

Confidential

**Bramling Court Farm**

**Transport Statement**

For  
R A Whitebread Farms Limited

Project No.  
13993

Date  
December 2023

Campbell Reith Hill LLP  
15 Bermondsey Square  
London  
SE1 3UN

T: +44 (0)20 7340 1700  
E: london@campbellreith.com  
W: www.campbellreith.com

## DOCUMENT HISTORY AND STATUS

Revision	Date	Purpose/ Status	File Ref	Author	Check	Review
v1.0	27/01/2023	Preliminary	13993-CHR-XX-XX-RP-D-6000_P1_TS	RG	CDS	Taylor Hare
v2.0	28/02/2023	Final	13993-CHR-XX-XX-RP-D-6000_P2_TS.docx	RG	-	-
V3.0	05/12/2023	Final	13993-CHR-XX-XX-RP-D-6000_P3_TS.docx	RG	-	-

This document has been prepared in accordance with the scope of Campbell Reith Hill LLP's (CampbellReith) appointment with its client and is subject to the terms of the appointment. It is addressed to and for the sole use and reliance of CampbellReith's client. CampbellReith accepts no liability for any use of this document other than by its client and only for the purposes, stated in the document, for which it was prepared and provided. No person other than the client may copy (in whole or in part) use or rely on the contents of this document, without the prior written permission of Campbell Reith Hill LLP. Any advice, opinions, or recommendations within this document should be read and relied upon only in the context of the document as a whole. The contents of this document are not to be construed as providing legal, business or tax advice or opinion.

© Campbell Reith Hill LLP 2023

### Document Details

Last Saved	05/12/2023 15:04
Author	Rob Green
Project Partner	Chris Stanyard
Project Number	13993
Project Name	Bramling Court Farm
Revision	V3.0
File Ref	13993-CHR-XX-XX-RP-D-6000_P3_TS.docx

## CONTENTS

1.0	INTRODUCTION.....	5
1.1	Background to report.....	5
1.2	Scope of study.....	5
2.0	Planning Policy.....	7
2.1	National Policy.....	7
2.2	Canterbury City Council.....	8
3.0	Site and surrounding area.....	9
3.1	Site location.....	9
3.2	Accidents.....	10
3.3	Accessibility.....	10
3.4	Existing use of the site.....	11
3.5	Existing site access.....	13
4.0	Development proposals.....	14
4.1	Description of development.....	14
4.2	Access.....	14
4.3	Parking.....	14
4.4	Servicing.....	14
5.0	Traffic generation and assessment.....	16
5.1	TRICS Data.....	16
5.2	Traffic generation.....	16
6.0	Summary and Conclusions.....	18
6.1	Summary.....	18
6.2	Conclusions.....	18

## APPENDICES

Appendix 1	Site location.....	19
Appendix 2	Accident data.....	20
Appendix 3	Local Public Rights of Way.....	21
Appendix 4	Existing site layout.....	22
Appendix 5	Visibility splays.....	23
Appendix 6	Proposed site layout.....	24
Appendix 7	Car park swept paths.....	25
Appendix 8	TRICS data.....	26

## TABLES

Table 3.1:	A257 DfT count point AADF data.....	10
Table 3.2:	Regular farm traffic.....	12
Table 3.3:	Less frequent farm traffic.....	12
Table 4.1:	Schedule of existing and proposed uses.....	14

Table 5.1: Farm Diversification traffic ..... 17

**FIGURES**

Figure 3.1: Site location ..... 9

Figure 3.2: Existing site access ..... 11

## 1.0 INTRODUCTION

### 1.1 Background to report

1.1.1 Campbell Reith Hill LLP (Hereafter, "CampbellReith") was appointed by TaylorHare Architects in respect of the proposed redevelopment of parts of Bramling Court Farm.

1.1.2 The proposals involve the conversion of existing farm buildings to four holiday lets.

1.1.3 A pre-application enquiry was undertaken by TaylorHare Architects and the following matters were noted in Canterbury City Council's response:

*"Principle*

*2. The Local Plan acknowledges that tourism is becoming increasingly important for the vitality of the rural economy and that tourism in rural areas can bring significant economic, social and environmental benefits. Specifically, policy TV8 of the Local Plan is supportive of rural tourism proposals, including the conversion of existing buildings to provide tourist accommodation, and the Council generally takes a positive approach to this type of development, in recognition of the wider economic benefits it brings to the rural and local economy.*

...

*6. In view of the above, it is considered that the principle of conversion to facilitate holiday let development in this location could be acceptable subject to the considerations below."*

1.1.4 Under the heading "Parking and Highway safety" the pre-app response noted:

*"16. Vehicle parking, design quality, safe movement within and around a proposed development are also planning considerations.*

*17. Car parking areas have been demonstrated on the plans but this does not indicate individual spaces and a full set of floor plans have not been provided Parking in accordance with the C3 requirements set out within Appendix 4 of the Local Plan would need to be provided as part of any future submission. A transport note and/or statement should be provided with a future application to demonstrate how the proposal will be accommodated from a highways perspective..."*

1.1.5 This Transport Statement has been prepared to provide supporting highways information in respect of the proposals.

### 1.2 Scope of study

1.2.1 The remainder of this report is set out as follows:

- Chapter 2 sets out relevant planning policy matters.
- Chapter 3 considers the site location, local highway information and characteristics, as well as provides information about the existing site.
- Chapter 4 provides information about the development proposals.
- Chapter 5 sets out the potential traffic generation using data from TRICS.

- Chapter 6 provides a summary and concludes that there are no highways or transportation reasons to refuse planning permission for the development proposals.

1.2.2 Figures and tables are numbered within the report text and Appendices are provided at the end of this document.

## 2.0 PLANNING POLICY

### 2.1 National Policy

2.1.1 The national planning and transport policies that are relevant to the transport elements of the development proposal are set out in the following:

- The National Planning Policy Framework (NPPF); and
- The National Planning Practice Guidance.

2.1.2 The general aim of these documents is to encourage a more sustainable approach to transport and reduce the negative impacts associated with the private car and single occupancy journeys. The policies aim to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel. This is supported by the web-based Planning Practice Guidance.

2.1.3 The NPPF requires development to take account of:

- *Opportunities for sustainable transport modes depending upon the nature and location of the site, to reduce the need for major transport infrastructure.*
- *Provision of safe and sustainable access for all people; and*
- *Improvements that can be undertaken within the transport network that cost effectively limit any significant impact of the development.*

2.1.4 The 'National Planning Policy Framework' (July 2021) published by the Ministry of Housing, Communities and Local Government is the current planning guidance document for England. It provides a framework within which locally prepared plans for housing and other development can be produced. It aims to encourage a sustainable approach to development, which reduces the negative environmental impacts associated with the private car. It aims to balance the transport system in favour of sustainable transport modes and give people a choice about how they travel.

2.1.5 Chapter 9 of the Framework explains how planning decisions should promote sustainable transport. Paragraph 105 is particularly relevant and states:

*"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, 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."*

2.1.6 Paragraph 110 explains that when assessing sites that may be allocated for development it should be ensured that appropriate opportunities to promote sustainable transport modes can or have been taken, safe and suitable access can be achieved for all users, and 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.

2.1.7 Paragraph 111 explains that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts would be severe.

## 2.2 Canterbury City Council

2.2.1 Chapter 5 of the Canterbury District Local Plan (Adopted July 2017) relates to transport infrastructure. Paragraph 5.9 provides commentary regarding rural areas:

*"The main transport issues for these rural areas are the inadequate availability of public transport, traffic using rural or residential areas to avoid congestion on main distributor routes and inconsiderate driver behaviour."*

2.2.2 Under the heading of "Rural Lanes" at paragraph 5.59

*"Measures to safeguard Canterbury District's rural lanes should include restraining traffic, imposing speed restrictions, limiting road upgrading, planting and making tree preservation orders. The City Council is also mindful of the detrimental impact resulting from the rigid application of highway standards and will therefore seek to protect important lanes from any changes that would damage their character."*

2.2.3 Policy T16 relates to rural lanes and states:

*"Rural lanes which are of landscape amenity, nature conservation, historic or archaeological importance will be protected from changes and management practises which would damage their character, and where possible be enhanced."*

2.2.4 Car Parking Standards are set out at Appendix 4 in the Canterbury District Local Plan and for Use Class C1 (Hotels), they note the following standards:

- 1 car parking visitor space per bedroom (maximum provision)
- 1 car parking space per two staff (maximum provision)



### 3.0 SITE AND SURROUNDING AREA

#### 3.1 Site location

- 3.1.1 The proposals are located on the east side of Bramling Road, Bramling and form part of the wider Bramling Court Farm development.
- 3.1.2 Bramling Road heads southwest away from the A257 Canterbury Road. Bramling Road meets Canterbury Road as the minor arm of a simple priority junction.
- 3.1.3 Canterbury Road runs in a (broadly) west to east direction, with Littlebourne to the west and Wingham to the east. In the vicinity of the site, from the west, Canterbury Road heads in a southeast direction, and as it passes Bramling Road, changes direction and heads northeast away from the junction.
- 3.1.4 In the southeast corner of the junction between Bramling Road and Canterbury Road is an existing Public House. This includes frontage car parking onto Canterbury Road within the outside edge of the bend resulting from the direction change outlined above. To the east of the Public House building a further access is taken from Canterbury Road to serve a rear car park and beyond this, is another simple priority junction, formed where Wingham Well Lane meets Canterbury Road.
- 3.1.5 The site location is shown at Figure 3.1 and the full drawing is provided at Appendix 1.



Figure 3.1: Site location  
(NTS)

- 3.1.6 In the vicinity of the site, Bramling Road is subject to the national speed limit. Canterbury Road is subject to a 40mph speed limit where it passes through Bramling.

- 3.1.7 Dft count point reference 99219 is located on the A257 approximately 3km to the west of the junction with Bramling Road on the west side of Littlebourne. Table 3.1 sets out the Annual Average Daily Flow on the A257 from the most recent year available, back to the last manual count.

Table 3.1: A257 DfT count point AADF data

Year	Count type	All motor vehicles	HGV	HGV %
2021	Estimated	7077	104	1.5%
2020	Estimated	6438	96	1.5%
2019	Estimated	8646	107	1.2%
2018	Manual	8623	106	1.2%

- 3.1.8 As shown, traffic was estimated down during 2020 to coincide with the Covid 19 pandemic and subsequent limits on travel, however, it is reasonable to assume that 7,000 – 8,500 vehicles use the A257 daily.

### 3.2 Accidents

- 3.2.1 Two accidents were recorded on Canterbury Road in the 5-year period 2017 – 2021 inclusively. None were recorded on Bramling Road in the vicinity of the site.

- 3.2.2 Of the two accidents, one was classified as *serious*, and the other, *slight*. The accident data is provided at Appendix 2.

- 3.2.3 The *serious* accident involved a rear-shunt, where a car on Canterbury Road was waiting to turn right. The location of the accident infers that the car was either waiting to turn right into Bramling Lane, or a parking bay in front of the adjacent Public House. Based upon the recorded time of the accident (09:30 hours), it is likely that the car was turning into Bramling Lane, as opposed to the parking spaces in front of the Public House. It would appear from online mapping sources<sup>1</sup> that since the accident occurred in May 2021, the speed limit on Canterbury Road has been reduced from 50mph to 40mph, as evidenced by changes noted between July 2021 when 50mph signage could be seen, and October 2022 where 40mph signage is shown.

- 3.2.4 The slight accident also appeared to involve a rear-shunt, slightly further to the east at the junction with Wigham Well Lane, although the accident details are not clear whether the accident happened while a vehicle was turning out of, or into the minor arm.

- 3.2.5 Once again, the speed limit reduction on Canterbury Road will help mitigate against this type of accident.

### 3.3 Accessibility

- 3.3.1 There is modest footway provision on Canterbury Road and this provides access to east and westbound bus stops on each side of the carriageway.

<sup>1</sup> Google Streetview

3.3.2 Regular services 43, 43A and 44 cover a route between Canterbury and Sandwich, which provides a half hourly service, Monday to Saturday, and hourly on Sundays.

3.3.3 There are a number of public footpaths and bridleways in the vicinity of the site. These are shown at Appendix 3.

### 3.4 Existing use of the site

3.4.1 Access to the site is from Bramling Road, via a simple access, delineated by a dashed line at the edge of the highway. The access splits once within the site, serving the existing retained farm buildings (outside the scope of the planning application), as well as the buildings proposed for redevelopment. The existing site plan is provided at Appendix 4 and an extract is shown at Figure 3.2, where the access in relation to Bramling Road is shown.



Figure 3.2: Existing site access  
(NTS)

3.4.2 The proposal site comprises a number of existing farm buildings. Those which are proposed to be redeveloped have a total area of 940m<sup>2</sup>. These comprise an Oast building, shooting school, potato shed, byre (cowshed) and piggery.

3.4.3 These uses therefore cover a range of activity, including produce storage (Oast building and potato shed), livestock accommodation (byre and piggery), as well as outdoor pursuits (shooting school).

3.4.4 The wider site currently comprises a working farm and residential accommodation within the existing farmhouse and cottage. The level of traffic to and from a farm can vary by month and

season and Bramling Farm have provided information to CampbellReith in relation to the typical activity occurring at the wider farm site, which will continue to occur, should the proposals be permitted. This regular traffic is summarised in Table 3.2 and the less frequent traffic set out in Table 3.3.

Table 3.2: Regular farm traffic

Purpose	Vehicle	Daily trips (2-way*)	Frequency	Per week
Barn users	Cars / vans	2	Daily	14
Farmhouse	Cars	2	Daily	14
Cottage	Cars	2	Daily	14
Stables	Cars / vans	12	Weekly	12
Total per week				54
Total per day (rounded)				8

\* i.e. one trip in and one trip out. 12 trips 2-way = 6 in and 6 out

Table 3.3: Less frequent farm traffic

Type	Vehicle	Purpose	Annual trips (2-way*)	Type total per year	Daily
HGV	Articulated lorry	Fertiliser seed	8	108	0.30
	Lorry	Farm (general)	100		
Farm vehicle	Tractor and sprayer	Farming (crops)	80	280	0.77
	Tractor and trailer	Farming (harvest)	200		
Cars / Vans	Van	Chemical delivery	24	364	1.00
	Cars / vans	Farm (general)	100		
	Cars (12 cars)	Shooting (10 events)	240		
Total per day (rounded)					2

\* i.e. one trip in and one trip out. 8 trips 2-way = 4 in and 4 out

3.4.5 As shown, the farm currently generates around 8 two-way regular trips per day by cars and vans. By considering the less frequent visitors to the site, it can be seen that on an average day, they would add two trips per day, one by car or van, and one by HGV or agricultural vehicle.

- 3.4.6 It is acknowledged that the less frequent farm traffic will not necessarily be distributed evenly throughout the year, and therefore at certain times, the level of traffic associated with the farming uses will be higher, however, it is reasonable to assume that daily traffic at the wider farm will be of a modest scale.
- 3.5 Existing site access
- 3.5.1 In the vicinity of the site, Bramling Road is approximately 4.5m wide.
- 3.5.2 The access is located on the east side of Bramling Road and is formed as a simple crossover which provides access into the site.
- 3.5.3 Once off the highway, the access splits into two parts, one serving the existing farmhouse and the other serving the existing buildings, proposed for redevelopment.
- 3.5.4 Visibility splays have been measured based upon the point at which an oncoming car would be seen by a driver emerging from the site and the following distances can be achieved:
- To the left (south) 2.4 x 44m
  - To the right (north) 2.4 x 52m
- 3.5.5 The site access visibility splays are shown at Appendix 5. These also show that beyond the splay (as measured to the edge of the carriageway) a further 15.4m can be seen to the south in terms of the path to an oncoming vehicle; and to the north a further 11.2m can be seen. This results in an extended splay covering what a driver could see, either when emerging from the site, or while approaching. The extended splays are:
- To the left (south)  $2.4 \times (44 + 15.4\text{m}) = 59.4\text{m}$
  - To the right (north)  $2.4 \times (52 + 11.2\text{m}) = 63.2\text{m}$
- 3.5.6 The existing access from Bramling Road has served the site for a variety of vehicles, as noted in the previous section, without any recorded accidents.
- 3.5.7 Whilst no improvements are proposed as a result of the development, it is recommended that the developer maintains all planting at the site access at a low level to ensure sightlines are available.

## 4.0 DEVELOPMENT PROPOSALS

### 4.1 Description of development

4.1.1 It is proposed to repurpose 940m<sup>2</sup> of existing farm buildings to provide holiday accommodation, by re-use and refurbishment of the existing buildings. The proposed site layout and parking plan is provided at Appendix 6.

4.1.2 Table 4.1 sets out the schedule of existing and proposed uses.

Table 4.1: Schedule of existing and proposed uses

Name	Existing N <sup>o</sup>	Proposed N <sup>o</sup>	Bedrooms	Guests	GIA (m <sup>2</sup> )
Shoot school	1	1	3	6	104
Oast	2	3	5	10	342
Potato shed	3	4	nil	nil	135
Potato shed & piggery	3 & 5	5	4	8	165
Potato shed & byre	3 & 4	6	4	8	194
Total	-	-	16	32	940

Notes: Existing N<sup>o</sup> - see Appendix 4 for existing building numbers and locations.  
Proposed N<sup>o</sup> - see Appendix 6 for proposed building numbers and locations.

4.1.3 Whilst there are five units proposed, Unit 4 forms an amenity building for guests and has no accommodation. It will comprise a swimming pool and changing area, solely for use by guests staying at the remaining four units.

### 4.2 Access

4.2.1 There are no changes proposed to the site access.

### 4.3 Parking

4.3.1 The parking standards (ref para. 2.3.1) note a maximum parking provision of 1 car parking space per bedroom. Therefore 16 bedrooms at the site, result in a maximum provision of 16 parking spaces.

4.3.2 As shown on the proposed layout at Appendix 6, 18 spaces are to be provided and whilst the premises will be managed by existing staff at Bramling Court Farm, two spaces are provided for external cleaners or maintenance staff.

4.3.3 Appendix 7 shows swept paths for a large domestic car accessing a number of the proposed parking bays without issue.

### 4.4 Servicing

4.4.1 After guests depart from a visit, staff will remove waste from the bins at each holiday let and move it to the waste collection point within the site, adjacent to Bramling Road. From this

location it will be removed by an appropriate collection service. This strategy is in keeping with that adopted at the adjacent Bramling Court Farmhouse.

## 5.0 TRAFFIC GENERATION AND ASSESSMENT

### 5.1 TRICS Data

5.1.1 As noted, the existing 940m<sup>2</sup> of buildings at the site cover a range of farming activities; produce storage, animal accommodation and leisure use.

5.1.2 The TRICS database provides data in respect of "Farm Diversification" under category 16/C, however, due to the different uses within this heading, trip rates cannot be generated automatically.

5.1.3 There are sites included within the Farm Diversification category for working farms, with accommodation included.

### 5.2 Traffic generation

5.2.1 Sites DN-16-C-02 and ME-16-C-01 are working farm sites with either "Bed & Breakfast" (the former) or holiday lets (the latter). In the case of both sites, the notes with TRICS stated that the accommodation element of both was particularly quiet when surveyed in terms of guest occupation. As a result, it is proposed that these sites represent the baseline position of a working farm, without accommodation.

5.2.2 Site NY-16-C-03 is a Farm Diversification site which comprises six lodges and three converted barns, offering nine holiday accommodation units in total. In the case of this site, there were no notes to suggest unusually low customer activity at the site.

5.2.3 The survey outputs for all three sites are provided at Appendix 8 and Table 5.1 shows a comparison between the two "low occupancy" sites (averaged together) and the "normal occupancy" site factored down from nine to four units.



Table 5.1: Farm Diversification traffic

Time	Low occupancy sites – assumes farm traffic only			Normal occupancy site – reduced for four units			Difference 2-way
	Arrive	Depart	2-way	Arrive	Depart	2-way	
07:00-08:00	0	0	0	0	1	1	+1
08:00-09:00	0	1	1	1	1	2	+1
09:00-10:00	0	1	1	0	3	3	+2
10:00-11:00	0	0	0	1	0	1	+1
11:00-12:00	0	0	0	0	0	0	-
12:00-13:00	0	0	0	1	1	2	+2
13:00-14:00	1	1	2	1	1	2	-
14:00-15:00	0	0	0	0	1	1	+1
15:00-16:00	0	1	1	1	0	1	-
16:00-17:00	1	0	1	0	0	0	-1
17:00-18:00	0	0	0	1	0	1	+1
18:00-19:00	0	0	0	0	1	1	+1
Total	2	4	6	6	9	15	+9

- 5.2.4 As shown, the traffic generation under either scenario is very low, however, by considering the difference between low occupancy and four unit sites, it can be concluded that four holiday lets could result in a traffic generation of 9 vehicles two-way, or 2.25 trips, two-way, per day, per unit.
- 5.2.5 As noted in Section 3.4, the current traffic generation of the wider farm site is around 8 trips two-way per day, when there is no seasonal agricultural traffic occurring.
- 5.2.6 Therefore, the addition of four holiday lets would increase the overall traffic generation at the site access to 17 two-way trips per day.
- 5.2.7 These additional 9 trips per day are not considered to result in a capacity or operational issue at the site access onto Bramling Road.
- 5.2.8 In the context of the A257, which is subject to 7,000 – 8,500 vehicle trips per day, it is not considered that the traffic associated with four holiday lets would constitute a material traffic impact, requiring neither further assessment nor mitigation.
- 5.2.9 These low levels of traffic generation do not require any changes to the existing access arrangements from Bramling Road, which would be in keeping with Policy T16 of the Canterbury District Local Plan.

## 6.0 SUMMARY AND CONCLUSIONS

### 6.1 Summary

6.1.1 CampbellReith was appointed by TaylorHare Architects in respect of the proposed redevelopment of parts of Bramling Court Farm.

6.1.2 It is proposed to repurpose 940m<sup>2</sup> of existing farm buildings to provide four holiday accommodation units, by re-use and refurbishment of the existing buildings.

6.1.3 The proposals are located on the east side of Bramling Road, Bramling and form part of the wider Bramling Court Farm development. Bramling Road heads southwest away from the A257 Canterbury Road. Bramling Road meets Canterbury Road as the minor arm of a simple priority junction.

6.1.4 Two accidents were recorded on Canterbury Road in the 5-year period 2017 – 2021 inclusively. None were recorded on Bramling Road in the vicinity of the site. Online mapping would suggest that the speed limit on Canterbury Road has been reduced from 50mph to 40mph following the second accident.

6.1.5 There is modest footway provision on Canterbury Road and this provides access to east and westbound bus stops on each side of the carriageway. Regular services 43, 43A and 44 cover a route between Canterbury and Sandwich, which provides a half hourly service, Monday to Saturday, and hourly on Sundays.

6.1.6 Access to the site is from Bramling Road, via a simple access, delineated by a dashed line at the edge of the highway. The access splits once within the site, serving the existing retained farm buildings (outside the scope of the planning application), as well as the buildings proposed for redevelopment. The proposal site comprises a number of existing farm buildings. Those which are proposed to be redeveloped have a total area of 940m<sup>2</sup>. These comprise an Oast building, shooting school, potato shed, byre (cowshed) and piggery.

6.1.7 Eighteen car parking spaces are proposed in keeping with the parking standards.

6.1.8 The proposals could generate an additional 1-2 vehicle movements during the peak hours, when compared to an agricultural use.

### 6.2 Conclusions

6.2.1 In conclusion, the proposals would result in minimal traffic generation and it is not considered that this would constitute a severe material impact on the highway network or other road users. As a result it is considered that there are no reasons to refuse planning permission in respect of the proposals on highways or transportation grounds.




CampbellReith  
consulting engineers

## Appendix 1

### Site location



**Legend**

 Site Boundary



**Bramling Court Farm** **Site Location**

**Client: R A Whitebread Farms Limited**

Scale: 1:10000@A4  
 CampbellReith OS Copyright: © Crown copyright. All rights reserved. Licence number 100020027  
 Contains Ordnance Survey data © Crown copyright and database right 2023.  
 Job Number: 13993  
 Drawn by - Checked by: RP - RG  
 Drg No - Status/Revision: 13993-CRH-XX-XX-FG-G-7000 - P1  
 File location: N:\13750 - 13999\13993 L - Bramling Court Farm\Project\_Workspaces (pdf in Outputs)  
 Date (Revision History): 25/01/2023 (P1, First Issue, 25/01/23, RP)

**CampbellReith**  
 consulting engineers

LONDON 020 7340 1700  MANCHESTER 0161 819 3060  
 BRISTOL 0117 916 1066  BIRMINGHAM 01675 467 484  
[www.campbellreith.com](http://www.campbellreith.com)



CampbellReith  
consulting engineers

## Appendix 2

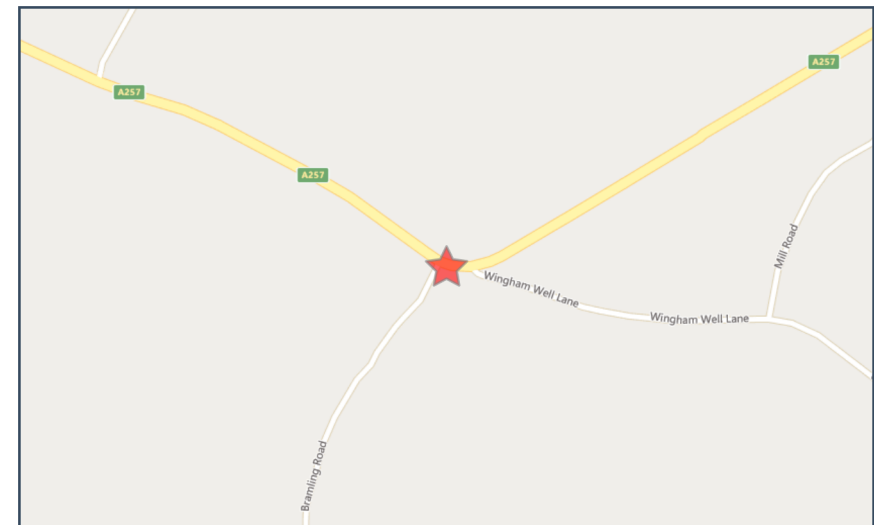
### Accident data



**Validated Data**

**Crash Date:** Tuesday, May 18, 2021      **Time of Crash:** 9:30:00 AM      **Crash Reference:** 2021461047322

<b>Highest Injury Severity:</b>	Serious	<b>Road Number:</b>	A257	<b>Number of Casualties:</b>	1
<b>Highway Authority:</b>	Kent exc Medway Towns	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	622730 156734
<b>Local Authority:</b>	Canterbury City				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	T or staggered junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Female	46 - 55	Vehicle is slowing down or stopping	Back	Commuting to/from work	None	None
2	Car (excluding private hire)	6	Female	56 - 65	Vehicle proceeding normally along the carriageway, on a right hand bend	Front	Other	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

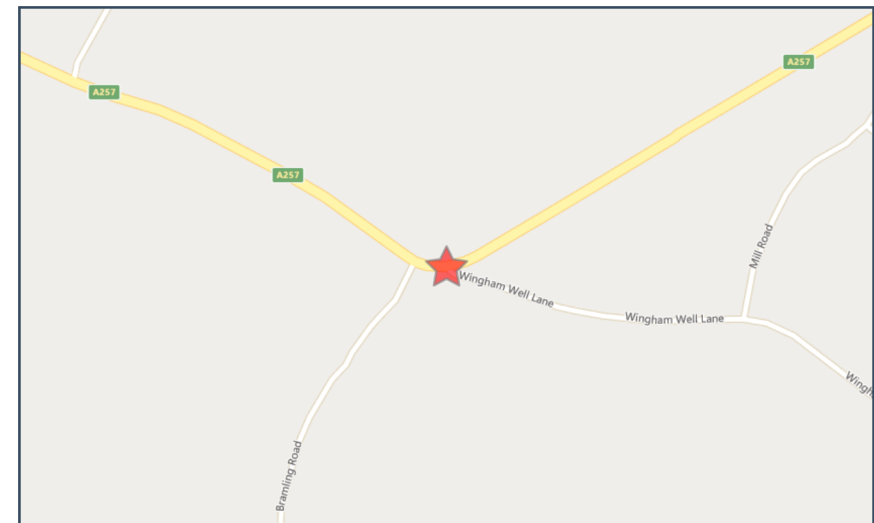
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



**Validated Data**

**Crash Date:** Tuesday, July 18, 2017      **Time of Crash:** 6:19:00 PM      **Crash Reference:** 2017460209125

<b>Highest Injury Severity:</b>	Slight	<b>Road Number:</b>	A257	<b>Number of Casualties:</b>	3
<b>Highway Authority:</b>	Kent exc Medway Towns	<b>Number of Vehicles:</b>	2	<b>OS Grid Reference:</b>	622767 156737
<b>Local Authority:</b>	Canterbury City				
<b>Weather Description:</b>	Fine without high winds				
<b>Road Surface Description:</b>	Dry				
<b>Speed Limit:</b>	50				
<b>Light Conditions:</b>	Daylight: regardless of presence of streetlights				
<b>Carriageway Hazards:</b>	None				
<b>Junction Detail:</b>	Multiple junction				
<b>Junction Pedestrian Crossing:</b>	No physical crossing facility within 50 metres				
<b>Road Type:</b>	Single carriageway				
<b>Junction Control:</b>	Give way or uncontrolled				



For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)  
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)





**Validated Data**

**Vehicles involved**

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	2	Female	56 - 65	Vehicle is slowing down or stopping	Front	Unknown	None	None
2	Car (excluding private hire)	13	Male	21 - 25	Vehicle is waiting to turn right	Back	Unknown	None	None

**Casualties**

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	21 - 25	Unknown or other	Unknown or other

For more information about the data please visit: [www.crashmap.co.uk/home/Faq](http://www.crashmap.co.uk/home/Faq)

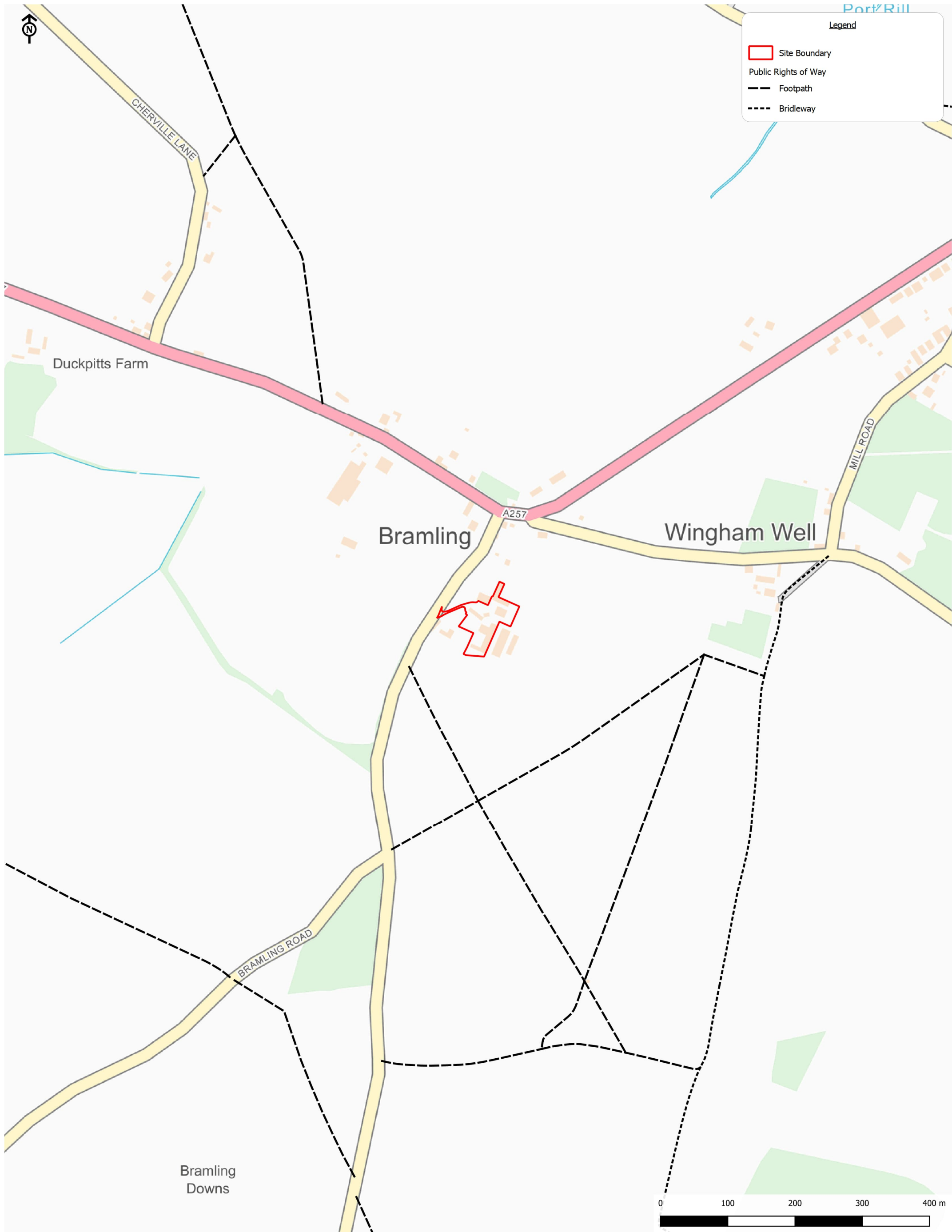
To subscribe to unlimited reports using CrashMap Pro visit [www.crashmap.co.uk/Home/Premium\\_Services](http://www.crashmap.co.uk/Home/Premium_Services)



CampbellReith  
consulting engineers

## Appendix 3

### Local Public Rights of Way



Bramling Court Farm

Client: R A Whitebread Farms Limited

Local Public Rights of Way

Scale: 1:5000@A3  
 CampbellReith OS Copyright: © Crown copyright. All rights reserved. Licence number 100020027  
 Contains Ordnance Survey data © Crown copyright and database right 2023. Contains public sector information licensed under the Open Government Licence v3.0.  
 Job Number: 13993  
 Drawn by - Checked by: RP - RG  
 Drg No - Status/Revision: 13993-CRH-XX-FG-G-7001 - P1  
 File location: N:\13750 - 13999\13993 L - Bramling Court Farm\Project\_Workspaces (pdf in Outputs)  
 Date (Revision History): 25/01/2023 (P1, First Issue, 25/01/23, RP)

**CampbellReith**  
 consulting engineers

LONDON 020 7340 1700 MANCHESTER 0161 819 3060  
 BRISTOL 0117 916 1066 BIRMINGHAM 01675 467 484  
 www.campbellreith.com

## Appendix 4

### Existing site layout



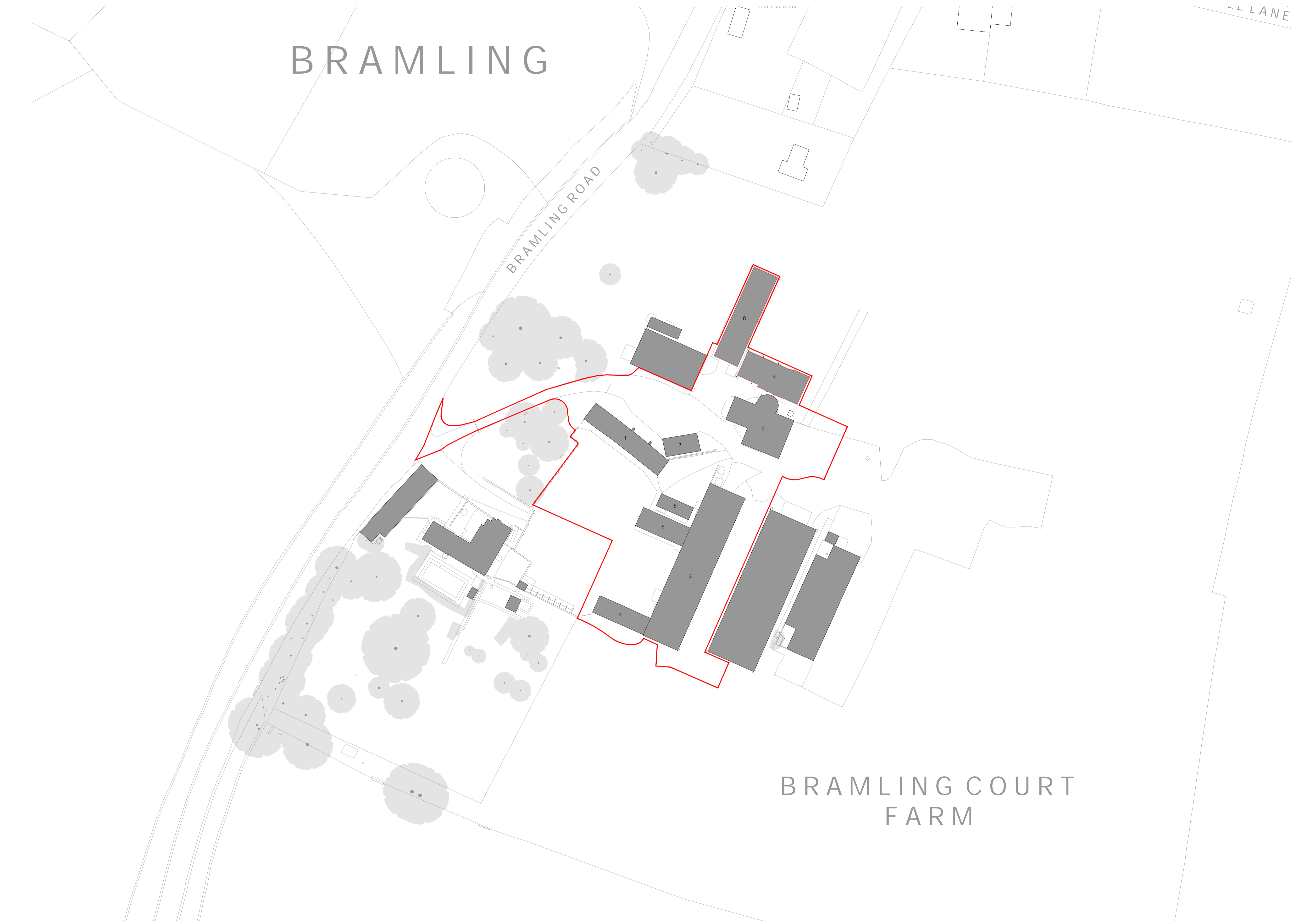
DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS INFORMATION.

TAYLORHARE ARCHITECTS IS A LIMITED COMPANY REGISTERED IN ENGLAND AND WALES: NO. 10695684.

# BRAMLING

BRAMLING ROAD

LANE



# BRAMLING COURT FARM

Key

- 1 Shoot School
- 2 Oast
- 3 Potato Shed
- 4 Byre
- 5 Piggery
- 6 Static Caravan
- 7 Car Port
- 8 Grain Store / Bins
- 9 Grain Drier

REV	DATE	DESCRIPTION

**TIA** TaylorHare Architects  
01273 668 073  
hello@taylorhare.com  
taylorhare.com  
The Cowshed  
Overland Lane  
Aish, CT12 2LE

PROJECT:  
2203\_BFSG  
Bramling Court Farmhouse  
Mr & Mrs Whitebread

DRAWING TITLE:  
Proposed - Site Wide  
Existing Block Plan

SCALE: 1:500 @ A1  
DATE DRAWN: January 2023  
DRAWN BY: 06  
CHECKED BY: 13

STATUS:  
**Planning**

DRAWING NUMBER: 2203\_3002  
REVISION:





CampbellReith  
consulting engineers

## Appendix 5

### Visibility splays



**Notes**

1. Do not scale from this drawing on print or electronically. Work from figured dimensions only.
2. No deviation from the details on this drawing is allowed without CampbellReith's prior permission in writing.
3. Read this drawing with all Architect's, Service Engineer's and CampbellReith's relevant details, specifications and drawings.
4. All work is to be done in accordance with the relevant specifications issued by CampbellReith, British Standard Codes of Practice, Statutory Requirements and the Contract Documents.
5. Drawing status:  
**P: Preliminary** Evolving drawings for approvals, tenders, billings etc.  
**C: Construction** Fully developed drawings issued under instructions for construction.
6. Only status **C** drawings to be used for construction.
7. Suitability code:  
Work in progress  
**S0** - Work in progress  
Shared (Non-contractual)  
**S1** - For coordination, **S2** - For information, **S3** - For internal review and comment, **S4** - For construction approval.  
Documentation (For contractors purposes)  
**D1** - For Costing, **D2** - For Tender, **D3** - For contractor design, **D4** - for manufacture/procurement.  
Construction  
**A** - For construction, **B** - For construction but with comments (i.e. areas in abeyance), **CR** - Construction Record (Final Construction ONLY. Any deviations to that which is on site is not the liability of CampbellReith)

P2	Layout Updated	05.12.23	TH
P1	Issued for TaylorHare Architects Ltd	23.02.23	TM
Rev	Description	Date	By

# CampbellReith

consulting engineers

London 020 7340 1700  Manchester 0161 819 3060  
 Surrey 01737 784 500  Birmingham 01675 467 484  
 Bristol 0117 916 1066  Dubai 00 971 4345 7088  
[www.campbellreith.com](http://www.campbellreith.com)

Job Title  
**Bramling Court Farm**

Client  
**TaylorHare Architects Ltd**

## Visibility Splays

Drawn by	Date made	Scale @ A3	Checked by	Suitability	CR Project
TM	10-02-23	1:500	CS	DR-H	13993

Project No.	Originator	Volume	Lvl/Loc	Type	Role	Number	Rev
13993	CRH	XX	XX	DR	H	6000	P2

## Appendix 6

### Proposed site layout