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Transport Statement

Land at Dalefield Industrial Park, Dalefield Way, Gravesend

CLIENT: Keady Construction Ltd.

APRIL 2024
PL/AH/33075



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1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 DHA has been commissioned by Keady Construction to provide transport planning advice in relation to the proposed development at Dalefield Industrial Park, off Dalefield Way, in Gravesend, Kent.
- 1.1.2 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance and the Department for Transport (DfT) Circular 01/2022. Following this introduction, the TS is structured as follows:-
- Section 2 summarises the existing transport conditions local to the site;
 - Section 3 sets out the development proposals;
 - Section 4 provides an assessment of compliance with applicable transport planning policy;
 - Section 5 forecasts the development vehicular trip attraction; and
 - Section 6 provides a summary and conclusion.
- 1.1.3 The proposals have been subject to pre-application engagement with Kent County Council Highways and Transportation (KCC H&T) and National Highways, during which the scope of this TS was agreed. A copy of the associated correspondence is included at **Appendix A**.

1.2 VISION OF THE DEVELOPMENT

- 1.2.1 With respect to DfT Circular 01/2022, the vision of the development is to enhance an existing commercial site located in close proximity to residential areas in Gravesend and well served by active and sustainable transport modes, in order to provide additional local employment opportunities and reduce out-commuting.
- 1.2.2 In order to account for this vision, which will be supported through the implementation of a Travel Plan, a sensitivity vehicular trip attraction assessment has been completed with a five per cent reduction to the baseline trip attraction forecast.

2 EXISTING TRANSPORT CONDITIONS

2.1 THE EXISTING SITE

- 2.1.1 Dalefield Industrial Park is located to the north of Dalefield Way, approximately 2.1km to the south-east of Gravesend Town Centre. It currently accommodates B&T Plant Hire and O'Halloran & O'Brien. The location of the site in a local context is shown below in Figure 2-1.



FIGURE 2-1: SITE LOCATION (COURTESY OF GOOGLE MAPS)

- 2.1.2 As has been noted, the site is currently operational and accommodates two office buildings, a workshop building and a large storage yard. Vehicular access to the site is achieved via a priority junction with right turn lane to the north of Dalefield Way.
- 2.1.3 The site is bound by agricultural and marsh land to the north, east and west, and to the south by Dalefield Way.

2.2 LOCAL HIGHWAY NETWORK

- 2.2.1 Dalefield Way takes a general east / west alignment past the site, has a carriageway width of approximately 10.0m and is subject to a 30mph speed restriction. To the east, it provides access to a number of residential dwellings

before terminating at a cul-de-sac. To the west, it provides a connection with Dering Way and a private access road at a four-arm roundabout junction.

- 2.2.2 Dering Way routes north-west from the aforementioned roundabout providing a connection with a number of industrial units. To the south, it provides a connection with Lower Higham Road, the A226 Rochester Road and the B261 Old Road East at a five-arm roundabout junction.
- 2.2.3 To the south-east, the A226 provides a connection with the A289 near Higham and to the north-west, it provides a route towards Gravesend Town Centre. The A289 in turn provides a connection with the M2 at Junction 1 to the south-west.
- 2.2.4 It is therefore evident that the site is well related to the primary and strategic route networks.

2.3 WALKING AND CYCLING INFRASTRUCTURE

- 2.3.1 Footways are currently provided on both sides of Dalefield Way, with the northern footway measuring approximately 2.0m and the southern measuring approximately 3.0m in width and taking the form of a shared footway / cycleway.
- 2.3.2 It is noted that there are crossing points on both sides of the site access, taking the form of dropped kerbs, tactile paving and pedestrian refuge islands.
- 2.3.3 It is further noted that crossing points are provided on the eastern, southern and western arms of the aforementioned roundabout junction to the west of the site.
- 2.3.4 Figure 2-2 overleaf shows the Public Rights of Way (PRoW) network in the vicinity of the site, with purple lines indicating Public Footpaths, blue lines indicating Restricted Byways, yellow lines indicating Promoted Routes and green triangles indicating that the route is subject to vegetation clearance.

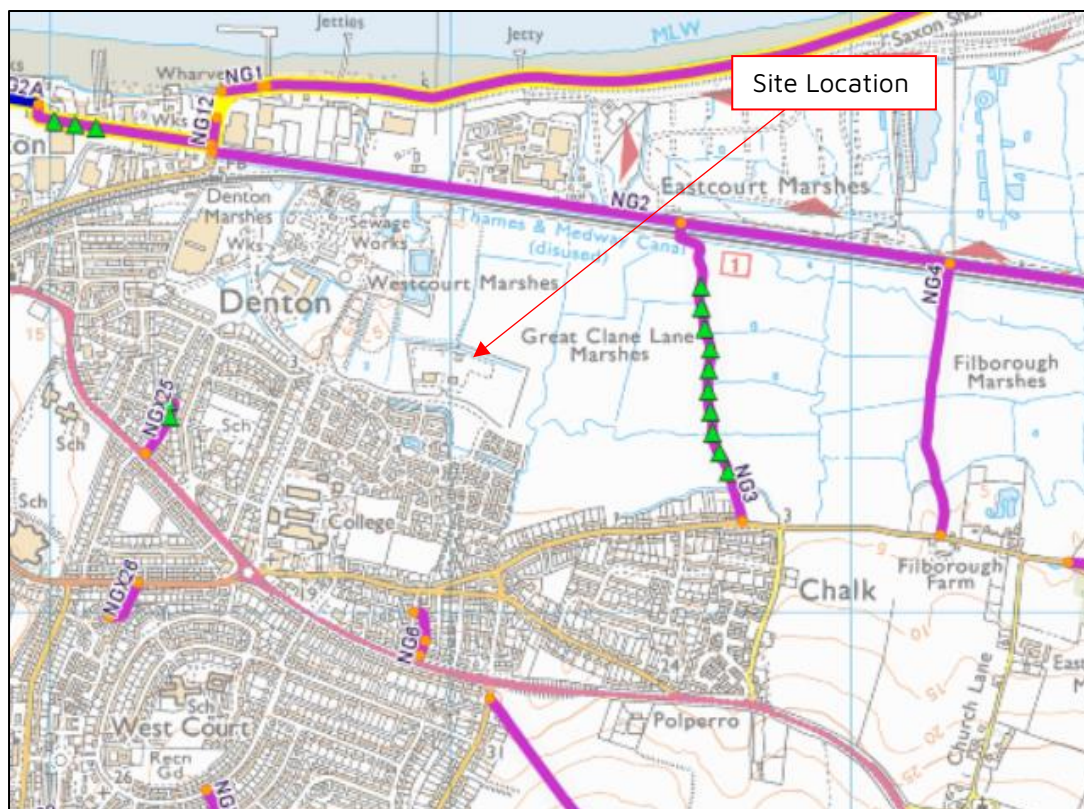


FIGURE 2-2: LOCAL PROW NETWORK (COURTESY OF KENT COUNTY COUNCIL)

- 2.3.5 With respect to cycle infrastructure, it is reiterated that a shared footway / cycleway is provided on the southern side of Dalefield Way and it is noted that National Cycle Route 1 can be accessed to the north-west of the site, as shown in Figure 2-3 overleaf.

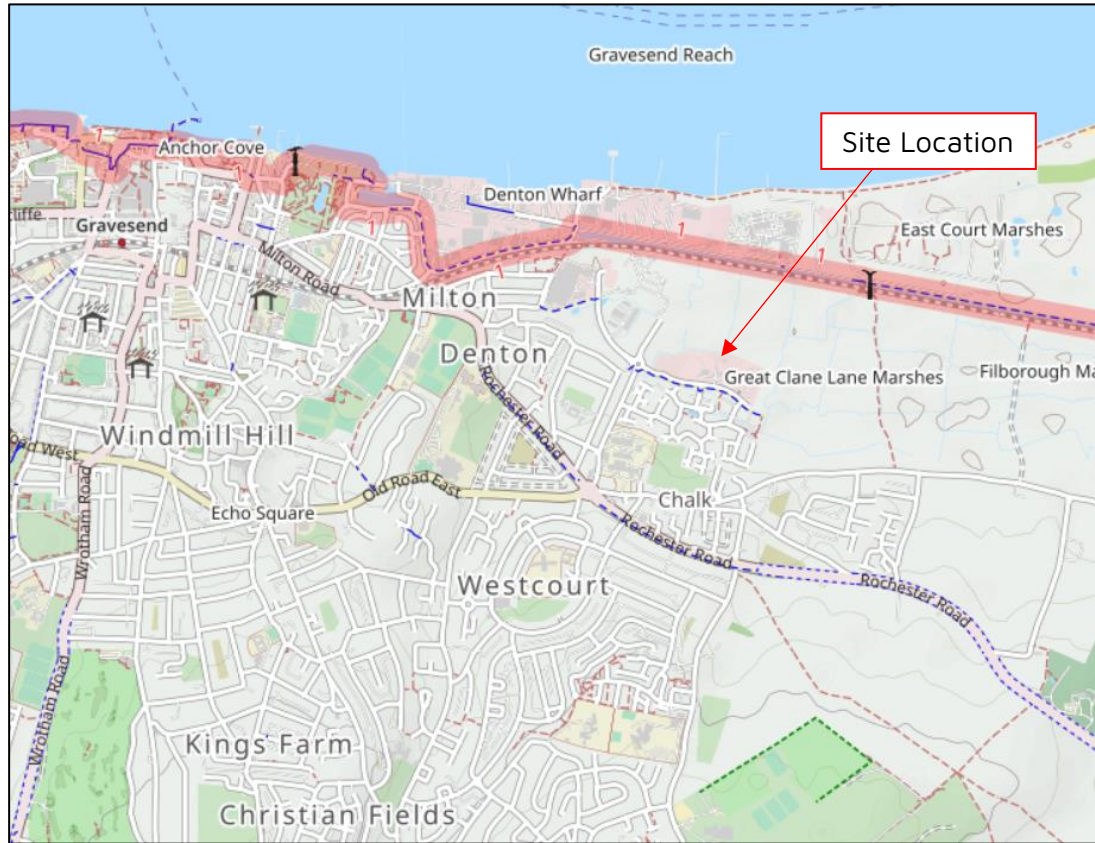


FIGURE 2-3: LOCAL CYCLE NETWORK (COURTESY OF OPENCYCLEMAP.ORG)

- 2.3.6 National Cycle Route 1 provides a route between Gravesend to the north-west and the Medway Towns to the south-east.
- 2.3.7 It is further noted that much of the local highway network within the vicinity of the site is suitable for on-carriageway cycling by competent individuals.

2.4 PUBLIC TRANSPORT INFRASTRUCTURE

- 2.4.1 A pair of bus stops are located to the south-west of the site on the A226 Rochester Road, approximately 1.1km (or a 14-minute walk) away. Both stops are provided with sheltered waiting facilities. Table 2-1 overleaf summarises the bus services that are available from these stops (excluding school services).

ROUTE NUMBER	ROUTE	FREQUENCY OF SERVICE
		WEEKDAY
190	Gravesend – Chatham	2-3 per hour
416	Gravesend – Meopham	4 per day
417	Gravesend – Cliffe	3 per day
480A	Gravesend – Riverview Park	2-3 per hour
489	New Ash Green – Gravesend	1 per day
490A	Gravesend – Valley Drive	2-3 per hour

TABLE 2-1: LOCAL BUS SERVICES

- 2.4.2 The closest railway station to the site is Gravesend, which is located approximately 2.7km to the north-west (representing a 12-minute cycle time). This station provides access to frequent train services to London, the Medway Towns, Faversham and East Kent coastal destinations throughout the week. The station is provided with step-free access to platforms and a total of 280 cycle parking spaces.

2.5 HIGHWAY SAFETY

- 2.5.1 Personal Injury Collision (PIC) data has been sourced from Kent County Council (KCC) for the highway network within the site vicinity for the latest five-year period for which statistics are available to 30th September 2023. A total of 15 incidents were recorded during this period; 14 of which were classified as 'slight' and 1 as 'serious' in severity. The full PIC report and plot are included at **Appendix B**.
- 2.5.2 It is noted that the 13 of the incidents took place at or in the vicinity of the junction which connects Dering Way, Lower Higham Road, the A226 and Old Road East, all of which were deemed to be 'slight' in severity. It is noted that four incidents involved vehicles colliding with pedestrians attempting to cross the road/junction, four involved vehicles pulling out into the path of oncoming vehicles, two were rear ends shunts, one involved a vehicle colliding with a cyclist and two involved vehicles losing control and leaving the carriageway.
- 2.5.3 Incident No.5 took place approximately 220 metres west of the site access and occurred on 27th February 2019 in Light, wet and rainy conditions. This incident occurred when a car clipped the central island forcing them to street into the crash barrier at the side of the road. This incident was deemed to be 'slight' in severity.

- 2.5.4 Incident No.6 took place at the roundabout junction which connects Dalefield Way and Dering Way on 8th April 2019. This incident took place in light, dry and fine conditions. This incident occurred when a car attempted to overtake a lorry and in doing so joined the roundabout on the wrong side of the road and collided with another car head on. This incident was deemed to be 'serious' in severity.
- 2.5.5 It is considered that the majority of the incidents can be attributed to human error, rather than any inherent fault with the highway layout or condition. As such, it is not considered that the proposed development would materially exacerbate the local highway safety record.

3 PROPOSED DEVELOPMENT

3.1 OVERVIEW

- 3.1.1 The proposals comprise the development of a new office building (1,170sqm) and storage unit (234sqm) on land which is currently used as an external storage area at Dalefield Industrial Park. It is noted that Dalefield Industrial Park currently accommodates a plant hire company and a construction company on site and the new office will accommodate a further construction company on site.
- 3.1.2 It is noted that the loss of storage space will not have a negative impact on the existing operation, as there is adequate space within the wider site to accommodate the goods and equipment displaced as a result of the proposed development.
- 3.1.3 The proposed site layout is included at **Appendix C**.

3.2 ACCESS

- 3.2.1 Vehicular and pedestrian access to the site will continue to be achieved via Dalefield Way, as per the existing arrangement, which has operated safely and suitably to date.

3.3 PARKING

- 3.3.1 The proposed development includes the provision of 41 additional parking spaces, which is deemed to be compliant with the maximum standards for an office use as outlined within the applicable Kent and Medway Structure Plan (2006): Supplementary Planning Guidance 4 (SPG4) standards.
- 3.3.2 It is noted that the parking area that serves the existing office is not provided with disabled parking and therefore four of the existing parking spaces close to the frontage of the proposed office building will be designated for use by disabled employees and visitors.
- 3.3.3 It is noted that the proposed storage unit would not result in the employment of additional staff and therefore it is not deemed necessary to provide specific parking for this element of the development.
- 3.3.4 Six Sheffield stands will be provided to accommodate 12 cycle parking spaces, which is deemed to be compliant with the applicable SPG4 standards.

- 3.3.5 Electric Vehicle (EV) charging infrastructure will be provided in line with Part S of the Building Regulations, with ten parking spaces provided with 'active' EV charging infrastructure.

3.4 SITE SERVICING

- 3.4.1 Swept path analysis has been completed to confirm that the layout of the proposed car park extension is suitable. Swept path analysis has been completed for a large estate car and demonstrates that all parking spaces are accessible.
- 3.4.2 It is noted that deliveries and servicing will continue to occur as per the current time, with dedicated turning and unloading bays provided on site.

3.5 CONSTRUCTION TRAFFIC MANAGEMENT

- 3.5.1 Site offices and welfare facilities will be located on the construction site. Wheel washing equipment will be provided as necessary for construction phases. Access to the construction site will be secured and operated in accordance with current health and safety legislation. Delivery and construction HGV traffic will be accommodated on the construction site, with no requirement for waiting on the public highway. Daily movements of goods vehicles, in particular, will be timed to avoid peak traffic times.
- 3.5.2 Third-party suppliers and contractors visiting the site will be made aware of the construction access and routing arrangements at the start of the project. Site management will ensure compliance with construction access arrangements.

4 TRANSPORT PLANNING POLICY

4.1 NATIONAL PLANNING POLICY FRAMEWORK (NPPF, 2023)

- 4.1.1 The 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. The NPPF is a material consideration in planning decisions.
- 4.1.2 At the heart of the NPPF is a presumption in favour of sustainable development. This is reflected in Section 9 of the document, where it is noted that significant development should be focused in locations which are, or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The NPPF advises that in assessing sites, it should be ensured that:-
- (a) "Appropriate opportunities to promote sustainable transport can be – or have been – taken up, given the type of development and its location;*
 - (b) Safe and suitable access to the site can be achieved for all users;*
 - (c) Content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - (d) 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."*
- 4.1.3 Paragraph 115 further states that: *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe"*. It then goes on to note that 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."

4.2 PLANNING PRACTICE GUIDANCE (PPG)

- 4.2.1 The PPG was established in March 2014 as a supporting resource in conjunction with the NPPF, which is also a material consideration in determining planning applications. With respect to transport, the PPG includes a section titled 'Travel Plans, Transport Assessments and Statements in Decision-Taking'. This provides general guidance on the process of producing these documents, advising that:-

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

4.3 DEPARTMENT FOR TRANSPORT (DFT) CIRCULAR 01/2022 – THE STRATEGIC NETWORK AND THE DELIVERY OF SUSTAINABLE DEVELOPMENT (2022)

- 4.3.1 DfT Circular 01/2022 states at Paragraph 11 that National Highways will:-

"...act in a manner which conforms to the principles of sustainable development. In this context the company's licence agreement defines sustainable development as encouraging economic growth while protecting the environment and improving safety and quality of life for current and future generations. Alongside this, the company has an important role to play in the drive towards zero emission transport through its commitment to net zero maintenance and construction emissions by 2040 and net zero road user emissions by 2050, and its role as a statutory consultee in the planning system."

- 4.3.2 The Circular further advises at Paragraph 12 that:-

"New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable. Developments in the right places and served by the right sustainable infrastructure delivered alongside or ahead of occupancy must be a key consideration when planning for growth in all local authority areas."

"Development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and

support wider social and health objectives, and which support existing business sectors as well as enabling new growth.

4.3.3 In relation to Transport Assessments, the Circular states at Paragraph 48 that:-

"Where a Transport Assessment is required, this should start with a vision of what the development is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Where such development has not been identified in an up-to-date development plan (or an emerging plan that is at an advanced stage), developers should demonstrate that the development would be located in an area of high accessibility by sustainable transport modes and would not create a significant constraint to the delivery of any planned improvements to the transport network or allocated sites."

4.4 LOCAL TRANSPORT PLAN 4 (LTP4): DELIVERING GROWTH WITHOUT GRIDLOCK (2016-2031)

4.4.1 LTP4 was prepared by KCC and runs from 2016 to 2031. The Plan includes details on how the County Council will meet its transport ambition for Kent, which is:-

"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported."

4.4.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:-

"Outcome 1: Economic growth and minimised congestion

Policy: 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.

Outcome 2: Affordable and accessible door-to-door journeys

Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safe travel

Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.

Outcome 4: Enhanced environment

Policy: Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing

Policy: 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."

- 4.4.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver 'Growth without Gridlock'.

4.5 GRAVESHAM LOCAL PLAN CORE STRATEGY

- 4.5.1 The Core Strategy was adopted by Gravesham Borough Council (GBC) in September 2014 and is the Council's principal document within its Local Plan, setting out the main planning policy objectives for the Borough up to 2028.

- 4.5.2 With regard to transport, Strategic Objective 7 is to:-

"Enhance the Borough's public transport network to serve existing and new neighbourhoods and communities in Gravesend, Northfleet and Ebbsfleet."

- 4.5.3 Policy CS11 states the following:-

"New developments should mitigate their impact on the highway and public transport networks as required. As appropriate, transport assessments and travel plans should be provided and implemented to ensure the delivery of travel choice and sustainable opportunities for travel..."

Sufficient parking in new development will be provided in accordance with adopted standards which will reflect the availability of alternative means of transport and accessibility to services and facilities..."

The Council will seek improvements to walking and cycling facilities and networks in the Borough including provision in new development as appropriate..."

4.6 GRAVESHAM LOCAL PLAN FIRST REVIEW (SAVED POLICY)

- 4.6.1 Although the adopted Core Strategy replaces a number of the policies contained within the Local Plan (First Review), those which were 'saved' by the Secretary of State will remain applicable in the determination of planning applications.

- 4.6.2 Policies T1 to T3 are in accordance with general policy outlined by the Local Highway Authority with respect to the use of the highway network. These are set out as follows:-

***"Policy T1:** The Local Planning and Highway Authorities will consider the impact on the transport system and on the environment of traffic generated by new development and will wish to ensure that all proposed developments are adequately served by the highway network identified on the Proposals Map.*

***Policy T2:** The Local Planning and Highway Authorities will seek to channel all traffic travelling through Gravesend on to the primary road network and to channel traffic between and within residential, industrial and principal business districts of the Borough onto the district distributors.*

***Policy T3:** The Local Planning and Highway Authorities will not normally permit any proposed development that generates significant volumes of commercial vehicle traffic, if it is not well related to the primary and district distributor network."*

- 4.6.3 In addition, **Policy T5** relates to the formation or intensified use of an access to the main highway network as identified on the Proposals Map, stating that this would not usually be permitted unless it can be demonstrated that there would be no safety implications and that the access is designed to a suitable standard which is acceptable to the Local Planning and Highway Authorities. Furthermore, **Policy P3** requires provision for vehicle parking to be made within the development site.

4.7 PARKING POLICY

- 4.7.1 The applicable parking standards for 'B1: Business' uses are outlined within the Kent and Medway Structure Plan Supplementary Planning Guidance 4 (SPG4): Kent Vehicle Parking Standards (2006). The standards stipulate that offices with between 500 and 2,000sqm of floor space should provide a maximum of one car parking space per 25sqm. The proposed office could therefore be provided with a maximum of 47 parking spaces.
- 4.7.2 With regard to cycle parking, the SPG4 standards stipulate that a minimum of one space per 1,000sqm for short-stay and one space per 200sqm for long-stay use should be provided. The proposed office therefore requires a minimum of 7 cycle parking spaces.
- 4.7.3 SPG4 further requires that four designated disabled parking spaces should be provided.
- 4.7.4 Approved Document S of The Building Regulations 2010 outlines the infrastructure required for the charging of Electric Vehicles (EVs). This approved document is part of the 2021 edition of the Regulations and took effect in June 2022.

- 4.7.5 Requirement S4 outlines the guidance for the erection of new buildings which are not residential:-

"Where a new building which is not a residential building or a mixed-use building has more than 10 parking spaces—

(a) one of those parking spaces must have access to one electric vehicle charge point; and

(b) cable routes for electric vehicle charge points must be installed in a minimum of one fifth of the total number of remaining parking spaces."

4.8 POLICY COMPLIANCE SUMMARY

- 4.8.1 With regard to national policies, the proposed development complies with those set out in the NPPF. The site is deemed to be situated within a sustainable location, with access to public transport and cycling infrastructure within a short distance.
- 4.8.2 With respect to DfT Circular 01/2022, the vision of the development is to enhance an existing commercial site located in close proximity to residential areas in Gravesend and well served by active and sustainable transport modes, in order to provide additional local employment opportunities and reduce out-commuting.
- 4.8.3 Safe and suitable access to the site can be achieved utilising the existing arrangement and the proposals include the provision of 41 vehicle parking spaces, 12 cycle parking spaces and the provision of four disabled parking spaces, which is deemed compliant with the applicable SPG4 standards.
- 4.8.4 The proposals also include the provision of ten Electric Vehicle (EV) charging points, which is compliant with Part S of the Building Regulations.
- 4.8.5 The increase in vehicle movements associated with the proposed development is unlikely to result in a 'severe' residual transport impact on the local highway network, in accordance with NPPF Paragraph 115.

5 TRIP ATTRACTION

5.1 OVERVIEW

- 5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip attraction of the proposed development. It also considers the principal transport impacts that could arise from the proposals.

5.2 PROPOSED DEVELOPMENT VEHICLE TRIP ATTRACTION

- 5.2.1 As has been noted, the new storage unit will not result in the employment of additional staff, as it will be utilised to store existing materials and equipment on the site. It is therefore not deemed necessary to include this element of the development within the trip attraction assessment.
- 5.2.2 The national TRICS trip rate database has been robustly assessed for surveys within the category '02 – Employment / A – Office', with sites in England, Scotland and Wales, outside of Greater London, in 'Suburban' and 'Edge of Town' locations considered. Any surveys undertaken during Covid-19 travel restrictions have been excluded and the local population criteria have been refined to reflect the site location.
- 5.2.3 A summary of the resulting average TRICS trip rates and the total trip attraction forecast is provided in Table 5-1 below. Please note that any apparent inaccuracies in the totals are due to rounding to whole numbers in MS Excel. The full TRICS output is included at **Appendix D**.

RESIDENTIAL	TRICS TRIP RATES (PER SQM)			TOTAL TRIPS (1,170SQM)		
Period	Arrivals	Departures	Total	Arrivals	Departures	Total
AM Peak (0800-0900)	1.708	0.161	1.869	20	2	22
PM Peak (1700-1800)	0.087	2.146	2.233	1	25	26
Daily (0700-1900)	6.642	6.723	13.365	78	79	156

TABLE 5-1: TRICS RATES AND TOTAL TRIP ATTRACTION FOR OFFICE (1,170SQM)

- 5.2.4 It is noted that a total of 156 vehicle trips could be expected to and from the proposed development across the 12-hour working day (07:00-19:00). Of these, up to 22 trips are expected in the AM peak hour and 26 in the PM peak hour. This equates to approximately 13 vehicle movements per hour across the 12-hour day, which is not considered to represent a significant or 'severe' residual impact with reference to Paragraph 115 of the NPPF. The impact of the development was accepted as being minimal by both KCC Highways and NH at the pre application stage.

- 5.2.5 As has been noted, a five per cent reduction to the baseline trip attraction forecast has been applied below as a sensitivity test to account for the development vision and the implementation of 'soft' and 'hard' sustainable transport measures and incentives, including by way of a Travel Plan. The results of this adjustment are set out in Table 5-2 below.

RESIDENTIAL	TOTAL TRIPS (1,170SQM)		
Period	Arrivals	Departures	Total
AM Peak (0800-0900)	19	2	21
PM Peak (1700-1800)	1	24	25
Daily (0700-1900)	74	75	148

TABLE 5-2: TOTAL TRIP ATTRACTION FOR OFFICE (SENSITIVITY TEST)

- 5.2.6 With the five percent reduction applied, it is noted that the proposal would attract one fewer trip in each peak hour and eight fewer trips across the 12-hour working day.

6 SUMMARY AND CONCLUSION

- 6.1.1 This Transport Statement has been prepared on behalf of Keady Construction in relation to the proposed development at Dalefield Industrial Park, off Dalefield Way, in Gravesend, Kent.
- 6.1.2 The proposals comprise the development of a new office building (1,170sqm) and storage unit (234sqm) on land which is currently used as an external storage area.
- 6.1.3 Vehicular and pedestrian access to the site will continue to be achieved via Dalefield Way, as per the existing arrangement, which has operated safely and suitably to date.
- 6.1.4 The proposed development includes the provision of 41 additional parking spaces, which is deemed to be compliant with the maximum standards for an office use as outlined within the applicable Kent and Medway Structure Plan (2006): Supplementary Planning Guidance 4 (SPG4) standards.
- 6.1.5 It is noted that the parking area that serves the existing office is not provided with disabled parking and therefore four of the existing parking spaces close to the frontage of the proposed office building will be designated for use by disabled employees and visitors.
- 6.1.6 Four Sheffield stands will be provided to accommodate eight cycle parking spaces, which is deemed to be compliant with the SPG4 standards. Electric Vehicle (EV) charging infrastructure will be provided in line with Part S of the Building Regulations.
- 6.1.7 It is considered that the proposed development is compliant with both national and local transport planning policy.
- 6.1.8 It is noted that a total of 156 vehicle trips could be expected to and from the proposed development across the 12-hour working day (07:00-19:00). Of these, up to 22 trips are expected in the AM peak hour and 26 in the PM peak hour. This equates to approximately 13 vehicle movements per hour across the 12-hour day, which is not considered to represent a significant or 'severe' residual impact with reference to Paragraph 115 of the National Planning Policy Framework.
- 6.1.9 On this basis, there should be no sound transport-based objections to the planning application.

APPENDIX

A



Adam Huckstepp

From: David.Barton@kent.gov.uk
Sent: 20 March 2024 12:34
To: Adam Huckstepp
Subject: RE: Pre app request - PAP/2023/177 - Dalefield Industrial Park, Gravesend

Follow Up Flag: Follow up
Flag Status: Flagged

[External email - This message originated from outside DHA – prior to opening any attachments or opening links, please ensure their authenticity with the sender]

Hi Adam

I have now had the opportunity to look at your Transport Scoping Note dated February 2024 and consider that it covers all of the elements necessary to be included in a Transport Statement that should accompany any future planning application.

I would make the following comments:

- The site is located in a relatively sustainable location, and this should be demonstrated in your TS with regard to availability of bus and train services, cycling and walking opportunities.
- In any response to a consultation to a planning application by the LPA I would, as you have recommended, request that a Travel Plan for the office development be submitted and approved by the LPA as a Condition of any consent granted. An outline Travel Plan should be submitted in support of the application, possibly as part of the Transport Statement.
- As previously indicated, I am in agreement with the lengths of road shown that should be covered in a review of PIAs as detailed in Figure 2 of you TSN.
- Utilisation of the existing access off Dalefield Way without alteration is considered acceptable.
- The proposed parking provision for the office block of 45 spaces is acceptable for the 1,170 sqm. And accords with Kent Parking Standard for B1 office use of 1 space per 25sqm for this location. Additional spaces of appropriate size should be provided for the estimated use of goods vehicles.
- I would expect a minimum of 10% of the parking spaces to be provided with active EV charging facilities with a further 10% provided with passive supply i.e. ducting / cabling only.
- The list of relevant Planning Policy documents appears complete.
- The data sourced from TRICS to assess the trip generation from the development appears robust. No trip distribution assessment is necessary since all traffic must travel onto Dering Way and to Lion Roundabout. I do not consider that the level of traffic generation is significant enough to require modelling of any local road junctions.

I hope that above is of assistance to you and if you require any further information or have any questions, please do not hesitate to contact me.

Kind Regards
Dave

David Barton
Senior Development Planner
Kent County Council Highways & Transportation
07715 428802

From: Adam Huckstepp <adam.huckstepp@dhatransport.co.uk>
Sent: Tuesday, March 12, 2024 10:44 AM

Tech Note

Spatial Planning Framework Commission

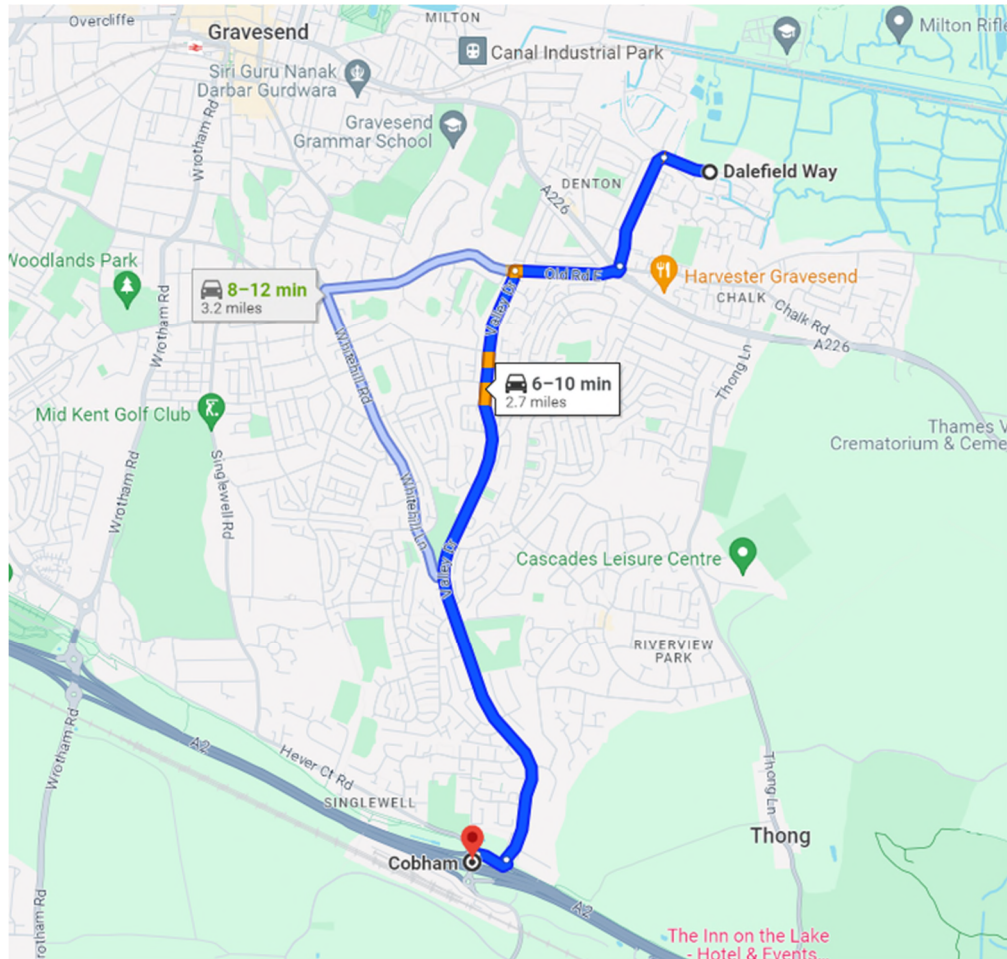
Job number:	K519		
Job title:	Land at Dalefield Industrial Park, Dalefield Way, Gravesend, Kent.		
To:	Nigel De Wit	cc:	
Topic:	Pre-application Transport Scoping Note review		
	Prepared:	Checked/Approved	
Name:	Martin Hempell	Derek Jones	
Date:	11/03/2024	11/03/2024	

Throughout this response any **ACTION POINTS** for the applicant are shown as **bold underlined**.

Introduction

- 1 National Highways has been requested to provide pre-application advice on proposed development at Dalefield Industrial Park, Dalefield Way, Gravesend, Kent. The proposals comprise the development of a new office building (1,170sqm) and storage unit (234sqm) on land which is currently used as an external storage area.
- 2 The local planning authority (LPA) is Gravesham Borough Council (GBC).
- 3 As shown in Figure 1 overleaf, the proposed development site is located approximately 2½ miles from the junction of the A2 with Valley Drive, Hever Court Road and Henhurst Road.

Figure 1: Site Location Plan



Source: Google Map data © 2024

Background

- 4 DHA Transport has submitted a Transport Scoping Note (TSN) for review.
- 5 We note that the site falls within the red line boundary of the Lower Thames Crossing scheme and that National Highways will consult internally on any issues this may raise.

Trip Rates and Trip Generation

- 6 The site is currently used for open storage by a plant hire and a civil engineering business, who will continue to occupy the site post-development. It is proposed that a new, covered storage unit will be provided adjacent to the existing plant hire offices and workshop. It appears that the new unit will be used by the business to store materials which are currently stored in the open. The TSN asserts that this will not result in an increase in staffing levels at the site and thus the storage element of the proposals has been considered as an existing use which will not generate additional trips. Whilst further evidence in relation to this has not been provided, even if the 234 m² storage unit were to be considered additional, it would not affect our advice in relation to this case.
- 7 The TSN presents an assessment of the trip generation of the office element of the proposed development, based on analysis of the TRICS trip generation database. The analysis has used land use code '02: Employment; A: Office' and considered 'Suburban' and 'Edge of Town' locations. This methodology is accepted.
- 8 The trip rates and resultant trip generation presented in the TSN are shown below:

Period	TRICS Trip Rates (per 100sqm)			Total Trips (1,170sqm)		
	Arrival	Departure	Total	Arrival	Departure	Total
AM Peak (0800-0900)	1.708	0.161	1.869	20	2	22
PM Peak (1700-1800)	0.087	2.146	2.233	1	25	26
Daily (0700-1900)	6.642	6.723	13.365	78	79	156

TABLE 1: TRICS RATES AND TRIP ATTRACTION FOR OFFICE (1,170SQM)

- 9 JSJV has undertaken an independent review of the TRICS database, and this has returned similar results to those presented in the TSN. We find the trip rates and trip generation figures shown above to be representative as a *pre-vision* scenario.

Trip Distribution and Assignment

- 10 The TSN does not present a trip distribution or assignment analysis for the proposed development. Given the site's location on the north-eastern fringes of Gravesend, we consider that a proportion of staff in the proposed office building would have journeys to/from work within the Gravesend urban area. Trips to/from the site using the SRN would be correspondingly low and would likely be split over more than one A2 SRN junction.
- 11 Given the above, in our view, analysis of the SRN is not required.

Site Sustainability

- 12 Within the submission a 'vision' has been supplied and it is commented that the site is well served by sustainable modes.
- 13 DfT Circular 01/2022 'Strategic Road network and the delivery of sustainable development' sets out a requirement for new development proposals to be underpinned by a transport vision which supports the wider sustainability goals of the government's transport decarbonisation plan.
- 14 The document 'Planning for the future – A guide to working with National Highways on planning matters' sets out National Highways approach to planning matters for proposed developments. Paragraph 34 states:
- "The vision-led approach is relevant to both the plan-making and decision-taking stages (proportionate to the scale, sensitivity and complexity of the development proposal)."*
(emphasis added)
- 15 In the opinion of JSJV, the quotation above from the National Highways document is particularly pertinent to this case. In this instance, it has been established that the development traffic impact on the SRN will be low.
- 16 JSJV recommends that, in order to secure the sustainability of the site, should this proposal come forward as a planning application, it would be appropriate to recommend a planning condition in relation to Travel Plan matters. This is considered a proportionate approach in this particular instance.

Conclusion

No further actions required at the pre application stage

APPENDIX

B



Date: 12-April-2024

Time: 18:01:57

Title: **Dering Way, Gravesend**

Requested output: **D - Print Crash Report**

Date: 12-April-2024

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

There were 15 reported crashes resulting in injury

D-PRINT CRASH REPORT

12-Apr-2024

18:01:56

Dering Way, Gravesend

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A226 Grid 566553E Section 182 Ref 173061N	SLIGHT	29/11/2018	5	18:30	DRK STL	Wet/Damp	Rain	SE	S.VEH R.TURN	
	A226, ROCHESTER RD J/W SHELL PETROL STATION, GRAVESEND.								Gravesham		PED
	C1 WAS WALKING ALONG PAVEMENT AND CROSSING ENTRANCE TO SHELL GARAGE WHEN V1 ENTERED FROM MAIN RD AND HIT C1. C1 WAS HIT ON RIGHT SIDE AND WENT OVER BONNET OF CAR AND LANDED ON PAVEMENT. D1 STOPPED AND SAID THEY HAD NOT SEEN THEM AS THEY TURNED INTO THE GARAGE. D1 GAVE C1 LIFT HOME AND LEFT THEIR NAME AND NUMBER BUT DID NOT TAKE C1'S DETAILS.						Veh1, car, SE -> NE			Casualties 1 Vehicles 1	
2	Road No A226 Grid 566547E Section 182 Ref 173056N	SLIGHT	21/01/2019	2	10:20	L	Wet/Damp	Fine			
	A226, ROCHESTER RD, 30 METRES FROM J/W ROCHESTER RD, GRAVESEND. (MAPPED TO NEW COORDINATES, ORIGINAL COORDINATES 566534, 173066)								Gravesham		
	V1 WAS TRAVELLING SOUTHEAST ON ROCHESTER RD WHEN THEY SLOWED DOWN TO TURN RIGHT. V2 WAS TRAVELLING IN THE OPPOSITE DIRECTION WHEN V1 TRAVELLED ACROSS THE PATH OF V2, CAUSING A COLLISION.						Veh1, car, NW -> SE Veh2, car, SE -> NW			Casualties 2 Vehicles 2	
3	Road No A226 Grid 566413E Section 181 Ref 173182N	SLIGHT	24/01/2019	5	07:47	L	Wet/Damp	Rain		R.TURN	
	A226 ROCHESTER RD J/W BELLMAN AVE, GRAVESEND								Gravesham		
	V1 turned right out of Bellman Ave without looking pulled into the path of V2, which was travelling northwest on Rochester Rd. V2 collided with the nearside of V1.						Veh1, car, SW -> SE Veh2, car, SE -> NW			Casualties 2 Vehicles 2	

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting

L Daylight
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
 R.TURN Right Turn Manoeuvre
 O/TAKE Overtaking Manoeuvre
 S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

D-PRINT CRASH REPORT

12-Apr-2024

18:01:56

Dering Way, Gravesend

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
4	Road No B261 Section 048	Grid 566429E Ref 173074N	SLIGHT	01/02/2019	6	15:00	L	Wet/Damp	Rain	SE	S.VEH	
	B261 OLD RD EAST, GRAVESEND (MAPPED TO COORDS)									Gravesham	PED	
	C1 STATES THEY WERE RUNNING TO CATCH THE BUS BUT SAW A CAR COMING AND SLOWED DOWN. THE CAR ALSO SLOWED DOWN BUT WHEN C1 WAS ON THE ZEBRA CROSSING, THEY WERE STRUCK BY THE FRONT NEARSIDE OF V1, SPINNING C1 ALONG THE SIDE OF V1 AND INTO THE WING MIRROR AND WINDOW FRAME. C1 WAS HELPED UP BY ANOTHER PEDESTRIAN AS D1 GOT OUT OF V1 AND STARTED SHOUTING AT C1. C1 WAS SCARED AND RAN OFF WITH D1 CHASING THEM.							Veh1, car, SW -> NE			Casualties 1 Vehicles 1	
5	Road No U Section 001	Grid 566763E Ref 173570N	SLIGHT	27/02/2019	4	22:33	DRK USL	Dry	Fine		S.VEH	
	DALEFIELD WAY, GRAVESEND, (MAPPED TO COORDS).									Gravesham		
	V1 was travelling along Dalefield Way in the direction of Dering Way. D1 stated that they clipped the central island and then crashed into the crash barrier at the side of the road.							Veh1, car, SE -> NW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

12-Apr-2024

18:01:56

Dering Way, Gravesend

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
6	Road No U Section 001 Grid 566665E Ref 173598N	SERIOUS	08/04/2019	2	10:49	L	Dry	Fine		O/TAKE	
	DERING WAY RNDBT J/W DALEFIELD WAY, GRAVESEND								Gravesham		
	V1 WAS TRAVELLING SOUTHEAST ON DERING WAY AND WENT TO OVERTAKE A LORRY, BUT WHEN COMING UP TO THE RNDBT, D1 REALISED THERE WAS NOT ENOUGH SPACE TO PULL BACK INTO THE CORRECT LANE DUE TO THE ISLAND BY THE JUNCTION. V1 JOINED THE RNDBT ON THE WRONG SIDE OF THE ROAD "IN A PANIC" AND ATTEMPTED TO ENTER DALEFIELD WAY ON THE WRONG SIDE OF THE ROAD. V2 WAS ENTERING THE RNDBT FROM DALEFIELD WAY AND V1 AND V2 COLLIDED HEAD ON WITH EACH OTHER.						Veh1, car, NW -> SW Veh2, car, SW -> NE			Casualties 1 Vehicles 2	
7	Road No B261 Section 001 Grid 566436E Ref 173069N	SLIGHT	06/07/2019	7	18:15	L	Dry	Fine	NW NW		
	B261 OLD RD EAST J/W BROWN RD, GRAVESEND								Gravesham		PED
	V2, travelling southwest on Old Rd East to allow pedestrians to cross. V1 then collided with the rear of V2, forcing V2 into the pedestrians and the railing to the nearside.						Veh1, car, NE -> SW Veh2, car, NE -> SW			Casualties 2 Vehicles 2	
8	Road No A226 Section 182 Grid 566469E Ref 173102N	SLIGHT	16/11/2019	7	00:50	DRK STL	Wet/Damp	Fine		S.VEH	
	A226 ROCHESTER RD RNDBT J/W A226 ROCHESTER RD, GRAVESEND								Gravesham		
	V1 WAS TRAVELLING NORTHWEST ON ROCHESTER RD, WENT AROUND THE RNDBT, LOST CONTROL AND COLLIDED WITH A METAL RAIL TO THE NEAR SIDE OF THE CARRIAGEWAY.						Veh1, car, SW -> NW			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

12-Apr-2024

18:01:56

Dering Way, Gravesend

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
9	Road No A226 Grid 566471E Section 182 Ref 173102N	SLIGHT	20/12/2019	6	17:50	DRK STL	Wet/Damp	Rain			
	A226, ROCHESTER RD RNDBT/LION RNDBT J/W ROCHESTER RD, GRAVESEND.								Gravesham		
	V1 has pulled out onto the roundabout hitting V2 on the rear nearside panel over wheel and rear door. The vehicle has then spun and not collided with other vehicles or road furniture.						Veh1, car, NW -> SE Veh2, car, W -> SE			Casualties 1 Vehicles 2	
10	Road No A226 Grid 566454E Section 181 Ref 173134N	SLIGHT	27/02/2020	5	10:10	L	Wet/Damp	Rain	SW	S.VEH	
	A226 ROCHESTER RD, GRAVESEND (MAPPED TO COORDS)								Gravesham		PED
	C1 was crossing the second part in a southwesterly direction when they were struck by V1, which was travelling northwest on Rochester Rd.						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
11	Road No A226 Grid 566462E Section 181 Ref 173140N	SLIGHT	11/01/2021	2	22:09	DRK STL	Wet/Damp	Rain			
	A226, ROCHESTER RD, GRAVESEND, (MAPPED TO COORDS)								Gravesham		
	Online Report: D2 was driving from Gravesend town centre towards the roundabout, slowed down while coming up to the roundabout and braked to a complete stop as there was traffic coming from the right hand side. V1 behind did not brake, and crashed into the back V2. V1 reversed and then drove the wrong way around the roundabout to take the exit towards Valley Drive at speed.						Veh1, car, NW -> SE Veh2, car, NW -> SE			Casualties 2 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

12-Apr-2024

18:01:56

Dering Way, Gravesend

Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
12	Road No A226 Section 001 Grid 566526E Ref 173066N	SLIGHT	20/06/2021	1	18:15	L	Dry	Fine	U	S.VEH	
	A226, ROCHESTER RD J/W LION RNDDBT, CHALK.									Gravesham	PED
	CAD: D1 WAS GOING THROUGH THE TRAFFIC LIGHTS C1 WALKED OUT AND INTO THE SIDE OF V1. D1 STOPPED TO SEE IF C1 WAS OK, C1 SAID THEY WERE BUT WAS LIMPING. D1 OFFERED THEIR DETAILS AND NUMBERS BUT C1 DECLINED.						Veh1, car, SE -> NW			Casualties 1 Vehicles 1	
13	Road No U Section 001 Grid 566431E Ref 173183N	SLIGHT	04/10/2021	2	08:47	L	Wet/Damp	Fine		R.TURN	P/C
	INGOLDSBY RD J/W A226 ROCHESTER RD, GRAVESEND									Gravesham	
	V1 turned right into Ingoldsby Rd where a R2 was riding across the junction. V1 collided with R2.						Veh1, car, SE -> NE Veh2, pedal cycle, NW -> SE			Casualties 1 Vehicles 2	
14	Road No C2 Section Grid 566566E Ref 173094N	SLIGHT	05/01/2022	4	16:30	DRK STL	Dry	Fine			P/C
	C2 LOWER HIGHAM RD, GRAVESEND (MAPPED TO COORDS)									Gravesham	
	V2 exited the rndbt and was travelling southeast on Lower Higham Rd when R1 appeared from behind a parked van on the opposite side of the carriageway. V2 then collided with R1.						Veh1, car, NW -> SE Veh2, pedal cycle, SW -> NE			Casualties 1 Vehicles 2	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

+VE Positive Breath Test
R.TURN Right Turn Manoeuvre
O/TAKE Overtaking Manoeuvre
S.VEH Single Vehicle

Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

D-PRINT CRASH REPORT

12-Apr-2024
18:01:56

Dering Way, Gravesend
Accident Date BETWEEN '01-Oct-2018' AND '30-Sep-2023'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
15	Road No A226 Grid 566436E Section Ref 173149N	SLIGHT	07/02/2022	2	06:15	DRK STL	Dry	Fine	Stand	S.VEH	
	A226 ROCHESTER RD J/W INGOLDSBY RD, GRAVESEND								Gravesham		PED
	V1 TURNED LEFT OUT OF INGOLDSBY RD WHEN THEY LOST CONTROL AND COLLIDED WITH A BUS STOP OPPOSITE THE JUNCTION ON ROCHESTER RD.						Veh1, car, NE -> SE			Casualties 1 Vehicles 1	

Key Involved

PED Pedestrian
HGV Heavy Goods Vehicle
GV Goods Vehicle
M/C Motor Cycle
P/C Pedal Cycle
PSV Bus/Coach

Street Lighting

L Daylight
STL Street Lights
USL Street Lights Unlit
NSL No Street Lights
STU Street Lights Unknown

FACTORS

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R.TURN Right Turn Manoeuvre
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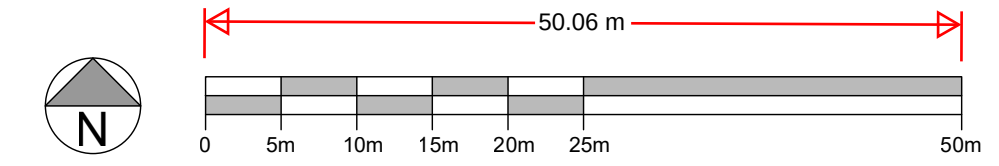
Special Conditions

ATS OUT Traffic Lights Not Working
ATS DEF Traffic Lights Defective
SIGNS Road Signs Defective or Obscured
RD WRKS Road Works
Surface Road Surface Defective

APPENDIX

C





GENERAL NOTES:

ALL DIMENSIONS ARE TO BE CHECKED
ON SITE WITH ANY DISCREPANCIES
REPORTED TO THE ARCHITECT PRIOR
TO THE WORKS BEING CARRIED OUT.

ALL WORKS ARE TO BE IN ACCORDANCE
WITH THE PLANNING APPROVAL AND
ANY SUBSEQUENT APPROVED LOCAL
AUTHORITY PLANNING
CORRESPONDENCE INCLUDING
DRAWINGS, DOCUMENTS AND REPORTS.

ALL WORKS ARE TO COMPLY WITH THE BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE, AND ANY LOCAL STATUTORY REQUIREMENTS.

ALL WORKS ARE TO COMPLY WITH
CURRENT HEALTH AND SAFETY
LEGISLATION, H.S.E.
RECOMMENDATIONS/GUIDANCE AND
THE CURRENT C.D.M. REGULATIONS.

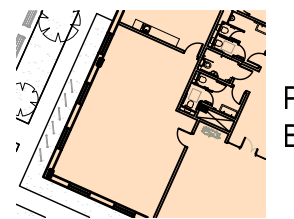
THIS DRAWING IS TO BE READ IN
CONJUNCTION WITH LEACH RHODES
WALKER ARCHITECTS GENERAL
ARRANGEMENT DRAWINGS, TOGETHER
WITH RELEVANT DETAILED DRAWINGS
AND SPECIFICATIONS.

FOR ALL STRUCTURAL WORKS REFER
TO THE STRUCTURAL ENGINEERS
INFORMATION.

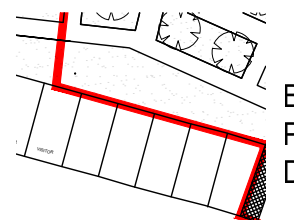
FOR ALL MECHANICAL AND ELECTRICAL
WORKS REFER TO THE MECHANICAL
AND ELECTRICAL ENGINEERS
INFORMATION.

FOR ALL ABOVE GROUND DRAINAGE
WORKS REFER TO THE PUBLIC HEALTH
ENGINEERS INFORMATION.

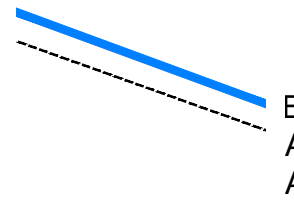
ALL PRODUCTS SPECIFIED ARE TO BE
INSTALLED STRICTLY IN ACCORDANCE
WITH THE MANUFACTURERS
RECOMMENDATIONS, SPECIFICATION
AND DETAILS.



PROPOSED NEW BUILDINGS



BOUNDARY OF
PROPOSED
DEVELOPMENT



BOUNDARY OF LAND
ALSO OWNED BY THE
APPLICANT

P05	PLANNING SUBMISSION	IC	GC	23.02.24
P04	ISSUED FOR COORDINATION	IC	GC	19.02.24
P03	PARKING SPACES ADDED	IC	GC	09.02.24
P01	amendment to storage building size	SK	MB	06.09.23
P01	first issue	SK	MB	25.08.23
rev	description	drwn	auth	date

DO NOT SCALE OFF THIS DRAWING © LEACH RHODES WALKER 2001

LeachRhodesWalker
Architects

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H.Q. 50 Dearmans Place Manchester M3 5LH

Manchester
+44 (0)161 833 0211

London
+44 (0)207 993 1363

CLIENT
KEADY CONSTRUCTION

PROJECT	DALEFIELD WAY
---------	---------------

DOCUMENT NAME

8352-LRW-ZZ-ZZ-DR-A-00-112
DESCRIPTION

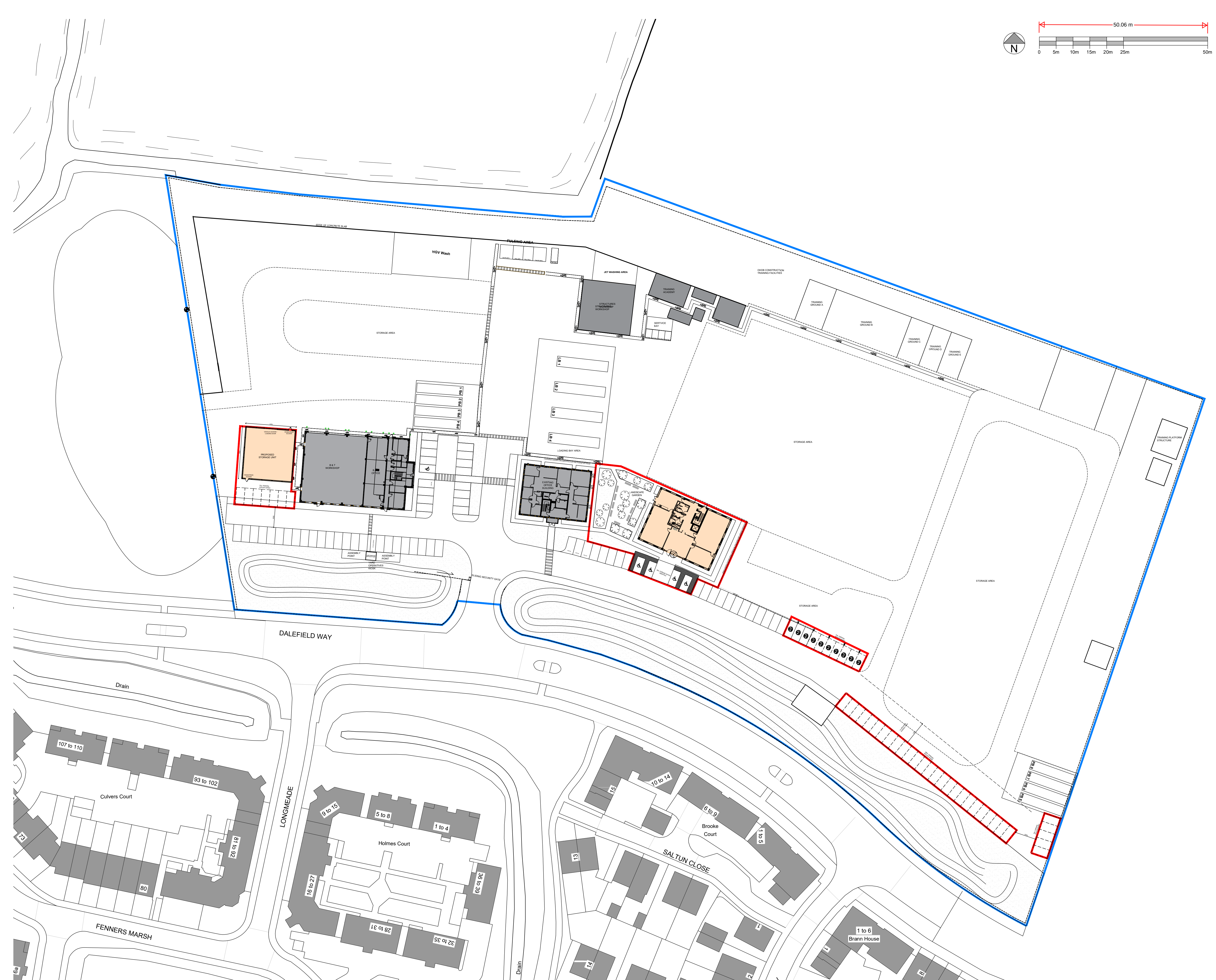
PROPOSED BLOCK PLAN

REVISION P05	SCALE 1:500@ A1
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LRW PROJECT No. 8352	DATE CREATED 25.08.2023	CREATED BY IC	AUTHORISED BY SK
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PURPOSE OF ISSUE

PLANNING ☒ BUILDING REGS ☐ TENDER ☐ PREP. COMMENT ☐ APPROVAL ☐ CONSTRUCTION ☐



APPENDIX

D



Calculation Reference: AUDIT-704001-240222-0249

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
TOTAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	AK WAKEFIELD	1 days
10	WALES	
	CP CAERPHILLY	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:	Gross floor area
Actual Range:	500 to 2500 (units: sqm)
Range Selected by User:	500 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 23/11/22

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	2 days
Wednesday	2 days
Thursday	1 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:

Suburban Area (PPS6 Out of Centre)	1
Edge of Town	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:

Industrial Zone	2
Commercial Zone	1
Development Zone	1
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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	4 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

Not Known	5 days
-----------	--------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

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

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	2 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
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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
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

- | | | | |
|---|--|---|---------------------|
| 1 | AK-02-A-01
PIONEER WAY
CASTLEFORD
WHITWOOD
Edge of Town
No Sub Category
Total Gross floor area: 1230 sqm
Survey date: TUESDAY 23/05/17 | OFFICES

WAKEFIELD | Survey Type: MANUAL |
| 2 | CP-02-A-02
SIR ALFRED OWEN WAY
CAERPHILLY

Suburban Area (PPS6 Out of Centre)
Industrial Zone
Total Gross floor area: 1824 sqm
Survey date: THURSDAY 13/10/22 | INSURANCE COMPANY

CAERPHILLY | Survey Type: MANUAL |
| 3 | NF-02-A-04
WHITING ROAD
NORWICH

Edge of Town
Commercial Zone
Total Gross floor area: 500 sqm
Survey date: WEDNESDAY 13/11/19 | BUILDING CONSULTANT

NORFOLK | Survey Type: MANUAL |
| 4 | WK-02-A-03
BUDBROOKE ROAD
WARWICK

Edge of Town
Industrial Zone
Total Gross floor area: 796 sqm
Survey date: WEDNESDAY 23/11/22 | ENGINEERING CONSULTANTS

WARWICKSHIRE | Survey Type: MANUAL |
| 5 | WL-02-A-01
THE CRESCENT
AMESBURY
SUNRISE WAY
Edge of Town
Development Zone
Total Gross floor area: 2500 sqm
Survey date: TUESDAY 18/09/18 | PET INSURANCE COMPANY

WILTSHIRE | Survey Type: MANUAL |

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
EC-02-A-04	COVID
SF-02-A-03	COVID

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	1370	0.146	5	1370	0.058	5	1370	0.204
07:30 - 08:00	5	1370	0.467	5	1370	0.088	5	1370	0.555
08:00 - 08:30	5	1370	0.905	5	1370	0.073	5	1370	0.978
08:30 - 09:00	5	1370	0.803	5	1370	0.088	5	1370	0.891
09:00 - 09:30	5	1370	1.474	5	1370	0.102	5	1370	1.576
09:30 - 10:00	5	1370	0.307	5	1370	0.073	5	1370	0.380
10:00 - 10:30	5	1370	0.336	5	1370	0.073	5	1370	0.409
10:30 - 11:00	5	1370	0.146	5	1370	0.015	5	1370	0.161
11:00 - 11:30	5	1370	0.073	5	1370	0.073	5	1370	0.146
11:30 - 12:00	5	1370	0.073	5	1370	0.117	5	1370	0.190
12:00 - 12:30	5	1370	0.131	5	1370	0.219	5	1370	0.350
12:30 - 13:00	5	1370	0.204	5	1370	0.394	5	1370	0.598
13:00 - 13:30	5	1370	0.234	5	1370	0.277	5	1370	0.511
13:30 - 14:00	5	1370	0.307	5	1370	0.161	5	1370	0.468
14:00 - 14:30	5	1370	0.146	5	1370	0.175	5	1370	0.321
14:30 - 15:00	5	1370	0.234	5	1370	0.161	5	1370	0.395
15:00 - 15:30	5	1370	0.190	5	1370	0.146	5	1370	0.336
15:30 - 16:00	5	1370	0.058	5	1370	0.219	5	1370	0.277
16:00 - 16:30	5	1370	0.044	5	1370	0.263	5	1370	0.307
16:30 - 17:00	5	1370	0.117	5	1370	0.876	5	1370	0.993
17:00 - 17:30	5	1370	0.029	5	1370	1.591	5	1370	1.620
17:30 - 18:00	5	1370	0.058	5	1370	0.555	5	1370	0.613
18:00 - 18:30	4	1405	0.089	4	1405	0.801	4	1405	0.890
18:30 - 19:00	4	1405	0.071	4	1405	0.125	4	1405	0.196
19:00 - 19:30									
19:30 - 20:00									
20:00 - 20:30									
20:30 - 21:00									
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			6.642			6.723			13.365

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:	500 - 2500 (units: sqm)
Survey date date range:	01/01/15 - 23/11/22
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:	2

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