

KRONEN

SPECIALIST DEVELOPMENT TRANSPORT PLANNING

**TRANSPORT STATEMENT
STATION ROAD
LONGFIELD**

TRANSPORT STATEMENT STATION ROAD LONGFIELD

18 STATION ROAD, LONGFIELD, DARTFORD, KENT, DA3 7QD

TRANSPORT STATEMENT
JANUARY 2024

CONTENTS

- 1 INTRODUCTION
- 2 EXISTING CONDITIONS - EXISTING SITE INFORMATION
- 3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK
- 4 EXISTING CONDITIONS - ROAD NETWORK
- 5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION
- 6 PROPOSED DEVELOPMENT - PROPOSED PARKING
- 7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS
- 8 SUMMARY & CONCLUSIONS

FIGURES

- 1-6 - PARKING LAYOUT ASSESSMENT USING AUTOCAD VEHICLE TRACKING

APPENDICES

- A LOCAL PLAN EXTRACT
- B PUBLIC TRANSPORT MAP
- C CENSUS DATA

1 INTRODUCTION

1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at 18 Station Road, Longfield, Dartford, Kent, DA3 7QD (in the Dartford District Council planning authority area).

1.2 EXISTING SITE

The building at the site currently has a commercial use at ground floor level and a flat on the upper floor level.

1.3 PROPOSED DEVELOPMENT

The proposed development is for the demolition of the existing building and erection of a new mixed-use building.

The proposed new building will provide a new pharmacy, to be operated by the applicant / operator of nearby Hodgson Pharmacy, at ground floor and a total of 12 × flats (6 × 1-bedroom 2-person flats and 6 × 2-bedroom 3-person flats) on upper first to third floors.

The proposal includes a minor revision to the site access position. The existing car parking area is retained and improved and will provide a total of 10 × parking spaces this includes 2 × pharmacy staff parking spaces and 8 × resident parking spaces (including 1 × disabled blue badge permit holder parking space).

1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report detail the proposals and their transport impact and integration with planning policy and guidance.

2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

2.1 LOCATION

The proposal site is 18 Station Road, Longfield, Dartford, Kent, DA3 7QD.

B-12 Development are the project designers. Refer to B-12 Development's accompanying plans for the application site's location, site boundary and existing building layout.

2.2 EXISTING SITE INFORMATION

The site is a corner site next to the junction of Station Road and Essex Road.

The building at the site currently has a commercial use at ground floor level and a flat on the upper floor level.

The commercial use has an approximate floor area of 200sqm. The commercial use had been a pharmacy up until recently and is currently Community Lifeline / Mobility Centre.

The flat is a 1-bedroom flat.

2.3 EXISTING ACCESS ARRANGEMENTS AND PARKING

The pharmacy has pedestrian access from Station Road.

The flat has pedestrian access from Essex Road.

The site has vehicle access from Essex Road leading to a parking area.

The parking area does not have formal parking spaces and is used by commercial use staff and the flat residents only (it is signed as private i.e. not for customers).

2.4 PLANNING HISTORY

The site does not appear to have any recent or relevant planning history.

3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

3.1 CONTEXT

The site is within the Longfield District Centre as shown on the Local Plan Policies Interactive Map [Online] < <https://dbc.maps.arcgis.com/apps/webappviewer/> > [Accessed December 2023].

All of the centre is within the site's 800m "walkable neighbourhood" and the site is therefore well located for access to amenities and services on foot.

An extract from Local Plan Policies Interactive Map is provided in Appendix A for reference.

3.2 BUS

The site has access to 13 × bus services: the 4, 34, 418R, 418W, 423, 489, C1, Connect 1, D1, D2, NAG 1, NAG 2, S1 services.

As shown in Appendix B the 4, 418R, 418W, 423, 489, C1, Connect 1 services are accessible from stops opposite / adjacent the proposal site. Additional 34, D1, D2, NAG 1, NAG 2, S1 services are accessible from stops on Main Road an approximate 300m to 350m walk distance from the proposal site.

3.3 RAIL

The site has access to Southeastern's Chatham Main Line rail services from Longfield Railway Station which is an approximate 200m to 250m walk distance from the proposal site, also shown on Appendix B.

3.4 OVERVIEW

Based on the location / context within Longfield District Centre, access to 13 × bus services and access to Longfield Railway Station, the site is considered to be well located for public / sustainable transport accessibility.

4 EXISTING CONDITIONS - ROAD NETWORK

4.1 ROAD NETWORK

The site is a corner site next to the junction of Station Road and Essex Road.

Station Road is a single carriageway classified C-road / classified unnumbered local road.

Essex Road is a single carriageway unclassified road / residential street.

4.2 EXISTING SITE ACCESS

The site has vehicle access from Essex Road leading to a parking area.

The parking area does not have formal parking spaces and is used by commercial use staff and the flat residents only.

4.3 PARKING

The proposal site is not within a Permit Controlled Parking Zone.

Outside the site there are Double Yellow Lines restricting parking and a disabled blue badge permit holder parking bay.

Immediately east of the site, Essex Road is part of the Permit L1 Controlled Parking Zone with bays having restricted parking Mondays to Fridays 9.30am to 4pm.

5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

5.1 PROPOSAL INFORMATION

The proposed development is for the demolition of the existing building and erection of a new mixed-use building.

The proposed new building will provide a new 200sqm pharmacy, to be operated by the operator of nearby Hodgsons Pharmacy / the applicant, at ground floor and a total of 12 × flats on upper first to third floors.

The proposed residential schedule of accommodation will be 6 × 1-bedroom 2-person flats and 6 × 2-bedroom 3-person flats.

The proposal is therefore seeking a net uplift in 11 × flats compared with the existing mixed-use building.

5.2 TRANSPORT PARAMETERS

The proposal includes a minor revision to the site access position.

The car parking area is retained and will provide a total of 10 × parking spaces this includes 2 × pharmacy staff parking spaces and 8 × resident parking spaces (including 1 × disabled blue badge permit holder parking space).

The proposed site plan includes separate commercial / trade and residential integral refuse stores all within an approximate 10m pull / push distance of the highway.

The proposal also includes an internal secure step-free ground floor long-stay cycle parking store providing 6 × pharmacy and 28 × resident cycle spaces in a two-tier arrangement.

Refer to B-12 Development's accompanying plans of the proposal.

6 PROPOSED DEVELOPMENT - PARKING

6.1 PROPOSAL INFORMATION

The proposed new building will provide a new 200sqm modern pharmacy at ground floor and a total of 12 × flats on upper first to third floors (6 × 1-bedroom 2-person flats and 6 × 2-bedroom 3-person flats).

The car parking area is retained and will provide a total of 10 × parking spaces this includes 2 × pharmacy staff parking spaces and 8 × resident parking spaces (including 1 × disabled blue badge permit holder parking space).

The proposed pharmacy will be operated by the current operator / the applicant and a provision of 2 × pharmacy staff parking spaces will meet operational needs.

The proposal also includes an internal secure step-free ground floor long-stay cycle parking store providing 6 × pharmacy and 28 × resident cycle spaces in a two-tier arrangement.

6.2 FRAMEWORK

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

It is understood that relevant adopted policy is “Dartford Development Policies Plan” (Dartford DC, 2017) Policies DP3: Transport Impacts of Development and DP4: Transport Access and Design.

It is also understood that relevant emerging policy is Pre-Submission (Publication) Dartford Local Plan dated December 2021 Policies M16 (Travel Management) and M17 (Active Travel, Access and Parking).

Having reviewed recent planning committee reports it is understood that in practice “Parking Standard SPD” (Dartford DC, 2012) is used as a starting point for parking provision assessment.

6.3 VEHICLE PARKING

As discussed, the proposed pharmacy will be operated by the operator of nearby Hodgsons Pharmacy / the applicant and a provision of 2 × pharmacy staff parking spaces will meet operational needs.

As noted in Section 3 of this report; the site is considered to be in a central, accessible and sustainable location. There are viable public / sustainable modes of transport available for day-to-day needs of potential future occupants / residents other than private vehicle use and ownership. In this context a restrained residential car parking provision is considered appropriate / desirable.

Recently released Census 2021 data has been analysed for this report: RM001 Accommodation type by car or van availability.

The data for flats for the local “output area”, “super output area lower layer” Dartford 013B and “super output area middle layer” Dartford 013 are provided in Appendix C with analysis calculating the number of cars per flat.

As shown in the analysed data, flat occupants have between 0.73 and 0.86 cars per flat.

The most focused local / smaller output area, and therefore considered the most relevant / specific geographic area, shows 0.7 vehicles per flat.

With 8 × spaces for 12 × flats the proposal provides parking at 0.7 spaces per flat

This would suggest that the proposals' parking would broadly accommodate parking demand likely to be generated whilst also not over providing or unintentionally encouraging car ownership.

The use of Census data reflects direction given in the "National Planning Policy Framework"(DHLUC, 2023) which states "local car ownership levels" should be taken into account when considering residential parking.

Parking Standards SPD states that it (p.4): " ... sets out the required level of parking which is considered appropriate, according to the location and type of use. An alternative level of provision may be considered on a site specific basis, where evidence to justify it on the circumstances of the specific case is provided. Where a lower standard of provision is proposed, a Travel Plan and/or Transport Impact Assessment/Transport Statement will need to demonstrate that the proposed provision would meet the demand for parking generated by the development. ...".

Tables at the rear of Parking Standards SPD, Car and Lorry Parking Standards, provide standards for the amount of parking normally required, unless evidence justifying an alternative level is provided by the applicant, and state a standard of 1.2 parking spaces per "1 & 2-bedroom flats and houses".

Based on the context and local car ownership analysis above, it is considered that the 0.7 parking spaces per flat proposed provision is justified and acceptable.

6.4 CYCLE PARKING

As discussed, the proposed pharmacy will be operated by the applicant and a provision of 6 × pharmacy staff cycle spaces will more than meet staff needs and encourage use.

With 28 × cycle spaces for 12 × flats the proposal provides cycle parking in excess of 2 spaces per flat

The Table at the rear of Parking Standards SPD, Cycle Parking Standards, provide a standard of 1 cycle space per 1 and 2 bedroom homes.

The proposal provides cycle parking numbers in excess of the SPD and is considered acceptable.

7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

7.1 SUSTAINABLE LOCATION

The site is in Longfield District Centre and has access to 13 × bus services and to Southeastern's rail services from Longfield Railway Station all within a 350m walk distance.

Accordingly the application site is considered to be sustainably located.

There are viable public / sustainable modes of transport available for day-to-day needs of potential future occupants / residents other than private vehicle use and ownership.

7.2 VEHICLE AND CYCLE PARKING

As discussed in detail in the previous Section, the proposal's parking is considered acceptable.

7.3 ACCESS, LAYOUT AND SERVICING

The proposal includes a minor revision to the site access position.

The proposed access is 4.5m wide which would comprise 5 × 0.9m drop and taper kerbs.

The detailed design of the proposed access will need to be discussed / agreed with Kent County Council engineers at a later date if the application is approved and prior to occupation; the costs of these off-site works will be funded by the applicant.

It is considered that the revised site access complies with "Dropped Kerb Application Guide" (Kent CC, 2023), i.e. it does not conflict with advice on street trees, furniture, junction proximity etc.

With regards to the site parking layout, proposed parking spaces are 5.0m × 2.5m in size and the proposed parking layout has been assessed using AutoCAD Vehicle Tracking 2023 using a large car / 4.71m long Estate Car.

Swept path analysis drawings are provided in Figures 1 to 6.

It is likely that short stay deliveries etc. would take place from the carriageway; there is a goods vehicle loading only bay Mondays to Saturdays 8am to 6.30pm outside 22 to 28 Station Road and directly outside the site there are Double Yellow Lines restricting parking but not loading as there are no yellow traverse markings or "blips" or regulation plates etc.

The proposed site plan shows 2 × refuse stores both within an approximate 10m pull / push distance of the Essex Road public highway.

A fire appliance hose would be within 5m distance of the proposed building lobby entrance.

Based on the above site access, layout and servicing proposals are considered acceptable.

7.4 TRIPS

Given that the proposals are for a modest uplift in residential accommodation it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant and within the day-to-day variations of traffic on the wider local distributor / strategic road network.

It is considered that the proposals are acceptable / not objectionable in this regard.

7.5 CONSTRUCTION

A Construction Logistics Plan (CLP) will be prepared prior to works starting, should the application be approved.

7.6 TRANSPORT IMPACTS AND SUMMARY

The development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- The Dartford Core Strategy (Dartford DC, 2011)
- Dartford Development Policies Plan (Dartford DC, 2017)
- Pre-Submission (Publication) Dartford Local Plan (emerging policy dated December 2021)
- Parking Standard SPD (Dartford DC, 2012)
- National Planning Policy Framework (DLUHC, 2023)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework (DLUHC, 2023) policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

8 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at 18 Station Road, Longfield, Dartford, Kent, DA3 7QD.

8.1 EXISTING SITE

The building at the site currently has a commercial use at ground floor level and a flat on the upper floor level.

8.2 PROPOSED DEVELOPMENT

The proposed development is for the demolition of the existing building and erection of a new mixed-use building.

The proposed new building will provide a new pharmacy at ground floor and a total of 12 × flats (6 × 1-bedroom 2-person flats and 6 × 2-bedroom 3-person flats) on upper first to third floors.

The proposal includes a minor revision to the site access position. The existing car parking area is retained and improved and will provide a total of 10 × parking spaces this includes 2 × pharmacy staff parking spaces and 8 × resident parking spaces (including 1 × disabled blue badge permit holder parking space).

8.3 REPORT FINDINGS

Sections 2 to 4 of this Transport Statement assessed the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report assessed the proposals and their transport impacts and integration with planning policy and guidance.

As set out in this Transport Statement, the proposals are in a sustainable and accessible location and are not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- The Dartford Core Strategy (Dartford DC, 2011)
- Dartford Development Policies Plan (Dartford DC, 2017)
- Pre-Submission (Publication) Dartford Local Plan (emerging policy dated December 2021)
- Parking Standard SPD (Dartford DC, 2012)
- National Planning Policy Framework (DLUHC, 2023)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

FIGURES



SCALE 1:200 @ A4

PROJECT P2311.3
 STATION ROAD,
 LONGFIELD

FIGURE 1

AUTOCAD VEHICLE TRACKING
 LARGE 4.7M ESTATE CAR INGRESS
 AND EGRESS





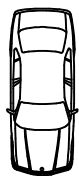
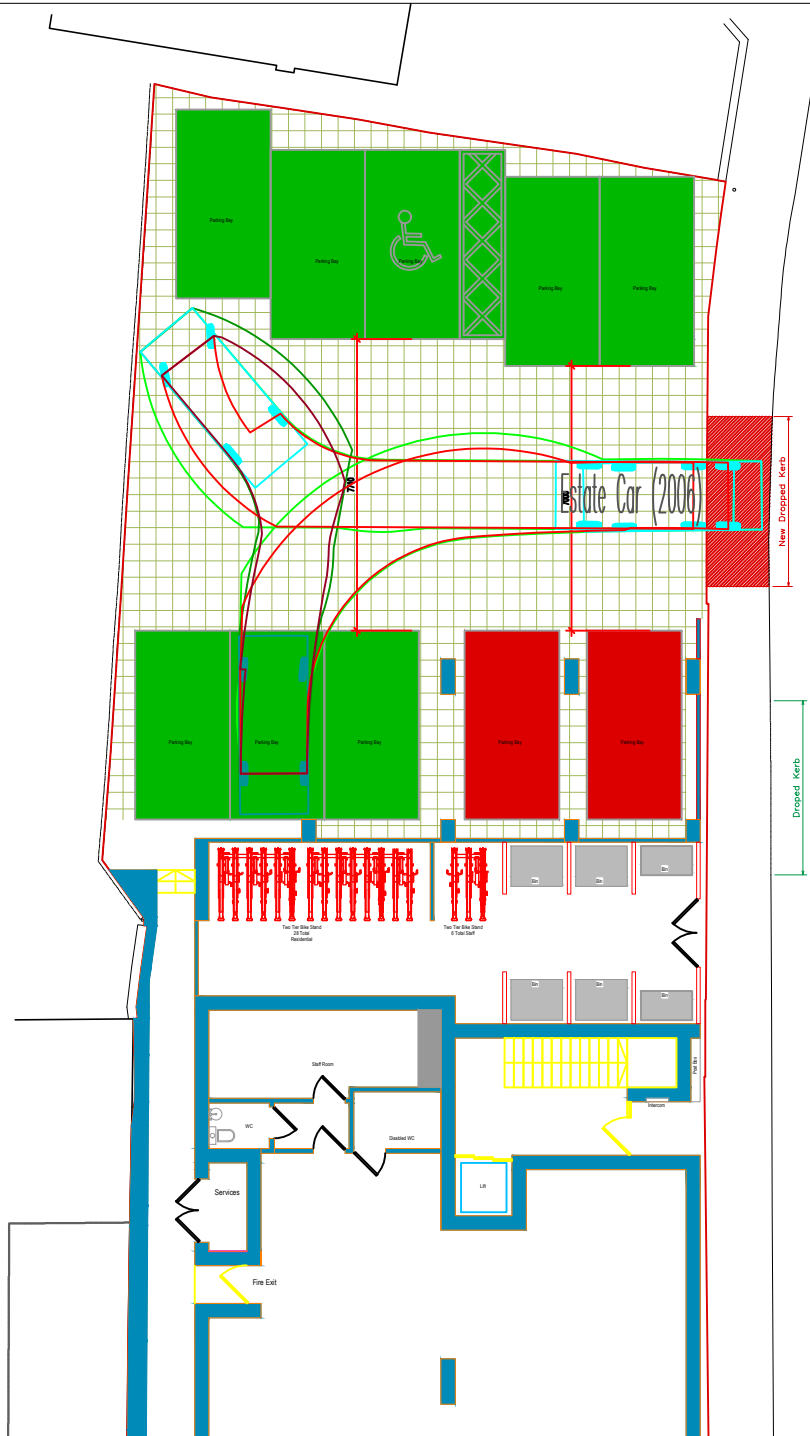
SCALE 1:200 @ A4

PROJECT P2311.3
STATION ROAD,
LONGFIELD

FIGURE 2

AUTOCAD VEHICLE TRACKING
LARGE 4.7M ESTATE CAR INGRESS
/ PARK / TURN / EGRESS

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SCALE 1:200 @ A4

PROJECT P2311.3
 STATION ROAD,
 LONGFIELD

FIGURE 3

AUTOCAD VEHICLE TRACKING
 LARGE 4.7M ESTATE CAR INGRESS
 / PARK / TURN / EGRESS



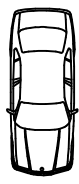


SCALE 1:200 @ A4

PROJECT P2311.3
 STATION ROAD,
 LONGFIELD

FIGURE 4

AUTOCAD VEHICLE TRACKING
 LARGE 4.7M ESTATE CAR INGRESS
 / PARK / TURN / EGRESS





SCALE 1:200 @ A4

PROJECT P2311.3
 STATION ROAD,
 LONGFIELD

FIGURE 5

AUTOCAD VEHICLE TRACKING
 LARGE 4.7M ESTATE CAR INGRESS
 / PARK / TURN / EGRESS





SCALE 1:200 @ A4

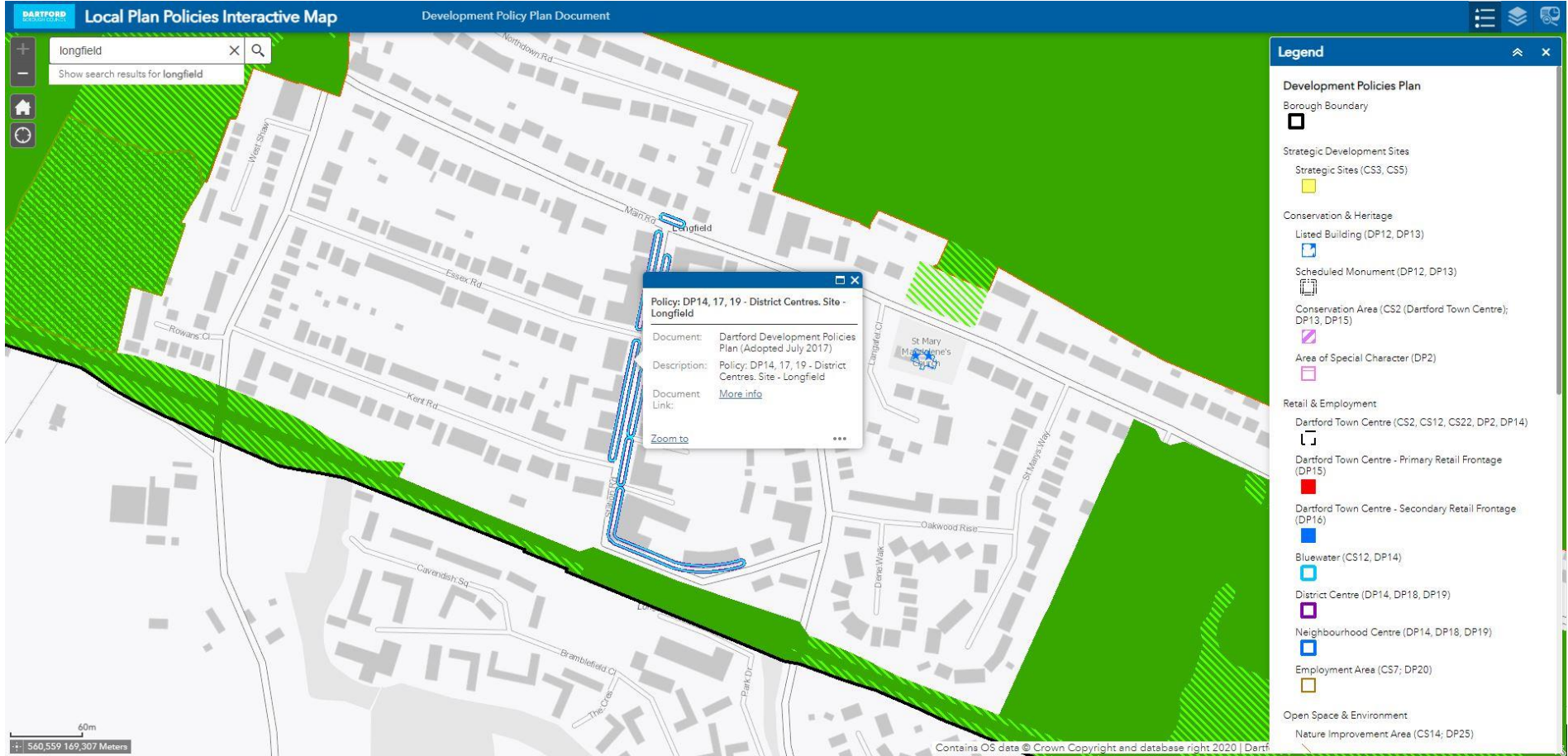
PROJECT P2311.3
 STATION ROAD,
 LONGFIELD

FIGURE 6

AUTOCAD VEHICLE TRACKING
 LARGE 4.7M ESTATE CAR INGRESS
 / PARK / TURN / EGRESS



APPENDIX A



APPENDIX A LOCAL PLAN POLICIES INTERACTIVE MAP EXTRACT

APPENDIX B



APPENDIX C

PROJECT - P2311.3
STATION ROAD, LONGFIELD
RM001 - ACCOMMODATION TYPE BY CAR OR VAN AVAILABILITY

(DATA PROVIDED FOR FLATS "FLAT, MAISONETTE, APARTMENT, CARAVAN OR OTHER MOBILE OR TEMPORARY STRUCTURE")

CARS OR VANS	OUTPUT AREA E00122647	OUTPUT AREA LOWER DARTFORD	OUTPUT AREA MIDDLE DARTFORD
ALL	22	109	154
NO VEHICLES	9	33	44
1 VEHICLE	10	60	88
2+ VEHICLES	3	16	22

SOURCE: ONS

CARS OR VANS	OUTPUT AREA			WARD			AUTHORITY		
	NUMBER	PROPORTION	VEHICLES	NUMBER	PROPORTION	VEHICLES	NUMBER	PROPORTION	VEHICLES
ALL	22	1.00		109	1.00		154	1.00	
NO VEHICLES	9	0.41	0.00	33	0.30	0.00	44	0.29	0.00
1 VEHICLE	10	0.45	0.45	60	0.55	0.55	88	0.57	0.57
2+ VEHICLES	3	0.14	0.27	16	0.15	0.29	22	0.14	0.29
			0.73			0.84			0.86
			VEHICLES PER FLAT			VEHICLES PER FLAT			VEHICLES PER FLAT