

Savell Bird & Axon

Transport and Traffic Consultants

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Stour Valley Estate

CHILLHAM SAW MILL

52065/A/01

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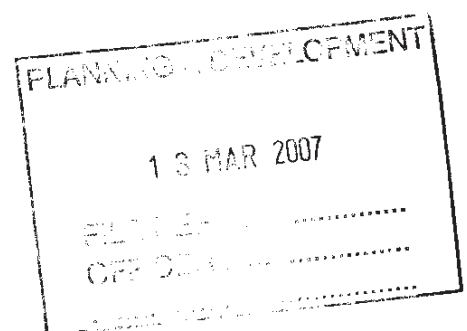
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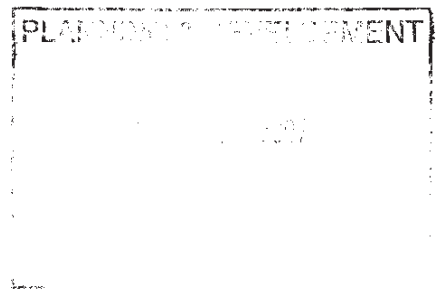
1 INTRODUCTION AND OVERVIEW

- 1.1 Savell Bird & Axon is retained by Stour Valley Estates to provide advice on the traffic and transportation implications of proposed redevelopment of their site at Chilham in Kent. The location of the site is illustrated at **Figure 1**.
- 1.2 The site was used up until the mid to late 1980's as a saw mill. In early the 1990's, the council resolved to grant outline planning permission for industrial and office employment space, subject to the completion of a S106 agreement. The S106 agreement was signed and issued in 1997. The agreement included a £40,000 contribution for highway improvement works in the vicinity of the A28 / A252 junction. Notwithstanding the fact that the development was not implemented, Stour Valley Estates made a £40,000 contribution and improvement works were carried out in 2000.
- 1.3 A reserved matters application was granted in December 2000 for up to 4,125sqm of mixed light industrial / office space and 121 parking spaces. The consent included a requirement for a S278 agreement for improvement works at the site entrance and the A28 junction. Although the proposals were subject to Stage 1 and Stage 2 safety audits, a S278 agreement was drafted but not signed.
- 1.4 Several planning applications have been made for alternative uses and densities over the years. This included the recent 2004 application for a mixed employment and residential development plus an extension to Chillham Catering. Kent County Council as highway authority did not raise any objections subject to the completion of a S278 Agreement to improve the site access (as per the December 200 consent) and creating a footpath link to Chillham Station.
- 1.5 The proposals associated with this planning application are broadly identical to the approved December 2000 scheme, with up to 4,125sqm of mixed B1 development with 118 parking spaces. This report looks at the transport related issues, specifically accessibility, capacity, parking and highway safety. It looks at the existing site and describes the effects of the proposals. It considers the

potential changes and concludes that the proposals will be acceptable, both in terms of accessibility and capacity terms.

1.6 The remainder of this report is structured as follows:

- Section 2 provides an overview of existing conditions
- Section 3 includes a description of the development proposals
- Section 4 assesses the scheme, and
- Section 5 summarises and concludes



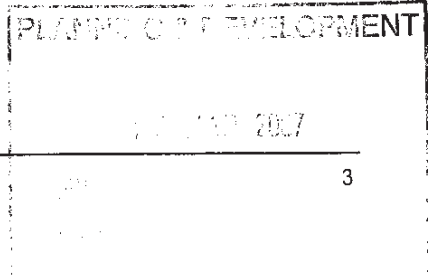
2 EXISTING SCENARIO

The Application Site

- 2.1 The application site lies to the north eastern side of the A28 at the junction with the A252 on the edge of Chilham.
- 2.2 The existing layout is shown at **Figure 2**. It is brownfield and covers an area of approximately 1.08ha. Although currently vacant, it was used until the mid to late 1980's as a Saw Mill. Chilham Catering is located immediately to the south of the application site.
- 2.3 The application site is bounded by the A28 to the north-west, the Ashford to Canterbury mainline railway line to the south-east and built development on the other two sides, Bagham Barn court to the north and Ashford Road Service Station to the south.
- 2.4 There are two vehicular accesses to the site, the first from the A28, approximately 70m from its junction with the A252 and the second from Mill Lane into the Chilham Catering Warehouse.

The Local Area including Chilham Village

- 2.5 Bagham Farm lies immediately to the north of the site. It comprises a former farmhouse that now includes bed and breakfast facilities plus a small retail element. The Ashford Road Service Station lies to the south of the site and there are residential properties, predominately detached, on the opposite side of the A28 in the vicinity of the site.
- 2.6 The Chilham mainline railway station is located approximately 70m to the north-east of the site and there are bus stops located on the A28 a short distance from the site. These are discussed in more detail below.



2.7 Chilham village centre is located a short distance to the west of the site and includes a primary school, sports centre, doctors surgery and several public houses plus small village shops. There is limited parking in the village centre and visitors are directed to a dedicated parking area to the west of the village. Most of the properties on the village roads are built up to the road edge.

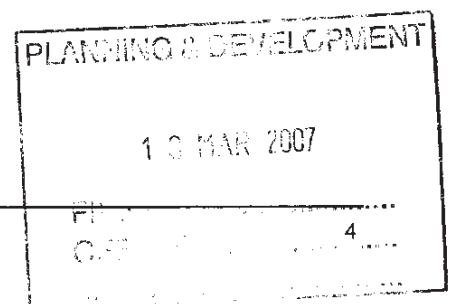
Accessibility by Non-car modes

2.8 As noted above, the site is accessible by public transport with the mainline railway station located approximately 70m to the north-east and the closest bus stops a short distance walk from the site.

2.9 There are regular rail services calling at Chilham that provide links to Ashford and Canterbury. The services typically operate on a half-hourly basis Monday through Friday during commuter peak periods with an hourly frequency throughout the remainder of the day. The service frequency increases to half-hourly during the commuter peak periods with a reduced service operating on Sunday. The journey time to Ashford is typically 15 minutes and 10 minutes to Canterbury.

2.10 Bus Service 652 operated by Stagecoach East Kent, running between Ashford and Canterbury provides an alternative service to the trains. The service operates on a Monday through Saturday, with no service on Sunday or bank holidays.

2.11 There is a pedestrian footpath running along the southern side of the A252 in the vicinity of the site, between the railway station to the north through to the residential care home in the south. The path then diverts away from the road and along the northern side of Bagham Lane through to the edge of the village centre where it stops. There are uncontrolled pedestrian crossings over all of the roads.



The Highway Network

- 2.12 The highway network in the vicinity includes the A28 Ashford Road, the A252 Charing Road, Bagham Lane and Mill Lane.

A28 Ashford Road

- 2.13 The A28 runs in a broadly north – south direction between Canterbury in the north and Ashford in the south. It is a single carriageway road approximately 7.3m wide in the vicinity of the site with a single lane in each direction.

- 2.14 The road forms the southern and north-eastern approaches to the junction with the A252, with the A252 taking priority over the A28 southern approach. There are no footpaths on either side of the road on the southern approach.

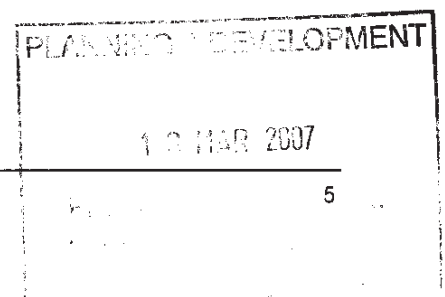
A252 Charing Road

- 2.15 The A252 Charing Road is a single carriageway road that effectively forms a Chilham by-pass. It is approximately 7.3m wide with a single lane in each direction widening at the junction with the A28 to include a right turn refuge lane.

Bagham Lane

- 2.16 Bagham Lane is a small residential lane that runs in a north-westerly direction away from the A28 (broadly opposite Mill Lane) and up into Chilham village. The left turn from the A28 into Bagham Lane is banned. However, it is understood that motorists often ignore the traffic order and make the left turn.

- 2.17 Although there are no road markings restricting on-street parking, bollards have been erected to prevent motorists from parking on the verge. There is a small lay-by suitable for approximately two vehicles close to the residential care home.

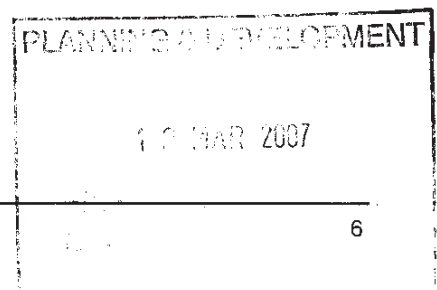


Mill Lane

- 2.18 Mill Lane is a narrow lane that runs in a south -easterly direction away from the A28, from opposite Bagham Lane and over the railway line at a level crossing. It provides access to the electricity sub-station, Ashford Road Service Station and the Chilham Catering warehouse along with the properties to the south of the railway line.
- 2.19 Again, as with Bagham Lane, there are no road markings restricting parking although the width of the lane along with the proximity of the adjacent properties to the north of the level crossing and the bollards to the south effectively prevent on-street parking. There are no pedestrian footpaths on either side of the road.

Existing Traffic Conditions

- 2.20 Traffic conditions on the surrounding highway network are typical of most rural areas with periods of congestion during the commuter peak periods and quieter conditions at other times.
- 2.21 A classified traffic survey was undertaken at the A28 / A252 junction between the hours of 07h00 and 10h00 and again between 16h00 and 19h00 on Tuesday the 16th January 2007. A copy of the results is included in **Appendix A**. The results suggest that the morning peak hour occurred between 07h45 and 08h45 and the evening peak hour between 17h00 and 18h00. Flows through the junction were approximately 10% higher during the morning peak hour.



3 DEVELOPMENT PROPOSALS

- 3.1 A copy of the Architect's illustrative layout is included at **Appendix B**.

The Development

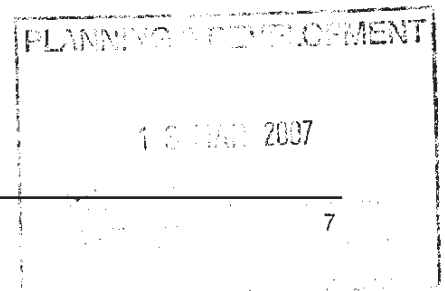
- 3.2 The proposals include the creation of up to 4,125sqm of mixed B1 office / light industrial floor space, with associated parking and access as shown on the illustrative layout.
- 3.3 The development will be supported by 118 parking spaces for cars and 22 spaces for cycles. This meets the Kent County Council parking standards.

Travel Plan

- 3.4 The developers will implement a Travel Plan, which will include aims, objectives and measures to encourage staff to travel to the site by the most sustainable mode possible. However, at this stage it is not possible to be prescriptive regarding the details of the plan as this will depend on the tenants and the final mix of land uses.

Highway Improvements

- 3.5 The proposals include improvements to the site access junction with the A28 as illustrated on Drawing 52065/A/01 in **Appendix C**. These include the creation of a right turn refuge lane on the A28 for northbound vehicles, traffic islands and a pedestrian footpath on the eastern side of the A28 with a link through to Chilham Station within the highway boundary.
- 3.6 Stour Valley Estates are prepared to enter into a S278 Agreement to implement these works at the appropriate time.



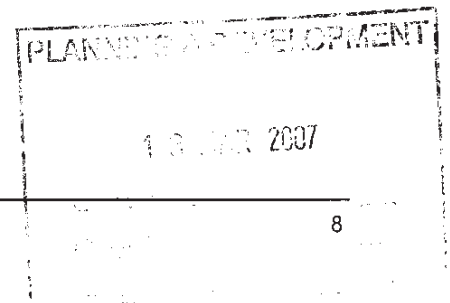
4 SCHEME ASSESSMENT

Site Accessibility

- 4.1 Although the site is in a village, it is deemed to be in a relatively accessible location when compared to existing development in the area, particularly for commuting.
- 4.2 The Chilham mainline railway station is located approximately 70m to the east of the site and there are bus stops located on the A28 a short walk from the site at the railway station. The proposals include the construction of a new pedestrian footpath link (within existing highway land) connecting the site to Chilham Station.
- 4.3 In addition, there is a pedestrian footpath adjacent to the A252 that connects the site to the village centre.
- 4.4 Although there are no dedicated cycleways in the vicinity, Bagham Lane is a quiet road that connects the site to the village centre and is considered suitable for cyclists to use. The proposals include cycle parking for staff along with changing facilities.
- 4.5 The occupiers of the commercial space will introduce Travel Plans for staff to encourage them to travel to the site by the most sustainable mode possible.

Parking

- 4.6 The planning application is in outline form and the illustrative Masterplan shows how the site could be developed at the proposed density. Parking will be provided in accordance with current local standards as set out in the Kent & Medway Structure Plan Draft Supplementary Planning Guidance.



Car Parking

- 4.7 The Kent County Council standards suggest a maximum of 1 space per 30sqm for offices over 2,500sqm and 1 space per 35sqm for High Tech / Research / Light Industrial space. Based on these standards, it is anticipated that a range of parking between 118 spaces (light industrial) and 138 (office) spaces for cars would be permitted, depending on the final mix.
- 4.8 The proposals include a total of 118 parking spaces for cars, i.e. at the maximum permitted level based on the High Tech / Research / Light Industrial use and within the maximum permitted for office use.

Cycle Parking

- 4.9 The standards require a minimum of 1 space per 200sqm for employment land uses. The proposals include 11 cycle stands providing for 22 cycles. This level accords with the standards as set out in the guidance.

Potential Traffic Impact

- 4.10 The potential traffic impact of a development is typically determined by comparing the traffic flows associated with the development scenario (i.e. what is proposed to be built) versus the traffic associated with the base case scenario (in this case what could be built).
- 4.11 Although the site is currently predominately vacant, it was used up until the mid 1980's as a Saw Mill and has been granted permission in the past for employment use. In addition, it is zoned in the local plan for a hotel and roadside facilities. As such, it is accepted that the site will attract vehicular movements.
- 4.12 It is standard practice for potential traffic attraction levels at developments to be determined using information from the TRICS database, or extrapolating using existing site data. The TRICS database includes survey information from development sites throughout the UK, with trip rates typically recorded against gross floor areas.

- 4.13 We do not have any traffic flow data for the site, although the flows for the saw mill were probably relatively low and associated with employees travelling to and from the site as well as HGV collecting and delivering material. Therefore, for the purpose of the assessment, they have been considered to be zero.
- 4.14 **Table 4.1** below includes a summary of the potential traffic attraction of the development proposals assuming average trip rates from the TRICS database. A range of potential flows has been presented to illustrate the various scenarios. Details are included at **Appendix D**.

| Table 4.1: Summary of Potential Flows | | | | | | |
|--|---------|-----------------|-------------|-------------------|-------------|----------------------|
| | | Arrivals | | Departures | | Two-Way Flows |
| | | Rate | Flow | Rate | Flow | |
| Scenario 1 | | | | | | |
| 100% Office Space | AM Peak | 1.31 | 54 | 0.16 | 7 | 61 |
| | PM Peak | 0.16 | 7 | 1.00 | 42 | 49 |
| Scenario 2 | | | | | | |
| 100% Light Industrial | AM Peak | 1.57 | 65 | 0.67 | 28 | 93 |
| | PM Peak | 0.33 | 14 | 1.42 | 59 | 73 |

Based on 4,125sqm of built development

- 4.15 These flows are the same as those for the 2000 consented scheme, which was considered acceptable in transportation terms provided that the proposed works associated with the site access were completed. The current planning application includes the same works and, as such, it is considered that junction capacity assessments are not required.
- 4.16 Notwithstanding this, capacity assessments have been undertaken of both the site access and the A28 / A252 junctions for completeness. These have been undertaken using PICADY and the results are summarised below. In order to provide a robust assessment, the higher flows associated with the industrial development (Scenario 2) in Table 4.1 above have been assumed and distributed pro-rata to observed traffic patterns.

A28 / A252

4.17 The junction is a three arm priority junction with the A252 forming the western approach and the A28 the eastern and southern approaches. Traffic on the A28 southern approach gives way to traffic on the eastern and western arms. There is one lane on each of the eastern and southern approaches with two lanes, including a right turn lane on the A252 western approach. The traffic surveys illustrate that there is a strong east – south flow of traffic during the peak periods, most likely as a result of commuter trips between Ashford and Canterbury.

| Table 4.2: Summary of PICADY Assessments | | | | | | |
|---|------------------------------------|----------------|------------------|-----------------------------|----------------|------------------|
| | AM Peak (07h45 – 08h45) | | | | | |
| | Observed Scenario | | | Development Scenario | | |
| | Hourly Flows | Max RFC | Max Queue | Hourly Flows | Max RFC | Max Queue |
| A28 Southern Approach | 493 | 0.845 | 5 | 506 | 0.871 | 6 |
| A252 Right Turn | 53 | 0.119 | 1 | 56 | 0.122 | 1 |
| | PM Peak (17h00 – 18h00) | | | | | |
| | Observed Scenario | | | Development Scenario | | |
| | Hourly Flows | Max RFC | Max Queue | Hourly Flows | Max RFC | Max Queue |
| A28 Southern Approach | 606 | 0.941 | 9 | 638 | 0.987 | 13 |
| A252 Right Turn | 20 | 0.045 | 0 | 20 | 0.045 | 0 |

4.18 The results illustrate that the junction currently operates close to capacity during commuter peak hours with some queuing on the A28 southern approach. Observations during the survey were that although queues do form, they tend to dissipate quickly. The results also suggest that there will be a marginal increase in the Ratio of Flow to Capacity as a result of the redevelopment of the site.

4.19 However, although there appears to be a relatively large increase in queuing during the evening peak period, this is considered unlikely to occur as a direct result of the development. PICADY tends to become unstable when junctions operate close to capacity and over-estimates queue lengths as a result. In addition, the assessments have been undertaken assuming the higher development flows.

4.20 Furthermore, as noted above, it is envisaged that a high proportion of the traffic passing through the junction is commuter traffic travelling between Canterbury and Ashford, some of which could use rail. There are regular journeys between these two towns that take on average between 18 – 20 minutes. The surveys suggest that flows during the hours either side of the peak hour at between 70% and 80% of the peak hour flows, with site visits suggesting that the flows are even lower during the remainder of the day.

4.21 Highway improvements are therefore considered unnecessary and inappropriate and any queuing that does form will be short lived.

A28 / Site Access

4.22 The site access junction includes a right turn refuge lane for northbound traffic. As such, there are two lanes on the southern approach and one lane on each of the northern (A28) and eastern (Site Access) approaches.

4.23 The results of the PICADY assessments for the morning and evening peak hours are included in **Table 4.3** below. The results illustrate that there is unlikely to be any capacity related issues associated with the site access junction.

| Table 4.3: Summary of PICADY Assessments | | | | | | |
|---|--|--------------------|----------------------|--|--------------------|----------------------|
| | Morning Peak Hour (07h45 – 08h45) | | | Evening Peak Hour (17h00 – 18h00) | | |
| | Hourly Flows | Max RFC | Max Queue | Hourly Flows | Max RFC | Max Queue |
| A28 Southern Approach R/T | 31 | 0.077 | 1 | 8 | 0.019 | 1 |
| Site Access | 28 | 0.057 | 1 | 59 | 0.134 | 1 |

5 SUMMARY AND CONCLUSIONS

Summary

- 5.1 Savell Bird & Axon have been retained by Stour Valley Estates to provide transportation advice in relation to the proposals to redevelop the vacant Saw Mill site at Chilham in Kent.
- 5.2 Broadly the proposals include the construction of 4,125sqm of mixed office / light industrial space with 118 spaces.
- 5.3 This is the same mix and quantum of development that was granted consent in December 2000. As such, the principle of development and potential impact should be acceptable in highways and transportation terms.
- 5.4 Stour Valley Estates is prepared to enter into a S278 Agreement for improvements to the A28 / Site Access junction. It is envisaged that the improvement works will be the same as those included in the December 2000 consent plus the creation of a footpath link to Chillham Station.
- 5.5 In addition, tenants of the units will implement Travel Plans to encourage staff to travel to the site by the most sustainable mode practical.

Conclusion

- 5.6 The redevelopment of the site will not have any noticeable impact on the operation of the surrounding highway network. In addition, the implementation of the Travel Plans will reduce the number of unnecessary car borne journeys made by staff.

