

Transport Statement

Proposed Residential Development at: Car Park to the rear of
The Foreman Centre
High Street
Headcorn
Kent



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- A Site Layout Plan
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Issue	Issue date	Compiled	Checked	Authorised
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Executive Summary

The proposal site relates to a private car park located to the south of the Foreman Centre, accessed from Headcorn High Street, Kent.

The proposed development is for the erection of 5 residential units with associated car and cycle parking.

This Transport Statement summarises the existing situation, local and national transport policy, the local highway network and modal choices available to future residents and considers the likely transport impact of the proposed development through a trip forecasting exercise.

The proposals are in accordance with current policies and guidance provided by Maidstone Borough Council and Kent County Council and are compliant with national guidance documents such as Manual for Streets and the National Planning Policy Framework 2021 (NPPF).

A trip forecasting exercise was undertaken using the TRICS database for residential units. This forecast approximately 3 two-way vehicle trips in the morning peak hour and 3 two-way vehicle trips in the evening peak hour.

The onsite provision of car / cycle parking complies with parking standards of KCC and Maidstone Borough Council.

The proposed development of 5no. residential units will provide:

- Provide covered and secure cycle parking;
- Provide a total of 10 car parking spaces;
- Retain existing access through the application site to the car park located to the west, and beyond the site to the High Street;
- Allow for emergency vehicle access within 45m of all dwelling entrances, and refuse vehicle access compliant with MfS1 requirements.

Overall, there are no material highway or transport impacts as a result of the proposed development.

1 Introduction

- 1.1 This Transport Statement (TS) report has been prepared for Town Centre Parking (Headcorn) Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by Town Centre Parking (Headcorn) Ltd to prepare a Transport Statement in connection with the proposed development of 5 residential dwellings with an associated parking, and landscaping.
- 1.3 Specifically, the report has been prepared to investigate and advise on the impacts of the proposed residential development on the local transport network.

Policy Context

- 1.4 This Transport Statement has been written in accordance with the following frameworks:
 - 2021 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets (MfS 1 & 2);
 - The Kent Design Guide;
 - Kent County Council Guidance on Transport Assessments and Travel Plans (2008);
 - Kent County Council Local Transport Plan (2016 – 2031);
 - Kent County Council Interim Guidance Note 3 (2008) and Kent and Medway Supplementary Planning Guide 4;
 - Maidstone Borough Local Plan 2011-2031 (2017).

Relevant Planning History

- 1.5 The site was granted planning permission (application ref: 17/502362) on the 31st August 2017 for erection of a two-storey building of a mixed use comprising use classes A2 (financial and professional services) and B1 (business) and reorganisation of the remaining 16 spaces (of the existing 46).
- 1.6 The applicant made submission on 20th February 2018 to seek approval for the details required to discharge the pre-commencement conditions (application ref: 18/500982/SUB). The submitted details were approved on 17th April 2018.
- 1.7 A subsequent application was approved on 17th June 2021 (application ref: 21/501905/LDCEX) to ascertain that the development permitted by Maidstone Borough Council under reference 17/502362/FULL had been lawfully commenced and the permission remains extant.

2 Policy and Guidance

National Planning Policy Framework (NPPF)

- 2.1 The National Planning Policy Framework, first published in 2012 and last revised in July 2021, sets out the Governments planning policies for England and how these are expected to be applied. The NPPF provides a framework within which locally prepared plans for housing and other development can be produced.
- 2.2 NPPF supports sustainable development, with a 'presumption in favour of sustainable development', as set out in paragraph 10 and 11:

*"10. So that sustainable transport is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development** (paragraph 11):*

11. Plans and decisions should apply a presumption in favour of sustainable development.

For **plan-making** this means that:

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;*
- b) strategic policies should as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance produces a strong reason for restricting the overall scale, type or distribution of development in the plan area; or*
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole;**

For **decision-taking** this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or*
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
- e) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- f) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole."*

2.3 In the context of sustainable transport and in considering development proposals the NPPF states in paragraphs 110-113:

Paragraph 110, "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of the development and its location;
- safe and suitable access to the site can be achieved for all users; and
- 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 46; and
- 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.

Paragraph 111, "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

Paragraph 112, "Within this context, 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."*

Paragraph 113, "All developments that will generate significant 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."

National Planning Practice Guide (NPPG)

- 2.4 National Planning Practice Guidance (NPPG) is supplementary advice intended to expand on and support the principles and practices of the National Planning Policy Framework (NPPF). It is managed and maintained by the Department of Communities & Local Government. Amongst other things, NPPG provides advice on the need for, and the preparation of, Travel Plans, Transport Statements and Transport Assessments.
- 2.5 NPPG states that Travel Plans, Transport Statements and Transport Assessments can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.
- 2.6 NPPG advises that the key transport issues to be considered in a transport evidence base should:
- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms; and
 - consider the cumulative impacts of existing and proposed development on transport networks.

Manual for Streets (MfS)

- 2.7 The purpose of MfS was to help rebalance the function of residential streets which had on many occasions resulted in places that were dominated by motor vehicles, which failed to make a positive contribution to the quality of life. MfS demonstrates the benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways.
- 2.8 The 'Department for Transport' and 'Department for Communities and Local Government' support the guidance provided in the manuals, though importantly, they do not outline any new policies or legal requirements.
- 2.9 Some of the key aims for streets in the introduction, are as follows:
- help build and strengthen the communities they serve;

- meet the needs of all;
- form part of a well-connected network;

It also discourages designs that:

- primarily meet motor traffic needs;
- are difficult to serve by public transport.

2.10 MfS 2 applies the same principles to a wider variety of situations including both rural and urban. Both aim to deliver contextually sensitive designs, which involves understanding the unique landscape and role of individual modes of transport in the area.

Kent County Council Guidance on Transport Assessments and Travel Plans (2008)

2.11 The guidance states 'a Travel Plan can be defined as a strategy for managing multi-modal access to a site or development focusing on promoting access by sustainable modes. Provision of an effective Travel Plan will never be able to justify the siting of a development in a totally unsuitable location. However, a sufficiently strong Travel Plan may help to counterbalance the disadvantages of a site where sustainable access without Travel Plan measures would be less than ideal'.

2.12 The guidance states that a Travel Plan document will need to include the following:

- *A clear statement of targets and objectives – these should be discussed with KCC's Travel Plan Officer and agreed with the Planning Authority at an early stage in the production of the Travel Plan;*
- *An assessment of existing transport infrastructure and facilities serving the site or 'site audit' – this information will already be available if a Transport Assessment has been carried out;*
- *An assessment of the travel needs that will be generated by the site – this also will already be available if a Transport Assessment has been carried out. In the case of an extension to an existing site, a travel survey of existing employees/customers will also be needed;*
- *A programme of measures which will improve accessibility, promote sustainable travel options and reduce traffic impact. These should include the appointment of an individual to act as Travel Plan Co-ordinator, who must have the full support of the site management and who will be responsible for the implementation of the Travel Plan;*
- *A programme for implementation of the Travel Plan, giving details of the dates by which, the various measures will be put in place, of who will be responsible for the various actions and of how funding will be provided;*
- *A firm commitment to implement the measures identified in the Travel Plan, to monitor its success and to modify or develop the Plan in the future if this is necessary to achieve its targets.*

Kent County Council Local Transport Plan (2016-2031)

- 2.13 Kent has ambitious targets for growth to enable planned, sustainable growth and ensure the necessary infrastructure is in place, which will stimulate regeneration and encourage people and businesses to come to Kent.
- 2.14 The Local Transport Plan sets out the ambition for Kent to deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced, and economic growth is supported. This ambition will be realised through five overarching policies:
- 1. Economic growth and minimised congestion**
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;
 - 2. Affordable and accessible door-to-door journeys**
Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services;
 - 3. Safer travel**
Provide a safer road, footway, cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks;
 - 4. Enhanced environment**
Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment;
 - 5. Better health and wellbeing**
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.

The Kent Design Guide

- 2.15 The Kent Design Initiative aims to create a showcase of great buildings, memorable and attractive new places that reinforce Kent's distinctive character. The guide is offered to all Kent's local authorities for formal adoption. The document is expected to be used as a Supplementary Planning Document attached to either the Local Development Framework or the Local Plan.

Kent County Council Interim Guidance Note 3 (2008) and Kent and Medway Supplementary Planning Guide 4 (2006)

- 2.16 The KCC, Interim Guidance Note 3, November 2008, Residential Parking is the relevant policy document of which 'Suburban Edge, Village or Rural' would apply to this site, prescribes a minimum standard.

2.17 The SPG4 Parking Standards (July 2006) apply to cycle parking. The standards for both car and cycle parking are shown in the Table 2.1 and Table 2.2 below:

Table 2.1 – Extract from IGN3 KCC Residential Parking Standards (2008)

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

- Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
- Parking/garage courts, probably with controlled entry.
- Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
- Open car ports or car barns acceptable at all locations, subject to good design.
- May be reduced where main provision is not allocated. Not always needed for flats.
- Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
- Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

2.18 The KCC Interim Guidance Note 3 also states the following with regards to the application of local data to establish car parking demands:

‘A subsequent report published by Communities and Local Government (“Residential Car Parking Research” (CLG, May 2007)) considers the various influences on levels of residential parking, pointing to data from the 2001 Census as a starting point for estimating “expected levels of car ownership”.

Table 2.2 – Extract from SPG4: (Cycle) Parking Standards (July 2006)

Minimum Cycle Parking Standards	
Individual residential dwellings ⁽¹⁾	1 space per bedroom
Flats & maisonettes ⁽²⁾	1 space per unit
Sheltered accommodation ⁽²⁾	1 space per 5 units
Notes:	1. 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. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

3 Existing Site

- 3.1 The application site relates to an under-utilised parcel of land used for private parking (46 spaces total), located in a sustainable location at the edge of the commercial centre of Headcorn.
- 3.2 Immediately north of the application site is an area of open land and a pay and display public car park, beyond which is a row of terraced houses, Tallow Court. Tallow Court is a development of 10 cottages constructed in 2007 including the formation of the car parking upon the application site. Further north is a commercial building, the Original Factory Shop and a Sainsburys Local. To the east of the site is a development of semi-detached houses in Rushford Close. Immediately south is the mainline railway line.
- 3.3 An aerial view of the existing site can be seen in **Figure 3.1**, indicated by the red boundary line.

Figure 3.1 - Aerial View of the Existing Site



- 3.4 The site is contained on all sides by existing vegetation and adjoins a small watercourse which runs along the northern boundary. The field access to the west will be retained.

4 Local Highway Network

- 4.1 The site lies at the end of the Foreman Centre access road, within the settlement of Headcorn. The access road forms a priority junction with A274 High Street / Station Road approximately 158m north of the site.
- 4.2 The A274 is subject to a 30 miles per hour speed limit within the site vicinity. Footways are present on both side of the road which connect the site to a number of shops and essential facilities, footway provisions are continuous in both directions and provide safe access to Headcorn Railway Station.
- 4.3 The A274 is a rural A-road providing a north to south route between Shepway (where it connects to the A229) and Biddenden (where it connects to the A262).
- 4.4 The A229 runs through the middle of Kent providing a north to south route from Rochester (where it connects to the A2) to Hurst Green (where it connects to the A21) via Sandling Interchange where it connects to the M20.
- 4.5 The M20 is the west to east route that connects Swanley (London) to Folkstone (Kent), via Maidstone.

Accident Data

- 4.6 CrashMap uses data collected by the police about road traffic incidents occurring on British roads where someone is injured. This is then compiled into an easy-to-use format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.
- 4.7 Accident records on A274 Station Road / North Street have been examined within the site vicinity for a 5-year period between 2017 and 2021. Within this period there were 3 slight within 200m in each direction of the Tallow Court / Foreman Centre access junction with the A274. **Figure 4.1** shows the locations of incidents in the surrounding area, and **Table 4.1** provides details of those incidents.

Figure 4.1 – Accident Data Study Area (extract of crashmaps.co.uk)

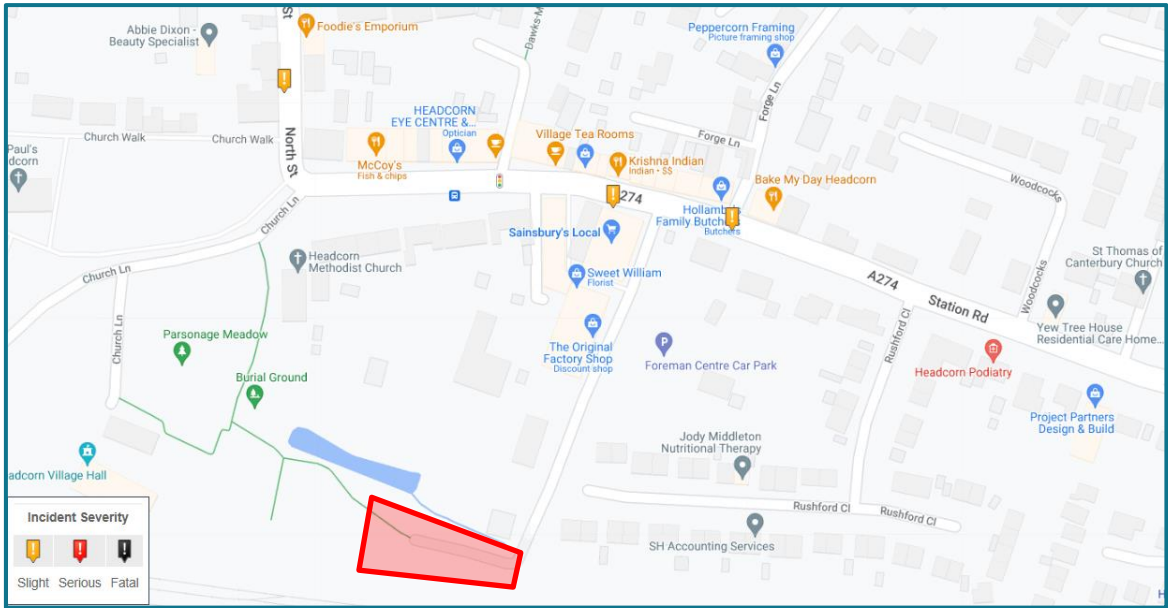


Table 4.1 – Accident Details on A274

Date	Category	Location	No. Vehicles Involved	No. Casualties Involved
10-01-2019	Slight	A274, adj jct w/Forge Ln	2	1
12-08-2019	Slight	A274, adj Sainsburys Local, approx. 20m west of access	2	2
07-01-2021	Slight	A274 North Street, approx. 198m north-west of access	2	1

4.8 It is noted that 2 of the 3 incidents relate to the High Street within the vicinity of the Tallow Court / Foreman Centre access junction, however it is unlikely that they have any relevance to the existing site access as the incident details appear to relate to human error (i.e. failure to check clearance of vehicles before reversing, front collision with rear of vehicle).

4.9 The local accident incidence rate is low, it is reasonable to conclude that the proposals would not result in a highway safety concern. There is no evidence that the proposed development will lead to an increase in the risk of accidents.

5 Modal Choice & Travel Data

Bus Services

- 5.1 The nearest bus stops are located 90m west of the access road junction with the A274 for eastbound travel and 77m west of the junction for westbound travel.
- 5.2 These bus stops are both provided with timetable information. The westbound stop also provides a seating area with shelter. Services from these stops are operated by Arriva Bus, Autocar Bus & Coach Services and Starline. A summary of service frequencies can be seen below in **Table 5.1**.

Table 5.1 – Bus Services from Headcorn George and Dragon Bus Stops

Services	Destinations Served	Weekday Frequency	Saturday frequency	Sunday frequency
12	Tenterden to Maidstone via Biddenden and Headcorn	1-2 p/hr from 0620 till 2330	1-2 p/hr from 0730 till 2330	1 p/hr from 0950 till 1750
24 ⁽¹⁾	Maidstone to Sandhurst via Shepway and Smarden	1 inbound / 1 outbound daily	-	-
L2 ⁽²⁾	The Lenham School to Headcorn via Langley and Sutton Valence	1 inbound / 1 outbound daily	-	-

(1) Tuesday only service (2) School days only service

Rail

- 5.3 The nearest railway station is Headcorn Railway Station, located approximately 605m east of the site (approximately 7-minutes' walk or 4-minute cycle). Headcorn is on the South Eastern Main Line, services from this station are operated by Southeastern.
- 5.4 The typical off-peak service in trains per hour is:
 - 2 tph to London Charing Cross via Tonbridge
 - 2 tph to Ashford International of which 1 continues to Dover Priory
 - During the weekday peak hours, there are also services to and from London Cannon Street, Canterbury West and Ramsgate.
- 5.5 Headcorn Station facilities and services include:
 - 28 sheltered cycle parking spaces;
 - Car parking operated by APCOA Parking UK providing 456 spaces with 12 accessible spaces;
 - Accessible ticket machines;
 - Waiting room;
 - Toilets;

- Shops and Refreshment facilities; and
- Ramp for train access.

Walking and Cycling

- 5.6 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 5.7 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
- “Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres’ (Paragraph 74)
 - ‘Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport’ (Paragraph 77)
- 5.8 Key destinations and their proximity to the site are listed below in **Table 5.3**. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot. The site is within a reasonable proximity to a variety of amenities, facilities and services.

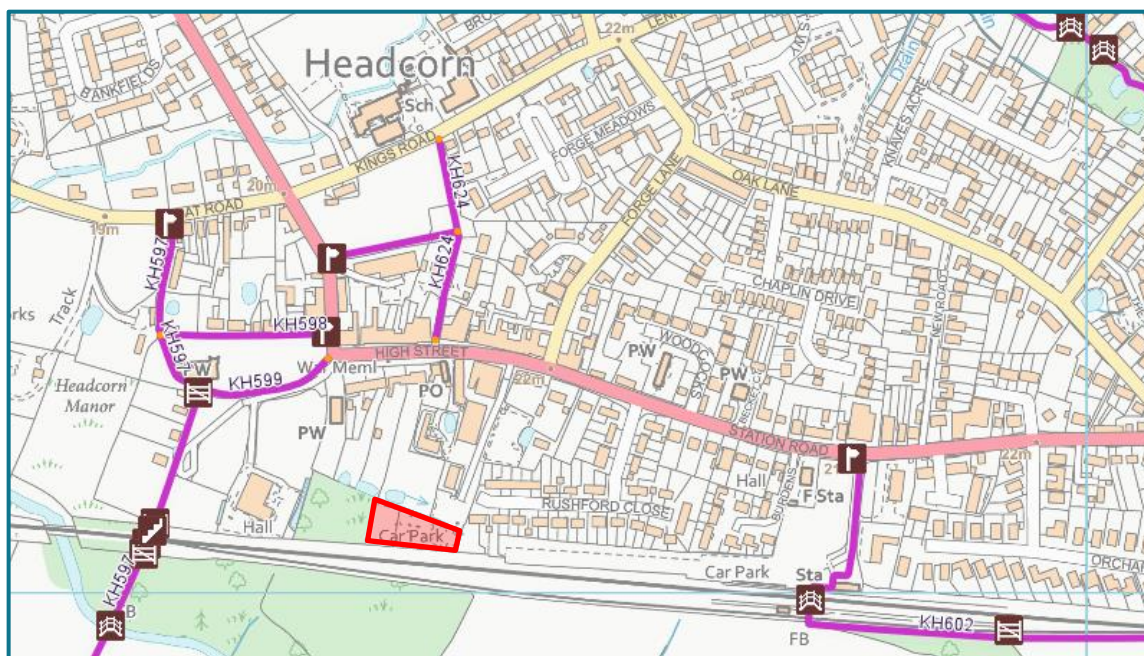
Table 5.3 – Accessibility of the Proposed Development Site to Key Services

Destination	Distance from Site	Walk Time	Cycle Time
The Original Factory Shop	95m	2-minutes	<1-minute
Sainsburys Local	170m	3-minutes	<1-minute
Various Food Establishments (High Street)	173-300m	3 to 5-minutes	<1 to 2-minutes
George & Dragon Pub	220m	4-minutes	1-minute
Headcorn Eye Centre & Hearing Care	255m	4-minutes	1-minute
Headcorn Barbers	275m	4-minutes	1-minute
Headcorn Baptist Church	300m	5-minutes	2-minutes
Headcorn Podiatry	330m	5-minutes	2-minutes
Residential Care Home	345m	5-minutes	2-minutes
Veterinarian Medivet Headcorn	380m	6-minutes	2-minutes

St Thomas of Canterbury Church	395m	6-minutes	2-minutes
Headcorn Fire Station	445m	6-minutes	2-minutes
Headcorn Service Station	505m	7-minutes	2-minutes
Headcorn Railway Station	600m	8-minutes	2-minutes
Headcorn Primary School	570m	8-minutes	2-minutes
Headcorn Library	640m	9-minutes	3-minutes
Junior's Day Nursery	670m	9-minutes	3-minutes
Headcorn Natural Heath Centre	960m	12-minutes	4-minutes
Headcorn Pharmacy	1.23km	16-minutes	5-minutes
Headcorn Surgery	1.26km	16-minutes	5-minutes

5.9 There are a number of Public Rights of Way located within the site vicinity. PRoW run through Headcorn, however there are none that run through the proposed development site. The location of the PRoWs (purple) and the site (red) can be seen below in **Figure 5.1**.

Figure 5.1 – PRoW within the site vicinity



Public Rights of Way - Public Rights of Way Map (kent.gov.uk)

6 Proposed Development

- 6.1 The proposed development is for 5 x 3no. bedroom dwellings with associated car parking, cycle parking, refuse collection and communal gardens.
- 6.2 The proposals also include the construction of a new 20 space Parish Council car park along the western boundary of the site in place of the existing unmarked hardstanding area.
- 6.3 The proposed development of 5no. residential units will provide:
- 15no. cycle storage spaces (2 cycle parking spaces per dwelling);
 - 10no. car parking spaces (2no. spaces per dwelling);
 - Refuse vehicle access compliant with MfS1 guidance to serve the communal bin store located in the south-eastern corner of the site;
 - Access by emergency vehicle within 45m of dwelling entrances compliant with MfS1.
- 6.4 The proposed development layout plan can be seen in **Appendix A**.

Proposed Access

- 6.5 The site will continue to be accessed as existing, also providing access through the application site to an adjacent Parish Council car park to the west which provides a total of 20 spaces.

Proposed Cycle Parking

- 6.6 In accordance with KCC cycle parking standards (see **Table 2.2**), the proposed development of 5no. 3-bedroom houses requires 1 cycle parking space per bedroom (3 cycle parking spaces per unit = 15 spaces total).
- 6.7 Cycle storage will be provided for within a communal cycle store situated adjacent the building within the car parking area, to comply with the KCC requirements.

Proposed Car Parking

- 6.8 KCC car parking standards for a village type location (see **Table 2.1**) require 3-bedroom houses to provide 2 independently accessible spaces per unit with allocation of one or both spaces possible. The standards also require 0.2 on-street spaces per unit for visitors (1 visitor space).
- 6.9 The development proposes 10 car parking spaces which therefore conforms with KCC requirements. The potential demand for visitor parking would be accommodated by the nearby public car parks.
- 6.10 A swept path analysis of cars manoeuvring into/out of the car park spaces is included at **Appendix B**.

Servicing & Emergency Access

- 6.11 A communal bin store will be provided in the south-eastern corner of the car park. Refuse vehicles will turn in the car park to the north and reverse into the site no more than 12metres to access the bin store.
- 6.12 The layout is set out to comply with the provisions in paragraph 6.8.9 of Manual for Streets 1 that requires refuse vehicles to be able to reach within 25metres of the storage point for collection, and that residents are not required to carry waste for more than 30metres. Refuse collection vehicles should not be required to reverse more than 12metres.
- 6.13 In accordance with the requirements set out for emergency vehicles in paragraph 6.7.2 of Manual for streets, a fire appliance will be able to access the development and reach within 45metres.
- 6.14 **Appendix B** demonstrates the vehicle tracking for a refuse vehicle of 11.4metres in length to serve the communal bin store located in the south-eastern corner of the development site. Refuse vehicles will be required to reverse into the site by turning in the northern car park.

7 Trip Generation

Methodology

- 7.1 The development has been assessed based on the robust basis whereby all units have been considered as privately owned houses as affordable dwellings can generate fewer trips.
- 7.2 The site has granted planning consent for a two-storey building for a mixed use comprising use classes A2 and B1. As this has not been constructed, no existing use has been considered within this assessment and all trips generated by the development of 5 dwellings has been treated as new.
- 7.3 The TRICS database has been examined for appropriate matches to the proposed uses with the following site selection parameters being applied:
- Post 2010 surveys;
 - All regions in England, with the exception of Greater London;
 - Weekdays only;
 - Edge of town/Neighbourhood centre and village location types;
 - Residential use - private houses with a sample size between 6 and 50 units;
 - Car ownership 1.1 to 2.0
- 7.4 The full details of the TRICS assessment can be seen in **Appendix D**.

Trip Rates & Resultant Trips

- 7.5 **Table 7.2** below provides TRICS trip rate data for a privately owned dwelling, based on the site selection criteria and a 1-unit calculation and resultant trips based on a 5-unit calculation.

Table 7.2 – C3 Residential Privately Owned Houses – Weekday Trip Rates & Resultant Trips

Privately Owned Houses	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (7:00 - 19:00)		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per unit)	0.151	0.362	0.513	0.414	0.151	0.565	2.21	2.21	4.42
Trips (total 5 units)	1	2	3	2	1	3	11	11	22

Summary

- 7.6 Using the information from the TRICS database, the proposed development of 5 dwellings is likely to lead to:
- Around 3 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - Around 3 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, around 22 two-way daily weekday vehicle trips are forecast.
- 7.7 The resultant trip generation of the proposed development would therefore not have a material impact and could be readily accommodated on the local highway network.

8 Conclusion

- 8.1 This Transport Statement has summarised the existing situation and has provided an overview of the proposed development from a transport perspective.
- 8.2 Key transport-relevant elements of the development, including parking, access, trip generation and the impacts upon the surrounding transport networks, have been considered from a policy context.
- 8.3 The development of 5 dwellings will:
- Provide 15 covered and secure cycle parkings within a communal bike store;
 - Provide a total of 10 car parking spaces;
 - Provide access through the application site to the Parish Council car park located to the west;
 - Allow for emergency vehicle access within 45m of all dwelling entrances, and refuse vehicle access compliant with MfS1 requirements.
- 8.4 The site can be accessed by sustainable forms of transport such as walking/cycling/bus and train. Public transport operating in the area provide regular services to key destinations.
- 8.5 The sites provision of car / cycle parking complies with KCC parking standards.
- 8.6 A trip forecasting exercise was undertaken using the TRICS database to determine the trip generation of the proposed development. The development is likely to generate vehicle trips over the course of an average weekday of:
- 3 less two-way vehicle trips in the morning peak hour (0800-0900);
 - 3 less two-way vehicle trips in the evening peak hour (1700-1800).
- 8.7 The trips generated by the development will not result in a highway impact that could be considered as severe.
- 8.8 In conclusion, there are no unacceptable highway or transport impacts as a result of the proposed development.

- End of Report -

Appendix A

Site Layout Plan

Town Centre Parking



Client Town Centre Parking	Project The Foremans Centre High Street Headcorn Kent	Drawing Site Plan	
		Scale 1:200 @ A3	Drawn By SJB
		Date August 2022	Drawing No. 01

Site Plan
Proposed Residential Development, The Foremans Centre, High Street, Headcorn, Kent

Town Centre Parking



Client Town Centre Parking	Project The Foremans Centre High Street Headcorn Kent	Drawing Site Plan	
		Scale NTS@ A3	Drawn By SJB
		Date August 2022	Drawing No. 03

Site Plan
Proposed Residential Development, The Foremans Centre, High Street, Headcorn, Kent

MILTON
STUDIO
E: info@miltonstudio.co.uk
Church Barn, Milton Manor Farm, Ashford Road, Canterbury CT4 7PP

Appendix B

Vehicle Tracking Plan

Appendix C

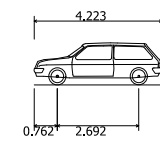
TRICS Output

GENERAL NOTES

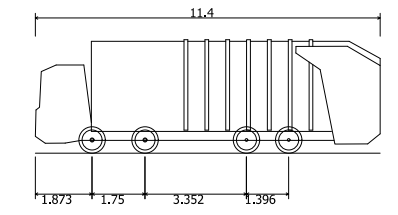
1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate. Any discrepancies shall be notified to gta prior to works commencing.
2. Tender or billing drawings shall not be used for construction or the ordering of materials.
3. Do not scale. All dimensions and levels to be site confirmed.
4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements
5. Copyright : This drawing must not be copied, amended nor reproduced without the prior written agreement of gta.
6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Rev	Amendments	Date	Dsn	Chk
P1	INITIAL ISSUE	24.05.2022	JMW	RW
P2	Updated to show car tracking	25.05.2022	JMW	RW
P3	Refuse drag distance included	06.09.2022	ART	RW



DB32 Private Car	
Overall Length	4.223m
Overall Width	1.715m
Overall Body Height	1.392m
Min Body Ground Clearance	0.233m
Max Track Width	1.629m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.780m



11.4m Large Refuse Vehicle (4 axle)	
Overall Length	11.400m
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

- Vehicle wheels outline
- Vehicle Body envelope

Calculation Reference: AUDIT-349901-220505-0534

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST KC KENT	1 days
03	SOUTH WEST SM SOMERSET	2 days
04	EAST ANGLIA SF SUFFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE 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: No of Dwellings
 Actual Range: 8 to 42 (units:)
 Range Selected by User: 6 to 50 (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: 01/01/10 to 19/11/21

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:

Tuesday	3 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	1
Neighbourhood Centre (PPS6 Local Centre)	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:

Village	4
No Sub Category	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.

Secondary Filtering selection:

Use Class:

C3 5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less 1 days
1,001 to 5,000 4 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 2 days
125,001 to 250,000 1 days

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

Car ownership within 5 miles:

1.1 to 1.5 4 days
1.6 to 2.0 1 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

1	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 8 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED KENT	<i>Survey Type: MANUAL</i>
2	NY-03-A-07 CRAVEN WAY BOROUGHBRIDGE Edge of Town No Sub Category Total No of Dwellings: 23 <i>Survey date: TUESDAY 18/10/11</i>	DETACHED & SEMI DET. NORTH YORKSHIRE	<i>Survey Type: MANUAL</i>
3	SF-03-A-06 BURY ROAD KENTFORD Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 38 <i>Survey date: FRIDAY 22/09/17</i>	DETACHED & SEMI -DETACHED SUFFOLK	<i>Survey Type: MANUAL</i>
4	SM-03-A-02 HYDE LANE NEAR TAUNTON CREECH SAINT MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 42 <i>Survey date: TUESDAY 25/09/18</i>	MIXED HOUSES SOMERSET	<i>Survey Type: MANUAL</i>
5	SM-03-A-03 HYDE LANE NEAR TAUNTON CREECH ST MICHAEL Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: 41 <i>Survey date: TUESDAY 25/09/18</i>	MIXED HOUSES SOMERSET	<i>Survey Type: MANUAL</i>

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-07	N/A
DC-03-A-09	N/A
ES-03-A-06	N/A
GS-03-A-02	N/A
NR-03-A-02	N/A
SY-03-A-02	N/A

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	5	30	0.092	5	30	0.322	5	30	0.414
08:00 - 09:00	5	30	0.151	5	30	0.362	5	30	0.513
09:00 - 10:00	5	30	0.158	5	30	0.184	5	30	0.342
10:00 - 11:00	5	30	0.145	5	30	0.132	5	30	0.277
11:00 - 12:00	5	30	0.118	5	30	0.145	5	30	0.263
12:00 - 13:00	5	30	0.145	5	30	0.145	5	30	0.290
13:00 - 14:00	5	30	0.132	5	30	0.112	5	30	0.244
14:00 - 15:00	5	30	0.158	5	30	0.171	5	30	0.329
15:00 - 16:00	5	30	0.191	5	30	0.164	5	30	0.355
16:00 - 17:00	5	30	0.230	5	30	0.197	5	30	0.427
17:00 - 18:00	5	30	0.414	5	30	0.151	5	30	0.565
18:00 - 19:00	5	30	0.276	5	30	0.125	5	30	0.401
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.210			2.210			4.420

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 - 42 (units:)
 Survey date range: 01/01/10 - 19/11/21
 Number of weekdays (Monday-Friday): 5
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 6

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



Civil Engineering - Transport Planning - Flood Risk

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