



TRANSPORT TECHNICAL NOTE

Site: Rosary House

Client: Woodchurch Property Developments (BK) Ltd.

Prepared by: DHA, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, ME14 3EN

Date: March 2022

1.1 Introduction

- 1.1.1 This report has been prepared as an addendum to the September 2021 Transport Statement (TS) which was submitted in support of planning application CA/21/02787. It has been compiled to reflect amendments to the proposals which have been made since the TS was submitted and to respond to comments raised by Kent County Council Highways and Transportation (KCC H&T) in their letter dated 11th January 2022.

1.2 Clarifications

- 1.2.1 There are a number of important clarifications that should be made following the KCC H&T comments. These are as follows:
- (1) In paragraph 2 of their comments, KCC H&T refer to the proposals as including seven additional dwellings. The site already benefits from outline consent for three residential dwellings which was granted in June 2019 under application reference CA/19/00846. The proposals at the time of KCC's comments therefore represented four additional dwellings, not the stated seven.
 - (2) In paragraph 4 of their comments, KCC H&T refer to the access onto Aerodrome Road as being 'the new access', however the proposals utilise the same access as was included in the above referenced outline consent. The proposals therefore involve a modest increase in the number of dwellings served via the previously agreed entrance, albeit with relatively minor amendments.

1.3 Amendments

- 1.3.1 The proposals have been amended to reduce the scale of development to six dwellings. In the context of the existing outline consent for three residential dwellings in this location, the proposals therefore now represent only three additional dwellings. The revised layout is included at **Appendix A**.

- 1.3.2 Additional space for turning manoeuvres has been provided within the revised layout, as demonstrated in **Appendix B**.
- 1.3.3 The amended layout required a change in the positioning of the proposed access onto Aerodrome road. The revised access junction layout, including visibility splays, is included at **Appendix C**.
- 1.3.4 Two additional visitor parking spaces have been included, to bring the total number of visitor parking spaces on site to three, which represents 0.5 spaces per dwelling.
- 1.3.5 Two independently accessible residential parking spaces have been provided for each dwelling, in addition to any garages.

1.4 Trip Generation

- 1.4.1 Section 5 of the TS identified the expected trip generation for the proposals, utilising trip rates which were ascertained from the national TRICS trip rate database. The resultant trip rates were included in Table 5-1 within Section 5 of the TS and are repeated in Table 1 below for reference:

Period	Arrivals	Departures	Total
0800-0900	0.162	0.302	0.464
1700-1800	0.302	0.148	0.450
0700-1900	2.253	2.305	4.558

Table 1: TRICS Vehicle Trip Rates - Houses Privately Owned (trips per dwelling)

- 1.4.2 Table 2 below applies the above trip rates to demonstrate the likely trip generation from the proposed increase of three dwellings over the extant outline permission:

Period	Arrivals	Departures	Total
0800-0900	0	1	1
1700-1800	1	0	1
0700-1900	7	7	14

Table 2: Vehicle Trip Generation – Three Privately Owned Houses

- 1.4.3 As is demonstrated in Table 2, the proposals would result in an increase of one vehicle movement in the network AM peak hour, one vehicle movement in the network PM peak hour and a total of 14 two-way vehicle movements across a 12-hour day (07:00 to 19:00).
- 1.4.4 Given the very low increase in vehicle movements expected to result from the proposed development, it is not considered that the proposals would represent any significant intensification of vehicle movements over the existing and consented uses.

1.5 Highway Safety

- 1.5.1 CrashMap has been utilised to provide information on the personal injury accidents (PIA) that have occurred within the local area of the site in the latest five year period (up to December 2020). The CrashMap record for the area surrounding the site is illustrated below in Figure 1.

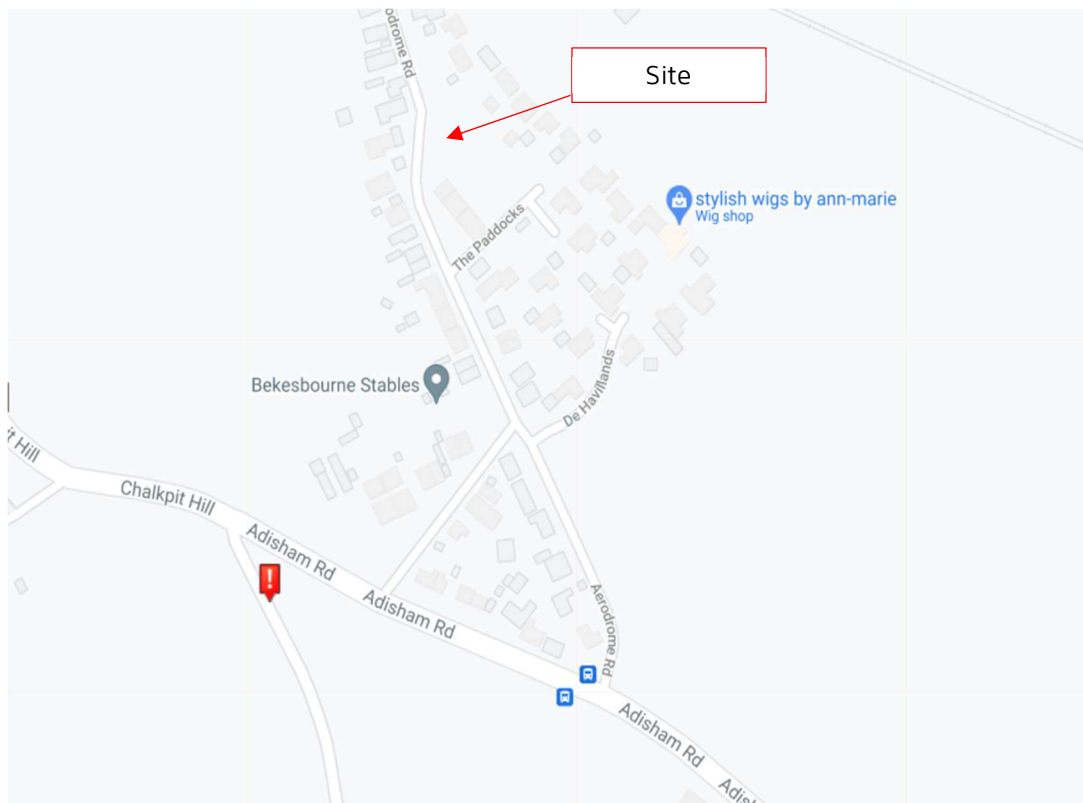


Figure 1: PIA Record (courtesy of crashmap.co.uk)

- 1.5.2 Figure 1 demonstrates one incident has been reported in the vicinity of the site in the latest five-year period, which was recorded as 'serious'. This incident was well removed from the site access with the public highway and occurred along Carter Road.
- 1.5.3 It is noted that no incidents have been reported at the Adisham Road junctions with Aerodrome Road, which is where the vehicle movements from the development would meet the public highway, approximately 300m and 350m south on Aerodrome Road from the site access. A check of the full collision records available on CrashMap.co.uk confirms that no incidents have been recorded at these junctions in 22-years (1999 to 2020 inclusive).
- 1.5.4 Aerodrome Road takes the form of a shared surface carriageway and it is recognised that the number of dwellings already accessed from it is higher than that usually desired for this type of road. Considering that the proposals represent a very low increase in the number of dwellings accessed from Aerodrome Road and that the road does not form part of the public highway, it is not considered

that the proposals would result in any significant increased risk of conflict between road users or have any impact on highway safety.

1.6 Visibility

1.6.1 The comments from KCC H&T identify that the visibility at the Adisham Road junctions with Aerodrome Road is reduced. However, the proposals only increase the number of residential dwellings using these junctions by three. In the context of the existing 50 plus dwellings already accessed from Aerodrome Road, the addition of three dwellings is not considered a significant intensification.

1.6.2 To contextualise the scale of intensification of vehicle movements over the existing and permitted dwellings already accessed from Aerodrome Road, the same trip generation rates as have been applied in the TS and above to the proposed development can be scaled up to represent an estimation of average existing vehicle movements. The resultant extant trip generation is summarised in Table 3 below. While there are over 50 dwellings accessed from Aerodrome Road, 50 has been used for simplicity and to increase the robustness of this assessment.

Period	Arrivals	Departures	Total
0800-0900	8	15	23
1700-1800	15	7	23
0700-1900	113	115	228

Table 3: Vehicle Trip Generation – 50 Privately Owned Residential Dwellings

1.6.3 Table 3 confirms that the existing dwellings accessed from Aerodrome Road are expected to generate an average of 23 two-way vehicle movements in each of the network peaks and 228 vehicle movements across a 12-hour day. In this context the expected trip generation of the proposed development, as summarised in Table 2, can be seen to represent a four percent uplift in the AM and PM peak hours and a six percent uplift in the total vehicle movements across a 12-hour day (in a worst case).

1.6.4 This level of uplift falls within the typical levels of daily variation observed in traffic flows, meaning that the development would have no discernible impact on the number or frequency of vehicles utilising the Adisham Road junctions with Aerodrome Road.

1.6.5 Taking the above into consideration, it is evident that the limited visibility at the Adisham Road junctions with Aerodrome Road has not negatively impacted on highway safety to date. It cannot be reasonably concluded that the very minor uplift in vehicle movements resultant from the proposed development would have any significant impact on the safety of the junctions.

1.6.6 Visibility splays at the site access junction onto Aerodrome Road are illustrated in **Appendix C** and demonstrate that 25m visibility can be achieved in either direction which is consistent with the requirements for an expected road speed of 20mph, as per KCC H&T's comments.

1.7 Sustainability

- 1.7.1 As identified in the comments from KCC H&T, the site is in a rural location and therefore the opportunities to maximise the use of sustainable transport modes are reduced. It is noted, however, that the National Planning Policy Framework notes the following in paragraph 105:

"...opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

- 1.7.2 Despite the rural nature of the site, it is noted that Bekesbourne Rail Station is only approximately one mile away from the site and that the journey from Bekesbourne Station to Canterbury takes only five minutes. As such, while it is recognised that dependency on the private car may be increased for the first mile in this location, longer distance sustainable transport connections are available.
- 1.7.3 In addition, it is further noted that the rail station is approximately only a six minute journey from the site by pedal cycle, resulting in a potential journey time from the site to Canterbury city centre of less than 15 minutes by sustainable modes.

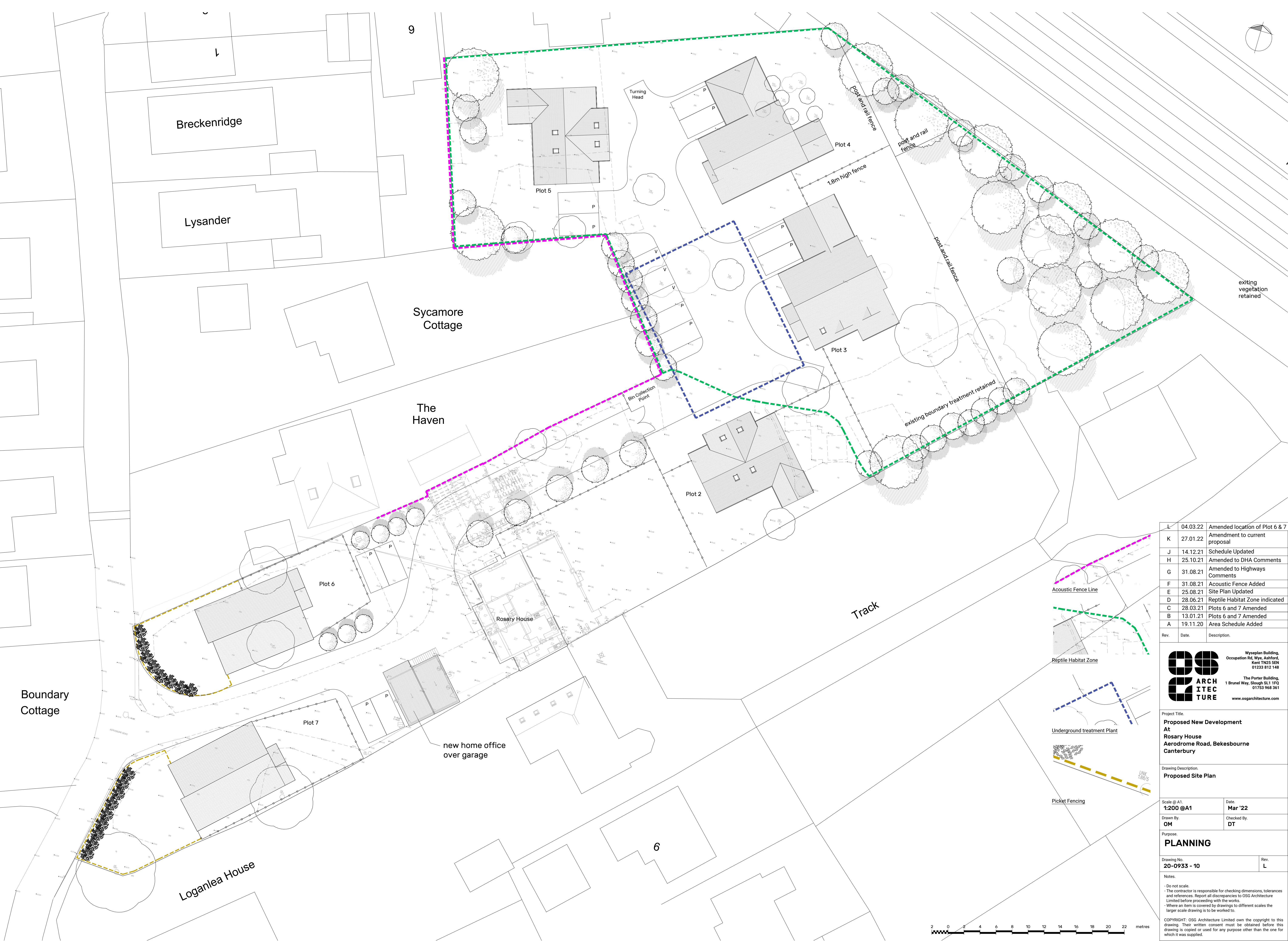
1.8 Conclusion

- 1.8.1 This report has been prepared as an addendum to the September 2021 Transport Statement (TS) which was submitted in support of planning application CA/21/02787. It details amendments to the proposals which have been made since the TS was submitted and to respond to comments raised by KCC H&T.
- 1.8.2 The proposals have been amended to reduce the total number of dwellings to six and to provide increased visitor and resident parking in addition to increased areas for turning manoeuvres.
- 1.8.3 The proposals represent an uplift of three dwellings over the existing outline consent. It has been demonstrated that this uplift would generate on average only one additional vehicle movement in the AM and PM network peak hours, with 14 two-way vehicle movements generated across the 12-hour day.
- 1.8.4 It is proposed to utilise an amended version of the site access onto Aerodrome Road permitted under the extant planning permission and it has been demonstrated that suitable visibility splays are achievable in this location.
- 1.8.5 It is noted that Aerodrome Road takes the form of a shared surface carriageway and that the number of dwellings accessed from it is higher than that usually desired for this type of road. However, given the small number of new dwellings proposed and that Aerodrome Road is a privately owned road, it is unlikely that the proposals would result in any significant increase in risk of conflict between road users.

- 1.8.6 It is recognised that visibility at the junctions with Adisham Road is limited. However, both junctions benefit from a very good road safety record, with no collisions recorded on CrashMap.co.uk across the entire 22 year history available.
- 1.8.7 Taking into consideration the fact that the proposed uplift of three dwellings would result in a negligible increase in number of vehicle movements through the junctions, which would fall within the typical levels of daily variation in traffic flows on the network, it is not considered that the proposals would have any discernible impact on road safety.
- 1.8.8 On this basis, the proposed development should not result in any significant detrimental impacts in transport terms and therefore there should be no sound transport based objections to the proposals.

APPENDIX A



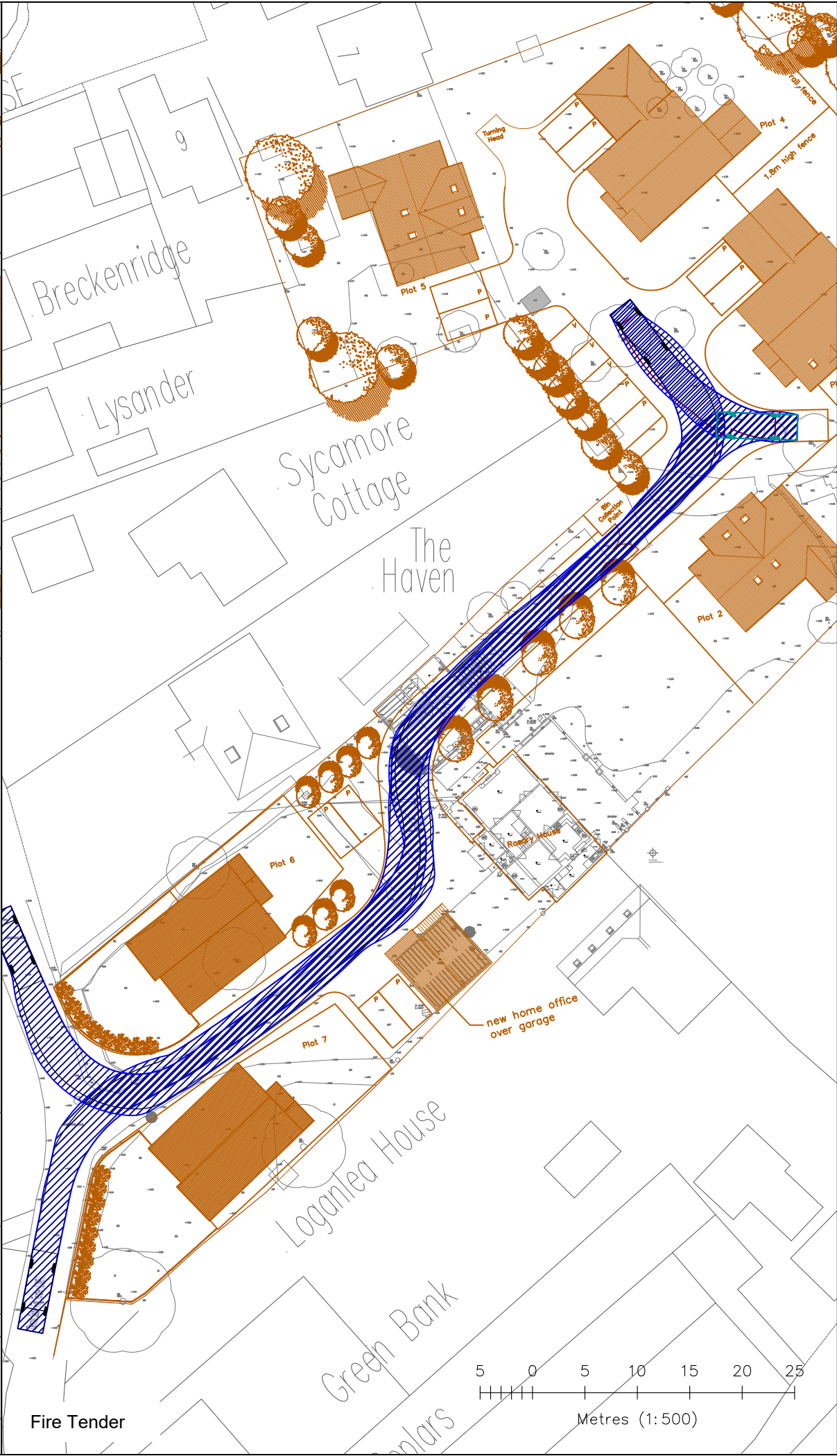
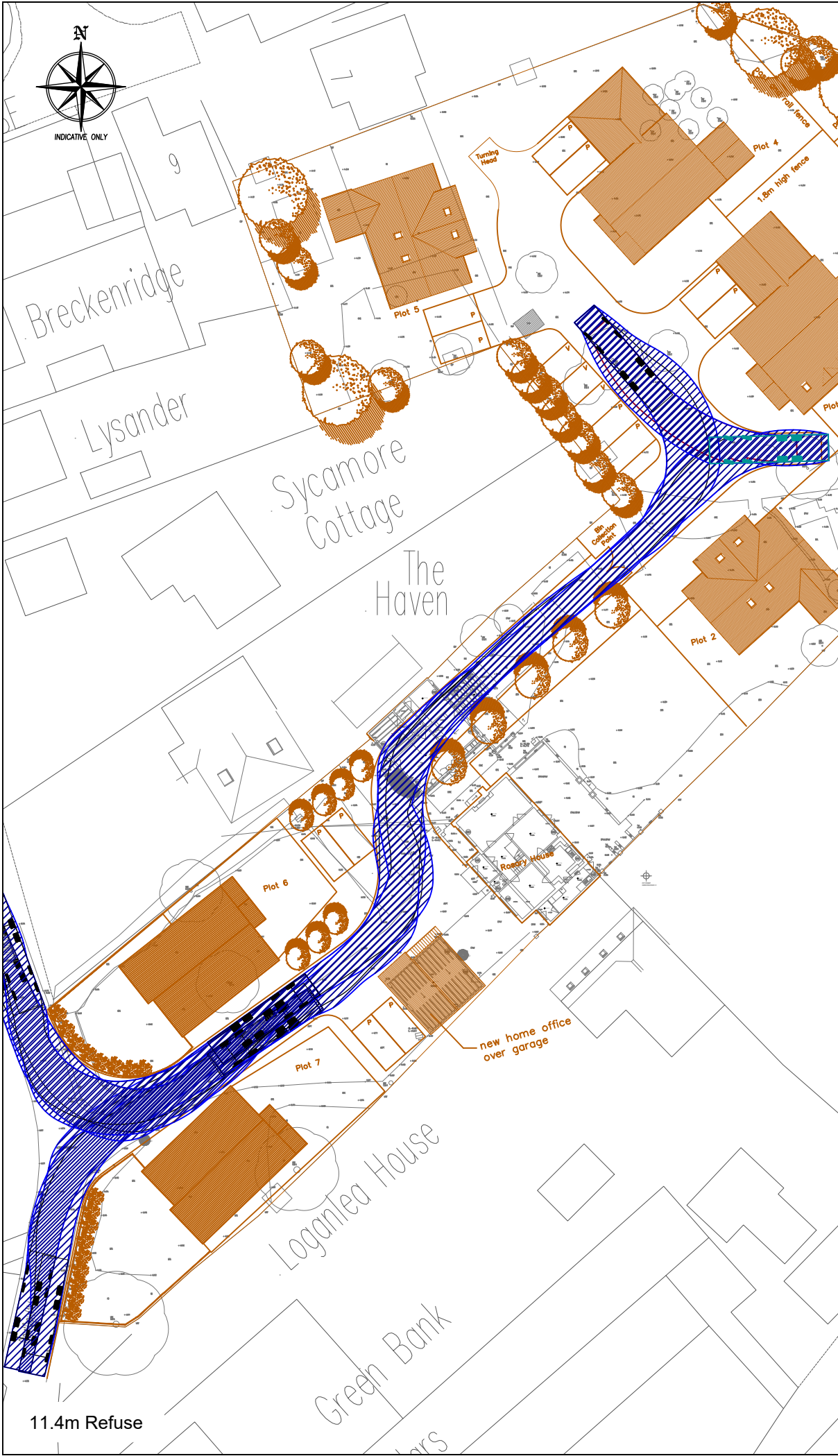


L	04.03.22	Amended location of Plot 6 & 7
K	27.01.22	Amendment to current proposal
J	14.12.21	Schedule Updated
H	25.10.21	Amended to DHA Comments
G	31.08.21	Amended to Highways Comments
F	31.08.21	Acoustic Fence Added
E	25.08.21	Site Plan Updated
D	28.06.21	Reptile Habitat Zone Indicated
C	28.03.21	Plots 6 and 7 Amended
B	13.01.21	Plots 6 and 7 Amended
A	19.11.20	Area Schedule Added
Rev.	Date.	Description.
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Project Title Proposed New Development At Rosary House Aerodrome Road, Bekebourne Canterbury		
Drawing Description Proposed Site Plan		
Scale @ A1 1:200 @ A1	Date Mar '22	
Drawn By OM	Checked By DT	
Purpose PLANNING		
Drawing No. 20-0933 - 10	Rev. L	
Notes. - Do not scale. - The contractor is responsible for checking dimensions, tolerances and references. Report all discrepancies to OSG Architecture Limited before proceeding with the works. - Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.		
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Plot	Area
01	13
02	13
03	19
04	16
05	14
06	93
07	93

APPENDIX B





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11.4m Refuse

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

11.347m

2.500m

3.751m

0.304m

2.500m

6.00s

11.330m

Dennis Sabre Fire Tender (LWB)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to Kerb Turning Radius

7.700m

2.430m

3.512m

0.397m

2.380m

5.00s

7.400m

Notes:

- Drawing is based on OS, topographical survey and a site layout plan provided by OSG Architecture Ltd on 10th March 2022.

P2	10.03.22	JM	Updated Layout	CS	CS
P1	10.11.21	JM	First Issue	SM	SM

REV	DATE	BY	DESCRIPTION	CHK	APD

client
WOODCHURCH PROPERTY DEVELOPMENTS LTD

project
ROSARY HOUSE, CANTERBURY

title
VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE AND FIRE TENDER

project 15733		drwg T-01		rev P2
Drawn JM	Checked CS	Approved CS	scale @ A3 1:500	date 15.03.22

status FOR INFORMATION		P
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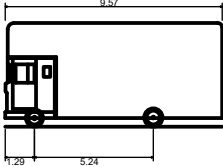
CAD Reference:

A3

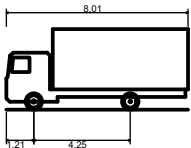


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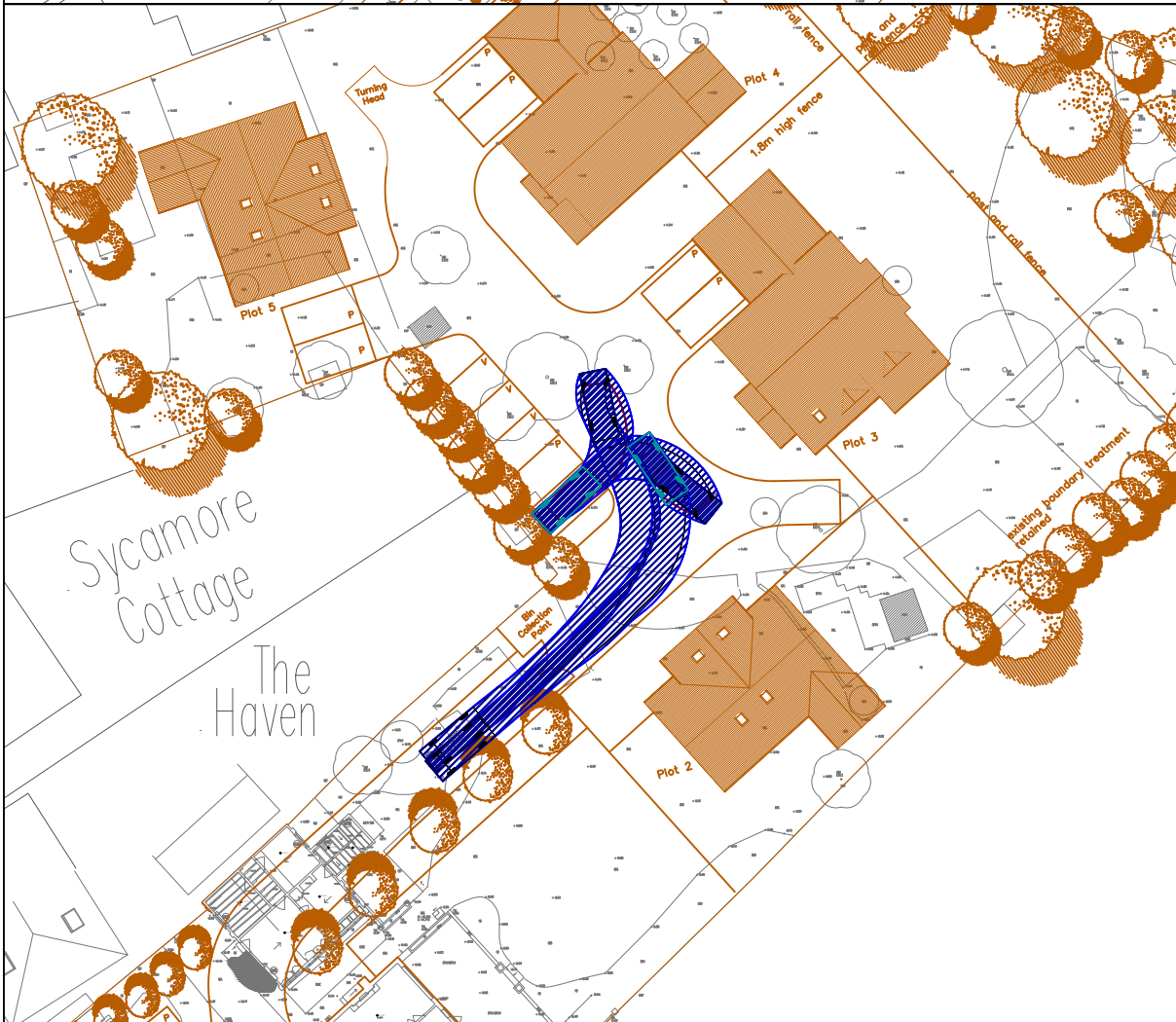
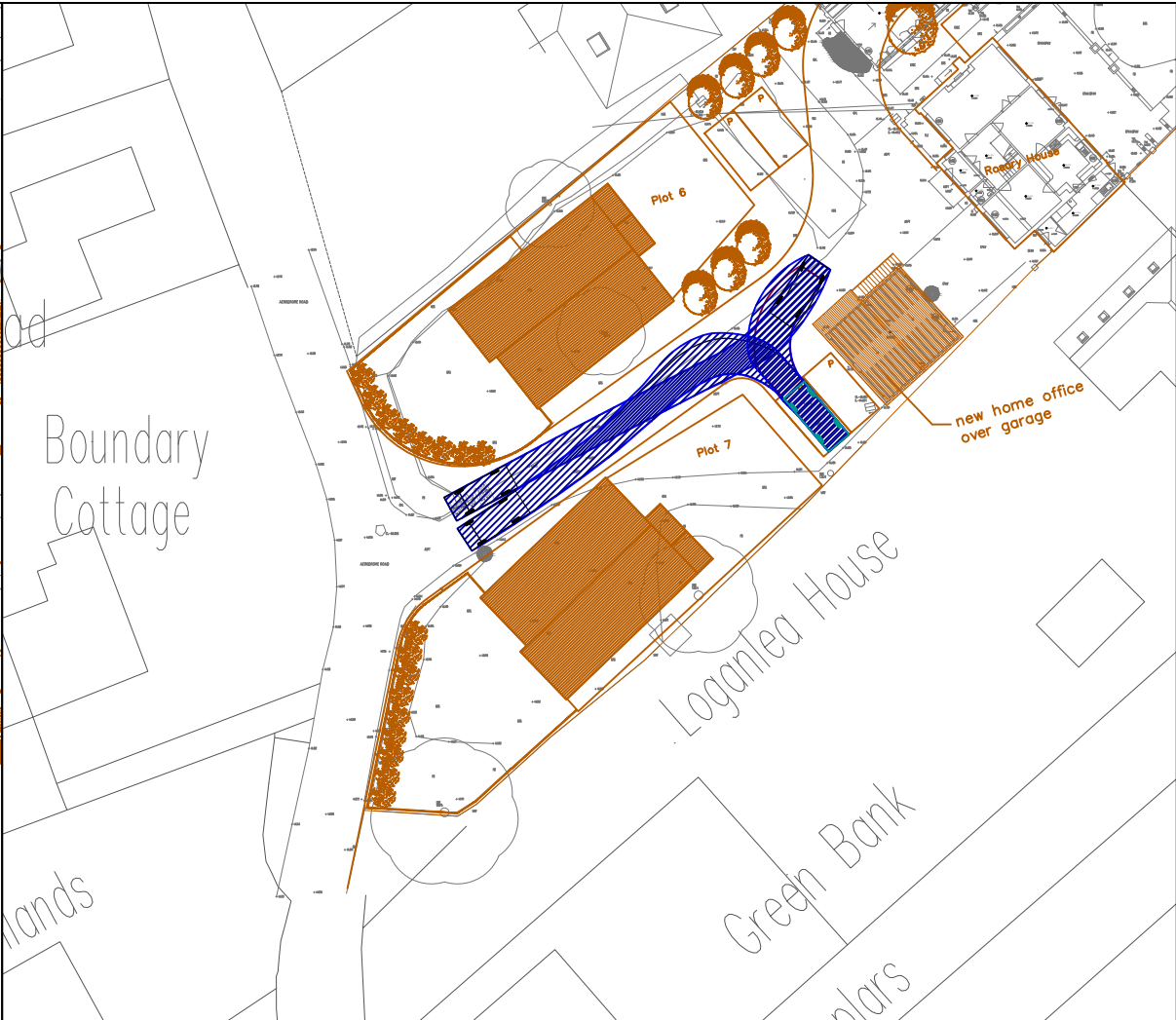
DB32 Pantechicon
Overall Length 9.570m
Overall Width 2.520m
Overall Body Height 4.571m
Min Body Ground Clearance 0.383m
Max Track Width 2.300m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 10.450m



7.5t Box Van
Overall Length 8.010m
Overall Width 2.100m
Overall Body Height 3.556m
Min Body Ground Clearance 0.351m
Track Width 2.064m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 7.400m

- Notes:
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P2	15.03.22	JM	Updated Layout	CS	CS
P1	10.11.21	JM	First Issue	SM	SM
REV	DATE	BY	DESCRIPTION	CHK	APD
client					
WOODCHURCH PROPERTY DEVELOPMENTS LTD					
project					
ROSARY HOUSE, CANTERBURY					
title					
VEHICLE SWEEP PATH ANALYSIS PANTECHNICON AND BOX VAN					
project		dwg		rev	
15733		T-02		P2	
Drawn	Checked	Approved	scale @ A3	date	
JM	CS	CS	1:500	15.03.22	
status				FOR INFORMATION	
				P	
					
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CAD Reference:					A3



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4.71

0.885 2.755

Estate Car (2006)

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Max Track Width

Lock to lock time

Kerb to Kerb Turning Radius

4.710m

1.804m

1.442m

0.207m

1.756m

4.00s

5.950m

Notes:

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P2	15.03.22	JM	Updated Layout	CS	CS
P1	10.11.21	JM	First Issue	SM	SM
REV	DATE	BY	DESCRIPTION	CHK	APD

client

WOODCHURCH PROPERTY DEVELOPMENTS LTD

project

ROSARY HOUSE, CANTERBURY

title

VEHICLE SWEEP PATH ANALYSIS
ESTATE CAR

project

15733

drwg

T-03

rev

P2

Drawn

JM

Checked

CS

Approved

CS

scale @ A3

1:500

date

15.03.22

status

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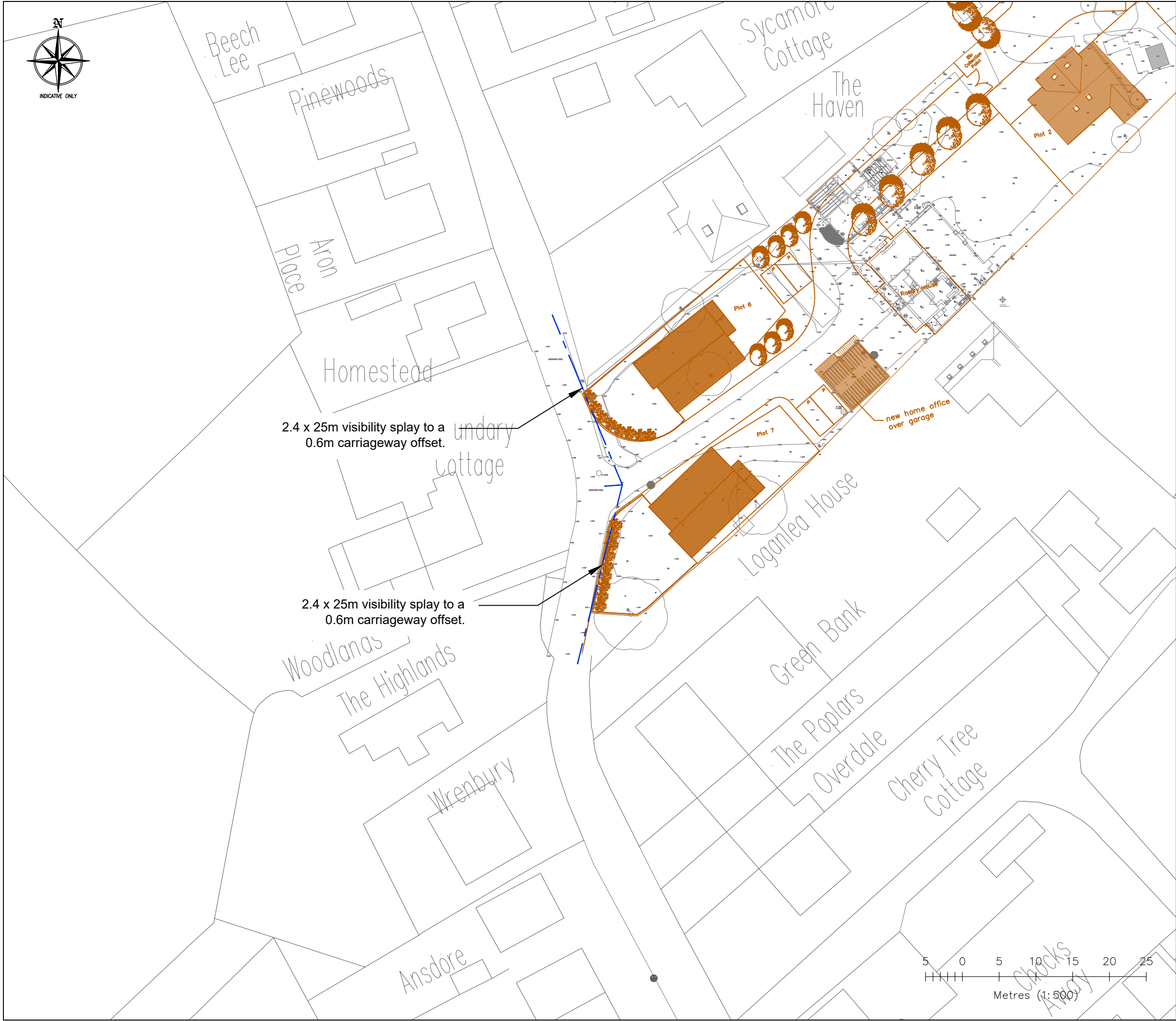
A3

5 0 5 10 15 20 25

Metres (1:500)

APPENDIX C





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Notes:

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P1	15.03.22	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD

client
WOODCHURCH PROPERTY DEVELOPMENTS LTD

project
ROSARY HOUSE, AERODROME ROAD, CANTERBURY

title
VISIBILITY SPLAYS

project	drwg	rev
15733	H-01	P1

Drawn	Checked	Approved	scale @ A3	date
JM	CS	CS	1:500	15.03.2022

status	
FOR INFORMATION	P



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CAD Reference: A3