

A Planning Application by
PUNCH PARTNERSHIP (PML) LIMITED

In respect of
**Sir John Falstaff,
HIGHAM**

Transport Statement

September 2023



Document Management

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1 Introduction

- 1.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Limited to provide transport and highways advice in relation to the proposed development at the Sir John Falstaff public house in village of Higham in the borough of Gravesham in Kent. The public house is situated at Gravesend Rd, Higham, Rochester ME3 7DZ.
- 1.2 The site is located in an area under the jurisdiction of Gravesham Borough Council (GBC) and Kent County Council (GBC) who are also the local highway authority (HA). The sites location within the context of the local area can be found illustrated in **Figure 1.1**.

Figure 1.1 Site Location Plan



Source: © OpenStreetMap contributors

- 1.3 The proposed scheme comprises the provision of one x four-bedroom dwelling with two car parking spaces provided. The public house will be retained along with 21 car parking spaces.

2 Transport Baseline

Site

- 2.1 The site is currently in use as a public house, with vehicular access taken from Telegraph Hill, the car park is located to the rear of the public house with a beer garden which will be retained to the north west. The wider context for the site is provided in **Figure 1.1**, with a local context shown in **Figure 2.1**.

Figure 2.1 Site Location – Local Context



Source: © OpenStreetMap contributors

Local Amenities

- 2.2 In relation to acceptable walking distances, Manual for Streets (MfS) offers the following guidance in Section 4.4 *"The walkable neighbourhood"*

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and ... walking offers the greatest potential to replace short car trips, particularly under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents."

- 2.3 An alternate reference (the Institution of Highways and Transportation (IHT) publication *"Providing for Journeys on Foot"*) sets out preferred maximum walking distance guidelines replicated in **Table 2.1**

Table 2.1 IHT suggested walking distance thresholds

	Commuting / School / Sight-seeing (m)	Elsewhere (m)
Desirable	500	400
Acceptable	1,000	800
Preferred maximum	2,000	1,200

Source: *Providing for Journeys on Foot*, IHT

- 2.4 More recently, CIHT's Planning for Walking (2015) quotes the Department for Transport's (DfT) document *"Building Sustainable Transport into New Developments"* (2008), which states:

"Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes' walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating. Developers should consider the safety of the routes (adequacy of surveillance, sight lines and appropriate lighting) as well as landscaping factors (indigenous planting, habitat creation) in their design"

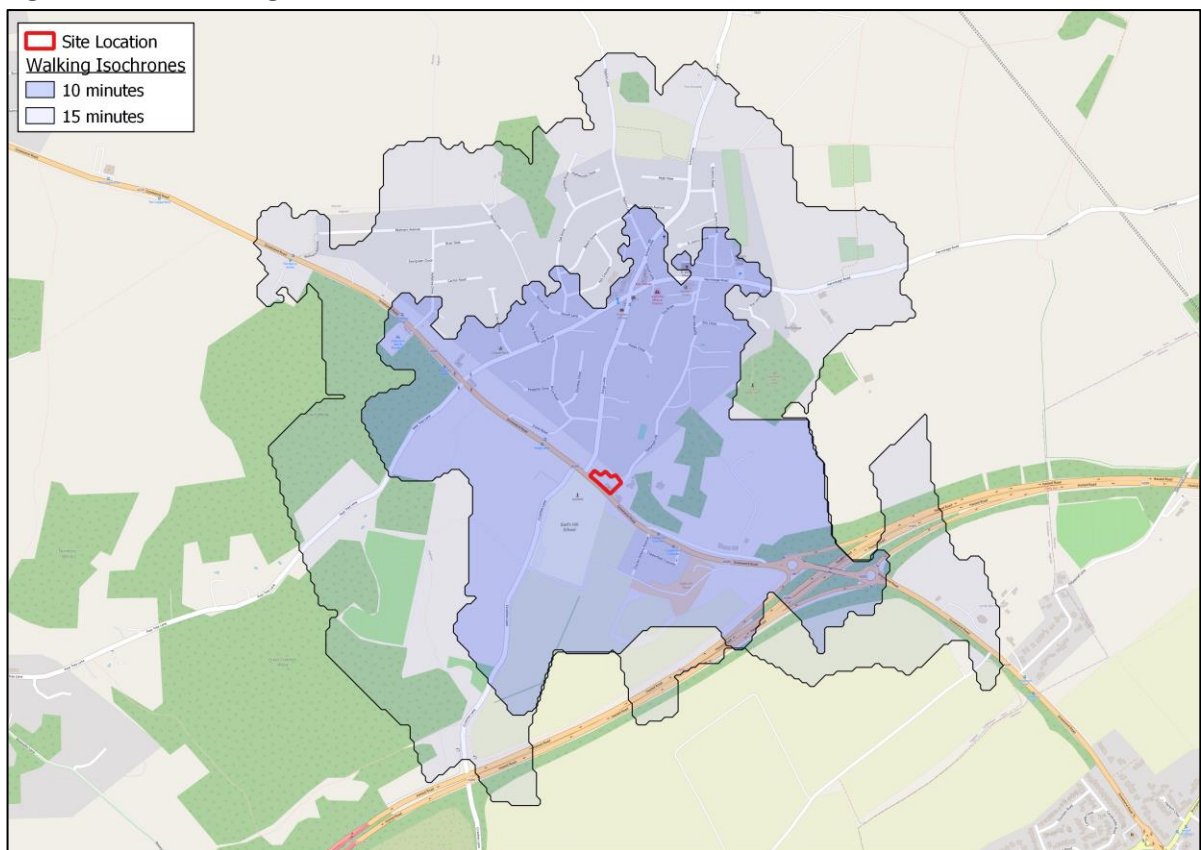
- 2.5 Based on the evidence above, it is considered that the IHT's preferred maximum walking distances are still valid. The site is located within walking distance of a wide range of local services and facilities, these include a school, several convenience stores and food outlets, a medical centre, a community centre and a church.

Pedestrians and Cycle Accessibility

Pedestrian Infrastructure

- 2.6 The frontage onto the A226 Gravesend Road features pavements of varying widths on both sides. Outside the front of the public house, there is a dedicated pedestrian crossing with dropped kerbs and an uncontrolled pedestrian island. Pavements run in both north and south directions along Gravesend Road. Telegraph Hill, which leads to the pub's car park on the southern edge of the site, lacks pavements on either side of the road. **Figure 2.2** below illustrates that all of Higham can be reached on foot within 15 minutes.

Figure 2.2 Walking Isochrones

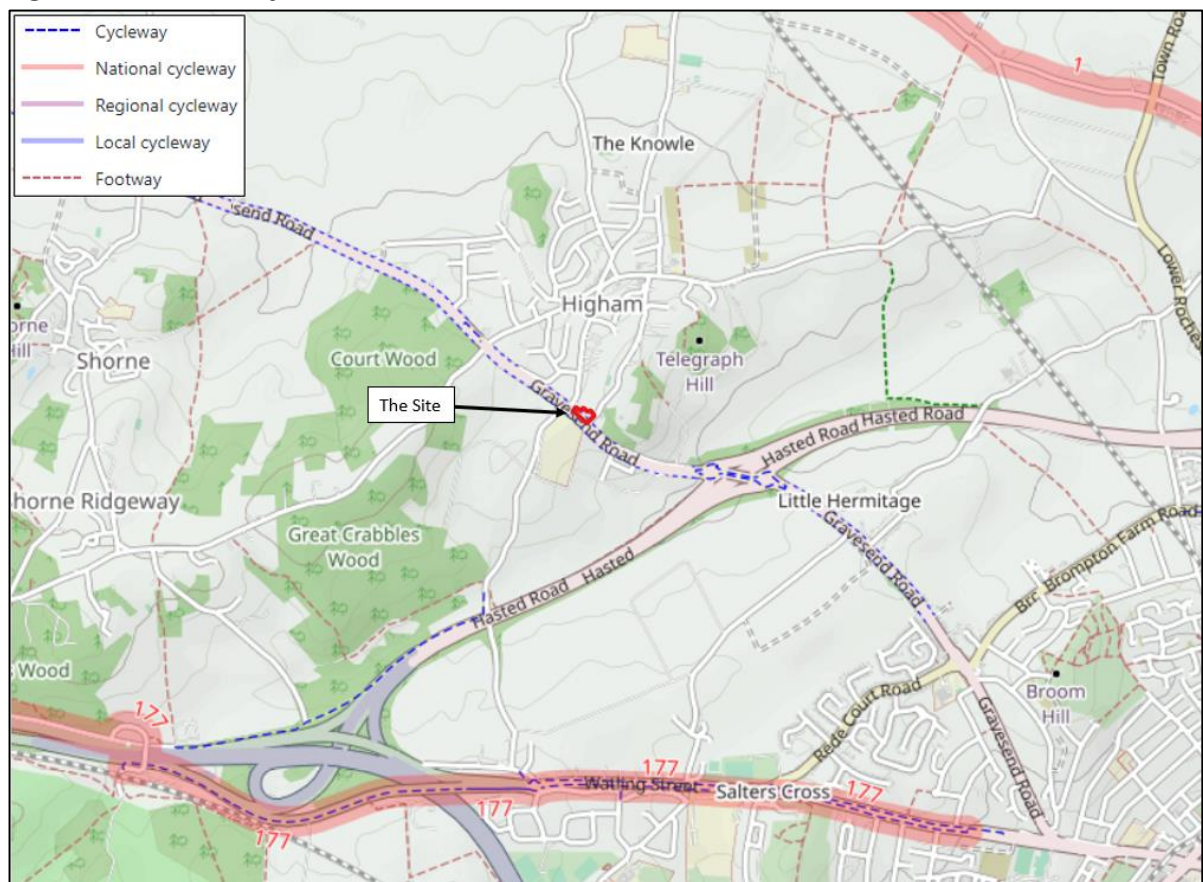


Source: © OpenStreetMap contributors

Cycle Infrastructure

- 2.7 National Cycle Route (NCR) 1 and 177 run to the north and south of the site, respectively. NCR 1 is located approximately 11 minutes' cycle (2km) north of the site along Lower Rochester Road and Canal Road. NCR 1 also connects with Route 179, which operates as a loop cycleway to the north of the site near Cooling Street, Cliffe Woods, and Hoo St Werburgh. NCR 1 is a long-distance route that stretches from Dover to Scotland.
- 2.8 NCR 177 heads south from Northfleet in Kent, passing through Rochester, Maidstone, and Ashford, before linking up with National Route 2 on the South coast. Currently, it is open in two sections: one between Northfleet and Rochester, and another between Downswood and the western edge of Mote Park. Additionally, there is an on-road cycleway located on the A226 Gravesend Road.
- 2.9 The nature of the local highway network provides a good environment for cyclists. **Figure 2.3** shows a map of the local cycle network with the NCR 3 to the south.

Figure 2.3 Local Cycle Network

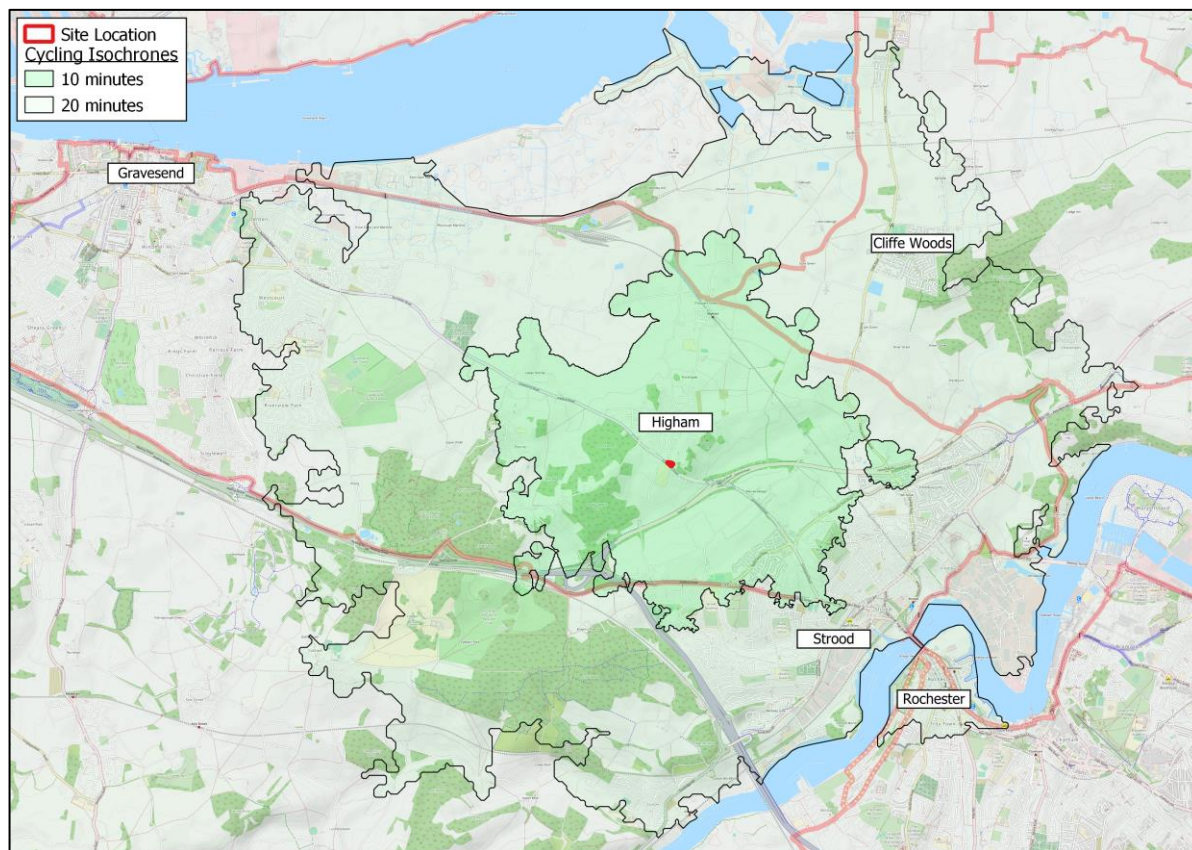


Source: © OpenStreetMap contributors

- 2.10 Assessing cycle accessibility from the site, cycle times of 20 minutes at an average speed of 15 km/h (equating to 5 km) have also been considered. Based on this assessment Cliffe Wood, Strood,

Rochester and the outskirts of Gravesend can be accessed within a 20-minute cycle journey from the site. This is represented in **Figure 2.4**.

Figure 2.4 Cycling Isochrones



Source: © OpenStreetMap contributors

Public Transport Accessibility

Bus Services

- 2.11 The site is equidistant from two sets of bus stops, situated to the northwest and southeast of the site along the A226 Gravesend Road. All the stops are equipped with bus flag poles displaying timetable information. Additionally, the northbound bus stop has sheltered seating. The southern bus stops are serviced by the 190, 668, and 694, whereas the northern bus stops also cater to bus services 311, 417, 735, and 736. These services are summarised in **Table 2.2**.

Table 2.2 Bus Services

Route Number	Route	Peak Service Frequency		
		Monday to Friday	Saturday	Sunday
190	Gravesend – Chatham via Rochester Strood, Higham and Chalk	5/ hour	3/ hour	1/ hour
311*	Lower Higham - Cobham - Meopham School - Cobham	1 AM/ 1 PM	-	-
417	Gravesend - Cliffe	3/ day	3/ day	-
668*	Chalk - Grammar Schools	1 AM/ 1 PM	-	-
694	Higham - Grammar Schools	1 AM/ 1 PM	-	-
735	Gravesend - Riverview Park - London	2 AM/ 2 PM	-	-
736	Higham - Northfleet - London	2 AM/ 2 PM	-	-

Source: www.travelinedata.org.uk, www.arrivabus.co.uk, <http://www.redroutebuses.co.uk/timetable>, www.redwing-coaches.co.uk

Note * School Service

Rail Services

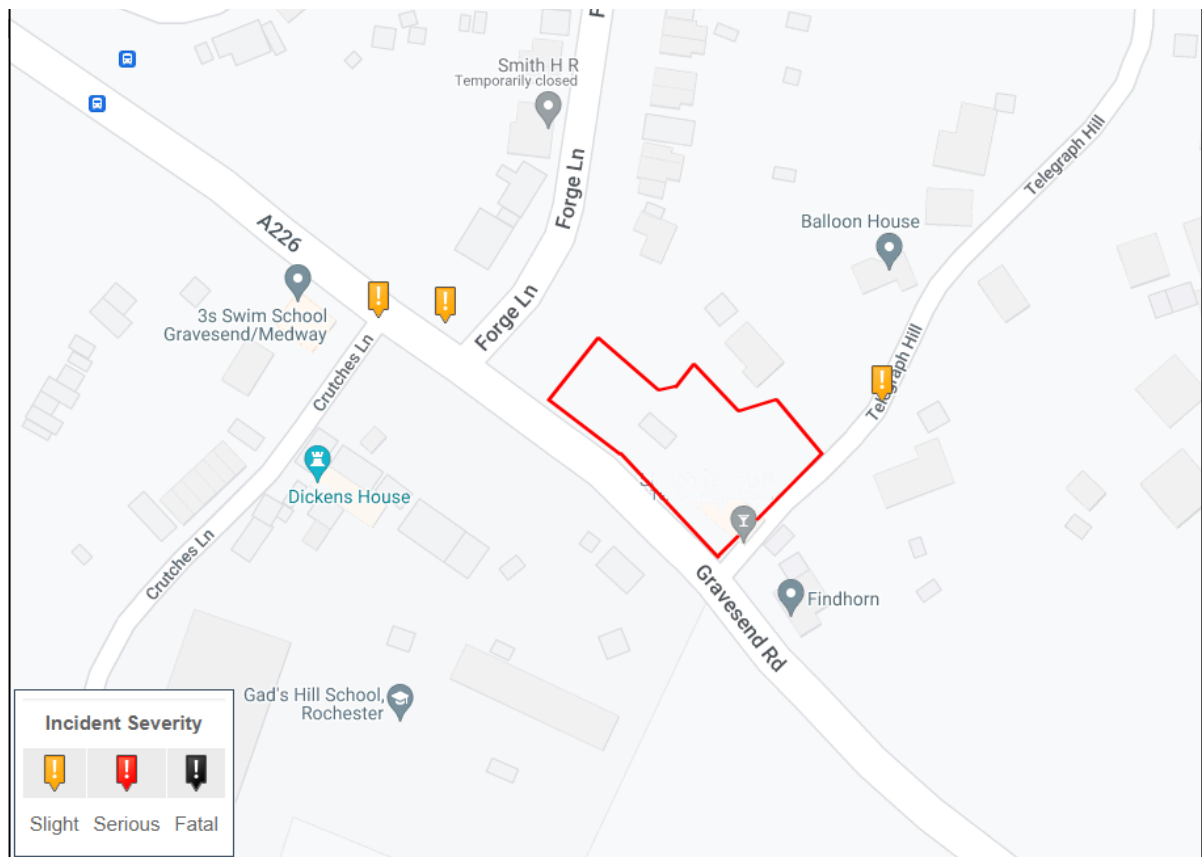
- 2.12 The site is situated 2km from Higham train station which is to the north of the proposed development site in Lower Higham. The station can be reached via a 11-minute cycle, a 28 minute walk or a 4 minute drive. The station is part of the Southeastern and Thameslink rail networks, which operate frequent train services connecting Higham to destinations such as London, Dartford, Gravesend, Luton, Rainham, Gillingham, and the Medway towns. These services are primarily operated on the North Kent Line.
- 2.13 Three bus services, including the 111, 311, and 417, serve the station. The station provides 90 payable car parking spaces situated on the southern side. Additionally, there are 14 cycle parking spaces located behind the main station building.
- 2.14 The station offers accessibility and mobility access to some extent. Step-free access to platform 1 is available for services heading towards London from the main entrance. However, there is no step-free access to Platform 2. Platform 2 can only be accessed via steps for services departing from London. Unfortunately, there is no step-free interchange between the platforms.

Local Highway Network

- 2.15 As mentioned earlier, access to the site is provided via Telegraph Hill, a single-carriageway road leading from the A226 Gravesend Road in the south to Hermitage Road. Telegraph Hill measures approximately 3.7m in width, adjacent to the public house's car park. The A226 Gravesend Road, also a single-carriageway road, has a speed limit of 40mph near the public house, and the road itself is approximately 10m wide, bordering the public house. On-road cycle lanes are also present on this road.
- 2.16 The A226 Gravesend Road connects to Gravesend in the north and the A289 in the south. The A289 provides a link to the M2 in the southwest and to Strood and Rochester in the southeast. The M2, in turn, connects the area to the southern parts of Kent heading south and to London in the north.

Road Safety

- 2.17 Personal Injury Collision (PIC) data has been obtained from the CrashMap web facility for the most recent five-year period between 2017 and 2021 for the collisions occurring on British roads where someone is injured. This data is then compiled into an easy to use format showing each incident on a map.



Source: www.crashmap.co.uk/

- 2.18 As can be seen in **Figure 2.5** three collisions occurred in the vicinity of the site over the most recent five-year period. All were recorded as slight in nature, two occurred in between the A226 Gravesend Road/ Crutches Lane and the A226 Gravesend Road/ Forge Lane junctions. Another collision was recorded on Telegraph Hill, approximately 40m to the north of the public house car park access point. The absence of collisions within the vicinity of the site and its accesses suggests that the site's accesses are operating without issue, and the low frequency and the geographical distribution of the collisions suggests there are no highway issues within the vicinity of the site.

Summary

- 2.19 This section demonstrates the accessible nature of the Site in context of the village with access provided to public transport facilities, the local and strategic highway network as well as pedestrian and cycle facilities.

3 National and Local Transport Policy

3.1 This Chapter of the Transport Statement provides a policy context to the development proposals, focusing on both national and local planning transport policy and guidance. The documents, which have been reviewed in relation to this planning application, include:

- National Planning Policy Framework;
- National Planning Practice Guidance;
- Gravesham Local Plan Core Strategy;
- Gravesham Local Plan First Review, Saved and Deleted Policies Version; and
- Kent Design Guide, Parking Standards.

National Policy and Guidance

National Planning Policy Framework

3.2 The National Planning Policy Framework (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.

3.3 The NPPF describes a sustainable transport mode as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport." (annex 2, p. 72)

3.4 With regards to achieving sustainability, the document states that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs." (para 7)

3.5 When considering development proposals, the NPPF notes that it should be ensured that:

- *"Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; 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."* (para 108)

3.6 Finally, with regards to considering development proposals, it states that:

“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” (para 109)

Local Planning Policy

Gravesham Local Plan Core Strategy¹

- 3.7 The Gravesham Local Plan Core Strategy (GLP) outlines the Council's long-term spatial vision for the Borough. It articulates strategic objectives based on the area's characteristics and addresses key issues. The strategy sets forth a delivery plan to achieve these objectives. It identifies areas of potential significant change and designates Key Sites for development, vital to achieving the strategy. It also outlines areas with policies of restraint and those to be preserved and/ or enhanced to maintain Gravesham's unique character, enabling the local community to flourish.
- 3.8 The Core Strategy aligns with the national planning policies of the NPPF. The document underscores the Council's commitment to providing additional homes suitable for one-person households and an aging population.
- 3.9 In Paragraph 2.6.4, the importance of supporting alternatives to car-based transport is emphasised, such as improved bus, train, cycling, walking, and river transport options. Policy SO17 highlights the need for increased accessibility, reduced travel necessity, congestion reduction, and improved air quality through enhanced local public transport and provision of local jobs and services.²
- 3.10 Paragraph 5.5.2 states that the *“NPPF requires local planning authorities to support a pattern of development which facilitates the use of sustainable modes of transport, i.e. public transport, walking and cycling. Developments that generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Such proposals should be supported by a Transport Assessment and a Travel Plan.”*³
- 3.11 The report highlights walking and cycling's importance in Paragraph 5.5.10, indicating that they should be the primary choices for short journeys due to their sustainability, congestion reduction, air quality improvement, and contributions to residents' well-being. It states that *“It is important to ensure that walking and cycling is the first choice of transport for people for short journeys in the Borough for functional (e.g. work, school) and leisure purposes as they are the most sustainable forms of transport.*

¹ <https://drive.google.com/open?id=1bJTgQLmhbzjqZFibl-5WFb2tbvixXpLk>

² Gravesham Local Plan Core Strategy pg. 18.

³ Gravesham Local Plan Core Strategy pg. 106

*This helps to reduce congestion and improve air quality. It also makes a significant contribution to the health and well-being of the Borough's residents, workers and visitors."*⁴

- 3.12 Policy CS11 - Transport outlines guidelines for new developments to mitigate impacts on both road and public transportation systems. Developers must submit transport assessments and travel plans, fostering diverse travel options and sustainability. Assessments should follow national and local policy directives, addressing network requirements, strategies, and development impacts.
- 3.13 This policy also ensures that *"sufficient parking in new development will be provided in accordance with adopted parking standards which will reflect the availability of alternative means of transport and accessibility to services and facilities."*⁵
- 3.14 Concerning sustainable development, Policy CS01 dictates that *"Planning applications that accord with the policies in the development plan for Gravesham will be approved without delay, unless material considerations indicate otherwise."*⁶

*Gravesham Local Plan First Review, Saved and Deleted Policies*⁷

- 3.15 The Gravesham Local Plan First Review Saved and Deleted Policies Version 2014 serves several key purposes within the realm of local planning. This document primarily assesses and outlines which policies from the previous iteration of the Gravesham Local Plan have been retained without alterations, as well as which policies have been deleted or modified during the review process. By doing so, it ensures transparency, legal compliance, and planning continuity for stakeholders, including developers, residents, and the public, by providing a clear understanding of the regulations governing land use and development in the Gravesham area.
- 3.16 This review allows for adjustments to align planning policies with changing local circumstances, including population growth, economic developments, environmental considerations, and infrastructure needs, thereby ensuring the plan's continued relevance and effectiveness.
- 3.17 Policy P3 of this document states *"The Borough Council will expect development to make provision for vehicle parking, in accordance with the Kent County Council Vehicle Parking Standards, as interpreted by Gravesham Borough Council, unless justified as an exception. All vehicle parking provision should normally be made on the development site...."*

⁴ Gravesham Local Plan Core Strategy pg. 108

⁵ Gravesham Local Plan Core Strategy pg. 113

⁶ Gravesham Local Plan Core Strategy pg. 26

⁷ <https://selfservice.gravesham.gov.uk:1443/webdocs/Environment%20and%20Planning/LPFR-1994/LPFR-Saved-and-Deleted-Policies-Version-Sept-2014.pdf>

Kent Design Guide, Parking Standards⁸

- 3.18 This guidance sets out the parking standards for new developments in Kent. It addresses parking for all types of vehicles and aims to strike a balance between providing an appropriate parking provision, ensuring the safe operation of the public highway, and promoting travel by sustainable modes.
- 3.19 The Kent Design Guide parking standards defines parking standards for various development uses. For instance, 4+ bedroom houses should offer 2 spaces per unit, with 0.2 spaces per unit for visitor parking. Regarding Electric Vehicle (EV) charging, the standards stipulate 1 active charging point per dwelling with on-plot parking, rated at a minimum of 7kW. Cycling parking should be provided at 1 space per bedroom.

⁸ <https://parkingstandards.co.uk/Standard/Kent%20-%202021-09-01.pdf>

4 Development Proposed

- 4.1 The proposed scheme comprises the provision of one four-bedroom dwelling and associated car parking located to the north of the public house which is currently part of the car park of the public house. The development proposals are shown at **Appendix A**.

Access Arrangements

- 4.2 The proposed development will be accessed via the public house car park access, the public house will also continue to be accessible via Telegraph Hill. To the south of the development there will be 21 car parking spaces for the public house which is a reduction of two spaces from the existing car park. This will not have an impact as the change is minimal.
- 4.3 As the proposals reuse the existing public house access and will not have any material impact on traffic volumes, the use of the access is considered acceptable. As previously stated in Chapter 3, there have been no accidents at the access in the latest 5-year period.

Refuse Collection and Servicing

- 4.4 Servicing and deliveries of the Public House will continue to take place as present with vehicles stopping in front of the public house on A226 Gravesend Road.
- 4.5 Residential bins will be taken to the front of the site on collection days, for collection by municipal refuse vehicles on Telegraph Hill as per the surrounding residential housing.
- 4.6 Deliveries to the new dwellings will generally be via transit and similar vans and those will be able to use the unrestricted parking further on Telegraph Hill.

Car and Cycle Parking Provision

Residential

- 4.7 Based on the parking standards set out in above, the development will be required to provide 2 car parking space for the dwelling, the dwelling will also provide 4 cycle parking spaces. Therefore, the development proposals comply with these requirements.

Public House

- 4.8 The public house currently has a car park which provides parking for 23 vehicles. The proposals include 21 public house parking spaces. The reduction in car parking support the sustainability aims of the GLP, encouraging visitors to travel via more sustainable modes of transport. The reduction of two parking spaces will not have an effect on the operation of the public house.

5 Impact Assessment

Vehicle Trip Generation and Impact

- 5.1 The vehicle trip generation associated with one four-bedroom dwelling would have no noticeable impact on the existing network and the level of traffic generated by the proposed scheme would fall well within daily fluctuations of background traffic.

6 Summary

Summary

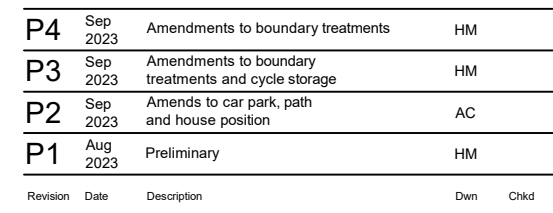
- 6.1 Transport Planning Associates has been appointed by Punch Partnerships (PML) Limited to provide transport and highways advice for the proposed scheme, which comprises one four-bedroom dwelling and associated car parking to the north of the public house. The public house will be retained, along with its car park, which will be reduced from 23 spaces to 21 spaces due to the development of the dwelling.
- 6.2 There are pavements on the A226 Gravesend Road heading north and south. Footways leading to Higham village centre on Forge Lane can be found to the north of the site. The site is also conveniently located within walking distance of various services and facilities, including a school, several convenience stores, food outlets, a medical centre, a community centre, and a church.
- 6.3 Cycle routes NCR 1 and 177 run to the north and south of the site respectively, providing access to southern Kent. NCR 1 offers a long-distance route from Dover to Scotland.
- 6.4 Bus stops near the site can be reached within a short walking distance along the A226 Gravesend Road. The 190 bus service operates frequently between Gravesend and Chatham, with 5 buses per hour during weekday peaks. In total, seven services run from the stops on Gravesend Road, including school services. Higham train station is situated 2km from the site and offers services to London, Dartford, Gravesend, Luton, Rainham, Gillingham, and the Medway towns.
- 6.5 Both the proposed development and the public house will be accessed from Telegraph Hill. Crashmap data indicates that the public house's access has operated safely and is expected to continue to do so.
- 6.6 The vehicle trip generation associated with the proposed four-bedroom residential unit would have no significant impact on the existing network. The level of traffic generated by the scheme would remain well below that which could be expected in connection with a public house.
- 6.7 The new dwelling will have two parking spaces, in accordance with local policy. Meanwhile, 21 car parking spaces will be retained for the public house.

Conclusions

- 6.8 The proposals are compliant with the national and local transport policies and would not result in a material impact on the existing network or local on-street parking stress or conditions.

- 6.9 It is therefore considered that there are no highways and transport reasons for refusal of the planning application.

APPENDIX A



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Drawing Title :
Proposed Site Plan

Drawn By HM	Date Aug 23	Checked By	Date	Approved By	Date
Drawing No. 23.3459.100	Revision: P4		Scale: As shown @ A		

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Proposed Site Layout

1:200 scale

