3.5.2 The modest number of potential trips generated by the site would be comfortably accommodated by the existing highway network and it is therefore not considered necessary to undertake further detailed junction capacity modelling.

4 PROPOSED DEVELOPMENT

4.1 Overview

4.1.1 The development proposals comprise the construction of 7 residential dwellings (houses) on the undeveloped land, as illustrated at **Appendix A**. The proposals include the formation of a new dedicated access of Water Lane to serve all residential dwellings, with dedicated parking and turning provided on site for all units.

4.1.2 The proposals include suitable provisions for on-site servicing and deliveries within the site to ensure minimal disruption to the operations of the local highway network.

4.2 Proposed Access Arrangements

4.2.1 As detailed in Section 2, the site currently benefits from a dedicated vehicular access off Water Lane. However, this access is to be closed as part of the redevelopment of the main barn buildings to the south (to be accessed separately).

4.2.2 The proposals include the formation of a new all-purpose access off Water Lane to be located approximately 30 metres north-east of its current position. The proposed access and internal link road to the site is illustrated on the attached drawing **2020/5629/001**. The proposed access road would remain private and within the Applicants control.

4.2.3 The new access has been designed with consideration given to the design parameters within the '*Kent Design Guide*' document, specifically Section 2 (*Creating the Design, Step 3*) which sets out the Highway Authority's requirements for pedestrian, cyclist and vehicle access for new development within the County.

4.2.4 The proposed access arrangements have been designed to reflect the requirements of a 'Minor Access Road', suitable to serve a residential development of up to 100 dwellings (or 50 dwellings if a cul-de-sac). The full details of the design parameters for a 'Minor Access Road' extracted from the Kent Design Guide are attached at **Appendix H**.

4.2.5 The requirements for a 'Minor Access Road' include the provision of a single-lane access, with suitable space for two cars to pass each other only at least every 40 metres, with suitable inter-visibility. However, as illustrated on drawing **2020/5629/001**, the entrance to the site would allow for two-way turning movements, whilst the internal access road would be formed with a 4.2 metre access width, retaining suitable space for two cars to pass one another along the entirety of is length .

4.2.6 As illustrated on drawing **2020/5629/002**, the proposed access road width would also ensure that all delivery and emergency vehicles can use the route safely.

4.2.7 As detailed on drawing **2020/5629/001**, the proposed access would provide suitable levels of visibility for drivers exiting the site to observe approaching traffic on Water Lane from either direction. The requirements for visibility have been determined based on the undertaking of a speed survey of all approaching traffic on Water Lane.

4.2.8 As detailed in Section 3, the current 85th percentile speeds on Water Lane have been recorded at 31mph in both directions (average speed 24mph). The requirements for visibility splays are set out in KCC's '*Kent Design Guide Review: Interim Guidance Note 2*' entitled "Visibility", which refers to more detailed guidance set out in Manual for Streets. The guidance note confirms that for 85th percentile speeds of 31mph, a 'Y-distance' visibility splay of 45 metres would be appropriate.

4.2.9 As illustrated on drawing **2020/5629/001**, the proposed access would provide visibility splays of 2.4 x 45 metres in both directions, measured to the nearside kerb. These visibility splays would be provided within land that is public highway or within the Applicant's control. Any existing visibility that currently overhangs onto the public highway and may obstruct visibility would be cut back.

4.2.10 In terms of pedestrian access, the proposed access road would be formed as a shared surface, considered suitable for the level of anticipated movements. However, as illustrated on the Site Plan at **Appendix A** the proposal would include the provision of a segregated footpath across the retained open land to the north to link with Mutton Lane.

4.2.11 Drawing **2020/5629/003** illustrates the proposed pedestrian crossing on Mutton Lane. This would reduce the requirement for the use of the access road by pedestrians to access the local amenities to/from the north. A further route is provided to the southeast to also connect back to Mutton Lane.

4.2.12 The proposed routes would be surfaced such that they provide safe and convenient access for all users travelling across the site.

4.3 Car Parking Provision

4.3.1 As illustrated on the Site Layout Plan at **Appendix A**, the proposed development would provide on-site car parking for all residential units, with the capacity to accommodate 16 vehicles within open parking barns, including two allocated spaces per unit and 2 spaces (0.29 spaces per unit) for visitors.

4.3.2 To understand the parking requirements generated by the site, RGP has first reviewed KCC's vehicle parking standards defined within the '*Kent Design Guide Review: Interim Guidance Note 3 - Residential Parking*', issued in 2008. The residential parking standards adopted by the Council in November 2008 recommend up to 2 parking spaces for 3 and 4-bedroom residential units in 'village' locations. This would amount to a total of 14 parking spaces on the site.

4.3.3 It is also noted that SBC's Parking Standards confirm that for 'Suburban' and 'Rural' locations, with none or very limited on-street parking controls, it is recommended that 3 car parking spaces per dwelling should be provided for all 3-bed and 4-bed houses.

4.3.4 The proposed development comprises 1 x 2-bed, 4 x 3-bed and 2 x 4-bed houses. The proposed development would therefore be required to provided 20 car parking spaces on site to align with SBC's recommendation. In addition, SBC's Parking Standards recommend that a further 0.2 spaces per dwelling are provided on site for visitors.

4.3.5 However, the provision of the recommended standards from SDC is considered excessive and does little to encourage reduced car ownership and travel by other means.

4.3.6 To confirm the likely levels of car ownership for the proposed dwellings, a review of Census 2011 data has been undertaken. In this case, Census data of '*Accommodation type by car or van availability by number of usual residents aged 17 or over in household*' has been reviewed. It is noted that car ownership levels of

4.3.7 The Census 2011 data for the 'Swale 016A' study area includes the site and the more rural areas to the south. This data provides a robust assessment of car ownership, with the car ownership levels of the site and immediate area closer to Ospringe likely to be lower than the average levels for the study area as whole.

4.3.8 A fully copy of the Census 2011 data including the extents of the study area is attached at **Appendix I**, with the proportions of car ownership and resultant car ownership levels on the site confirmed in **Figure 9**.

Figure 9 – Net traffic Impact

No. cars/vans	Percentage Split (%)	No. Units (7 Units)	Spaces Required
No cars/vans in household	19%	1	0
1 car/van in household	31%	2	2
2+ cars/vans in household	62%	4	8
TOTAL	**100%**	**7**	**10**

4.3.9 As confirmed in **Figure 10**, based on the levels of car ownership a total of 10 vehicles could be expected on site. The proposed 14 spaces for residents would therefore be sufficient to cater for all demand, with the additional spaces to allow for any fluctuation, should the units with higher car ownership own 3 cars, for example.

4.3.10 Sufficient space would be provided within the central courtyard area for cars to manoeuvre safely into each respective space/garage, as well as to egress the site safely in a forward gear.

4.4 Cycle Parking Provision

4.4.1 Appendix E of SBC's Parking Standards confirms the requirement for 1 cycle parking space per bedroom. This requirement aligns with the adopted *Kent Vehicle Parking Standards* (July 2006). SBC's Parking Standards confirm that:

i) Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision;

ii) Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

4.4.2 This can be provided in the form of secure garage or shed space, as well as internal cycle storage within the dwellings. Where necessary, communal cycle stores could be provided for the shared use of residents. The proposed cycle parking arrangements are as shown on drawings at **Appendix A**.

4.5 Deliveries & Servicing

4.5.1 All deliveries will take place on-site within the central courtyard area adjacent to the 7 proposed dwellings. Delivery vehicles would access the site from Water Lane to complete off-street loading prior to manoeuvring within the shared courtyard area and egressing the site in a forward gear.

4.5.2 It is anticipated that the vast majority of deliveries would comprise general postal services carried out using 3.6t light vans. Occasional supermarket deliveries may be generated by the proposed site which would typically be completed using a 7.5t panel van, representing the largest delivery vehicle typically requiring accessing the site. Deliveries of this nature would generally be completed with up to a maximum duration of 5 minutes.

4.6 Waste Storage & Collections

4.6.1 The residential units would be afforded with separate household bins for general waste and mixed dry recycling (240 litre wheeled bins). It is anticipated that collections would be scheduled by SBC as part of an existing collection route to the properties located along Water Lane and within the wider Ospringe/Faversham area.

4.6.2 To facilitate quick and convenient collections from the site, sufficient space would be afforded within the site access route and courtyard to serve as a temporary bin hold. Residents would be instructed to wheel bins to the area of hardstanding within the central courtyard prior to collection days to assist with waste removals.

4.6.3 Waste collection vehicles would be afforded with sufficient room to access the site from Water Lane, manoeuvre within the courtyard in order to collect waste, prior to egressing the site safely and conveniently in a forward gear.

4.6.4 RGP drawing **2020/5629/002**, attached hereto illustrates a large refuse vehicle utilising the access road and turning on site. It is evident from the appended swept path assessment that safe access and egress can be achieved by a large refuse vehicle via the new access. This represents the largest vehicle that would be required to access the site on a regular basis.

5 SUMMARY AND CONCLUSIONS

5.1.1 This Transport Statement has considered the transport planning implications associated with the proposed development of land at Queens Court Farm to provide 7 new residential dwellings with associated access and parking provisions.

5.1.2 The site is considered to be conveniently located in terms of access from the wider highway network owing to its close proximity to the A2 and M2 (J7). The site benefits from regular bus services calling at the stops on the A2 in close proximity to the site, provided convenient connections into local town centres. The local area is also served by a good standard of pedestrian and cycle infrastructure, which would afford prospective residents with an opportunity to utilise sustainable travel modes to complete local trips into Faversham town centre, where onward rail journeys could be made for commuting purposes, for example.

5.1.3 The proposed development would likely generate 17 additional two-way vehicle movements over the course a typical weekday, including 1 additional two-way movement during both the AM and PM peak hour periods as a worst-case scenario. This would have a negligible impact on neighbouring properties and the local highway network. The functioning of the Water Lane / A2 junction to the north would not be significantly affected by the proposed redevelopment;

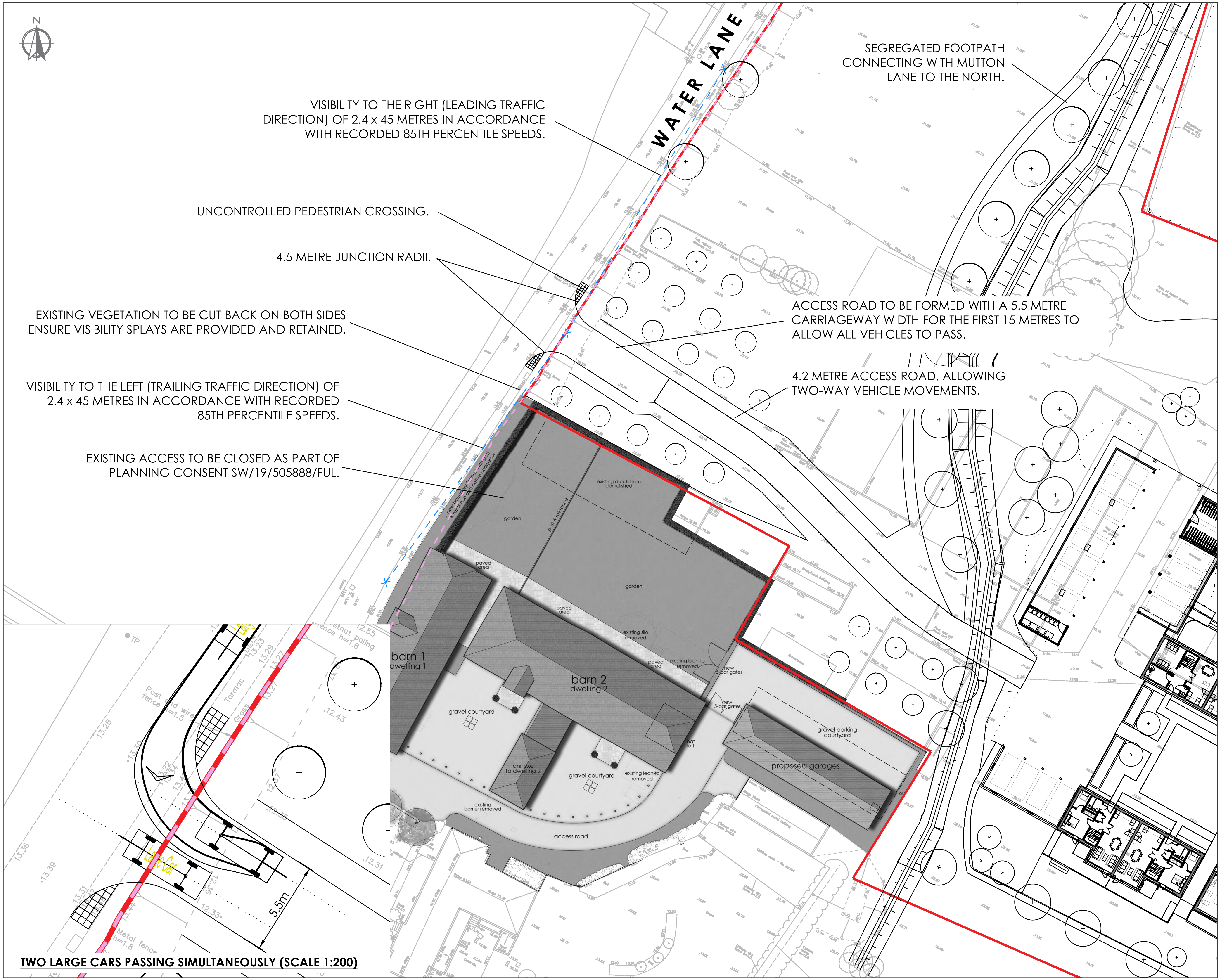
5.1.4 The proposed parking provision would be appropriate to meet the needs of each dwelling and is considered to be in line with local transport policy, adhering to the maximum standards defined by KCC. Adequate storage would be provided on-site to accommodate bicycles for each dwelling.

5.1.5 The access arrangements would meet the requirements set out in national best-practice guidelines and would afford sufficient room for residents and refuse collection teams to safely access and egress the site in a forward gear. Good visibility would be maintained from the site's access onto Water Lane.

5.1.6 The proposed site would generate up to 2 deliveries per day and would be completed using light goods vehicles. Refuse collections would be coordinated by SBC as part of an existing collection route along Water Lane. The access road would facilitate the manoeuvring of large refuse vehicles, as demonstrated by RGP's swept path assessment.

5.1.7 As a result of the data and evidence presented within this Transport Statement, Kent County Council, as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

DRAWINGS



NOTES

This drawing has been prepared for the purpose of planning discussions and does not constitute a detailed design drawing, or construction drawing. A Design Hazard Inventory has been prepared by RGP setting out the hazards which have been designed out. This is available upon request.

- SITE BOUNDARY
- EXTENT OF PUBLIC HIGHWAY
- VISIBILITY SPLAYS

RESIDUAL HAZARDS

In addition to the hazards/risks normally associated with the type of work detailed on this drawing, please note the following residual hazards:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved risk assessment and method statement.

Rev.	Drawn	Comments	Date
P8	SAJ	UPDATED SITE LAYOUT	01/08/22
P7	SAJ	UPDATED SITE LAYOUT	11/07/22
P6	SAJ	UPDATED SITE LAYOUT	30/06/22
P5	SAJ	UPDATED SITE LAYOUT	05/11/21
P4	SAJ	UPDATED SITE LAYOUT	17/03/21
P3	SAJ	UPDATED SITE LAYOUT	08/03/21
P2	SAJ	REVISED ACCESS ARRANGEMENT	21/12/20
P1	SAJ	FIRST ISSUE	16/12/20

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Client: Shepherd Neame Limited

Project: Queen Court Barns, Water Lane, Ospringe

Drawing Title: Proposed Access Arrangement and Visibility Splays

Drawing No.	Rev.
2020/5629/001	P8

Scale	Drawn By	Checked By	
1:500	DLH	SAJ	A3

REFUSE VEHICLE ENTERING THE SITE

REFUSE VEHICLE EXITING THE SITE

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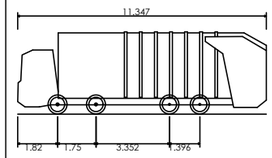

Large Refuse Vehicle (4 axle)	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

RESIDUAL HAZARDS

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P7	SAJ	UPDATED SITE LAYOUT	01/08/22
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P2	SAJ	UPDATED SITE LAYOUT	08/03/21
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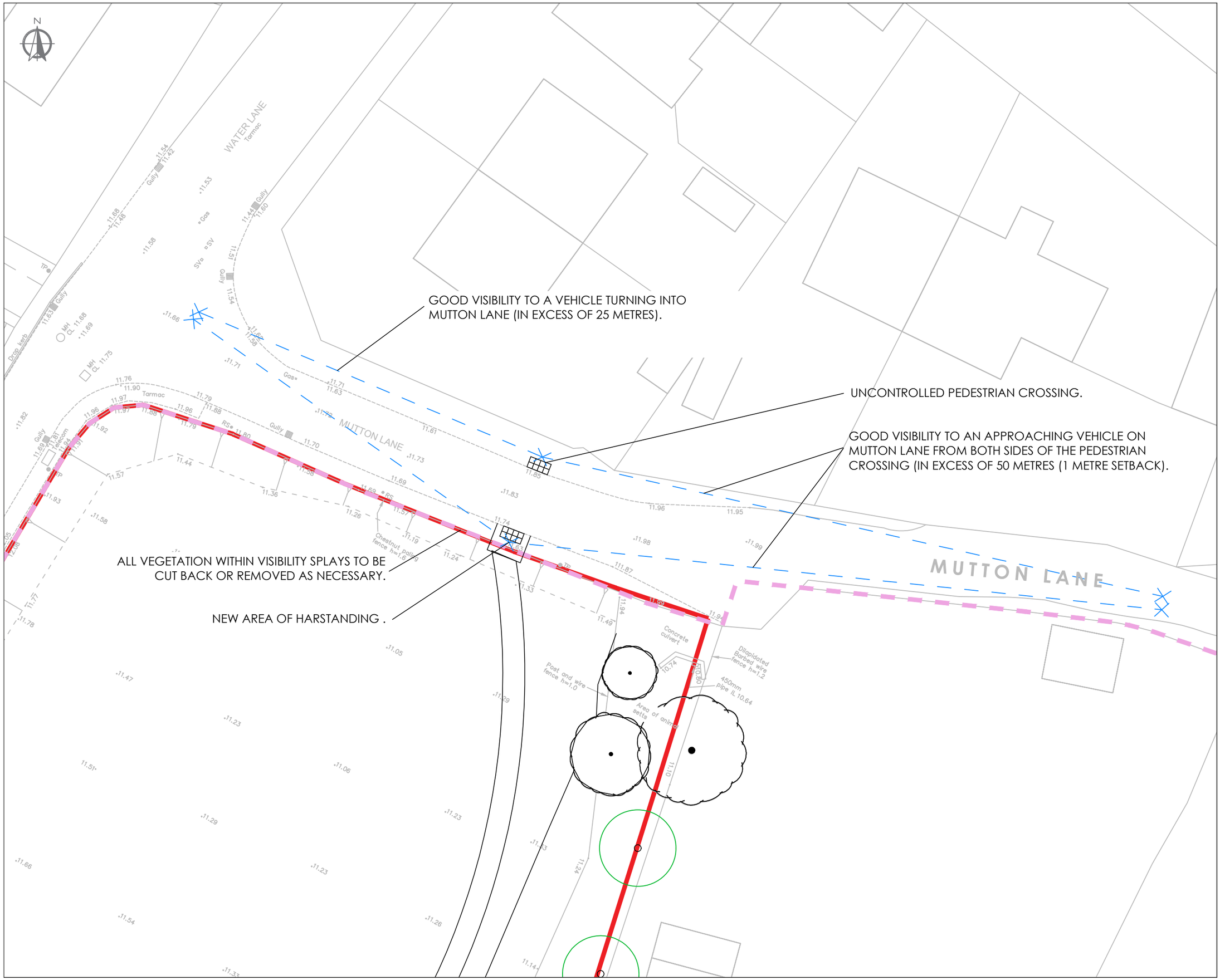
Client: Shepherd Neame Limited

Project: Queen Court Barns, Water Lane, Ospringe

Drawing Title: Vehicle Swept Path Assessment Large Refuse Vehicle

Drawing No.	Rev.
2020/5629/002	P7

Scale	Drawn By	Checked By	
1:500	SAJ	CMB	A3



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- SITE BOUNDARY
- EXTENT OF PUBLIC HIGHWAY
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RESIDUAL HAZARDS

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Rev.	Drawn	Comments	Date
P1	SAJ	FIRST ISSUE	30/06/22

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Client: Shepherd Neame Limited

Project: Queen Court Barns, Water Lane, Ospringe

Drawing Title: Pedestrian Visibility Splays on Mutton Lane

Drawing No.	Rev.	Scale	Drawn By	Checked By	
2020/5629/003	P1	1:250	DLH	SAJ	A3