

PROPOSED RESIDENTIAL DEVELOPMENT

BARHAM COURT FARM

THE STREET

BARHAM

KENT

TRANSPORT STATEMENT

FOR

ROMA HOMES

November 2021

Report No.: 4613-TS

P03

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1. Introduction

Considine Ltd have been appointed by Roma Homes to provide a Transport Statement for a proposed development of 22 residential dwellings on land at Barham Court Farm, The Street, Barham.

A pre-application meeting was held with Kent County Council Highways in October 2021 to discuss the proposed development in terms of access, layout and parking and the required scoping items for this report.

Following the withdrawal in October 2014, of The Department for Transport Document (March 2007) 'Guidance on Transport Assessment', guidance on the preparation of supporting documentation in highway assessment terms can be found in the Planning Practice Guidance (PPG) suite of documents, particularly in "Travel Plans, Transport Assessments and Statements in decision taking". The guidance is intended to assist all stakeholders in determining whether an assessment may be required and, if so, what level and scope that assessment should include.

The purpose of this report is to address the highway and transportation issues regarding the proposed development, to determine how the proposal integrates with the current transport network and to establish the predicted impact associated with the Site.

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1.1 Site Location

The Site is currently occupied by a complex of agricultural buildings for storage/livestock and is located on the eastern edge of Barham which is a village in the City of Canterbury District of Kent. Barham village is approximately 6 miles south-east from Canterbury and 8 miles north from Folkestone

Figure 1.1 below shows the location (red circle) of the site in relation to the strategic road network.

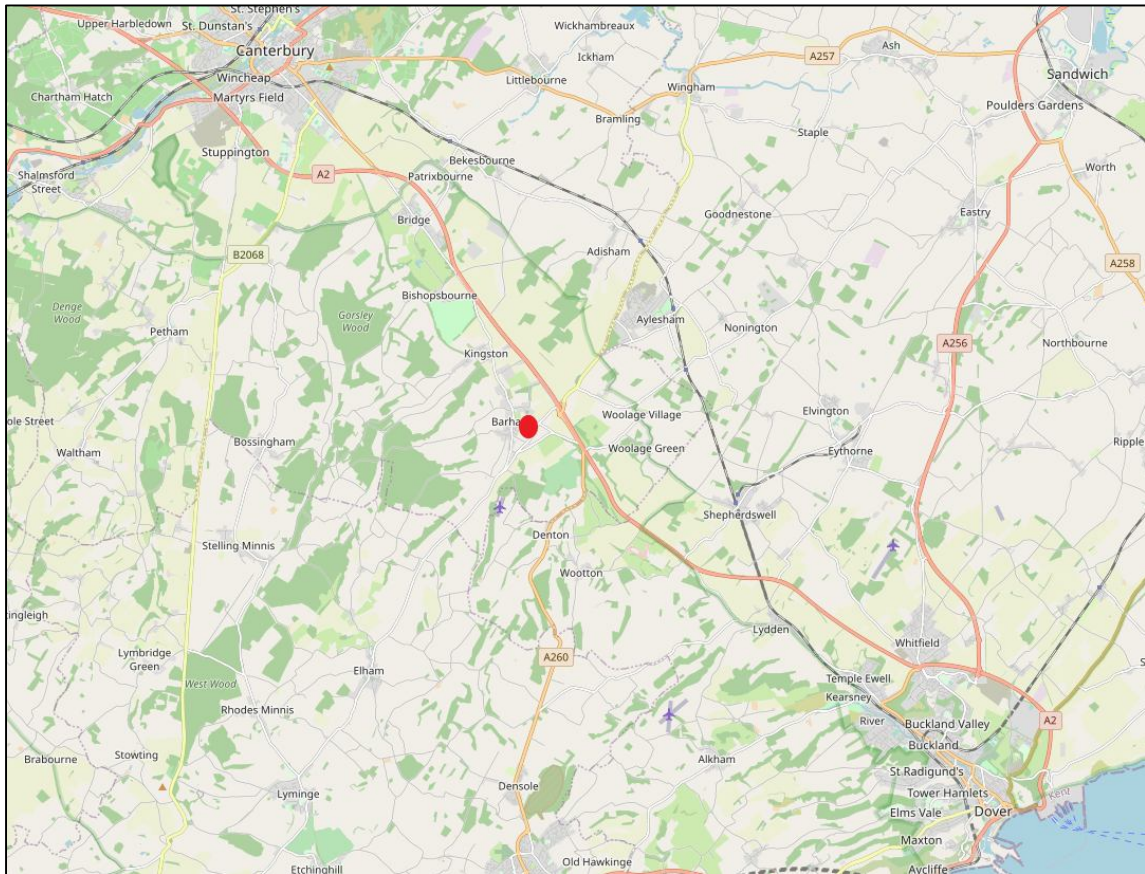


Figure 1.1 – Location Plan – Wider Area

The Site is adjacent to The Street where its main existing access is located. The Street passes through the east half of the village and forms part of a wider highway route which links the village to the A2 interchange to the east with the A260 leading to Folkestone and the B2046 to Aylesham/Wingham. The A2 is a strategic highway route connecting Dover with Canterbury, the M2 and the wider strategic road network.

The Site is located within a short walking and cycling distance of Barham village local facilities which include public transport services and a primary school. A residential development will therefore be able to promote travel by sustainable modes, i.e. walking, cycling and using public transport. The site also forms part of the existing built-up area and therefore provides a similar level of accessibility to existing dwellings within Barham.

Figure 1.2 below shows the site (red circle) in relation to the local road network.

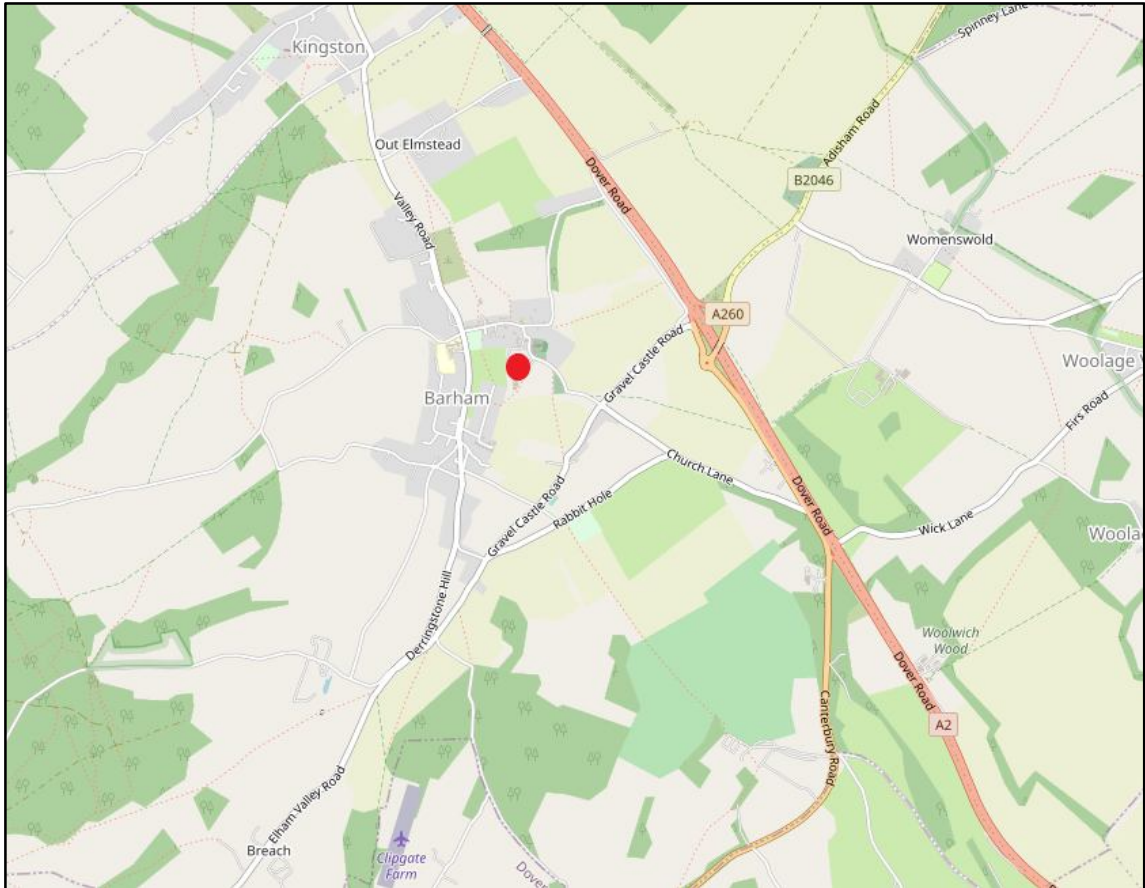


Figure 1.2 – Location Plan – Local Area

1.2 Report Structure

The remainder of this report is set out as follows:

- Section 2 provides an assessment of existing conditions.
- Section 3 sets out the development proposals including proposed access arrangements and parking provision.
- Section 4 provides an assessment of trip impact and traffic impact on The Street through the main village.
- Section 5 provides the summary and conclusions of the report.

2. Existing Conditions

2.1 Application Site

Figure 2.1 below shows the approximate extent of the application Site outlined in red. The Site is located within the settlement boundary of Barham at the eastern side of the village and therefore provides a similar level of access to local facilities and public transport as existing residential areas within the village. The land is bounded to the north by residential properties, The Street to the northeast with the St John Baptist Church opposite. To the south of the Site is the Simpsons Wine Estate with open field areas to the west and east. A more detailed site layout plan based on OS digital mapping can be seen at **Appendix 1**.

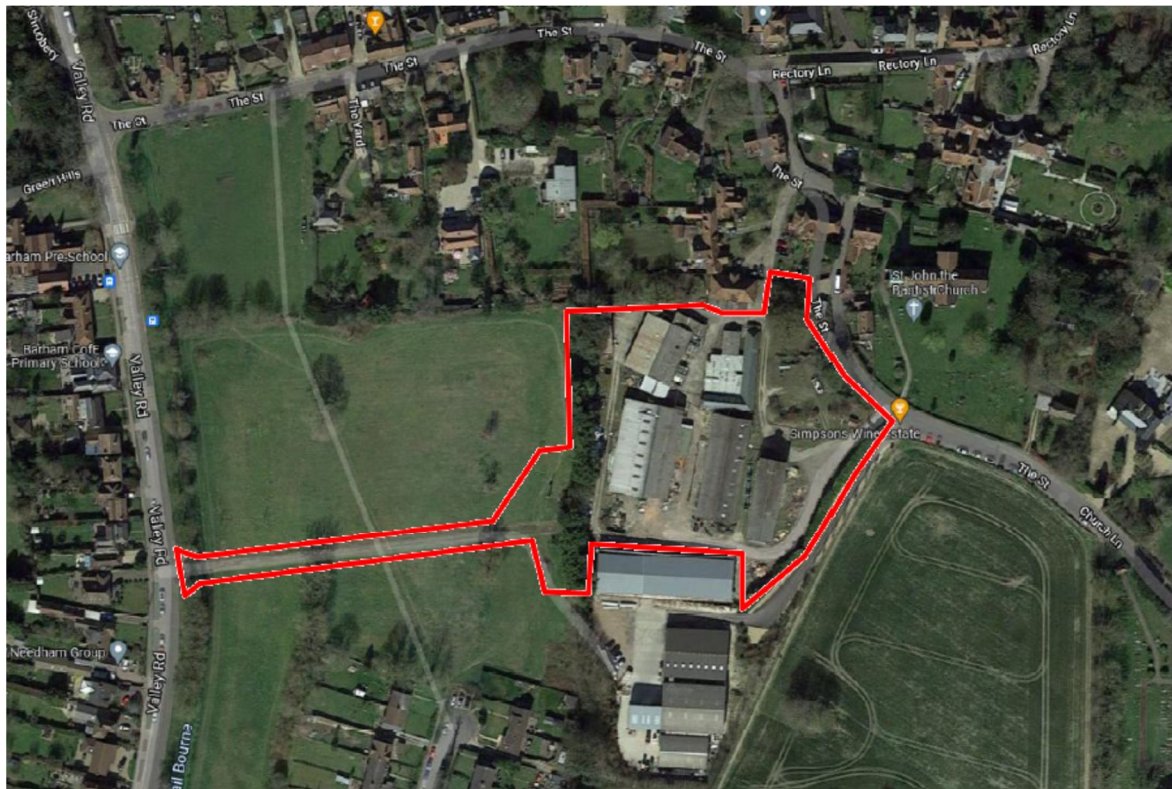


Figure 2.1 – Application Site

The Site comprises an agricultural farmyard with associated livestock/storage buildings and hardstanding areas and therefore has a lawful use for agriculture which still operates on site. The Site has been used previously for intensive pig rearing amongst other agricultural uses and this permitted use has the potential to attract a considerable level of vehicular traffic including HGV and tractor/trailer movements on the adjacent highways.

2.2 Site Access

Currently, the main access to the Site is from The Street at the east end of the Site and is contiguous with the access to the adjacent Simpsons Wine Estate. This access is gated with an approximate 5m width and is set back from the main The Street carriageway. Refer to Figure 2.2 below.



Figure 2.2 – The Street Site Access

The Site is also accessed via a field farm track access (approx. 5m wide) from Valley Road to the west in the form of a radius kerbed access that leads to a wooden overbridge structure of the Nail Bourne river. Refer to Figure 2.3 below.



Figure 2.3 – Valley Road Field Site Access

2.3 Local Highway Network

The Street in the vicinity of the main eastern site access is an approximate 6m wide carriageway and can comfortably accommodate two-way traffic. There are no footways along The Street apart from at its western end near its junction with Valley Road. This is typical for many Kent villages in this area and therefore pedestrians use these roads within the village as a shared surface to access local facilities. The TS includes a review of the Personal Injury Accident (PIA) data for all routes within the village to establish if this has raised any highway safety implications.

Just to the north of The Street site access is a 30mph/derestricted speed limit change boundary with a 30mph limit heading north into the built-up village area. At this point the carriageway narrows, varying between 3m and 6m in width, where it is characterised by a curving alignment and bordered by hedging and buildings as it weaves through the village. Consequently, speeds along this section of The Street are considerably lower than the 30mph speed limit with 85th percentile speeds of 20mph being recorded from a speed survey a few years ago that supported a planning application for the Barham House Nursing Home nearby.

To the southeast of The Street site access, in addition to the 6m carriageway width, is an approximate 3m wide lay-by that provides on-street parking for the St John the Baptist Church opposite.

Although The Street to the southeast of the Site access operates under a derestricted speed limit, vehicle speeds approaching the site access from this direction are greatly reduced due to the speed limit boundary, the narrowing carriageway and the reduced forward visibility. Site visits indicate that these speeds would not be in excess of 37mph at a distance of 60m from this site access.

Valley Road forms the principal road through Barham running on a north/south alignment through the village. It is a 7m wide lit carriageway operating under a 30mph speed limit in the vicinity of the Site with a footway along its western side and a zebra crossing located approximately 40m from its junction with The Street (135m north of the Valley Road field site access) where an eastern footway is also present.

2.4 Walking and Cycling

Walking is the most important mode of transport for journeys at a local level with data from the 2014 National Travel Survey (NTS) confirming that 76% of trips over distances of up to one mile (1600m), were undertaken on foot. More detailed advice on locating developments to encourage pedestrian trips can be found within the document "Providing for Journeys on Foot" published by the Chartered Institution of Highways and Transportation (CIHT). This gives advice on the acceptable walking distances to a variety of local facilities. It recommends a maximum walking distance of 2000m for schools / commuting purposes and 800m to town centre facilities.

The walking and cycling distances between the nearest site access and the Barham local facilities have been identified and are shown within Table 2.1 below.

Table 2.1 – Access to Local Facilities

Facility	Walking / Cycling Distance from nearest Site Access
St John the Baptist Church (The Street)	50m
Nearest Bus Stops (Valley Road)	110m
Barham Primary School (Valley Road)	125m
Village Hall/Village Store/Post Office/Coffee Shop (Valley Road)	150m
The Duke of Cumberland (The Street)	320m

The table illustrates that all the local facilities within Barham can be accessed on foot within 320m, comfortably within the maximum distances recommended by the CIHT guidance.

It is commonly accepted that trips made by cycle have the potential to substitute for car journeys for distances up to 5 km. Table 3.1 illustrates that the application site is located within a short cycling distance of all the local facilities available in and close to Barham. There are no designated cycle routes in the immediate vicinity of the site, however roads within the village are generally conducive to cycling being street lit, having low traffic volumes and subject to 30 mph speed limits.

2.5 Bus

The nearest bus stops to the Site are located opposite Barham Primary School, within 250m of the Site and 110m north of the Valley Road site access. The bus stops have flag poles, hardstanding waiting areas, raised boarding kerbs and timetable information provided. The northbound stop is provided with a shelter and seating with the southbound stop having seating but no shelter.

The stops are served by Route 17, which is run by Stagecoach. This service runs between Folkestone and Canterbury via Cheriton, Etchinghill, Lyminge, Elham, Barham and Bridge and operates a weekly half-hour and hourly service during the day. In addition to Route 17, Routes 12, 15, 16 & 89 call at bus stops on the A2 within 1km of the Site. Refer to **Appendix 2** for the bus timetable/route details.

2.6 Train

The nearest rail stations are Snowdon and Aylesham about 2.5 miles to the north-east of the site although the Bus Route 17 does not serve these rail stations. However, this bus service does serve Folkestone Railway Station and Canterbury Bus station that provide links to destinations further afield.

2.7 Highway Safety and Accident Analysis

The TS investigates the potential impact of the development in relation to highway safety. To undertake this assessment Personal Injury Accident Data (PIA) was obtained from Crashmap for

highways in the vicinity of the site for the most recent five-year period. A map extract illustrating the location and severity of accidents along these routes can be seen at **Appendix 3**.

A review of the data confirms a very limited accident record for highways in the vicinity of the Site. No accidents were recorded along The Street or Church Lane except for 2 accidents of slight severity at the Church Lane/Gravel Castle Road crossroads junction about 400m to the southeast of the Site. The nearest accident to the Site was along Valley Road outside the Barham Village Hall approximately 150m south of the Valley Road site access. This was also of a slight severity. The development is therefore unlikely to have a detrimental impact on the accident rate in the area.

At present pedestrians within The Street section of Barham share road space with traffic to access some local facilities. The lack of any accident record on this route confirms that the lack of any dedicated footways within this part of the village has not raised any highway safety implications. As demonstrated in Section 3 of this TS, the development will also provide an alternative pedestrian route between The Street and Valley Road which will improve pedestrian infrastructure and benefits to pedestrian safety.

3. Development Proposals

3.1 Proposed Development

The proposed development will involve replacing the existing agricultural buildings estate, with a 22 dwelling residential development consisting of:-

- 4No 2-bed houses
- 6No 3-bed houses
- 12 No 4-bed houses

All of the 2-bed units and 3 of the 3-bed units will be affordable.

9 of the 4-bed dwellings will be accessed by vehicle from the improved The Street site access with the remaining 13 dwellings being accessed by vehicle from the improved Valley Road site access.

The proposed development layout can be seen at **Appendix 4** which illustrates that the dwellings will be arranged as 2No cul-de-sacs incorporating turning heads to accommodate refuse vehicle entry and exit manoeuvres in forward gear from each access. The internal layout of roads, footways and car parking areas will comply with the Kent Design Guide standards for the scale of development proposed. It is proposed that the cul-de-sac from The Street is not offered for highway adopted but the route in from Valley Road will be. Footpath links will connect the two cul-de-sacs to ensure active modes of travel permeability through the Site.

3.2 Access Arrangements

The location of the proposed access arrangements are shown on the proposed site layout at Appendix 4 but are shown in more detail on Drawing 4613/01 at **Appendix 5** that includes Refuse Collection Vehicle access swept paths. At the highways pre-app meeting, KCC Highways confirmed they were in favour of the 2 proposed vehicle access points for the development as opposed to a single access in order to create reduced traffic flows. KCC also confirmed that they were satisfied with the proposed access designs including the proposed footway provision to Valley Road subject to a Stage 1 Safety Audit which has been carried out independently. Refer to **Appendix 6** for this Stage 1 Safety Audit for the proposed site accesses to Valley Road and The Street which raised no issues.

As noted in Section 2 the existing The Street access is contiguous with the access to the adjacent Simpsons Wine Estate. To improve this access, it is proposed to form a dropped kerb vehicle access to provide a distinct separation between the two accesses. This will lead into a shared private drive area. Achievable visibility splay from the proposed site access junction to the north along The Street is 2.4 x 43m commensurate with a 30mph approaching vehicle speed in accordance with Manual for Streets standards. To the west of the site access a visibility splay of 2.4 x 59m is shown commensurate with a 37mph vehicle speed although a much greater splay distance is achievable when cars are not parked in the lay-by for the Church gatherings.

The existing Valley Road site access is to be improved to a formal priority junction with an initial 5.5m carriageway width, 6m junction radii and a 1.8m wide footway on its northern side. The footway will continue to a dropped kerb pedestrian crossing just north of this junction to link to the existing footway on the western side of Valley Road opposite. The internal carriageway access road will be in accordance with the 'Minor Access Way' design criteria from the Kent Design Guide which is appropriate for the scale of development proposed. This consists of carriageway narrowings with a passing bay at 40m intervals. The achievable visibility splays for the access junction to Valley Road are far in excess of the required for the 30mph speed limit of Valley Road but 2.4 x 59m splays have been detailed on the access plan for an expected 37mph 85th percentile main road vehicle speed.

3.3 Car / Cycle Parking Provision

The car parking provision for the residential units has been determined taking into account the Kent County Council's (KCC) current parking standards 'Interim Guidance Note 3: Residential Parking' 2008. Within this standard the parking standards are determined by location and dwelling type. The location of the site is deemed to fall within the 'Suburban Edge/Village/Rural' category, which sets out the minimum parking standards for new developments. These are 1.5 spaces per 1 & 2 bedroom dwellings (houses), 2 spaces for 3 bedroom houses and 2 spaces per dwelling for 4+ bedroom units. In terms of parking provision, a minimum of 42 car parking spaces should be allocated for the proposed housing scheme.

In addition, there is also a requirement for visitor parking of between 0.2 spaces per unit, which equates to a minimum of 5 spaces. Therefore, a total minimum of 47 spaces should be allocated to correctly align with local parking standards.

The proposed site layout shows a total of 51 car parking spaces (excluding garage spaces); 46 allocated spaces and 6 visitor spaces, which is in excess of the minimum KCC parking standards. Electric vehicle charging sockets will be required per dwelling or within associated car barn facilities if applicable.

With regards cycle parking provision this will be provided within the individual curtilages of the dwellings.

3.4 Refuse Collection

Waste storage areas will be sited so that householders do not have to carry refuse more than 30m (excluding vertical distances) to the rubbish store. Operatives from the waste collection authority will also not have to walk more than 25m to pick up rubbish from the collection point.

An internal site swept path analysis of a refuse vehicle and a fire tender through the development has been undertaken with the results shown in **Appendix 7**. This illustrates that the proposed development layout can accommodate refuse collection activities and fire service emergencies where appropriate.

4. Trip Generation & Vehicle Distribution

4.1 Development Trip Generation

Section 2 of this document assesses the sustainability and accessibility credentials of the development, finding that there are significant opportunities for many trips generated by the development to be made by non-car modes. Notwithstanding the accessibility of the site, the development is likely to generate a level of trips, the impacts of which are addressed below. To consider the suitability of the potential impact that the development may have on the local highway network, it is necessary to determine the level of trip generation expected during weekday morning and evening peak periods. Although the existing site has a permitted agricultural use it has not been used for some time and for robustness its former use will not be used to offset the proposed trip impacts. The site will therefore be assessed on the basis of 22 dwellings and its associated trip generation. However, it should be noted that the former use would have attracted large farm and delivery vehicles as well as staff vehicle movements.

An assessment has been undertaken with reference made to the TRICS database to determine the level of trip generation associated with the residential dwellings. The assessment was based on the following criteria which generated comparable sites:

- Residential (Houses Privately Owned) for robustness;
- Sites in England excluding Greater London;
- Sites surveyed since 1st January 2013;
- Sites with dwellings averaging 3+ beds/unit
- Weekday only; and
- Neighbourhood Centre

Table 4.1 summarises the trip generation derived from the database for the weekday AM peak and PM peak for the 22 dwellings. The full TRICS report is included in **Appendix 8**.

Table 4.1 – Trip Generation: 22 houses

Transport Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	4	8	12	8	4	12
Cyclists	0	0	1	1	1	2
Pedestrians	2	7	9	2	1	4
Public Transport Users	0	0	0	1	1	1
Total People	8	21	28	16	8	24

N.B - Table may contain rounding errors. Vehicles may have passengers

The predicted net increase use of 28 and 24 person trips during the weekday AM and PM peak hour respectively from the TRICS data can easily be accommodated on the local highway network. The predicted increase of 12 vehicles during both the AM and PM peak hours equates on average to 1 vehicle movement every 5 minutes during the hour.

On the basis of the above it is therefore considered that the proposed development would have a small impact on the local highway network.

4.2 Vehicle Trip Distribution & Impact on The Street through village.

Vehicular movements generated by the development have been assigned to the local highway network based on the use of census data for 'Car Trips to/from Work' from Canterbury Middle Layer Super Output Area (MSOA) 018 area which the Site is located within. Refer to census data at **Appendix 9**.

The following splits have been calculated from this census data:-

Within Canterbury 018 MSOA	-	18%
Other Canterbury MSOAs	-	67%
Dover MSOAs	-	11%
Shepway MSOAs	-	4%

It should be noted that vehicles travelling to/from the Site from/to the A2 have the option of using the A2/A260/B2046 interchange or the A2/Coldharbour Lane/Bridge Hill interchange depending on which Site access will be used. Therefore, for the 9 dwellings accessing via the The Street site access it is highly likely that they will travel west towards and from the Site via the A2/A260/B2046 interchange or the A260 southwards and not along The Street through the village. Assuming as a worse case that the 18% of trips travelling to/from Canterbury 018 would pass through the village from this part of Site would equate to just 1 additional peak hour vehicle movements along The Street.

For the 13 dwellings accessing via Valley Road only trips to and from the Dover MSOAs are likely to warrant vehicles (11%) travelling via The Street to the A2/A260/B2046 interchange. Additionally, assuming very robustly again that trips within Canterbury 018 area (18%) would all pass along The Street this would equate to just 2 additional peak hour vehicle movements along The Street.

Taking the above into account a total of 3 vehicle movements to/from the Site are predicted to travel through the village on The Street in the peak hours which is considered negligible. It should be reiterated that this assumes that all vehicle trips to/from the Canterbury 018 area would travel via The Street through the village. Considering the southern position of Barham within this MSOA area this is unlikely to be the case. Refer to Figure 4.1 below.

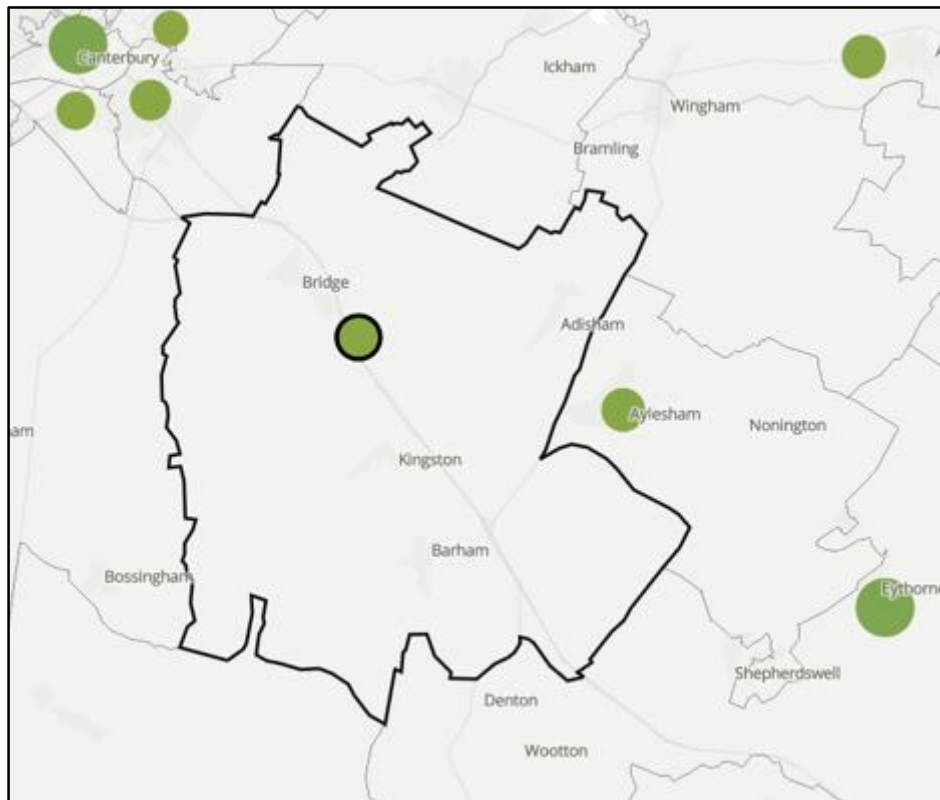


Figure 4.1 – Canterbury 018 MSOA

5. Conclusions

This Transport Statement has been prepared to investigate the access, trips, parking and sustainable travel issues associated with the proposed residential re-development of 22 dwellings on Barton Court Farm, Barham, Kent.

The report demonstrates that the site is accessible by modes of transport other than the private car with pedestrian infrastructure to local facilities. There are no designated cycle routes/facilities in the immediate area but the light traffic on the local surrounding roads are conducive to cycling. The nearest bus stops to the site are located on Valley Road about a 100m walk away from the nearest site access and are served by Bus Route 17 operated by Stagecoach. This bus service runs between Folkestone and Canterbury via Cheriton, Etchinghill, Lyminge, Elham, Barham and Bridge and operates a weekly half-hour and hourly service during the day. Further bus services are available on the A2 less than 1km from the Site.

Personal injury accident data on the adjacent public highway has been reviewed for the most recent 5-year period. No accidents were recorded on The Street or close to the site accesses on Valley Road or Church Lane. The proposed development is not expected to result in a material impact on the accident rate in the area.

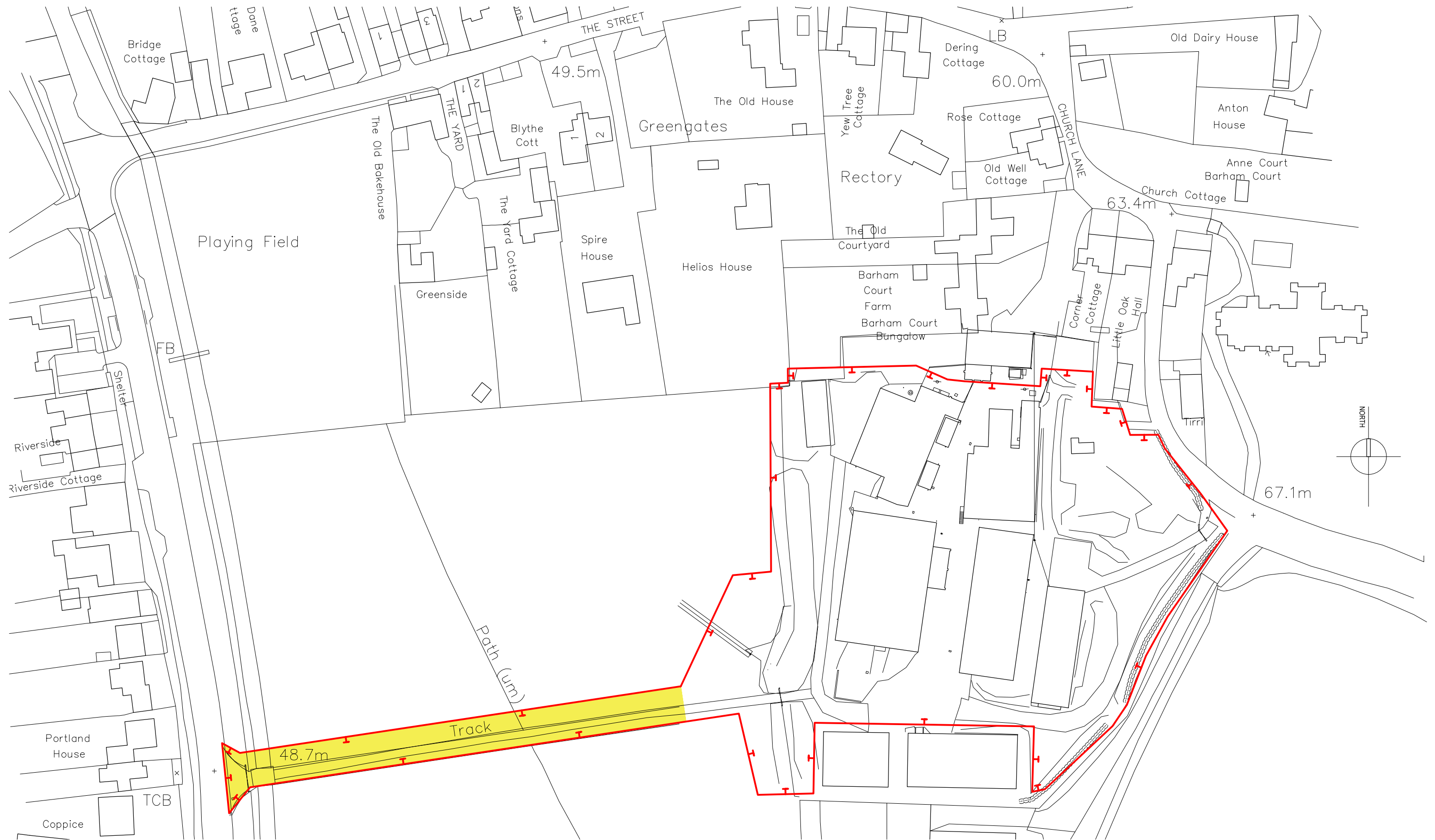
The proposed site will be served by improving the existing accesses to the Site to The Street and Valley Road. The Street site access will be improved to a dropped kerb vehicle access and lead to a shared private drive cul-de-sac serving 9 of the proposed dwellings. The existing Valley Road site access is to be improved to a formal priority junction leading to a minor access way cul-de-sac in accordance with the Kent Design Guide and will serve the remaining 13 dwellings of the development. This will also provide a dropped kerb pedestrian crossing of Valley Road to link to the existing footway opposite. The two cul-de-sacs will also be linked by footpaths to ensure permeability through the Site. Achievable visibility splays for these accesses are in excess of expected vehicle speeds in these locations. The proposed parking for the development is in accordance with Kent Parking Standards.

The proposed residential development is predicted to generate 12 vehicle movements during the weekday peak hours equating on average to 1 vehicle movement every 5 minutes during the hour. It should be noted that the permitted agricultural use of the Site has not been used to offset these trips but would have consisted of several large farm and delivery vehicles as well as staff vehicle movements.

Due to the split nature of the Site and the route options to various destination it is robustly predicted that only 3 vehicle movements in the peak hours would use The Street link through the main part of the village.

The National Planning Policy Framework states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.' On balance, the impact on highway safety, or the residual cumulative impacts cannot justifiably be considered severe and therefore the development proposals should be acceptable.

Appendix 1 – Existing Site Layout



Rev.	Description	Int.	Date

Client
ROMA HOMES
Job Title
VALLEY ROAD BARHAM COURT FARM

CDP

CDP Architecture Ltd

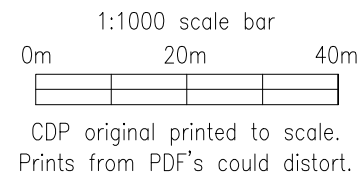
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Drawing Title
RED LINE PLAN

Scale @ A3	1:1000	Preliminary
Drawn	HW	Comment
Date	Aug 2021	Planning
Checked		Tender
		Construction
		As built

842	:	SK101
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Appendix 2 – Bus Timetables



to Whitstable every 15 minutes
to Faversham about every 20 minutes
Unibus
to the University every 8 to 15 minutes

to Herne Bay every 15 minutes
8 to Birchington, Margate and Broadstairs every 15 minutes
9 to Ramsgate every hour
(all buses via Sturry Road Retail Park)

43 to Sandwich every 20 minutes

KEY

stagecoach gold 16
every 20 minutes

17 every hour

18 about every 2 hours

73 every 20 minutes

Connecting routes

Combined routes

B Bus Station

Railway line and station

Hospital

Principal bus stops

All frequencies shown on this map are the average Mon-Sat daytime frequency which may vary particularly at peak times

16 17 & 18 Map 030618 MM

wave
102 to Dover every 20 minutes

Folkestone - Hythe
buses every 10 mins

wave
102 to Dymchurch, New Romney and Greatstone

gold 16
to Palmarsh (Martello Lakes)

17 Folkestone | Cheriton | Etchinghill | Lyminge | Elham | Barham | Bridge | Canterbury

MONDAYS TO FRIDAYS except Bank Holidays

		Sch	SH												
Folkestone Bus Station Bay A2		0710	0840	0915	1005	1105	1205	1305	1420	1545	1640	1740	1940	2140	
Folkestone Central Rail Station ⇌		0712	0842	0917	1007	1107	1207	1307	1422	1547	1642	1742	1942	2142	
Cheriton Post Office	0628	0714	0718	0738	0849	0924	1014	1114	1214	1314	1429	1554	1649	1749	2147
Etchinghill The Gatekeeper	0637	0722	0727	0747	0858	0933	1023	1123	1230	1330	1438	1603	1658	1758	2156
Lyminge Wesley Terrace	0642	0727	0732	0752	0903	0938	1028	1128	1235	1335	1443	1608	1703	1803	2201
Elham The Rose & Crown	0650	0734	0739	0759	0910	0945	1035	1135	1242	1342	1450	1615	1710	1810	2207
North Elham	0652	0737	0742	0802	0913	0948	1038	1138	1245	1345	1453	1618	1713	1813	2210
Barham Primary School		0748	0753	0813	0924	0957	1047	1147	1254	1354	1502	1627	1722	1822	2219
Kingston Bus Shelter		0751	0756	0816	0927	1000	1050	1150	1257	1357	1505	1630	1725	1825	2222
Bridge The White Horse		0758	0803	0823	0931	1006	1056	1156	1303	1403	1511	1636	1731	1831	2226
Canterbury Bus Station		0816	0824	0844	0943	1018	1108	1208	1315	1415	1523	1653	1748	1843	2236

These bus journeys run along New Dover Road into Canterbury

SATURDAYS

Folkestone Bus Station Bay A2	0710	0840	0915	1005	1105	1205	1305	1420	1550	1640	1740	1940	2140	
Folkestone Central Rail Station ⇌	0712	0842	0917	1007	1107	1207	1307	1422	1552	1642	1742	1942	2142	
Cheriton Post Office	0718	0738	0849	0924	1014	1114	1214	1314	1429	1559	1649	1749	1947	2147
Etchinghill The Gatekeeper	0727	0747	0858	0933	1023	1123	1223	1330	1438	1608	1658	1758	1956	2156
Lyminge Wesley Terrace	0732	0752	0903	0938	1028	1128	1228	1335	1443	1613	1703	1803	2001	2201
Elham The Rose & Crown	0739	0759	0910	0945	1035	1135	1235	1342	1450	1620	1710	1810	2007	2207
North Elham	0742	0802	0913	0948	1038	1138	1238	1345	1453	1623	1713	1813	2010	2210
Barham Primary School	0753	0813	0924	0957	1047	1147	1247	1354	1502	1632	1722	1822	2019	2219
Kingston Bus Shelter	0756	0816	0927	1000	1050	1150	1250	1357	1505	1635	1725	1825	2022	2222
Bridge The White Horse	0803	0823	0931	1006	1056	1156	1256	1403	1511	1641	1731	1831	2026	2226
Canterbury Bus Station	0813	0833	0943	1018	1108	1208	1308	1415	1523	1658	1748	1843	2036	2236

SUNDAYS & BANK HOLIDAYS

Folkestone Bus Station Bay A2	0840	1110	1340	1610
Folkestone Central Rail Station ⇌	0842	1112	1342	1612
Cheriton Post Office	0849	1119	1349	1619
Etchinghill The Gatekeeper	0858	1128	1358	1628
Lyminge Wesley Terrace	0903	1133	1403	1633
Elham The Rose & Crown	0910	1140	1410	1640
North Elham	0913	1143	1413	1643
Barham Primary School	0922	1152	1422	1652
Kingston Bus Shelter	0925	1155	1425	1655
Bridge The White Horse	0930	1200	1430	1700
Canterbury Bus Station	0940	1210	1440	1710

Sch - This bus journey runs on schooldays only.**0714** - This bus journey starts from Cheriton Hawkins Road (opposite BP Garage) at this time and does not serve Cheriton Post Office.

- In school holidays these buses normally arrive 10 minutes earlier in Canterbury.

- This bus serves Shaftesbury Avenue and Biggins Wood Road in Cheriton.

SH - On schooldays, this bus starts from Sandgate Hill (Coolinge Lane) at 1540.

17 Canterbury | Bridge | Barham | Elham | Lyminge | Etchinghill | Cheriton | Folkestone

MONDAYS TO FRIDAYS except Bank Holidays

															Sch		Sch	
Canterbury Bus Station Bay D1	0825	0855	0925	0955	1025	1125	1225	1325	1435	1525	1535	1610	1640					
Bridge The White Horse		0840	0905	0935	1005	1035	1135	1235	1335	1445	1545	1550	1625	1650				
Kingston opposite Bus Shelter	0718	0844	0909	0939	1009	1039	1139	1239	1339	1449	1549	1554	1629	1654				
Barham Primary School		0722	0849	0914	0944	1014	1044	1144	1244	1344	1454	1554	1559	1634	1659			
North Elham	0655	0731	0858	0923	0953	1023	1053	1153	1253	1353	1503	1603	1608	1643	1708			
Elham The Rose & Crown		0658	0739	0901	0926	0956	1026	1056	1156	1256	1356	1506	1606	1611	1646	1711		
Lyminge The Sidings		0705	0749	0909	0934	1004	1034	1104	1204	1304	1404	1514	1614	1619	1654	1719		
Etchinghill The Gatekeeper		0710	0754	0914	0939	1009	1039	1109	1209	1309	1409	1519	1619	1624	1659	1724		
Cheriton Post Office		0719	0805	0923	0956	1018	1056	1118	1218	1318	1418	1528	1628	1633	1708	1733		
Folkestone Bus Station		0727	0815	0933	1006	1028	1106	1128	1228	1328	1428	1538	1638	1643	1718	1743		

SH

MONDAYS TO FRIDAYS except Bank Holidays

SUNDAYS & BANK HOLIDAYS

Canterbury Bus Station Bay D1	1710	1755	1850	2040	2240	0955	1225	1455	1725
Bridge The White Horse	1720	1805	1900	2050	2250	1005	1235	1505	1735
Kingston opposite Bus Shelter	1724	1809	1904	2054	2254	1009	1239	1509	1739
Barham Primary School	1729	1814	1909	2057	2257	1013	1243	1513	1743
North Elham	1738	1823	1918	2104	2304	1022	1252	1522	1752
Elham The Rose & Crown	1741	1826	1921	2107	2307	1025	1255	1525	1755
Lyminge The Sidings	1749	1834	1929	2113	2313	1032	1302	1532	1802
Etchinghill The Gatekeeper	1754	1839	1934	2117	2317	1037	1307	1537	1807
Cheriton Post Office	1803	1848	1943	2125	2325	1046	1316	1546	1816
Folkestone Bus Station	1813	1855	1950	2132	2332	1056	1326	1556	1826

SATURDAYS

Canterbury Bus Station Bay D1	0830	0925	0955	1025	1125	1225	1325	1435	1535	1640	1710	1755	1850	2040	2240
Bridge The White Horse	0840	0935	1005	1035	1135	1235	1335	1445	1545	1650	1720	1805	1900	2050	2250
Kingston opposite Bus Shelter	0844	0939	1009	1039	1139	1239	1339	1449	1549	1654	1724	1809	1904	2054	2254
Barham Primary School	0849	0944	1014	1044	1144	1244	1344	1454	1554	1659	1729	1814	1909	2057	2257
North Elham	0736	0858	0953	1023	1053	1153	1253	1353	1503	1603	1708	1738	1823	1918	2104
Elham The Rose & Crown	0739	0901	0956	1026	1056	1156	1256	1356	1506	1606	1711	1741	1826	1921	2107
Lyminge The Sidings	0749	0909	1004	1034	1104	1204	1304	1404	1514	1614	1719	1749	1834	1929	2113
Etchinghill The Gatekeeper	0754	0914	1009	1039	1109	1209	1309	1409	1519	1619	1724	1754	1839	1934	2117
Cheriton Post Office	0805	0923	1018	1056	1118	1218	1318	1418	1528	1628	1733	1803	1848	1943	2125
Folkestone Bus Station	0815	0933	1028	1106	1128	1228	1328	1428	1538	1638	1743	1813	1855	1950	2132

SH - On schooldays, this bus continues to Sandgate Hill (Coolinge Lane).

0825 - This bus departs at 0830 on Mondays to Fridays during school holidays.

1538 - This bus continues to Folkestone bus station during school holidays only. On schooldays it finishes at Cheriton Post Office.

● - On schooldays this bus calls in at St. Anselm's School at 1545. It then runs 5 minutes later than the times shown to Folkestone.

Sch - This bus journey runs on schooldays only.

■ - This bus serves Shaftesbury Avenue and Biggins Wood Road in Cheriton.

Appendix 3 – Accident Data

Map

Satellite

Green Hills

Valley Rd

The Shrubbery

Green Hills

Barham Pre-School

Barham CofE Primary School

Nail Bourne

Valley Rd

P.W.Needham Group

Barham Bowls Club

Barham Village Hall

Heathfield Way

Fox Way

The Duke Of Cumberland

The St

Barham House Nursing Home

The St

Rectory Ln

St John the Baptist Church

The St

Simpsons Wine Estate

The St

Church Ln

The Grove

Incident Severity

🟡

🔴

⚫

Slight Serious Fatal

3 results found

^ Hide

Location:

Years

5 of 22 years selected

Severity

Fatal

Serious

Slight

Casualty Types:

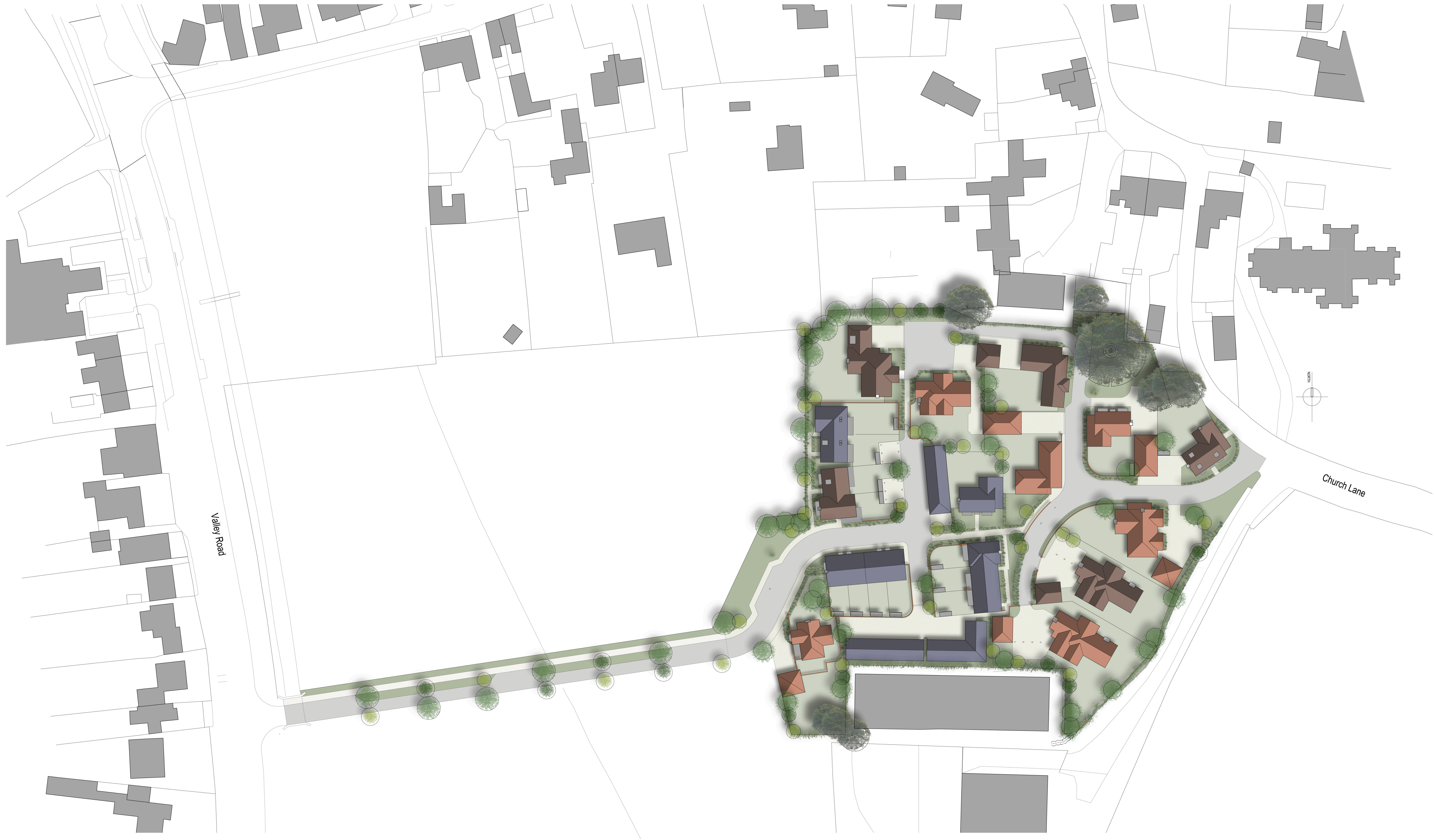
Vehicles Involved:

Search

Gravel Cast

Open Government Licence

Appendix 4 – Proposed Site Layout & Accommodation Schedule



Rev.	Description	Int.	Date

Client

ROMA HOMES

Job Title

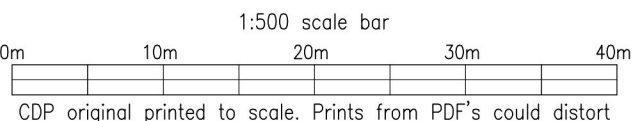
VALLEY ROAD
BARHAM COURT FARM

CDP

CDP Architecture Ltd

22-23 North Lane, Canterbury
Kent, CT2 7EE

Tel: 01227 458181 Fax: 01227 451543
info@thinkcdp.com www.thinkcdp.com



Drawing Title

Proposed Site Plan

1:500

Scale @ A1	1:500	Preliminary/Comment	
Drawn	MW	Planning	
Date	JUNE 2021	Building Regulations	
Checked		Tender	
		Construction	
		As built	

842

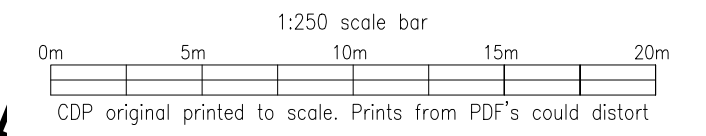
:

P02

P1



Rev.	Description	Int.	Date





CDP Architecture Ltd
22-23 North Lane
Canterbury
Kent
CT2 7EE
Tel 01227 458181
Fax 01227 451543
info@thinkcdp.com
www.thinkcdp.com

Client
Roma Homes

Job Title
Proposed Dwellings
Valley Road
Barham Court Farm

Drawing Title
Site Analytical
Plan

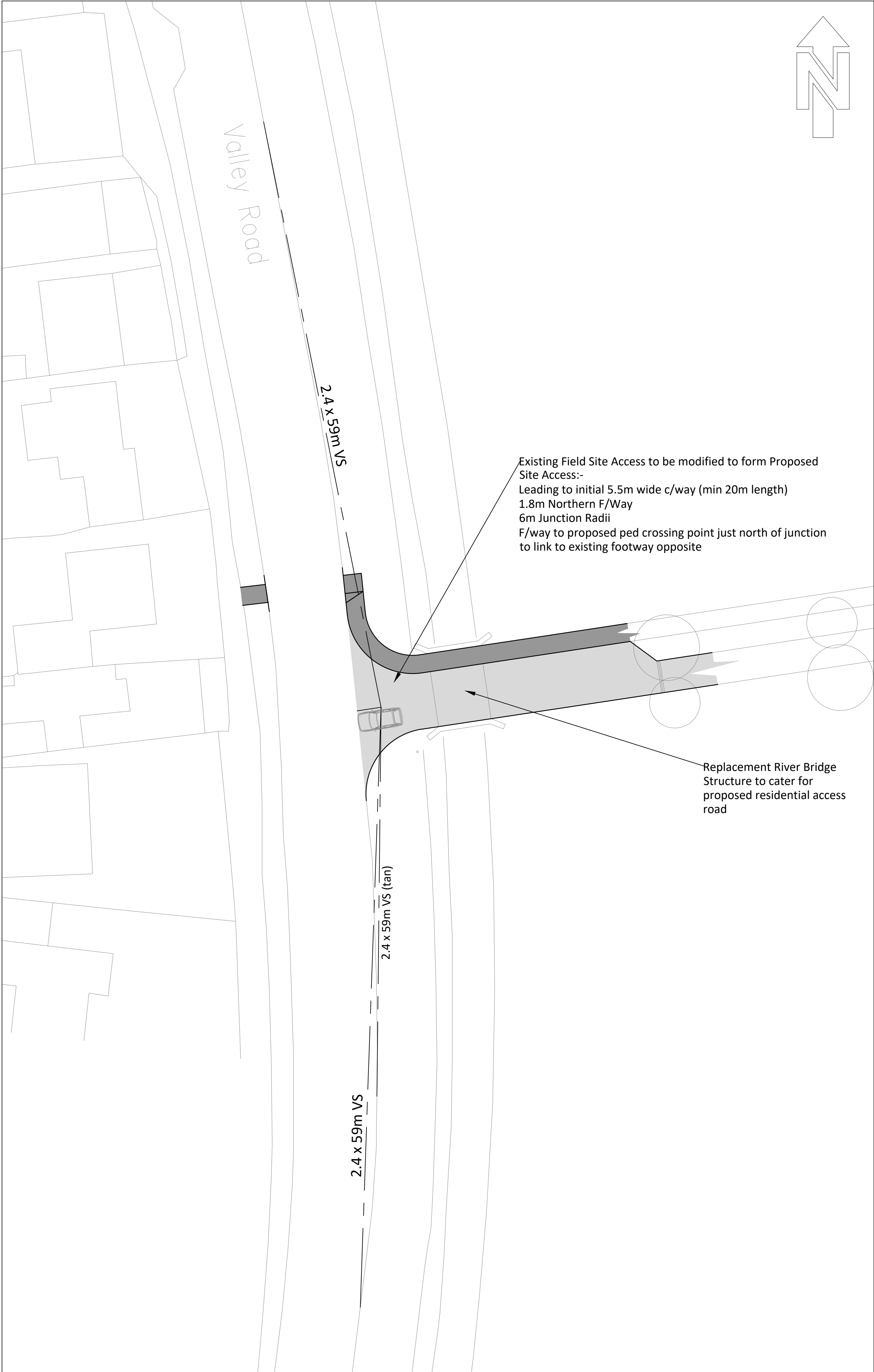
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Drawn	MW	Planning	<input type="checkbox"/>
Date	Oct. 2021	Building Regulations	<input type="checkbox"/>
Checked		Tender	<input type="checkbox"/>
		Construction	<input type="checkbox"/>
		As built	<input type="checkbox"/>



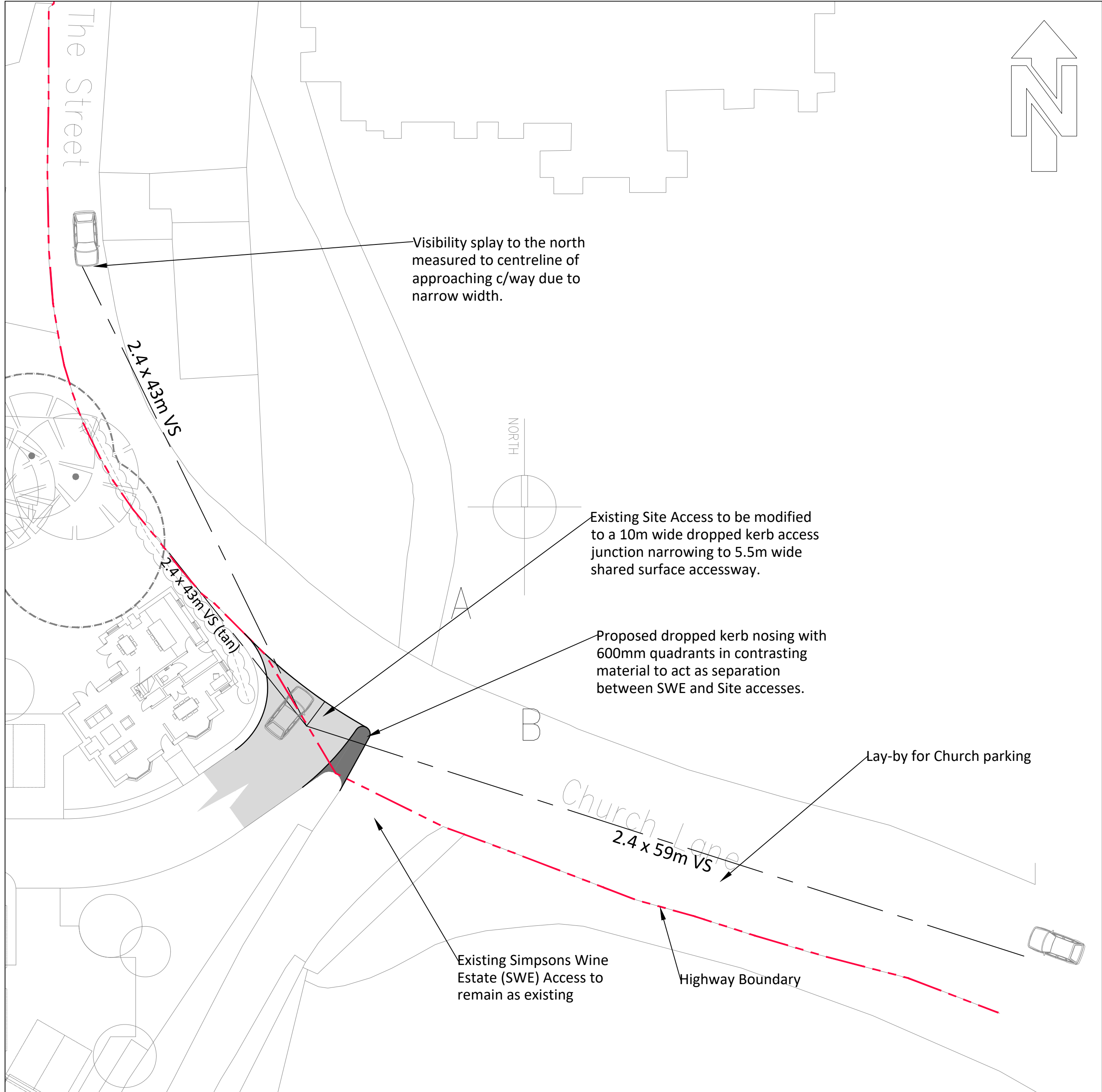
Plot Schedule: Sheet 01

[illegible]

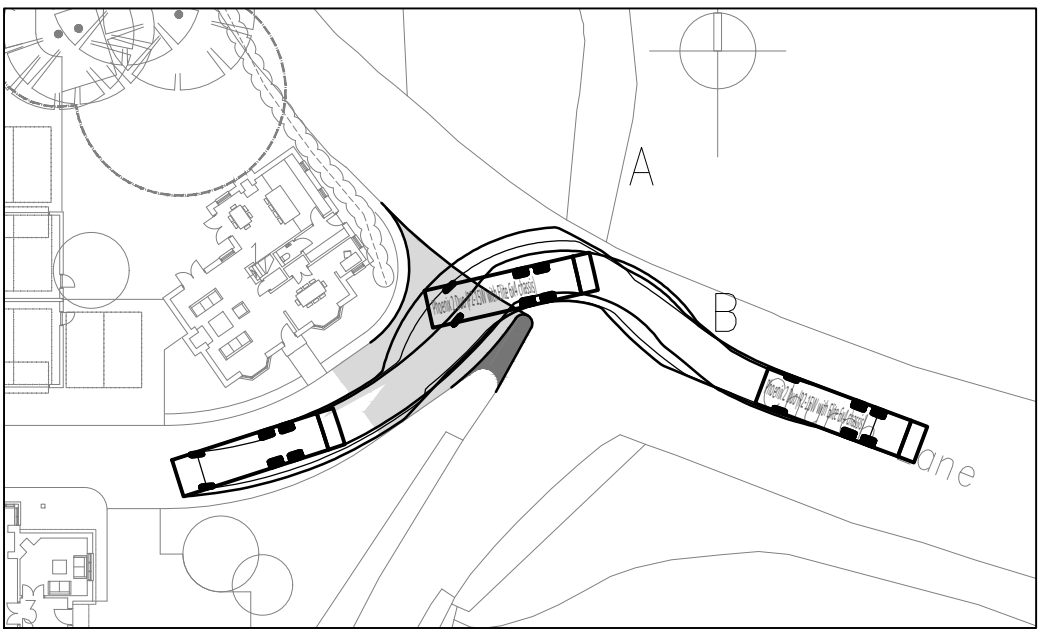
Appendix 5 – Proposed Accesses Plan



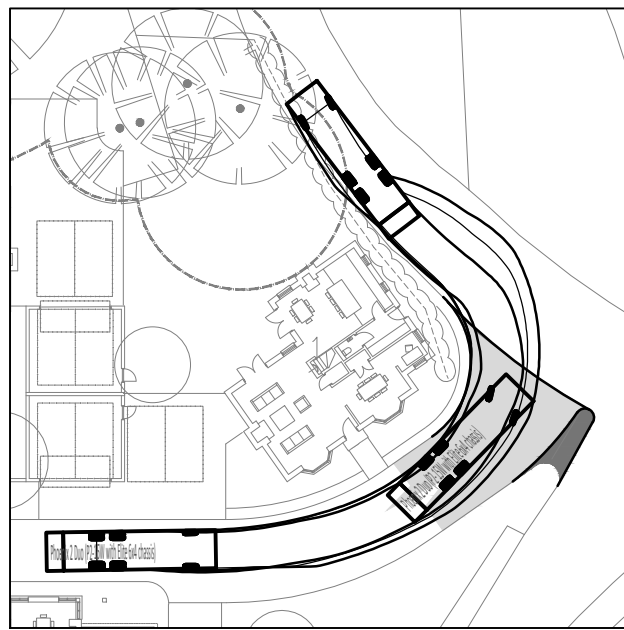
PROPOSED MODIFICATIONS TO EXISTING VALLEY ROAD SITE ACCESS
1:250@A1



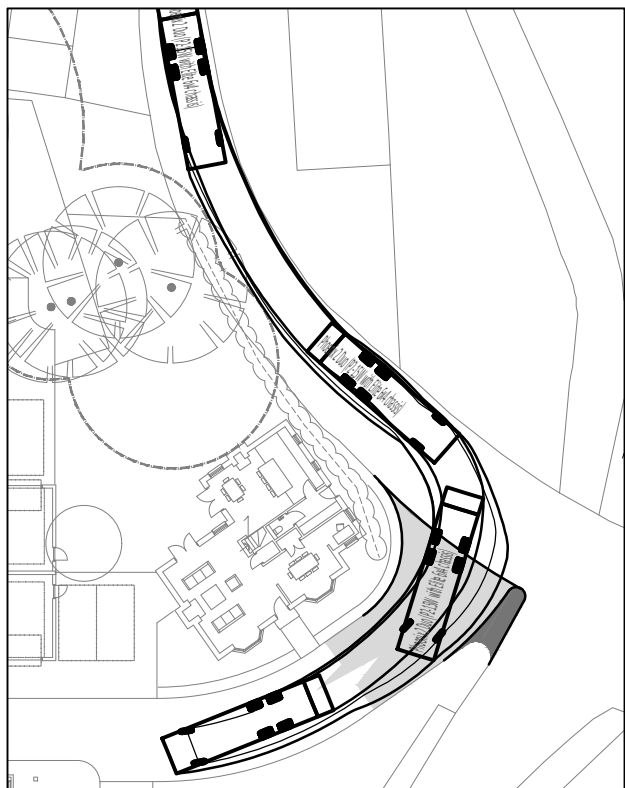
PROPOSED MODIFICATIONS TO EXISTING THE STREET SITE ACCESS
1:250@A1



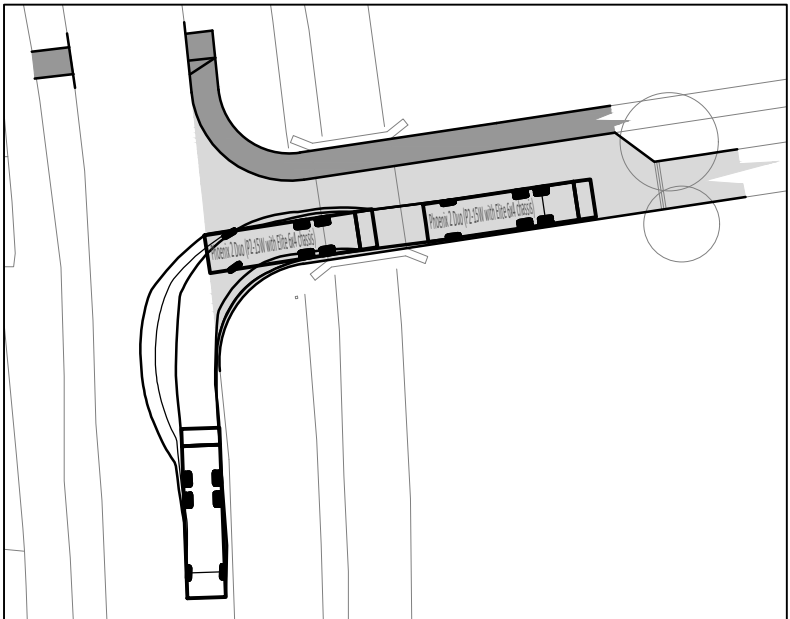
REFUSE VEHICLE TURNING
LEFT-IN AT THE STREET ACCESS
1:500@A1



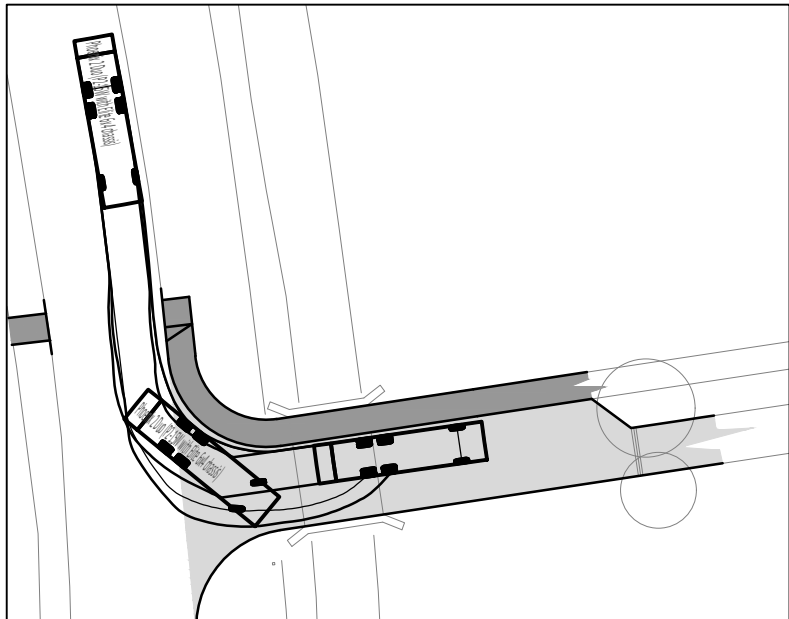
REFUSE VEHICLE TURNING
LEFT-OUT AT THE STREET ACCESS
1:500@A1



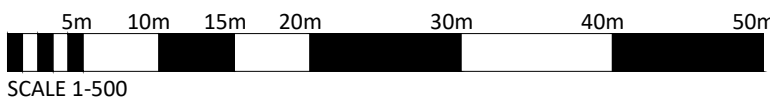
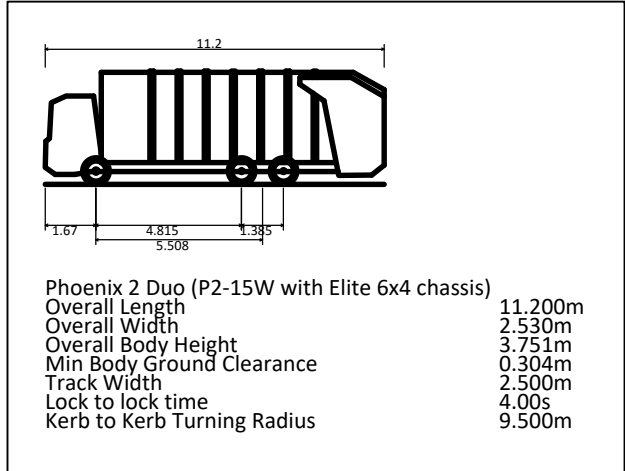
REFUSE VEHICLE TURNING
RIGHT-IN AT THE STREET ACCESS
1:500@A1



REFUSE VEHICLE TURNING
LEFT-OUT AT VALLEY RD ACCESS
1:500@A1



REFUSE VEHICLE TURNING
LEFT-IN AT VALLEY RD ACCESS
1:500@A1



DO NOT SCALE THIS DRAWING. ALL SETTING
OUT TO ARCHITECT'S DETAILS AND DRAWINGS

THIS DRAWING IS TO BE READ IN
CONJUNCTION WITH ALL OTHER RELEVANT
DRAWING ISSUES AND THE SPECIFICATION.

Notes:

- G1. All building materials, components and workmanship to comply with the appropriate public health acts, building regulations, british standards and codes of practice and the appropriate manufacturer's recommendations.
- G2. For all specialist work see relevant drawings.
- G3. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.
- G4. The Engineer is not responsible for dimensions, except where shown on his drawings. All setting out information, dimensions, etc, shall be calculated from the Architect's drawings.

P02	Minor Access revs to suit new layout	AP	MS	09.11.21
P01	Draft Issue	AP	MS	08.09.21
Rev	Amendment	Drn	Chk	Date

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www.considine.co.uk

Client:
ROMA CAPITAL LTD

Project:
BARHAM COURT FARM
THE STREET
BARHAM

Drawing Title:
PROPOSED SITE ACCESSSES

considine ref	drawn by	date	drawing scales	original paper size
0000	AP	23.08.21	1:250 & 1:500@A1	A1

drawing reference :	originator	volume	level	type	role	number
project						
4613- CON - 00 - XX - DR -TP- 0001						

status :	SUITABLE FOR INFORMATION
revision :	revision status :
P02	PRELIMINARY

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