

TRANSPORT TECHNICAL NOTE

JOB REF. CLIENT
PL/HB/32561 Clip 'N Climb Tonbridge Ltd

JOB NAME
Unit 1G, Yalding Enterprise Park, Yalding, Maidstone, Kent

1.1 INTRODUCTION

- 1.1.1 This Transport Technical Note (TTN) has been prepared on behalf of Clip 'n Climb Tonbridge Ltd in support of a planning application for the change of use of Unit 1G at Yalding Enterprise Park, in Yalding, Maidstone, Kent.
- 1.1.2 It is noted as context that outline planning permission was granted for up to 46,447 sqm of employment floorspace on the site (Use Classes B1(c), B2 and B8) in October 2021 (Planning Application Reference: 19/504910/OUT). A Reserved Matters application for Phase B of the development, comprising the erection of 20no. commercial units with associated parking, access and landscaping was subsequently approved in August 2023 (Planning Application Reference: 23/502118/REM). An application for a revised phasing strategy was later submitted in September 2023 (Reference: 23/504153/SUB), wherein Unit 1G forms part of the new separate and independently implementable 'Phase F'.
- 1.1.3 This TTN has been produced to assess the impacts of the proposed change of use of this unit in transport terms against national and local policy and guidance.

1.2 SITE CONTEXT

- 1.2.1 The Yalding Enterprise Park site is situated off Hampstead Lane, approximately 1.6km to the west of Yalding village. The location of Unit 1G in the context of the wider masterplan (depicted by the blue line) is shown in Figure 1 overleaf.

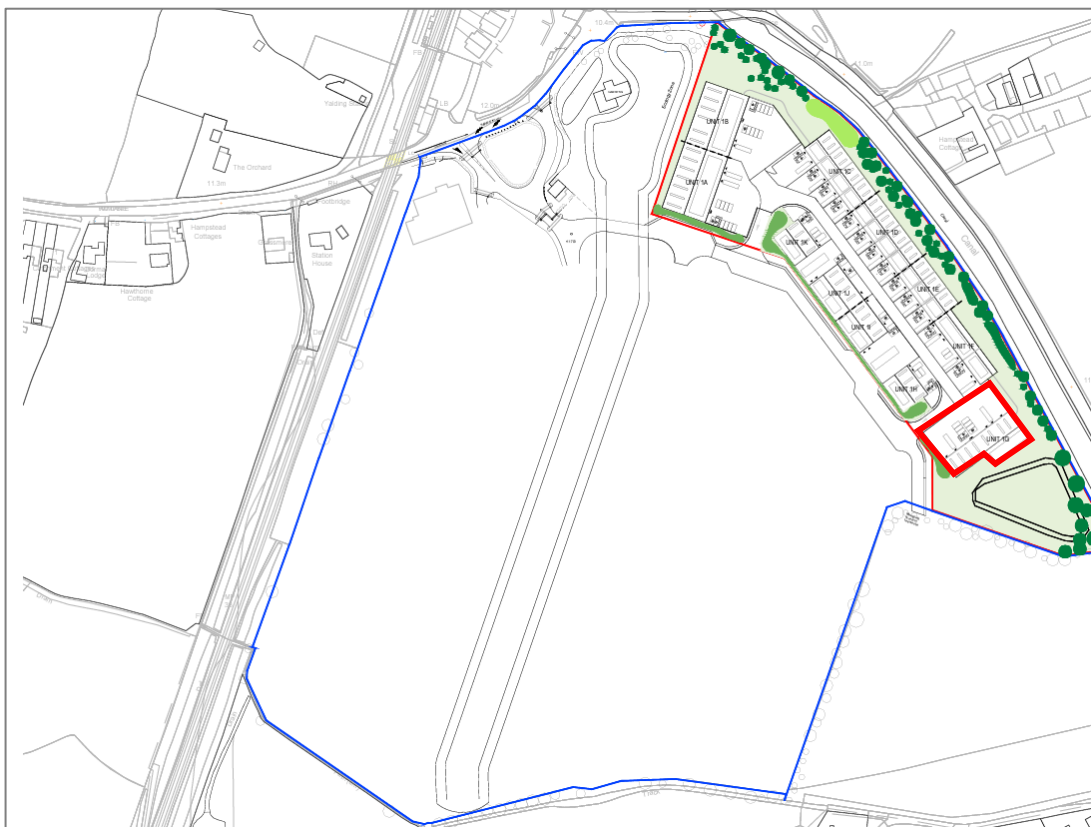


FIGURE 1: SITE LOCATION (COURTESY OF GDM ARCHITECTS)

- 1.2.2 Unit 1G will have a Gross Internal Area (GIA) of 880sqm and is currently under construction. It is accessed from the spine road as approved under the aforementioned Reserved Matters application.
- 1.2.3 The unit will be served by 13 car parking spaces, including one accessible bay and one 'active' Electric Vehicle (EV) charging bay. In addition, two goods vehicle spaces will be provided.

DEVELOPMENT PROPOSALS

- 1.2.4 The proposal comprises the change of use of Unit 1G from B2/B8 to D2 indoor and outdoor leisure and recreation use.
- 1.2.5 Access arrangements will remain as approved under the aforementioned Reserved Matters application.
- 1.2.6 It is proposed that the vehicle parking provision for the unit will increase to 32 spaces, including one EV charging bay, one accessible bay and two larger, undesignated bays in accordance with Kent County Council (KCC)'s Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4) standards. Due to the nature of the proposed use, the goods vehicle bays will be removed.

- 1.2.7 A total of seven cycle parking spaces will be provided for the unit, also in accordance with the SPG4 standards.
- 1.2.8 The proposed site layout plan is included at **Appendix A**.

1.3 TRANSPORT PLANNING POLICY

National Planning Policy Framework (NPPF, 2023)

- 1.3.1 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.
- 1.3.2 At the heart of the NPPF is a presumption in favour of sustainable development. 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."*
- 1.3.3 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."*

Planning Practice Guidance (PPG)

- 1.3.4 In conjunction with the NPPF, the PPG was established in March 2014 as a supporting resource, 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'*, which provides general guidance on the process of producing these documents.

Maidstone Borough Local Plan

- 1.3.5 The Local Plan was adopted in October 2017 and covers the period from 2011 to 2031. It sets out the Borough Council's vision and objectives for the district up to 2031.
- 1.3.6 Policy SP 16 supports the redevelopment of the brownfield former Syngenta Works site, with potential suitable uses including employment, leisure, commuter car parking and open space.
- 1.3.7 Policy DM 21 relates to assessing the transport impacts of development and part 1 of this policy notes the following:-

"Development proposals must:

- i. *Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied, or mitigated to prevent severe residual impacts, including where necessary an exploration of delivering mitigation measures ahead of the development being occupied;*
- ii. *Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's guidance on Transport Assessments and Travel Plans and in Highways England guidance;*
- iii. *Demonstrate that development complies with the requirements of policy DM6 for air quality."*

Submission Maidstone Local Plan Review

- 1.3.8 The Maidstone Local Plan Review (LPR) was submitted for Examination in Public (EIP) in March 2022. The Stage 2 hearings have now concluded, and it is anticipated that the LPR will be adopted by the Borough Council in the coming months, subject to a number of Main Modifications.
- 1.3.9 A key spatial objective of the LPR is to provide strategic and local infrastructure to support new development:-

"Through the delivery of the Integrated Transport Strategy, Maidstone will seek a transport network that supports a prosperous economy and provides genuine transport choices to help people make more journeys by modes such as public transport, walking and cycling."

- 1.3.10 Policy LPRSP12 outlines the Council's Sustainable Transport Strategy:-

"Working in partnership with Kent County Council (the local highway authority), Highways England, infrastructure providers and public transport operators, the Borough Council will manage any negotiations and

agreements regarding schemes for mitigating the impact of development where appropriate on the local and strategic road networks and facilitate the delivery of transport improvements to support the growth proposed by the Local Plan."

1.3.11 Policy LPRTRA2 describes how development proposals must assess their transport impacts:-

"Development proposals must:

- 1. Demonstrate that the impacts of trips generated to and from the development are accommodated, remedied or mitigated to prevent severe residual highway safety or capacity impacts.*
- 2. Demonstrate that any measures necessary to mitigate the transport impacts (in terms of highway safety and capacity as well as air quality) of development are viable and will be delivered at the appropriate point in the proposed development's buildout. This will be ahead of first occupation for some measures and at an agreed trigger point for others.*
- 3. Provide a satisfactory Transport Assessment for proposals that reach the required threshold and a satisfactory Travel Plan in accordance with the threshold levels set by Kent County Council's Guidance on Transport Assessments and Travel Plans and in Highways England guidance; and*
- 4. Demonstrate that development complies with the requirements of policy TRA1 for air quality and the guidance included in the Kent County Council."*

1.3.12 Policy LPRTRA4 outlines the applicable parking standards:-

- 1. "Car parking standards for new residential developments will be assessed against the requirements set out in KCC's Interim Guidance Note 3 (IGN3) to the Kent Design Guide or any subsequent revisions or superseding documents produced by the Highways Authority.*
- 2. For all new non-residential developments, and for cycle and motorcycle parking in residential developments, provision for all types of vehicle parking should be made in accordance with advice by Kent County Council as Local Highway Authority. As a starting point of reference, consideration should be given to the standards set out in the former Supplementary Planning Guidance 4 (SPG4) to the Kent and Medway Structure Plan."*

Kent and Medway Structure Plan 2006 – Supplementary Planning Guidance (SPG4)

- 1.3.13 Non-residential parking standards are contained within SPG4. For Use Class D2 – Assembly and Leisure, it is recommended that developments should provide a maximum of one space per 22sqm.
- 1.3.14 With respect to cycle parking, it is recommended that a minimum of one space per 10 participants plus 10 per cent is provided.

Electric Vehicle (EV) Charging

- 1.3.15 Approved Document S of The Building Regulations outlines the infrastructure required for the charging of EVs. Part S4 relates to new buildings other than residential or mixed-use buildings.
- 1.3.16 For new buildings comprising more than ten parking spaces, a minimum of one 'active' EV charging bay should be provided.

1.4 POLICY COMPLIANCE

- 1.4.1 The proposed development has been found to comply with all levels of transport planning policy, including by way of the extant outline and Reserved Matters consents.
- 1.4.2 SPG4 recommends a maximum of 40 parking spaces for the proposed leisure use based on the unit floorspace of 880sqm. A total of 32 parking spaces is proposed, which is considered to reflect the operational needs of the end user. EV charging infrastructure will be provided in accordance with Part S of the Building Regulations.
- 1.4.3 Cycle parking is proposed to reflect the capacity of the intended use. Due to the nature of the use, it is expected that a maximum of 54 customers will be on-site at any one time and therefore, cycle parking will be provided on this basis and monitored through the site-wide Travel Plan.
- 1.4.4 The proposed development will have a negligible net impact on the operation of the surrounding highway network relative to the extant use, as shown in the following section of this report. As such, there would be no conflict with Paragraph 111 of the NPPF.

1.5 TRIP ATTRACTION ASSESSMENT

- 1.5.1 A residual vehicular trip attraction assessment has been undertaken to assess the proposed use against the extant use of the unit.

Extant Use Trip Attraction

- 1.5.2 As has been noted, the unit is currently subject to a flexible B2 / B8 consent. Its trip attraction potential has therefore been assessed assuming a B2 industrial use, as this represents its most intensive lawful use that could be implemented in transport terms.
- 1.5.3 The vehicular trip rates agreed with KCC H&T as part of the outline planning application (Planning Application Reference: 19/504910/OUT) have been utilised, which are summarised in Table 1 below.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
0800-0900	0.553	0.196	0.749
1700-1800	0.161	0.678	0.839
0700-1900	3.869	4.038	7.907

TABLE 1: TRICS TRIP RATES – INDUSTRIAL USE (TRIPS/100SQM)

- 1.5.4 These trip rates have been factored by the total GIA of the unit (880sqm) to provide the trip attraction forecast in Table 2 below. Please note that any inaccuracies are the result of rounding in MS Excel.

PERIOD	ARRIVALS	DEPARTURES	TOTAL
0800-0900	5	2	7
1700-1800	1	6	7
0700-1900	34	36	70

TABLE 2: TRIP ATTRACTION – INDUSTRIAL USE (880SQM)

Proposed Use Trip Attraction

- 1.5.5 Due to the specific individual characteristics of leisure uses, the unit has been assessed as a 'Clip 'n Climb' facility for trip attraction purposes. Clip 'n Climb are an indoor climbing franchise, with numerous venues across the UK. Venues are provided with an indoor climbing arena for children aged 4+, with pre-booked sessions available during weekdays and weekends.
- 1.5.6 The vehicular trip attraction potential of the proposed use has been calculated using a 'first principles' methodology based on information from the applicant and available information from existing Clip 'n Climb venues across the UK. To appropriately evaluate the residual impact of the proposals, the weekday network peak periods have been assessed.
- 1.5.7 The proposed facility is expected to operate between 10:00 and 18:00 on weekdays. Its maximum capacity is anticipated to be 54 customers per hour and bookings are limited to hour-long slots. Data collected between April 2022 and

April 2023 at existing Clip 'n Climb venues demonstrates that during peak periods (principally school holidays), capacity averages 55 per cent on weekdays. It is further noted that there is an average customer occupancy rate of two persons per vehicle. The above assumptions have been applied to the proposed trip attraction assessment. During off-peak periods, an average capacity of 20 per cent is experience.

- 1.5.8 It is expected that up to six part-time staff will be employed at the site during the peak season with shifts between 10:00–18:00 and 15:00–18:00. To determine their likely mode of travel, a review of 2011 Census data for the Middle-layer Super Output Area (MSOA) in which the site is located (Maidstone 014) has been undertaken. This indicates that 76 per cent of employees will travel to work by car, equating to a total of five staff in this case.
- 1.5.9 On this basis, the following vehicular trip attraction forecast has been calculated for both peak and off-peak weekdays:-

	PERIOD	ARRIVALS	DEPARTURES	TOTAL
Peak (school holidays)	0800-0900	0	0	0
	1700-1800	15	15	30
	0700-1900	79	79	159
Off-peak	0800-0900	0	0	0
	1700-1800	6	6	12
	0700-1900	35	35	69

TABLE 3: PROPOSED USE TRIP ATTRACTION FORECAST

Residual Trip Attraction

- 1.5.10 The trip attraction potential of the permitted site use in Table 2 has been deducted from the proposed use trip attraction forecast in Table 4 to produce the residual trip attraction shown in Table 5 overleaf. Please note that any inaccuracies are the result of rounding in MS Excel.

	PERIOD	ARRIVALS	DEPARTURES	TOTAL
Peak (school holidays)	0800-0900	-5	-2	-7
	1700-1800	+14	+9	+23
	0700-1900	+45	+43	+89
Off-peak	0800-0900	-5	-2	-7
	1700-1800	+5	=	+5
	0700-1900	+1	-1	-1

TABLE 4: RESIDUAL TRIP ATTRACTION

- 1.5.11 It is noted that the proposed use is forecast to result in a net reduction in vehicle trips in the weekday AM peak hour. During peak periods, an increase is anticipated in the PM peak hour and across the 12-hour working day, which equates to approximately seven additional vehicles per hour on average, which is well within daily variation in traffic flows on the local highway network. During off-peak periods, a reduction of one vehicle is expected across the 12-hour working day, and a negligible increase is seen in the PM peak hour. The proposals are therefore not considered to represent a 'severe' residual highway capacity impact, in line with the NPPF.
- 1.5.12 Notwithstanding the above conclusion, a Framework Travel Plan (TP) is to be implemented across the wider site, introducing both 'hard' and 'soft' sustainable transport measures to reduce car dependency, which will be continually monitored by the appointed Travel Plan Co-ordinator (DHA).

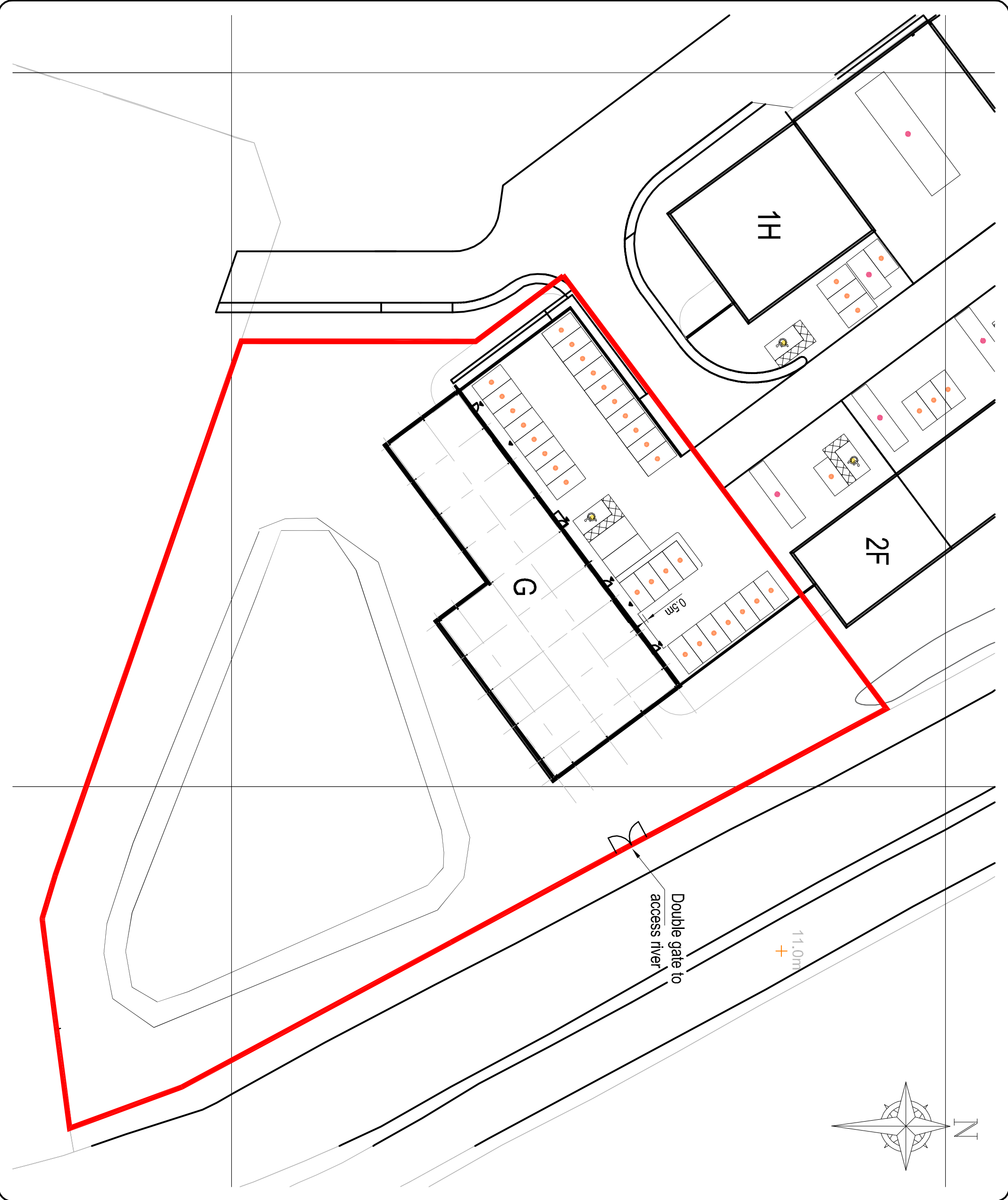
1.6 SUMMARY AND CONCLUSION

- 1.6.1 This Transport Technical Note has been prepared on behalf of Clip 'n Climb Tonbridge Ltd in support of a planning application for the change of use of Unit 1G at Yalding Enterprise Park, in Yalding, Maidstone, Kent.
- 1.6.2 The proposals accord with both national and local transport planning policy. Parking provision is seen to be compliant with the applicable Kent County Council standards and appropriate for the nature and context of the site.
- 1.6.3 When assessed against the extant use of the unit, the proposed use is expected to result in a net reduction in vehicle trips across the weekday AM peak hour. During the peak season (i.e. school holidays), a net increase of 89 movements is anticipated across the 12-hour working day (07:00-19:00). This is not considered to represent a severe residual impact on the operation of the highway network.
- 1.6.4 It is therefore concluded that the proposals should not result in any detrimental impacts in transport terms and therefore there should be no sound transport-based objection to the planning application.

APPENDIX

A





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Note

Use figured dimensions only.
 All dimensions are to be checked on site prior to construction or fabrication and any discrepancies reported to the author.
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 All building materials, components and workmanship to comply with current construction legislation, Building Regulations, Codes of Practice and where appropriate manufacturers recommendations.
 This drawing is to be read in conjunction with all related drawing issues.

Revisions

Rev	Description	Drn	Date
-	First Issue	RUB	18.12.23

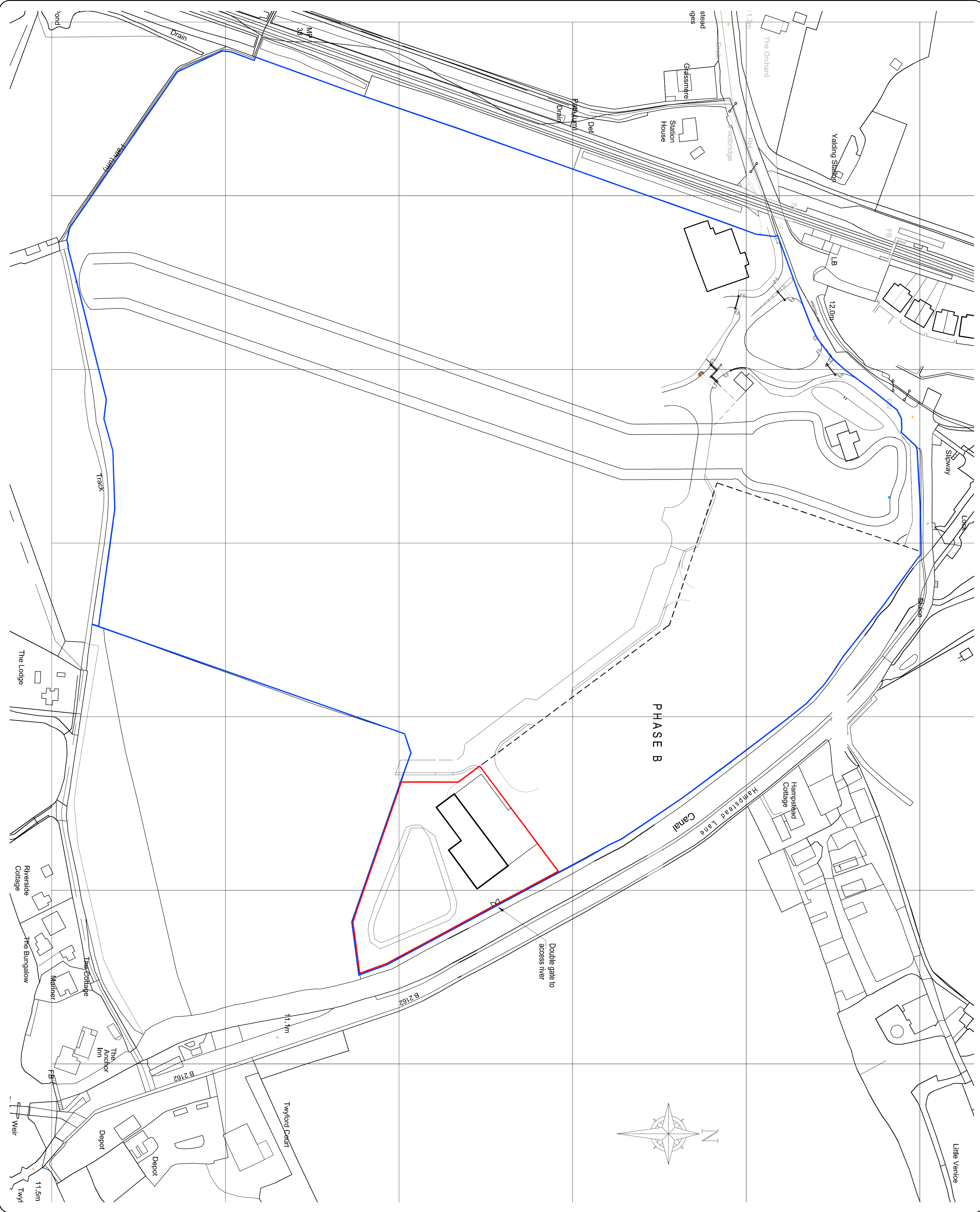
Project
YALDING ENTERPRISE PARK
 Hempstead Lane, Yalding
 ME18 6HG

Drawing Title
Phase B
Unit G
Block Plan

Civils
 Construction & Property Solutions
 3 Archers Park, Brombridges Road, East Peckham, Kent TN12 5HP
 Tel - 01622 878303 Fax - 01622 878301

Scale
 1:500 @ A3
Date
 December 2023

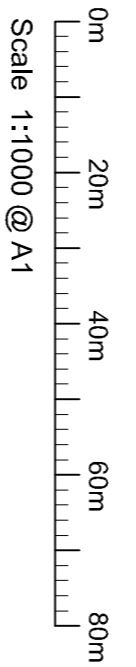
Drawing No
CNC - 102
Rev



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— Development Boundary
— Site Ownership Boundary



Revisions

Rev	Description	On	Date
-	Final Issue	RJB	12.12.23

Project
 YALDING ENTERPRISE PARK
 Hempstead Lane, Yalding
 ME18 6HG

Drawing Title
 Phase B
 Unit G
 Site Plan

Scale
 1:1000 @ A1
Date
 December 2023

Drawing No
 CNC-101