference: 18/00191/AS) submitted by KCC is attached at **Appendix G**. As confirmed by the comments dated 8th February 2018, the Highway Authority requires:

…"a minimum carriageway width of 4.1 metres for the first 6.0 metres from the highway, to allow for 2 vehicles to pass each other safely off the highway"…

3.2.13 The above confirms the carriageway widths that were acceptable for the approved development of 5 residential dwellings and would suitable for all associated residential traffic. The proposed development provides a 4.1 metre carriageway width for the first 13 metres into the site for the proposed 3 residential dwelling and is therefore equally considered appropriate for the proposed development and in accordance with KCC's requirements.

3.2.14 Notwithstanding the access roads compliance, as detailed in Section 1, the Lower Green Road serves a large number of access points in the locality, including the Public House, for instance, that do not strictly conform the KCC's design standards, particularly with respect to visibility. This includes the presence of residential driveways, with vehicles often having to reverse out onto Lower Green Road with reduced visibility. The presence of such access points is concurrent with lightly trafficked and low speed environments such as this and do not cause any safety issues in practice.

3.2.15 As detailed later in this TS, the proposals have been subject to an independent Stage 1 Road Safety Audit which has raised no road safety concerns with the proposals.

3.3 Proposed Vehicle Access Alignment (Gradient)

3.3.1 Suitable consideration has been given to ensure that the gradient of the access road is appropriate and in accordance with KCC's requirements.

3.3.2 As detailed in the approved residential development of 5 dwellings in Charing Heath mentioned in Section 3.2, the requirements of KCC (see letter dated 19th March 2018 at Appendix F) for the access road gradient were *"no steeper than 1 in10 (10%) for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter"*.

3.3.3 As detailed on drawing **2017/3752/004**, the proposed access would provide a 1 in 10 gradient for the first 2.5 metres from the public highway and a 1 in 8 gradient thereafter. The proposals would therefore wholly conform with the requirements of KCC, based on its confirmed requirements for developments of up to 5 dwellings.

3.4 Access Visibility Splays

3.4.1 To ensure suitable visibility is provided from the proposed site access, further investigation has been undertaken based on the vehicle speeds recorded on Lower Green Road.

3.4.2 Manual for Streets (MfS) provides detailed guidance with respect to stopping sight distances for residential development, suitable for access to major roads subject to speeds of 37mph (60kph) or less. MfS confirms that "*for existing streets, the 85th percentile wet-weather speed is used*".

3.4.3 The results of the speed survey are summarised in Table 2.1 of this Transport Statement, recording 85th percentile speeds of 24.6mph and 19.1mph in the westbound and eastbound directions respectively.

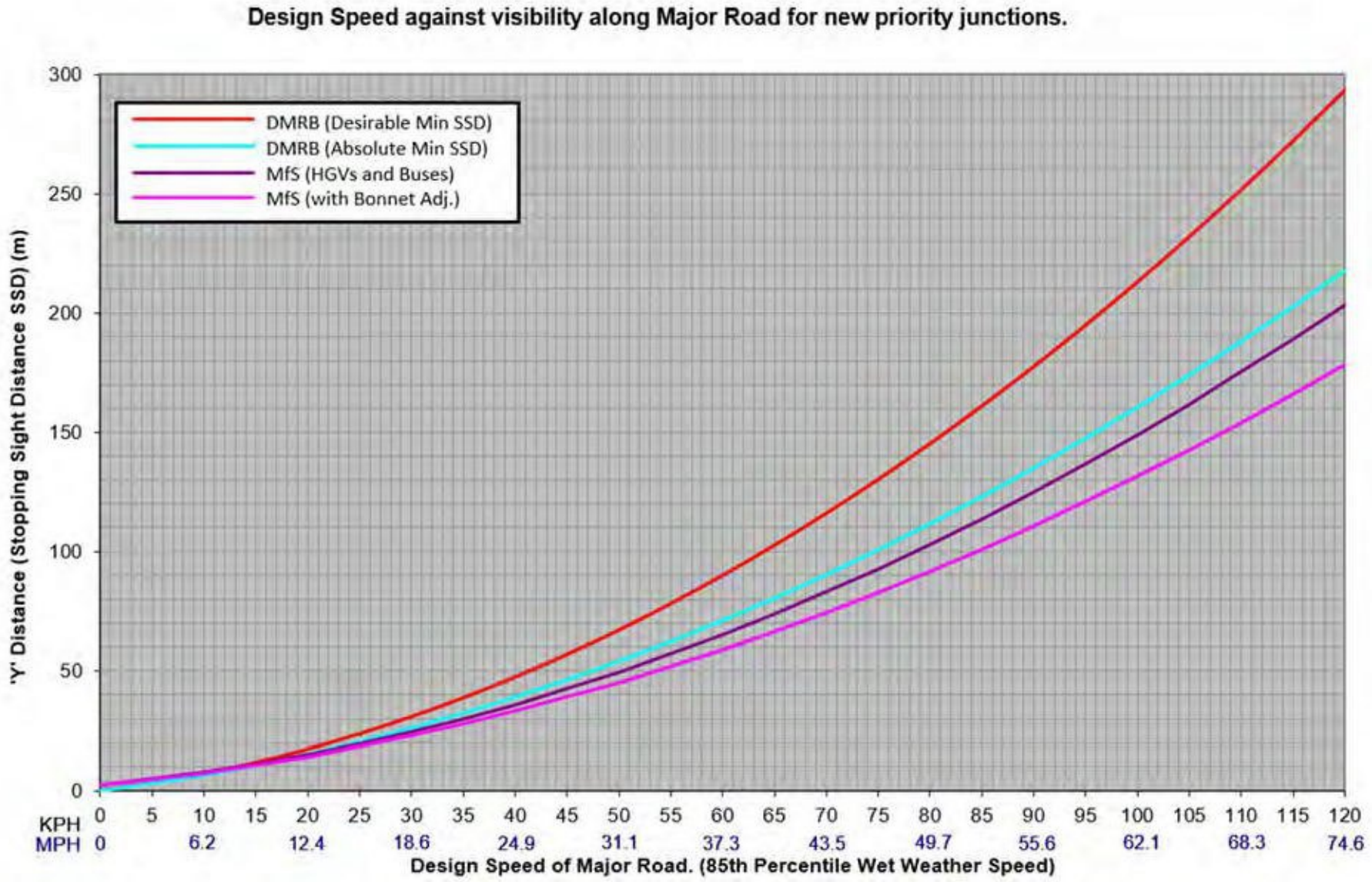
3.4.4 To determine an appropriate level of visibility to be provided from the site access, the results of the speed survey conducted have been interrogated further to determine the appropriate '*85th percentile wet-weather speed*' as quoted by Manual for Streets.

3.4.5 In accordance with DMRB design standard TA 22/81 "*Vehicle Speed Measurement on All Purpose Roads*", the Design Speed upon which visibility splays should be based should be calculated based on the speeds in wet weather conditions, with a correctional factor (wet-weather reduction) applied to recorded speeds in dry weather. The weather and road surface during the period of the survey was dry and therefore the wet weather reduction has been applied in this instance. The further table below summarises the calculated Design Speeds in both directions.

Traffic Approach Direction from Access	Recorded 85th Percentile Speeds	Calculated Design Speed (Wet Weather Correction (DMRB TA 22/81)	Visibility Required (Based on Manual for Streets)
Eastbound (Looking Right)	19.1mph	16.61mph	19.8 metres
Westbound (Looking Left)	24.6mph	22.11mph	28.3 metres

Table 3.1 Calculated Junction Visibility based on Recorded Vehicle Approach Speeds

3.4.6 Based on the recorded vehicle approach speeds, the level of visibility required from the site access has been considered based on guidance within Manual for Streets (MfS). The chart below provides a detailed graph of the required visibility based on the calculations provided with MfS to determine the exact requirement for the Design Speeds identified.



3.4.7 Based on the stopping sight distance calculations in MfS, the visibility requirements from the site access are 28.3 metres towards the east (looking left) and 19.8 metres towards the west (looking to the right).

3.4.8 Drawing **2017/3752/001** enclosed herewith therefore illustrates the proposed access arrangement and the level of visibility available from a 2.4 metre setback, demonstrating that the required visibility splays in excess if these requirements are achievable in both directions from the existing site access. More specifically, the drawing illustrates visibility to the right of 2.4 x 26.7 metres equivalent to a design speed of 21mph, more than any recorded vehicle during the course of the speed survey.

3.4.9 It is noted that KCC has "some reservation" that the visibility splay to the right has been measured to the nearside vehicle track rather than the nearside kerb. This is standard practice for measuring visibility since the introduction of Manual for Streets 2 (MfS2), which states that:

…"the Y-distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. There a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track"…

3.4.10 As detailed above, there is no technical basis for measuring y-distance visibility to the nearside kerb and drawing **2017/3752/001** illustrating visibility measured to the nearside vehicle track represents the more accurate assessment advocated by MfS2. Notwithstanding the above, a visibility splay of 22.2 metres is provided to the right when measured to the nearside kerb, similarly suitable based on observed speeds.

3.4.11 It is also noteworthy that the y-distance visibility splays include the additional allowance for bonnet length (to allow a driver to see over their bonnet) outlined in MfS, which is not typically required for visibility looking to the left and right from the minor road. The photographs below illustrate the levels of visibility available from the location of the site access in both directions.

Visibility Splays from Proposed Access Location

3.4.12 It is noteworthy that KCC has raised concerns with respect to visibility along the gradient of Lower Green Road, however the photographs clearly show that the gradient is consistent and vertical visibility can be achieved.

3.4.13 KCC also suggested that *"forward visibility is inevitably limited"* and has requested demonstration that forward and following visibility for a vehicle waiting to turn right is suitable. Drawing **2017/3752/002** illustrates that suitable forward visibility to a driver waiting to turn into the site access is available from both directions, in accordance with the recorded Design Speeds.

3.4.14 As detailed on drawing **2017/3752/001**, the proposed access would benefit from 2 x 2 metre pedestrian to vehicle inter-visibility splays either side of the access.

3.4.15 The proposed access arrangement therefore considered to fully comply with the requirements of relevant design guidance with respect to visibility splays.

3.5 Car Parking Provision

3.5.1 The proposed access arrangement would serve an area of allocated car parking for the proposed dwellings. The proposals would provide 2 allocated spaces per dwelling with an additional 2 unallocated spaces for visitors to ensure that no overspill parking occurs in the locality.

3.5.2 The proposed level of car parking has been considered in line with KCC's 'Interim Guidance Note 3 entitled 'Residential Parking' (2008). The guidance confirms that for 'Suburban Edge/Village/Rural' Locations, the following levels of car parking are recommended:

Dwelling Type	Recommended Car Parking Provision	Form/Type
1&2 bed flats	1 space per unit	Not allocated
1&2 bed houses	1.5 spaces per unit	1 space allocated
3 bed houses	2 spaces per unit	Independently accessible. Allocation of 1 or both spaces
4+ bed houses	2 spaces per unit	Independently accessible. Allocation of both spaces.
Garages Acceptable?	-	In addition to recommended parking provision
Visitors Spaces?	-	On-street areas, 0.2 per unit

Table 3.2 Recommended Car Parking Provision – KCC Guidance

3.5.3 Based on the above table the proposals to provide 3 x three bedroom houses would require 6 car parking spaces (including 1 visitor space). The proposed provision of 8 spaces (including 2 visitor spaces) would therefore be acceptable.

3.5.4 Parking Standards for TWDC are also set out within its 'Development Management Policies – Development Plan Document' (DPD) that forms part of TWDC's Local Development Framework (Consultation Draft June 2011). These standards are replicated in **Table 3.2** below.

Dwelling Type	Recommended Car Parking Provision
1 bed units	1 space per unit
2 bed units	2 spaces per unit
3 bed units	2 spaces per unit
4+ bed units	3 spaces per unit

Table 3.2 Recommended Car Parking Provision – TWDC Guidance

3.5.5 In accordance with TWDC's parking standards, the proposals would be required to provide 6 car parking spaces. The proposed development therefore provides suitable levels of parking to fulfil the requirements of TWDC.

3.6 Cycle Parking Provision

3.6.1 Cycle parking would be provided on-site, in accordance with TWDC and KCC requirements (1 space per 1 or 2-bedroom units and 2 spaces for 3+ bedroom units). These spaces would be provided in secure sheds to the rear of the properties.

3.6.2 A plan (P06) illustrating the location and layout of the cycle parking is attached at **Appendix A**. The drawing confirms a total of 9 cycle parking spaces would be provided for the 3 dwellings, in excess of the minimum required provision.

3.7 Delivery & Servicing Arrangements

3.7.1 Deliveries to the site are likely to be infrequent given the level of development proposed and typically from small light goods vehicles (such as supermarket delivery vehicles, for example). Drawing **2017/3752/003** illustrates the swept path assessment of a typical delivery vehicle accessing and egress the site.

3.7.2 Fire tender access is likely to be from the front of the site, with drawing P05 (Appendix A) demonstrating that suitable access can be provided directly from Lower Green Road. However, drawing **2017/3752/003** also illustrates the turning of a fire tender to the rear in the event that it would require access.

3.7.3 Refuse collection would take place directly from Lower Green Road in line with the procedures for all adjacent uses fronting the carriageway, including the Public House. A refuse collection point would be sited within an acceptable carry distance from the carriageway, the position of which is shown on drawings attached at **Appendix A**.

3.8 Stage I Road Safety Audit

3.8.1 In accordance with KCC's "*Guidance Note for Scheme Promotors*" (September 2004) and at the request of KCC during the pre-application consultation stage the proposed access arrangements have been subject to an independent Stage 1 Road Safety Audit, undertaken by The Safety Forum Limited between the 12th and 13th March 2018.

3.8.2 In accordance with the statutory requirements within the Design Manual for Roads and Bridges (DMRB) standard HD 19/15 "Road Safety Audit" a copy of drawings 2017/3752/001 (revision A) and 2017/3752/002 (revision -) and a Stage 1 Road Safety Audit Brief were provided to the Audit Team prior to undertaking the Audit. A copy of the Stage 1 Road Safety Audit Brief (MLKN/17/3752/RSAB1) is attached to this report at **Appendix H**.

3.8.3 A copy of the Stage 1 Road Safety Audit is attached at **Appendix I**. The Audit report confirms that no issues with respect to highway safety matters were identified by the Audit Team.

4 SUMMARY AND CONCLUSIONS

4.1.1 This Transport Statement has been prepared to summarise the key transport related aspects of the proposed residential development of land adjacent to the Red Lion Public House, Lower Green Road, Rusthall. The proposals seek the construction of 3 houses with off-street car parking provision.

4.1.2 The proposals include the formation of a new vehicle access off Lower Green Road to serve all residential traffic.

4.1.3 The proposals have been subject to pre-application discussions with Kent County Council (KCC) as Local Highway Authority and have been developed following these discussions to ensure that any concerns raised by KCC are addressed.

4.1.4 The following conclusions have been drawn from this Transport Statement:

(i) The development site is located within proximity to a reasonable level of local amenities and public transport facilities in the context of its village setting, which would provide prospective residents with opportunities to replace a number of car journeys;

(ii) The proposed development includes a modest level of development that would not lead to a material increase in traffic on the local highway network;

(iii) The proposed access arrangements have been designed with suitable geometry and visibility in accordance with KCC's design standards and commensurate with local highway conditions recorded. The proposed access arrangements have been subject to an independent Road Safety assessment, with no road safety issues identified;

(iv) The proposed development would provide suitable levels of car parking in accordance with parking standards and the internal arrangements accommodate access and turning for all anticipated service and delivery vehicles;

4.1.5 Based on the findings of this report, TWDC are respectfully requested to confirm that the proposals are acceptable from a highways perspective.