



Highway Planning Ltd

Highways & Transportation Consultants

**“BRINDLES”,
KIDMORE END ROAD,
EMMER GREEN
RG4 8SH**

KNOLE HOMES

TRANSPORT STATEMENT

MARCH 2024

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1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed Knole Homes to provide highway advice in respect of the proposed development of “Brindles”, Kidmore End Road, Emmer Green.
- 1.2 The site comprises a single dwelling and 1 further implemented dwelling (application 08/00161/FUL). In addition, there is an extant (unimplemented) consent for the construction of a third dwelling (application 221294).
- 1.3 This report has been prepared in support of the development proposals described herein. It should not be reproduced in whole or in part, or relied upon by third parties, without the express written authority of Highway Planning Ltd.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the west side of Lyefield Court and to the west of Kidmore End Road. The site comprises a large dwellings with access onto Lyefield Court. Lyefield Court is an access road that serves retirement properties. The western end of Lyefield Court is a private road.
- 2.2 Lyefield Court forms a T-junction onto Kidmore End Road. Lyefield Court is an adopted road for the first 70m from its junction with Kidmore End Road. The remaining length of Lyefield Court is a private road. The adopted section of Lyefield Court is generally wide enough to allow 2-way traffic and there is a footway on the southern side of the



carriageway. The private section of the road is generally 7.0m wide and acts as a shared surface with no dedicated pedestrian route.

2.3 Kidmore End Road is a local distributor road that links the western side of Emmer Green and the rural areas to the north, to the main distributor road network at Peppard Road (B481). Bus stops are located on Kidmore End Road close to the junction with Lyefield Court.

2.4 The site is located close to local facilities. The following table demonstrates the walking distances to these facilities.

Destination	Walk distance
Bus stops Kidmore End Road (routes 25Pink, 123)	185m
Bus stop Peppard Road (routes 84, 122, 145c)	440m
Local shops, including Budgens – Peppard Road	475m
Emmer Green primary school	750m
Emmer Green surgery	890m
Highdown Secondary School	1100m

2.5 The advice in respect of acceptable walking distances is set out within the CIHT's document "*Guidelines for Providing Journeys on Foot*" which recommends the following walking distances.



	Town Centres (m)	Commuting/ School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

2.6 It is clear that the site is within acceptable walking distances of local facilities and this will reduce the reliance on the use of a car for short, regular journeys.

2.7 The proposed development comprises the part demolition of the existing dwelling and the construction of 9 houses (3 x 3 bed, 5 x 4 bed and 1 x 5 bed) with associated access road and parking facilities.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

3.1 The highway considerations for the proposed development relate to the following:

- Access arrangements
- Site specific issues

3.2 These issues will be considered in detail below.

Access arrangements

3.3 The existing dwelling has an access onto Lyefield Court. The access passes between mature hedging and trees and has a width at the site boundary (between gates posts) of 3.6m. The access between the site boundary and the Lyefield Court carriageway is 3.9m and the gates are set back approximately 9m from the main carriageway. This access



arrangement has been considered to be acceptable to serve additional dwellings through the granting of 2 previous planning permissions. Visibility for drivers emerging from the access is very good due to the alignment of Lyefield Court and the presence of wide grassed verges.

- 3.4 The proposed access for the development will retain the existing layout from Lyefield Court. The proposed access road will widen from the existing gates to provide a 5.0m wide shared surface road. There will be 2.0m wide service margins on both sides of the new carriageway.
- 3.5 The width of the proposed access road will allow 2-way traffic flow. Figure 7.1 of Manual for Streets identifies that a width of 4.8m will allow a car to pass a service vehicle.
- 3.6 The very low traffic generation from the proposed dwellings, the short length of the cul de sac and the presence of retained and proposed landscaping will create an environment in which pedestrians will be able to walk along the access road in safety. This follows the guidance and approach advocated in Manuel for Streets and is appropriate for the scale of development proposed.
- 3.7 The reduced width of the access at the junction onto Lyefield Court will not allow 2 vehicles to pass. In the rare event that 2 cars should meet at the access, one vehicle will either wait within the development site or on the Lyefield Court carriageway. Neither scenario is dangerous due to the very good forward visibility along Lyefield Court and the very low traffic activity and vehicle speeds. The scale of development will result in a modest increase in traffic flow at the access. The net increase of 6 dwellings (over the 1 x existing and 2 x consented dwellings) will generate in the order of 6 additional vehicle movements in the morning and evening peak periods. This level of increase, perhaps one vehicle every 10 minutes) will not adversely affect the safe use of the existing access arrangements.



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- 3.8 The width of the access complies with Part B5 of the Buildings Regulations with respect to fire access. Part B5 requires a width between gates of 3.1m to allow safe access for fire appliances. The relatively straight alignment of the access onto Lyefield Court means that the width does not impact on the swept path of larger vehicles such as a refuse collection vehicle from entering the proposed development. The swept path of a large (10.75m length) refuse vehicle entering the site is shown on drawing 23.103 – 001.
- 3.9 The proposed access road will be a shared surface road. Pedestrians will walk along the access road and out through the access onto Lyefield Court. There is a footway on the south side of Lyefield Court that leads eastwards to Kidmore End Road.

Site Specific Issues

- 3.10 The proposed site layout shows each dwelling having driveway parking. Plots 2 & 4 will also have garages. Due to the low level of development and hence traffic activity on the access road, all vehicles will reverse into the access road. This is considered not to present a hazard and is typical of residential cul de sac design.
- 3.11 All the plots will include EV charging points.
- 3.12 The access road includes the provision of a turning head adjacent to plot 9. The turning head has been designed to accommodate the turning manoeuvres of a large refuse vehicle and this is shown on drawing 23.103 – 001. As this is the largest vehicle that will attend the development the turning head is suitable to also accommodate delivery vehicles and fire appliances. As such, the proposed layout complies with the requirements for maximum carry distances and fire access.



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- 3.13 The adopted parking standards are set out in the “Revised Parking Standards and Design SPD”. The site is located within accessibility Zone 3 and accordingly the required parking standards are:

3 bed house	2 spaces
4 bed house	2 spaces
5 bed house	2 spaces

- 3.14 The proposed site layout shows the provision of 2 spaces for each dwelling except for plots 2 & 4 which also have single garages. Whilst the inclusion of the garages for 2 plots is marginally in excess of the adopted standards the supporting text to the standards in the SPD to envisage increased parking provision in some circumstances.

- 3.15 There is no requirement for additional visitor parking for housing proposals.

4.0 CONCLUSIONS

- 4.1 The site is in an accessible location and the principle of additional residential development on the site has been accepted by the Council for previous planning submissions.
- 4.2 The proposed access arrangements retain the existing access that has been previously considered suitable to serve additional dwellings. The available width and visibility will ensure that the access will safely serve the additional traffic activity that will be generated.
- 4.3 The proposed access road is designed as a shared surface following the guidance in Manual for Streets. Pedestrian connectivity in the



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vicinity of the site is good with convenient links to public transport and local facilities.

- 4.3 The proposed site layout complies with the Council's requirements for access road design, turning facilities and car parking provision.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.

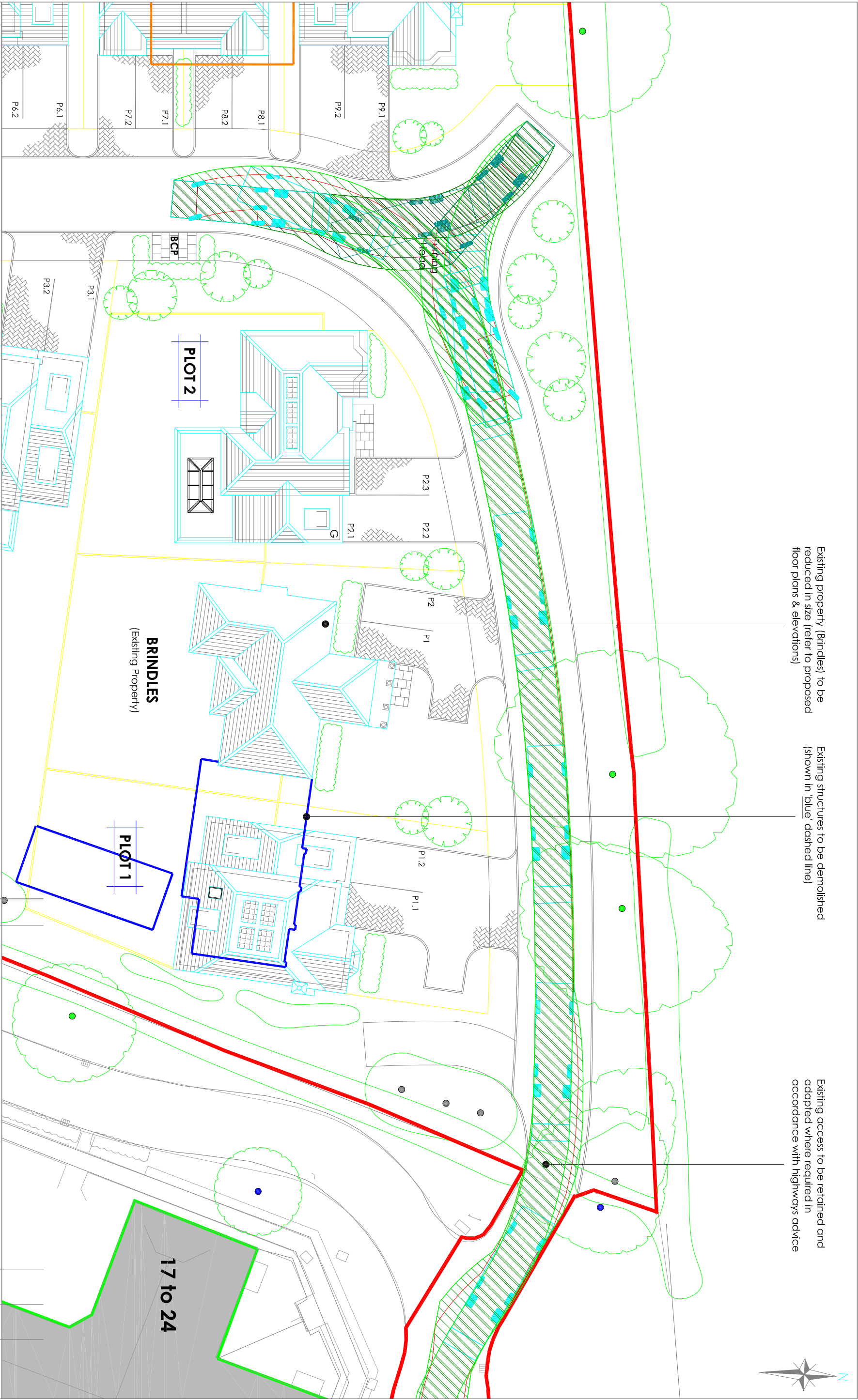


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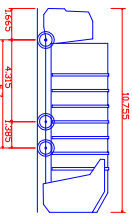
DRAWING No. 23.103 - 001



Existing property (Brindles) to be reduced in size (refer to proposed floor plans & elevations)

Existing structures to be demolished (shown in 'blue' dashed line)

Existing access to be retained and adapted where required in accordance with highways advice



Phoenix 2 Duo Recycler (P2-12W) with Elite 6x2 MS chassis)
Overall Length 10,285mm
Overall Width 2,530mm
Overall Body Height 3,295mm
Track Width 2,330mm
Lock to lock time 4,005mm
Kerb to kerb turning Radius 11,450mm



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REV	AMENDMENTS	DRAWN	CHKD	DATE
1	AMENDMENTS			
Job Title				
BRINDLES, KIDMORE END ROAD, EMMER GREEN				
Client				
KNOLE HOMES				
Drawing Title				
REFUSE VEHICLE SWEEP PATH				
Scale	Date	Designed	Drawn	Drawing No
1:250 @ A3	5 MAR 24	DFM	DFM	23.103-001
				Rev