



Meadow Cottage
The Street
Preston
Kent

TRANSPORT STATEMENT

On behalf of
David Hanson

ITR/RK/6051/TS.2

Experience and expertise working together



Document Control Sheet

Client: David Hanson
Meadow Cottage
The Street
Preston
CT3 1EB

Report Issue No.	Date	Author	Authorised
ITR/RK/6051/TS.1	27 th March 2024	RK	ITR

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CONTENTS

SECTIONS

1	INTRODUCTION	1
2	PLANNING POLICY	3
3	LOCAL HIGHWAY NETWORK	7
4	ACCESSIBILITY	9
5	DEVELOPMENT PROPOSAL	13
6	TRAFFIC GENERATION	17
7	SUMMARY AND CONCLUSIONS	18

APPENDICES

Appendix 1	Site Location Plan (6051/301 Rev. A)
Appendix 2	Collision Data
Appendix 3	Pedestrian and Cycle Isochrone (6051/302 Rev. A & 6051/303)
Appendix 4	Public Rights of Way (6051/305 Rev. A)
Appendix 5	Bus Route (6051/304 Rev. A)
Appendix 6	Access Visibility Splay (6051/001 Rev. D)
Appendix 7	Swept Path Analysis (6051/201 Rev. D, 202 Rev. E, 203 Rev. A & 204 Rev. A)
Appendix 8	Full TRICS Output

1 INTRODUCTION

1.1 Bellamy Roberts has been instructed by Clague on behalf of David Hanson to prepare a Transport Statement in support of a planning application for the redevelopment of Meadow Cottage.

1.2 The existing site comprises of a cottage to the south and stables in the centre of the site. Access is currently achieved from Meadow Cottage which connects to the western side of The Street.

1.3 The proposal seeks to demolish the existing cottage and stables and replace it with 16 dwellings including improvements to the existing access layout to accommodate the movements generated by the development.

1.4 An earlier scheme (Ref. 20/00544) for 5 units and an access was previously approved by Dover District Council.

Scope of Statement

1.5 This report has been prepared to assess the impact of the proposed development in highway and transport terms. In this regard it has considered the scheme in relation to national and local planning policy, the sustainability of the site in terms of accessibility by means other than the private car, the suitability and safety of the access arrangement, car and cycle parking, with reference to the LPA's standards, and servicing of the site, to include the relevant swept path analysis of a refuse vehicle and fire tender. The report has also interrogated the TRICS database to consider the traffic generated by the existing cottage and has compared this to the level that would likely be generated by the proposed units.

Site Location

- 1.6 Meadow Cottage is a residential dwelling located west of The Street and is located in the centre of the village Preston. Preston is located approximately 10km east of Canterbury. For clarity, an extract of the site location plan is provided at Figure 1 and the full plan is available at [Appendix 1](#).

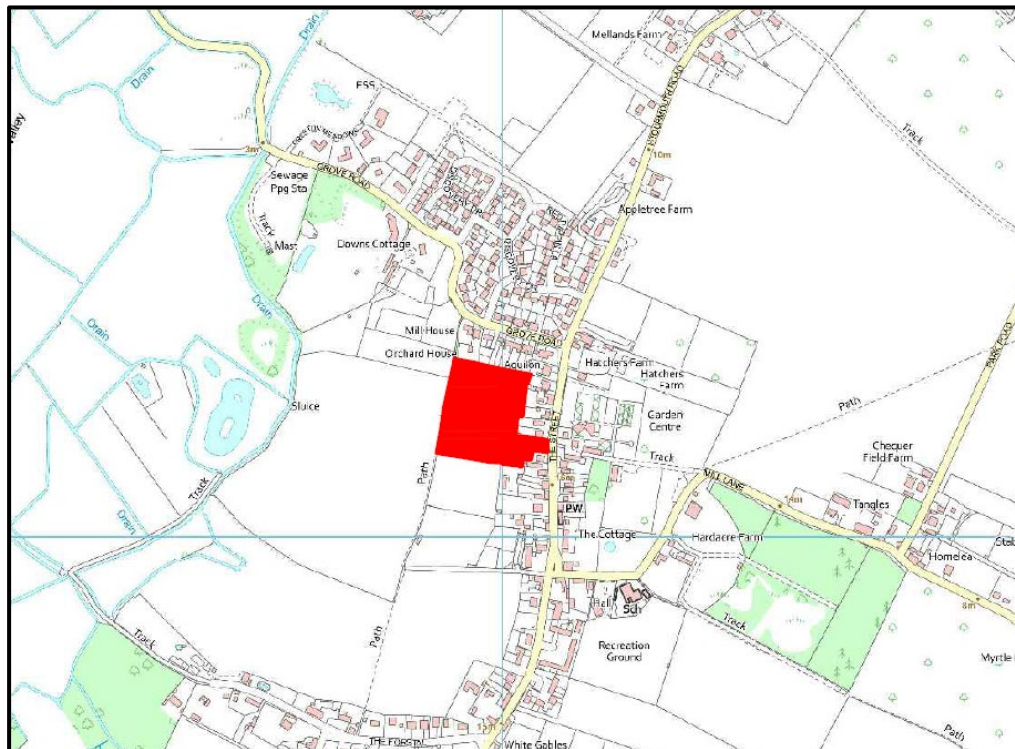


Figure 1: Site Location Plan

- 1.7 The site is neighboured by residential dwellings to the north and south and is located adjacent to Preston Gardens and Copper Garden Centre, and Preston Butchers.
- 1.8 The Street has been subject to highway improvements which were required by the planning permission given to the residential development to the north. These improvements comprised a virtual footway on the west side of The Street and a traffic calming feature located to the north of the site.

2 PLANNING POLICY

2.1 Bellamy Roberts and the applicant appreciates the proposed development needs to generally accord with the appropriate National, Regional and Local Policies, and this Transport Statement has sought guidance from the following documents.

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (December 2023) sets out the Government's current planning policies guidance on how these are expected to be applied in transport terms.

2.3 Under the heading of 'Considering Development Proposals', paragraph 114 sets out the four key transport requirements:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes 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;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) 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."*

2.4 Paragraph 115 identifies situations where development should be refused on transport grounds noting that:

"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

2.5 Paragraph 116 states that within the context of 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.”*

2.6 It will be shown within this report that all the above policies and requirements are met associated with this re-development.

National Planning Practice Guidance (NPPG)

2.7 The NPPG seeks to bring together planning guidance across all disciplines in an accessible way as well as to provide a clear link between guidance and the objectives of the NPPF. The NPPG discusses the role of transport plans and transport assessments/statements and how they relate to each other.

“Travel Plans, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movement and transport assessments and statements can be used to establish whether the residual transport impacts of a proposed development are likely to be severe, which may be a reason for refusal, in accordance with the National Planning Policy Framework (NPPF).”

Local Planning Policy

The Dover District Local Plan (adopted 2022)

2.8 The Dover District Local Plan sets out development strategies and strategic objectives for the growth of the District until 2040. The following policies will be met and shown within this report.

2.9 Policy TI1 for 'Sustainable Transport and Travel' states that developments should:

- a. *Be designed so that opportunities for sustainable transport modes are maximised and provide for;*
- b. *a variety of forms of transport as alternatives to travel by private motorised vehicle;*
- c. *Give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles;*
- d. *Be readily accessible by sustainable transport modes through the provision of high quality, engineered, safe and direct walking and cycling routes within a permeable site layout;*
- e. *Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities, and to proposals within the Dover Infrastructure Delivery Plan; and*
- f. *Make provision for secure cycle parking and storage in accordance with the Parking Standards.*

The Council will safeguard the Public Rights of Way network, and other existing cycle and walking routes, from development that would compromise their use and will encourage their enhancement and extension.

2.10 Policy TI2 for 'Transport Statements, Assessments and Travel Plans states that "*Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted. New accesses and intensified use of existing accesses onto the road network will not be permitted if it would result in a clear risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation. Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. A Transport Statement, Transport Assessment and/or a Travel Plan may*

be required depending on the nature and scale of the proposal and the level of significant transport movements generated, the requirements of which will be secured by planning condition or Section 106 legal agreement”.

2.11 Policy TI3 for ‘Parking Provision on new Development’ sets out new parking standards for residential developments taking into account the character of the local environment.

Policy Summary

2.12 The applicant has addressed the items set out in this policy section and the scheme will demonstrate that the following can be achieved:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site and internal layout will be achieved for all users; and
- Any significant impacts from the development on the transport network and in terms of capacity and congestion or on highway safety will be cost effectively mitigated to an acceptable degree.
- The proposal will follow the guidelines set out in the Dover District Local Plan

3 LOCAL HIGHWAY NETWORK

3.1 Meadow Cottage is located in the centre of Preston on the western side of The Street. Vehicular access to the site is achieved from The Street which is subject to a speed limit of 30mph and is approximately 5.6m wide. Virtual footways are located on the western side of The Street and some traffic calming measures are in place.

Collision Data

3.2 Collision data has been obtained from CrashMap for the highway network in the vicinity of the application site. Collision data has been obtained for the most recent 3-year period (2020-2022), in accordance with Planning Practice Guidance.

3.3 Collisions are classified into three categories, slight, serious and fatal. The definitions of which are provided as follows: are classed into three categories, slight, serious, and fatal. The definitions of which are provided as follows:

- **Slight Injury.** Injuries of a minor nature such as sprains, bruises or cuts not judged to be severe, or slight shock requiring only roadside attention (medical treatment is not pre-requisite for an injury to be defined as slight)
- **Serious Injury.** Injuries for which a person is detained in hospital as an inpatient or any of the following injuries, whether or not a person is detained in hospital; fractures, concussion, internal injuries, severe cuts and lacerations, severe general shock requiring medical treatment and injuries which result in death 30 days after the collision. A serious category therefore covers a very broad range of injury.
- **Fatal Injury.** Injuries which cause death either immediately or at any time up to 30 days after the collision.

3.4 The results of this assessment can be seen in Figure 2 revealing that one slight accident occurred approximately 115m south of the site access on The Street. The full collision report is available at [Appendix 2](#).



Figure 2: Summary of Collision Data (CrashMap)

3.5 The recorded collision involved a van/goods vehicle proceeding along the carriageway and hit a pedestrian who obtained slight injuries.

Summary

3.6 There is no evidence within the collision data to suggest there is an inherent safety problem on the local highway network.

4 ACCESSIBILITY

Access by Sustainable Transport Modes

4.1 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. The Chartered Institute of Highways and Transportation (CIHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (circa 1.6 kilometres) – Planning for Walking, 2015;
- The bicycle is a potential mode of transport for all journeys under five miles (circa 8 kilometres) – Planning for Cycling 2015; and,
- Walking distances to bus stops should not exceed 400 metres, whilst people are prepared to walk twice as far to rail stations – Planning for Walking, 2015.

4.2 The Department for Transport's 'Manual for Streets' (MfS, March 2007) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential area which residents may access comfortably on foot". However, MfS does not consider 800 metres to be a maximum walking distance and the publication contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Further, 83% of all trips that cover a maximum distance of 1 mile are completed on foot (National Travel Survey, 2021). See Figure 3.

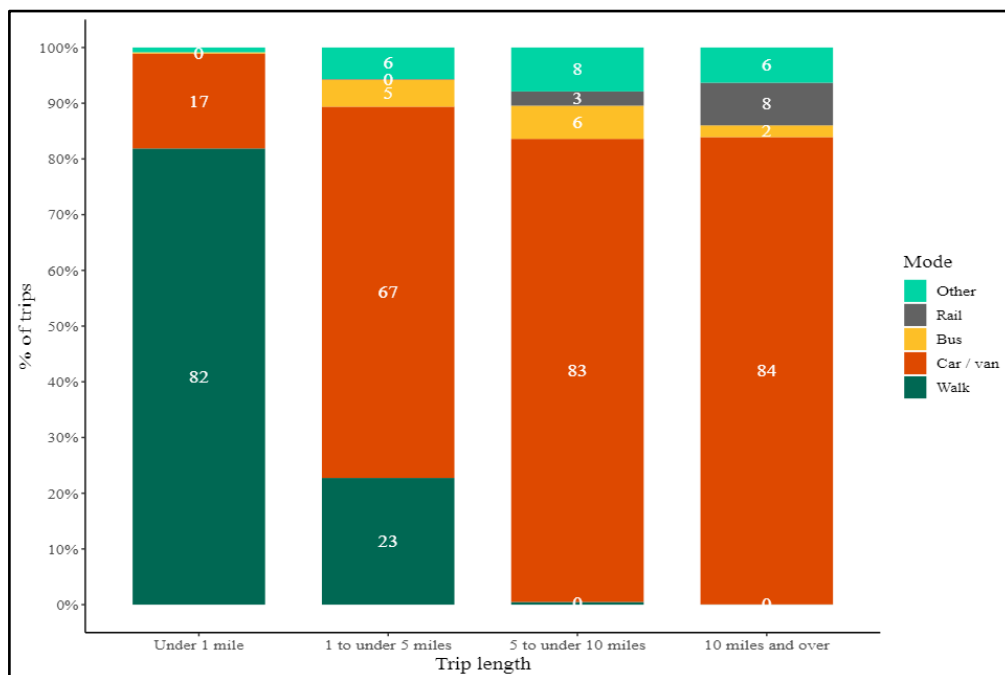


Figure 3: National Travel Survey 2021

Walking and Cycling

- 4.3 It is recognised that walking is the most important mode at the local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.4 A pedestrian and cycle isochrone plan show facilities that are within walking and cycling distance of the site. These are presented in [Appendix 3](#).
- 4.5 The pedestrian isochrone shows that the site is within walking distance of shops (including a butcher and garden centre), a bus stop, The Half Moon and Seven Stars Bar and Restaurant, a church and Preston Primary School. Mobility in Preston is achieved by a virtual footpath which provides access to these facilities.
- 4.6 The cycle isochrone indicates that the site is within cycling distance of Adisham, Bekesbourne, Sturry, and Minster Railway Stations.
- 4.7 A Public Rights of Way plan indicates alternative walking routes for future residents of the site. This is presented at [Appendix 4](#). This plan shows that a footway runs directly to the west of the site providing access to southern areas of Preston. The proposal seeks to implement an informal footpath link to provide access to the existing Public Rights of Way.

- 4.8** An additional footway is located east of The Street which extends approximately 1km northeast to Little Santon Farm.

Public Transport

Bus Services

- 4.9** The Half Moon and Seven Stars bus stop is located on The Street, approximately 90m north of the site access. This bus stop provides access to services on route 11. A plan showing this bus route is provided at [Appendix 5](#). A summary of this bus service has been provided in Table 1.

Table 1: Bus Service Summary

Route No.	Route Summary	Mon-Fri			Saturday			Sunday		
		First	Last	Freq.	First	Last	Freq.	First	Last	Freq.
11	Westwood - Canterbury	06:30	16:20	2/day	n/a	n/a	n/a	n/a	n/a	n/a
	Canterbury - Westwood	06:43	14:28	2/day	n/a	n/a	n/a	n/a	n/a	n/a

Rail Services

- 4.10** Adisham Railway Station is approximately 7km south from the site and is served by Southeastern Railway. Table 2 shows the destination and frequency of the services from this station.

Table 2: Summary of Rail Services from Adisham

Destination	Duration	Frequency
London Victoria	1hr 44 minutes	2/hour
Dover Priory	19 minutes	2/hour

Summary

- 4.11** In summary, the application site is located within walking and cycling distance of local facilities and public transport connections.
- 4.12** Bus stops are located within easy walking distance from the site, providing access to bus services of the surrounding area.

- 4.13** It is evident that the application site is located in an accessible area with genuine opportunities for residents and visitors to the site to travel to/from the application site using sustainable modes of transport.

5 DEVELOPMENT PROPOSAL

5.1 This planning application proposes to re-develop the existing cottage and stable with 16 residential dwellings comprising of the following units:

- 3 x 3-bedroom house
- 7 x 4-bedroom house
- 4 x 5-bedroom house
- 1 x 1-bedroom maisonette
- 1 x 2-bedroom maisonette

Vehicular and Pedestrian Access

5.2 Access to the site will continue from the west of The Street. A previous scheme for 5 units on this site, with a proposed T-junction access and visibility splays, was approved by the County Highway Authority.

5.3 The new access will serve as a T-junction onto The Street. It will continue to offer a virtual footway along the eastern side of the road.

5.4 In accordance with Manual for Streets guidance, visibility splays of 2.4m x 43m are commensurate to a posted speed of 30mph. These are plotted at the existing access and are achievable. The appropriate visibility splays and access design are presented in [Appendix 6](#).

Car and Cycle Parking

5.5 The Dover District Local Plan (adopted October 2022) Policy TI3 of Parking Provision on new Development states that “*the standards set out in the Parking Standards for Kent SPD and Kent Design Guide Review: Interim Guidance Note 3(or any subsequent guidance) shall be the starting point for decision-taking on acceptable parking provision in all developments*”. Therefore, this standard supersedes the parking standards in respect of residential developments within Kent Vehicle Parking Standards (July 2006).

5.6 Therefore, this statement will utilise the most recent parking standards set by Kent County Council. The maisonettes have been categorised into flats for car parking standards. The relevant car parking standards and minimum cycle parking standards have been provided below in Tables 3 and 4 respectively.

Table 3: Summary of Residential Car Parking Standards

Location	Rural
1 and 2 bed flats	1 space per unit
1 and 2 bed houses	2 spaces per unit
3 bed houses	2 spaces per unit
4+ bed houses	3 spaces per unit
Visitor Parking	0.2 per unit

5.7 The Kent County Council standards states that garages are required to provide the following internal dimensions:

- One car: 7.0m length x 3.6m width
- Two cars: 7.0m length x 6.0m width

5.8 The standards state that the Local Authority will not count garages as formal car parking spaces as stating that “*garages are unlikely to be used for parking of a vehicle unless there are no alternative parking options available in the locality*”.

5.9 The standards state that, for houses in suburban and rural locations, the Local Highway Authority will not count garages as formal car parking spaces.

5.10 However Paragraph 8.3.41 from Manual for Streets states that the following factors should be considered when considering garage parking provision:

- *The availability of other spaces, including on-street parking – where this is limited, residents are more likely to park in their garages;*
- *The availability of separate cycle parking and general storage capacity – garages are often used for storing bicycles and other household items; and*
- *The size of the garage – larger garages can be used for both storage and car parking, and many authorities now recommend a minimum size of 6m by 3m.*

5.11 Based on the evidence from MfS, the garages would provide sufficient parking to future residents of the site.

5.12 The standards above indicate that the site should provide a minimum of 44 car parking spaces, including 3 visitor spaces.

5.13 The site has proposed at least 47 car parking spaces, including 3 visitor and 26 garage spaces. This provision when considering the size of garages and advice within MfS is adequate and would not create on-street parking.

Table 4: Minimum Cycle Parking Standards

Dwelling Type	Standards
Individual residential dwellings	1 space per bedroom
Flats and maisonettes	1 space per unit
Sheltered accommodation	1 space per 5 units

1. 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.

2. Cycle parking should be provided as a secure covered communal facility if a suitable individual alternative is not available.

5.14 The standards above indicate that the site should provide a total of 59 cycle parking spaces.

5.15 As stated in the pre-application document, “*cycle storage will be provided within secure sheds to the rear garden of each property*” or within garages.

5.16 Therefore, cycle parking accords with the LPA standards.

Electric Vehicle Parking

5.17 The Kent County Council Parking Standards state that for Electric Vehicle Parking for dwellings with on-plot parking, 1 active charging point should be provided per dwelling.

5.18 The pre-application document states that “*each property will be provided with an Electric Vehicle charging point to ensure a sustainable development is created*”.

5.19 Therefore, Electric Vehicle charging bays accord with LPA standards.

Servicing

5.20

Swept path analysis at the proposed access and internal tracking are demonstrated in [Appendix 7](#). It demonstrates that a refuse vehicle and fire tender can enter and exit the site in a forward gear using the proposed access.

6 TRAFFIC GENERATION

6.1 To determine the impact of the proposal in traffic generation terms, the TRICS (7.10.4) database has been interrogated. Trip rates has been used for the 16 residential units. The full TRICS output for the proposed development is presented at [Appendix 8](#).

6.2 As the existing site comprises of one residential cottage and so the TRICS database is not required to determine traffic generation for the singular unit. As such, the existing site is expected to generate one two-way trip during the morning and evening peak hour.

6.3 The calculated trip rates and subsequent traffic generation for the proposed site is summarised in Table 5 below. The site has been classified as 'houses privately owned' within the TRICS database and all sites within suburban and edge of town areas have been considered in England, excluding Greater London.

Table 5: Proposed Traffic Generation

Time Period	Trip Rate (per unit)			Traffic Generation		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Proposed Site (16 units)						
Morning Peak 0800-0900	0.214	0.411	0.625	3	7	10
Evening Peak 1700-1800	0.336	0.225	0.561	5	4	9

6.4 Table 5 shows that the proposed site would generate 9-10 two-way movements during the morning and evening peak hour periods.

6.5 Therefore, the proposal is expected to generate in the region of 10 additional two-way movements during the morning and evening peak hours, respectively. This figure is negligible.

6.6 Given the analysis set out above, the traffic associated with the proposal would not have a significant impact on the local highway network and would not result in any material capacity or safety concerns at nearby junctions.

7 SUMMARY AND CONCLUSIONS

Summary

7.1 Bellamy Roberts has been instructed by David Hanson to prepare a Transport Statement in support of a planning application for the redevelopment of Meadow Cottage and stables into 16 residential dwellings.

7.2 Having undertaken a robust analysis of the local highway network, it has been demonstrated that the development would not result in an unacceptable impact on highway safety, and the residual cumulative impacts on the road would not be severe. The proposal will result in a negligible level of traffic generated by the site and will be insignificant when dissipated on the local highway network.

7.3 The site is within an accessible location of alternative travel modes available to all users.

7.4 Collision data obtained from CrashMap has shown there to be no existing safety problem within the vicinity of the proposed access.

7.5 Swept path analysis demonstrates that the site and proposed access are suitable to accommodate a refuse vehicle and a fire tender.

Conclusions

7.6 It has been demonstrated that:

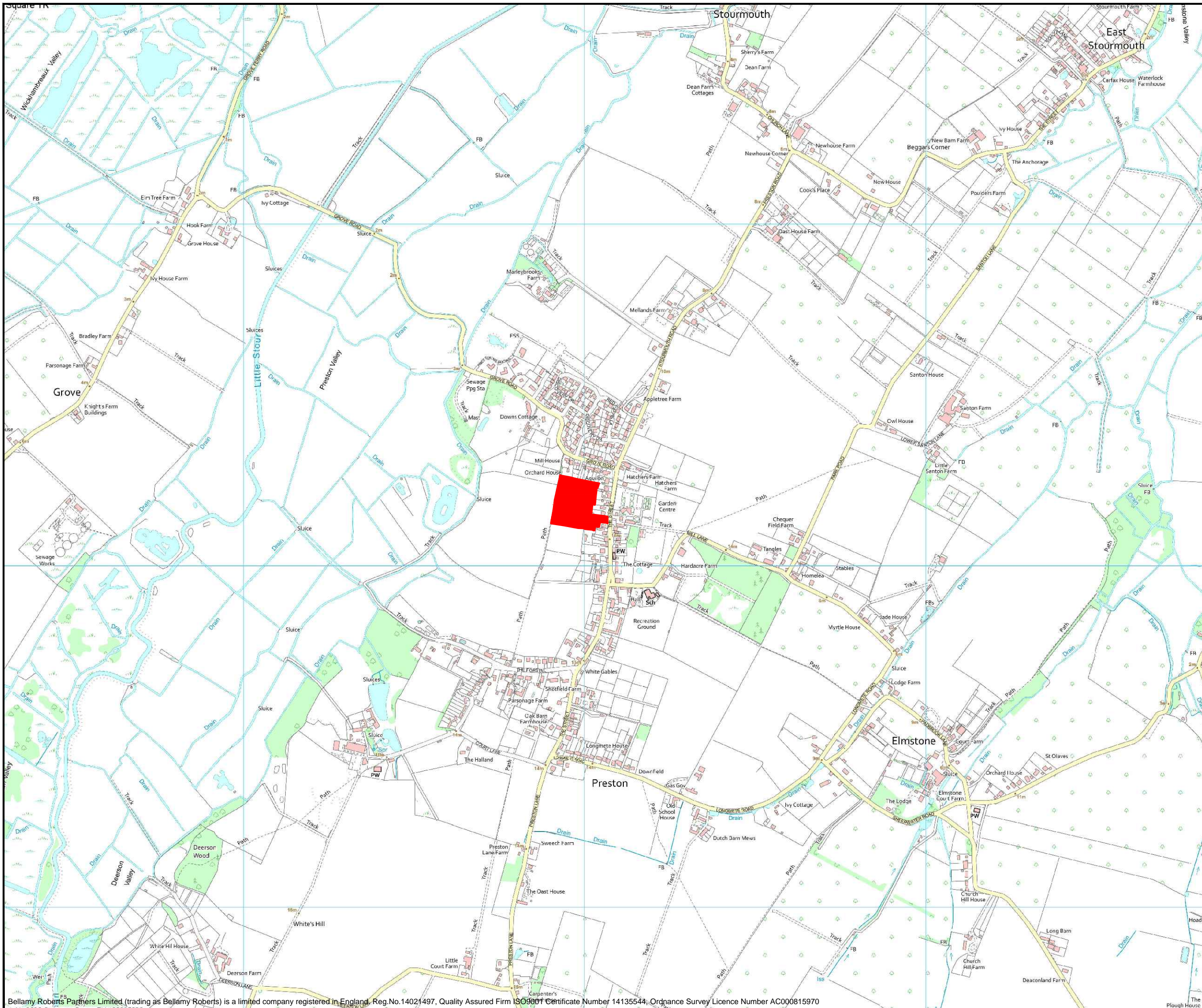
- There are genuine opportunities for residents to travel to/from the application site using sustainable modes of transport.
- The proposed site access would be safe and suitable to serve all users.
- The parking provision and internal road layout reflects current national and local guidance.
- The local highway network can accommodate the traffic generated by the site during peak periods without resulting in a severe residual cumulative impact on the network.


7.7 The scheme fully complies with relevant policies contained in the NPPF and is acceptable in transport and highway terms.

APPENDICES

APPENDIX 1

Site Location Plan



Notes		JOB	CHK
A	Site boundary revised	JCB	RK
REVISION	AMENDMENT	DRN	CHK
 Bellamy Roberts Clover House Western Lane Odiham Hampshire, RG29 1TU Tel: 01256 703355 Email: info@bellamyroberts.co.uk			
CLIENT	David Hanson		
PROJECT	Meadow Cottage, The Street, Preston, Kent		
TITLE	Site Location Plan		
DRAWN BY	DESIGN BY	CHK BY	
MB	-	IR	
DATE	01/02/24	DRAWING No.	REV No.
SCALE	NTS @ A3	6051 / 301	A

APPENDIX 2

Collision Data




Validated Data

Crash Date: Wednesday, March 17, 2021 **Time of Crash:** 9:35:00 AM **Crash Reference:** 2021461029759

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Kent exc Medway Towns			Number of Vehicles:	1
Local Authority:	Dover Distirct			OS Grid Reference:	625077 161014
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

The request failed with HTTP status 401: Unauthorized.



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit 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	Van or goods vehicle 3.5 tonnes mgw and under	9	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

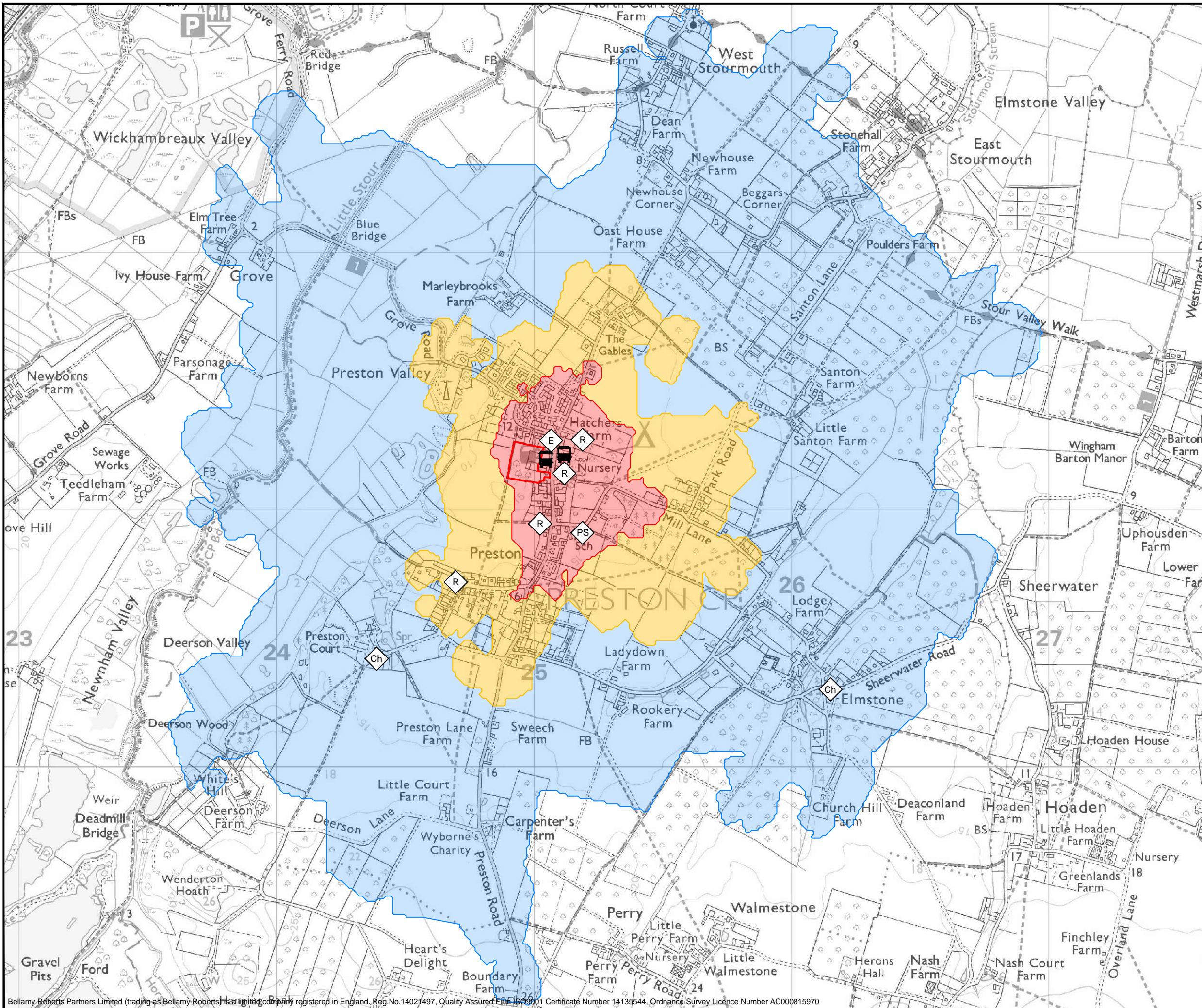
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX 3

Pedestrian & Cycle Isochrone



Notes

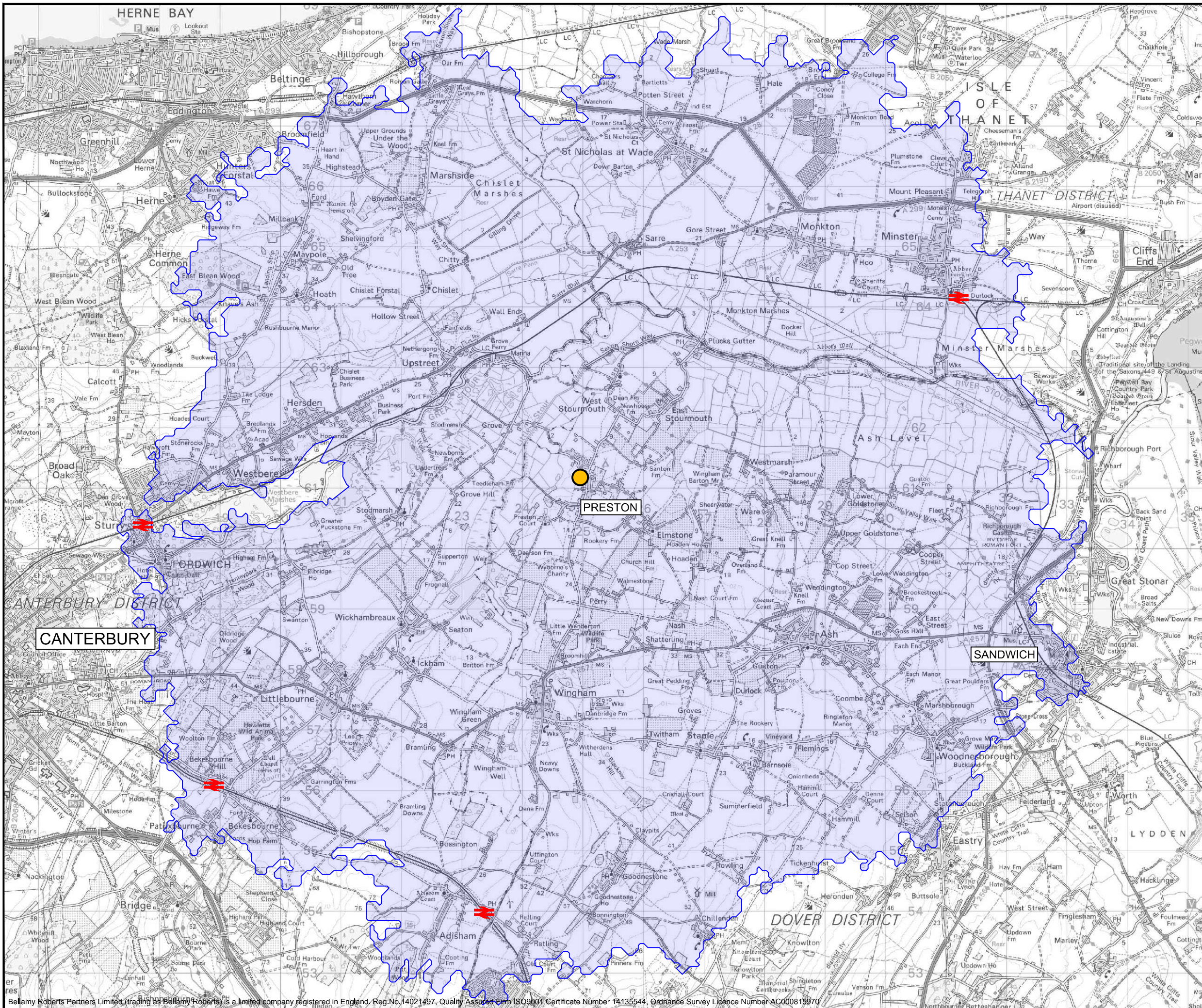
- Site
- Pedestrian Isochrones**
 - 400m
 - 800m
 - 2000m
- Facilities**
 - E Places to Eat/Drink
 - PS Primary School
 - R Shops/Supermarket
 - Ch Church
 - Bus Stop

REVISION	A	Site boundary revised	JCB	27/03/24	IR
		AMENDMENT	DRN	DATE	CHK






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CLIENT: David Hanson
 PROJECT: Meadow Cottage, The Street, Preston, Kent
 TITLE: Pedestrian Isochrones

DRAWN BY	MB	DESIGN BY	-	CHK BY	IR
DATE	01/02/24	DRAWING No.	6051 / 302	REV No.	A
SCALE	NTS @ A3				



Notes

-  Site
-  Cycle Isochrone
-  8km
-  Facilities
-  Train Station



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CLIENT: David Hanson

PROJECT: Meadow Cottage, The Street, Preston, Kent

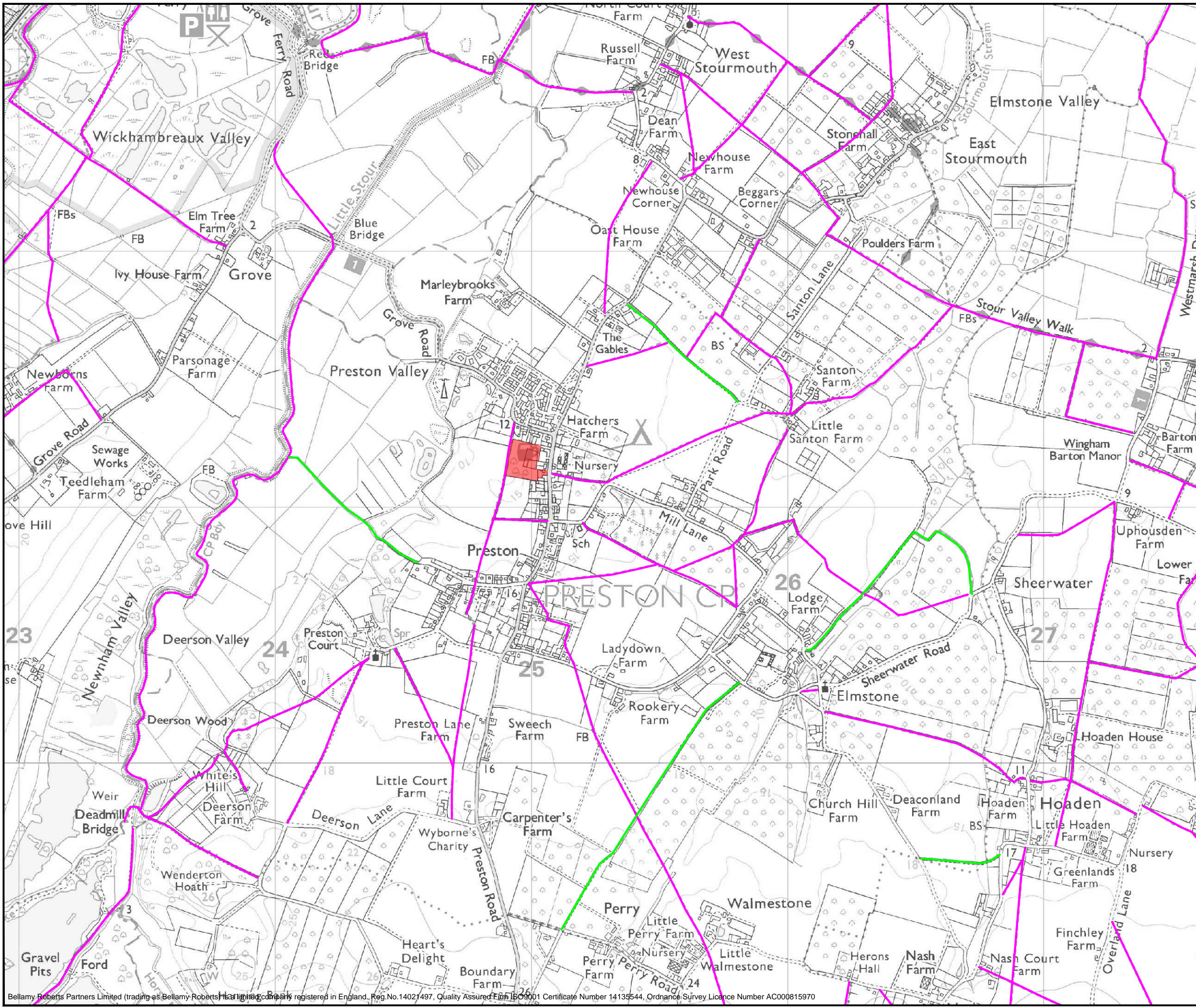
TITLE: Cycle Isochrone

DRAWN BY: MB	DESIGN BY: -	CHK BY: IR
DATE: 01/02/24	DRAWING No.:	REV No.:
SCALE: NTS @ A3	6051 / 303	

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APPENDIX 4

Public Rights of Way



Notes

- Site
- Public Rights of Way**
- Footpath
- Bridleway

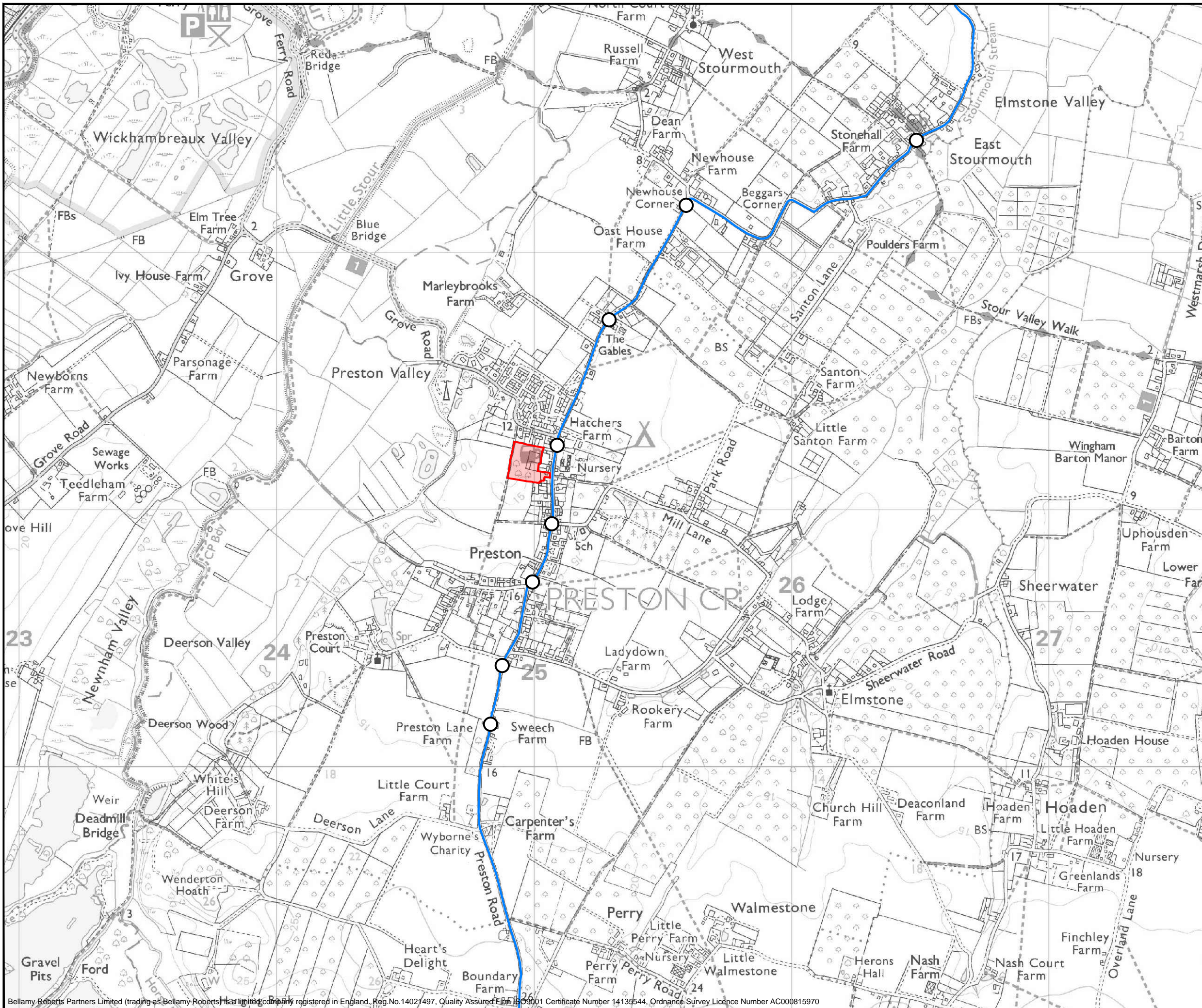
A	Site boundary revised	JCB	27/03/24	RK
REVISION	AMENDMENT	DRN	DATE	CHK

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CLIENT David Hanson
PROJECT Meadow Cottage, The Street, Preston, Kent
TITLE Public Rights of Way
DRAWN BY MB
DESIGN BY -
CHK BY IR
DATE 01/02/24
DRAWING No. 6051 / 305
SCALE NTS @ A3
REV No. A

APPENDIX 5

Bus Route



Notes

- Site
- Bus Stop

Bus Routes

- 11

A	Site boundary revised	JCB	27/03/24	RK
REVISION	AMENDMENT	DRN	DATE	CHK

Bellamy Roberts
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 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

CLIENT David Hanson
PROJECT Meadow Cottage, The Street, Preston, Kent
TITLE Bus Routes
DRAWN BY MB
DESIGN BY -
CHK BY IR
DATE 01/02/24
DRAWING No. 6051 / 304
SCALE NTS @ A3
REV No. A

APPENDIX 6

Access Visibility Splay



Notes

REVISION	AMENDMENT	DRN	DATE	CHK
D	Site updated	MB	26/03/24	MT
C	Site updated	MB	21/03/24	IR
B	Site updated	MB	27/02/24	IR
A	Site and Visibility updated	MB	23/02/24	IR

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 Clover House
 Western Lane
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 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

CLIENT: David Hanson
 PROJECT: Meadow Cottage, The Street, Preston, Kent
 TITLE: Access and Visibility

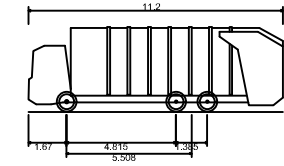
DRAWN BY: MB	DESIGN BY: -	CHK BY: IR
DATE: 31/01/24	DRAWING No: 6051/001	REV No: D
SCALE: 1:250 @ A3		

APPENDIX 7

Swept Path Analysis



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

REVISION	AMENDMENT	DRN	DATE	CHK	IR	MB	MT
D	Site updated					MB	MT
C	Site updated					MB	IR
B	Site and tracking updated					MB	IR
A	Site and tracking updated					MB	IR
			23/02/24			IR	
			27/02/24			IR	
			21/03/24			IR	
			26/03/24			IR	

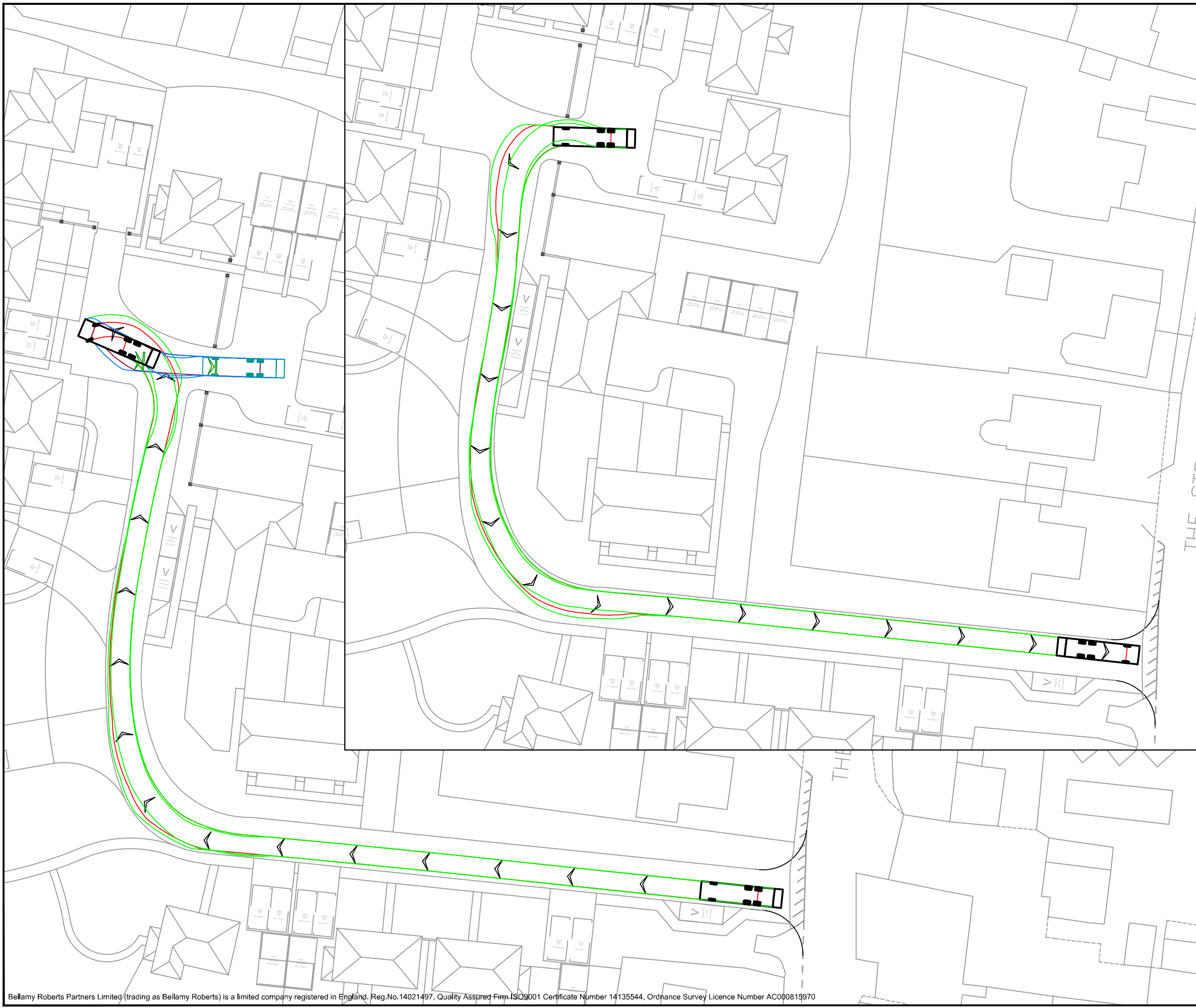
Bellamy Roberts
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CLIENT David Hanson

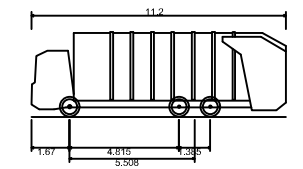
PROJECT Meadow Cottage, The Street, Preston, Kent

TITLE Refuse Access Tracking

DRAWN BY MB	DESIGN BY -	CHK BY IR
DATE 31/01/24	DRAWING No. 6051 / 201	REV No. D
SCALE 1:250 @ A3		



Notes



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)
 Overall Length 11.200m
 Overall Width 2.530m
 Overall Body Height 3.751m
 Min Body Ground Clearance 0.304m
 Track Width 2.500m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m

REVISION	AMENDMENT	DRN	DATE	CHK
E	Site updated	MB	28/03/24	MT
D	Site updated	MB	21/03/24	IR
C	Tracking and site updated	MB	11/03/24	IR
B	Tracking and site updated	MB	27/02/24	IR
A	Tracking and site updated	MB	21/02/24	IR



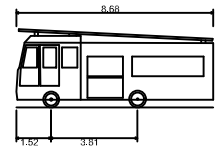
Bellamy Roberts
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 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

CLIENT: David Hanson
 PROJECT: Meadow Cottage, The Street, Preston, Kent
 TITLE: Refuse Internal Tracking

DRAWN BY: MB	DESIGN BY: -	CHK BY: IR
DATE: 31/01/24	DRAWING No.: 6051 / 202	REV No.: E
SCALE: 1:500 @ A3		



Notes



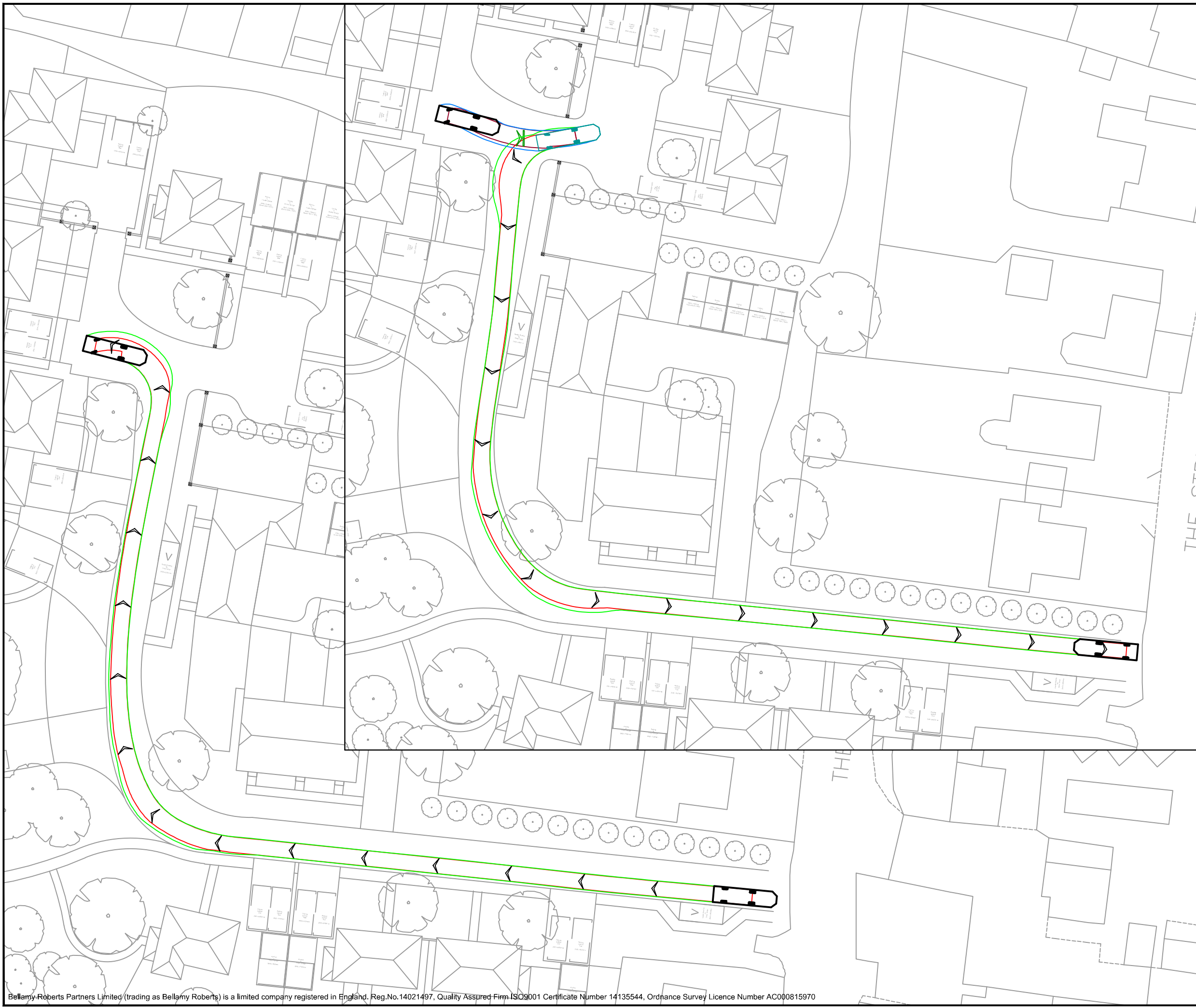
DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.190m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.910m

A	Site updated	MB	26/03/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK

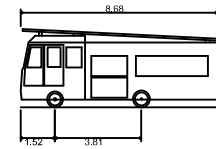
Bellamy Roberts
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 Tel: 01256 703355
 Email: info@bellamyroberts.co.uk

CLIENT David Hanson
 PROJECT Meadow Cottage, The Street, Preston, Kent
 TITLE Fire Tender Access Tracking

DRAWN BY MB	DESIGN BY -	CHK BY IR
DATE 21/03/24	DRAWING No. 6051 / 203	REV No. A
SCALE 1:250 @ A3		



Notes



DB32 Fire Appliance
 Overall Length 8.680m
 Overall Width 2.180m
 Overall Body Height 3.452m
 Min Body Ground Clearance 0.337m
 Max Track Width 2.121m
 Lock to lock time 6.00s
 Kerb to Kerb Turning Radius 7.910m

A	Site updated	MB	26/03/24	MT
REVISION	AMENDMENT	DRN	DATE	CHK



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CLIENT David Hanson
 PROJECT Meadow Cottage, The Street, Preston, Kent
 TITLE Fire Tender Internal Tracking

DRAWN BY MB	DESIGN BY -	CHK BY IR
DATE 21/03/24	DRAWING No. 6051 / 204	REV No. A
SCALE 1:500 @ A3		

APPENDIX 8

Full TRICS Output

Calculation Reference: AUDIT-200601-240325-0304

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	BO BEDFORD	1 days
	HF HERTFORDSHIRE	1 days
	KC KENT	1 days
	MW MEDWAY	1 days
03	SOUTH WEST	
	DC DORSET	1 days
	SD SWINDON	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	PB PETERBOROUGH	1 days
	SF SUFFOLK	1 days
06	WEST MIDLANDS	
	ST STAFFORDSHIRE	1 days
	WK WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
08	NORTH WEST	
	AC CHESHIRE WEST & CHESTER	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 30 (units:)
Range Selected by User: 6 to 30 (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: 01/01/15 to 09/11/22

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:

Monday	2 days
Tuesday	1 days
Wednesday	8 days
Thursday	3 days

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

Selected survey types:

Manual count	13 days
Directional ATC Count	1 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 undertaken using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Edge of Town	9

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	14
------------------	----

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.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	14 days
----	---------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

1,001 to 5,000	1 days
5,001 to 10,000	3 days
10,001 to 15,000	5 days
15,001 to 20,000	1 days
20,001 to 25,000	3 days
25,001 to 50,000	1 days

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

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	3 days
50,001 to 75,000	3 days
75,001 to 100,000	1 days
125,001 to 250,000	5 days
250,001 to 500,000	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	5 days
1.1 to 1.5	9 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:

Yes	5 days
No	9 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	14 days
-----------------	---------

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

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters (Cont.)

9	NY-03-A-13 CATTERICK ROAD CATTERICK GARRISON OLD HOSPITAL COMPOUND Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	TERRACED HOUSES 10 <i>10/05/17</i>	NORTH YORKSHIRE <i>Survey Type: MANUAL</i>
10	PB-03-A-04 EASTFIELD ROAD PETERBOROUGH Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: MONDAY</i>	DETACHED HOUSES 28 <i>17/10/16</i>	PETERBOROUGH <i>Survey Type: MANUAL</i>
11	SD-03-A-01 HEADLANDS GROVE SWINDON Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: THURSDAY</i>	SEMI DETACHED 27 <i>22/09/16</i>	SWINDON <i>Survey Type: MANUAL</i>
12	SF-03-A-05 VALE LANE BURY ST EDMUNDS Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 18 <i>09/09/15</i>	SUFFOLK <i>Survey Type: MANUAL</i>
13	ST-03-A-08 SILKMORE CRESCENT STAFFORD MEADOWCROFT PARK Edge of Town Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 26 <i>22/11/17</i>	STAFFORDSHIRE <i>Survey Type: MANUAL</i>
14	WK-03-A-03 BRESE AVENUE WARWICK GUYS CLIFFE Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: <i>Survey date: WEDNESDAY</i>	DETACHED HOUSES 23 <i>25/09/19</i>	WARWICKSHIRE <i>Survey Type: MANUAL</i>

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

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	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	14	20	0.089	14	20	0.261	14	20	0.350
08:00 - 09:00	14	20	0.214	14	20	0.411	14	20	0.625
09:00 - 10:00	14	20	0.132	14	20	0.211	14	20	0.343
10:00 - 11:00	14	20	0.168	14	20	0.179	14	20	0.347
11:00 - 12:00	14	20	0.189	14	20	0.164	14	20	0.353
12:00 - 13:00	14	20	0.232	14	20	0.204	14	20	0.436
13:00 - 14:00	14	20	0.196	14	20	0.207	14	20	0.403
14:00 - 15:00	14	20	0.193	14	20	0.243	14	20	0.436
15:00 - 16:00	14	20	0.318	14	20	0.257	14	20	0.575
16:00 - 17:00	14	20	0.296	14	20	0.186	14	20	0.482
17:00 - 18:00	14	20	0.336	14	20	0.225	14	20	0.561
18:00 - 19:00	14	20	0.261	14	20	0.146	14	20	0.407
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.624			2.694			5.318

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.

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Parameter summary

Trip rate parameter range selected:	8 - 30 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	14
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.



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