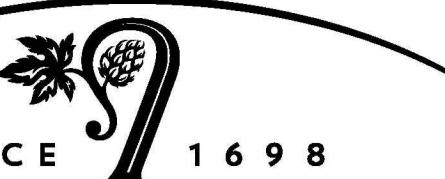




## APPENDIX A



# SHEPHERD NEAME

RITAIN'S OLDEST BREWER



# Proposed residential development on derelict land adjacent to Queen Court Farm, Ospringe

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For Construction & Fabrication Purposes - Do not scale from this drawing, use only the illustrated dimensions herein. Additional dimensions are to be requested and checked directly.

Illustrated information from 3rd party consultants/specialists is shown as indicatively only. See other consultant / specialist drawings for full information and detail.

All aspects of the architectural design concerning fire performance / fire safety (whether or not illustrated / annotated) are to be considered as 'For Approval' only, irrespective of the drawing status / suitability.

&lt;divN!

Key:

## Existing Surrounding Built Context

## Flood Plain

A dashed line icon representing a fence.

## Existing buildings to be demolished

- Proposed foul drainage and pumping station - subject detailed design

# DRAFT

# FOR COMMENT ONLY

# ON ARCH ITECT URE

Canterbury Studio  
Logan House, St Andrews Close  
Canterbury,  
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01227 634334

Project Title  
**PROPOSED RESIDENTIAL DEVELOPMENT,  
LAND ADJACENT TO QUEEN COURT FARM, OSPRINGE**

### Clients Details

### Drawing Title

BIM Number  
21.153-ONA-XX-00-DR-A - 0101

Scale Date Drawn Checked  
1:500@A1 29.07.2022 ES ----

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## Drawing Status



## APPENDIX B



Stuart Jones  
RPG  
Shackleford Suite  
Mill Pool House  
Mill Lane  
Godalming  
Surrey  
GU7 1EY

**Highways & Transportation**  
Ashford Highway Depot  
4 Javelin Way  
Henwood Industrial Estate  
Ashford  
Kent  
TN24 8AD

Email: alun.millard@kent.gov.uk  
Telephone: 03000 413726  
Fax:  
Ask for: Alun Millard  
Our ref: PAP/20/207  
Date: 23<sup>rd</sup> May 2022

### **Queen Court Farm, Water Lane, Ospringe, Faversham, Kent ME13 8UA**

Dear Stuart,

I refer to your request for pre-application advice in respect of the above site, and will refer to the drawings and information provided in the submitted Transport Statement dated January 2022.

It is noted that the scale of the development proposed in the latest TS has been reduced to 7 residential units from the 9 that were originally suggested in the initial details provided. To confirm, the following comments are based on the lesser scale of development and the January 2022 transport statement:

#### **1. Introduction**

The planning approvals listed in paragraph 1.2.4 are noted. Applications 16/508602/OUT and 21/500766/OUT at Preston Fields have both now received a resolution to grant planning approval and are located immediately to the east of the Ashford Road, opposite Perry Court, so it may be worth including these two within the list. Of interest too will be the developments at Oare Gravel Works and Ospringe Brickworks (SW/14/0257/OUT and 14/502729/OUT).

Should a planning application be submitted, the TS should be amended to correct the error in the road name stated in paragraphs 1.2.5 and 1.2.6, as these both currently refer to Ashfield Road instead of Ashford Road.

#### **2. Baseline Conditions**

As suggested in paragraph 2.1.6, it is acknowledged that the ATC traffic survey data obtained in December 2020 for Water Lane would not represent normal conditions for measuring traffic flow, but will be adequate for assessing vehicle speed. The recorded 85<sup>th</sup>



percentile speed at 31mph does correspond with my experience of the area and observations I have taken.

The AADT traffic flows on the A2 have been provided up to 2019. Whilst it is appreciated that COVID-19 will have influenced latter DfT counter outputs, it may be worth still listing these if available, with commentary to recognise the impact that the pandemic would have had. In any case, although the trend between 2015 and 2019 saw a decline in traffic flows, it should be noted that large scale residential developments have been developed in Faversham recently that are expected to result in traffic growth. Oare Gravel Works, Ospringe Brickworks, Perry Court and Love Lane (SW/14/0045) have all been assessed to pass traffic along the A2 corridor. Whilst I would not expect the proposed development of 7 dwellings to be material to the A2 traffic flows, if the baseline is to be referenced, it is considered appropriate to refer to the other developments as local representations will probably quote these.

Although the previous use of the site is known, it may be necessary for the Borough Council to confirm the extant use of the site is still valid, to ensure that the traffic movements that are likely to be generated from the resumption of agricultural or commercial business use can be counted to offset the proposed development.

As with the AADT data, it would be prudent to update the crash data in the TS to the most recent 5-year period.

I am aware that bus services have been reviewed recently, so the services listed in Figure 2.2 may have changed since the TS was first produced, or they may do soon. These services should therefore be checked prior to the submission of a planning application in order to provide the most accurate information at that time.

### 3. Traffic Impact Assessment

The first principles approach to determine the existing traffic generation is acceptable, and I have no dispute over the numbers presented on Figure 3.1, as these seem reasonable. As mentioned earlier though, I would like confirmation from the Borough Council that they consider the agricultural use is still extant, so that we can offset these against the proposed development.

I am satisfied that the appropriate selection parameters have been used in TRICS to predict the trip generation for the 7 dwellings in this location, so I can confirm that the trip rates and generation presented in Figure 3.2 are agreed.

Provided we can confirm the validity of the extant use, the net impact of the development in Figure 3.3 can also be agreed. However, given relatively small number of vehicle movements likely to be generated by the development proposals in the AM and PM peak hours, and noting the proximity of the school and the volumes of traffic that would attract on Water Lane, I wouldn't be necessarily be concerned at just considering the robust worst-case assessment without subtracting the extant use. Nonetheless, reference to the historic use does help remind local residents of what activity they may have experienced previously when the site was active.

As explained in section 3.4, the context of the development traffic set against the A2 AADT flows is a useful gauge to consider the impact of the development on the highway network. I would agree with the summary provided at 3.5.



#### 4. Proposed Development

##### *Access*

The formation of the access is likely to be acceptable, and I note that the geometry refers to compliance with Kent Design Guide in terms of junction radii and road widths. Swept path analysis demonstrates that the refuse vehicle can enter and exit the development within the proposed kerblines and carriageway available on Water Lane, and I note that another opposing vehicle movement would be unable to use the junction as the refuse vehicle manoeuvres through it. However, as the development only serves 7 dwellings and the likelihood of conflicting movements occurring at the same time as the infrequent refuse vehicle visit would be minimal, I do not consider this to be a concern.

However, there is more likelihood of two cars meeting at this point, so I would like to see the 5.5m passing width for the access increased in length to 15m in order to provide sufficient manoeuvring space for two vehicles to position themselves to pass one another comfortably at the junction.

Based on the results of the ATC survey, the visibility sightlines of 2.4m by 45m are considered appropriate. Whilst the existing footway will secure the majority of the splay, any of the envelope behind of the footway will need to be free from obstruction above a height of 900mm from the carriageway level.

It is not clear whether the access road is to be offered for adoption, but I would not necessarily expect a development of this scale to be public maintained highway. In addition, the design of the proposed courtyard, with its associated on-street parking, does not lend itself to an adoptable layout. I would therefore anticipate that the development will remain in private management.

The further pedestrian route across the open space to Mutton Lane is noted. Where this exits onto Mutton Lane, sufficient visibility splays should be provided so that pedestrians do not emerge directly into passing traffic.

##### *Parking*

I can confirm that the parking provision will need to comply with Swale Borough Council's parking standards that were adopted in May 2020, as noted, rather than reliance on KCC's Interim Guidance Note 3. The TA indicates that 28 parking spaces are to be provided on site, and that the SBC standards would require 20 resident spaces plus an additional 2 visitor spaces, based on 1 x 2-bed, 4 x 3-bed and 2 x 4-bed houses. On the face of it, this would appear to meet the required provision.

Please note though, that the standards for this location do not count garages within the provision, so any garages in the proposed scheme would not generally be counted. It may therefore be necessary to replace proposed garages with car barns if any houses are reliant on garages to meet their required allocation. The submitted plans do not include a schedule or elevations for me to determine which plot each parking space has been allocated to, or confirm whether some of the buildings are garages or car ports (Drawing number 105 "Site Plan Option 4" suggests they are all garages, although 2020/5629/002 Rev P4 "Swept Path Assessment" could indicate car barns).

Car barns, if provided, will need to meet the minimum size dimensions specified in Table 7 on page 32 of the adopted parking standards. Page 16 of the standards describes how car barns/car ports should be designed in order to make them practical for encouraging vehicle use, and to avoid being easily converted into general secure storage space for other household needs. I would point out that Table 7 also sets out the minimum dimensions of



general car parking spaces too, based on how these are positioned, either in tandem or adjacent to hard boundaries.

Each house must be provided with an Electric Vehicle charger. All Electric Vehicle chargers provided for homeowners in residential developments must be equipped to Mode 3 standard (providing up to 7kw) and SMART (enabling Wifi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list:

<https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>

Secure cycle storage needs to be provided at 1 space per bedroom. The TS indicated that details were shown on the drawing in Appendix A, but I'm afraid that I could not see any cycle parking information on that drawing. Generally though, a store/shed within each garden should be sufficient, and is what would normally be expected for this type of accommodation. I would not recommend the use of communal storage, if you are inclined to consider providing that from cycle storage.

#### *Deliveries & Servicing*

The anticipated servicing arrangements described in the TS are noted, with manoeuvring within the courtyard. Swept path analysis will be required to demonstrate that the 7.5t panel van is able to turn around as suggested.

#### *Waste Storage & Collection*

Room within the curtilages of each house should be made for the day to day storage of wheelie bins, separate from any communal storage area used on collection day. Although the general waste and mixed dry recycling 240 litre wheeled bins have been noted, please be aware that a third bin for garden waste is also available for a yearly subscription, and this does appear to have a popular take up with residents.

The collection day storage area should be shown, and be of sufficient size to accommodate the number of bins served for that collection. However, looking at the layout, it is likely that some houses may have room to have their bins collected from directly outside their curtilage.

Swept path analysis shown on drawing 2020/5629/002 does appear quite tight between the garages and the parking/landscaped feature opposite, which could be restricted further with informal parking. I would like to see a little more space afforded to the refuse vehicle turning area to provide some comfort. However, the swept path analysis is based on the initial development layout, and this will need updating to reflect the "Option 4" layout now shown on drawing number 105.

#### ***Important Notes***

*Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.*



*The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.*

*You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).*

*Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.*

*It should be noted that the weight given to pre-application advice will decline over time.*

I trust the above comments are of use, but please do contact me if you wish to discuss this further.

Yours sincerely,

**Alun Millard**  
Senior Development Planner





## APPENDIX C



### Proposed site plan

Proposed conversion of existing barns at Queen Court Farm, Water Lane, Ospringe

**AMENDED**

Revision Note & Date  
Rev. Date Note  
A 09/12/19 New boundary line omitted  
B 28/08/20 Proposals revised following meeting with SBC & HE (dated 15.7.20)  
C 10/09/20 Proposals revised in line with SWC Response to Consultation request (dated 28.8.20)

**ON ARCHITECTURE**



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01227 434334

Project Title  
Proposed conversion of existing barns at Queen Court Farm,  
Water Lane, Ospringe

Clients Details

Drawing Title  
Proposed site plan

BIM Number

Scale 1:200 @ A1 Date October 19 Drawn AW Checked

Drawing Status

Project Number 19.031 Drawing Number 51 Drawing Revision C

<b>2.2 REFERENCE NO - 19/505888/FULL &amp; 19/505890/LBC</b>			
<b>APPLICATION PROPOSAL</b>			
Conversion / refurbishment of barns to provide 2 dwellings, new garage building; demolition of farmyard structures; and hard and soft landscaping works.			
<b>ADDRESS</b> Queen Court Barns Water Lane Ospringe Kent ME13 8UA			
<b>RECOMMENDATION</b> - Grant both applications subject to appropriate conditions and to securing the SAMMs tariff payment.			
<b>REASON FOR REFERRAL TO COMMITTEE</b>			
Called in by Cllr Ben J Martin			
<b>WARD</b> Watling	<b>PARISH/TOWN</b> Faversham Town	<b>COUNCIL</b>	<b>APPLICANT</b> Mr George Barnes <b>AGENT</b> Mr Simon Milliken
<b>DECISION DUE DATE</b> 05/03/20	<b>PUBLICITY EXPIRY DATE</b> 26/08/20		

## 1. DESCRIPTION OF SITE

- 1.1 The two buildings in question here form part of the larger Queen Court Farm complex and are listed in their own right. A new listing evaluation of the buildings was carried out shortly after the applications were submitted, the applications were held in abeyance pending that evaluation, and the larger barn (Barn 2) has now been upgraded to Grade II\* status. The site is located outside of any defined built up area boundary but is within the Ospringe conservation area.
- 1.2 Barn 2 is a good quality example of a 15<sup>th</sup> Century Kentish aisled barn with later additions approximately dating to the late 17<sup>th</sup> or early 18<sup>th</sup> Century. The earliest part of the barn comprises four timber framed bays, whilst the later bays are of brick construction with ventilation slits. The roofing and cladding on the timber framed bays is largely modern and to the south is an attached granary and link which was possibly added at the same time as the later bays. Further modern additions were added to this barn in the form of two lean to style extensions and a large silo.
- 1.3 Barn 1 to the south-west is a Grade II listed building which dates from the 16<sup>th</sup> Century, with well preserved 19<sup>th</sup> Century stable fittings still seen within this barn. This building has rooflights installed on both roof slopes but it is not known when this alteration was made and there is no planning history for them.

## 2. PROPOSAL

- 2.1 These applications seek planning permission and listed building consent for the conversion of these two barns into two dwellings. The proposal initially sought to create three dwellings with Barn 2 split to create two units. However, after lengthy discussions with officers, Historic England and the architect, the scheme was amended as per Historic England's advice, and the biggest change is that Barn 2 is now proposed as a single residential unit with attached annexe.
- 2.2 A number of repair works would need to be undertaken to enable the conversion including:

- Repairs to the existing historic fabric including structural repairs to the roofs, walls, repointing of brickwork etc.
- Replacement of the existing internal concrete floors with a new insulated limecrete slab, incorporating underfloor heating with floor levels rationalised as they currently slope. Trial holes will be dug against all existing external and internal walls to ensure new levels do not undermine existing structures.
- Removal of all modern additions including the metal silo, lean-tos, water and oil tanks.
- New cast iron rainwater goods.
- Thermal insulation provided between and external to the timber frame so the majority of the frame remains exposed internally.
- Removal of existing modern roof coverings and replacement more in keeping with the barns.
- Demolition of existing outbuilding and dutch barn.
- Formation of freestanding and independent timber frame enclosures within the existing fabric to provide subdivision without any detrimental impact to the historic fabric.
- Replacement of timber weatherboarding.

2.3 Barn 1 would be a three bedroom unit and, after discussions with Historic England, the existing 19<sup>th</sup> Century stable fittings are to remain within bedroom 2 and this room has now been designed around these historic features ensuring their retention within the building. The living area formed within bays 4-6 is open plan so the existing beams are left unaltered. The brickwork of this building is to be repaired and repointed, the horizontal timber boarding replaced and the existing clay tiles are to be removed and set aside for re-use while the timber frame is repaired. The tiles would be reinstated incorporating bat access tiles.

2.4 Barn 2 would be a larger four bedroom unit, again leaving the main living area free of partitions to appreciate the timber framing from within. Timber partitions would be used to create the bedrooms and bathrooms. The brickwork on this building is also to be repaired and repointed with the existing timber boarding replaces. The existing corrugated sheeting roof would be replaced with hand made clay tiles incorporating bat access tiles with new cast iron rainwater goods. The existing granary is proposed to be converted to a self contained annexe for use by the occupiers or guests of Barn 2. The annexe would have a kitchen/living area down stairs and a bedroom with en suite on the first floor. The brickwork and flint to the annexe would be repaired and repointed and the boarding also replaced, the timber roof frame is in need of repair and the existing felt roof will be replaced with hand made clay tiles like the other buildings. The corrugated iron mono pitch roof over the living area would be replaced with natural slate.

2.5 To ensure the setting of the listed buildings the parking area is proposed away from the barns to the rear corner of the site where a garage building and parking courtyard is proposed. The building would be finished in horizontal boarding and a pitched roof finished in natural slate which will also include thermoslate or similar to provide a sustainable energy source. The building would provide six garages and an additional storage unit for each dwelling; each garage will also have a loft storage area.

2.6 The applications are supported by a number of reports that can be summarised as follows:

Heritage Impact Assessment

- The conversion of highly significant barns is considered to be a suitable and positive residential conversion that respects the historic buildings, while ensuring their future survival.
- The presence of aisles and existing divisions has been utilised to accommodate the smaller rooms whilst leaving the nave of the barns as open space.
- The granary has suffered the most alteration in the past and the proposed conversion is considered to provide a good solution by reversing some of the more unsightly fabric and allow the maintenance and repair of the structure.

#### Flood Risk Assessment

- Site is in Flood Zone 3 for fluvial flooding
- Consultant has produced detailed modelling to refine the extent of the fluvial flood plain
- Modelling confirms that all residential development is situated in Flood Zone 1

#### Ecology

- The survey recorded evidence of multiple bat day roosts and feeding areas as well as use by barn owls
- Bat loft and bat tiles to be provided
- No external lighting to be placed near the entrance/exit points of new roost sites
- The garage will include an integrated barn owl nesting area with an external exercise ledge

### **3. PLANNING CONSTRAINTS**

Potential Archaeological Importance

Conservation Area Ospringe

Environment Agency Flood Zone 2

Environment Agency Flood Zone 3 136994

Listed Buildings MBC and SBC Ref Number: 380/SW

Description: G II QUEEN COURT FARM, WATER LANE, OSPRINGE, FAVERSHAM, ME13

Listed Buildings MBC and SBC Ref Number: 670/SW

Description: G II QUEEN COURT FARM, WATER LANE, OSPRINGE, FAVERSHAM, ME13

Listed Buildings MBC and SBC Ref Number: 1333/SW

Description: G II\* QUEEN COURT FARM, WATER LANE, OSPRINGE, FAVERSHAM, ME13

### **4. POLICY AND CONSIDERATIONS**

#### 4.1 Development Plan: Bearing Fruits 2031: The Swale Borough Local Plan 2017 policies:

CP4 (Design)  
CP8 (Conserving and enhancing the historic environment)  
DM3 (Rural economy)  
DM14 (General development criteria)  
DM16 (Alterations and extensions)  
DM19 (Sustainable design and construction)  
DM32 (Listed buildings)  
DM33 (Conservation areas)

4.2 Supplementary Planning Guidance (SPG): 'Conservation Areas', 'Listed Buildings' and 'The Conservation of Traditional Farm Buildings'

4.3 The National Planning Policy Framework (NPPF): Paragraphs 190, 194 and 196.

## 5. LOCAL REPRESENTATIONS

Comments received in relation to the original drawings

5.1 The Faversham Society:

*"This conversion is something that appears inevitable. The scheme has been carefully considered, however, it is important to ensure that as much as possible of the historic fabric is retained in the conversion. Any hedging to Water Lane or within the adjacent fields should use native species to ensure that the setting of the barns does not become much more urban in character, and to maximise biodiversity."*

5.2 Three local residents have written neither objecting or supporting, with comments that can be summarised as follows:

- No objection to the barns being converted to residential use, however more details are needed
- The drainage strategy should be re-designed, additional water seeping into the ground as a result of the proposed works would flood part of Queen Court Farmhouse and its land and outbuildings. There should be no impermeable hardstanding including the access route
- Topographical and ecological surveys should be undertaken as reptiles have been seen close to the site
- A contamination survey to identify issues such as liquid spillages and potential presence of substances such as asbestos should be produced
- A method statement should be submitted to identify days and hours of work and all access should be via the access north of the barns with no on site vehicle access
- Proposed materials are not identified.
- Physical obstruction of vehicles being able to park in the yard needs to be identified
- Window shown on the south elevation of the granary should be removed as it overlooks habitable rooms of Queen Court Farmhouse
- The site plan shows part of Queen Court Farmhouse land coloured in but this land does not form part of the planning application
- The full height glazing to the ground floor of the granary barn will be a substantial increase in openings and the windows will look into the garden of Queen Court Farmhouse
- External lighting needs to be conditioned

5.3 One local resident objects to the scheme, with comments that can be summarised as follows:

- Lack of clarity in tree management plan
- The supply of electricity to the area is inadequate and there have been three power cuts in the last fortnight
- There is historic problems with drainage and sewage disposal with no plans showing how these will cope
- There is no traffic assessment or management plan
- No management plan for asbestos
- There should be limits on time of construction to avoid noise and dust
- There is no mention of lizards that are on the site

5.4 One letter was received supporting the application with comments that can be summarised as follows:

- We need more housing and this location is ideal
- A property nearby had approval to knock down a garage and have a residence added, therefore this conversion of old buildings is very positive
- Some of the neighbours comments are aimed at making the owner have to do more paperwork to increase cost and delay development

#### Comments received in relation to the amended drawings

5.5 Two letters were received from local residents which can be summarised as follows:

- We reiterate that, in principle, we support the conversion of these barns
- Reiterate original comments on loss of privacy from the window at the south end of the granary barn
- No mitigation has been added to prevent the flooding of Queen Court Farmhouse
- No mention of redundant oil tanks or asbestos on the site
- The trees have not been surveyed
- The amended proposed site layout shows the gravel courtyards appear to be protected from vehicular access and parking which we support
- The amended garaging proposals show 6 spaces but the application form identifies 8 car parking spaces
- It is clear from the proposed elevations that substantial changes to the fabric and materials are proposed, openings being removed or added but application form stated no changes to external fabric
- Concerns that the annexe to Barn 2 could be used as a totally separate residence or holiday let as it has separate amenities
- When the barn in Vicarage Lane was refurbished the old roofing material was burned in the open air causing smoke to pollute the local atmosphere. Swale Environmental Services were informed but seemed uninterested and took no action
  - A management plan to prevent collisions should be developed

## **6. CONSULTATIONS**

#### Comments received in relation to the original drawings

6.1 Faversham Town Council:

*"No objection. The barns are currently derelict and falling into poor condition. This proposal would ensure essential work is undertaken to preserve them. The small scale proposal is suitable for the area. The planting of hedges is to be encouraged with native species. Bat and Owl mitigation/enhancement should be a condition if planning permission is given. Japanese knotweed is known to be present in the vicinity and this should be investigated."*

6.2 Ospringe Parish Council:

*"If this application were to be approved we would be very concerned about the additional traffic that would be generated on Water Lane which is already beyond saturation point at certain times, leading to serious congestion and the resultant pollution and bad air quality. The same concerns have been made by ourselves and others regarding the planning applications for Ashdown and Black Cottages. We note the representations made by the neighbour Ms Delaney which coincide with our own views."*

6.3 Environment Agency – no comments as the planning application falls outside EA's remit as a statutory planning consultee.

6.4 Natural England – No objection subject to SAMMS fee to help mitigate against the potential recreational impacts of the development.

6.5 Society for the Protection of Ancient Buildings:

*"If a new floor is to be installed we would suggest it better to install a breathable limecrete floor. Without details of repair methodology it is not possible to properly assess how the work will impact the building. The availability of such information is essential before the application is determined and this information should be sought from the applicant. This is in accordance with para 194 of the NPPF."*

6.6 Historic England – Initial negative feedback regarding harm to the grade II\* listed barn:

*"Not yet convinced that the harm is minimised in line with the requirements of para 190 of the NPPF. Recommend converting Barn 2 to a single dwelling. Acknowledge that the application has been live for several months after a decision was taken, rightly in our view, not to determine the application until the outcome of a listing assessment was known. We would be happy to work with Officers and the applicant on an amended scheme".*

6.7 Kent Wildlife Trust – Did not comment upon the application.

6.8 Kent Highways – The development proposal does not meet the criteria to warrant involvement from the Highway Authority.

6.9 County Archaeological Officer – Did not comment upon the application.

Comments received in relation to the amended drawings

6.10 Faversham Town Council – No objection. Same comments as for the originally submitted drawings.

6.11 Historic England now supports the application:

*'The greatest change to proposals for barn 2 is a decision to convert it to a single dwelling rather than two dwellings and to focus ancillary spaces, such as bedrooms, in the eastern, less significant end of the barn. As a consequence, the historic volumes of the medieval barn will largely be retained. We think this substantially reduces the harm to heritage significance and in its current configuration, represents the least harmful way to convert this building and thus to secure its long-term conservation.'*

*Amendments to the proposed landscaping also contribute to a less harmful scheme and we are content with changes to the proposed boundary treatment, new gate openings between the gardens and driveway and the introduction of low posts to the south of barn 2 to ensure that these areas are not used for parking.*

*While we welcome the latest changes and commend the applicant for responding sensitively to the concerns raised by Historic England and the Council's Conservation and Design Manager, we do not think the latest changes remove harm altogether. However we think your Council could now conclude that the harm has been minimised in line with paragraph 190. Remaining harm is justified by marketing evidence that a residential use represents the optimum viable use of this building and thus that no other less harmful uses would secure the building's long-term conservation. In reaching a decision on this proposal, your Council will also need to weigh the public benefits against the remaining harm, which we assess to be less than substantial, in the manner described in paragraph 196 of the NPPF, taking in to account the public benefit of securing the building's optimum viable use.'*

## 7. BACKGROUND PAPERS AND PLANS

7.1 All plans and documents relating to applications 19/505888/FULL and 19/505890/LBC.

## 8. APPRAISAL

8.1 Local Plan policy states that development proposals will be supported in accordance with the settlement hierarchy criterion which is set out in Policy ST3. This site falls within the open countryside where *"At locations in the open countryside, outside the built up area boundaries shown on the proposals map, development will not be permitted, unless supported by national planning policy and be able to demonstrate that it would contribute to protecting and, where appropriate, enhancing the intrinsic value, landscape setting, tranquillity and beauty of the countryside, its buildings and the vitality of rural communities."*

8.2 Policy DM3 (rural economy) states that *"planning permission for residential development will not be permitted where this would reduce the potential for rural employment and/or community facilities unless the site/building is demonstrated as having no demand for such purposes or its use would be undesirable or unsuitable"* clearly indicating a reluctance to see residential conversion of rural buildings as a principle.

8.3 These policies do not seek to blanket ban housing in the countryside or other development, but they seek to ensure a thriving rural economy by prioritizing the reuse of rural buildings for business or community uses. This approach is entirely consistent with paragraphs 83 and 84 of the NPPF which seek to support a prosperous rural economy. The documents submitted include evidence of the efforts the applicant have

gone to investigate the sale of the building for alternative uses. The marketing appraisal shows that there was limited interest and ultimately no sale for an alternative use was agreed. The information was also reviewed by Historic England's economic officer and it is deemed that residential conversion of these buildings is the most viable use that will ensure the buildings are preserved.

- 8.4 With the principle of residential use established through the marketing appraisal, an assessment needs to be made on the design and impact of the proposal on the character of the listed buildings themselves and the surrounding conservation area setting.
- 8.5 There were initially concerns over the conversion of these units into three dwellings and the applicant has been willing to work with the Council and Historic England to reach a scheme that would ensure the listed barn's preservation. Historic England are now supporting the applications on heritage grounds and I have no reason to disagree with their view. SPAB, whilst not objecting to the scheme, raised concerns over the replacement concrete floor and this has now been amended to limecrete as per their suggestions.
- 8.6 With regards to residential amenity the neighbour at Queen Court Farmhouse raised concerns over the small window to the en-suite of the annexe building that may have caused overlooking. This window has now been removed and there are no openings on that elevation that would cause loss of privacy to Queen Court Farmhouse.
- 8.7 It was discussed with the architect that the courtyard setting of the barns should remain and parking should be discouraged from those areas, which was also a concern raised by a local resident. The site plan has now been amended to include small timber posts on the boundary of the courtyard to discourage parking within this area. Ample parking is situated within the garages and parking courtyard with a total of six garages and additional storage areas for both properties within the garage building which complies with the Council's SPD for a minimum of three spaces per dwelling. The parking area is set to the rear of the site to preserve the character and setting of the buildings.
- 8.8 There is little scope to achieve new-build sustainable construction levels within the conversion of the listed barns. However, Thermoslates or similar are proposed to the roof of the new garage building which would provide a source of sustainable energy.
- 8.9 A flood risk assessment was submitted with the application and details that the site is shown in Flood zone 3 for fluvial flooding. Odyssey has undertaken modelling which refined the extent of the fluvial flood plain in the surrounding area. The modelling states that all residential development will be situated within Flood Zone 1 (no risk of flooding). Odyssey corresponded with the EA who stated that they did not hold any detailed modelling of the watercourse affecting the site. The EA did not comment on the proposals.

#### **Appropriate Assessment under the Conservation of Habitats and Species Regulations 2017**

This Appropriate Assessment has been undertaken without information provided by the applicant. The application site is located within 6km of The Swale Special Protection Area (SPA) which is a European designated sites afforded protection under the Conservation of Habitats and Species Regulations 2017 as amended (the Habitat Regulations).

SPAs are protected sites classified in accordance with Article 4 of the EC Birds Directive. They are classified for rare and vulnerable birds and for regularly occurring migratory species. Article 4(4) of the Birds Directive (2009/147/EC) requires Member States to take appropriate steps to avoid pollution or deterioration of habitats or any disturbances affecting the birds, in so far as these would be significant having regard to the objectives of this Article.

Due to the scale of development there is no scope to provide on site mitigation such as an on-site dog walking area or signage to prevent the primary causes of bird disturbance, which are recreational disturbance including walking, dog walking (particularly off the lead), and predation of birds by cats. The proposal thus has potential to affect said site's features of interest, and an Appropriate Assessment is required to establish the likely impacts of the development.

In considering the European site interest, Natural England (NE) advises the Council that it should have regard to any potential impacts that the proposal may have. Regulations 63 and 64 of the Habitat Regulations require a Habitat Regulations Assessment. For similar proposals NE also advises that the proposal is not necessary for the management of the European sites and that subject to a financial contribution to strategic mitigation, the proposal is unlikely to have significant effects on these sites.

The recent (April 2018) judgement (People Over Wind v Coillte Teoranta, ref. C-323/17) handed down by the Court of Justice of the European Union ruled that, when determining the impacts of a development on protected area, "it is not appropriate, at the screening stage, to take account of the measures intended to avoid or reduce the harmful effects of the plan or project on that site." The development therefore cannot be screened out of the need to provide an Appropriate Assessment solely on the basis of the mitigation measures agreed between Natural England and the North Kent Environmental Planning Group (NKEPG).

NE has stipulated that, when considering any residential development within 6km of the SPA, the Council should secure financial contributions to the Thames, Medway and Swale Estuaries Strategic Access Management and Monitoring (SAMM) Strategy in accordance with the recommendations of the (NKEPG) and that such strategic mitigation must be in place before the dwelling is occupied. Based on the correspondence with Natural England (via the NKEPG), I conclude that off site mitigation is required.

In this regard, whilst there are likely to be impacts upon the SPA arising from this development, the mitigation measures to be implemented within the SPA from collection of the standard SAMMS tariff (normally to be secured by either s106 agreement or unilateral undertaking on all qualifying developments) will ensure that these impacts will not be significant or long-term. I therefore consider that, subject to mitigation, there will be no adverse effect on the integrity of the SPA.

It can be noted that the required mitigation works will be carried out by Bird Wise, the brand name of the North Kent Strategic Access Management and Monitoring Scheme (SAMMS) Board, which itself is a partnership of local authorities, developers and environmental organisations, including SBC, KCC, Medway Council, Canterbury Council, the RSPB, Kent Wildlife Trust, and others.

This payment will need to be secured before planning permission can be granted.

## 9. CONCLUSION

9.1 Overall the conversion of these listed barns seems to be the only viable option to preserve their architectural and historic character. The applicant/architect has worked with the Council and Historic England over a number of months to try and achieve the most sensitive development possible. The application complies with the relevant policies within the Local Plan; the Council's SPG's and paragraphs 190, 194 and 196 of the NPPF.

10. **RECOMMENDATION** – Grant both applications subject to the following conditions and securing the SAMMs tariff.

## CONDITIONS

### 19/505888/FULL – Planning application

(1) The development to which this permission relates must be begun not later than the expiration of three years beginning with the date on which the permission is granted.

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

(2) The development hereby approved shall be carried out in strict accordance with the following approved drawings:

19.031 51C, 19.031 52A, 13.031 53B, 19.031 54, 19.031 55, 19.031 56B, 19.031 57C, 19.031 58B, 19.031 59, 19.031 60, 19.031 61, 19.031 62B, 19.031 65 and 19.031 66.

Reason: In the interests of residential and visual amenity.

(3) No construction work in connection with the development shall take place on any Sunday or Bank Holiday, nor on any other day except between the following times:

Monday to Friday 0730 – 1900 hours, Saturdays 0730 – 1300 hours unless in association with an emergency or with the prior written approval of the Local Planning Authority.

Reason: In the interests of residential amenity.

(4) Prior to first occupation full details of both hard and soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. These details shall include existing trees, shrubs and other features, planting schedules of plants, noting species (which shall be native species and of a type that will encourage wildlife and biodiversity), plant sizes and numbers where appropriate, means of enclosure, hard surfacing materials, and an implementation programme.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

(5) All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed in writing with the Local Planning Authority.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and

biodiversity.

(6) Upon completion of the approved landscaping scheme, any trees or shrubs that are removed, dying, being severely damaged or becoming seriously diseased within five years of planting shall be replaced with trees or shrubs of such size and species as may be agreed in writing with the Local Planning Authority, and within whatever planting season is agreed.

Reason: In the interests of the visual amenities of the area and encouraging wildlife and biodiversity.

(7) The garage building hereby approved shall be kept available for the parking of vehicles and no permanent development, whether permitted by the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking or re-enacting that Order) or not, shall be carried out on the land or in such a position as to preclude vehicular access thereto.

Reason: Development without adequate provision for the parking or garaging of cars is likely to lead to car parking inconvenient to other road users and in a manner detrimental to highway safety and amenity.

(8) The development hereby permitted shall be carried out in its entirety in relation to each dwelling and the associated shared and private external areas (including the garage building/store) prior to first occupation, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of residential and visual amenity.

(9) Prior to the relevant works samples of the proposed slates and a section of weatherboarding in the proposed stain or paint finish to be used on the garage/store building shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

Reason: In the interests of visual amenity.

(10) Prior to the relevant works details of the proposed cast iron rainwater goods to be used on the garage/store building shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

Reason: In the interests of visual amenity.

(11) Prior to the relevant works the following key construction details for the garage/store building shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

- 1:5 vertical section showing the weatherboard profile
- 1:5 vertical section showing the eaves detailing (including guttering)
- 1:5 vertical section showing the verge detailing
- 1:20 elevation detail and 1:5 plan and vertical sections of external doors
- 1:5 vertical section showing the ridge roof junction detailing
- 1:5 vertical section showing the hip roof junction

Reason: In the interests of visual amenity.

(12) The annexe accommodation hereby permitted shall not be occupied at any time other than for purposes ancillary to the residential use of the dwelling shown on the plans as Barn 2.

Reason: In the interests of residential amenity.

(13) Upon completion, no further development, whether permitted by Classes A, B, C, D or E of Part 1 of Schedule 2 to The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order) or not, shall be carried out on the site including the garage building.

Reason: In the interest of preserving the special architectural or historic interest of the listed building.

(14) The bat tiles, bat loft and owl boxes referred to in paragraphs 7.15, 7.16 and 7.18 of the Bat and Barn Owl Survey Report and Mitigation Strategy produced by Ecology Solutions dated October 2019 (ref: 7867.BatReport.vf) shall be provided before first occupation of the dwellings hereby approved.

Reason: In the interests of encouraging wildlife and biodiversity.

(15) Prior to occupation of either dwelling hereby permitted details shall be submitted to the Local Planning Authority and approved in writing, which set out what measures have been taken to ensure that the development incorporates sustainable construction techniques such as water conservation and recycling, renewable energy production including the inclusion of 'Thermoslate' or similar solar tiles, energy efficiency, and sustainable drainage principles into the relevant dwelling. Upon approval, the details shall be incorporated into the development as approved.

Reason: In the interest of promoting energy efficiency and sustainable development.

(16) The dwellings hereby permitted shall be designed to achieve a water consumption rate of no more than 110 litres per person per day, and neither dwellings shall not be occupied unless the notice for that dwelling of the potential consumption of water per person per day required by the Building Regulations 2015 (as amended) has been given to the Building Control Inspector (internal or external).

Reason: In the interests of water conservation and sustainability.

(17) Prior to the first occupation of any dwelling unit hereby approved, at least one electric vehicle charging point per dwelling shall be installed and made ready for use of residents of the relevant dwelling.

Reason: In the interests of promoting sustainable development.

### **The Council's approach to the application**

In accordance with paragraph 38 of the National Planning Policy Framework (NPPF), February 2019 the Council takes a positive and proactive approach to development proposals focused on solutions. We work with applicants/agents in a positive and creative way by offering a pre-application advice service, where possible, suggesting solutions to secure a successful outcome and as appropriate, updating applicants / agents of any issues that may arise in the processing of their application.

The application was considered by the Planning Committee where the applicant/agent had the opportunity to speak to the Committee and promote the application.

## CONDITIONS

### 19/505890/LBC

(1) The works to which this consent relates must be begun not later than the expiration of three years beginning with the date on which this consent is granted.

Reason: In pursuance of Section 18 of the Listed Building Act 1990 as amended by the Planning and Compulsory Purchase Act 2004.

(2) The development hereby approved shall be carried out in strict accordance with the following approved drawings:

19.031 51C, 19.031 52A, 13.031 53B, 19.031 54, 19.031 55, 19.031 56B, 19.031 57C, 19.031 58B, 19.031 59, 19.031 60, 19.031 61, 19.031 62B, 19.031 65 and 19.031 66.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(3) Prior to commencement of any other works the existing lean-tos, silo water and oil tanks shown to be demolished as part of the proposed scheme, shall be removed and the structures in question shall be removed from the application site. The structures shall not be stored on the site or on the adjacent land north and east.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(4) Prior to the relevant works a sample of the proposed Kent peg clay tiles and replacement weatherboarding in the proposed stain or paint finish shall be submitted to and approved in writing by the Local Planning Authority. The samples submitted shall include the ridge and hip tiles, bat access tiles and any specialist conservation type ventilation tiles. The development shall then be carried out in accordance with these approved details.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(5) Prior to the relevant works manufacturers details of the specific cast iron rain water goods (and associated brackets) to be used on the converted barns shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(6) Prior to the relevant works manufacturers details of the replacement patent glazing and flush fitting conservation type rooflight to be used on Barn 1 shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(7) Notwithstanding the details shown on drawing 19.031 66, the following key construction details shall be submitted to and approved in writing by the Local Planning Authority, The development shall then be carried out in accordance with these approved details.

- 1:5 vertical section showing the proposed wall insulation system and weatherboard profile
- 1:5 vertical section showing the eaves detailing (including guttering) and proposed roof insulation system
- 1:5 vertical section showing the verge detailing
- 1:5 vertical section showing the ridge roof junction detailing
- 1:5 vertical section showing the hip roof junction detailing
- 1:5 vertical section showing the proposed replacement floor and associated insulation underfloor heating system
- 1:10 (internal) elevation detail and 1:1 or 1:2 vertical plan section of the fixed glazing to be provided to the ventilation slits at the eastern end of Barn 2

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(8) Prior to commencement (excluding the works outlined in condition 2) a detailed repair and alterations specification and associated works programme for the external envelope and internal elements of the buildings (including the brickwork, timber frame and proposed new finished for the medieval parts of the building) compiled in accordance with the repair principles set out in the revised Design & Access Statement dated 14<sup>th</sup> September, shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the works required for making good the retained historic fabric where attached and/or abutting later structures which are to be demolished. The reports shall also be compiled in accordance with the following technical guidance:

- SPAB Technical Pamphlet 5: Repointing stone and brickwork walling
- SPAB Technical Pamphlet 12: The repair of timber frames and roofs
- Historic England: Energy efficiency and historic buildings

Reason: In the interest of the special architectural or historic interest of the listed buildings.

(9) Prior to the relevant works a 1:20 elevation detail and a 1:5 plan and vertical section for all new (or replacement) joinery elements including windows, internal/external doors stairs, associated banisters/handrails and shutters shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these approved details.

Reason: In the interest of the special architectural or historic interest of the listed buildings.

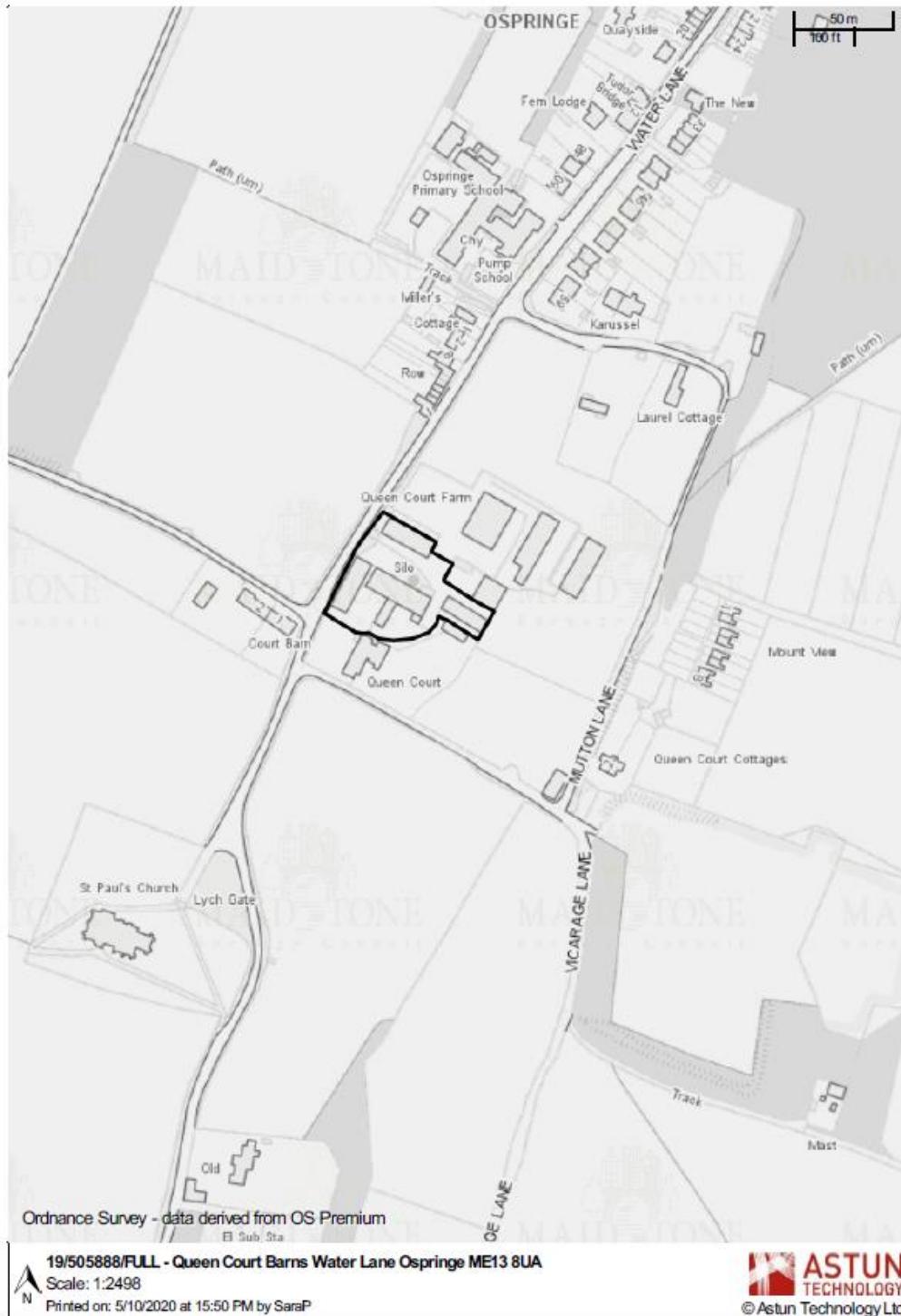
(10) No flues, vents, meter/alarm boxes or external lighting shall be fixed to the exterior of the listed buildings the subject of this consent without the prior written consent of the Local Planning Authority.

Reason: In the interest of the special architectural or historic interest of the listed

buildings.

NB For full details of all papers submitted with this application please refer to the relevant Public Access pages on the council's website.

The conditions set out in the report may be subject to such reasonable change as is necessary to ensure accuracy and enforceability.





## APPENDIX D



## Water Lane, Faversham (ATC)

Site No. 533601

Site Ref. 533601

Water Lane

Speed Report (Speed Limit 30 Mph)

Week Begin: 08 December 2020

Channel: Northbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Tue 8 Dec	358	31	25	7	0	8	25	43	96	116	58	11	0	1	0	0	0
Wed 9 Dec	339	31	24	7	0	26	21	37	91	102	52	9	0	1	0	0	0
Thu 10 Dec	314	31	24	7	0	19	26	33	71	104	54	7	0	0	0	0	0
Fri 11 Dec	363	29	21	8	0	36	44	56	106	83	34	4	0	0	0	0	0
Sat 12 Dec	307	31	25	7	0	3	25	31	89	97	47	12	1	1	0	0	0
Sun 13 Dec	209	32	26	6	0	2	9	19	39	85	45	9	1	0	0	0	0
Mon 14 Dec	265	32	26	6	0	6	8	31	63	96	52	7	1	1	0	0	0
5 Day Ave.	328	31	24	7	0	19	25	40	85	100	50	8	0	1	0	0	0
7 Day Ave.	308	31	24	7	0	14	23	36	79	98	49	8	0	1	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 533601

Site Ref. 533601

Water Lane

Speed Report (Speed Limit 30 Mph)

Week Begin: 08 December 2020

Channel: Southbound

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Tue 8 Dec	323	31	25	6	0	10	21	22	89	123	50	8	0	0	0	0	0
Wed 9 Dec	313	31	24	6	0	11	21	40	79	105	47	8	1	1	0	0	0
Thu 10 Dec	297	31	25	6	0	4	17	36	74	109	46	10	1	0	0	0	0
Fri 11 Dec	358	30	24	6	0	7	31	44	106	118	45	7	0	0	0	0	0
Sat 12 Dec	312	31	25	6	0	10	22	29	77	118	45	8	2	0	1	0	0
Sun 13 Dec	218	32	25	6	0	12	13	6	44	95	41	6	1	0	0	0	0
Mon 14 Dec	253	32	25	7	0	10	12	22	59	92	50	8	0	0	0	0	0
5 Day Ave.	309	31	25	6	0	8	20	33	81	109	48	8	0	0	0	0	0
7 Day Ave.	296	31	25	6	0	9	20	28	75	109	46	8	1	0	0	0	0

PCC Traffic Information Consultancy Ltd.

Site No. 533601

Site Ref. 533601

Water Lane

Speed Report (Speed Limit 30 Mph)

Week Begin: 08 December 2020

Channel: Total Flow

	Total Volume	85th Percentile	Mean Average	Standard Deviation	Bin 1 <5Mph	Bin 2 5-<10	Bin 3 10-<15	Bin 4 15-<20	Bin 5 20-<25	Bin 6 25-<30	Bin 7 30-<35	Bin 8 35-<40	Bin 9 40-<45	Bin 10 45-<50	Bin 11 50-<55	Bin 12 55-<60	Bin 13 =>60
Tue 8 Dec	681	31	25	6	0	18	46	65	185	239	108	19	0	1	0	0	0
Wed 9 Dec	652	31	24	7	0	37	42	77	170	207	99	17	1	2	0	0	0
Thu 10 Dec	611	31	24	7	0	23	43	69	145	213	100	17	1	0	0	0	0
Fri 11 Dec	721	29	23	7	0	43	75	100	212	201	79	11	0	0	0	0	0
Sat 12 Dec	619	31	25	6	0	13	47	60	166	215	92	20	3	1	2	0	0
Sun 13 Dec	427	32	26	6	0	14	22	25	83	180	86	15	2	0	0	0	0
Mon 14 Dec	518	32	25	6	0	16	20	53	122	188	102	15	1	1	0	0	0
5 Day Ave.	637	31	24	7	0	27	45	73	167	210	98	16	1	1	0	0	0
7 Day Ave.	604	31	25	7	0	23	42	64	155	206	95	16	1	1	0	0	0

PCC Traffic Information Consultancy Ltd.



## APPENDIX E

count_poi	year	region_id	region_nar	local_authx	local_authx	road_name	road_type	start_junct	end_junct	eastng	northing	latitude	longitude	link_length	link_length	estimation	estimation	direction_c	pedal_cycl	two_wheel	cars_and_t	buses_and_lgvs	hgv	hgv_2_rig	hgv_3_rig	hgv_4_or	hgv_5_or	hgv_5_art	hgv_6_art	all_hgvs	all_motor_v
28687	2012	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	27	71	6513	37	1271	168	39	121	36	50	50	464	8355	
28687	2012	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	22	51	6532	37	1278	170	28	119	64	63	51	495	8393	
28687	2003	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	16	138	5713	68	1270	151	29	24	64	89	82	439	7628	
28687	2003	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	17	125	5190	84	1251	146	26	23	73	75	81	424	7074	
28687	2000	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	19	57	5732	107	899	122	18	56	42	79	79	396	7191	
28687	2000	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	12	65	5253	114	758	127	28	57	52	75	93	432	6622	
28687	2001	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	18	60	5554	112	905	116	20	54	34	63	82	369	7000	
28687	2001	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	11	68	5090	119	763	121	31	55	42	59	96	404	6444	
28687	2002	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Manual co   E	18	97	5932	70	1169	156	28	23	67	100	74	448	7716	
28687	2002	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Counted	Manual co   W	19	88	5389	86	1152	151	25	22	76	84	73	431	7146	
28687	2013	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	27	79	6455	39	1321	169	43	137	27	47	50	474	8368	
28687	2013	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	21	56	6475	39	1328	171	31	135	48	60	51	496	8394	
28687	2011	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Counted	Manual co   E	29	74	6616	34	1256	166	36	106	52	56	52	468	8448	
28687	2011	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Counted	Manual co   W	23	53	6636	34	1263	168	26	104	92	71	53	514	8500	
28687	2014	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	26	75	6630	37	1413	173	47	150	24	39	48	481	8637	
28687	2014	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	21	54	6650	37	1420	175	34	147	42	49	48	497	8659	
28687	2015	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	24	67	6762	40	1481	164	48	143	28	37	46	467	8817	
28687	2015	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	19	48	6782	40	1490	166	35	140	50	47	47	486	8845	
28687	2017	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	22	66	6817	35	1703	166	49	165	31	33	47	490	9110	
28687	2017	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	17	47	6837	35	1713	168	35	162	54	42	48	508	9140	
28687	2009	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	12	66	5327	39	1650	162	38	39	27	35	79	380	7462	
28687	2009	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	13	60	4839	46	1626	157	34	37	31	29	78	366	6937	
28687	2008	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	12	59	5212	39	1626	178	38	41	29	41	82	409	7345	
28687	2008	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	13	54	4735	47	1602	173	34	39	33	34	80	393	6831	
28687	2006	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	17	65	5416	49	1512	192	37	38	43	53	89	452	7494	
28687	2006	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	18	59	4920	60	1490	186	33	36	48	45	88	436	6965	
28687	2007	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	11	62	5329	44	1593	179	34	39	34	47	84	417	7445	
28687	2007	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	11	56	4841	55	1569	173	30	37	38	39	83	400	6921	
28687	2005	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	11	75	5521	53	1490	199	39	37	53	68	94	490	7629	
28687	2005	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	12	68	5015	65	1468	193	35	35	61	57	92	473	7089	
28687	2004	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	13	91	5787	56	1398	184	37	32	65	84	96	498	7830	
28687	2004	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	14	82	5257	69	1377	178	33	31	74	71	94	481	7266	
28687	2010	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	12	63	5295	44	1762	172	39	34	32	33	80	390	7554	
28687	2010	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	13	57	4810	52	1737	167	34	32	36	28	79	376	7032	
28687	2018	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	24	65	6742	31	1735	167	49	160	31	34	49	490	9063	
28687	2018	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	19	47	6762	31	1745	169	35	157	55	43	50	509	9094	
28687	2016	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	23	65	6867	37	1618	167	48	161	30	33	45	483	9071	
28687	2016	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   W	18	47	6888	37	1627	169	35	158	52	42	46	501	9100	
28687	2019	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Counted	Manual co   E	23	61	6352	35	1452	159	46	96	63	78	68	510	8410	
28687	2019	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Counted	Manual co   W	12	49	5968	31	1320	154	43	79	96	80	62	515	7882	
28687	2020	9	South East	80	Kent	A2	Major	B2040	B2041	601000	160690	51.30982	0.882531	1	0.62	Estimated	Estimated   E	27	45	4825	22	1282	140								

count_poi	year	region_id	region_nar	local_auth	local_authx	road_name	road_type	start_junct	end_junct	easting	northing	longitude	link_length	link_length	estimation	estimation	direction_c	pedal_cycle	two_wheel	cars_and_t	buses_and_lgvs	hgv									
																						hgv_2_rig	hgv_3_rig	hgv_4_or	hgv_3_or	hgv_5_art	hgv_6_art	all_hgvs	all_motor_v		
56100	2002	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	E	11	55	5865	42	1147	185	29	50	59	54	106	483	7592
56100	2002	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	9	58	5406	81	1088	140	41	69	71	71	84	476	7109
56100	2001	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	11	53	5773	42	1070	196	28	49	65	62	97	497	7435
56100	2001	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Counted	Manual	coi E	9	56	5321	80	1015	148	40	68	78	82	77	493	6965
56100	2000	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	6	82	5719	67	924	238	51	35	55	52	97	528	7320
56100	2000	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	14	55	5291	56	870	214	57	35	76	64	95	541	6813
56100	2015	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	24	67	6762	40	1481	164	48	143	28	37	46	467	8817
56100	2015	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	19	48	6782	40	1490	166	35	140	50	47	47	486	8845
56100	2014	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	26	75	6630	37	1413	173	47	150	24	39	48	481	8637
56100	2014	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	21	54	6650	37	1420	175	34	147	42	49	48	497	8659
56100	2017	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	17	47	6837	35	1713	168	35	162	54	42	48	508	9140
56100	2017	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	22	66	6817	35	1703	166	49	165	31	33	47	490	9110
56100	2008	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	7	34	5153	23	1595	212	40	89	26	22	117	506	7311
56100	2008	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	6	35	4750	45	1513	160	56	123	31	29	93	492	6835
56100	2009	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Counted	Manual	coi W	12	87	6864	36	983	218	25	64	43	63	39	452	8422
56100	2009	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Counted	Manual	coi W	9	76	5499	39	911	198	29	63	61	52	43	446	6971
56100	2005	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	7	42	5458	32	1462	236	40	80	47	37	134	574	7568
56100	2005	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	6	45	5031	61	1387	179	57	111	57	48	106	558	7082
56100	2007	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	7	35	5269	27	1563	212	35	84	30	25	121	507	7401
56100	2007	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	5	37	4857	51	1482	160	50	116	36	33	96	491	6918
56100	2006	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	11	37	5355	29	1484	228	38	82	37	29	128	542	7447
56100	2006	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	9	39	4935	57	1408	173	54	113	45	38	101	524	6963
56100	2004	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	8	51	5721	33	1371	218	38	70	57	45	137	565	7741
56100	2004	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	7	54	5274	65	1301	165	54	97	69	60	109	554	7248
56100	2003	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	10	78	5648	41	1246	179	30	53	57	48	117	484	7497
56100	2003	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	8	83	5206	79	1182	136	42	73	68	63	93	475	7025
56100	2011	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Counted	Dependent	E	29	74	6616	34	1256	166	36	106	52	56	52	468	8448
56100	2011	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Counted	Dependent	W	23	53	6636	34	1263	168	26	104	92	71	53	514	8500
56100	2012	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	27	71	6513	37	1271	168	39	121	36	50	50	464	8355
56100	2012	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	22	51	6532	37	1278	170	28	119	64	63	51	495	8393
56100	2016	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	23	65	6867	37	1618	167	48	161	30	33	45	483	9071
56100	2016	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	18	47	6888	37	1627	169	35	158	52	42	46	501	9100
56100	2018	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31277	0.868365	0.7	0.43	Estimated	Estimated	I	25	65	6742	31	1735	167	49	160	31	34	49	490	9063
56100	2018	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31277	0.868365	0.7	0.43	Estimated	Estimated	IW	20	47	6762	31	1745	169	35	157	55	43	50	509	9094
56100	2013	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	27	79	6455	39	1321	169	43	137	27	47	50	474	8368
56100	2013	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	IW	21	56	6475	39	1328	171	31	135	48	60	51	496	8394
56100	2010	9	South East	80	Kent	A2	Major	B2045	West: B2040 Osp	600000	160980	51.31278	0.868365	0.7	0.43	Estimated	Estimated	I	12	63	5295	44	1762	172	39	34	32	33	80	390	7554
56100	2010	9																													



## APPENDIX F

## QS701EW - Method of travel to work

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population All usual residents aged 16 to 74  
units Persons  
area type 2011 super output areas - middle layer  
area name E02005130 : Swale 016  
rural urban Total

### Method of Travel to Work 2011

All categories: Method of tra	3,821
Work mainly at or from home	380
Underground, metro, light rail	4
Train	288
Bus, minibus or coach	35
Taxi	3
Motorcycle, scooter or moped	41
Driving a car or van	2,575
Passenger in a car or van	174
Bicycle	56
On foot	230
Other method of travel to work	35
Not in employment	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.



## APPENDIX G

Calculation Reference: AUDIT-728001-210112-0128

## TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	2 days
	SC SURREY	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	LE LEICESTERSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NE NORTH EAST LINCOLNSHIRE	1 days
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	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 1817 (units: )  
 Range Selected by User: 6 to 4334 (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: 01/01/12 to 08/10/20

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	1 days
Tuesday	2 days
Thursday	4 days
Friday	4 days

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

Selected survey types:

Manual count	10 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:

Edge of Town	3
Neighbourhood Centre (PPS6 Local Centre)	8

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:

Village	8
Out of Town	1
No Sub Category	2

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,

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Secondary Filtering selection:

Use Class:

C3

11 days

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

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	5 days
5,001 to 10,000	3 days
10,001 to 15,000	2 days

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

Population within 5 miles:

25,001 to 50,000	4 days
50,001 to 75,000	2 days
75,001 to 100,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	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	2 days
1.1 to 1.5	7 days
1.6 to 2.0	2 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	3 days
No	8 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	11 days
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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
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Licence No: 728001

LIST OF SITES relevant to selection parameters

1	KC-03-A-05 ROCHESTER ROAD NEAR CHATHAM BURHAM Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: FRIDAY</i>	DETACHED & SEMI -DETACHED 8 22/09/17	KENT
2	KC-03-A-08 MAIDSTONE ROAD CHARING  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: TUESDAY</i>	MIXED HOUSES 159 22/05/18	<i>Survey Type: MANUAL</i> KENT
3	LE-03-A-02 MELBOURNE ROAD IBSTOCK  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	DETACHED & OTHERS 28/06/18	<i>Survey Type: MANUAL</i> LEICESTERSHIRE
4	NE-03-A-02 HANOVER WALK SCUNTHORPE  Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: MONDAY</i>	SEMI DETACHED & DETACHED 28/06/18	<i>Survey Type: MANUAL</i> NORTH EAST LINCOLNSHIRE
5	NF-03-A-07 SILFIELD ROAD WYMONDHAM  Edge of Town Out of Town Total No of Dwellings: <i>Survey date: FRIDAY</i>	MIXED HOUSES & FLATS 432 12/05/14	<i>Survey Type: MANUAL</i> NORFOLK
6	NF-03-A-08 SIR ALFRED MUNNINGS RD NEAR NORWICH COSTESSEY Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 297 20/09/19	<i>Survey Type: DIRECTIONAL ATC COUNT</i> NORFOLK
7	NY-03-A-10 BOROUGHBRIDGE ROAD RIPON  Edge of Town No Sub Category Total No of Dwellings: <i>Survey date: TUESDAY</i>	HOUSES AND FLATS 1817 19/09/19	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
8	SC-03-A-06 AMLETS LANE CRANLEIGH  Neighbourhood Centre (PPS6 Local Centre) Village Total No of Dwellings: <i>Survey date: THURSDAY</i>	MIXED HOUSES & FLATS 71 17/09/13	<i>Survey Type: MANUAL</i> SURREY
		116 08/10/20	<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

9	SF-03-A-06 BURY ROAD KENTFORD	DETACHED & SEMI -DETACHED	SUFFOLK
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings: 38 <i>Survey date: FRIDAY</i>	22/09/17	<i>Survey Type: MANUAL</i>
10	SY-03-A-02 MANOR ROAD NEAR SHEFFIELD WALES	DETACHED & BUNGALOWS	SOUTH YORKSHIRE
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings: 25 <i>Survey date: THURSDAY</i>	10/09/20	<i>Survey Type: MANUAL</i>
11	TW-03-A-03 STATION ROAD NEAR NEWCASTLE BACKWORTH	MIXED HOUSES	TYNE & WEAR
	Neighbourhood Centre (PPS6 Local Centre) Village		
	Total No of Dwellings: 33 <i>Survey date: FRIDAY</i>	13/11/15	<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.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-06	Proximity to motorway and no convenient access to town centre / rail station
IW-03-A-01	Rural location with no access to public transport
SF-03-A-08	No convenient access to town centre or regular public transport services
SM-03-A-02	Proximity to motorway
SM-03-A-03	Proximity to motorway
ST-03-A-06	Urban location
SY-03-A-03	Rural location with no access to local town or public transport
WS-03-A-07	Rural location with no access to local town or public transport

RGF Mill Pool House Godalming

Licence No: 728001

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	11	280	0.066	11	280	0.323	11	280	0.389
08:00 - 09:00	11	280	0.108	11	280	0.358	11	280	0.466
09:00 - 10:00	11	280	0.129	11	280	0.151	11	280	0.280
10:00 - 11:00	11	280	0.117	11	280	0.132	11	280	0.249
11:00 - 12:00	11	280	0.110	11	280	0.112	11	280	0.222
12:00 - 13:00	11	280	0.130	11	280	0.133	11	280	0.263
13:00 - 14:00	11	280	0.136	11	280	0.133	11	280	0.269
14:00 - 15:00	11	280	0.149	11	280	0.155	11	280	0.304
15:00 - 16:00	11	280	0.226	11	280	0.159	11	280	0.385
16:00 - 17:00	11	280	0.258	11	280	0.152	11	280	0.410
17:00 - 18:00	11	280	0.332	11	280	0.148	11	280	0.480
18:00 - 19:00	11	280	0.307	11	280	0.175	11	280	0.482
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.068				2.131			4.199

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 - 1817 (units: )  
 Survey date date range: 01/01/12 - 08/10/20  
 Number of weekdays (Monday-Friday): 15  
 Number of Saturdays: 0  
 Number of Sundays: 0  
 Surveys automatically removed from selection: 1  
 Surveys manually removed from selection: 8

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



## APPENDIX H

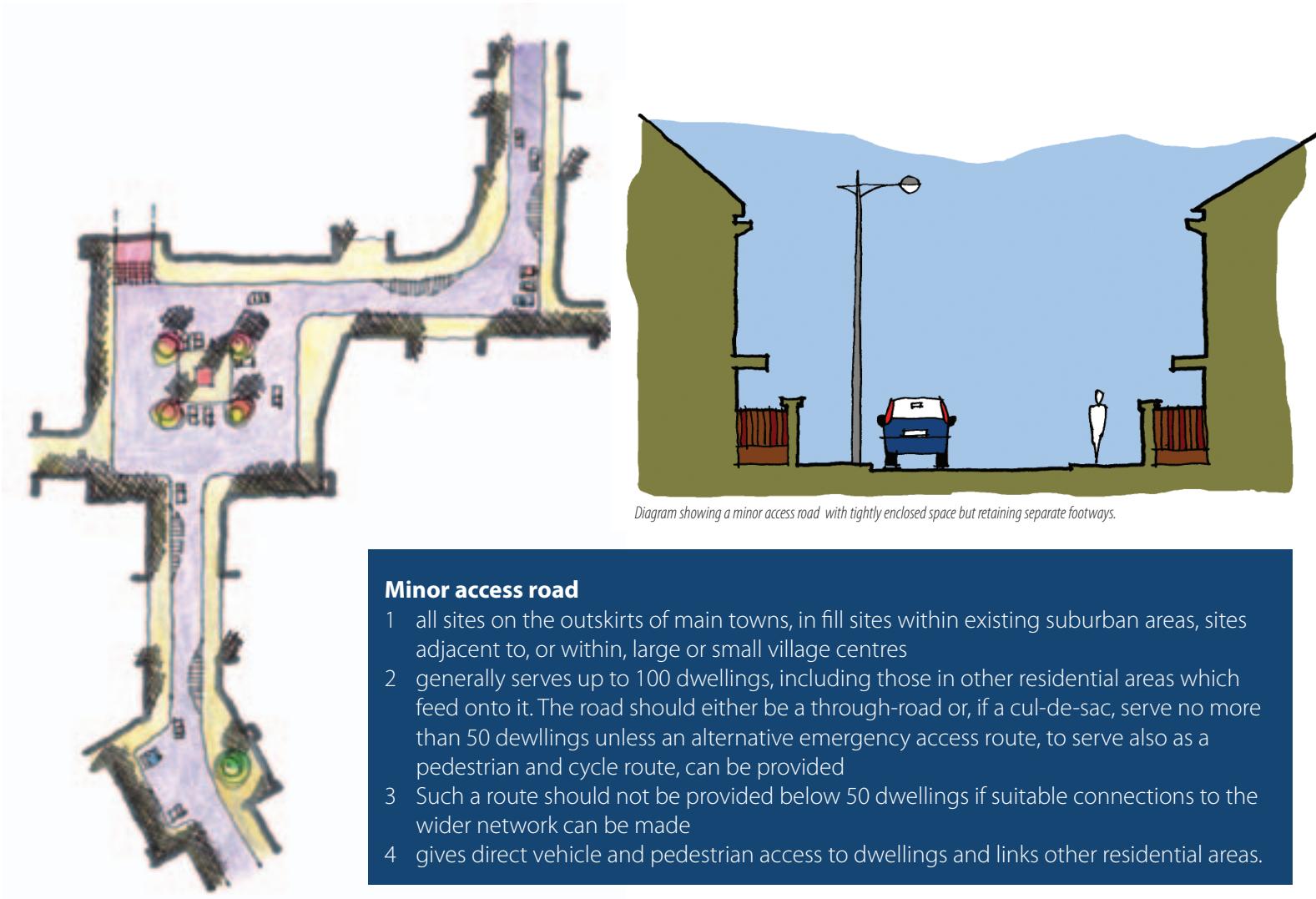


Diagram showing a minor access road with tightly enclosed space but retaining separate footways.

### Minor access road

- 1 all sites on the outskirts of main towns, in fill sites within existing suburban areas, sites adjacent to, or within, large or small village centres
- 2 generally serves up to 100 dwellings, including those in other residential areas which feed onto it. The road should either be a through-road or, if a cul-de-sac, serve no more than 50 dwellings unless an alternative emergency access route, to serve also as a pedestrian and cycle route, can be provided
- 3 Such a route should not be provided below 50 dwellings if suitable connections to the wider network can be made
- 4 gives direct vehicle and pedestrian access to dwellings and links other residential areas.

	Typical parameter		Notes	Recommended parameter range (required min or max standard shown in bold)
Carriageway width	4.8		carriageway width not necessarily constant but there should be sufficient space for two cars to pass each other at least every 40m, these spaces should be intervisible	> <b>3.0m</b> subject to tracking
Anticipated vehicle types	low pantechnicon, refuse vehicle, fire tender, car			fire tender
Footway width (where provided)	1.8m		footway width not necessarily constant	<b>1.2m</b> / 3.0m
Margin/Verge width (shared surfaces)	1.0m		margin width not necessarily constant	<b>0.5m</b> / 3.0m
Target speed	20mph	15mph		
Distance between speed restraint features	60m	40m	advice on speed restraint features contained in this section	not more than <b>120m</b>
junction visibility x	2.0m	2.0m		<b>2.0m</b>
junction visibility y	33m	23m	may be reduced in accordance with advice on visibility contained in this section	> <b>14m</b>
forward visibility	33m	23m	may be reduced in accordance with advice on visibility contained in this section	> <b>14m</b>
min longitudinal gradient	0.80%		1.25% for block paved surfaces	0.80
Max longitudinal gradient	6 %	7 %	gradients may only be increased if unavoidable due to local topography	<b>*10%</b>
Cross section gradient	2.50%			<b>1.0%/5.0%</b>
Junction gradients	5 % rising 4 % falling for a distance of twice kerb radius			<b>for a distance &gt; 6m</b>
Junction kerb radius	6m			> <b>3.0m</b>
Kerb height	100mm		50mm	0 / 125mm

All figures are for guidance; design specification should be guided by local context and agreed with the local authority.

\* To meet design requirements for the mobility impaired, footways should generally be restricted to a maximum gradient of 5%



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