

planning
transport
design
environment
infrastructure

Transport Statement for Select Plant Hire
Land to the west of Albion Road, Dartford

July 2021
PL/IH/15651



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- A Personal Injury Collision (PIC) Data
 - B Site Layout Drawing
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1 Introduction

- 1.1.1 DHA has been commissioned by Select Plant Hire to provide transport planning advice in relation to the following related planning applications associated with Land to the west of Albion Road in Dartford, Kent:-
- Discharge Condition 27 of Planning Application Reference: DA/02/00086/OUT, which prohibits open storage of any goods or materials within the curtilage of any of the premises or employment areas, without the prior approval of the Local Planning Authority (LPA); and
 - Remove personal occupancy Condition 1 pertinent to Planning Application Reference: DA/07/01217/REM, which restricts the use of the premises to Ocado only unless prior approval is sought from the LPA.
- 1.1.2 The discharge of condition and removal/variation of condition application are interconnected, as the applicant, Select Plant Hire, can only effectively operate the site if the personal condition is removed and open storage of goods and materials is allowed.
- 1.1.3 The site has an extant permitted use for B8 (storage and distribution) purposes along with ancillary B1 use, together with on-site parking.
- 1.1.4 This Transport Statement (TS) has been produced in accordance with the Planning Practice Guidance (March 2014). 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 transport planning policy;
 - Section 5 looks at forecast vehicular trip generation; and
 - Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The site is located in the Littlebrook Business Park to the north east of Dartford Town Centre and some 750m to the west of the A282, which provides access to the Dartford Crossing and the M25 and A2. At present, the site is a disused Ocado distribution centre (B8) with an overall site area of approximately 11,800m². Figure 2-1 below highlights the site in a local context.



Figure 2-1: Site Location (courtesy of Google Maps)

2.1.2 The site is bound by industrial developments which are within an identified employment area (Local Plan Policy DP20). Further to the south and south west lie some small lakes and a residential area known as 'The Bridge'. The eastern boundary of the site is formed by Albion Road, with the southern boundary following a small wooded verge area along Rennie Drive.

2.1.3 The largest parking area to the north of the site has been used for delivery vans and providing services related to the distribution of groceries. This area includes approximately 135 van spaces for delivery vehicles along with an additional three spaces for HGVs.

2.1.4 The smaller on-site parking area to the south of the main building provides parking for approximately 125 staff/visitor cars, including six mobility-impaired bays.

2.1.5 The main building houses offices ancillary to the B8 usage of the site. The area of the main building including the offices is understood to be 1,015m².

2.2 Local Highway Network

2.2.1 Albion Road runs north east to south west along the eastern boundary and measures approximately 7.2m in width. Rennie Drive runs north west to south east close to the southern boundary and measures approximately 7.8m in width. Both roads allow for two-way vehicle movements and are subject to a 30mph speed limit, with double yellow lines in effect in the immediate site area. The two roads meet close to the southern corner of the site at a four-arm roundabout. The eastern arm of the roundabout forms the continuation of Rennie Drive, while the southern arm serves a warehouse. Street lighting is provided on both roads.

2.2.2 Access to the site takes the form of a priority junction, as shown in Figure 2-2 below. A gate is provided, set back from the carriageway.



Figure 2-2: Existing Site Access (courtesy of Google Maps)

2.2.3 Access to the wider highway network is achievable via the A206 Bob Dunn Way, located to the south of the site, which connects to the A282 and the Dartford Crossing/M25 to the east, and Slade Green, Bexleyheath and Crayford to the west. Dartford is also readily accessible to the south of the A206 using local roads.

2.2.4 It is therefore evident that the site enjoys ready access to a range of local and regional destinations via the primary and strategic route networks.

2.3 Walking and Cycling Infrastructure

2.3.1 Albion Road is provided with a 3.0m wide shared footway/cycleway on the western side of the carriageway, which connects to the pedestrian access into the

site at the southern side of the site access gate. An uncontrolled pedestrian crossing (dropped kerbs and tactile paving) is provided across the access junction. At the roundabout to the south of Albion Road, shared footway/cycleways and uncontrolled crossing points are provided, enabling safe pedestrian/cycle access to surrounding areas in either direction along Rennie Drive.

- 2.3.2 Several Public Rights of Way (PRoW) are located in the vicinity of the site, as shown in Figure 2-3 below. Footpath DR1 to the north provides good connections with surrounding areas along the River Thames.

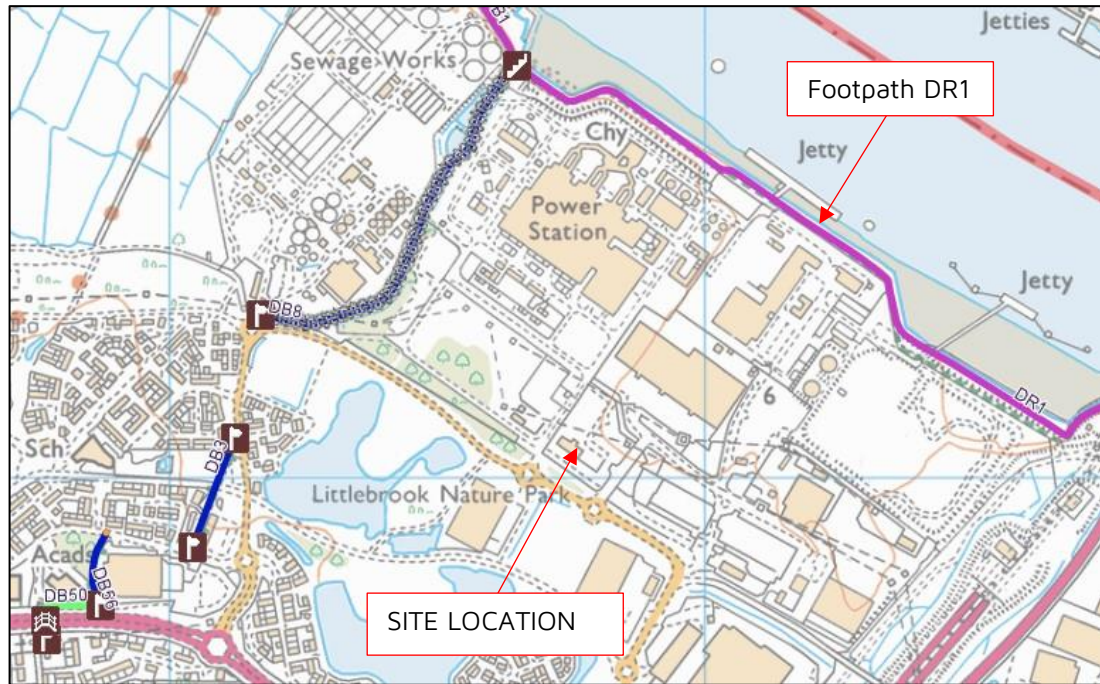


Figure 2-3: Local PRoW Network (courtesy of Kent County Council)

- 2.3.3 National Cycle Route 125 is located to the west of the site and provides a largely traffic-free north-south link with Dartford Town Centre and Railway Station. National Cycle Route 1 is also accessible at the railway station, or to the west of the site, and is a long-distance route between Dover and the north of Scotland, which provides local access between London and Gravesend. Both routes are shown in Figure 2-4 overleaf.



Figure 2-4: Local PRoW Network (courtesy of Sustrans)

2.3.4 In view of the cycle route infrastructure present in the area, cycling is considered to be a viable transport option to and from the site for employees.

2.4 Public Transport Infrastructure

2.4.1 The nearest bus stops to the site are the Littlebrook stops located on Fastrack approximately 550m to the south, which are accessible within 7 minutes on foot. These bus stops are served by Fastrack A, which is summarised in Table 2-1 below.

Service No.	Route	Weekday Frequency
Fastrack A	Home Gardens Dartford-The Bridge-Crossways-Greenhithe Railway Station-Bluewater Shopping Centre	Every ten minutes between 08:44 and 19:04 with less frequent services outside of these hours between 05:38 and 00:03

Table 2-1: Local Bus Routes and Frequencies

2.4.2 Dartford Railway Station is approximately 5.4km from the site by road. This station is served by direct trains to London (Charing Cross, Waterloo East, Victoria, London Bridge, Blackfriars and St Pancras International), Gravesend, Strood and Rainham.

Train services are operated by Southeastern and Thameslink, with the latter also providing a direct connection to Luton.

2.5 Highway Safety

2.5.1 Personal Injury Collision (PIC) data has been sourced from Kent County Council (KCC) for the area surrounding the proposal site for the most recent three year study period to 31st December 2020. The incident report and D-print report are included at **Appendix A**.

2.5.2 A total of four incidents were recorded during the study period, all of which were classified as 'slight' in severity and occurred in light, fine and dry conditions. Two of the incidents were recorded during the day and two during the hours of darkness. A summary of each incident is provided below:-

- The first incident was recorded on the Binnie Road arm of the Binnie Road / Marsh Street North / Rennie Drive roundabout to the west of Albion Road. A car approaching the roundabout to turn left into Marsh Street North stopped at the roundabout to allow another car to turn into Marsh Street North. Upon stopping at the roundabout, the car was hit from behind by a car following, which subsequently left the scene.
- The second incident was recorded on Rennie Drive to the east of the Albion Road junction. A goods vehicle was travelling south east on Rennie Drive when another goods vehicle travelling in the opposite direction crossed into its path, resulting in a collision.
- The third incident occurred on Rennie Drive at the junction with the Fastrack bus lane to the east of Albion Road. A car travelling north east on Rennie Drive approached the traffic lights at the junction in the middle lane. A goods vehicle in the right-hand lane moved across into the car's lane as the lights turned green, resulting in a collision.
- The final incident took place on Rennie Drive to the north of the Halcrow Avenue / Rennie Drive roundabout. A car was following a goods vehicle that was approaching the entrance to the Sainsbury's logistics building. The goods vehicle then began reversing on the main road without prior warning and struck the car.

2.5.3 Based on the above analysis, it is apparent that all of the recorded incidents were the result of human error, rather than any fault with the highway layout or condition. It is not therefore considered that the proposals will exacerbate any pre-existing highway safety concerns.

3 Proposed Development

3.1 Overview

- 3.1.1 The proposed development comprises the re-use of the existing on-site external storage and parking areas for the storage of construction plant such as tower cranes, mobile cranes, hoists and other lifting accessories. It is noted that the site will remain in B8 storage use.
- 3.1.2 The proposed development will accommodate up to 16 staff, either based on the site permanently or who collect and return machinery stored on the site. This represents a significant reduction in the staffing level previously maintained by Ocado (approximately 125 employees).
- 3.1.3 The proposed site layout plan is included at **Appendix B**.

3.2 Access

- 3.2.1 It is proposed that the existing access to the site from Albion Road will remain unaltered. The access measures approximately 9.0m in width on entry to the site, with kerb radii of approximately 12.0m provided to facilitate larger vehicle movements. The access has been shown to be safe and suitable for the former Ocado use.
- 3.2.2 The gated access will remain and access to the site will be managed through Automatic Number Plate Recognition (ANPR) and intercom control from the office.
- 3.2.3 The pedestrian access to the site will remain to the south of the access gate.

3.3 Parking

- 3.3.1 It is proposed to provide 16 parking bays on-site to accommodate the maximum staffing number proposed. The proposed use of the site as part external storage will mean that space historically used for parking is removed.
- 3.3.2 Cycle parking will be provided in accordance with the prevailing standards through re-use of the existing cycle parking on-site.

3.4 Site Servicing

- 3.4.1 The existing site layout is readily accessible to larger service and delivery vehicles and the proposals will not extensively amend the overall layout. Adequate areas will be provided around the site to enable larger vehicles to turn and exit the site in a forward gear.

4 Transport Planning Policy

4.1 National Planning Policy Framework (NPPF)

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 on locations which are or can be made sustainable, through limiting the need to travel and offering 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) *The design of streets, parking areas, other transport elements and the 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 111 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."*

4.1.4 Paragraph 112 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”.*

4.1.5 All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

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, from which the following key points are expressed.

4.2.2 With regard to the purpose of a Transport Assessment or Statement, it is noted 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 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031

4.3.1 The Local Transport Plan 4 (LTP4) was prepared by Kent County Council (KCC) and runs from 2016 to 2031. The Plan includes details on how KCC 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.”

4.3.2 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: Safer 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."

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

4.4 Dartford Core Strategy (2011)

- 4.4.1 The DBC Core Strategy was adopted in 2011 and sets out the Borough's long-term planning strategy to 2026.

- 4.4.2 Objective 9 relates to transport and states that the Council and its partners will seek to develop a:-

"...realistic choice of travel options, with public transport able to cater conveniently for most local journeys as well as to Central London and providing good access to the rest of Kent and Europe, with a well-developed walking and cycling network for local journeys."

- 4.4.3 Within Policy CS15: 'Managing Transport Demand', the Council requires major development sites to make provision for Fastrack and states that it will work with developers to implement an integrated walking and cycling network joining communities with the facilities they need to access, including public transport nodes and incorporating the Public Rights of Way network.

- 4.4.4 Policy CS16: 'Transport Investment' refers to the pressure of new development on the local highway network and states that the Council will work with its partners to:-

"...deliver a Strategic Transport Infrastructure Programme to ensure that... the transport infrastructure is in place to support new development."

- 4.4.5 As part of this the Council will:-

"...seek an appropriate level of contributions from development, either financially or in kind, to fund the infrastructure required."

4.5 Dartford Development Policies Plan (2017)

- 4.5.1 The Development Policies Plan was adopted in July 2017 and replaces the remaining parts of the 1995 Local Plan.
- 4.5.2 Policy DP3: 'Transport Impacts of Development' requires developments to minimise the transport impacts on the local highway network and in terms of residential amenity and the environment. Permission will not be granted where the residual impacts on congestion, air quality, safety of pedestrians, cyclists or other road users, or on-street parking, are considered to be severe.
- 4.5.3 Policy DP4: 'Transport Networks Access and Design' requires developments to be designed in accordance with Manual for Streets, in a way to encourage the use of sustainable modes. The policy states that the layout and siting of access should be acceptable in terms of residential amenity, highway capacity and safety, free flow of traffic, cyclists and pedestrians, and visual impact. Further, provision should be made for loading, unloading and the turning of service vehicles ensuring highway and pedestrian safety.

4.6 Dartford Parking Policy

Car Parking

- 4.6.1 The vehicle parking standards applicable to land use class B8:Storage and Distribution within Dartford are summarised in Figure 4-1 below, which are extracted from the DBC 'Parking Standards Supplementary Planning Document' (SPD) (2012).

Use Class B8: Storage and Distribution

	Goods Vehicles	Car Parking
Storage and Distribution	1 space per 300 m ² gross	1 space per 110 m ² gross
Wholesale Trade Distribution	1 space per 300 m ² gross	1 space per 35 m ² gross
Developments over 2,500 m ² gross	Parking provision should be in accordance with a site specific transport assessment	
Notes:	<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.</p> <p>2. Any office component of storage and distribution uses will be assessed against the B1 parking standard</p> <p>3. Consideration should be given to the requirement for any overnight parking and facilities.</p>	

Figure 4-1: Vehicle Parking Standards for (B8) Storage and Distribution
(courtesy of DBC, Parking Standards, 2012)

- 4.6.2 A summary of the minimum parking requirements for the proposed development according to the DBC standards is set out in Table 4-1 overleaf. Given the proposed use of the site, long-term parking for goods vehicles is not required, as they will only visit the site to collect or return plant.

B8 Use Class	Minimum parking required as per standards	Overall Area m ² Gross	Minimum number of spaces required	Total number of spaces proposed
Storage Area	Car Parking - 1 space per 110m ² gross	1,015	10	16
Total			10	16

Table 4-1: Summary of Parking Provision

4.6.3 Vehicle parking will be provided in accordance with DBC's standards, maintaining parking amenity within the site and the local area.

4.6.4 It is reiterated that the parking level proposed is much reduced from that associated with the former Ocado use, which accommodated approximately 125 staff and visitors.

Cycle Parking

4.6.5 Cycle parking standards for B8 storage and distribution uses are also set out within the SPD. The standards require a minimum of one cycle parking space per 200m² Gross Floor Area (GFA) for staff and one space per 1,000m² GFA for visitors.

4.6.6 On this basis, six cycle parking spaces are required, which are available within an existing covered store on the site.

4.7 Policy Compliance

4.7.1 The proposals are not considered to conflict with any local or national policies in regard to accessibility or highway safety. At present, the site is readily accessible by public transport, with bus stops located within walking distance. Moreover, Dartford Railway Station is served by frequent train services to London and North Kent.

4.7.2 The PIC data for the latest three-year study period has shown that there are no existing safety concerns that could be exacerbated by the proposals.

4.7.3 The proposed level of on-site parking provision meets with the minimum parking standards set out in the relevant local parking guidance.

4.7.4 The proposed development will not have a significant impact on the operation of the surrounding highway network and this is not deemed to be 'severe' in relation to NPPF Paragraph 111.

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.

5.1.2 As has been noted, the site forms part of the former Ocado Distribution Centre and has a history of B8 storage use. The extant trip attraction potential of the site is therefore considered and offset against the proposed development trip attraction to establish the residual traffic impact as a result of the proposals.

5.2 Extant Use Vehicle Trip Attraction

5.2.1 The vehicle trip attraction associated with the extant planning permission (Reference: DA/07/01217/REM) has been obtained from the Transport Statement associated with that application, which was prepared by Waterman Civils (WCL 37146 (TR) 001/A02). The figures submitted are provided below in Table 5-1.

Period	Arrivals	Departures	Total
AM Peak 0700-1000	31	30	61
PM Peak 1600-1900	12	35	47

Table 5-1: Extant Total Vehicular Trip Attraction – B8 Uses

5.3 Proposed Development Vehicle Trip Attraction

5.3.1 To assess the vehicle trip attraction of the proposed development, a 'first-principles' approach has been utilised, based on information provided by Select Plant Hire. This information is set out below:-

- The usual days of operation will be Monday to Friday only. The regular hours of operation will be from 07:00 to 17:00 on Mondays to Thursdays and 07:00 to 16:00 on Fridays.
- It is likely that two mobile concrete pumps will be operated from the site; the movements of which will normally be outside of the core operational hours above.
- Two traffic management vans will operate from the site; the movements of which will normally be outside of the core operational hours above.
- Two mobile fitters' vans will operate from the site; however these will typically only be on-site twice weekly to replenish stock.
- Two tipper vans will depart the site early in the morning.
- One HGV will visit the site to load early in the morning.

- Deliveries from suppliers will vary but on average there will be 10–15 per day, mainly by courier vans as part of wider delivery routes in the area (i.e. not specific to Select).
- Deliveries to and collections from customers by HGVs vary but on average there will be 3-5 of these per day.

5.3.2 On this basis, the typical vehicle trip attraction of the proposed development has been established for the 'worst case' days (Mondays to Thursdays for arrivals and Fridays for departures) in Table 5-2 and Table 5-3 overleaf. This assumes that all site and office staff drive to work, that 60 per cent of on-site staff leave the site in their cars at lunchtime, and that supplier and customer deliveries are spread out evenly throughout the day.

Time	Site staff	Plant Staff	Office staff	Couriers	Plant	Deliveries	Totals
05:00-05:30							0
05:30-06:00							0
06:00-06:30		4					4
06:30-07:00							0
07:00-07:30	2	8	2				12
07:30-08:00				1			1
08:00-08:30				1			1
08:30-09:00				1			1
09:00-09:30				1			1
09:30-10:00				1			1
10:00-10:30				1			1
10:30-11:00				1			1
11:00-11:30							0
11:30-12:00				1			1
12:00-12:30							0
12:30-13:00				1			1
13:00-13:30	1						0
13:30-14:00			1	1			1
14:00-14:30				1			1
14:30-15:00				1			1
15:00-15:30				1			1
15:30-16:00				1			1
16:00-16:30				1	8		9
16:30-17:00							0
17:00-17:30							0
17:30-18:00							0
18:00-18:30					4		4
18:30-19:00							0
Totals	3	12	3	15	12	0	45

Table 5-2: Typical Vehicle Arrivals to Site (Monday-Thursday)

Time	Site staff	Plant Staff	Office staff	Couriers	Plant	Deliveries	Totals
05:00-05:30							0
05:30-06:00							0
06:00-06:30					4		4
06:30-07:00							0
07:00-07:30							0
07:30-08:00					6		6
08:00-08:30				1			1
08:30-09:00				1			1
09:00-09:30				1			1
09:30-10:00				1			1
10:00-10:30				1			1
10:30-11:00				1	1		2
11:00-11:30				1			1
11:30-12:00							0
12:00-12:30				1			1
12:30-13:00	1						0
13:00-13:30			1	1			1
13:30-14:00							0
14:00-14:30				1	1		2
14:30-15:00				1			1
15:00-15:30				1			1
15:30-16:00				1			1
16:00-16:30				1			1
16:30-17:00	2	8	2	1			13
17:00-17:30							0
17:30-18:00							0
18:00-18:30		4					4
18:30-19:00							0
Totals	3	12	3	15	12	0	45

Table 5-3 Typical Vehicle Departures from Site (Friday)

5.3.3 A summary of the typical peak period vehicle trip attraction of the proposed development is provided in Table 5-4 overleaf.

Period	Arrivals	Departures	Total
0700-1000	17	10	27
1600-1900	13	18	31

Table 5-4: Proposed Development Peak Period Trip Attraction

5.3.4 It is noted that the proposed development would attract approximately 27 vehicle movements during the AM peak period and 31 in the PM peak period.

5.4 Residual Trip Attraction

5.4.1 The residual vehicle trip attraction can be calculated by subtracting the extant use trip attraction potential from the proposed development trip attraction, as shown in Table 5-5 below. Please note that any inaccuracies are the result of rounding in MS Excel.

Period	Arrivals	Departures	Total
0700-1000	-14	-20	-34
1600-1900	1	-17	-16

Table 5-5: Residual Vehicle Trip Attraction

5.4.2 It is noted – based on the robust, ‘worst-case’ assumptions outlined above – that the proposed development will result in a net decrease of 34 vehicle movements in the AM peak period and 16 in the PM peak period. In light of this, it will not result in ‘severe’ residual highways impacts, in accordance with Paragraph 111 of the NPPF.

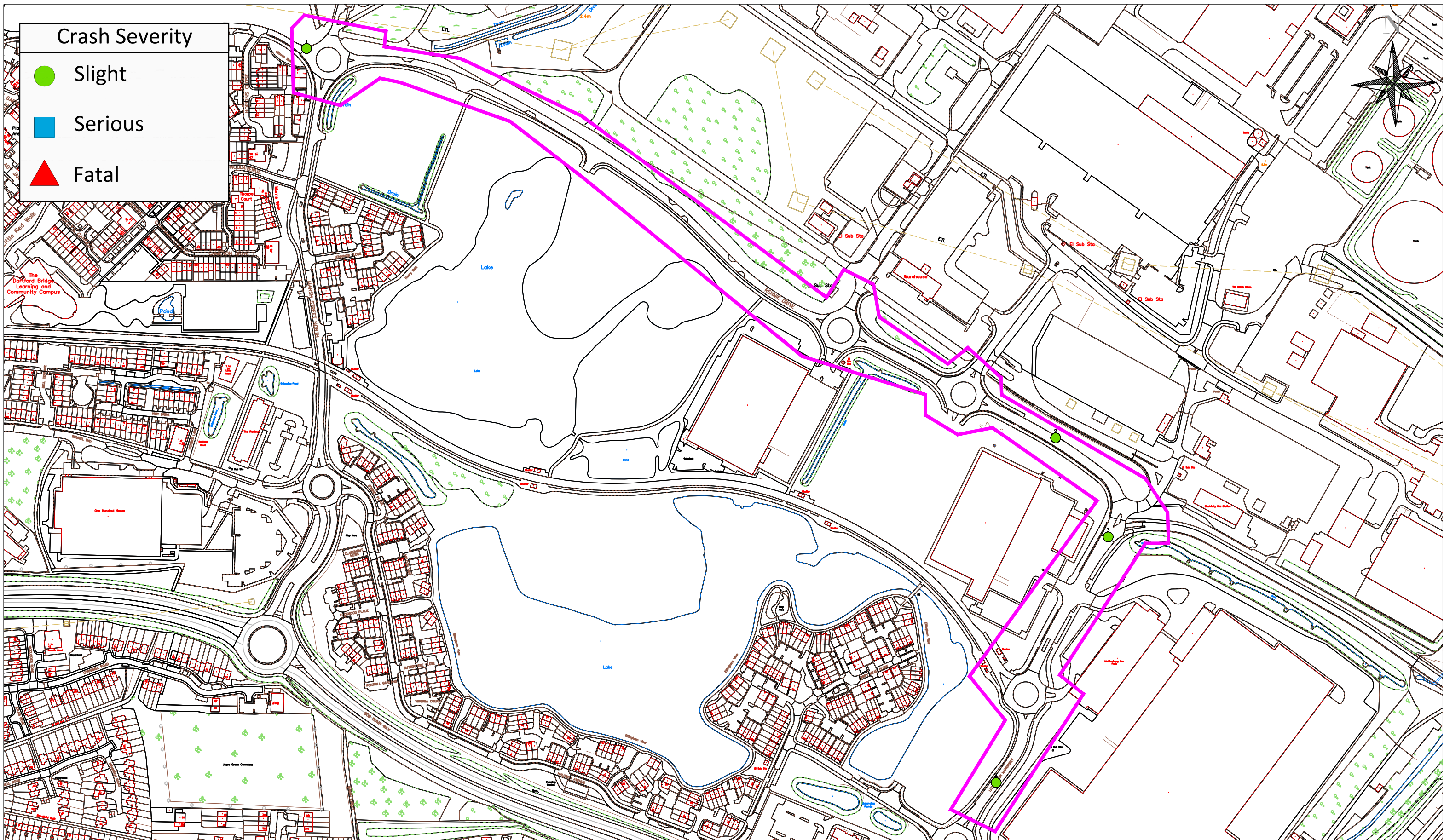
6 Summary and Conclusion

- 6.1.1 DHA has been commissioned by Select Plant Hire to provide transport planning advice in relation to a discharge of conditions application and a removal/variation of condition application relating to Land to the west of Albion Road in Dartford, Kent.
- 6.1.2 The development proposals comprise the re-use of the external storage and parking areas on the site for the storage of construction plant such as tower cranes, mobile cranes, hoists and other lifting accessories.
- 6.1.3 Following a review of national and local transport planning policy, no conflicts are envisaged. The site is within an acceptable walking distance of public transport facilities, with local Fastrack bus stops readily accessible, providing access to frequent bus services to a range of local and regional destinations. Dartford Railway Station is also located within a short bus or cycle journey. Future site employees will therefore have the opportunity to access the site by non-car means.
- 6.1.4 A review of the latest three-year Personal Injury Collision data available for the local highway network confirms that the proposed development will not exacerbate any existing highway safety issues in the region.
- 6.1.5 The existing site access arrangement and internal layout are sufficient to meet the needs of the vehicles requiring access to the site.
- 6.1.6 By comparing the extant use trip attraction potential with the proposed development trip attraction forecast, it has been demonstrated that net reductions of 34 vehicle movements in the AM peak period (0700-1000) and 16 vehicle movements in the PM peak period (1600-1900) are anticipated.
- 6.1.7 Given the above, it is concluded that the proposed development should not have any adverse transport impacts and therefore there should be no sound transport based objections to the application.

APPENDIX

A





Location: Rennie Drive, Dartford

3 years personal injury crash data up to 31/12/2020

KCC Ref number: EXT/093/21

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Date: 16-June-2021

Time: 10:19:47

Title: **Rennie Drive, Dartford**

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

Date: 16-June-2021

Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2020'

There were 4 reported crashes resulting in injury

D-PRINT CRASH REPORT

16-Jun-2021
10:19:47

Rennie Drive, Dartford
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2020'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved	
1	Road No U Section 001	Grid 555132E Ref 176289N	SLIGHT	10/10/2018	4	20:15	DRK STU	Dry	Fine			
	BINNIE RD RNDDBT J/W MARSH ST, DARTFORD									Dartford		
V2 WAS APPROACHING THE RNDDBT TO TURN LEFT ONTO MARSH ST. D2 SAW A CAR COMING FROM THE RIGHT, ALSO TURNING INTO MARSH ST, AND CAME TO A STOP AT THE JUNCTION. V2 WAS THEN HIT FROM BEHIND BY V1, WHICH DROVE OFF FROM THE SCENE.							Veh1, car, NW -> SE Veh2, car, NW -> NE			Casualties 1 Vehicles 2		
2	Road No U Section 266	Grid 555888E Ref 175896N	SLIGHT	15/03/2019	6	17:00	L	Dry	Fine			HGV
	RENNIE DRIVE, DARTFORD (MAPPED TO COORDS)									Dartford		
V2 WAS TRAVELLING SOUTHEAST ON RENNIE DRIVE WHEN V1, TRAVELLING IN THE OPPOSITE DIRECTION, CROSSED OVER INTO V2'S LANE AND COLLIDED WITH V2.							Veh1, goods > 7.5t, SE -> NW Veh2, goods > 7.5t, SE -> NW			Casualties 1 Vehicles 2		
3	Road No U Section 266	Grid 555941E Ref 175796N	SLIGHT	19/09/2019	5	10:30	L	Dry	Fine			HGV
	RENNIE DRIVE, DARTFORD (MAPPED TO COORDS)									Dartford		
V2 was travelling northeast on Rennie Drive and approached the traffic light junction with the Fastrack road over the Dartford Tunnel approach in the middle lane. At the time, V1 was in the right-hand but moved across into V2's lane as the lights turned green, colliding with V2's offside.							Veh1, goods > 7.5t, SW -> NE Veh2, car, 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

16-Jun-2021
10:19:47

Rennie Drive, Dartford
Accident Date BETWEEN '01-Jan-2018' AND '31-Dec-2020'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No U Section 266 Grid 555828E Ref 175548N	SLIGHT	25/05/2020	2	04:30	DRK STU	Dry	Fine			HGV
RENNIE DRIVE, DARTFORD, (MAPPED TO COORDS).									Dartford		
The Incident happened on the main road near the entrance to the Sainsbury logistic depot. V1/lorry was in front of V2 and they were driving their lorry towards the entrance to Sainsbury logistics from the main road but driver suddenly started reversing on the main road itself, D2 was beeping but V1 hit V2.							Veh1, goods > 7.5t, SW -> NE Veh2, car, NE -> SW				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
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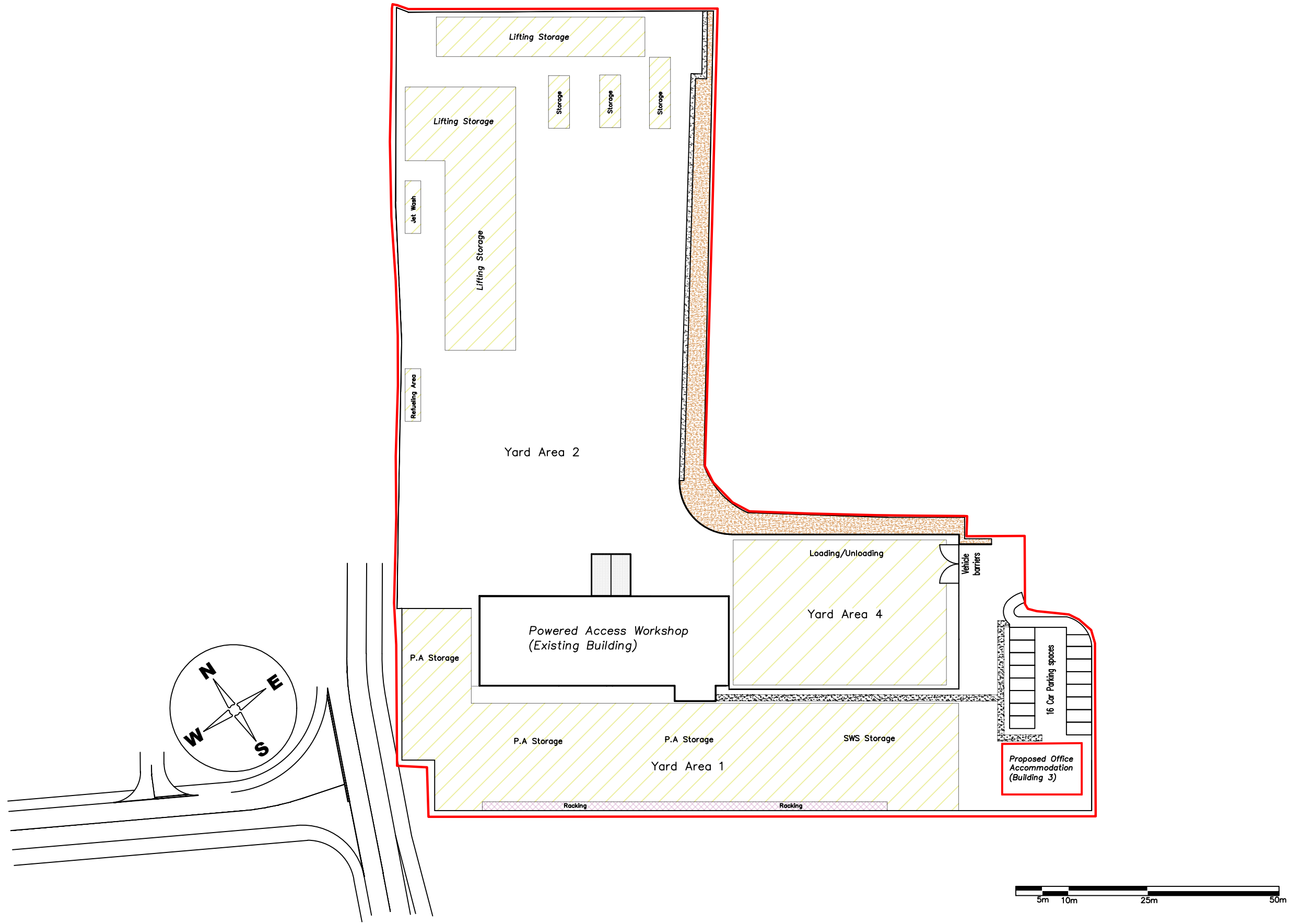
Special Conditions

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

B





CLIENT
Select Plant Hire
Company Limited

PROJECT TITLE
Proposed Site Layout Plan
to Show the Existing
Buildings, Proposed
Storage/Yard Areas, Office
Accommodation and Parking
Arrangements

PROJECT ADDRESS
Albion Road, Dartford,
Kent DA1 5PZ

DATE
14/07/2021

DRAWING No.

DRAWN
BD

SCALE
1:750 @ A3