

Wilmington Depot, Dartford

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# Transport Statement

**Final Report**  
**LS/HB/LA/33331**  
November 2024



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DATE	Version	Revision Notes
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Town & Country Planning Ltd



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MAYFAIR  
CONSTRUCTION

### **Disclaimer**

*It should be noted that any discrepancies in calculations are a result of rounding and therefore the individual figures may not directly add up to the total.*

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# 1 INTRODUCTION

- 1.1.1 DHA has been commissioned by Mayfair Construction to provide transport planning advice in relation to the proposed development of nine residential dwellings at Wilmington Depot, Broad Lane, Wilmington, Dartford, Kent.
- 1.1.2 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (2014) and Department for Transport (DfT) Circular 01/22. 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 an assessment of compliance with applicable transport planning policy;
  - Section 5 looks at the forecast vehicular trip generation of the proposals; and
  - Section 6 provides a summary and conclusion.
- 1.1.3 The proposals have been subject to pre-application engagement with Kent County Council Highways and Transportation (KCC H&T). The associated correspondence is included at **Appendix A**.

## 1.2 VISION OF THE DEVELOPMENT

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- 1.2.1 With reference to the DfT Circular 01/2022, the vision of the development is to provide much-needed housing, improvements to pedestrian infrastructure, and connections to local services and public transport nodes within Wilmington, in order to promote non-car accessibility where possible.
- 1.2.2 The internal site layout will be designed in accordance with Manual for Streets and Kent Design Guide principles to encourage low vehicle speeds and provide direct, overlooked and pleasant pedestrian and cycle routes. Safe and secure cycle parking will also be provided for each dwelling.

## 2 EXISTING TRANSPORT CONDITIONS

### 2.1 THE EXISTING SITE

- 2.1.1 The site is located to the north of Broad Lane in Wilmington. . The site is situated approximately 400m to the west of Wilmington Village Centre and 2.4km from Dartford Town Centre, as the crow flies. The site location is illustrated below in Figure 2-1.

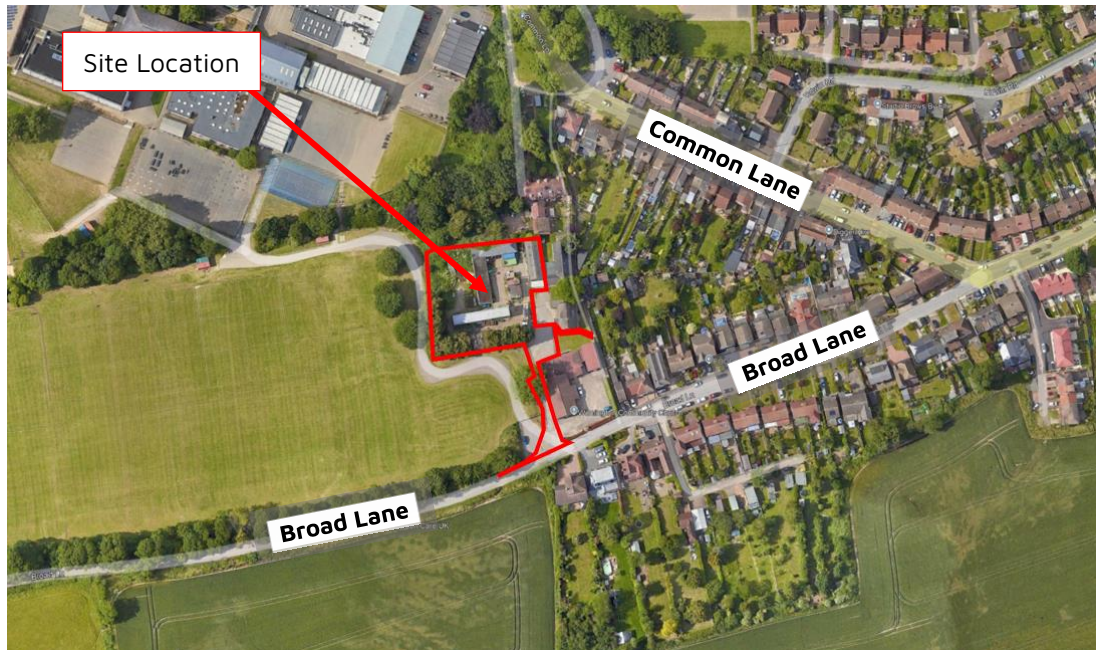


FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE EARTH)

- 2.1.2 The site is bound by Wilmington Grammar School for Boys to the west and north of Broad Lane, Wilmington Community Church to the south and east, and residential dwellings to the north-east.
- 2.1.3 The site currently comprises a storage yard and a ground maintenance depot, which has a Gross Indoor Area (GIA) of approximately 580sqm.
- 2.1.4 Vehicular access to the site is via Broad Lane and consists of a vehicle crossover arrangement, which serves the site, Wilmington Community Church and a playing field associated with Wilmington Grammar School for Boys. It is noted that the gated access to the school is not in use.
- 2.1.5 The access road has a minimum width of approximately 4.5m, which routes north towards the site.

## 2.2 LOCAL HIGHWAY NETWORK

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- 2.2.1 Broad Lane is a single carriageway road, with an approximate carriageway width of 4.5m within the vicinity of the site access and is subject to a 30mph speed limit. Approximately 120m west of the site access the speed limit increases to the national speed limit (60mph).
- 2.2.2 Broad Lane routes in a west to east alignment within the vicinity of the site, routing eastwards from a priority junction with Hook Green Lane and Rowhill Road, towards Wilmington village centre, and becomes High Road at a priority junction with Common Lane, approximately 220m east of the site access.
- 2.2.3 Approximately 40m to the east of the site access, the carriageway widens to approximately 10m in width allowing two vehicles to pass. Approximately 120m east of the site the road narrows to some 6m in width. It is noted that no parking restrictions are in place along Broad Lane.
- 2.2.4 High Road is a single carriageway road subject to a 30mph speed limit, with an approximate width of 6.5m. High Road routes in a west to east alignment, routing eastwards from Broad Lane, through Wilmington Village Centre and becoming the B258 Church Hill as it passes over the A2 via grade separation. It continues north-eastwards, meeting the A225 Hawley Road at a priority junction.
- 2.2.5 A double mini roundabout is present on High Road, which adjoins the B258 Barn End Lane to the south, which routes towards Hextable, and Martin Road to the north, which leads to residential roads to the north of Wilmington Village Centre. Mini roundabout warning signs are present on both approaches.
- 2.2.6 School warning signs for a school crossing patrol are present on both the east and west approaches to the double mini roundabout.
- 2.2.7 Common Lane is a single carriageway road of an approximate 7m width and is subject to a 20mph speed limit. Common Lane routes north-westwards from Broad Lane and provides access to Wilmington Primary School and Wilmington Academy and provides connections to Old Bexley Lane and the A2 dual carriageway.

## 2.3 WALKING AND CYCLING INFRASTRUCTURE

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- 2.3.1 Footway provision is present on Broad Lane on the north side of the carriageway to the east of the site access, measuring approximately 1.5m in width. 35m east of the site access, footway provision is present on the south side of the carriageway, measuring approximately 2m in width. This provision continues for approximately 140m.
- 2.3.2 Footway provision then recommences on High Road, on the northern side of the carriageway.

- 2.3.3 At the mini roundabout junction, dropped kerbs and tactile paving are provided for crossing.
- 2.3.4 Footway provision is present on the east side of Common Lane, leading to Wilmington Primary School, and to a zebra crossing which provides pedestrian access to Wilmington Academy.
- 2.3.5 In terms of Public Rights of Way (PRoW), footpath DR107 routes northwards from Broad Lane parallel to the eastern site boundary, emerging at the western side of the aforementioned zebra crossing on Common Lane adjacent to Wilmington Academy.
- 2.3.6 North of this zebra crossing, footpath DR105 routes northwards towards Oakfield Lane.
- 2.3.7 Footpath DR108 routes southwards from Broad Lane opposite the priority junction with Common Lane, then routes east and meets with the B258 Barn End Lane.
- 2.3.8 PRoWs within the site's vicinity are displayed within Figure 2-2 below. Footpaths are shown in purple, vegetation clearances are shown via a series of green triangles, bridleways are illustrated in green, and restricted byways are illustrated in blue.

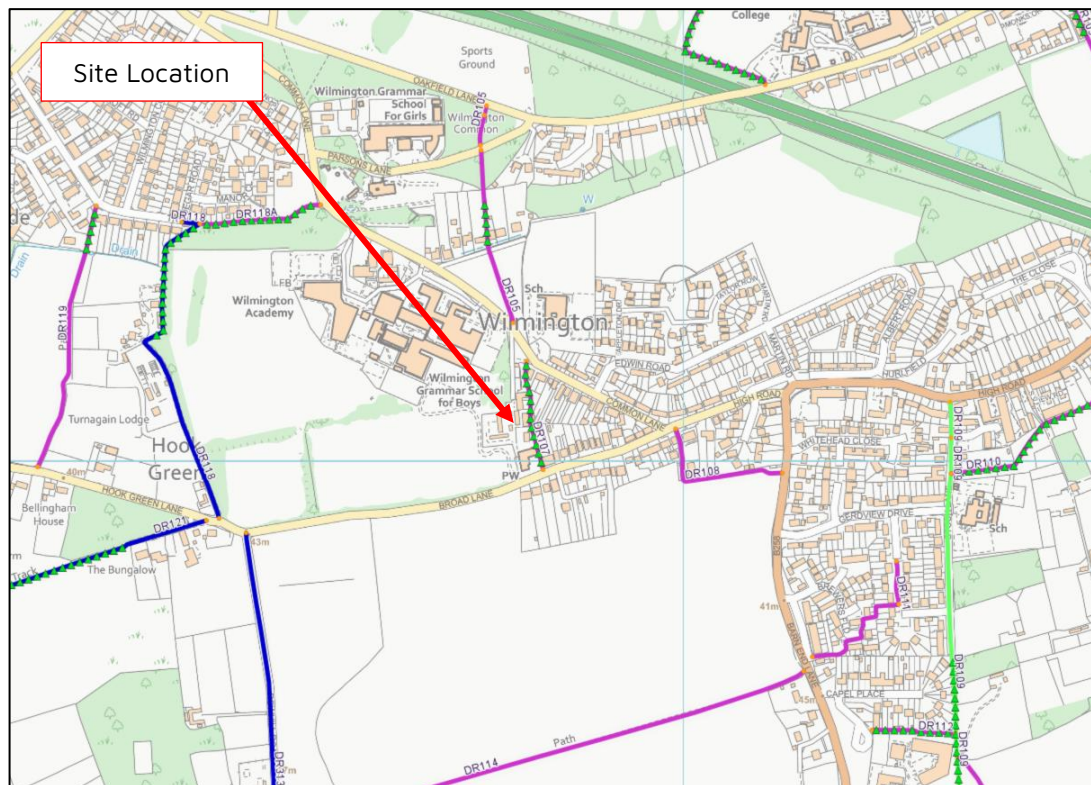


FIGURE 2-2: PUBLIC RIGHTS OF WAY (COURTESY OF KCC)

- 2.3.9 There is no dedicated cycle infrastructure present within the immediate vicinity of the site. National and local cycle routes are present further north in Dartford, including National Cycle Route (NCR) 1, which routes northwards from Dartford Town Centre towards Central London, and eastwards from Dartford Town Centre towards Medway.
- 2.3.10 It is noted that roads within Wilmington are subject to a 30mph speed limit and are deemed suitable for on-carriageway cycling by competent individuals.

## 2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 Bus stops are present approximately 500m to the east of the site on High Road, equating to an approximate six-minute walk. Both stops are provided with a flag post and have timetable provision. The eastbound stop is also provided with shelter and seating.
- 2.4.2 A summary of bus services provided from both stops is provided overleaf in Table 2-1.

SERVICE NUMBER	DIRECTION	ROUTE	FREQUENCY
<b>4</b>	Westbound only	New Ash Green – Stone Lodge School	School Service
<b>414B</b>	Westbound only	South Darenth - Dartford	School Service
<b>477</b>	Westbound & Eastbound	Dartford - Orpington	Mon – Sat: One per hour
<b>S10</b>	Westbound & Eastbound	Sutton - Sevenoaks	School Service

TABLE 2-1: LOCAL BUS ROUTES (HIGH ROAD)

- 2.4.3 Further bus stops are located on Common Lane, approximately 320m from the site utilising the existing PRow adjacent to the site. However, although closer, these stops are only served by school bus services for the Wilmington Grammar School and Wilmington Academy.
- 2.4.4 The closest railway stations to the site are Crayford (Dartford Loop Line) and Dartford (North Kent Line), situated approximately 2.9km north-west and 3.1km north of the site 'as the crow flies', respectively. Train services operated by Southeastern and Thameslink from Dartford are summarised overleaf in Table 2-2.

DESTINATION	OPERATOR	APPROX. JOURNEY TIME	APPROX WEEKDAY PEAK FREQUENCY
Gravesend	Southeastern/Thameslink	15 mins	6 per hour
Gillingham	Thameslink	40 mins	2 per hour
London Charing Cross	Southeastern	45-50 mins	7 per hour
London Blackfriars	Thameslink	48 mins	2 per hour
London Victoria	Southeastern	53 mins	2 per hour
London Cannon Street	Southeastern	56 mins	2 per hour

TABLE 2-2: SUMMARY OF TRAIN SERVICES FROM DARTFORD

## 2.5 ACCESSIBILITY

2.5.1 A number of local facilities are present within walking distance of the site, as summarised in Table 2-3. The walk times provided 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 five minutes to walk 400m, ten minutes to walk 800m, and so on.

FACILITY	APPROXIMATE WALKING DISTANCE	APPROXIMATE WALKING TIME
Church	50m	<1 minute
Primary School	200m	3 minutes
Boys Secondary School	250m	3 minutes
Girls Secondary School	400m	5 minutes
Day Nursery	400m	5 minutes
Off Licence	450m	6 minutes
Community Centre	450m	6 minutes
Fast Food Outlet	450m	6 minutes
Public House (The Plough)	850m	10 minutes

TABLE 2-3: FACILITIES WITHIN WALKING DISTANCE OF SITE

- 2.5.2 Based on this analysis, the site is seen to be located within reasonable walking distance for residents, with further employment, education and retail facilities accessible via a short cycle or bus journey to the north of the site in Dartford.

## 2.6 CAR SHARING FACILITIES

- 2.6.1 In terms of car sharing, an Enterprise car club is present within Dartford, with an Enterprise car and van hire depot present on St Vincent's Road, some 850m east of the town centre. Further details on these facilities can be found via the following link: <https://www.enterpriseclub.co.uk/gb/en/programs/regions/south-east-england/dartford.html>
- 2.6.2 Additionally, hiyacar offer a service for renting cars in the Dartford area, which can be found via the following link: <https://www.hiyacar.co.uk/rent-a-car-in-dartford>
- 2.6.3 Furthermore, the Liftshare website provides access to a national car sharing scheme that will put you in contact with someone who lives close to you who you could share a car with to and from work. It is anticipated that this website could provide a personalised service to the local area surrounding the proposed development.

## 2.7 HIGHWAY SAFETY

- 2.7.1 Personal Injury Collision (PIC) data has been sourced from CrashMap for the most recent five-year study period available (1<sup>st</sup> January 2018 – 31<sup>st</sup> December 2022) for the study area illustrated in Figure 2-3 below.

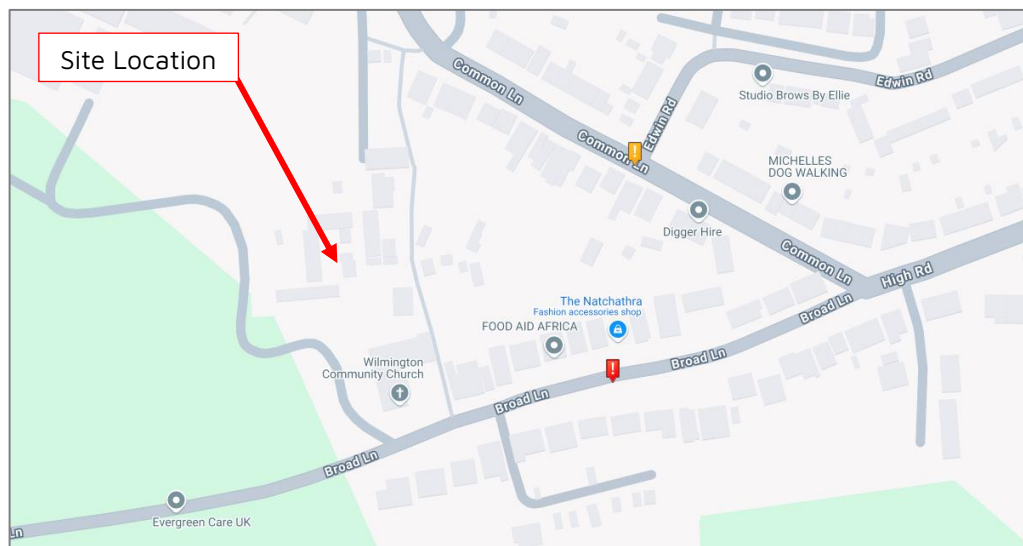


FIGURE 2-3: COLLISIONS WITHIN SITE VICINITY (COURTESY OF CRASHMAP)

- 2.7.2 A total of two collisions have been recorded within the study area. A collision which was classed as serious in severity occurred on Broad Lane, 100m east of the site access. This collision involved two vehicles and resulted in one casualty.
- 2.7.3 The other collision was considered to be slight in severity and occurred on Common Lane at the priority junction with Edwin Road. This collision involved one vehicle and resulted in two casualties.
- 2.7.4 Given that no collisions have occurred at the proposed site access, and the low frequency of collisions within the site vicinity over a five-year period, it is not considered that there are any pre-existing highway safety concerns which could be exacerbated by the proposed residential development.

## 3 DEVELOPMENT PROPOSALS

### 3.1 OVERVIEW

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- 3.1.1 The development proposals comprise the demolition of the existing storage units on the site, and the construction of nine residential dwellings, comprising 3no. two- bedroom units, and 6no. three-bedroom units, with associated parking and landscaping.
- 3.1.2 The proposed site layout plan is included at **Appendix B**.

### 3.2 ACCESS

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- 3.2.1 The existing access that serves the storage facility and Wilmington Community Church, will be retained as the main access as part of the development proposals.
- 3.2.2 This is considered suitable as the proposals will see a deintensification in terms of large vehicle movements in and out of the site. Additionally, the absence of any collisions occurring at the site access further highlights the suitability of the existing access situation.
- 3.2.3 The northern end of the access road will be widened by the removal of the verge against the school fence, allowing additional room for vehicles to pass each other north of the church.
- 3.2.4 As previously noted, Broad Lane is subject to a 30mph speed limit and as such visibility splays of 2.4m x 43m will be required at the site access, as per Manual for Streets (MfS) guidance. The drawings included at **Appendix C** show that these visibility splays can be achieved in both directions, with a 1m offset to the kerb line within land under the control of the applicant and the Local Highway Authority.
- 3.2.5 A 1m offset is considered acceptable in this situation given that cars at 2m wide would be visible, and motorcyclists would not be driving within such close proximity to the kerb line and hedgerow, so as to avoid conflict with stray branches and debris along the kerb line.
- 3.2.6 It is noted that the visibility splay to the west of the site access will require vegetation clearance. It is proposed that the access track will be resurfaced between Broad Lane and the site, forming a shared surface arrangement.
- 3.2.7 Pedestrian access to the site will be achieved from Broad Lane via the aforementioned shared surface access. Additionally, the applicant has rights of access via an existing footpath, which routes into the site from PRow DR107 at the eastern boundary, with an approximate 1.5m width. This footpath will tie in

with the shared surface provision to the north of the Wilmington Community Church.

### 3.3 PARKING

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- 3.3.1 A total of 19 spaces are proposed on-site, including 12 allocated spaces, three unallocated spaces, three visitor spaces, and one van parking space.
- 3.3.2 In terms of allocated spaces, there will be one allocated space per two-bedroom dwelling. Three of the three-bedroom dwellings will have one space allocated, with the remaining three having two spaces allocated. The three unallocated spaces will be shared between the 3no. two-bedroom units and the 3no. three-bedroom units with only one allocated space. Of the three dwellings with two allocated spaces, two of these dwellings will have tandem parking provision. All other parking spaces within the development site will be independently accessible.
- 3.3.3 The van parking space will be provided with dimensions of 7.5m by 3.7m as per requirements within the Dartford Borough Council (DBC) Parking Standards SPD.
- 3.3.4 In terms of cycle parking, it is proposed to provide a total of two secure and sheltered cycle parking spaces per dwelling, within storage sheds in the curtilage of each dwelling.
- 3.3.5 The level of parking shown is deemed to be compliant with the Dartford Parking Standards SPD (2012), and this point will be detailed further within Section 4 of this TS.
- 3.3.6 Electric Vehicle (EV) charging provision will be made in line with the requirements of Approved Document S of the Building Regulations 2010. Proposals therefore include the provision of one active EV charging space per dwelling.

### 3.4 SITE SERVICING

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- 3.4.1 The site access has been subject to vehicle swept path analysis for relevant service and delivery vehicles.
- 3.4.2 The existing access constraints prevent the KCC Highways 11.4m refuse vehicle from entering the site. Therefore, the site will be subject to a private refuse strategy comprising a refuse vehicle with a maximum length of 10.5m servicing each dwelling individually. The refuse vehicle will be capable of parking within a 25m drag distance of each dwelling.
- 3.4.3 The associated drawings included at **Appendix D** show that a fire tender, 10.5m private refuse vehicle, van, and estate car can enter, park, turn and egress the site safely and efficiently in a forward gear. Drawings have also been provided to

demonstrate the vehicles have passing opportunities on the access road to the site.

- 3.4.4 It is noted that the refuse vehicle does overrun the footway adjacent to the site access on the eastern side. However, the existing warehouse use involves numerous large vehicles entering and exiting the site, and consequently also overruns the footway. It has been agreed, as part of the pre-application correspondence with KCC H&T, that the development would lead to an overall deintensification of large vehicles accessing the site and that the private refuse strategy illustrated within **Appendix D** is therefore considered acceptable.
- 3.4.5 It is further noted that the provision of pedestrian access to the site via PRoW DR107 will provide pedestrians with a separate access route to the site.

### 3.5 CONSTRUCTION TRAFFIC MANAGEMENT

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- 3.5.1 Site offices and welfare facilities will be located on site. Wheel washing equipment will be provided as necessary for the construction phases. Access to the construction site and compound will be secured and operated in accordance with current health and safety legislation.
- 3.5.2 Delivery and construction HGV traffic will be accommodated on-site, with no requirement for waiting on the public highway. Daily movements of goods vehicles will be timed to avoid peak traffic times.
- 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 construction access arrangements.

## 4 TRANSPORT PLANNING POLICY

### 4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2023)

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- 4.1.1 The NPPF sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document where it is noted that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering genuine choice of transport modes. Paragraph 114 advises that in assessing sites, it should be ensured that:
- a) *"Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
  - b) *Safe and suitable access to the site can be achieved for all users;*
  - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
  - d) *Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 4.1.3 Paragraph 115 states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe"*.
- 4.1.4 Paragraph 116 goes on to note that applications for development should:-
- a) *"Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
  - b) *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
  - c) *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid*

*unnecessary street clutter, and respond to local character and design standards;*

*d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

*e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”*

- 4.1.5 Paragraph 117 states 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 that the likely impacts of the proposal can be assessed.

## **4.2 NATIONAL PLANNING PRACTICE GUIDANCE (NPPG, 2014)**

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- 4.2.1 The NPPG was established in 2014 as a supporting resource in conjunction with the NPPF, 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*’. This provides general guidance on the process of producing these documents, from which the following key points are expressed.

*“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.”*

## **4.3 DEPARTMENT FOR TRANSPORT (DfT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)**

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- 4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

*“...act in a manner which conforms to the principles of sustainable development. In this context the company’s licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system.”*

4.3.2 The Circular further advises at Paragraph 12 that:-

*"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."*  
*"Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth."*

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

*"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."*

#### **4.4 LOCAL TRANSPORT PLAN 4 (LTP4): DELIVERING GROWTH WITHOUT GRIDLOCK 2016-2031**

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4.4.1 The Local Transport Plan 4 (LTP4) was prepared by Kent County Council (KCC) and runs from 2016 to 2031. The Plan includes details on how KCC will meet its transport ambition for Kent which is:

*"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."*

4.4.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:

*"Outcome 1: Economic growth and minimised congestion*

*Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*

*Outcome 2: Affordable and accessible door-to-door journeys*

*Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

*Outcome 3: Safer travel*

*Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.*

*Outcome 4: Enhanced environment*

*Policy: Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.*

*Outcome 5: Better health and wellbeing*

*Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality."*

- 4.4.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

## **4.5 THE DARTFORD PLAN (2024)**

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- 4.5.1 The Dartford Core Strategy was adopted in April 2024 and sets out the Borough's long-term planning strategy to 2037.

- 4.5.2 Strategic Objective I2 states that planning decisions in the Borough will pursue the objective of:

*"Facilitating a range of upgrades to the transport network, and a choice of sustainable and active travel options, with rapid and reliable public transport linking existing neighbourhoods and developments to key destinations and facilities, together with a high quality and comprehensive walking and cycling network."*

- 4.5.3 Strategic Objective W2 involves:

*"Improving health and wellbeing, and air quality arising from congestion, through reducing the need to travel by private vehicle, particularly by retaining and providing jobs, services, shops, community facilities and open space at suitable locations close to residential areas and where good public transport services are within easy walking distance."*

- 4.5.4 Policy S2: Infrastructure Planning Strategy mentions the following with regard to transport:

*"New development will be located where well-served by public transport, and within easy walking distance of local facilities and jobs (for new homes,*

*or the labour force/ primary catchment as applicable for other developments). All major development will feature significant measures to provide improved safe and secure active travel routes integrated with the surrounding area."*

4.5.5 Policy S2 also aims to maximise opportunities to achieve transport upgrades in the borough, which includes:

- (a) "New and improved rail services and replacement or enhanced train stations";*
- (b) "New and improved Fastrack and other bus services/ routes, including addressing non-dedicated sections of Fastrack routes which are vulnerable to general traffic congestion and bus priority at junctions where possible";*
- (c) "Further highway and junction upgrades. Additional investment will be supported, dependent on further assessment by National Highways, Kent County Council, Dartford Borough Council and partners"; and*
- (d) "Use of rivers for the sustainable transport of goods and passengers as part of proposals for strategic scale development."*

4.5.6 Policy "M15: Travel Management" highlights that development must:

*"be appropriately located and make suitable provision to minimise and manage transport impacts which arise. Proposals must also include appropriate vehicular access arrangements to the new development, and measures for active and sustainable travel. A Transport Assessment will be required on applicable proposals."*

4.5.7 Policy "M16: Active Travel, Access, and Parking" highlights that development must:

*"be of a design and layout to promote walking, cycling and public transport use through provision of attractive, well-designed and safe routes which address the needs of users. Segregated cycle routes should be considered where possible. Guidance set out in the Manual for Streets, or any future equivalent, must also be applied. Bespoke access and transport approaches may be agreed at large regeneration sites, where forming a suitable alternative."*

4.5.8 Regarding Safety, Impacts, Cycling and Walking, Policy M16 states the following:

- (a) Provision is made for safe and convenient access to footpaths and cycle routes, with public rights of way protected including, where opportunities exist, delivering new or upgraded routes between key facilities, the Green Grid network, and to existing neighbourhoods. Urban area and village footpaths/ cycleways must be safe, overlooked and well lit;*

*(b) Supporting facilities for cyclists, including secure cycle parking/ storage and lockers, are provided, and in major developments which attract significant numbers of people (such as schools and large scale employment, retail and leisure developments), changing areas and showers should be included; and*

*(c) "Design features are provided for people with mobility and sensory difficulties, especially at road crossing points, public transport stops and changes in level on walking routes."*

4.5.9 Policy M16 further notes that provision should be made at applicable developments for the loading, unloading, and the turning of service vehicles to ensure highway and pedestrian safety.

4.5.10 With regard to Off-Street Parking, Policy M16 notes that development must provide parking provision in full accordance with the applicable Parking Standards SPD. Regarding Electric Vehicle (EV) charging provision, the policy states:

*"Electric vehicle charging points must be provided for all new residential properties with dedicated/ allocated parking spaces, and for a proportion of parking spaces provided as part of new employment, leisure and retail development. Charging points or cabling to allow their future installation must be provided for all shared car parking spaces provided on new residential developments."*

## 4.6 DARTFORD PARKING POLICY

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### Car Parking

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4.6.1 Dartford's parking standards are set out in their '*Parking Standards Supplementary Planning Document 2012*'.

4.6.2 The standards for Use Class C3 "residential dwelling houses" are split into three different sections based on location. It is noted that the proposed development site is situated within a "village/rural" location as per Map 1 within the SPD.

4.6.3 On this basis, the following parking standards apply: -

- One and two-bedroom houses - 1.5 spaces per dwelling, with a minimum of one space allocated, and the remaining 0.5 spaces unallocated.
- Three or more-bedroom houses - 2 allocated parking spaces per dwelling.

4.6.4 In addition, visitor parking is required at a rate of three spaces per 10 dwellings and van parking is also required at a rate of one space per 10 dwellings.

## Cycle Parking

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- 4.6.5 Cycle parking is required at a minimum of one space per dwelling for one and two-bedroom houses, and two spaces per dwelling for three or more-bedroom houses. A total of one space per eight homes is required for visitors.

## 4.7 ELECTRIC VEHICLE CHARGING

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### *Building Regulations 2010: Approved Document S (2021 Edition)*

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- 4.7.1 Approved Document S of the Building Regulations outlines the required provision for Electric Vehicle (EV) charging infrastructure within new residential development.

- 4.7.2 Regarding new residential buildings, Requirement S1 states: -

*"The number of associated parking spaces which have access to electric vehicle charge points must be:*

*(a) the total number of associated parking spaces, where there are fewer associated parking spaces than there are dwellings contained in the residential building; or*

*(b) the number of associated parking spaces that is equal to the total number of dwellings contained in the residential building, where there are the same number of associated parking spaces as, or more associated parking spaces than, there are dwellings."*

- 4.7.3 Regarding cable routes for EV charging points, Requirement S1 states: -

*"Cable routes for electric vehicle charge points must be installed in any associated parking spaces which do not, in accordance with paragraph (2), have an electric vehicle charge point where:*

*(a) a new residential building has more than 10 associated parking spaces; and*

*(b) there are more associated parking spaces than there are dwellings contained in the residential building."*

## 4.8 POLICY COMPLIANCE

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- 4.8.1 The proposals are not considered to conflict with any local or national policies regarding accessibility or highway safety. There are westbound and eastbound bus stops within 500m of the site connecting to destinations including Dartford town

centre, Dartford Railway Station, Orpington, Swanley, and Bluewater Shopping Centre.

- 4.8.2 With reference to DfT Circular 01/2022, the vision of the development is to provide much-needed housing, improvements to pedestrian infrastructure, and connections to local services and public transport nodes within Wilmington, in order to promote non-car accessibility where possible.
- 4.8.3 To comply with the applicable parking standards for the development, a total of 21 parking spaces should be provided, including a minimum of 15 allocated car parking spaces, two unallocated spaces, three visitor spaces, and one van space.
- 4.8.4 It is noted that a total of 19 parking spaces are proposed, which is just below the standard requirements.
- 4.8.5 In order to review the proposed parking in terms of likely demand, 2021 Census Data for car ownership per household for the Dartford O11 Middle Layer Super Output Area (MSOA), in which the site is located, has been consulted.
- 4.8.6 The percentage of homes with either zero, one, two, or three or more cars per household are provided within Table 4-1 below. Additionally, the number of houses with each quantity of vehicles at the proposed development, and the resultant number of vehicles expected, is provided.

NUMBER OF CARS OR VANS PER HOUSEHOLD	PERCENTAGE OF HOUSEHOLDS	NUMBER OF HOUSES	NUMBER OF CARS
0	11%	1	0
1	35%	3	3
2	37%	3	7
3+	17%	2	5
<b>Total</b>	<b>100%</b>	<b>11</b>	<b>15</b>

TABLE 4-1: PROPOSED PARKING DEMAND (COURTESY OF 2021 CENSUS DATA)

- 4.8.7 It can be seen from the above analysis on typical car ownership that a total of 15 cars would be required for the proposed development. It is therefore considered that the proposed parking quantum of 19 spaces is sufficient for the expected parking demand for the development proposals.
- 4.8.8 Each unit will be provided with an EV charging point as per requirements set out within the Building Regulations Approved Document S.

- 4.8.9 In terms of cycle parking, a total of two secure and sheltered cycle parking spaces will be provided per unit, situated beyond the secure line adjacent to the access gate to the rear garden of each dwelling.
- 4.8.10 Although no visitor cycle parking is proposed, it is considered that visitors will bring their bike to within the curtilage of the dwelling they are visiting. Furthermore, an excess provision of allocated cycle parking space has been included in the proposals, with two spaces per unit, where only one space is required for two-bedroom units as per the standards.
- 4.8.11 The proposed site access is considered to be safe for both vehicle and pedestrian use. The proposed retention of the footway to the east of the site, which connects to PRow DR107, provides pedestrians with an alternative car-free route to access nearby facilities.
- 4.8.12 A review of the local PIC data has found that the development proposals are unlikely to materially exacerbate any pre-existing highway safety concerns.
- 4.8.13 The vehicular trip generation of the proposed development has been calculated and is not considered to represent a significant impact on the local highway network, as detailed in the following sections of this report.
- 4.8.14 On this basis, it is not considered that the proposed development will result in 'severe' residual transport impacts, in accordance with the NPPF.

## 5 TRIP GENERATION

### 5.1 OVERVIEW

- 5.1.1 To assess the potential vehicular trip generation of the proposed residential development, the TRICS<sup>1</sup> trip rate database has been utilised. Given the site's existing use, it is deemed appropriate that the existing trip attraction should be considered when reviewing the site's impact.
- 5.1.2 It should be noted that the trip attraction assessment and its methodology has already been agreed with KCC H&T as part of pre-planning application highways scoping discussions which are included at **Appendix A**.

### 5.2 EXISTING SITE VEHICLE TRIP ATTRACTION

- 5.2.1 To provide the most representative assessment of the existing trip attraction potential of the site, the TRICS selection '*02-EMPLOYMENT, F-WAREHOUSING*' has been made. Survey sites outside of London, in England, Scotland, and Wales have been considered, with warehouse sizes of up to 7,000sqm included, to provide a sufficiently large and representative dataset. The survey dataset has not been filtered on location type and surrounding population. Additionally, all surveys taking place within the COVID-19 Pandemic years 2020 and 2021, have been omitted from the dataset.
- 5.2.2 Weekday periods were assessed to provide a robust consideration of peak traffic conditions. A summary of the resulting average TRICS trip rates is provided in Table 5-1 below. The full TRICS data for the existing site is included at **Appendix E**.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	0.282	0.059	0.341
1700-1800	0.018	0.259	0.277
0700-1900	1.721	1.883	3.604

TABLE 5-1: TRICS VEHICLE TRIP RATES – WAREHOUSE (TRIPS/100SQM)

<sup>1</sup> Trip Rate Information Computer System

- 5.2.3 These trip rates have subsequently been multiplied by the existing floorspace of 580sqm to provide its vehicular trip attraction potential, which is outlined in Table 5-2. Please note that any inaccuracies are the result of rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	2	0	2
1700-1800	0	2	2
0700-1900	10	11	21

TABLE 5-2: VEHICLE TRIP ATTRACTION – WAREHOUSE (580SQM)

### 5.3 PROPOSED SITE VEHICLE TRIP GENERATION

- 5.3.1 To provide the most representative assessment of the proposed trip generation for the site, the TRICS selection ‘03-RESIDENTIAL, A-HOUSES PRIVATELY OWNED’ has been used. Survey sites outside of London, in England, Scotland, and Wales have been considered, with sites containing between 5 and 25 dwellings, to provide a sufficiently large and representative dataset. Similar to the surveys for the existing situation, the survey dataset has not been filtered on location type and surrounding population. Additionally, all surveys taking place within the COVID-19 Pandemic years 2020 and 2021, have been omitted from the dataset. Neutral weekday periods were assessed to provide a robust consideration of peak traffic conditions.
- 5.3.2 A summary of the resulting average TRICS trip rates is provided in Table 5-3 below. The full TRICS data for the proposed development is included at **Appendix F**.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	0.162	0.365	0.527
1700-1800	0.189	0.176	0.365
0700-1900	2.123	2.177	4.300

TABLE 5-3: TRICS VEHICLE TRIP RATES – HOUSES PRIVATELY OWNED (TRIPS/UNIT)

- 5.3.3 These trip rates have subsequently been multiplied by the nine dwellings proposed. A summary of the vehicle trip generation is outlined in Table 5-4 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

TIME	ARRIVALS	DEPARTURES	TOTAL
0800-0900	1	3	5
1700-1800	2	2	3
0700-1900	19	20	39

TABLE 5-4: VEHICLE TRIP GENERATION – HOUSES PRIVATELY OWNED (NINE DWELLINGS)

## 5.4 RESIDUAL VEHICLE TRIP GENERATION

- 5.4.1 The residual trip generation of the site can be calculated by subtracting the existing use trip attraction from the proposed development trip generation, as shown in Table 5-5.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
0800-0900	0	+3	+3
1700-1800	+2	0	+2
0700-1900	+9	+9	+18

TABLE 5-5: RESIDUAL VEHICLE TRIP GENERATION

- 5.4.2 It has been demonstrated that the proposed development will result in a net increase of 18 trips across the 12-hour weekday period, with three additional trips in the AM peak hour and two additional trips in the PM peak hour. This equates to approximately one-to-two additional vehicle movements per hour during the 12-hour period.
- 5.4.3 It is further noted that the proposed development will see a deintensification in large vehicle movements to the site.
- 5.4.4 It is, therefore, considered that the analysis presented on trip generation / attraction for the site does not represent a significant or 'severe' residual impact with reference to the NPPF Paragraph 115.

## 6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement has been prepared on behalf of Mayfair Construction provide transport planning advice in relation to the proposed development of nine residential dwellings at Wilmington Depot, Broad Lane, Wilmington, Dartford, Kent.
- 6.1.2 The proposed development complies with all relevant national and local transport planning policies. The site enjoys good access to the local highway network and is located within reasonable walking and cycling distance of a range of services, facilities and public transport nodes, providing residents and visitors with realistic opportunities for non-car travel.
- 6.1.3 With reference to DfT Circular 01/2022, the vision of the development is to provide much-needed housing, improvement to pedestrian infrastructure, and connections to local services and public transport nodes within Wilmington, to promote non-car accessibility where possible.
- 6.1.4 It has been demonstrated that safe and suitable access to the site can be achieved for all users, with the proposed development being accessible for pedestrians via a footpath connecting to the public right of way network, allowing for safe access to the site by pedestrians.
- 6.1.5 A review of the latest five years of PIC data for the local highway network confirms that the proposed development will not have any material adverse impacts in this regard.
- 6.1.6 The development will provide a level of visitor and unallocated car parking provision, and van, vehicle and cycle parking provision in accordance with the applicable local standards. Electric Vehicle charging infrastructure will also be provided in accordance with the Building Regulations Part S and DBC Parking Standards. It is considered that the proposed development parking provision is sufficient to meet projected parking demand based on local 2021 Census Data.
- 6.1.7 The vehicular trip generation of the proposed development will be modest, with a total of 18 trips added to the road network across the 12-hour weekday period and will have a negligible impact on the operation of the local highway network.
- 6.1.8 It is, therefore, concluded that the proposals will not result in 'severe' residual transport impacts, in accordance with Paragraph 115 of the NPPF, and therefore there should be no sound transport-based objections to the planning application.

APPENDIX

A





**Non LPA**

**Highways and Transportation**

Kroner House

Eurogate Business Park

Ashford

TN24 8XU

**Tel:** 03000 418181

**Date:** 27 August 2024

**Our Ref:** SS

**Application - PAP/2024/58**

**Location - Former Landscape Services Depot, Broad Lane, Wilmington, DA2 7AQ**

**Proposal - Demolition of existing service depot and construction of nine residential dwelling houses**

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

The below comments are made in reference to the "Transport Scoping Note" (TSN), dated July 2024, supplied as part of this pre-application submission.

***Access and Visibility Splays :***

It is noted that the existing access is to be retained and utilised for both vehicles and pedestrians under these proposals. Likewise, it is noted that both of the vehicle visibility splays are shown to the centreline of the highway (drawing "Proposed Visibility Splays", Appendix B). The applicant should be aware that this approach is only to be used where a physical obstruction exists to prevent vehicles from travelling on the wrong side of the road (e.g. a traffic island). As no such obstructions currently exist, or are proposed under this submission, both vehicle visibility splays should be shown to the kerb-line adjacent to the site access/egress point. Obstructions (e.g. hedging) within the visibility splay area can exist, provided they do not exceed 0.6 metres in height above carriageway level.

As the neighbouring properties have separate pedestrian access, via Broad Lane and a public footpath respectively, alongside the nature of the site's current use as a storage yard/depot, it is considered likely that the existing access route serves vehicles only. Consequently, there are some concerns with the proposal to have this access route as a shared space serving vehicles and pedestrians. The applicant is requested to consider and address the below points within any future planning application:

- The site's junction with Broad Lane sees the convergence of many different access points, with no formal priority markings. This raises some safety concerns given the proposed intensification of vehicle trips to the site.
- The provision of a passing point for vehicles. Parts of the access route are narrow in width (notably less than 5 metres), meaning two way movements may not be possible without reversing manoeuvres. Reversing of vehicles towards the local highway (and the other multiple access points for the neighbouring school and church) to enable passing

is not considered appropriate and may raise safety concerns. The narrow points of the access route also raise concern for pedestrian safety when vehicles pass on the proposed shared space.

- The current layout also raises concerns for pedestrians accessing the proposed site as they will need to consider vehicle movements from several directions simultaneously. This may be particularly difficult for those travelling with small children, those with visual impairments, and older individuals.
- Will the existing access route be resurfaced to ensure it is accessible to all users?
- Is there any option to connect the site to the nearby public footpath? This would improve the attractiveness of this route, by removing the need to exit the site and travel past the church prior to joining the footpath.

For an access route of this length and nature it would be KCC's preference for a segregated pedestrian footway to be provided. The connection to Broad Lane would require careful consideration owing to the other existing access points. The Department for Transport's (DfT) Inclusive Mobility Guidance provides detail on the recommended widths for footway, alongside other information, including the use of tactile paving.

### ***Safety:***

Sections 1.1.7 and 1.1.8 of the TSN refer to accidents statistics within the immediate vicinity of the site and any significant nearby junctions. For a Transport Statement (TS) included in any future planning application for this site, it is requested that this study area is clearly defined on a map, with the locations of recorded collisions also shown.

As the current study area has not been defined/shown within the TSN it is not possible to determine if the study area requires changing/expanding for any future planning application. It is expected the study area covers Broad Lane, for a reasonable distance, either side of the site access point as a minimum (in addition to any significant nearby junctions).

From my own review of collision data in the site's surrounding area, there is no indication of an existing safety issue at the site's access point. However, any amendments to the site's access (e.g. to safely accommodate pedestrians or accommodate refuse vehicle manoeuvres), will need to be reviewed and considered under any future planning application. A Stage 1 Road Safety Audit should be undertaken for any major changes to the site access. The slight uplift in vehicle trips, and change from larger vehicles to cars, is not anticipated to raise safety concerns.

### ***Vehicle Tracking and Servicing:***

The layout used for the vehicle tracking shown within Appendix C of the TSN does not match the proposed site layout shown within Appendix A. It is requested that this is rectified within any future planning application submission, with a consistent site layout shown throughout all drawings.

Similarly, vehicle tracking drawings should clearly state the dimensions of the vehicle being tracked and any obstructions to vehicles (e.g. kerbs, fences etc.) should be shown for clarity. The current tracking drawings supplied do not show the existing fence line to the west of the access route, and as such it is not possible to determine if vehicles have sufficient manoeuvring space. The KCC recommended vehicle sizes (approximate) for vehicle tracking are as listed below:

- Large car – 4.8 metres in length
- Large refuse vehicle – 11.4 metres in length. Though individual councils may operate smaller vehicles this is requested to be tracked as it is the largest refuse vehicle available and could be used by councils in the future.

For any future planning application submission it is requested that the following vehicle tracking is supplied:

- A large car parking in and manoeuvring out of:
  - The visitor bays on the east of the access route.
  - The parking spaces for property number 9.
  - The parking space furthest north, opposite property number 7.
  - The parking spaces (x3) between properties 4 and 5.
- Two large cars passing one another on the access route.
- A large car and a refuse vehicle passing one another on the access route.
- A fire tender accessing the site, manoeuvring and egressing the site in a forward gear.

Within Appendix C, one drawing (unnamed/unnumbered) shows the bin store located along the access route for this site, with a drag distance of 25 metres for collectors and 84 metres for residents. Whilst the drag distance for collectors is acceptable, the maximum drag distance for residents should not exceed 30 metres, and the proposed 84 metres is likely to be inconvenient for residents. Provision of a bin store along the access route could also pose an obstruction, particularly for pedestrians, alongside narrowing the available space.

The supplied refuse vehicle tracking, in Appendix C of the TSN, is shown to overrun the footway on the eastern side. This is not appropriate as it poses a safety risk to pedestrians (who would be using this space under the proposals for a shared access), particularly for individuals with visual impairments. The applicant is recommended to consider alterations to the site's access to enable safe access for the refuse vehicle, with vehicle tracking updated accordingly. Due to refuse vehicles typically only requiring access once per week, it is acceptable for the refuse vehicle to cross the centreline of both the highway and the access junction, if needed, to turn.

### ***Vehicle Parking:***

It is noted and welcomed that vehicle parking spaces are to be provided in line with Dartford Borough Council's (DBC) parking standards. However, there are some concerns with the proposed parking space locations (shown in Appendix A of the TSN), as listed below. It is requested these concerns are addressed in any future planning application submission.

- The parking space(s) for dwelling number 1 will have very limited visibility of any vehicles/pedestrians travelling on the access route, owing to the parallel layout. This will be exacerbated should tall boundary treatment (hedging/fencing) be in place to the east of the parking area for this property.
- The parking spaces for dwelling number 8 will have limited visibility of vehicles travelling from west/opposite numbers 5 – 7, owing to the proposed trees and general layout.

- There is concern that vehicles will park in front of the designated spaces between dwellings 4 – 5 (e.g. tandem parking style), reducing the manoeuvring space for larger vehicles on site.
- Please can it be confirmed if the eastern most space directly adjacent to dwelling number 5 is indeed a parking space. Triple tandem parking is not recommended as it is typically inconvenient for and poorly utilised by residents. This space is also shown with a curve (non-standard layout).

The applicant should be aware of the requirement for van parking within the DBC standards and seek to provide this on-site where possible.

***Trip Generation:***

It is noted that the proposed site use will result in smaller vehicles travelling to and from the site, compared to the typically larger vehicles accessing the site currently. Likewise, the trip generation information presented is considered appropriate. The anticipated vehicle trips for this proposal are not expected to have significant impact upon the local highway network and are considered to be acceptable.

***Sustainable Travel:***

Cycle parking for each dwelling should be provided in line with DBC's parking standards. Cycle stores must be secure and sheltered, situated in a convenient location to maximise the attractiveness of cycling as a mode of transport. The applicant is encouraged to consider the following:

- Situating cycle stores close to garden gates where possible, enabling easy access for residents.
- Providing cycle stores to the front of the property where a dwelling does not have a garden gate (e.g. a mid-terrace dwelling). It is not considered appropriate for cycle stores to be in the rear garden where there is no direct garden access as this would require residents to carry a cycle through their dwelling for storage which may not be possible for all individuals and would be inconvenient.
- Where possible, provision of cycle storage in excess of the standards is recommended. Provision of 1 cycle storage space per bedroom is ideal as it enables a greater proportion of residents to safely store a cycle and thus have access to cycling as a mode of transport.

It is noted that Broad Lane has inconsistent footway provision, reducing it's accessibility and attractiveness for pedestrians. This increases the need for a connection to the nearby footpath, which also leads to local bus stops.

***Emergency Access:***

Alongside provision of the vehicle tracking for a fire tender mentioned above, the applicant is strongly encouraged to consult with the Kent Fire and Rescue Service on any future planning application.

***Other points for consideration:***

Section 1.1.6 of the TSN references a review of the existing highway, public transport, walking and cycling infrastructure to be undertaken and included within the TS for any future planning

application. This is welcomed and the applicant is also encouraged to consider reviewing local car club provision.

Owing to the size of the development a travel plan is unlikely to be required. However, it is strongly recommended that the applicant considers use of a Travel Information Pack (TIP). A TIP should contain information on local walking, cycling, bus and train routes, alongside information on local car clubs/car sharing schemes, and free taster tickets for local public transport. TIPs should be given to each resident upon occupation of the dwelling and can help to support sustainable travel habits from day one.

The Transport Statement for any future planning submission should consider the following documents, alongside those listed within the TSN:

- The Kent Design Guide
- “The Dartford Plan”, Dartford Borough’s Local Plan to 2037 (adopted April 2024).
- Department for Transport’s Inclusive Mobility Guidance
- Department for Transport’s Local Transport Note 1/20, Cycle Infrastructure Design.
- Building Regulations, Infrastructure for the charging of electric vehicles (2021).
- Department for Transport’s Local Transport Note 1/11, Shared Space.
- Department for Transport’s Manual for Streets 1 and 2.

Owing to the nature of the surrounding road network a Construction Management Plan (CMP) will be required. This will likely be a condition on any planning application permission granted and as such submission of a CMP is not a necessity for a future planning application, though if supplied it will still be reviewed and considered.

### **Important Notes**

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC

offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: [assetmanagement@kent.gov.uk](mailto:assetmanagement@kent.gov.uk)

It should be noted that the weight given to pre-application advice will decline over time.

Yours Faithfully

**Director of Highways & Transportation**

\*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX

B



DO NOT SCALE FROM THIS DRAWING.  
 Except for planning purposes. All dimensions must be verified by the main contractor before the commencement on site of any item of work or the preparation of shop drawings for their own work or that of sub-contractor or suppliers.  
 This drawing is to be read in conjunction with all relevant documents. Any queries or discrepancies must be reported immediately to the architect.  
 This document is copyright of Studio Hudson Ltd

Key	
	Planning Application Boundary (0.306 Ha)
	Line of existing building
	Outline of existing trees and hedge screening. As identified in xxx Tree Survey Ref: xxx
	Outline of root protection zone. As identified in xxx Tree Survey Ref: xxx
	T1, T2 etc Outline of tree to be removed
	Outline of new proposed hedge and tree screening



**Schedule of Accommodation (GIA):**

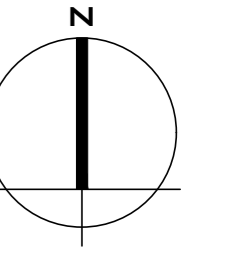
Plot 1:	Type A 3BSP	97.06sqm / 1,045sqft
Plot 2:	Type A 3BSP	97.06sqm / 1,045sqft
Plot 3:	Type B 3BSP	95.85sqm / 1,025 sqft
Plot 4:	Type B 3BSP	95.85sqm / 1,025 sqft
Plot 5:	Type C 2BSP	71.1sqm / 765 sqft
Plot 6:	Type C 2BSP	71.1sqm / 765 sqft
Plot 7:	Type C 2BSP	71.1sqm / 765 sqft
Plot 8:	Type B 3BSP	97.06sqm / 1,045sqft
Plot 9:	Type B 3BSP	97.06sqm / 1,045sqft
<b>9 No. Total Dwellings:</b>		<b>793.24sqm / 8,525sqft</b>



**Issued For Discussion Purposes**  
 E Issued for discussion November 2024

**STUDIO HUDSON architects**  
 Studio: 83 St Johns Road, Royal Tunbridge Wells, Kent, TN4 9PH  
 t: 01892 673 158 e: info@studio-hudson.co.uk  
 www.studio-hudson.co.uk

Project:	Landscape Services Depot Broad Lane Wilmington, Dartford. DA2 7AQ	Date:	August 2024
Drawing Title:	<b>Proposed Site Layout</b>	Scale:	Noted at A1
Drawing Number:	<b>2401-P-200</b>	Rev:	E



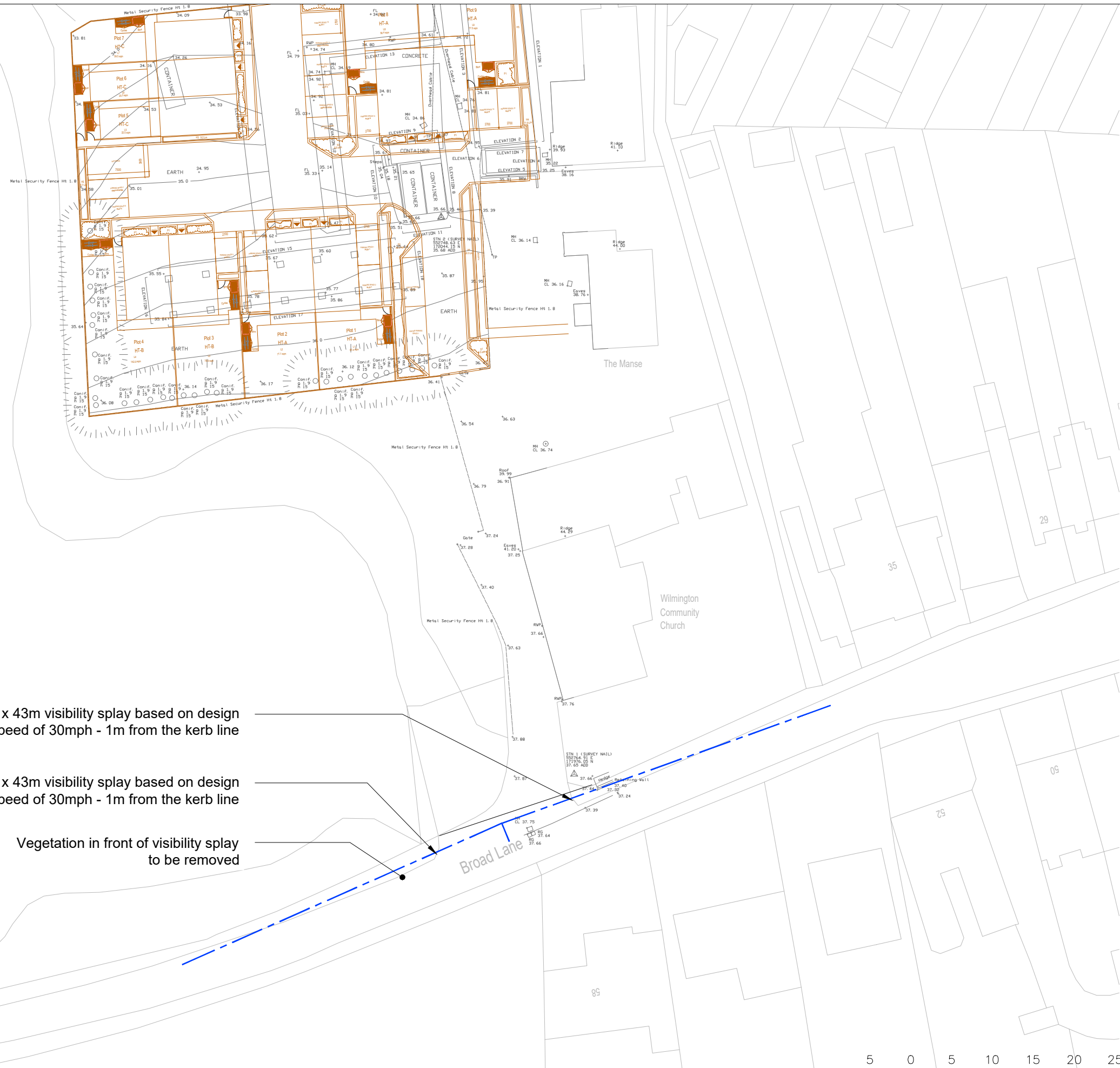
APPENDIX

C





INDICATIVE ONLY



## DO NOT SCALE

**Notes:**

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- Drawing based on layout plan provided by Studio Hudson Architects on 6th November 2024

P3	11.11.24	HL	Updated Layout	JM	JM
P2	15.10.24	HL	Updated Layout	JM	JM
P1	24.07.24	MM	First Issue	JM	JM

REV	DATE	BY	DESCRIPTION	CHK	APD
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client					
MAYFAIR CONSTRUCTION DEVELOPMENTS LTD					

project					
WILMINGTON DEPOT, DARTFORD					

title					
PROPOSED VISIBILITY SPLAYS					

project		drwg		rev	
33331		H-01		P3	

Drawn	Checked	Approved	scale @ A3	date	
HL	JM	JM	1:500	11.11.24	

status				P	
FOR INFORMATION					



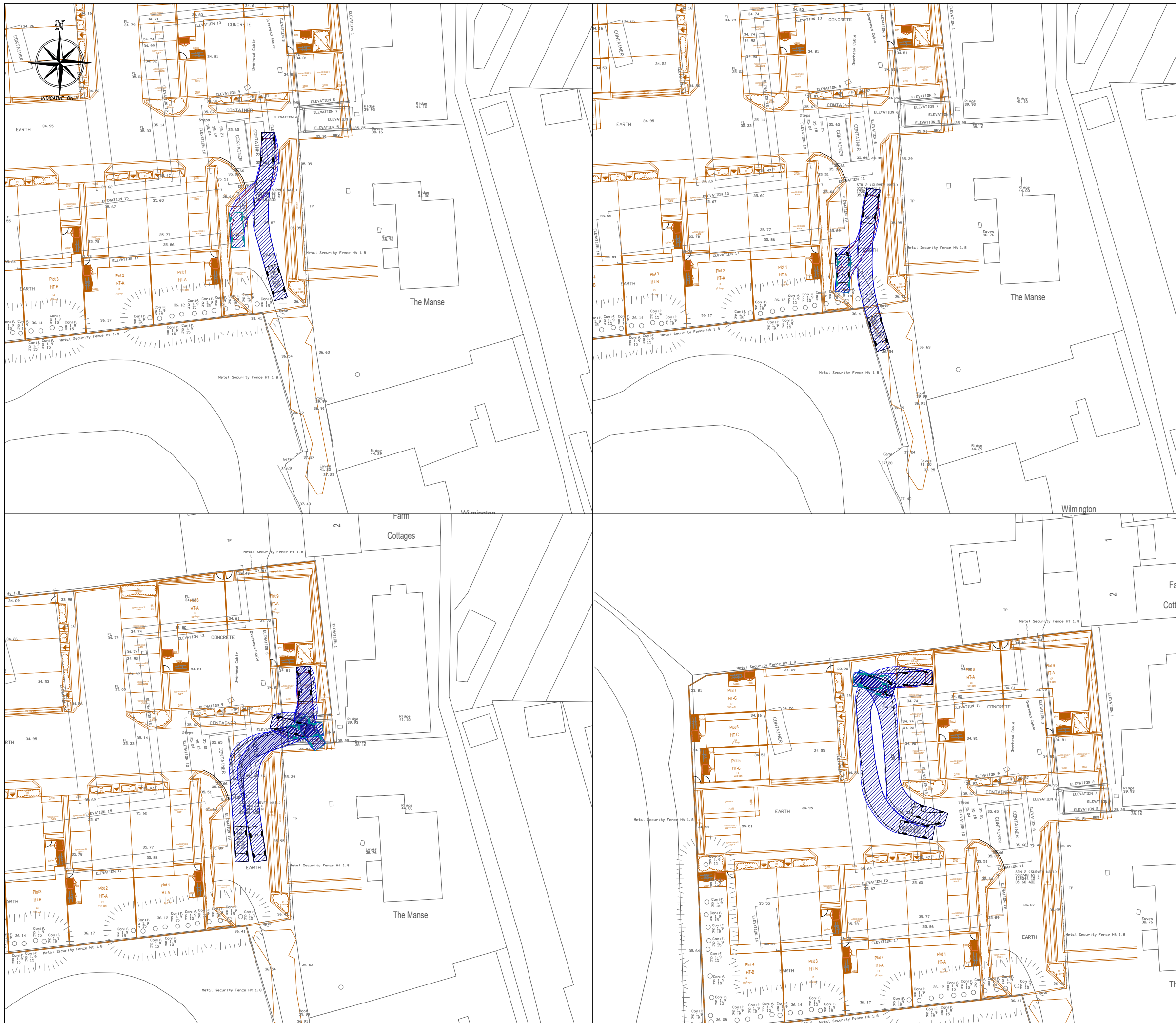
Eclipse House, Eclipse Park, Sittingbourne Road  
 Maidstone, Kent. ME14 3EN  
 t: 01622 776226 f: 01622 776227  
 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference:	<b>A3</b>
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APPENDIX

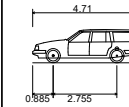
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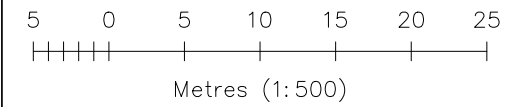


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Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m



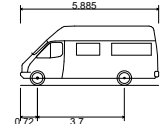
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P1	15.10.24	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client					
<b>MAYFAIR CONSTRUCTION DEVELOPMENTS LTD</b>					
project					
<b>WILMINGTON DEPOT, DARTFORD</b>					
title					
<b>VEHICLE SWEEP PATH ANALYSIS ESTATE CAR</b>					
project	33331	drwg	T-01	rev	P2
Drawn	HL	Checked	JM	Approved	JM
scale @ A3	1:500	date	11.11.2024		
status					P
FOR INFORMATION					
Eclipse House, Eclipse Park, Sittingbourne Road Maidstone, Kent. ME14 3EN					
t: 01622 776226			f: 01622 776227		
e: info@dhaplanning.co.uk			w: www.dhaplanning.co.uk		
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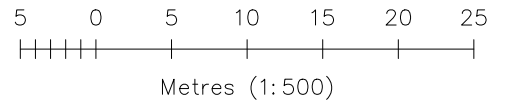



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4.6t Light Van  
 Overall Length 5.885m  
 Overall Width 2.000m  
 Overall Body Height 2.526m  
 Min Body Ground Clearance 0.299m  
 Track Width 1.765m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 6.000m



REV	DATE	BY	DESCRIPTION	CHK	APD
P1	15.10.24	HL	First Issue	JM	JM
client					
MAYFAIR CONSTRUCTION DEVELOPMENTS LTD					
project					
WILMINGTON DEPOT, DARTFORD					
title					
VEHICLE SWEEP PATH ANALYSIS VAN					
project		drwg		rev	
33331		T-02		P1	
Drawn	Checked	Approved	scale @ A3	date	
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status					
FOR INFORMATION					P
					
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e: info@dhaplanning.co.uk			w: www.dhaplanning.co.uk		
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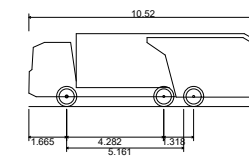
INDICATIVE ONLY



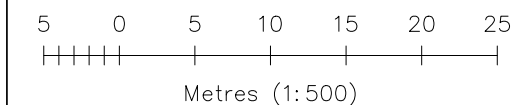
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Phoenix 2-23W (with Elite 2 6x2ML chassis)  
 Overall Length 10.520m  
 Overall Width 2.530m  
 Overall Body Height 3.211m  
 Min Body Ground Clearance 0.416m  
 Track Width 2.530m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 10.250m



REV	DATE	BY	DESCRIPTION	CHK	APD
P2	11.11.24	HL	Revised Layout	JM	JM
P1	15.10.24	HL	First Issue	JM	JM

client  
**MAYFAIR CONSTRUCTION DEVELOPMENTS LTD**

project  
**WILMINGTON DEPOT, DARTFORD**

title  
**VEHICLE SWEEP PATH ANALYSIS  
 REFUSE VEHICLE**

project 33331      drwg T-03      rev P2

Drawn HL    Checked JM    Approved JM    scale @ A3 1:500    date 11.11.2024

status **FOR INFORMATION**      P



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CAD Reference: **A3**

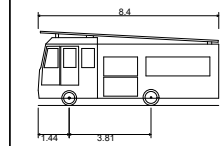


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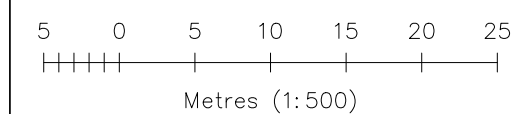


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Kent Fire Appliance	8.400m
Overall Length	2.480m
Overall Width	3.452m
Min Body Height	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m



P2	11.11.24	HL	Revised Layout	JM	JM
P1	15.10.24	HL	First Issue	JM	JM
REV	DATE	BY	DESCRIPTION	CHK	APD

client  
**MAYFAIR CONSTRUCTION DEVELOPMENTS LTD**

project  
**WILMINGTON DEPOT, DARTFORD**

title  
**VEHICLE SWEEP PATH ANALYSIS  
 FIRE TENDER**

project	33331	drwg	T-04	rev	P2
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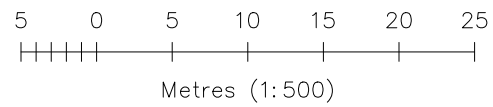
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status	<b>FOR INFORMATION</b>	P
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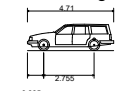
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 e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: **A3**

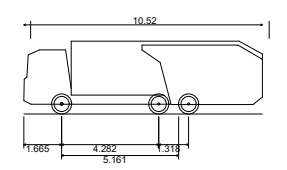


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Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00s
Lock to lock time	5.950m
Kerb to Kerb Turning Radius	



Phoenix 2-23W (with Elite 2 6x2ML chassis)	10.520m
Overall Length	2.530m
Overall Width	3.211m
Overall Body Height	0.416m
Min Body Ground Clearance	2.530m
Track Width	4.00s
Lock to lock time	10.250m
Kerb to Kerb Turning Radius	

REV	DATE	BY	DESCRIPTION	CHK	APD
P2	11.11.24	HL	Revised Layout	JM	JM
P1	15.10.24	HL	First Issue	JM	JM

client  
**MAYFAIR CONSTRUCTION DEVELOPMENTS LTD**

project  
**WILMINGTON DEPOT, DARTFORD**

title  
**VEHICLE SWEEP PATH ANALYSIS PASSING**

project	33331	drwg	T-01	rev	P2
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Drawn	Checked	Approved	scale @ A3	date
HL	JM	JM	1:500	11.11.2024

status  
**FOR INFORMATION** P



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CAD Reference: **A3**

APPENDIX  
E



DHA Transport Limited Eclipse Park Maidstone

Licence No: 704001

Filtering Summary

Land Use	02/F	EMPLOYMENT/WAREHOUSING (COMMERCIAL)
Selected Trip Rate Calculation Parameter Range	190-10000 sqm GFA	
Actual Trip Rate Calculation Parameter Range	190-7000 sqm GFA	
Date Range	Minimum: 01/01/16	Maximum: 04/10/23
Parking Spaces Range	All Surveys Included	
Days of the week selected	Monday	2
	Wednesday	1
	Friday	2
Main Location Types selected	Edge of Town Centre	1
	Edge of Town	4
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	7 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	3
	10,001 to 15,000	2
Population <5 Mile ranges selected	5,001 to 25,000	1
	25,001 to 50,000	1
	75,001 to 100,000	1
	125,001 to 250,000	2
Car Ownership <5 Mile ranges selected	0.6 to 1.0	1
	1.1 to 1.5	4
PTAL Rating	No PTAL Present	5
Filter by Site Operations Breakdown	All Surveys Included	

Calculation Reference: AUDIT-704001-240723-0727

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT  
Category : F - WAREHOUSING (COMMERCIAL)  
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	TB TORBAY	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	KS KIRKLEES	1 days
	NY NORTH YORKSHIRE	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: Gross floor area  
Actual Range: 190 to 7000 (units: sqm)  
Range Selected by User: 190 to 10000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 04/10/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Monday 2 days  
Wednesday 1 days  
Friday 2 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 5 days  
Directional ATC Count 0 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Edge of Town Centre 1  
Edge of Town 4

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Industrial Zone 4  
Built-Up Zone 1

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 7 days - Selected

## Secondary Filtering selection:

Use Class:

n/a 2 days  
B8 3 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	3 days
10,001 to 15,000	2 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	4 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

No	5 days
----	--------

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

Site(1):	DS-02-F-01	Gross floor area:	7000 sqm
Development Name:	LOGISTICS DEPOT	Parking spaces:	80
Location:	HOLMEWOOD	No of Employees:	42
Postcode:	S42 5BZ	Survey Date:	04/10/23
Main Location Type:	Edge of Town	Survey Day:	Wednesday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		
Site(2):	EX-02-F-01	Gross floor area:	6560 sqm
Development Name:	SPORTS SUPPLEMENTS	Parking spaces:	224
Location:	COLCHESTER	No of Employees:	60
Postcode:	CO4 9XP	Survey Date:	18/05/18
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		
Site(3):	KS-02-F-01	Gross floor area:	1507 sqm
Development Name:	ELECTRONICS DISTRIBUTION	Parking spaces:	17
Location:	CLECKHEATON	No of Employees:	15
Postcode:	BD19 3AR	Survey Date:	19/09/16
Main Location Type:	Edge of Town Centre	Survey Day:	Monday
Sub-Location Type:	Built-Up Zone		
PTAL:	n/a		
Site(4):	NY-02-F-01	Gross floor area:	1750 sqm
Development Name:	REMOVALS SERVICE	Parking spaces:	40
Location:	KNARESBOROUGH	No of Employees:	20
Postcode:	HG5 8PJ	Survey Date:	19/06/23
Main Location Type:	Edge of Town	Survey Day:	Monday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		
Site(5):	TB-02-F-01	Gross floor area:	190 sqm
Development Name:	OPTICS WAREHOUSE	Parking spaces:	33
Location:	PAIGNTON	No of Employees:	10
Postcode:	TQ4 7QL	Survey Date:	29/03/19
Main Location Type:	Edge of Town	Survey Day:	Friday
Sub-Location Type:	Industrial Zone		
PTAL:	n/a		

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
BO-02-F-01	15/10/20	Covid
HC-02-F-03	27/09/21	Covid
LO-02-F-01	08/06/21	Covid
NW-02-F-02	25/11/20	Covid

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.028	2	3595	0.000	2	3595	0.028
07:00 - 08:00	5	3401	0.235	5	3401	0.071	5	3401	0.306
08:00 - 09:00	5	3401	0.282	5	3401	0.059	5	3401	0.341
09:00 - 10:00	5	3401	0.235	5	3401	0.094	5	3401	0.329
10:00 - 11:00	5	3401	0.123	5	3401	0.082	5	3401	0.205
11:00 - 12:00	5	3401	0.182	5	3401	0.171	5	3401	0.353
12:00 - 13:00	5	3401	0.165	5	3401	0.176	5	3401	0.341
13:00 - 14:00	5	3401	0.147	5	3401	0.112	5	3401	0.259
14:00 - 15:00	5	3401	0.123	5	3401	0.206	5	3401	0.329
15:00 - 16:00	5	3401	0.100	5	3401	0.141	5	3401	0.241
16:00 - 17:00	5	3401	0.071	5	3401	0.241	5	3401	0.312
17:00 - 18:00	5	3401	0.018	5	3401	0.259	5	3401	0.277
18:00 - 19:00	3	2833	0.012	3	2833	0.271	3	2833	0.283
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.721			1.883			3.604

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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#### Parameter summary

Trip rate parameter range selected:	190 - 7000 (units: sqm)
Survey date date range:	01/01/16 - 04/10/23
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	4
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
07:00 - 08:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
08:00 - 09:00	5	3401	0.006	5	3401	0.006	5	3401	0.012
09:00 - 10:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
10:00 - 11:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
11:00 - 12:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
12:00 - 13:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
13:00 - 14:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
14:00 - 15:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
15:00 - 16:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
16:00 - 17:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
17:00 - 18:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
18:00 - 19:00	3	2833	0.000	3	2833	0.000	3	2833	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.006			0.006			0.012

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

OGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
07:00 - 08:00	5	3401	0.000	5	3401	0.018	5	3401	0.018
08:00 - 09:00	5	3401	0.029	5	3401	0.029	5	3401	0.058
09:00 - 10:00	5	3401	0.024	5	3401	0.018	5	3401	0.042
10:00 - 11:00	5	3401	0.053	5	3401	0.018	5	3401	0.071
11:00 - 12:00	5	3401	0.035	5	3401	0.041	5	3401	0.076
12:00 - 13:00	5	3401	0.035	5	3401	0.035	5	3401	0.070
13:00 - 14:00	5	3401	0.024	5	3401	0.018	5	3401	0.042
14:00 - 15:00	5	3401	0.012	5	3401	0.012	5	3401	0.024
15:00 - 16:00	5	3401	0.029	5	3401	0.024	5	3401	0.053
16:00 - 17:00	5	3401	0.012	5	3401	0.018	5	3401	0.030
17:00 - 18:00	5	3401	0.006	5	3401	0.024	5	3401	0.030
18:00 - 19:00	3	2833	0.000	3	2833	0.000	3	2833	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.259			0.255			0.514

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)  
 CYCLISTS  
 Calculation factor: 100 sqm  
 BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
07:00 - 08:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
08:00 - 09:00	5	3401	0.006	5	3401	0.000	5	3401	0.006
09:00 - 10:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
10:00 - 11:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
11:00 - 12:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
12:00 - 13:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
13:00 - 14:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
14:00 - 15:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
15:00 - 16:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
16:00 - 17:00	5	3401	0.000	5	3401	0.006	5	3401	0.006
17:00 - 18:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
18:00 - 19:00	3	2833	0.000	3	2833	0.000	3	2833	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.006			0.006			0.012

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

CARS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.028	2	3595	0.000	2	3595	0.028
07:00 - 08:00	5	3401	0.206	5	3401	0.047	5	3401	0.253
08:00 - 09:00	5	3401	0.200	5	3401	0.006	5	3401	0.206
09:00 - 10:00	5	3401	0.153	5	3401	0.035	5	3401	0.188
10:00 - 11:00	5	3401	0.053	5	3401	0.053	5	3401	0.106
11:00 - 12:00	5	3401	0.071	5	3401	0.071	5	3401	0.142
12:00 - 13:00	5	3401	0.100	5	3401	0.123	5	3401	0.223
13:00 - 14:00	5	3401	0.094	5	3401	0.071	5	3401	0.165
14:00 - 15:00	5	3401	0.088	5	3401	0.171	5	3401	0.259
15:00 - 16:00	5	3401	0.059	5	3401	0.088	5	3401	0.147
16:00 - 17:00	5	3401	0.035	5	3401	0.182	5	3401	0.217
17:00 - 18:00	5	3401	0.012	5	3401	0.229	5	3401	0.241
18:00 - 19:00	3	2833	0.012	3	2833	0.224	3	2833	0.236
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			1.111			1.300			2.411

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

LGVS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
07:00 - 08:00	5	3401	0.018	5	3401	0.006	5	3401	0.024
08:00 - 09:00	5	3401	0.041	5	3401	0.018	5	3401	0.059
09:00 - 10:00	5	3401	0.059	5	3401	0.041	5	3401	0.100
10:00 - 11:00	5	3401	0.018	5	3401	0.012	5	3401	0.030
11:00 - 12:00	5	3401	0.071	5	3401	0.053	5	3401	0.124
12:00 - 13:00	5	3401	0.024	5	3401	0.018	5	3401	0.042
13:00 - 14:00	5	3401	0.029	5	3401	0.024	5	3401	0.053
14:00 - 15:00	5	3401	0.024	5	3401	0.012	5	3401	0.036
15:00 - 16:00	5	3401	0.012	5	3401	0.029	5	3401	0.041
16:00 - 17:00	5	3401	0.024	5	3401	0.029	5	3401	0.053
17:00 - 18:00	5	3401	0.000	5	3401	0.006	5	3401	0.006
18:00 - 19:00	3	2833	0.000	3	2833	0.047	3	2833	0.047
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.320			0.295			0.615

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

MOTOR CYCLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
06:00 - 07:00	2	3595	0.000	2	3595	0.000	2	3595	0.000
07:00 - 08:00	5	3401	0.012	5	3401	0.000	5	3401	0.012
08:00 - 09:00	5	3401	0.006	5	3401	0.000	5	3401	0.006
09:00 - 10:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
10:00 - 11:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
11:00 - 12:00	5	3401	0.006	5	3401	0.006	5	3401	0.012
12:00 - 13:00	5	3401	0.006	5	3401	0.000	5	3401	0.006
13:00 - 14:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
14:00 - 15:00	5	3401	0.000	5	3401	0.012	5	3401	0.012
15:00 - 16:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
16:00 - 17:00	5	3401	0.000	5	3401	0.012	5	3401	0.012
17:00 - 18:00	5	3401	0.000	5	3401	0.000	5	3401	0.000
18:00 - 19:00	3	2833	0.000	3	2833	0.000	3	2833	0.000
19:00 - 20:00	1	190	0.000	1	190	0.000	1	190	0.000
20:00 - 21:00	1	190	0.000	1	190	0.000	1	190	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			0.030			0.030			0.060

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is:  $COUNT/TRP*FACT$ . Trip rates are then rounded to 3 decimal places.

APPENDIX

F



DHA Transport Limited Eclipse Park Maidstone

Licence No: 704001

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	5-25 DWELLS	
Actual Trip Rate Calculation Parameter Range	8-24 DWELLS	
Date Range	Minimum: 01/01/16	Maximum: 05/06/23
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Wednesday	3
	Thursday	1
Main Location Types selected	Suburban Area (PPS6 Out of Centre)	3
	Edge of Town	1
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	2 - Selected
	Servicing vehicles Excluded	4 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	1,001 to 5,000	1
	5,001 to 10,000	2
	15,001 to 20,000	1
Population <5 Mile ranges selected	5,001 to 25,000	1
	50,001 to 75,000	2
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.6 to 1.0	2
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	4

Calculation Reference: AUDIT-704001-240723-0747

## TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL  
Category : A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	1 days

*This section displays the number of survey days per TRICS® sub-region in the selected set*

## Primary Filtering selection:

*This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.*

Parameter: No of Dwellings  
Actual Range: 8 to 24 (units: )  
Range Selected by User: 5 to 25 (units: )

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 05/06/23

*This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.*

Selected survey days:

Wednesday 3 days  
Thursday 1 days

*This data displays the number of selected surveys by day of the week.*

Selected survey types:

Manual count 3 days  
Directional ATC Count 1 days

*This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.*

Selected Locations:

Suburban Area (PPS6 Out of Centre) 3  
Edge of Town 1

*This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.*

Selected Location Sub Categories:

Residential Zone 4

*This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.*

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 2 days - Selected  
Servicing vehicles Excluded 4 days - Selected

## Secondary Filtering selection:

Use Class:

C3 4 days

*This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.*

Population within 500m Range:

All Surveys Included

## Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

*This data displays the number of selected surveys within stated 1-mile radii of population.*

Population within 5 miles:

5,001 to 25,000	1 days
50,001 to 75,000	2 days
250,001 to 500,000	1 days

*This data displays the number of selected surveys within stated 5-mile radii of population.*

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

*This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.*

Travel Plan:

Yes	1 days
No	3 days

*This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.*

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

*This data displays the number of selected surveys with PTAL Ratings.*

LIST OF SITES relevant to selection parameters

Site(1):	AC-03-A-04	Site area:	0.50 hect
Development Name:	TOWN HOUSES	No of Dwellings:	24
Location:	NORTHWICH	Housing density:	55
Postcode:	CW9 8RZ	Total Bedrooms:	92
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	06/06/19
Sub-Location Type:	Residential Zone	Survey Day:	Thursday
PTAL:	n/a	Parking Spaces:	47
Site(2):	NF-03-A-10	Site area:	0.70 hect
Development Name:	MIXED HOUSES & FLATS	No of Dwellings:	17
Location:	HUNSTANTON	Housing density:	31
Postcode:	PE36 5PS	Total Bedrooms:	41
Main Location Type:	Edge of Town	Survey Date:	12/09/18
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	57
Site(3):	NY-03-A-13	Site area:	0.30 hect
Development Name:	TERRACED HOUSES	No of Dwellings:	10
Location:	CATTERICK GARRISON	Housing density:	33
Postcode:	DL9 4SB	Total Bedrooms:	32
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	10/05/17
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	19
Site(4):	WK-03-A-03	Site area:	0.85 hect
Development Name:	DETACHED HOUSES	No of Dwellings:	23
Location:	WARWICK	Housing density:	32
Postcode:	CV34 5TT	Total Bedrooms:	77
Main Location Type:	Suburban Area (PPS6 Out of Centre)	Survey Date:	25/09/19
Sub-Location Type:	Residential Zone	Survey Day:	Wednesday
PTAL:	n/a	Parking Spaces:	63

MANUALLY DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HF-03-A-04	08/06/21	Covid
KC-03-A-09	09/06/21	Covid

Trip Rates for Key Periods		Trips per 1 dwells DWELLS	
Period	Inbound	Outbound	Total
0800-0900	0.162	0.365	0.527
1700-1800	0.189	0.176	0.365

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED  
TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	19	0.095	4	19	0.270	4	19	0.365
08:00 - 09:00	4	19	0.162	4	19	0.365	4	19	0.527
09:00 - 10:00	4	19	0.149	4	19	0.162	4	19	0.311
10:00 - 11:00	4	19	0.122	4	19	0.176	4	19	0.298
11:00 - 12:00	4	19	0.135	4	19	0.108	4	19	0.243
12:00 - 13:00	4	19	0.176	4	19	0.108	4	19	0.284
13:00 - 14:00	4	19	0.135	4	19	0.122	4	19	0.257
14:00 - 15:00	4	19	0.257	4	19	0.243	4	19	0.500
15:00 - 16:00	4	19	0.257	4	19	0.203	4	19	0.460
16:00 - 17:00	4	19	0.230	4	19	0.122	4	19	0.352
17:00 - 18:00	4	19	0.189	4	19	0.176	4	19	0.365
18:00 - 19:00	4	19	0.216	4	19	0.122	4	19	0.338
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			2.123			2.177			4.300

*This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.*

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP\*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	8 - 24 (units: )
Survey date range:	01/01/16 - 05/06/23
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

*This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.*