planning
transport
design
environment
infrastructure

Transport Statement on behalf of Woodchurch Property Developments
Aerodrome Road, Canterbury

September 2021
SM/MO/15733

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1 Introduction

1.1.1 DHA Transport has been commissioned by Woodchurch Property Developments to provide transport planning advice in relation to the proposed residential development at Aerodrome Road, Bekesbourne, Canterbury.

1.1.2 This site was granted outline planning permission (CA/19/00846) in April 2019 for the construction of three residential dwellings alongside associated parking, and access. this shows that the principle of additional dwellings on the site has been accepted.

1.1.3 This Transport Statement (TS) has been produced in accordance with the National Planning Practice Guidance (NPPG, March 2014). Following this introduction, the report is structured as follows:

- Section 2 summarises the existing transport conditions local to the site;
- Section 3 sets out the proposed development;
- Section 4 assesses transport policy compliance;
- Section 5 assesses trip generation and transport impacts; and
- Section 6 provides a summary and conclusion.

2 Existing Transport Conditions

2.1 The Existing Site

2.1.1 The site is located within the village of Bekesbourne, near Canterbury, situated to the east of Aerodrome Road. The site comprises a section of undeveloped land to the rear of Rosary House (a four bedroom house) and can be seen in its local context in Figure 2-1 below.

Figure 2-1: Site Location Plan (courtesy of openstreetmap.org)

2.1.2 The site is bound to the west by Aerodrome Road, to the north by a railway line and to the east and south by residential dwellings and private gardens. Rosary House comprises a two-storey dwelling with a storage shed, garage and an expansive rear garden. Access to the site is currently gained via a private drive.

2.2 Local Highway Network

2.2.1 Aerodrome Road routes in a north west direction as a 'no-through' private road, terminating at a bridge over the railway line. To the south east, Aerodrome Road forms a priority junction with Adisham Road, which is subject to a 40mph speed limit in this location. There are no parking restrictions enforced in the locality of the site.

2.2.2 To the west Adisham Road becomes Chalkpit Hill, which then via a number of other roads connects with the A2 and Canterbury. To the east Adisham Road becomes Adisham Downs Road, which provides connectivity towards Adisham and Aylesham via other minor routes. Given the rural nature of the surrounding road network there are no streetlights within the nearby area.

2.3 Walking and Cycling Infrastructure

2.3.1 Although there are no formal footways on Aerodrome Road or Adisham Road, a number of Public Rights of Way (PRoW) are located within the vicinity of the site, as is demonstrated in Figure 2-2 below.

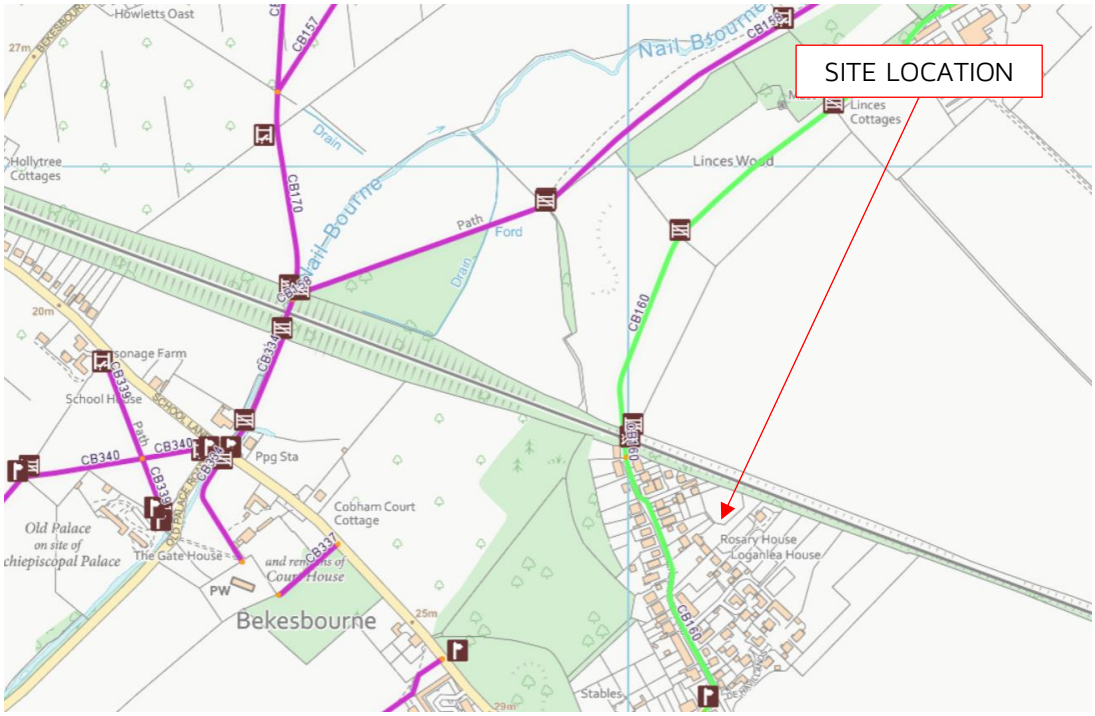


Figure 2-2: Local PRoW Network (courtesy of KCC)

2.3.2 The site benefits from its rural location with the CB160 bridleway located on Aerodrome Road. This bridleway routes north and leads to nearby footpaths such as CB158, which provides access to the wider village confines. With regard to cycling infrastructure, the site is located within the vicinity of National Cycle Route 16 and 17, as shown in Figure 2-3 below.

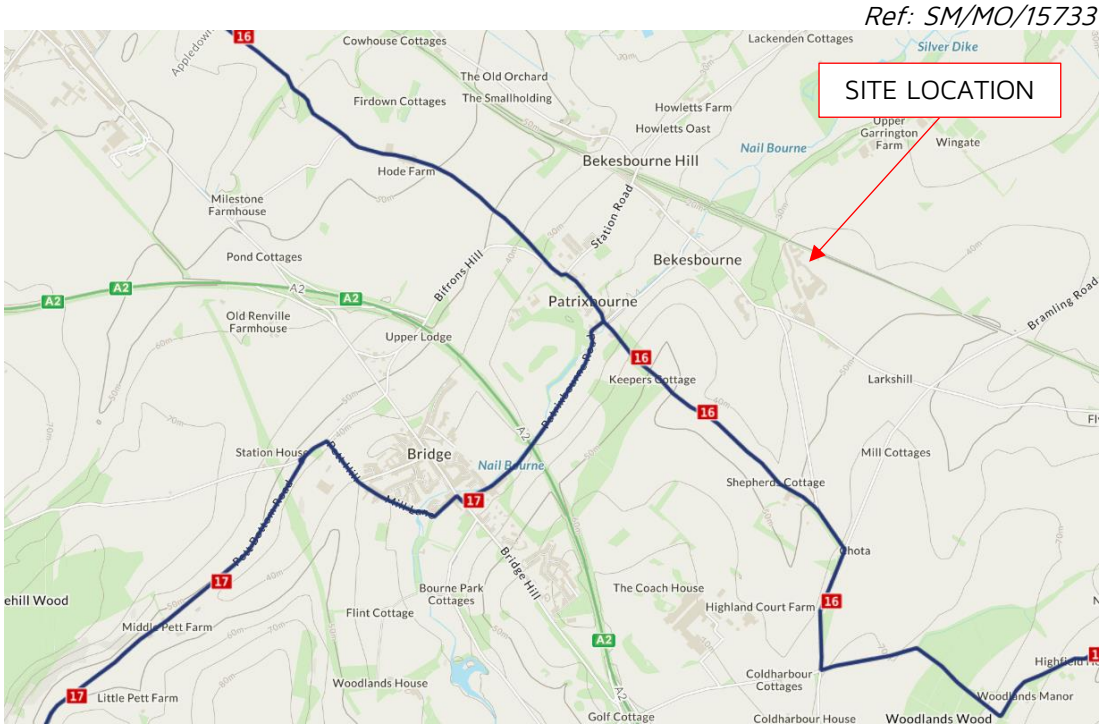


Figure 2-3: Local Cycle Network (courtesy of sustrans)

2.3.3 Cycle route 16 provides links to Aylesham and Dover, whereas cycle route 17 provides a link towards Folkestone. There are no on street marked out cycle lanes in direct contact with the site, however the local roads provide a suitable link to the cycle routes outlined above.

2.4 Public Transport Infrastructure

2.4.1 The nearest bus stops are located in the village of Bekesbourne to the west of the site. These are provided with simple post and flag stops and can be accessed via the minor road network referred to above. The frequency of services that operate at these stops is summarised in Table 2-1 below, with the full bus timetables attached at **Appendix A**.

Service No.	Route	Service Frequency		
		Mon-Fri	Saturday	Sunday
89B	Canterbury - Dover	One service per morning and afternoon	No service	No service

Table 2-1: Local Bus Routes and Frequencies

2.4.2 With respect to rail services, Bekesbourne railway station is situated approximately 1.8 kilometres northwest of the site (taking four minutes by car or six minutes to cycle). This station is served by Southeastern, providing rail services to Dover Priory, Canterbury East and London Victoria. Services run at a frequency of two trains per hour during weekdays.

2.5 Accessibility

2.5.1 As referenced in Section 4 of this report, the National Planning Policy Framework (NPPF) recognises that opportunities for sustainable travel will differ for sites in urban and rural locations; therefore, the site's accessibility should be assessed considering this factor.

2.5.2 Notwithstanding this, a number of local services can be accessed within a short drive / cycle of the site, including a post office and primary / secondary schools. Canterbury is located approximately 6km from the site and offers an extensive range of employment, education, retail and leisure facilities. As such, it is considered likely that many everyday journeys made from the site will be relatively short in distance.

2.6 Road Safety

2.6.1 Personal Injury Accident (PIA) data has been sourced from the online CrashMap tool for the area surrounding the proposed site for the most recent three-year study period up to 2020.

2.6.2 Two incidents were recorded on Chalkpit Hill within the last three years. Chalkpit Hill is approximately 250 metres from the junction of Adisham Road with Aerodrome Road, and both incidents were classified as 'slight' in severity.

2.6.3 Given the minimal number of accidents recorded and their location, it is not considered that the proposed development will exacerbate any pre-existing highway safety concerns.

3 Development Proposals

3.1 Overview

3.1.1 The proposals comprise the demolition of some of the existing outbuildings and the construction of seven residential dwellings. The proposals will take the form of three new detached properties and four new semi-detached dwellings.

3.1.2 In total there will be 2 No. two bedroom houses, a single three bedroom house, 2 No. four bedroom houses and 2 No. five bedroom houses, with the existing property, Rosary House, remaining on site. The proposed site layout is attached at **Appendix B**.

3.2 Access

3.2.1 Access to the site will be achieved via two new shared private drives to the east of Aerodrome Road, with one being in a similar location to the existing drive and serving two dwellings on the site frontage.

3.2.2 The access serving the two units will measure 3.5m in width, widening to 6m when in the site, whilst the main access will be 4.1m wide with an at grade, delineated footpath of 1.4m in width to the north.

3.3 Parking

3.3.1 The development will provide car parking spaces to adhere to the Canterbury City Council (CCC) guidance, with two spaces provided for each of the seven dwellings proposed (either in car barns or external spaces and two for the current Rosary House (within its existing garage).

3.3.2 In terms of visitor spaces, one car parking space is proposed on site. Cycle parking will be included within the curtilage of the dwellings.

3.4 Servicing

3.4.1 Vehicle swept path analysis has been completed to ensure that the proposed site layout has the potential to serve the relevant vehicles. A refuse vehicle, large car, pantechnicon and fire tender have been assessed and the associated drawings are included at **Appendix C**.

3.4.2 As can be seen from the drawings, the proposed site layout can accommodate these larger vehicle movements, ensuring that access to all properties can be undertaken.

4 Transport Policy

4.1 National Planning Policy Framework (NPPF)

4.1.1 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 must be taken into account in the preparation of Local and Neighbourhood Plans and is a material consideration in planning decisions.

4.1.2 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; and

c) 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."

4.1.1 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*". It then goes on to note that applications for development should:

a) "Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations".

4.1.2 It is acknowledged that the site is in a rural location; however, in considering access to services and facilities in this context, the NPPF notes the following at 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."

4.2 National Planning Practice Guidance (NPPG)

4.2.1 In conjunction with the NPPF, the National Planning Practice Guidance (NPPG) was established in March 2014 as a supporting resource which is also a material consideration in determining planning applications. With respect to transport, the NPPG includes a section titled *'Travel Plans, Transport Assessments and Statements in Decision-Taking'*. This provides general guidance on the process of producing these documents, noting:

"The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or "severe" impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development."

4.3 Local Transport Plan 4 (LTP4): Delivering Growth without Gridlock 2016-2031

4.3.1 The Local Transport Plan 4 (LTP4) was prepared by Kent County Council (KCC) and runs from 2016 to 2031. The Plan includes details on how KCC will meet their ambition for Kent, which is:

"To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".

4.3.2 This ambition will be realised through five targeted, overarching policies which will aim to deliver specific outcomes for the county:

"Outcome 1: Economic growth and minimised congestion

Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

Outcome 2: Affordable and accessible door-to-door journeys

Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer travel

Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

Outcome 4: Enhanced environment

Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing

Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality."

4.3.3 Within LTP4, KCC outlines Strategic, Countywide and Local strategies for achieving the above outcomes, whilst continuing to promote and deliver *'Growth without Gridlock'*.

4.4 Canterbury Local Plan 2031

4.4.1 Canterbury City Council's (CCC) Local Plan was adopted in July 2017. The Plan establishes a policy and delivery framework for the Borough's planning and land use needs from 2011 to 2031. Policy T1 relates to the road network and development, where the following stated principles are considered:

"a. Controlling the level and environmental impact of vehicular traffic including air quality;

b. Providing alternative modes of transport to the car by extending provision for pedestrians, cyclists and the use of public transport;

c. Reducing cross-town traffic movements in the historic centre of Canterbury;

d. Providing public car parking and controlling parking having regard to the Parking Strategy;

e. Assessing development proposals in the light of transport demands and the scope for choice between transport modes; and

f. Seeking the construction of new roads and/or junction improvements which will improve environmental conditions and/or contribute towards the economic well-being of the District."

4.5 Canterbury Parking Standards

4.5.1 CCC's parking standards are outlined within the Canterbury Local Plan. For residential developments in suburban edge, village and rural locations, Policy T9 states the parking standards as follows:

- 3 bed houses – 2 independently accessible spaces per unit (allocation of one or both spaces per unit).
- 4+ bed houses – 2 independently accessible spaces per unit (allocation of both spaces per unit).

4.5.2 In addition, visitor parking should be provided on plot at 0.2 spaces per unit. Garages are not included within the parking allocation but may be provided as an additional resource.

4.5.3 Cycle parking standards are also outlined within the Canterbury Local Plan. The provision for cycle parking is summarised in Policy T2 (Pedestrian and Cycle Routes) which states that:

"Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the cycle parking provision."

4.6 Policy Compliance

4.6.1 The proposed development is seen to comply with all levels of transport planning policy. The NPPF accepts that levels of access by sustainable travel modes will reflect the rural setting of the site. Given that the site lies within a short driving distance of local services, it is considered that it has good accessibility in the context of its location.

4.6.2 Based on the above standards, two spaces should be provided per unit for all dwellings, a total of 16 spaces (when including Rosary House) plus one visitor space. It is therefore considered that adequate parking is provided to meet the demand of the site and to comply with the CCC parking standards. Cycle parking will be accommodated within the site so that it accords with the standards.

4.6.3 Given the above and the trips shown in the next section of this report, the proposed development is not expected to cause 'severe' residual transport impacts, as per the guidance outlined within the NPPF.

5 Trip Generation and Transport Impacts

5.1 Overview

5.1.1 This section outlines the methodology employed to calculate the likely vehicle trip generation as a result of the proposed development at Aerodrome Road, Canterbury.

5.1.2 Given that the site for the seven properties currently comprises a section of garden, there is assumed to be no existing vehicle trips associated with it. The trips associated with the existing dwelling, Rosary House, have not been considered as they currently take place and will do so post development as well.

5.2 Proposed Development Vehicle Trip Generation

5.2.1 The vehicle trip generation of the proposed development has been ascertained from the national TRICS trip rate database. To provide the most accurate assessment, the selection of *'03-RESIDENTIAL, A-HOUSES PRIVATELY OWNED'* has been made.

5.2.2 Only sites outside of London, in England, Scotland and Wales, have been considered, with dwelling numbers between seven and 10 in *'Edge of Town' and 'Neighbourhood Centre'* locations. Weekday periods have been assessed to provide a robust consideration of the peak travel periods. A summary of the resulting TRICS trip rates is provided below in Table 5-1 with the full details included at **Appendix D**.

Period	Arrivals	Departures	Total
0800-0900	0.162	0.302	0.464
1700-1800	0.302	0.148	0.45
0700-1900	2.253	2.305	4.558

Table 5-1: TRICS Vehicle Trip Rates - Houses Privately Owned (trips per dwelling)

5.2.3 These trip rates have been factored against the total number of new dwellings proposed for the site (seven units). A summary of the vehicle trip generation is outlined below in Table 5-2. Please note that any inaccuracies are the result of rounding errors within MS Excel.

Period	Arrivals	Departures	Total
0800-0900	1	2	3
1700-1800	2	1	3
0700-1900	16	16	32

Table 5-2: TRICS Vehicle Trips - Houses Privately Owned (7 dwellings)

5.2.4 It is noted that the proposed development has the potential to generate 32 additional vehicle trips across the 12-hour weekday, of which three would take place during the morning peak hour and three during the evening peak hour. This equates to an average of three trips per hour across the 12-hour day. Given the

location of the site, it is not considered that these trips will result in 'severe' residual impacts on the local highway network, in accordance with the NPPF.

5.2.5 Furthermore, it is noted that previously the site has been granted permission for the development of three dwellings. Therefore, the uplift in trips is in fact only that associated with four dwellings. With this in mind, and by multiplying the above trip rates by four, it has been shown that the proposals will only generate 18 additional trips across the day, an average of just over one trip per hour.

6 Summary and Conclusion

6.1.1 This Transport Statement has been prepared on behalf of Woodchurch Property Developments in relation to the proposed residential development of seven dwellings, on Aerodrome Road near Canterbury, Kent.

6.1.2 The proposed development comprises the demolition of existing outbuildings and the construction of three detached dwellings and four semi-detached houses. The existing Rosary House will be retained on site. Each property will be provided with two parking spaces. Two new driveways will be provided to serve the site, with one in a similar location to that currently provided for the existing dwelling.

6.1.3 From a review of Personal Injury Accident data, two incidents have been recorded within the last three years within the local area. The incidents were deemed to be 'slight' in severity and as such, it is not considered that the proposed development will exacerbate the existing highway safety record.

6.1.4 The proposals are seen to comply with all levels of transport planning policy. As local services can be accessed within a short drive, it is considered that in the context of the rural nature of the site it is sustainable as per that set out in the NPPF. Parking will be provided as per the local standards.

6.1.5 Through the use of swept path analysis it has been shown that the proposed layout can be accessed by a large car, pantechnicon, fire tender and refuse vehicle. This shows the site can be serviced safely and easily.

6.1.6 A trip generation assessment has been undertaken for the proposed development to calculate the level of trips expected to be generated. This demonstrates that the proposals are likely to generate in the region of 32 additional vehicle trips across the 12-hour weekday period. This equates to approximately three movements per hour on average. It is considered that the surrounding highway network is suitable to accommodate this expected uplift and that vehicles will readily dissipate onto the wider network.

6.1.7 Furthermore, it is noted that the site has previously been granted planning permission for the development of three new dwellings. Given this the true uplift in vehicle trips, compared with that which could be generated, is in fact 18 movements per day.

6.1.8 On this basis, the proposed development should not result in significant detrimental impacts in transport terms and therefore there should be no sound transport based objections to the proposals.

APPENDIX
A

Bus Timetables

89 TIMETABLE
CANTERBURY TO AYLESHAM

Monday - Friday (not Bank Holidays)

Timetable valid from 7 Mar 2021 until further notice

	Service:	88A	92	89B	88A	89	89	89X	89
	Notes:	Prd1		Prd1	XPrd2	XPrd2	Prd1	Prd1	
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:								
Canterbury, Bus Station (Bay D2)	Depart:						06:57		07:38
Canterbury, St Anselm's School Grounds									
Bridge, The White Horse									07:48
Patrixbourne, Cranmer Close									
Adisham, Pond Hill									
Aylesham, Baptist Church							07:15	07:20	08:00

	Service:	96A	89	92	89	89	92	89	89
	Notes:	Prd1							
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:								
Canterbury, Bus Station (Bay D2)	Depart:		08:30		09:00	09:30		10:00	10:30
Canterbury, St Anselm's School Grounds									
Bridge, The White Horse					09:10	09:40		10:10	10:40
Patrixbourne, Cranmer Close									
Adisham, Pond Hill									
Aylesham, Baptist Church		08:07	08:48		09:22	09:52		10:22	10:52

	Service:	92A	89	89	92	89	89	92A	89
	Notes:								
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:								
Canterbury, Bus Station (Bay D2)	Depart:		11:00	11:30		12:00	12:30		13:00
Canterbury, St Anselm's School Grounds									
Bridge, The White Horse			11:10	11:40		12:10	12:40		13:10
Patrixbourne, Cranmer Close									
Adisham, Pond Hill									
Aylesham, Baptist Church			11:22	11:52		12:22	12:52		13:22

	Service:	89	92	88	89	89	92A	89	89
	Notes:			Prd1				Prd1	XPrd2
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:			WPX					
Canterbury, Bus Station (Bay D2)	Depart:	13:30			14:00	14:30		15:00	15:00
Canterbury, St Anselm's School Grounds									
Bridge, The White Horse		13:40			14:10	14:40		15:10	15:10
Patrixbourne, Cranmer Close									
Adisham, Pond Hill									
Aylesham, Baptist Church		13:52			14:22	14:52		15:22	15:22

	Service:	89	92	89	89	92	92	88	89
	Notes:	Prd1	XPrd2	XPrd2	Prd1	XPrd2	Prd1	Prd1	XPrd2
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:								
Canterbury, Bus Station (Bay D2)	Depart:			15:35	15:35				16:10
Canterbury, St Anselm's School Grounds					15:44				
Bridge, The White Horse									
Patrixbourne, Cranmer Close									
Adisham, Pond Hill									
Aylesham, Baptist Church				15:52	15:56				16:27

	Service:	89B	89	92	89	89	89	92A	89
	Notes:	Prd1							
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
	Days:								
Canterbury, Bus Station (Bay D2)	Depart:	16:10	16:40		17:10	17:40	18:10		19:10
Canterbury, St Anselm's School Grounds									
Bridge, The White Horse			16:50			17:50	18:20		19:20
Patrixbourne, Cranmer Close		16:19							
Adisham, Pond Hill		16:27							
Aylesham, Baptist Church		16:36	17:02		17:27	18:02	18:32		19:32

~ The time is not a timing point and is an estimate only.

WPX Wed period only (not Bank Hols)

Prd1 Only operates within these dates:

08/03/2021 to 12/03/2021
15/03/2021 to 19/03/2021
22/03/2021 to 26/03/2021
29/03/2021 to 01/04/2021
19/04/2021 to 23/04/2021
26/04/2021 to 30/04/2021
04/05/2021 to 07/05/2021
10/05/2021 to 14/05/2021
17/05/2021 to 21/05/2021
24/05/2021 to 28/05/2021
07/06/2021 to 11/06/2021
14/06/2021 to 18/06/2021
21/06/2021 to 25/06/2021
28/06/2021 to 02/07/2021
05/07/2021 to 09/07/2021
12/07/2021 to 16/07/2021
19/07/2021 to 23/07/2021
31/08/2021 to 03/09/2021
06/09/2021 to 10/09/2021

XPrd2 Does not operate on these dates:

08/03/2021 to 12/03/2021
15/03/2021 to 19/03/2021
22/03/2021 to 26/03/2021
29/03/2021 to 01/04/2021
19/04/2021 to 23/04/2021
26/04/2021 to 30/04/2021
04/05/2021 to 07/05/2021
10/05/2021 to 14/05/2021
17/05/2021 to 21/05/2021
24/05/2021 to 28/05/2021
07/06/2021 to 11/06/2021
14/06/2021 to 18/06/2021
21/06/2021 to 25/06/2021
28/06/2021 to 02/07/2021
05/07/2021 to 09/07/2021
12/07/2021 to 16/07/2021
19/07/2021 to 23/07/2021
31/08/2021 to 03/09/2021
06/09/2021 to 10/09/2021

89 TIMETABLE
AYLESHAM TO CANTERBURY

Monday - Friday (not Bank Holidays)

Timetable valid from 7 Mar 2021 until further notice

Service:	89	89	89B	89	89	88	88A	89
Notes:			Prd1	Prd1	XPrd2	Prd1	Prd1	
Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	06:27	06:57	07:28	07:28	07:33			08:48
Aylesham, Oakside Road	06:29	06:59	07:31	07:31	07:36			08:50
Temple Ewell, Templeside								
Lydden, The Lydden Bell								
Aylesham, Derwent Way								
Aylesham, Grasmere Way	06:32	07:02		07:35	07:39			08:53
Aylesham, Queens Road	06:35	07:05		07:39	07:42			08:56
Adisham, Pond Hill			07:39					
Patrixbourne, Cranmer Close			07:47					
Bridge, The White Horse								09:11
Canterbury, St Anselm's School Grounds								
Canterbury, Simon Langton Girls' School								
Canterbury, Bus Station Arrive:	06:55	07:25	08:05	08:20	08:10			09:21

Service:	89	92	89	89	92A	89	89	92
Notes:								
Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	09:22		09:52	10:22		10:52	11:22	
Aylesham, Oakside Road	09:24		09:54	10:24		10:54	11:24	
Temple Ewell, Templeside								
Lydden, The Lydden Bell								
Aylesham, Derwent Way								
Aylesham, Grasmere Way	09:27		09:57	10:27		10:57	11:27	
Aylesham, Queens Road	09:30		10:00	10:30		11:00	11:30	
Adisham, Pond Hill								
Patrixbourne, Cranmer Close								
Bridge, The White Horse	09:45		10:15	10:45		11:15	11:45	
Canterbury, St Anselm's School Grounds								
Canterbury, Simon Langton Girls' School								
Canterbury, Bus Station Arrive:	09:55		10:25	10:55		11:25	11:55	

	Service:	89	89	92A	89	89	92	89	89
	Notes:								
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church		11:52	12:22		12:52	13:22		13:52	14:22
Aylesham, Oakside Road		11:54	12:24		12:54	13:24		13:54	14:24
Temple Ewell, Templeside									
Lydden, The Lydden Bell									
Aylesham, Derwent Way									
Aylesham, Grasmere Way		11:57	12:27		12:57	13:27		13:57	14:27
Aylesham, Queens Road		12:00	12:30		13:00	13:30		14:00	14:30
Adisham, Pond Hill									
Patrixbourne, Cranmer Close									
Bridge, The White Horse		12:15	12:45		13:15	13:45		14:15	14:45
Canterbury, St Anselm's School Grounds									
Canterbury, Simon Langton Girls' School									
Canterbury, Bus Station	Arrive:	12:25	12:55		13:25	13:55		14:25	14:55

	Service:	92A	92	89	92	89	89	92	96A
	Notes:		Prd1			XPrd2	Prd1	XPrd2	Prd1
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church				14:52		15:22	15:22		
Aylesham, Oakside Road				14:54		15:24	15:24		
Temple Ewell, Templeside									15:27
Lydden, The Lydden Bell									15:31
Aylesham, Derwent Way									15:40
Aylesham, Grasmere Way				14:57		15:27	15:27		15:42
Aylesham, Queens Road				15:00		15:30	15:30		15:45
Adisham, Pond Hill									
Patrixbourne, Cranmer Close									
Bridge, The White Horse				15:15		15:45	15:45		
Canterbury, St Anselm's School Grounds						15:52	15:52		
Canterbury, Simon Langton Girls' School						15:55	15:55		
Canterbury, Bus Station	Arrive:			15:25		16:01	16:01		

Service:	89A	89B	92	89	89	89	88	92A
Notes:	Prd1	Prd1	Prd1			Prd1	Prd1	XPrd2
Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church		16:12		15:56	16:27	16:30		
Aylesham, Oakside Road		16:14		15:58	16:29	16:32		
Temple Ewell, Templeside								
Lydden, The Lydden Bell								
Aylesham, Derwent Way								
Aylesham, Grasmere Way					16:32	16:35		
Aylesham, Queens Road					16:35	16:38		
Adisham, Pond Hill								
Patrixbourne, Cranmer Close								
Bridge, The White Horse								
Canterbury, St Anselm's School Grounds								
Canterbury, Simon Langton Girls' School								
Canterbury, Bus Station	Arrive:				17:00			

Service:	89	89	92A	89	92
Notes:					
Operator:	EK	EK	EK	EK	EK
Aylesham, Baptist Church	17:02	17:27		18:02	
Aylesham, Oakside Road	17:04	17:29		18:04	
Temple Ewell, Templeside					
Lydden, The Lydden Bell					
Aylesham, Derwent Way					
Aylesham, Grasmere Way		17:32		18:07	
Aylesham, Queens Road		17:35		18:10	
Adisham, Pond Hill					
Patrixbourne, Cranmer Close					
Bridge, The White Horse				18:25	
Canterbury, St Anselm's School Grounds					
Canterbury, Simon Langton Girls' School					
Canterbury, Bus Station	Arrive:	17:55		18:35	
Tilmanstone, Chapel Road					
Eastry, The Five Bells					

Service:	89	89	92A	89	92
Notes:					
Operator:	EK	EK	EK	EK	EK
Aylesham, Baptist Church					
Aylesham, Attlee Avenue	17:05~				
Aylesham, Grasmere Way	17:07				
Aylesham, Queens Road	17:10				
Canterbury, Simon Langton Girls' School					
Canterbury, St Anselm's School Grounds	17:22				
Canterbury, Bus Station	Arrive: 17:36				

~ The time is not a timing point and is an estimate only.

Prd1 **Only** operates within these dates:

08/03/2021 to 12/03/2021
15/03/2021 to 19/03/2021
22/03/2021 to 26/03/2021
29/03/2021 to 01/04/2021
19/04/2021 to 23/04/2021
26/04/2021 to 30/04/2021
04/05/2021 to 07/05/2021
10/05/2021 to 14/05/2021
17/05/2021 to 21/05/2021
24/05/2021 to 28/05/2021
07/06/2021 to 11/06/2021
14/06/2021 to 18/06/2021
21/06/2021 to 25/06/2021
28/06/2021 to 02/07/2021
05/07/2021 to 09/07/2021
12/07/2021 to 16/07/2021
19/07/2021 to 23/07/2021
31/08/2021 to 03/09/2021
06/09/2021 to 10/09/2021

XPrd2 Does not operate on these dates:

08/03/2021 to 12/03/2021
15/03/2021 to 19/03/2021
22/03/2021 to 26/03/2021
29/03/2021 to 01/04/2021
19/04/2021 to 23/04/2021
26/04/2021 to 30/04/2021
04/05/2021 to 07/05/2021
10/05/2021 to 14/05/2021
17/05/2021 to 21/05/2021
24/05/2021 to 28/05/2021
07/06/2021 to 11/06/2021
14/06/2021 to 18/06/2021
21/06/2021 to 25/06/2021
28/06/2021 to 02/07/2021
05/07/2021 to 09/07/2021
12/07/2021 to 16/07/2021
19/07/2021 to 23/07/2021
31/08/2021 to 03/09/2021
06/09/2021 to 10/09/2021

89 TIMETABLE
CANTERBURY TO AYLESHAM

Saturdays

Timetable valid from 7 Mar 2021 until further notice

	Service:	92	92A	89	92	89	89	92	89	89	92A
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK	EK	EK
Canterbury, Bus Station (Bay D2)	Depart:			08:30		09:00	09:30		10:00	10:30	
Bridge, The White Horse						09:10	09:40		10:10	10:40	
Aylesham, Baptist Church				08:48		09:22	09:52		10:22	10:52	

	Service:	89	89	92	89	89	92A	89	89	92	89
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK	EK	EK
Canterbury, Bus Station (Bay D2)	Depart:	11:00	11:30		12:00	12:30		13:00	13:30		14:00
Bridge, The White Horse		11:10	11:40		12:10	12:40		13:10	13:40		14:10
Aylesham, Baptist Church		11:22	11:52		12:22	12:52		13:22	13:52		14:22

	Service:	89	89	89	89	89	89	89	89
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK
Canterbury, Bus Station (Bay D2)	Depart:	14:30	15:00	15:35	16:10	16:40	17:10	17:40	18:10
Bridge, The White Horse		14:40	15:10			16:50		17:50	18:20
Aylesham, Baptist Church		14:52	15:22	15:52	16:27	17:02	17:27	18:02	18:32

89 TIMETABLE
AYLESHAM TO CANTERBURY

Saturdays

	Service:	89	92	89	89	92A	89	89	92	89	89
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	Depart:	07:47									
Aylesham, Oakside Road		07:49									
Aylesham, Grasmere Way		07:52									
Aylesham, Queens Road		07:55									
Canterbury, Bus Station	Arrive:	08:21									

	Service:	89	92	89	89	92A	89	89	92	89	89
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	Depart:			08:48	09:22		09:52	10:22		10:52	11:22
Aylesham, Oakside Road				08:50	09:24		09:54	10:24		10:54	11:24
Aylesham, Grasmere Way				08:53	09:27		09:57	10:27		10:57	11:27
Aylesham, Queens Road				08:56	09:30		10:00	10:30		11:00	11:30
Bridge, The White Horse				09:11	09:45		10:15	10:45		11:15	11:45
Canterbury, Bus Station	Arrive:			09:21	09:55		10:25	10:55		11:25	11:55

	Service:	92A	89	89	92	89	89	92A	89	89	89
	Operator:	EK	EK	EK	EK	EK	EK	EK	EK	EK	EK

Aylesham, Baptist Church	Depart:	11:52	12:22	12:52	13:22	13:52	14:22	14:52	
Aylesham, Oakside Road		11:54	12:24	12:54	13:24	13:54	14:24	14:54	
Aylesham, Grasmere Way		11:57	12:27	12:57	13:27	13:57	14:27	14:57	
Aylesham, Queens Road		12:00	12:30	13:00	13:30	14:00	14:30	15:00	
Bridge, The White Horse		12:15	12:45	13:15	13:45	14:15	14:45	15:15	
Canterbury, Bus Station	Arrive:	12:25	12:55	13:25	13:55	14:25	14:55	15:25	

	Service:	89	89	89	89	89	92	89
	Operator:	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	Depart:	15:22						
Aylesham, Oakside Road		15:24						
Aylesham, Grasmere Way		15:27						
Aylesham, Queens Road		15:30						
Bridge, The White Horse		15:45						
Canterbury, Bus Station	Arrive:	16:01						

	Service:	89	89	89	89	89	92	89
	Operator:	EK	EK	EK	EK	EK	EK	EK
Aylesham, Baptist Church	Depart:		15:52	16:30	17:02	17:27		18:02
Aylesham, Oakside Road			15:54	16:32	17:04	17:29		18:04
Aylesham, Grasmere Way			15:57	16:35	17:07	17:32		18:07
Aylesham, Queens Road			16:00	16:38	17:10	17:35		18:10
Canterbury, Bus Station	Arrive:		16:25	17:03	17:36	17:55		18:30

APPENDIX
B

Proposed Site Layout

Plot	Area m^2	Area ft^2
01	125.1	1346.5
02	125.1	1346.5
03	189.7	2041.9
04	162.9	1753.4
05	143.1	1540.3
06	93.78	1009.4
07	93.78	1009.4

Rev.	Date.	Description.
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

OSG ARCHITECTURE

Wyseplan Building,
Occupation Rd, Wye, Ashford,
Kent TN25 5EN
01233 812 148

The Porter Building,
1 Brunel Way, Slough SL1 1FQ
01753 968 361

www.osgarchitecture.com

Project Title.

Proposed New Development
At
Rosary House
Aerodrome Road, Bekesbourne
Canterbury

Drawing Description.

Proposed Site Plan

Scale @ A1.	Date.
1:200 @A1	July '20
Drawn By. DT	Checked By. DT

Purpose.

PLANNING

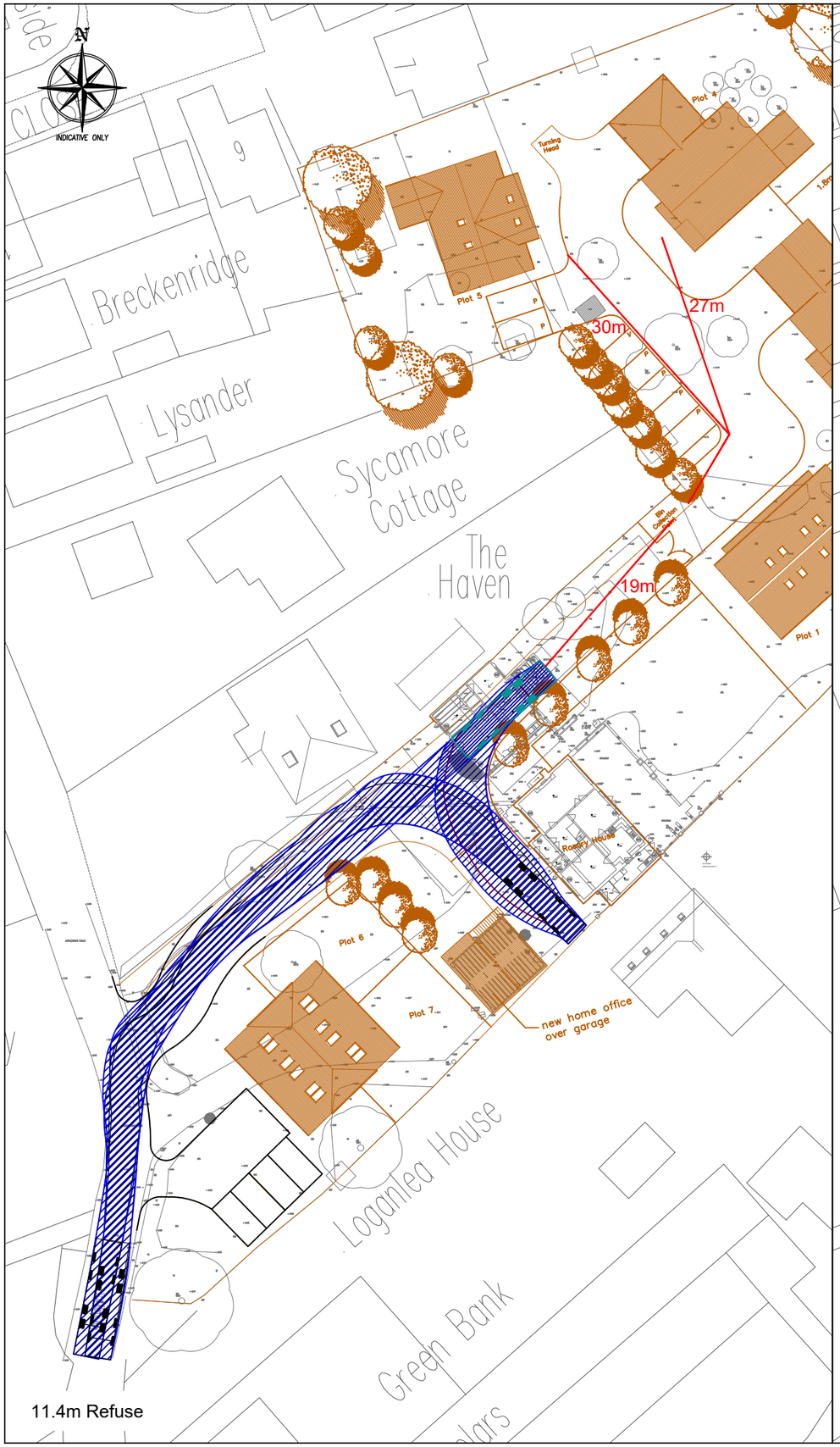
Drawing No.	Rev.
20-0933 - 10	H

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.

APPENDIX
C

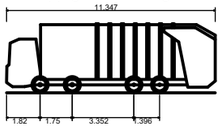
Swept Path Analysis



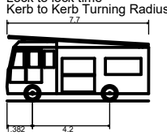
11.4m Refuse

Fire Tender

ONLY SCALE FOR PLANNING PURPOSES



11.4m Refuse	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.330m



Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

Notes:

- Drawing is based on OS, topographical survey and a site layout plan provided by OSG Architecture Ltd on 10th November 2021.

REV	DATE	BY	DESCRIPTION	CHK	APD
P1	10.11.21	JM	First Issue	SM	SM

client

WOODCHURCH PROPERTY DEVELOPMENTS LTD

project

ROSARY HOUSE, CANTERBURY

title

VEHICLE SWEPT PATH ANALYSIS
11.4M REFUSE AND FIRE TENDER

project	drwg	rev
15733	T-01	P1

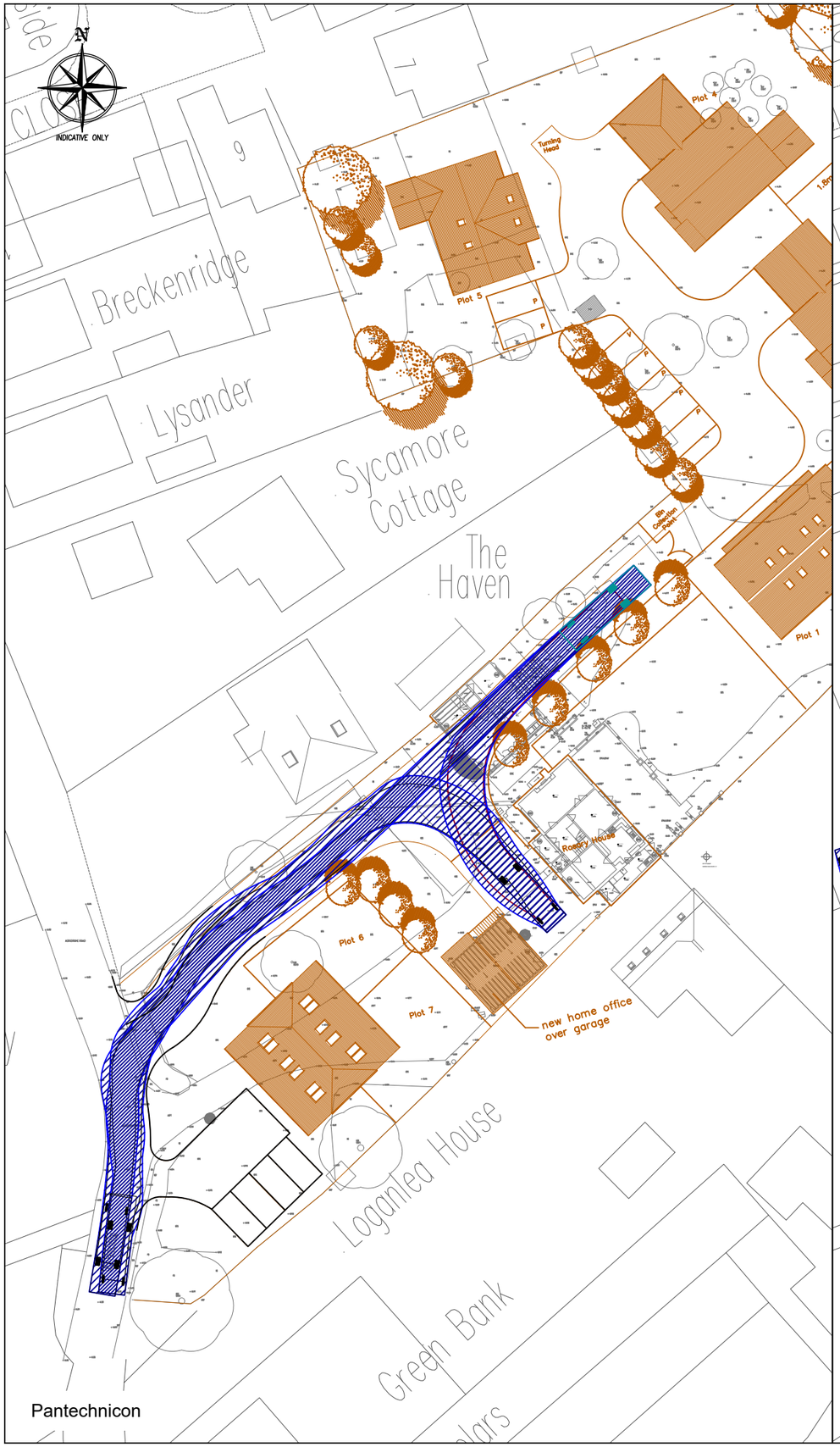
Drawn	Checked	Approved	scale @ A3	date
JM	SM	SM	1:500	10.11.21

status: FOR INFORMATION — P

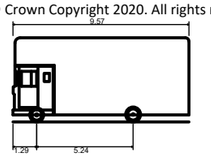
Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226
f: 01622 776227
e: info@dhaplanning.co.uk
w: www.dhaplanning.co.uk

CAD Reference:

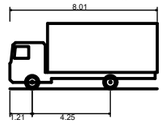
A3



ONLY SCALE FOR PLANNING PURPOSES



DB32 Pantechnicon	
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:

- Drawing is based on OS, topographical survey and a site layout plan provided by OSG Architecture Ltd on 10th November 2021.

REV	DATE	BY	DESCRIPTION	CHK	APD
P1	10.11.21	JM	First Issue	SM	SM

client

WOODCHURCH PROPERTY DEVELOPMENTS LTD

project

ROSARY HOUSE, CANTERBURY

title

VEHICLE SWEPT PATH ANALYSIS PANTECHNICON AND BOX VAN

project	drwg	rev
15733	T-02	P1

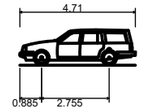
Drawn	Checked	Approved	scale @ A3	date
JM	SM	SM	1:500	10.11.21

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

ONLY SCALE FOR PLANNING PURPOSES



Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.950m

Notes:

- Drawing is based on OS, topographical survey and a site layout plan provided by OSG Architecture Ltd on 10th November 2021.

REV	DATE	BY	DESCRIPTION	CHK	APD
P1	10.11.21	JM	First Issue	SM	SM

client

WOODCHURCH PROPERTY DEVELOPMENTS LTD

project

ROSARY HOUSE, CANTERBURY

title

VEHICLE SWEPT PATH ANALYSIS
ESTATE CAR

project	drwg	rev
15733	T-03	P1

Drawn	Checked	Approved	scale @ A3	date
JM	SM	SM	1:500	10.11.21

status: FOR INFORMATION — P

Eclipse House, Eclipse Park. Sittingbourne Road
Maidstone, Kent. ME14 3EN
t: 01622 776226 f: 01622 776227
e: info@dhaplanning.co.uk w: www.dhaplanning.co.uk

CAD Reference: A3

APPENDIX
D

TRICS Data

Calculation Reference: AUDIT-704001-210621-0645

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 8 to 10 (units:)
Range Selected by User: 7 to 10 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/13 to 22/09/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Wednesday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	1
Neighbourhood Centre (PPS6 Local Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Village	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	KC-03-A-05	DETACHED & SEMI-DETACHED	KENT
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
	Survey date: FRIDAY	*22/09/17*	*Survey Type: MANUAL*
2	NF-03-A-03	DETACHED HOUSES	NORFOLK
	HALING WAY		
	THETFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	10	
	Survey date: WEDNESDAY	*16/09/15*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	9	0.000	2	9	0.111	2	9	0.111
08:00 - 09:00	2	9	0.056	2	9	0.056	2	9	0.112
09:00 - 10:00	2	9	0.000	2	9	0.167	2	9	0.167
10:00 - 11:00	2	9	0.222	2	9	0.111	2	9	0.333
11:00 - 12:00	2	9	0.056	2	9	0.167	2	9	0.223
12:00 - 13:00	2	9	0.167	2	9	0.222	2	9	0.389
13:00 - 14:00	2	9	0.111	2	9	0.111	2	9	0.222
14:00 - 15:00	2	9	0.111	2	9	0.056	2	9	0.167
15:00 - 16:00	2	9	0.222	2	9	0.056	2	9	0.278
16:00 - 17:00	2	9	0.056	2	9	0.167	2	9	0.223
17:00 - 18:00	2	9	0.278	2	9	0.000	2	9	0.278
18:00 - 19:00	2	9	0.167	2	9	0.167	2	9	0.334
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.446			1.391			2.837

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	8 - 10 (units:)
Survey date date range:	01/01/13 - 22/09/17
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.