

AECOM

Benhall Mill Depot, Tunbridge Wells

Transport Statement



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Appendix 1 - Local Highway Network Plan, Train Station Location and Strategic Highway Network

Appendix 2 - Proposed Site Layout & Autotrack Analysis

1 Introduction

MLM Consulting Engineers have been appointed by AECOM to prepare a Transport Statement to accompany a planning application for the proposed redevelopment of the Benhall Mill Depot, Tunbridge Wells.

1.1 Report Structure

Subsequent to this introduction the Transport Statement is structured as follows:

- Section 2 describes existing conditions at the site and in the surrounding local area. It includes a multi-modal accessibility audit of the existing site.
- Section 3 provides a detailed description of the proposed development.
- Section 4 provides an estimate of vehicle trip generation for the proposed development.
- Section 5 draws conclusions.

2 Baseline Conditions

2.1 Site and Surrounding Area

The site is accessed off Benhall Mill Road and is located to the east of the Kent & Sussex crematorium. The site is being used as a park maintenance facility under current contractors and is shown in the Google Earth extract below:

Figure 1.0: Site Location and Surroundings



2.2 Walking and Cycling Network

2.2.1 Walking

The site is located on the outskirts of Tunbridge Wells and benefits from the existing pedestrian infrastructure in the area. There are footways either side of the carriageway along Benhall Mill Road which provides a route towards the town centre, train station and nearby bus stops.

Table 2.1 sets out details of approximate distances between the site and public transport nodes along with the nearest convenience store for employees at lunchtime. This illustrates that there are a number of facilities within a convenient walking distance with average walking speed assumed to be 80m per minute.

Table 2.1: Walking Distance to Local Amenities and Public Transport Services

| Amenity / Service | Distance | Approximate Walking Time |
|---------------------------------|----------|--------------------------|
| The Cemetery Bus stop | 80m | 1 minute |
| The Hermitage Bus Stop | 200m | 4 minutes |
| Tunbridge Wells railway station | 2,500m | 28 minutes |
| Convenience Store (Frant Road) | 1,200m | 14 minutes |

2.2.2 Cycling

The Chartered Institution of Highways and Transportation (CIHT) published a document in October 2015 titled 'Planning for Cycling' which states that the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. The majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips (DfT, 2014a).

There are no dedicated cycle routes located in the surrounding area of the site, therefore cyclist must share the carriageways with motor vehicles on Benhall Mill Road to access the site.

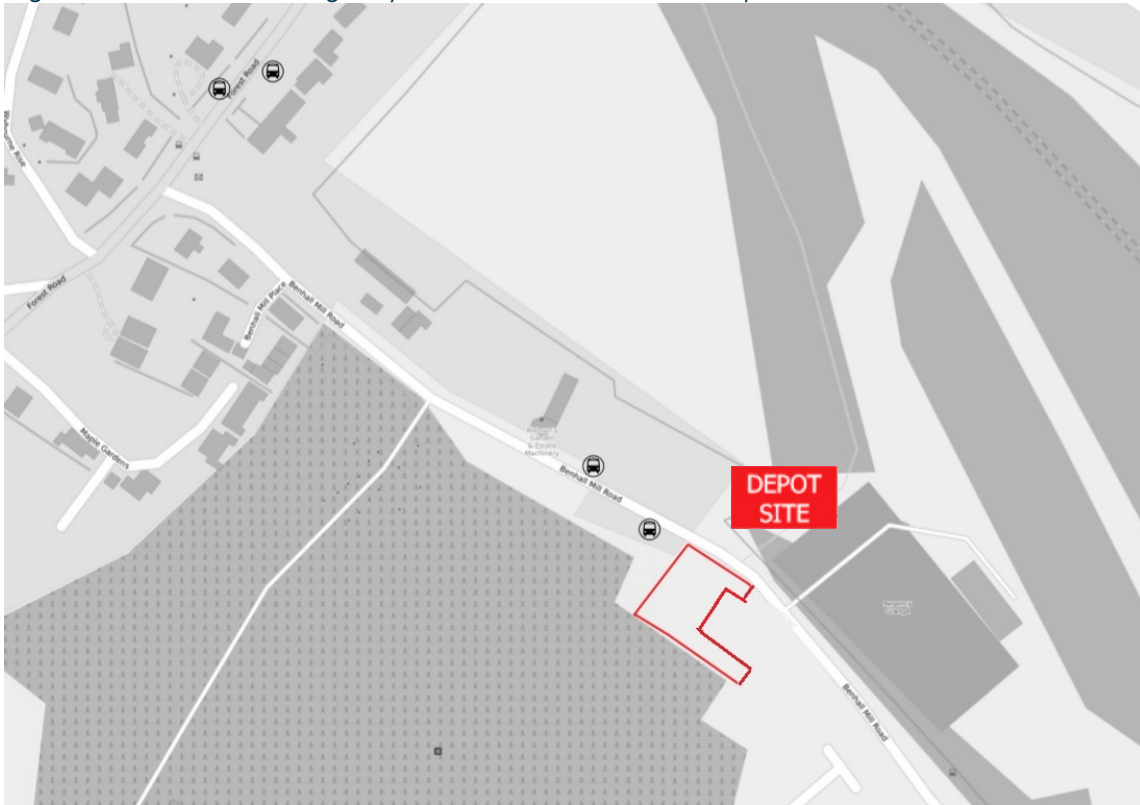
2.3 Public Transport Accessibility

2.3.1 Bus Services

The nearest pair of bus stops to the site are located on Benhall Mill Road (The Cemetery) immediately west of the site (1 min walk). The next closest bus stops are located on Forest Road (The Hermitage) approximately 0.2km northwest of the site (4 mins walk).

A plan showing the location of the bus stops within the vicinity of the site is included in Appendix 1 – an extract is shown below:

Figure 2: Extract of Local Highway Network with nearest bus stops shown



These bus stops provide access to services in and around Tunbridge wells. Service 285 is accessed from The Cemetery bus stops and 786, 257, 285 and U19 from Forreast Road (The Hermitage bus stops).

Table 2.2 provides a summary of the bus routes below which illustrate there are services operating Monday - Friday

Table 2.2: Local Bus Services

| Service No. | Route | Mon-Fri | Saturday | Sunday | Bus Frequency |
|-------------|---|----------------------------|----------|--------|--|
| 285 | Hawkenbury – Tunbridge Wells | 7:15 – 18:38 | N/A | N/A | 2 every 35mins |
| 786 | Matfield – Hawkenbury – Tunbridge Wells - London | 5:54 – 6:40 18:22-19:18 | N/A | N/A | 4 in the morning 2 in the afternoon |
| 257 | Hawkenbury – Tunbridge Wells Boy’s Grammar School | 8:03-8:06 | N/A | N/A | 1 per day |
| U19 | Tunbridge Wells – Uplands Community College | 8:18-16:00 | N/A | N/A | 2 per day |

2.3.2 Rail Services

The nearest train station is Tunbridge Wells – approximately 2.5km to the northwest of the site in the town. The train services are operated by Southeastern and are summarised as follows:

- 4 trains per hour to London Charing Cross;
- 2 trains per hour to Hastings;

A plan showing the location of the train station in relation to the site is included in Appendix 1 – an extract is shown below:

Figure 3: Extract of Local Highway Network with nearest train station shown



2.4 Local Highway Network

The site is located on Benhall Mill Road which is a residential street with on street parking generally permitted on both sides of the road except for localised restrictions near the access to the site. Access to the site is gated and is via a simple priority junction onto Benhall Mill Road.

Benhall Mill Road has street lighting and is approximately 5.5m wide with a speed limit of 40mph. The road is on the southern outskirts of Tunbridge Wells and provides an east/west link between Forest Road and Hawkenbury Road which both lead towards Tunbridge Wells (from the south and east via Forest Road, and from the east via Hawkenbury Road).

The site has access to the internal road network within the adjacent grounds of the crematorium for maintenance. These roads lead to Bayham Road on the southern side of the crematorium.

Bayham Road (B2169) is a two way carriageway that runs along the south of the crematorium access. It has no footway facilities and so is a car dominated route leading to the south of Tunbridge Wells via Forest Road (west) and towards Lamberhurst providing access to the A21 to the east.

The A21 is part of the strategic road network which provides connections to Hastings to the south and the M25 to the north. In addition, the A26 is part of the strategic highway network which runs north/south through Tunbridge Wells which can be accessed via Benham Hall Mill Road or Bayham Road. The A26 provides links to Maidstone to the north and Uckfield to the south.

The strategic highway is shown in a plan contained in Appendix 1.

3 Proposed Development

The proposed development includes demolition of the existing depot buildings and construction of new buildings. The site layout is shown in Appendix 2.

3.1 Access

The existing access to the proposed site is to be retained and no changes are to be provided. We have been advised that there are daily trips to the site by a flatbed transit type vehicle. Therefore, we have undertaken tracking analysis for a vehicle similar in size to a transit vehicle taken from the Autotrack library contained in the AutoCad software. This is shown turning in and out of the site, and turning within the site to allow the vehicle to exit in forward gear. See drawing 0001 at Appendix 2 for details.

It is understood that the largest vehicle to access the site will be an oil tanker and so tracking analysis has been undertaken to illustrate that this vehicle type (worst case scenario) can enter by reversing into the site, and can exit the site in forward gear. See drawing 0002 at Appendix 2 for details. It should be noted that an 8 wheel rigid tipper is also occasionally expected at the site – this has not be tracked as the vehicle length is much less (9m) than the oil tanker (15.3m) which is shown to access the site and so can be accommodated.

3.2 Car Parking

It is noted that the land classification for the development has been identified as ‘sui generis’ however, in relation to the adopted parking standards no specific requirements for such a depot are suggested. Therefore, the land use B2 General Industrial has been used to consider parking as it is assumed to be the closest match for the depot site.

Table 3.1 outlines the Kent County Council (KCC) Kent Vehicle Parking Standards (SPG4) for B2 General Industrial Developments) as taken from the Kent and Medway Structure Plan 2006.

Table 3.1: Maximum Goods Vehicle & Car Parking Standards

| | Goods Vehicles | Car Parking |
|-------------------------|--|------------------------------|
| Up to 200m ² | see Note 1 | 3 spaces |
| Over 200m ² | 1 space per 200m ² | 1 space per 50m ² |
| Notes: | <ol style="list-style-type: none"> 1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. | |

The proposals include four car parking spaces within the site which is expected to cater for the anticipated demand. This is within the maximum parking standards on the basis of 226 GFA sqm (ie 4 spaces) and therefore is in accordance with policy.

One of the four spaces has been oversized to accommodate parking for those with mobility impairments.

3.2.1 Cycle Parking

Cycle parking standards are also provided under the KCC Kent and Medway Structure Plan 2006 – Kent Vehicle Parking Standards for B2 General Industrial Developments (assumed to be the closest match to the depot site).

Table 3.2 outlines the cycle parking standards for B2 General Industrial developments.

Table 3.2: Minimum Cycle Parking Standards

| | Short to Medium Term (collection/delivery/shopping) | Medium to Long Term (meetings/workspace) |
|------------------------------------|--|---|
| All developments | 1 space per 1,000m ² | 1 space per 200m ² |
| Minimum of 2 spaces to be provided | | |

For the proposed development this equates to a minimum of 1space based on 226sqm which can be accommodated within the site.

4 Trip Generation and Impact

The following chapter considers the existing and proposed vehicle trip generation, and how this may impact the local network.

The existing number of vehicles associated with the current depot have been provided by the operator of the site as follows:

- 2 -3 flatbed transit type vehicles per day to service the cemetery
- 2-3 vehicles per day associated with staff during the winter months with potential for up to 7 with seasonal staff in the summer
- 1 skip lorry vehicle per month to collect/drop off a skip at the yard
- Oil container delivery service as and when required (infrequent)
- Occasional mulch delivery

The proposed number and type of vehicles are anticipated to remain the same as existing, except the mulch delivery - which in future will be delivered to another site at North Farm for distribution to the parks; an additional delivery of soil - by means of a rigid truck/tipper which will happen occasionally and an oil tanker to fill the oil container on site. The seasonal staff will be encouraged to car share or use sustainable modes to reduce the number of vehicles at the site during the summer months.

Therefore, as a result of the proposals it is anticipated that there will no negative impact on the local network as the number of vehicles are expected to be similar to the existing situation.

5 Conclusion

This Transport Statement has considered the redevelopment of the depot site.

The site comprises of depot buildings of 226sqm gross floor area with car parking spaces for 4 vehicles. Existing depot buildings are to be demolished to make way for the new buildings.

The site is in a sustainable location with pedestrian access linking to the available footways in the area, bus stops located within a short walk providing access to a number of services and pedestrian infrastructure available towards Tunbridge Wells town and railway station.

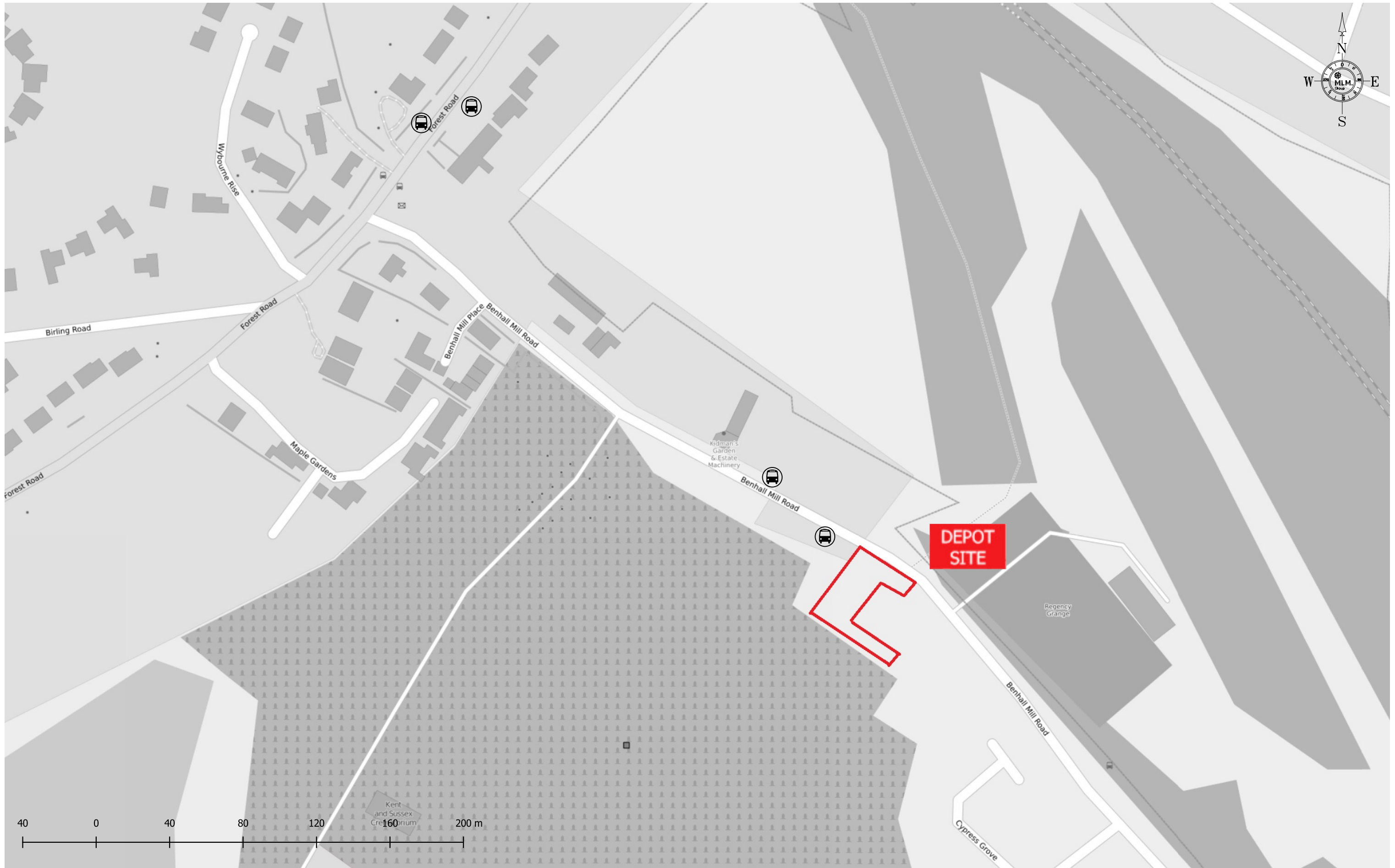
A total of 4 No. car parking spaces are proposed and a minimum of one cycle parking space is provided which is in accordance with Kent's parking standards for non-residential development.

Servicing and delivery vehicles are able to access the site from Benham Mill Road and turn within the site to exit in forward gear. Larger infrequent vehicles will need to reverse into the site for deliveries of oil and soil.

The number of vehicles associated with the proposed development are anticipated to be similar to the existing situation and so there is not considered to be an impact on the local highway network.

The above assessment has demonstrated that there is no reason for highway and transportation objections to the proposal.

Appendix 1 - Local Highway Network Plan, Train Station Location and Strategic Highway Network



66201717-MLM-ZZ-XX-DR-TP-1001-P01-Bus Stops



66201717-MLM-ZZ-XX-DR-TP-1001-P01-Highway Plan



BENHALL MILL ROAD SITE - STRATEGIC HIGHWAY PLAN

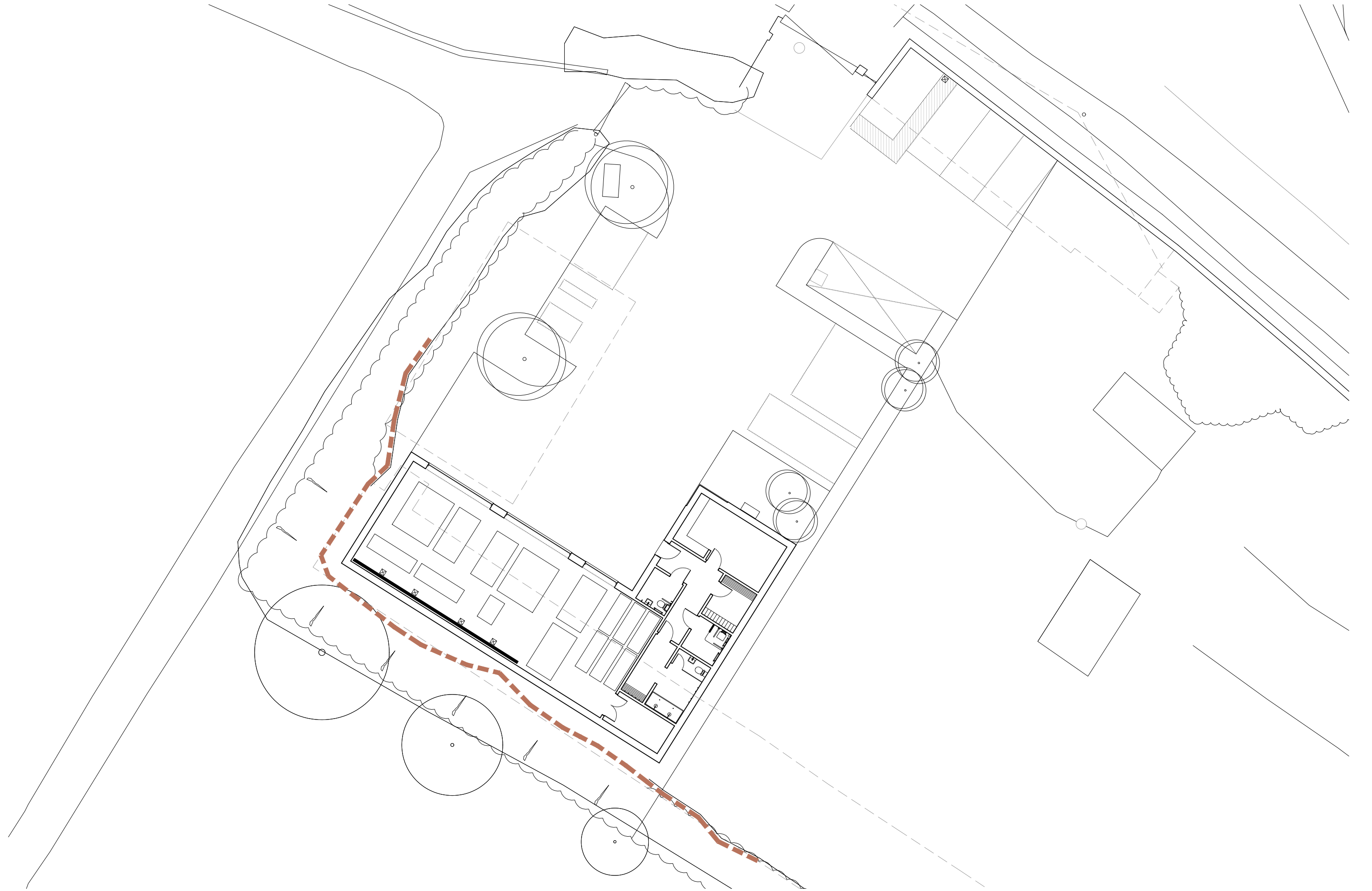


66201717-MLM-ZZ-XX-DR-TP-1001-P01-Train Stations

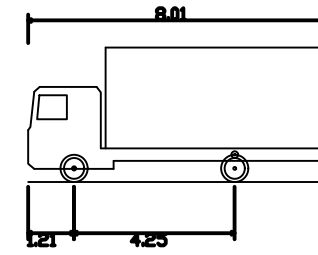
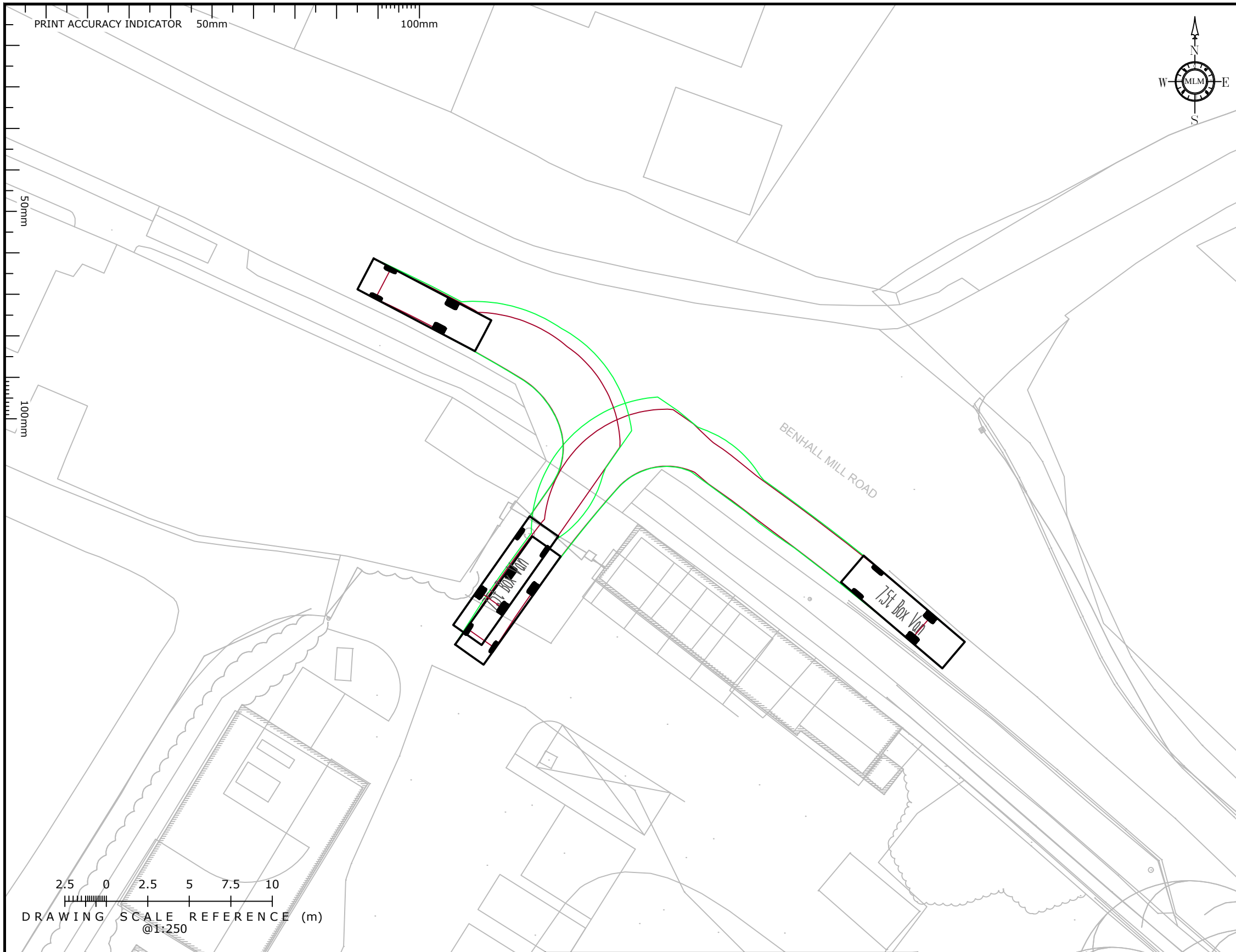


BENHALL MILL ROAD SITE - LOCAL TRAIN STATIONS

Appendix 2 - Proposed Site Layout & Autotrack Analysis



Scale: 0 2 6 10 20m

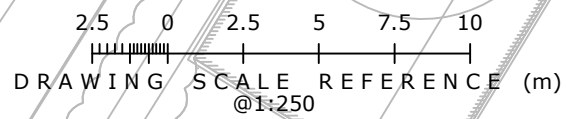


7.5t Box Van
 Overall Length 8.010m
 Overall Width 2.100m
 Overall Body Height 3.556m
 Min Body Ground Clearance 0.351m
 Track Width 2.064m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 7.400m

— CHASSIS — BODYOUTLINE

NOTES

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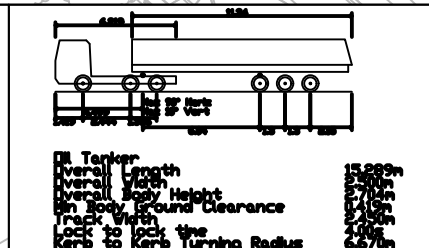
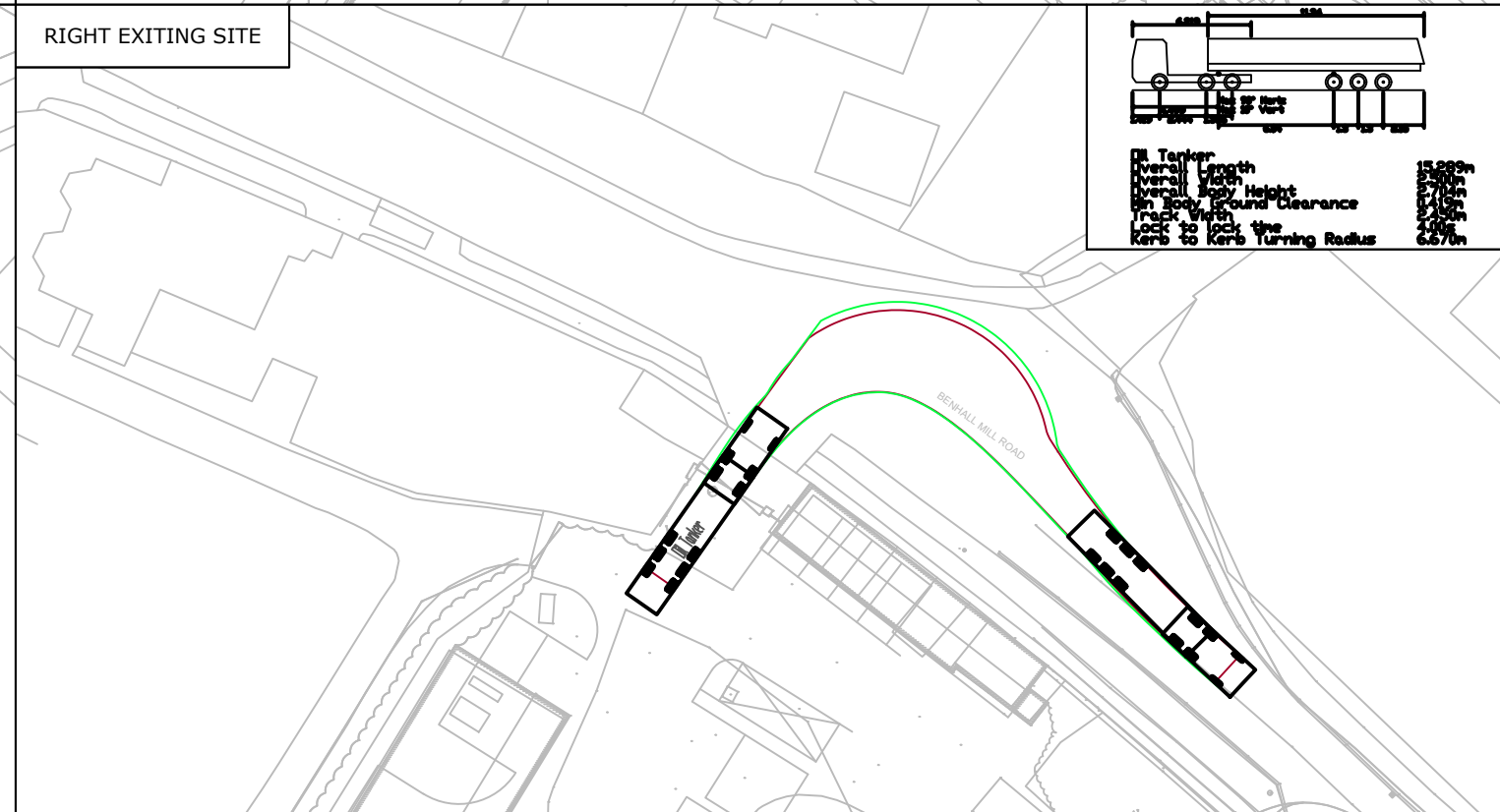
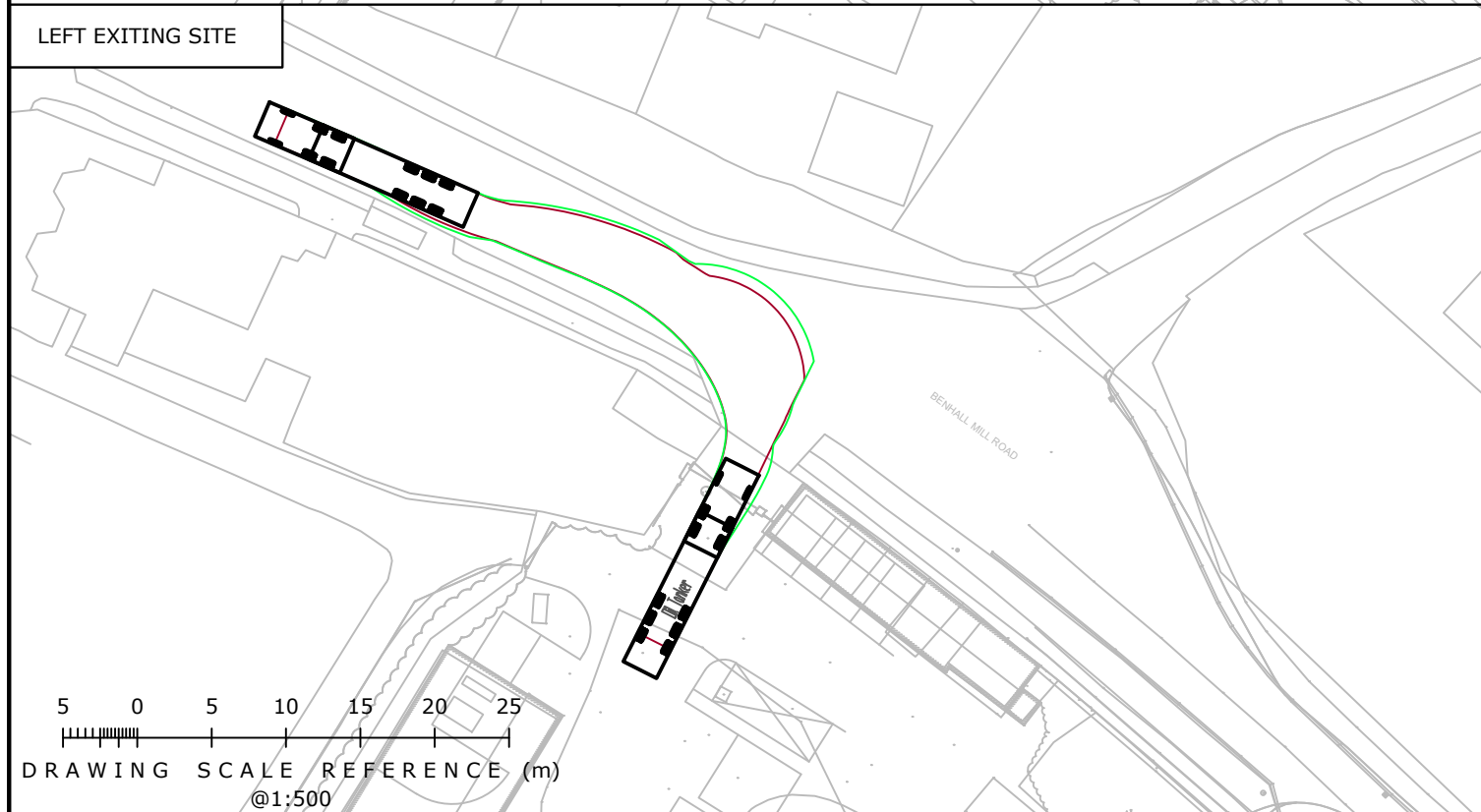
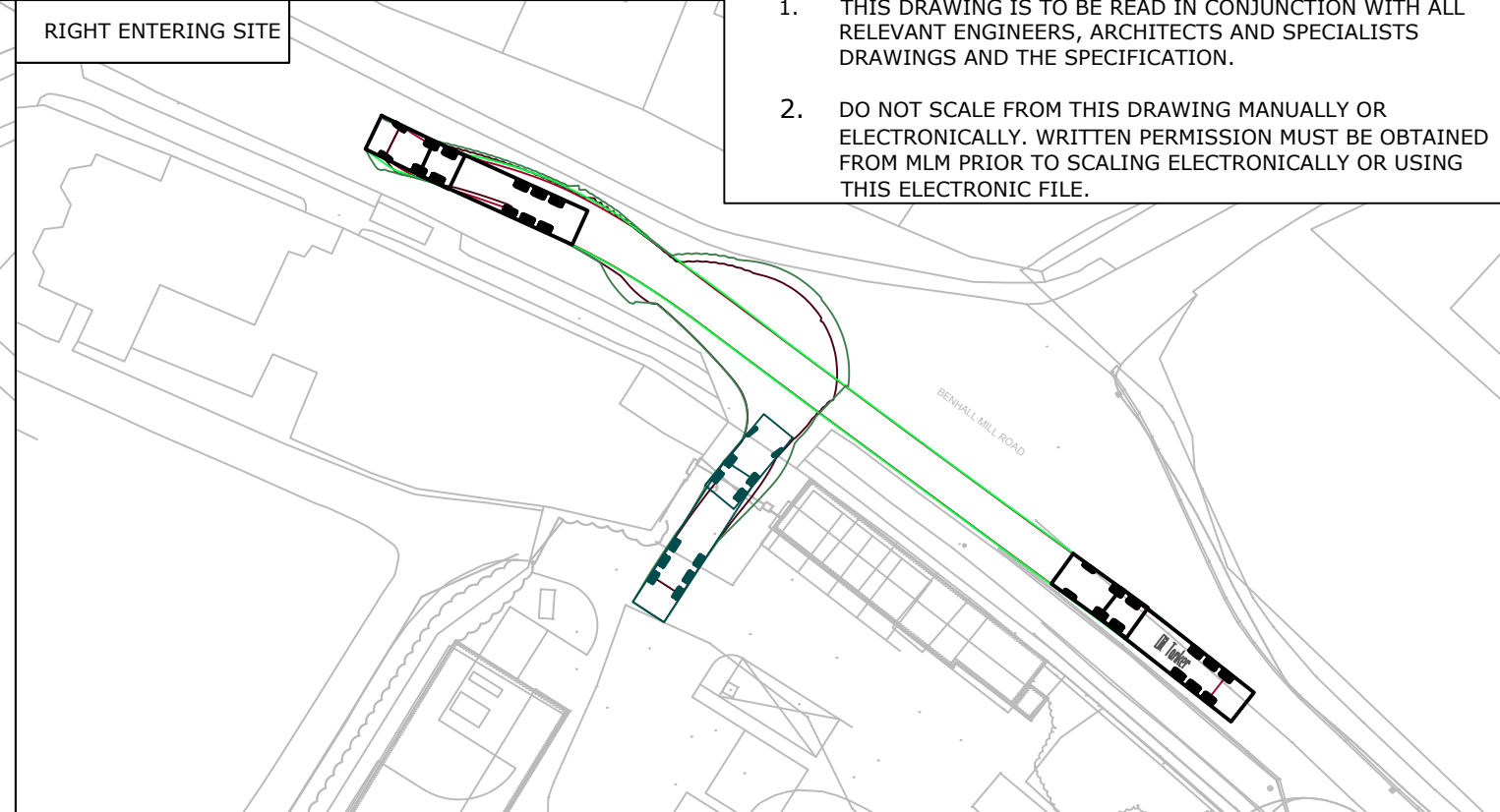
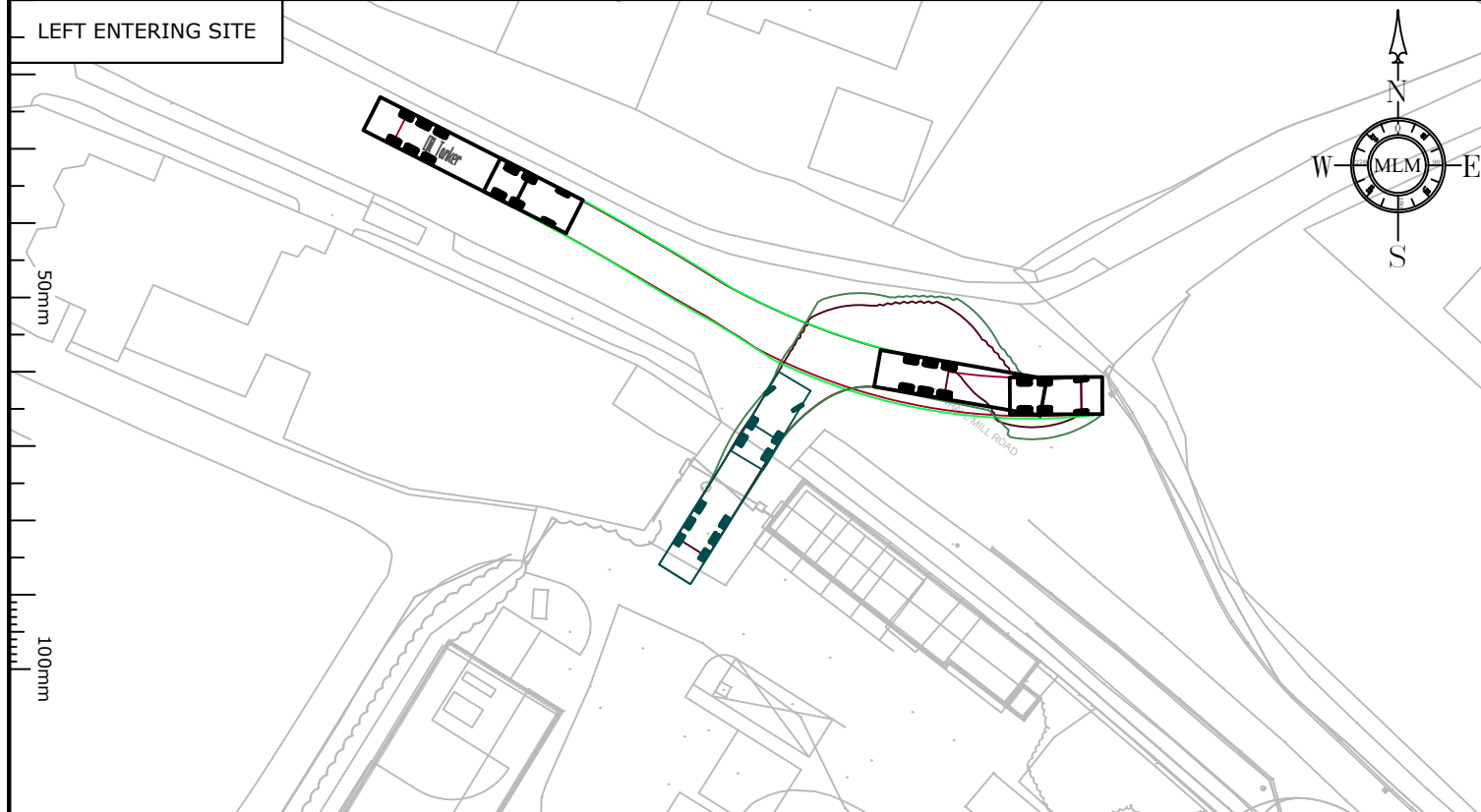
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| PROJECT | BENHALL MILL ROAD |

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| VEHICLE TRACKING - SITE ACCESS | | | | | |
| DRAWN/DESIGN | LM | MLM REF | STATUS | REVISION | |
| SCALE | 1:250 @A3 | 66201717 | | P01 | |
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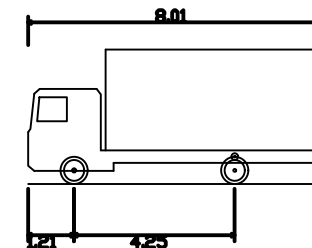
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7.5t Box Van
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