

# Transport Statement Proposed Residential Development – Villa rd ME3 7BU

## 1. Introduction

1.1. This document has been prepared, following discussions with the Planning Officer (Minor Projects) at Medway council to clarify the revised loading proposals for the proposed residential development in the Higham area.

## 2. Background

2.1. The application is presented with adequate turning for deliveries but without a designated bay for loading for the residential elements of the development

2.2. Following discussions between the applicant and the Planning consultant a proposal has been agreed what is hoped is a solution that will satisfy the requirements for servicing in both highway and planning terms. This document sets out the details of those proposals for servicing the proposed development.

2.3. This will comprise of:

- A description of the servicing requirements of the site;
- An appraisal of the types of vehicles likely to serve the development;
- swept path analysis of the largest of those vehicles;
- A description of the layout;
- An outline Service and Delivery Management Plan.

2.4 The site layout is shown at Appendix A.

## 3. Description of the Servicing Requirement of the Site.

3.1. The proposed Development comprises 3x3 bedroom detached Bungalows,

3.2. It is proposed that each house will try to meet the passive housing standards at the same time provide a development fitting for the rural area.

3.3. The servicing requirement for any residential development will be dependent on nature of that development. In normal circumstances the TRICS database would be used to consider comparative examples to ascertain the level of servicing for a residential development of the size proposed. This is important as the significant move towards internet sales and delivery was not a factor in the figures presented for those examples.

3.4. In the absence of suitable independent data and the inability to undertake surveys, we believe that it is reasonable to work on a number of assumptions.

- A). The ordering of deliverable goods for the residents.

- B). Deliveries to members of the new community
- C). The typical working day will be between 6.00am and 8.00pm and the typical working week Monday to Saturday, for most deliveries within the area.
- D). The site will be let with a minimum of 1 parking spots per unit and then an additional 2 will be installed for visitors and deliveries
- E). For the residential element again there is very little data in TRICS that reflects current delivery practices and very few examples, if any that are a good fit with the application site in terms of size and proximity to transport and amenities. Those examples as can be seen did not cover servicing in a manner that would be relevant here.
- F). Again we believe it reasonable to work on assumptions in these circumstances.
- G). Each unit will receive post Monday to Saturday but this will be counted as one service trip to the site.
- H). Each unit will have a weekly refuse collection but this will counted as one service trip to the site.
- I). Each unit will have at least 3 parcel deliveries per week.
- J). at least 1.5 of the units will have grocery deliveries per week
- K). 1 of the units will have one utility servicing visit per 3 months
- L). This would give a weekly total of servicing visits of 9. On this basis we believe a total weekly requirement for both uses of approximately 15 servicing trips. If this is averaged over a normal working week then there would be an expectation of 3 trips per day.

## 4. Vehicle Types

- 4.1. The type of vehicle used will depend of course on what is being delivered. On initial occupation there will be a need to bring in furniture etc.
- 4.2. Domestic furniture and belongings for the development can be accommodated in '18 tonne' type Lorries. This may require several visits but is entirely feasible.
- 4.3. Domestic vehicles for occupants will be restricted to electric Vehicles only with an ULEZ zone imposed.

## 5. Swept Path Analysis

- 5.1 We have argued that it is reasonable to assume that a 7.5t style lorry would meet all but the most onerous delivery and collection requirements of the site. The only exception being refuse collection.
- 5.2 Refuse collection would be undertaken from the highway as is current practice with other residential properties. The vehicle will wait outside each house and the residents bins dragged from the kerb side at the entrance of each house where the kerb is dropped.
- 5.3. The swept path shows that within the areas designated for turning a 7.5t vehicle would have no difficulty in entering and leaving the site in forward gear.

## 6. The Site Layout

6.1. The site provides 5 parking spaces, 3 are allocated to each house

6.2 The parking bays and parking aisles provided are of standard geometry. The aisle widths are 6m and the bays 2.4m by 4.8m and 5m.

6.3 On the whole site a zero carbon restriction for car will be imposed

6.4 Further signs are to be provided at the site entrance to make it clear that the site is an Ulez zone

6.5 It is also proposed that a secure delivery facility is provided on site for the residents. This will allow most items to be left in secure storage and will minimise the time for deliveries of most items. Which will lead to less time spent by vehicles that do not conform to the ULEZ. Management of this system will be detailed in the proposed Delivery and Service Management Plan discussed in the following section.

6.6 The site layout is shown at Appendix A.

## 7. Outline Delivery and Service Management Plan.

7.1 In order to manage the servicing requirements and constraints on the site it is proposed that a Delivery and Service Management Plan (DSMP) be implemented. This type of document is a common Transport Statement. Requirement for new developments where concerns have been expressed over how servicing is to take Place and the number of service trips likely to be generated by a site. A DSMP is not normally required for a development of this size as the measures that result from them are normally applicable to high volumes of deliveries, however, there are some useful strategies that would still apply to even a residential block. It would also serve the purpose of regulating what happens on the site and providing the means of ensuring the on-going management of the facilities provided.

7.2 It is the applicant's expectation that the provision of such a document will be a planning condition in any consent granted.

7.3 It is proposed in particular that the following matters are specifically dealt with in the DSMP.

- The appointment of a person/ company taking over the management of the premises will have responsibility for logging the arrival and departures of all servicing vehicles ensuring that the maximum waiting Times are not exceeded.
- That the secure delivery facility is kept under observation and to act as a point of contact if any issues should arise
- To notify other occupants of the building when needed in respect of deliveries and parking matters arising.
- The DSMP to be included as a standalone document but also as part of the Proposed Residential Travel Plan.

- The limitations and constraints on site for deliveries to be notified to all occupants of the site (first occupation and those who follow by means of the rental agreements, leasehold or other Conveyance documentation).

## 8. Conclusions

- The site can reasonably expect in the region of 10 service trips per day as a worst case.
- Typically no vehicle larger than a 7.5 tonne would be required to serve the site.
- The site can accommodate a 7.5 tonne vehicle entering and leaving the site in forward gear.
- The site and location of the servicing facilities on the site will be clearly marked and signposted with a clear indication of the time limitation on its use.
- A Delivery and Service Management Plan will be implemented to ensure that the facilities and restriction on use are enforced and the requirements for deliveries kept as close as possible to a minimum.