# TECHNICAL NOTE

**Job Name:** Harbour Village, Northfleet

**Job No:** 332410098

**Note No:** TN001

**Date:** December 2021

**Prepared By:** F Mott

**Subject:** **Transport Statement Supporting Sales Suite Application, College Road, Northfleet**

## 1. Introduction

1.1. Stantec have been commissioned by Bellway Homes Limited to provide a Transport Statement to support a planning application for a temporary sales suite, associated with the housing development at Harbour Village, College Road, Northfleet. The site is located on the land at the corner of College Road and Warwick Place. The site location can be seen below.

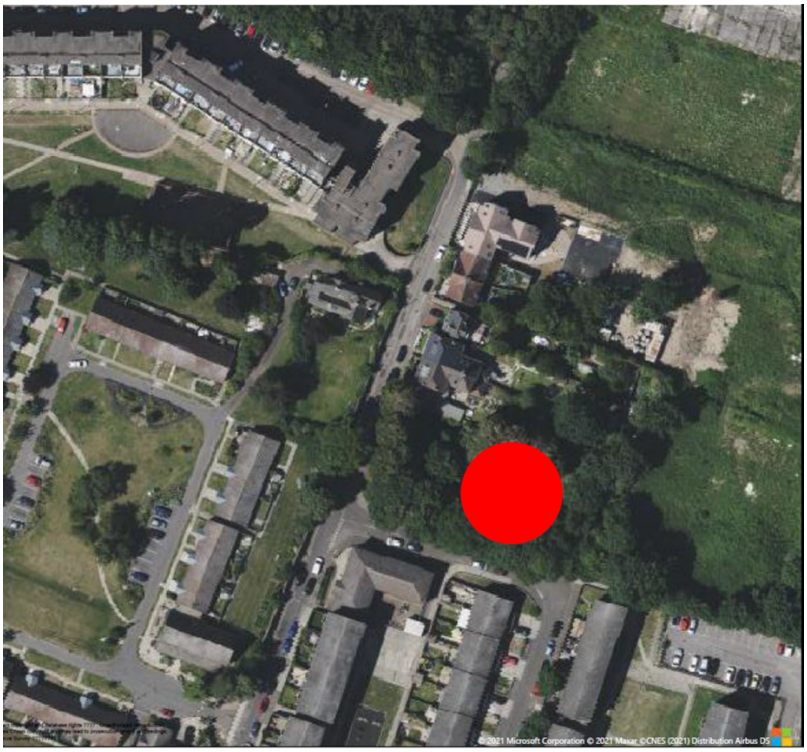


*Figure 1: Site Location*

**DOCUMENT ISSUE RECORD**

| Technical Note No | Rev | Date | Prepared | Checked | Reviewed (Discipline Lead) | Approved (Project Director) |
|---|---|---|---|---|---|---|
| 332410098/100.102/001 | - | 23/12/21 | FM | JSL | JSL | JSL |
| | | | | | | |

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

T: E:

1.2. This development would be temporary, however, is considered to be in place for approximately 2 to 3 years to correspond with the sale of housing associated with Harbour Village Phase1b.

1.3. This report will detail the following chapters in respect to the application:

- Planning Policy on Transport
- Existing Situation
- Access Arrangement
- Trip Generation / Use
- On Street Parking
- On Site Parking
- Conclusion

1.4. High level discussions on this application were had with KCC Highways and Transportation officers on Thursday 16th December 2021, and the structure of this report set out to address points discussed.

## 2. Policy

2.1. Within the National Planning Policy Framework, paragraph 111 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."

2.2. It is considered throughout this report that the impact of the development would not be significant, due to the temporary nature of the proposals, and the fact that the limited impact on local parking amenity can be accommodated within the existing parking stock within the vicinity of the site.

2.3. The temporary nature of the proposals means that other policy objectives centred manly around permanent development should not be conflicted. Within this report it is demonstrated that the development should not give rise to any harmful impacts in terms of highway and transport safety, amenity or capacity.

## 3. Existing Situation

3.1. There are footways along both side of the carriageway of College Road between the site and High Street. On the western side of College Road, there are double yellow lines, whilst parking occurs along the eastern side of the carriageway. There are no cycle facilities in the immediate site vicinity.

3.2. There is a yellow sign on High Street which states "no access to industrial estate via College Road" which indicates that College Road may experience some rat running from the commercial uses around Grove Road, that the sign seeks to dissuade.

3.3. The site is approximately 500m from Northfleet railway station which provides regular services to London Charing Cross, Luton, Rainham (Kent) and Gravesend.

3.4. The site is 210m from "The Hive" bus stop which can be accessed from the site via footways along High Street and College Road. The bus stop is served by the 3, 34, 306, 480 Sapphire, 490 Sapphire services which reach Bluewater, Dartford, Sevenoaks.

3.5. Crash Map has been utilised to gain insight into the recorded crashes for the past 3 years. The extract below demonstrates that there are 0 collisions directly on the junction of College Road/High Street, but there is 1 collision recorded within the vicinity of the junction, which was recorded as slight.

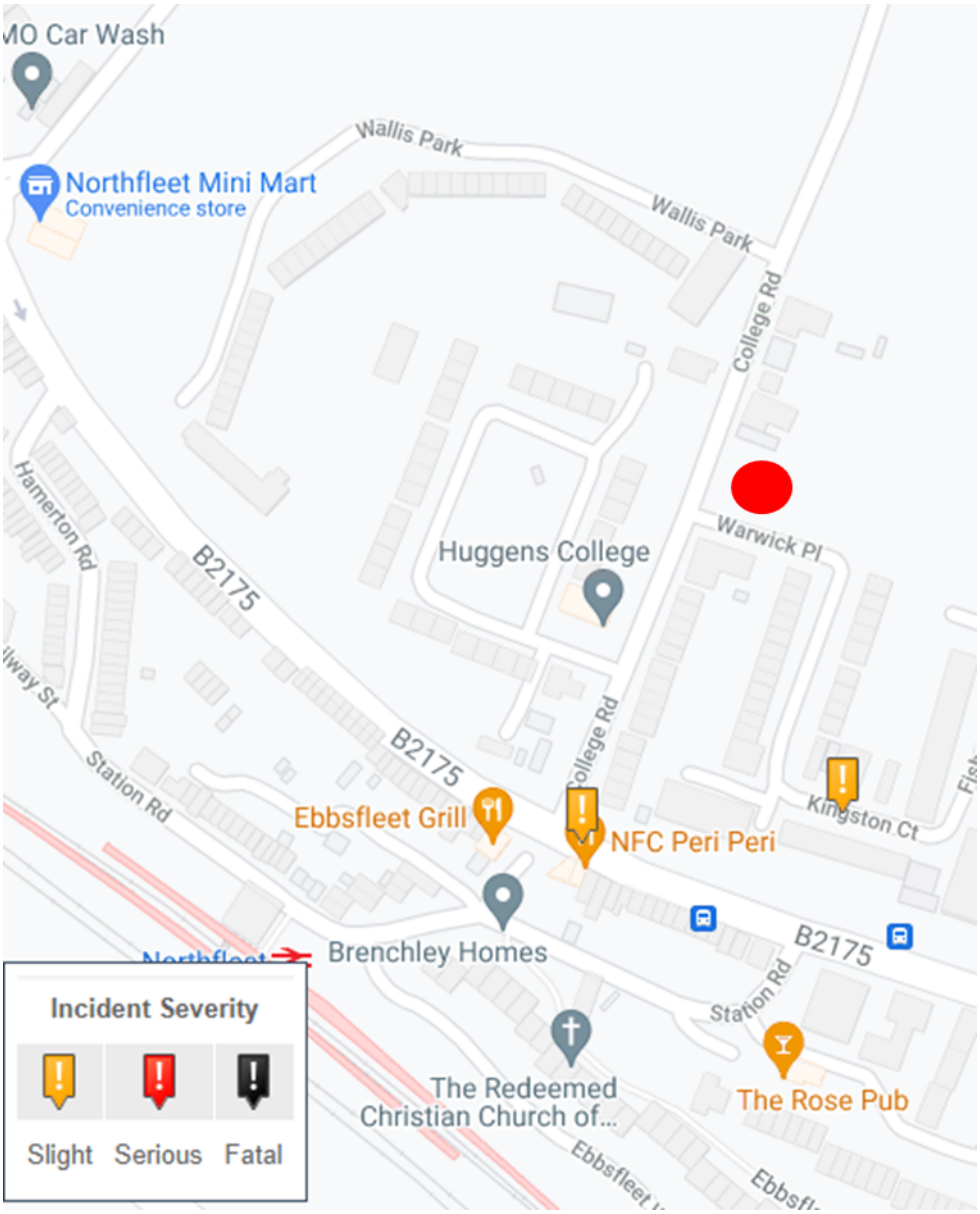



*Figure 2: 3 years collision data extracted from crashmap.co.uk*

## 4. Access

4.1. The access to the sales suite is proposed to be onto College Road. The access will take the form of a dropped kerb crossover type access, formed in accordance with highway authority requirements and following a formal crossover access application process with KCC. The plan at Appendix A clearly shows the crossover type access proposed. The access should be adequately sized for two vehicles to pass each other and therefore not result in any need to reverse or manoeuvre within the highway.

4.2. It is noted that parking occurs along the eastern side of College Road which will be displaced in order to implement the access. Approximately 10-15m would be required to be kept clear from parking in order to implement the access and turning space, this would displace a maximum of 2-3 cars. However, it is evident from the photo below that cars do not necessarily park efficiently along this section of road, due to spaces not being formally marked. There are also single yellow lines along this section of the road. Observations confirm that 2 cars park at this location, and therefore only 2 cars would be potentially displaced.

4.3. This parking can be seen below.

*Figure 3 On Street Parking at Site Access Location*

4.4. A parking beat survey has been undertaken and will be discussed later in this report. It is proposed that a footway will continue into the site, along to the sale centre.

4.5. A visibility splay drawing has been undertaken at 2.4m x 43m which can be seen in drawing 332410098/100/102/001 in Appendix B. These visibility splays accord with Manual for Streets requirements for 30mph streets.

4.6. It is proposed that at 8am when restrictions come into place, Bellway will place parking restrictions cones outside of the site boundary along College Road. This will ensure that visibility splays can be achieved throughout the operational hours of the site. There will be space retained along College Road for 1 car, which will mean that after closing hours, there would be 1 car displaced from this section of College Road.

## 5. Trip Generation

5.1. The trip generation of the site is predicted to be low, with the majority of trips being during the weekend when the highway network is less congested, and therefore would have a limited impact. The car park size has been designed based on the in depth knowledge of the Bellway's sales team who know the typical use of a sale suite this size. Given that the site is temporary and the people visiting are likely to buy a home within the new development, their vehicle trip would have been considered as part of the wider outline application and would not need to be considered further at this point.

5.2. Furthermore, it is likely that a proportion of people wanting to live at Harbour Village would be attracted by its good public transport connections and therefore likely to attend the sales suite by train and on-foot.

5.3. The limited extent of the sales suite development is therefore not considered to have a detrimental impact on the local highway network and traffic capacities.

## 6. On Street Parking

6.1. There is a single yellow line on the eastern side of College Road, extending into Warwick Place. There is a TRO in place (please see TRO plan extract at Appendix C), which outlines that restrictions are in place between 0800-1000 Monday-Friday, otherwise parking is permitted at all other times. It is worth noting that this parking does not front onto existing dwellings, and therefore there is no immediate demand from homeowners in the very immediate vicinity.

6.2. It is observed from site visits that the 0800-1000 Monday-Friday parking restriction is poorly observed and potentially not enforced.

6.3. A parking beat survey has been undertaken on 22nd December 2021 at 1145 and 2330. This survey has been done to understand how parking occurs within the vicinity of the proposed site, and whether there is the capacity for the parking lost by the site access to be accommodated elsewhere.

6.4. It is considered that the date and time of the survey is robust as currently, due to the pandemic it is unlikely that homeowners would be away on holiday and potentially more people working from home.

6.5. The survey covered the following roads:

- College Road;
- Wallis Park;
- Kingston Court; and
- Warwick Place.

6.6. The survey results can be found at Appendix D.

6.7. The survey demonstrated that during the day, that the section of College Road in front of the site is utilised, but there are approximately 3 spaces available towards High Street on College Road, and 6 parking spaces north of the proposed access along College Road. There was also a space available on Warwick Place. The parking stress level of the surveyed area has been calculated for on street parking (excluding parking bays at Wallis Park and Holly Court), during the day the average parking stress level is 73%. This confirms that during the day the local parking stock is not under stress.

6.8. During the evening survey, there was still parking available to the north of the site along College Road and 1 space available just around the corner from the site on Warwick Place, as well as further parking availability within a short walk distance. The parking stress surveyed during the night is calculated to be 76%. Whilst more parking take-up is evident during the evening, as would be expected, the locality is not considered to be stressed.

6.9. It may be possible to explore the possibility of extending the time zone for restrictions of the TRO in this area to be between 0800-1800, however it is not considered essential given that there are spaces available throughout the day within a very short distance, along College Road and around the corner at Warwick Place. Furthermore, given there are no dwellings fronting the sales suite access location the proposals would not disadvantage any homeowners from parking outside their house.

6.10. As noted above, management of parking outside the site can take place in an informal manner through the sales suite staff managing daytime use. It is suggested that yellow no parking cones can be placed outside the site access on the single yellow line section from 0800 hrs every day (at the time to coincide with the start of the TRO restriction), and taken away at close of business around 1800 hrs. Such a method of management is considered reasonable and avoids the process of having to formalise a temporary Traffic Regulation Order.

6.11. Over night it would be possible for at least one car to park immediately north of the proposed site crossover access, as at that time there would not be any traffic using the sales suite so users of the suite would not be disadvantaged in any way.

6.12. Given that the site proposals would be temporary, it is considered that the displacement of one or two cars, which can be relocated within close proximity, is not significant and the access would not be detrimental to parking amenity in the vicinity of College Road.

## 7. On Site Parking

7.1. Within the sales area it is proposed that there will be 4 parking spaces for staff and an additional 8 vehicle parking spaces for visitors. There are no parking standards applicable for temporary developments such as this, and therefore Bellway have provided 12 parking spaces, which given their experience with temporary marketing suites, is deemed sufficient to cater for the peak viewing demand.

7.2. Given the suggested level of on site parking provision Bellway confirm that sales suite activity should not give rise to any off site parking impacts.

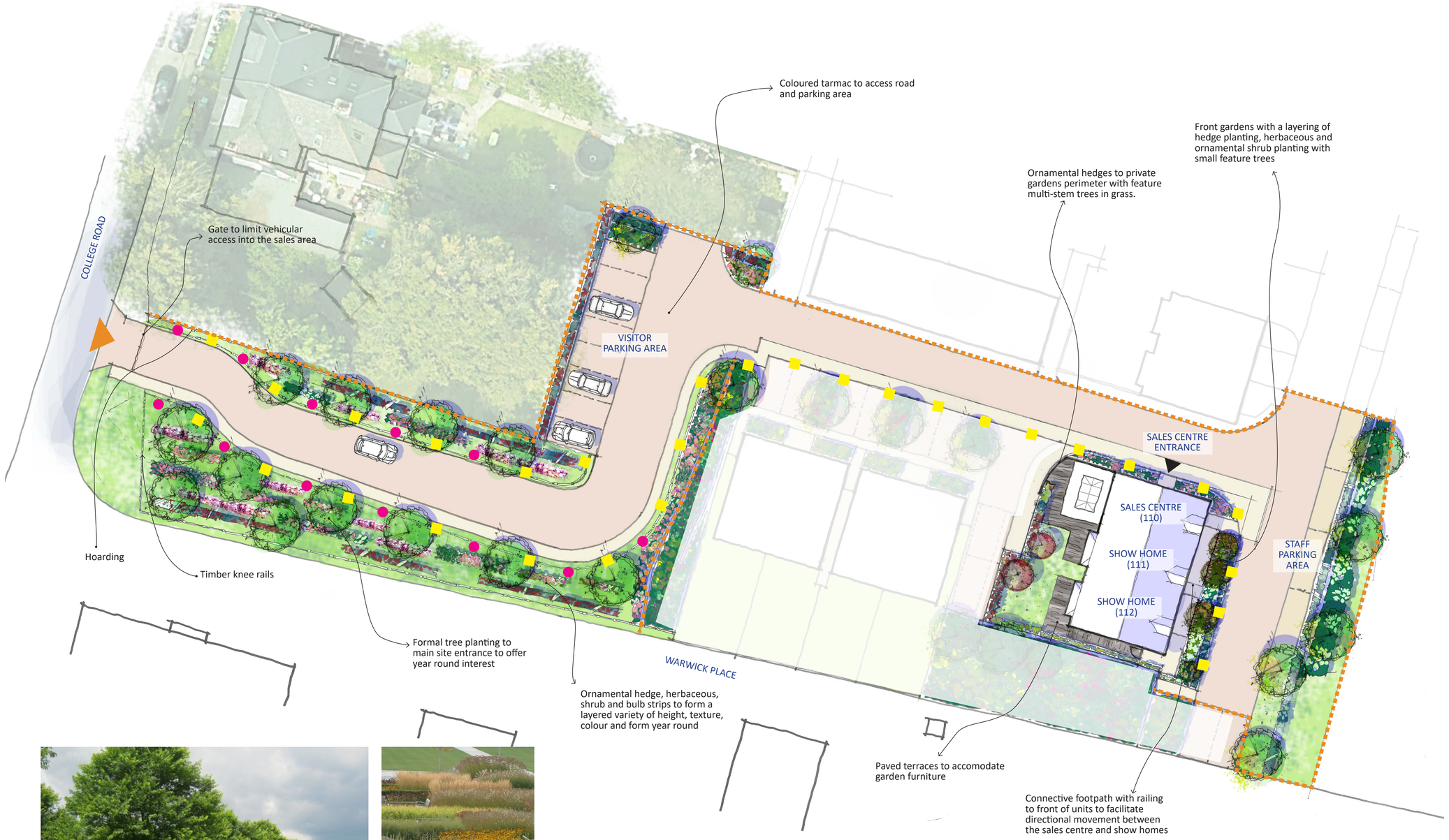
## 8. Conclusion

8.1. Stantec have been commissioned to prepare a Transport Statement to support a temporary planning application for a sales suite in conjunction with the Harbour Village development. This development would take access from College Road, and would see the removal of two parking spaces.

8.2. A parking beat survey has been undertaken, which confirms that there is parking availability along College Road and Warwick Place to accommodate the parking that would be temporarily lost as a result of the access.

8.3. In accordance with the NPPF, the development would not lead to severe impacts on the local highway network and therefore should be approved.

# Appendix A




North

## Legend

- Site Hoarding
- Indicative location of Flagpoles
- Indicative location of Bollard lighting

0 1 5 10m 20m

Harbour Village - Ebbsfleet

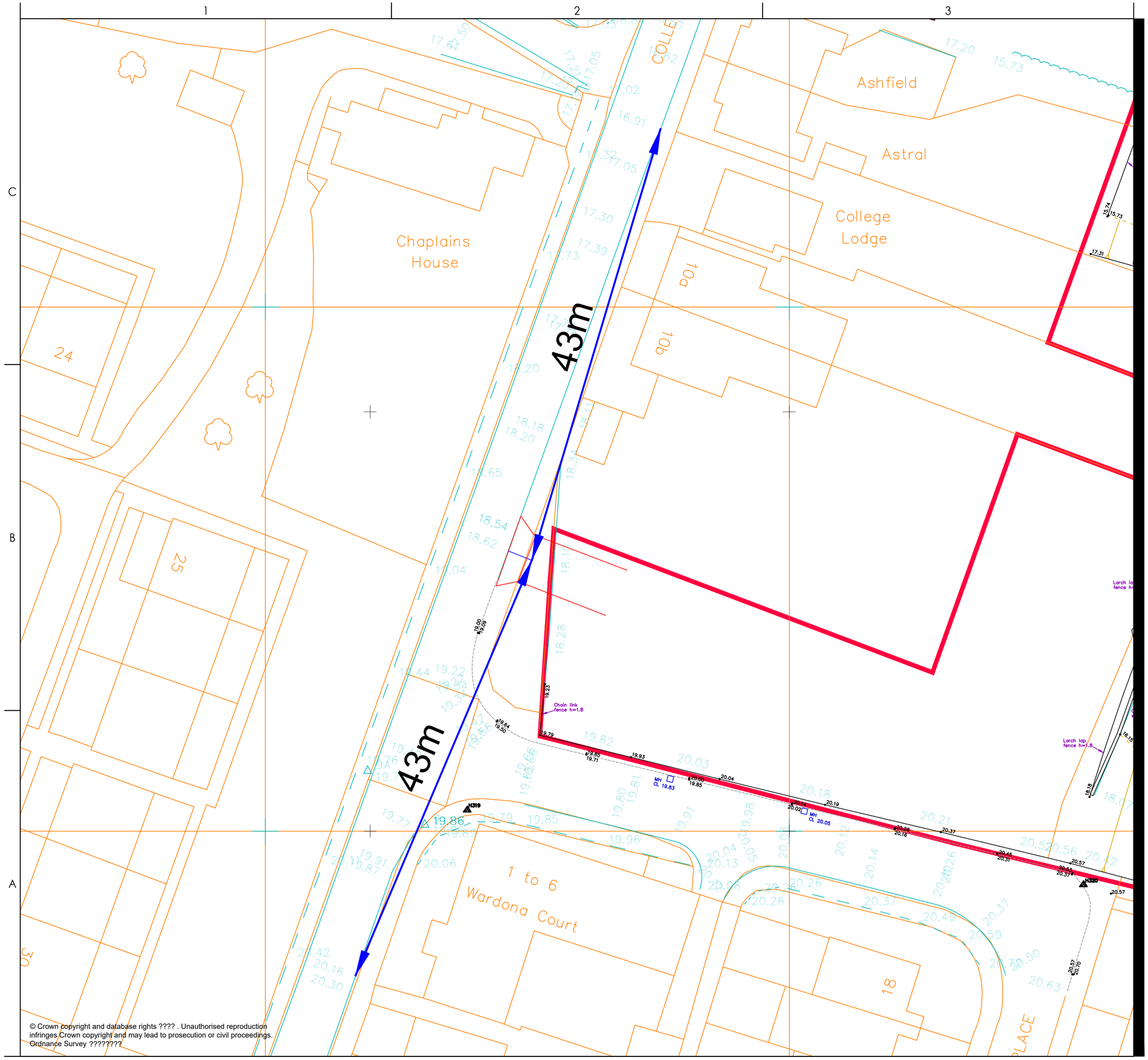
# Sales Area Concept Sketch

Allen Pyke
Landscape • Urban • Environmental
The Factory, 2 Acre Road, Kingston upon Thames, Surrey KT2 6EF
T 020 8549 3434 www.allenpyke.co.uk
KINGSTON UPON THAMES • CAMBRIDGE

Client:
Bellway Homes Limited

| Drawing Number: | Date: | Revision: |
|---|---|---|
| 2959-SK-01 | 01/12/21 | D |
| Scale: 1:200@ A1 | Drawn by/ Chk: LM/JH | |

# Appendix B




Plotted: 23.12.2021 2021.12.23 11:09:14 AM By: Molt, Felicity
ORIGINAL SHEET - ISO A2 J:\44600 - northfleet\sales suite\332410098_100_102_001 visibility

Stantec

Stantec UK Limited
ASHFORD
Unit 10, Connect 38, 1 Dover Place, Ashford TN23 1FB
Tel: +44 1233 527 250
www.stantec.com/uk

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Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

| Issued/Revision | By | Appd | YYYY.MM.DD |
|---|---|---|---|
| P01 - | - | - | - |

| | Dwn. | Dsgn. | Chkd. | YYYY.MM.DD |
|---|---|---|---|---|
| | FM | - | JSL | 2021.12.23 |

Issue Status

**FOR INFORMATION**

This document is suitable only for the purpose noted above.
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Client/Project Logo

Client/Project
BELLWAY HOMES LIMITED

HARBOUR VILLAGE, NORTHFLEET

Title
2.4M X 43M VISIBILITY SPLAY

Project No.
332410098

Scale
1:250

Revision

Drawing No.
**332410098/100/102/001**

# Appendix C

Kent Traffic Orders

https://www.kenttraffweb.uk/parking/main.html

Kent County Council kent.gov.uk

# Traffic Orders for Kent County Council.

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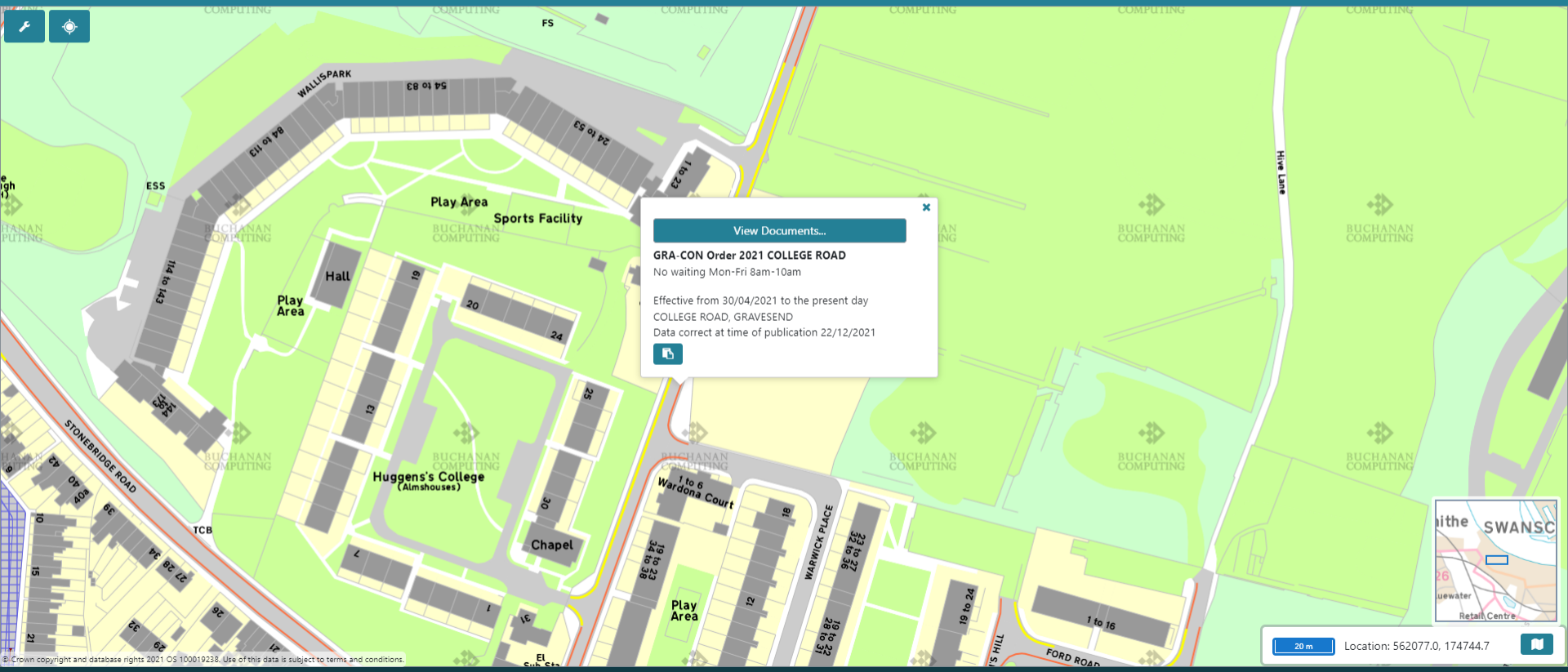


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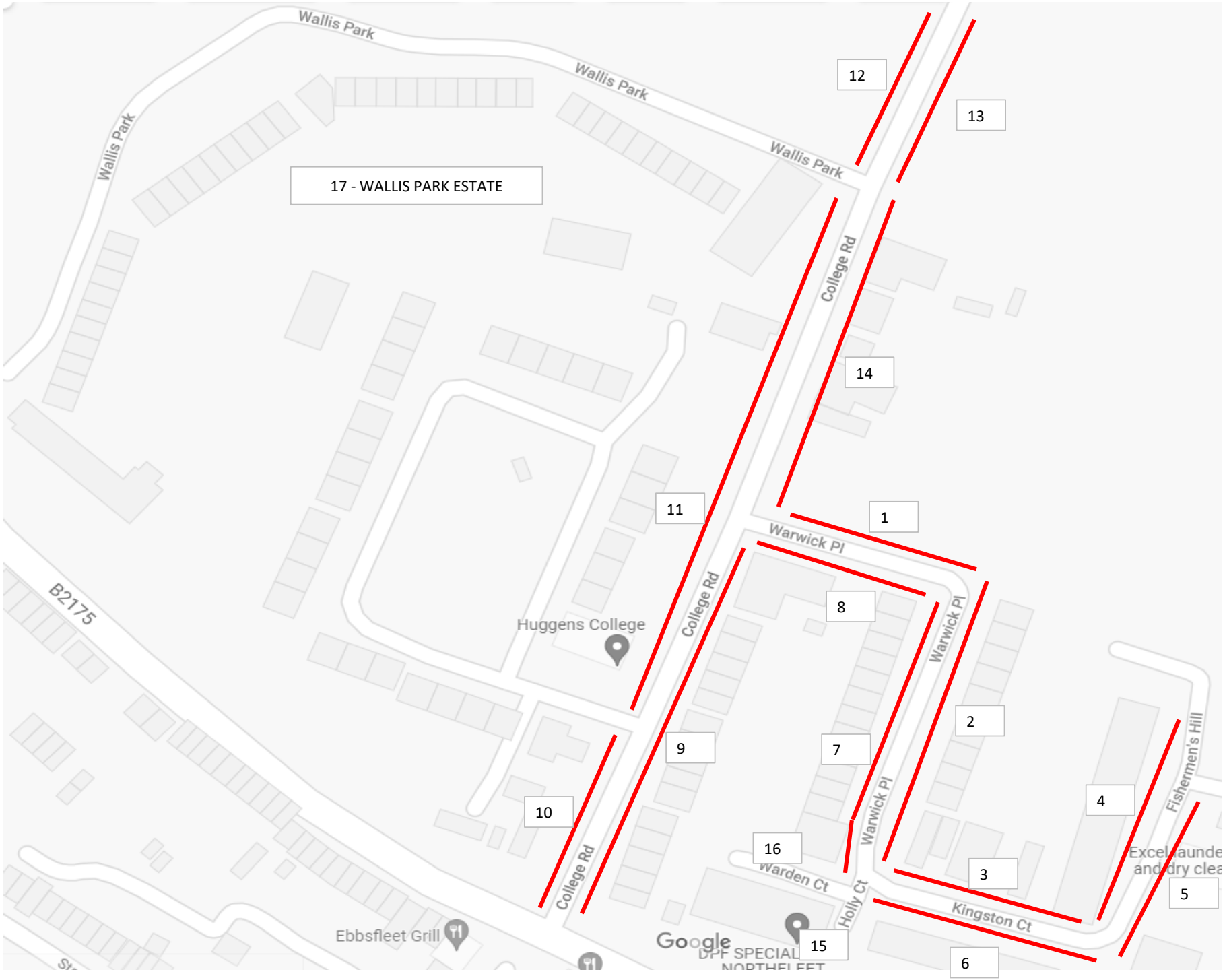
# Appendix D

## K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 22ND DECEMBER 2021 LOCATION : COLLEGE ROAD, NORTHFLEET, KENT



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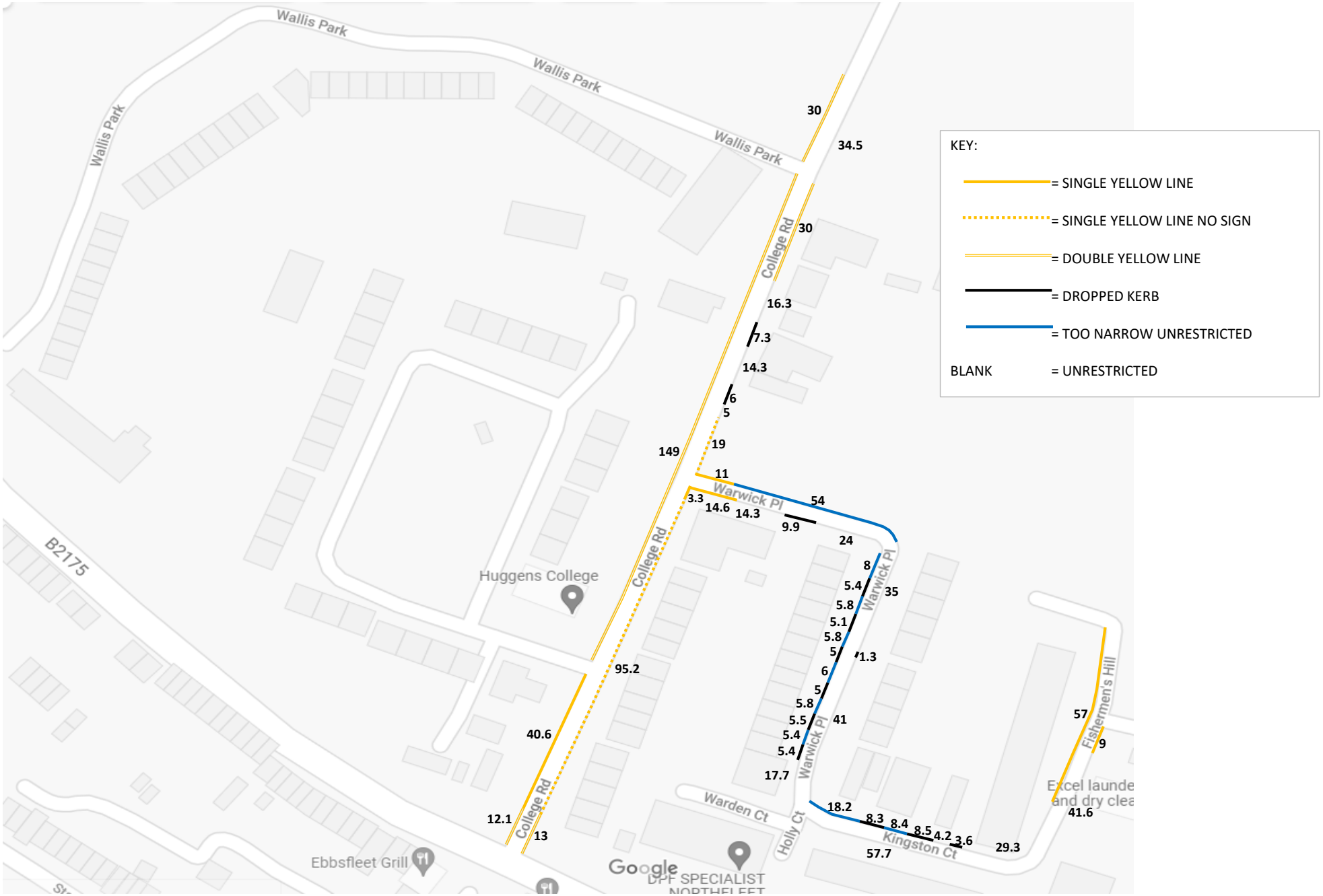
DATE : WEDNESDAY 22ND DECEMBER 2021 LOCATION : COLLEGE ROAD, NORTHFLEET, KENT



# K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 22ND DECEMBER 2021 LOCATION : COLLEGE ROAD, NORTHFLEET, KENT

| | | | | | WEDNESDAY 22ND DECEMBER 2021 TIME : 11:45 | | | WEDNESDAY 22ND DECEMBER 2021 TIME : 23:30 | | |
|---|---|---|---|---|---|---|---|---|---|---|
| ROAD NAME | ZONE | RESTRICTION | METRES | 5 METRES = 1 SPACE | PARKED | OBSERVED SPACES | %RESTRICTION STRESS | PARKED | OBSERVED SPACES | %RESTRICTION STRESS |
| WARWICK PLACE | 1 | SINGLE YELLOW LINE | 11 | | | | | | | |
| | | TOO NARROW UNRESTRICTED | 54 | | | | | | | |
| | 2 | UNRESTRICTED | 76 | 15 | 13 | 1 | 92.86% | 11 | 3 | 78.57% |
| | | DROPPED KERB | 1.3 | | | | | | | |
| KINGSTON COURT | 3 | TOO NARROW UNRESTRICTED - (PARKED ON PAVEMENT) | 26.6 | | 1 | | | 4 | | |
| | | DROPPED KERB | 20.4 | | | | | | | |
| | | UNRESTRICTED | 33.5 | 5 | 1 | 3 | 25.00% | 3 | 0 | 100.00% |
| FISHERMANS HILL | 4 | SINGLE YELLOW LINE MON-SAT 0800-1830 | 57 | | | | | | | |
| | 5 | SINGLE YELLOW LINE | 9 | | | | | 1 | | |
| | | UNRESTRICTED | 41.6 | 8 | 8 | 0 | 100.00% | 8 | 0 | 100.00% |
| KINGSTON COURT | 6 | UNRESTRICTED | 57.7 | 11 | 8 | 2 | 80.00% | 10 | 1 | 90.91% |
| WARWICK PLACE | 7 | UNRESTRICTED | 17.7 | 3 | 2 | 1 | 66.67% | 1 | 2 | 33.33% |
| | | DROPPED KERB | 31.4 | | | | | | | |
| | | TOO NARROW UNRESTRICTED | 36.8 | | | | | | | |
| | 8 | UNRESTRICTED | 38.3 | 6 | 5 | 1 | 83.33% | 5 | 1 | 83.33% |
| | | DROPPED KERB | 9.9 | | | | | | | |
| | | SINGLE YELLOW LINE | 14.6 | | 1 | | | 1 | | |
| COLLEGE ROAD | 9 | SINGLE YELLOW LINE | 3.3 | | | | | 1 | | |
| | | SINGLE YELLOW LINE NO SIGN | 95.2 | 19 | 14 | 3 | 82.35% | 17 | 0 | 100.00% |
| | | DROPPED KERB | 13 | | | | | | | |
| | 10 | DOUBLE YELLOW LINE | 12.1 | | | | | | | |
| | | SINGLE YELLOW LINE | 40.6 | | | | | | | |
| | 11 | DOUBLE YELLOW LINE | 149 | | | | | | | |
| | 12 | DOUBLE YELLOW LINE | 30 | | | | | | | |
| | 13 | UNRESTRICTED | 34.5 | 6 | 0 | 6 | 0.00% | 0 | 6 | 0.00% |
| | 14 | DOUBLE YELLOW LINE | 30 | | | | | | | |
| | | UNRESTRICTED | 35.9 | 6 | 6 | 0 | 100.00% | 6 | 0 | 100.00% |
| | | DROPPED KERB | 13.3 | | | | | 1 | | |
| | | SINGLE YELLOW LINE NO SIGN | 19 | | 2 | | | 2 | | |
| HOLLY COURT | 15 | PARKING BAYS | | 5 | 5 | 0 | 100.00% | 5 | 0 | 100.00% |
| WARDEN COURT | 16 | PARKING - UNRESTRICTED | | 4 | 4 | 0 | 100.00% | 2 | 2 | 50.00% |
| WALLIS PARK | 17 | PARKING AREA | | | 90 | 55 | 62.07% | 135 | 10 | 93.10% |
| | | | | | 83 | 61 | 73% | 63 | | 76% |

## K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 22ND DECEMBER 2021

LOCATION : COLLEGE ROAD, NORTHFLEET, KENT

**BEAT - 11:45 HOURS**

## K&M TRAFFIC SURVEYS

DATE : WEDNESDAY 22ND DECEMBER 2021

LOCATION : COLLEGE ROAD, NORTHFLEET, KENT

**BEAT - 23:30 HOURS**