

| A        | L   | AA  | AL  | AX   | AZ  | BD  | BM   | BN                     | BR                                | BT   | BU                          |
|----------|---|---|---|--|---|---|--|------------------------|-----------------------------------|--|-----------------------------|
| Site ref | Is there any planning history? This is in relation to | If yes please state the application number, proposed use, outcome and date                    | Are there Highway Capacity constraints? provide details (input from Highways)   | Contamination / Pollution  | Protected species   | Is the site technically suitable for development? (If the nature and scale of the constraint is such that it can be mitigated - considering cost) (yes or further information needed but this is only if technical suitability hasn't been demonstrated - do not consider yield/ design).   | Is the site allocated for employment or protected existing | Please provide details | Is the site considered available? | Is the site considered achievable? (subject to LP viability) | Proposed yield by applicant |
| SLAA019  | YES   | CA/18/00909 <input type="checkbox"/><br>APP/J2210/W/16/3166055.<br>CA/18/00349<br>CA/16/00269 | Bigbury Road is mainly less than 5m wide so can often only allow one car at a time. Although a 2015 TA has been provided for holiday lets, this would need updating based on the proposal submitted. We can update it for self-build accommodation. | Possible contamination in the north-east section of the site, as well as a small section to the north west. (This area is not that which is under consideration as it is a distance away. The area in question was extraction of gravel and not necessarily polluting) | Sections of the site are Priority Habitat Inventory and Local Wildlife Site. Protected species could be affected by the development of this site. The site is also within an orange area for Great Crested Newts. This land has been farm land for generations. It is not a Local Wildlife site. There are no ponds | No - There is concern regarding landscape, heritage and ecology impact; suitable access to the site has not been demonstrated to be achievable; and the site is located in an area with limited access to day to day services and public transport therefore future occupiers would be dependent upon private car to access day to day services. Concerns about landscape were settled through the appeals process. A suitable access HAS been agreed with highways concerning this site. | YES  | 1 Full and 2 pt time   | YES                               | YES  | 10                          |
| SLAA270  | YES   | CA/18/00909 <input type="checkbox"/><br>APP/J2210/W/16/3166055.<br>CA/18/00349<br>CA/16/00269 | Bigbury Road is mainly less than 5m wide so can often only allow one car at a time. Although a 2015 TA has been provided for holiday lets, this would need updating based on the proposal submitted. We can update it for self-build accommodation. | Possible contamination in the north-east section of the site, as well as a small section to the north west. (This area is not that which is under consideration as it is a distance away. The area in question was extraction of gravel and not necessarily polluting) | Several protected sites. Protected species could be affected by the development of this site. This land has been farm land for generations. It is not a Local Wildlife site. There are no ponds within the site.  | No - There is concern regarding landscape, heritage and ecology impact; suitable access to the site has not been demonstrated to be achievable; and the site is located in an area with limited access to day to day services and public transport therefore future occupiers would be dependent upon private car to access day to day services. Concerns about landscape were settled through the appeals process. A suitable access HAS been agreed with highways concerning this site. | YES  | 1 Full and 2 pt time   | YES                               | YES  | 10                          |



## **TRANSPORT STATEMENT**

for

Proposed Holiday Accommodation  
Bigbury Road  
Chartham Hatch  
Canterbury  
Kent, CT2 9BJ

on behalf of

**Bigbury Orchard Partnership**

## Document Control Sheet

**Project Title** Proposed Holiday Accommodation  
Bigbury Road, Chartham Hatch

**Document Title** Transport Statement

**Job No.** EMC-2015-111

**Revision** 2.0

**Status** Final

| Issue | Status                | Author      | Date     | Check   | Date     | Authorised  | Date     |
|-------|-----------------------|-------------|----------|---------|----------|-------------|----------|
| 1.0   | 1 <sup>st</sup> Draft | P. Lavender | 03.08.15 | Client  | 12.08.15 |             |          |
| 2.0   | Final                 | P. Lavender | 01.09.15 | S. Carr | 01.09.15 | P. Lavender | 01.09.15 |
|       |                       |             |          |         |          |             |          |
|       |                       |             |          |         |          |             |          |

## Distribution List

| Version | Issued to                              | Purpose               | Date     |
|---------|--|-----------------------|----------|
| 1.0     | Client/Planning Consultant (via email) | 1 <sup>st</sup> Draft | 06.08.15 |
| 2.0     | Client/Planning Consultant (via email) | Final                 | 01.09.15 |



**Paul Lavender**

Suite 3, Honeywood House,  
Honeywood Road,  
Whitfield, Dover, Kent,  
CT16 3EH

---

## CONTENTS

|     |  |                                 |
|-----|--|---------------------------------|
| 1.0 | Status.....                            | 4                               |
| 2.0 | Introduction.....                      | 5                               |
|     | Background.....                        | 5                               |
|     | Consultation.....                      | 9                               |
|     | Existing Site and Transport Links..... | 10                              |
| 3.0 | Traffic Generation.....                | 12                              |
|     | Base Flow.....                         | 12                              |
|     | Trip Generation.....                   | 12                              |
|     | Crash History.....                     | 14                              |
| 4.0 | Parking Standards.....                 | 15                              |
| 5.0 | Site Geometry.....                     | 16                              |
|     | Sight Lines.....                       | 16                              |
|     | On-Site Geometry.....                  | 16                              |
|     | Off site Highway Improvements.....     | 16                              |
| 6.0 | Conclusions.....                       | 17                              |
|     | Appendix A                             | Tridax Drawings                 |
|     |  | EMC-2015-111-01 – Site Location |
|     |  | EMC-2015-111-02 – Site Plan     |
|     |  | EMC-2015-111-03 – Crash Data    |
|     | Appendix B                             | Correspondence                  |
|     | Appendix C                             | Speed Survey data               |

## **1.0 STATUS**

- 1.1 This Report is prepared for the sole use of Bigbury Orchard Partnership and their agents in connection with the proposed forthcoming planning application. No responsibility can be assumed for the Report if used by others.
- 1.2 For the purposes of the Contracts (Rights of Third Parties) Act 1999, nothing in this Report shall confer on any third party any right to enforce or benefit from any term of this Report
- 1.3 This Report has been prepared in accordance with the National Planning Policy Framework (NPPF) and follows advice of the now superseded Department of Transport guidelines to Planning Policy Guidance Note 13-Transport (PPG13) and aims to demonstrate that the highway aspects of the proposals have been considered.

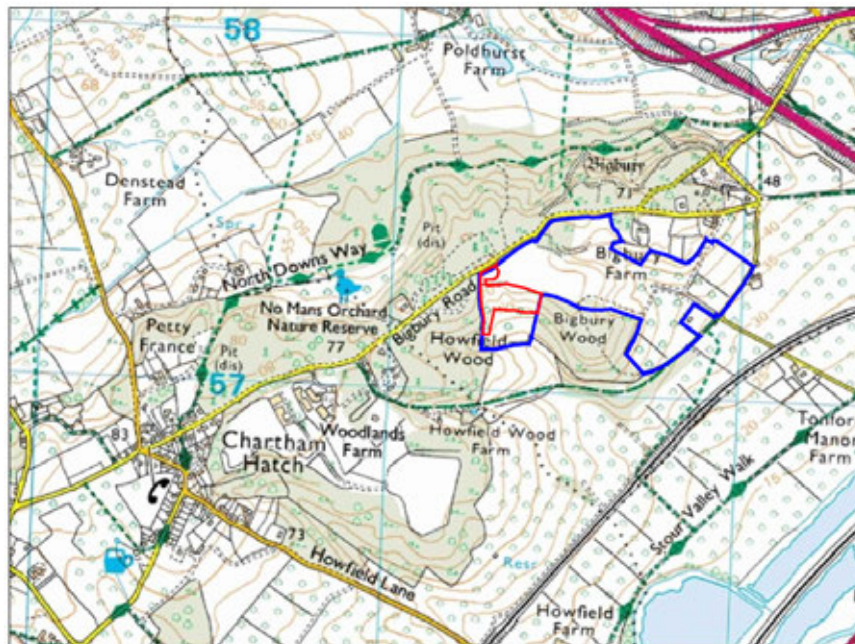
## **2.0 INTRODUCTION**

### **2.1.0 Background**

- 2.1.1 Tridax Ltd have been commissioned by Bigbury Orchard Partnership and requested to prepare a Transport Statement for the proposed Holiday Accommodation at Bigbury Orchard, Bigbury Road, Chartham Hatch.
- 2.1.2 The proposed development of the site does not warrant a full Transport Assessment in accordance with the National Planning Policy Framework (NPPF) as the site will not generate significant traffic flows. The site falls below the now superseded Department of Transport guidelines to Planning Policy Guidance Note 13-Transport (PPG13) that suggested a threshold of 100 units of C3 Land use requiring a full assessment.
- 2.1.3 This Report has therefore been prepared as a simplified Transport Statement to demonstrate that the highway aspects of the proposals have been considered. The scope for simplified statements has previously been agreed with Kent Highway Services. Moreover, a draft Transport Statement was issued by the author to Kent Highways for an earlier proposal and is discussed further within the Consultation Section 2.5.0.

## 2.2.0 Site Location

2.2.1 The proposed location for the holiday accommodation is located within a rural environment to the West of Canterbury accessed from Bigbury Road, as indicated on the site location drawing EMC-2015-111-01 enclosed in Appendix A and the extract as Frame 1 below. The total site area is approximately 1.5 hectares (red line plan area) and is centred at Ordnance Survey reference (611258mE, 157163mN) on sheet TR1157SW.



**Frame 1 – Site Location Plan Extract**

### 2.3.0 Existing Site Layout

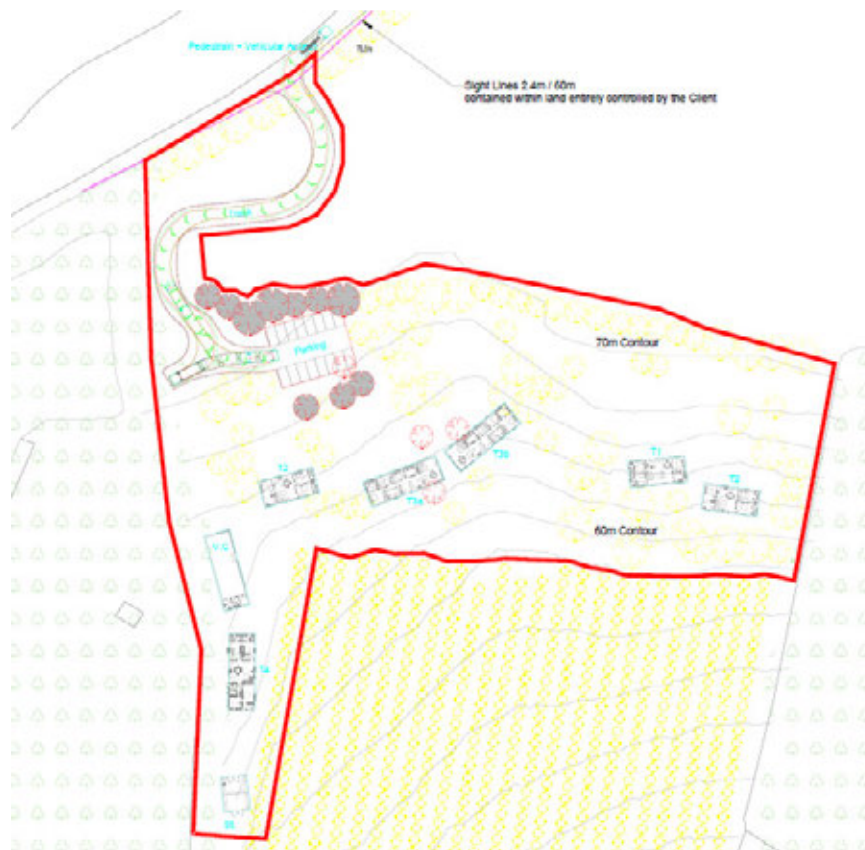
2.3.1 The site is currently un-productive land with the slopes and undulations being unsuitable for any form cultivation.



**Frame 2 – Satellite Image**

## 2.4.0 Proposed Development

2.4.1 The proposed development comprises the construction of 6No Holiday chalets (3No 3bed and 3No 4bed) with a reception block and store. Refer to the site layout drawing EMC-2015-111-02 enclosed within Appendix A.



**Frame 3 –Site Plan Extract**

## 2.5.0 Consultation

### Kent Highways

2.5.1 Kent Highway Services commented on a previous draft Transport Statement and whilst that application was not progressed nor formally submitted, the comments raised are discussed as below;

#### Item 1 - Sustainability

2.5.2 *'Naturally I would have to raise the sustainability agenda with regards to highways, however the City Council will need to balance this against the overall sustainability agenda within the NPPF'*

#### Response

2.5.3 The lack of more sustainable modes of transport to the site is acknowledged although the proposed holiday accommodation will generate more overnight and long stay trips to the city, which is an objective stated in the city council Visitor Economy Policy (2011-2016) and will encourage visitors to enjoy attractions across the district such as sites for wildlife, heritage, and countryside.

#### Item 2 – Public Rights of Way

2.5.4 *'Details of the available Public Rights of Way network around the site to be included and explore the possibility of improvements to access along these routes. '*

#### Response

2.5.5 Details of the PROW's is included within section 2.6.0

#### Item 3 – Parking

2.5.6 *'There should be an area identified for overspill parking if there is a clubhouse or other facilities open to the general public, more parking will need to be allowed for and the TRICS data will need to be checked for these land uses, given the limited data available for holiday parks '*

2.5.7 Response

2.5.8 No clubhouse or other facilities open to the general public are proposed.

## 2.6.0 Existing Transport Links Highway Network

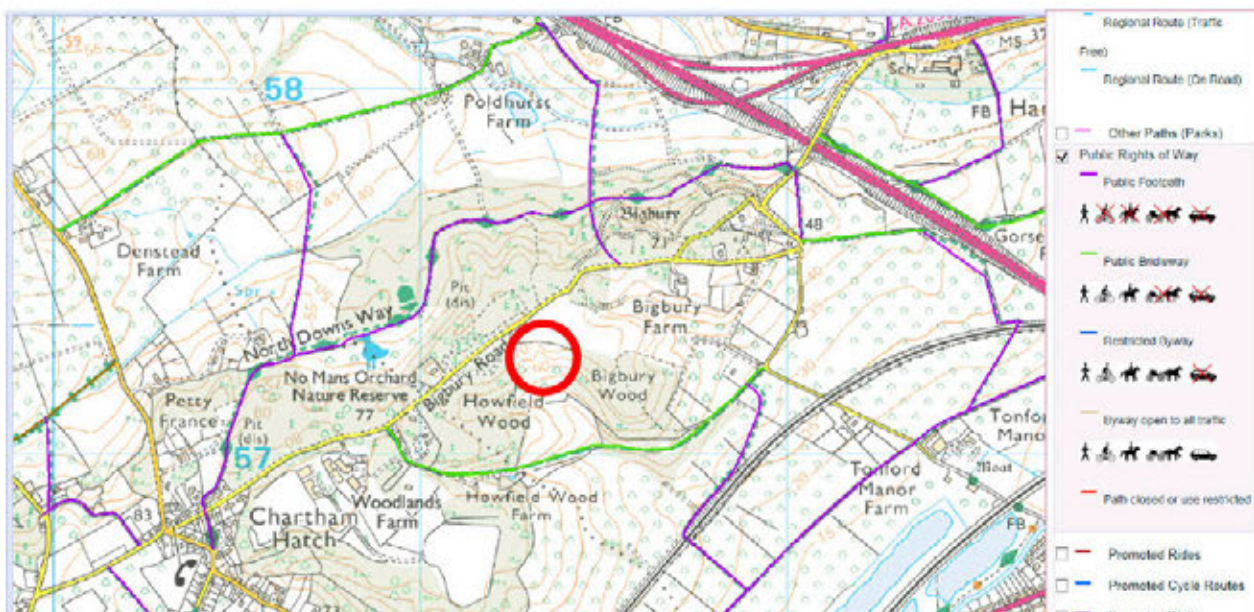
2.6.1 Bigbury Road is a country lane with hedgerow and trees on either side with passing points formed along the length. The passing points have been formed by and become established by use, with the hedgerows following the alignments created by need.



**Frame 4** View North East (site on Right)

## 2.6.2 Existing Multi modal transport Pedestrian/ cycle routes

2.6.3 Frame 5 below highlights the site location in red and shows the local Public Rights of Way. There are no direct links to the site.



**Frame 5- Public rights of way extract**

**Public transport routes- Bus/Train**

2.6.4 Currently there is no public transport links around the site area. Considering the nature of the proposals it is unlikely that visitors would arrive by public transport with no opportunities to improve such facilities.

### 3.0 TRAFFIC GENERATION

This section discusses the likely trip rates generated by the proposals and compares to the existing base flows from the site and likely impact on the local highway network.

#### 3.1.0 Trip Rate Generation

##### 3.1.1 Existing Base Flow

A manual traffic count was carried out on the 12<sup>th</sup> June 2012 in order to establish the existing base traffic flows along Bigbury Road. The full count data is included as Appendix D and is summarised as per the table below.

|                   | AM Peak<br>(08:00-09:00)     |                             | PM Peak<br>(16.30-17.30)     |                             |
|-------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|
|                   | East Bound<br>(towards City) | West Bound<br>(out of City) | East Bound<br>(towards City) | West Bound<br>(out of City) |
| Base Flow         | 176                          | 113                         | <b>133</b>                   | 100                         |
| Two Way Movements | <b>289</b>                   |                             | <b>233</b>                   |                             |

##### 3.1.2 Holiday Chalets – Class C3

An inspection of the TRICS database indicated a limited number of sites for holiday accommodation and it was agreed with Kent Highways Services that the average for all sites would be used providing the highest values and to be used for robustness in the calculation of predicted traffic movements.

|                        | AM Peak<br>(08:00-09:00) |              | PM Peak<br>(16.30-17.30) |              | Total<br>Daily<br>Movements |
|------------------------|--------------------------|--------------|--------------------------|--------------|-----------------------------|
|                        | Arrivals                 | Departures   | Arrivals                 | Departures   |                             |
| Trip Rate (per unit) – |                          |              |                          |              |                             |
| Single Matched Site    | 0.028                    | 0.044        | <b>0.136</b>             | <b>0.072</b> | 1.797                       |
| Average of TRICS Sites | <b>0.030</b>             | <b>0.047</b> | 0.129                    | 0.0.64       | <b>1.813</b>                |
| Chalets – 6 No Units   | <b>0.18</b>              | <b>0.28</b>  | <b>0.81</b>              | <b>0.32</b>  | <b>10</b>                   |

3.1.3 From the above table, using the worst case values in **bold**, it has been calculated that the proposed development would generate less than 1 No two-way peak hour movements with a total of 10 No additional daily trips.

### 3.1.4 Holiday Chalets (Private Housing Rural Location) – Class C3

The TRICS data for holiday accommodation is limited to larger holiday complexes, therefore considering the minor nature of the proposals, using a conventional data set for rural housing provides an even more robust calculation;

|                       | AM Peak<br>(08:00-09:00) |            | PM Peak<br>(16.30-17.30) |            | Total<br>Daily<br>Movements |
|-----------------------|--------------------------|------------|--------------------------|------------|-----------------------------|
|                       | Arrivals                 | Departures | Arrivals                 | Departures |                             |
| Trip Rate (per bed) – | 0.057                    | 0.151      | 0.138                    | 0.086      | 1.935                       |
| 6 Chalets – 21 beds   | 1.20                     | 3.17       | 2.90                     | 1.80       | 40                          |

3.1.5 From the above table, using the worst case values in **bold**, it has been calculated that the proposed development would generate approximately 4 No two-way peak hour movements with a total of 40 No additional daily trips.

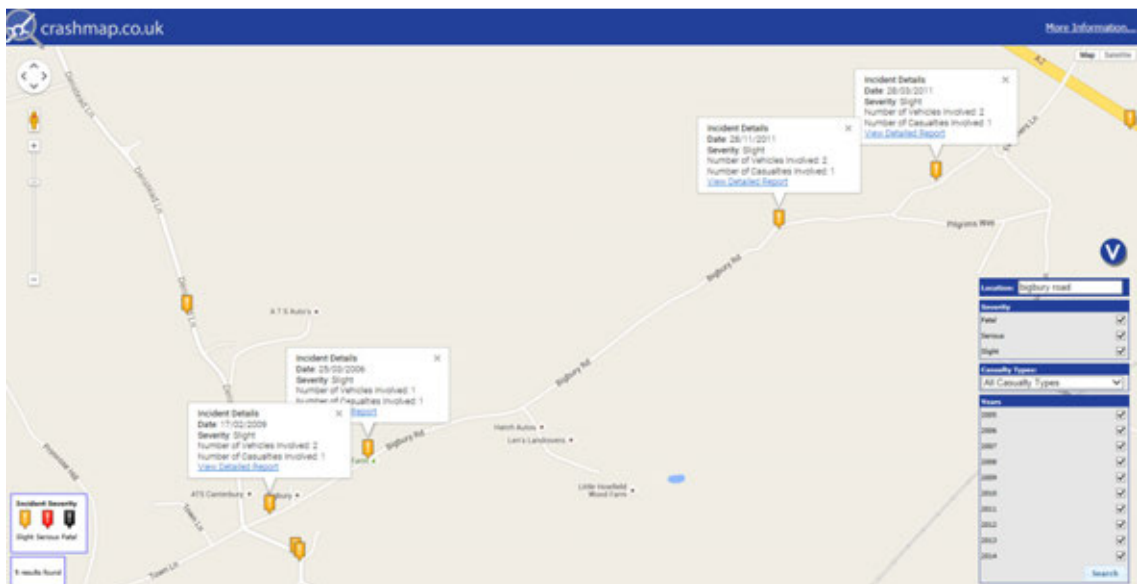
3.1.6 Even using the trip rates from 4.1.4 (Rural Housing) it can be noted that the percentage increase in the AM & PM peak hour 2-way movements are negligible.

|                          | AM Peak<br>(08:00-09:00)     |                             | PM Peak<br>(16.30-17.30)     |                             |
|--------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|
|                          | East Bound<br>(towards City) | West Bound<br>(out of City) | East Bound<br>(towards City) | West Bound<br>(out of City) |
| Base Flow                | 176                          | 113                         | <b>133</b>                   | 100                         |
| Existing 2-Way Movements |                              | 289                         |                              | 233                         |
| Development Traffic      |                              | 4                           |                              | 4                           |
| Percentage Increase      |                              | <b>1%</b>                   |                              | <b>1%</b>                   |

**3.2.0 Crash History**

3.2.1 Details of the recorded personal injury accidents for the last 5 years for the local highway network to the site were purchased from Kent Highway Services for the 2012 Transport Statement and are summarised on drawing EMC-2015-111-02 included within Appendix A. A full copy of the crash data is included within Appendix C.

3.2.2 A further review of the five year personal injury crash using Crash map has been carried out as shown below in Frame 5. The records do not reveal any further records.



**Frame 6 – Crashmap Extract**

3.2.3 From inspection of the data it can be noted that there have been 5 No incidents on the local rural network that would serve the site with all of them being classified as ‘slight’. The ‘slight’ classification includes for whiplash, sprains, and minor lacerations. There are no clusters of incidents to suggest an accident ‘hot spot’ or give concern regarding the geometry of the local network.

## 4.0 Parking Standards

### 4.1.0 Kent Design Guide Review – Interim Guidance Note 3

#### 4.1.1 Land Use C3 – Dwelling

##### Minimum Vehicular Parking Standards (Rural)

|  |             |
|--|-------------|
| 3 and 4 Bedrooms - 2 spaces per dwelling x 6 Chalets | = 12 spaces |
| Visitors – 0.2 spaces per dwelling x 6 Chalets       | = 1 space   |
| Say Reception / staff                                | = 3 spaces  |
| Total  | = 16 spaces |

4.1.2 The site plan indicates that adequate discrete parking can be provided for the proposal.

## 5.0 Site Geometry

### 5.1.0 General

5.1.1 The site access roads will remain private with a single freehold operator of the site and not be offered for adoption under a Section 38 Highways Agreement.

### 5.2.0 Sight Lines

5.2.1 In order to establish the required sight lines for the proposed new access from Bigbury Road, a speed survey was also carried out during the manual traffic count carried out on the 12<sup>th</sup> June 2012. The average 85<sup>th</sup> Percentile speed for the AM and PM peak in both directions was determined to be 30m.p.h and are summarised below. A copy of the full survey is included as Appendix D.

|                                   | AM Peak<br>(08:00-09:00)     |                             | PM Peak<br>(16.30-17.30)     |                             |
|-----------------------------------|------------------------------|-----------------------------|------------------------------|-----------------------------|
|                                   | East Bound<br>(towards City) | West Bound<br>(out of City) | East Bound<br>(towards City) | West Bound<br>(out of City) |
| 85 <sup>th</sup> Percentile Speed | 30 m,p.h                     | 28 m,p.h                    | 31 m,p.h                     | 29 m,p.h                    |

5.2.2 Based upon the Kent Design 'making it happen' and the Standard Stopping Distance (SSD) for a design speed of 30m.p.h, the required sight line would be for an 'x' distance 2.4m and a 'y' distance 60m. The required sight lines can be provided wholly within land under control of the applicant and are indicated on the site plan as drawing EMC-2015-111-02 enclosed within Appendix A.

### 5.3.0 On-Site Geometry

5.4.1 A suitably sized turning head is provided on the site to allow for the maximum sized vehicle anticipated to use the site to enter and exit in a forward motion.

### 5.4.0 Off Site Improvements

5.4.1 None Proposed.

## **6.0 CONCLUSION**

- 6.1 Tridax Ltd have been commissioned by Bigbury Orchard Partnership and requested to prepare a Transport Statement for the proposed Holiday Accommodation at Bigbury Orchard, Bigbury Road, Chartham Hatch.
- 6.2 It has been calculated using suitable TRICS data sets that the proposed development would generate a total of 4 No two-way AM and 4 No PM peak hour movements with a total of 40 No additional daily trips and represents a negligible increase on the local highway network.
- 6.3 Adequate sight lines can be provided wholly within land under control of the applicant and are indicated on the site plan as drawing EMC-2015-111-02
- 6.4 The geometry of the proposed site layout is suitable for the intended use and provides adequate parking and a suitably sized turning head to accommodate the largest vehicle anticipated to use the site.
- 6.5 The conclusion of this report is that the proposed development will have a negligible increase in traffic generation and that the site geometry will meet the requirements of Kent Highway Services

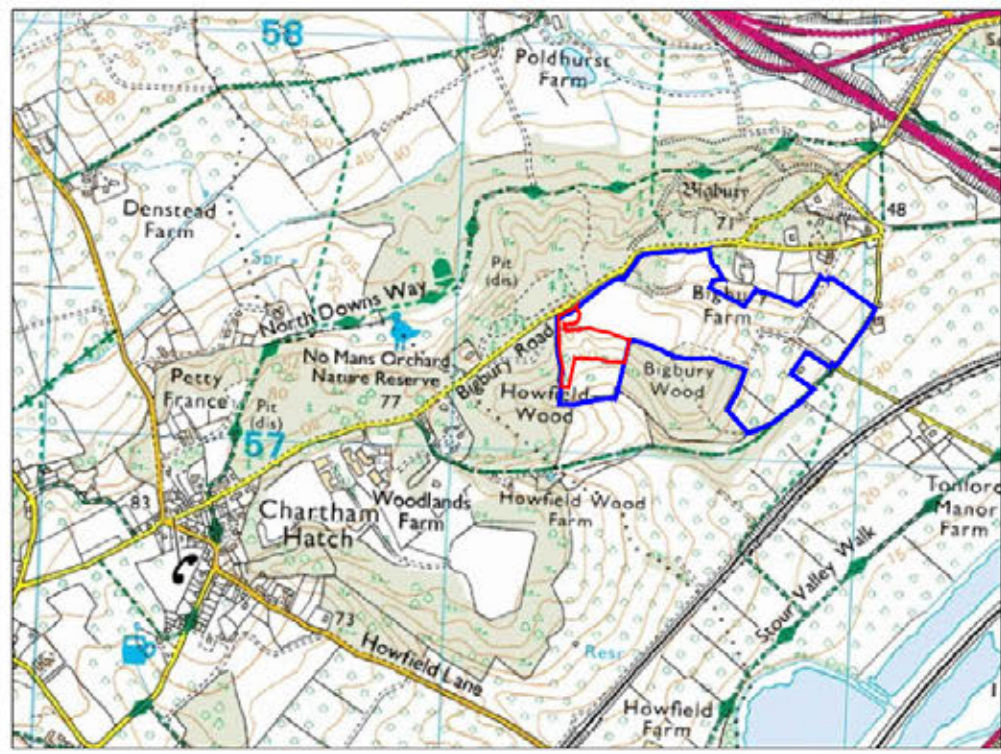
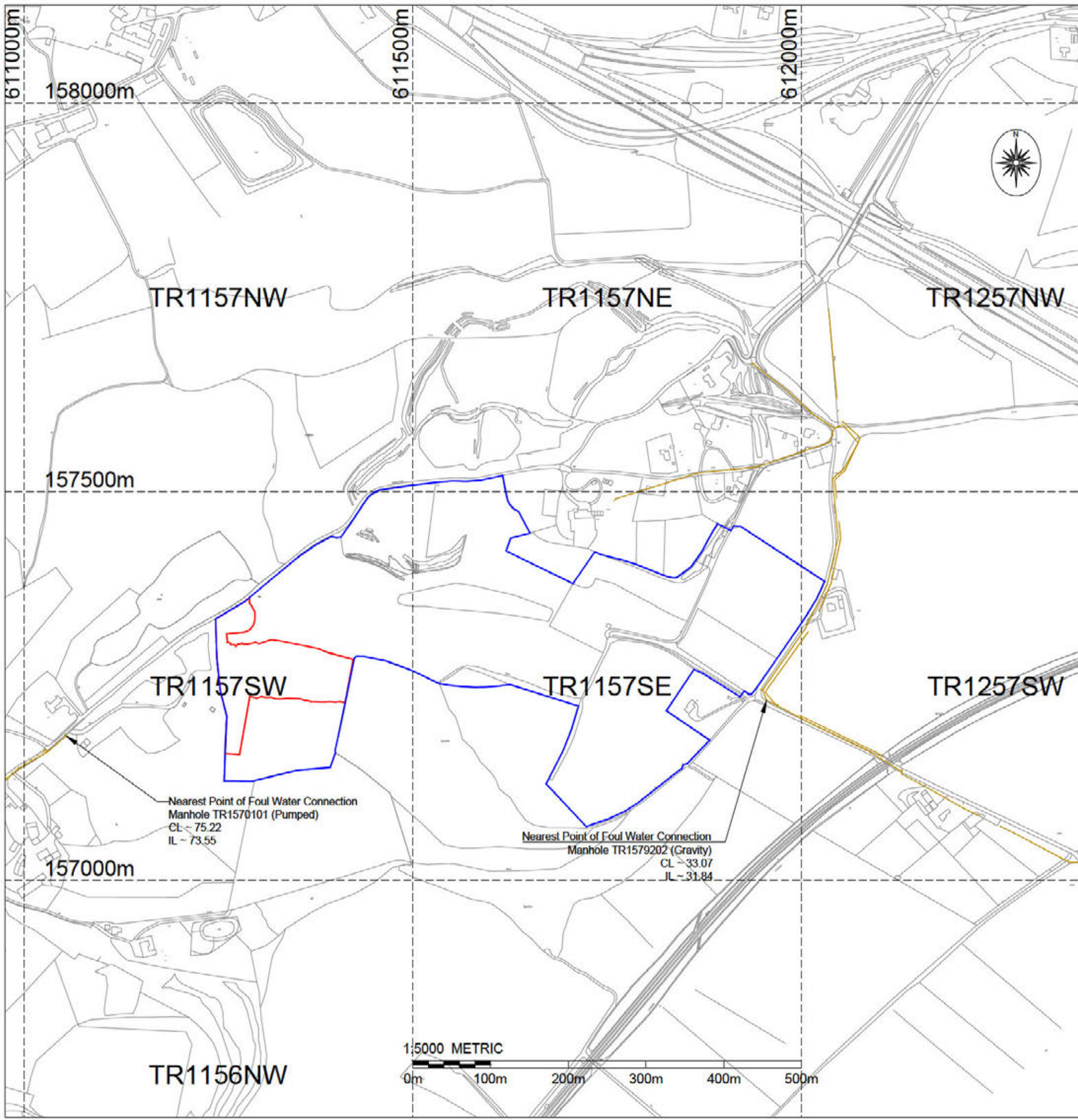
## **APPENDIX A**

### Tridax Drawings

EMC-2015-111-01 – Site Location

EMC-2015-111-02 – Site Plan

EMC-2015-111-03 – Crash Data



- Application Site
- Land Under Applicants Control
- Public Foul Water Sewers

| Rev | Description                                      | Date       |
|-----|--|------------|
| 01  | Boundary revised to suit Architects final layout | 27/08/2015 |
| 00  | First issue to client                            | 03/08/2015 |

PROJECT  
Proposed Holiday Accommodation  
Bigbury Woods, Chartham Hatch

CLIENT  
**Bigbury Orchard Partnership**

DRAWING  
Site Location Plan

STATUS  
**PLANNING**

Design Office, Suite 3, Honeywood House,  
Whitfield, Dover, Kent, CT16 3EH  
Tel: 01304 820777

|                     |                    |            |
|---------------------|--------------------|------------|
| SCALES<br>1 : 5,000 | DATE<br>03/08/2015 | SIZE<br>A3 |
|---------------------|--------------------|------------|

|                                   |            |
|-----------------------------------|------------|
| Dwg No.<br><b>EMC-2015-111-01</b> | REV.<br>01 |
|-----------------------------------|------------|

Copyright and other intellectual property rights in this document and all related documents, drawings, etc., including calculations, is invested in Tridax Ltd and cannot be used or reproduced for any other purpose than that for which they were created without the express permission in writing by Tridax Ltd. In first instance ring 01304 820777.



PI  
(discuss)

Pedestrian + Vehicular Access

75.0m

Sight Lines 2.4m / 60m  
contained within land entirely controlled by the Client

Parking

70m Contour

60m Contour

T2

T3a

T3b

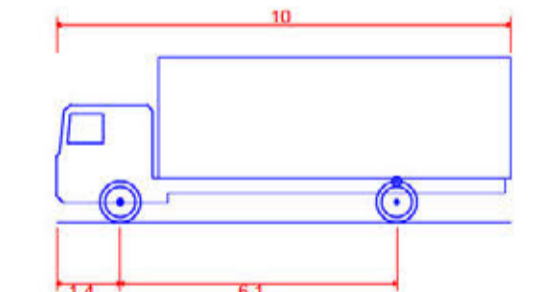
T1

T2

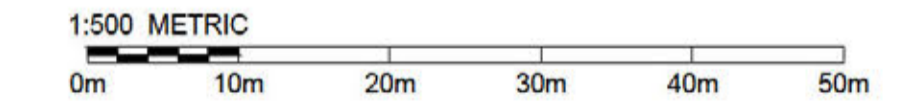
V.C

T4

St



FTA Design HG Rigid Vehicle (1998)  
Overall Length 10.000m  
Overall Width 2.500m  
Overall Body Height 3.645m  
Min Body Ground Clearance 0.440m  
Track Width 2.470m  
Lock to Lock Time 3.00s  
Kerb to Kerb Turning Radius 11.000m

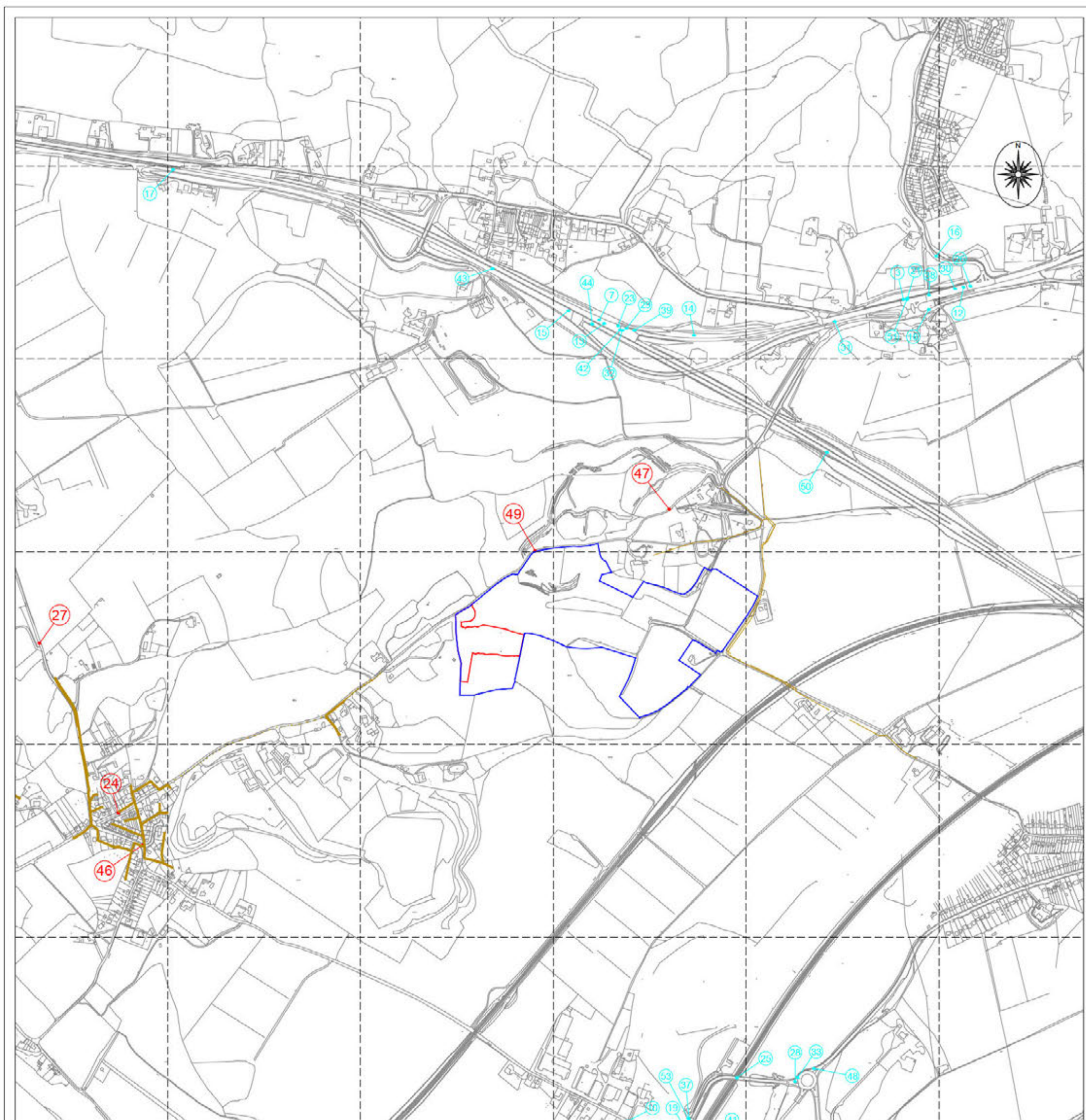


- NOTES**
- The Contractor should check all dimensions on site.
  - It is the Contractor's responsibility to ensure compliance with building regulations and current codes of practice.
  - Drawings cannot take into account any drains or underground works not locatable by visual survey of the site.
  - Commencement of any building works prior to full building regulation approval is entirely at the client's risk.

| Rev | Description  | Date       |
|-----|--|------------|
| 01  | Final Architects layout added, vehicle tracking adjusted to suit | 27/08/2015 |
| 00  | First issue to client  | 03/08/2015 |

|  |                                |                    |
|--|--------------------------------|--------------------|
| PROJECT<br>Proposed Holiday Accommodation<br>Bigbury Woods, Chartham Hatch |                                |                    |
| CLIENT<br>Bigbury Orchard Partnership                                      |                                |                    |
| DRAWING NO.<br>Site Plan   | SCALE<br>1:500                 | DATE<br>03/08/2015 |
| STATUS<br>PLANNING   | PROJECT NO.<br>EMC-2015-111-02 | REV.<br>01         |

Copyright and other intellectual property rights in this document and all related documents, drawings, etc., including calculations, is reserved in Tridax Ltd and cannot be used or reproduced for any other purpose than that for which they have been created without the express permission in writing by Tridax Ltd. In first instance ring 01304 820777.



**ACCIDENT DATA**  
(7 years data up to 29-02-2012)

| Accident Ref | Location & Incident Details   | Severity | Date       | Time  | Lighting Conditions    | Road Surface | Weather |
|--------------|---|----------|------------|-------|------------------------|--------------|---------|
| 24           | Highway Road, Chartham, Canterbury, Kent.<br>Vehicle travelling on wrong side of road at bend caused van to leave its lane to swerve and leave the carriageway.                           | SLIGHT   | 17-02-2009 | 08:18 | Daylight               | DRY          | FINE    |
| 27           | Donvald Lane, Chartham Hatch, Canterbury, Kent.<br>Driver suffering from chest infection started coughing severely and lost control, vehicle ended up on its roof.                        | SLIGHT   | 30-10-2008 | 16:48 | Dark, no street lights | ICY          | FINE    |
| 40           | Howfield Lane, Canterbury, Kent.<br>Two vehicles involved in head on collision.   | SLIGHT   | 13-05-2011 | 08:58 | Daylight               | DRY          | FINE    |
| 47           | Highway Road, Canterbury, Kent.<br>Van vehicle collision caused by driver of one vehicle bending down to pick something up from footway.  | SLIGHT   | 28-03-2011 | 12:31 | Daylight               | DRY          | FINE    |
| 49           | Highway Road, Chartham Hatch, Canterbury, Kent.<br>Vehicle 1 travelling at speed towards vehicle 2 in opposite lane, vehicle 2 swerved and subsequently hit tree located at edge of road. | SLIGHT   | 20-11-2011 | 09:45 | Daylight               | DRY          | FINE    |

**Severity Classification:**  
SLIGHT Includes whiplash, sprains and minor lacerations

|     |                       |            |
|-----|-----------------------|------------|
| 00  | First issue to client | 03/08/2015 |
| Rev | Description           | Date       |

PROJECT  
**Proposed Holiday Accommodation  
Bigbury Woods, Chartham Hatch**

CLIENT  
**Bigbury Orchard Partnership**



Design Office, Suite 3, Honeywood House,  
Whitfield, Dover, Kent, CT16 3EH  
Tel: 01304 820777

DRAWING  
**Crash Map**

SCALES  
1 : 10,000

DATE  
03/08/2015

SIZE  
A3

STATUS  
**PLANNING**

Dwg No.  
**EMC-2015-111-03**

REV.  
00

Copyright and other intellectual property rights in this document and all related documents, drawings, etc., including calculations, is invested in Tridax Ltd and cannot be used or reproduced for any other purpose than that for which they were created without the express permission in writing by Tridax Ltd. In first instance ring 01304 820777.

## **APPENDIX B**

Correspondence

## Paul Lavender

---

**From:** James.Wraight@kent.gov.uk  
**Sent:** 28 June 2012 14:30  
**To:** p.lavender@bsfconsultants.co.uk  
**Subject:** RE: 14669 - Bigbury Road Holiday Park

Hi Paul

Naturally I would have to raise the sustainability agenda with regards to highways, however the City Council will need to balance this against the overall sustainability agenda within the NPPF. You should really include details of the available Public Rights of way network around the site. If this comes forward then I will probably speak to them PROW to explore the possibility of improvements to access along these routes. It may be prudent for you to do this proactively as part of the submission and offer local access improvements where possible. There should be an area identified for overspill parking if required, if there is a clubhouse or other facilities open to the general public, more parking will need to be allowed for and the TRICS data will need to be checked for these land uses, given the limited data available for holiday parks.

A small section on construction traffic will need to be addressed - How are these chalets built ? do they come flat packed or are they transported whole ? Which routes will they take ? all questions and concerns that the locals will raise.

Thanks

James

**James Wraight**  
Development Planner  
Kent County Council - Highways & Transportation  
Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, Kent, TN24 8AD  
08458 247 800

---

**From:** Paul Lavender [<mailto:p.lavender@bsfconsultants.co.uk>]  
**Sent:** 25 June 2012 16:52  
**To:** Wraight, James - EE KH  
**Cc:** [admin@bsfconsultants.co.uk](mailto:admin@bsfconsultants.co.uk)  
**Subject:** FW: 14669 - Bigbury Road Holiday Park

James

Further to our exchange of emails last week regarding the above project, please find attached our 1<sup>st</sup> draft on which we would welcome any comments to address or include as part of the final document.

**Paul Lavender**  
**BSF Consulting Engineers Limited.**  
*53/54 St Dunstons Street*  
*Canterbury, Kent*  
*CT2 8BS*  
Tel: 01227 464811  
Fax: 01227 459051  
Mob: 07736 690983  
[p.lavender@BSFconsultants.co.uk](mailto:p.lavender@BSFconsultants.co.uk)

## **APPENDIX C**

Traffic Data



53/54 St. Dunstons Street, Canterbury, Kent, CT2 8BS  
 tel : 01227 464811 fax : 01227 459051  
 office@bsfconsultants.co.uk

Job **Holiday Accommodation  
Bigbury Road**

Job No. **14669**

Client **GLC**

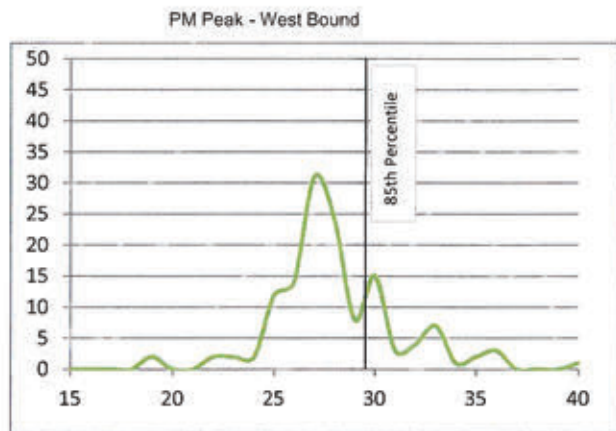
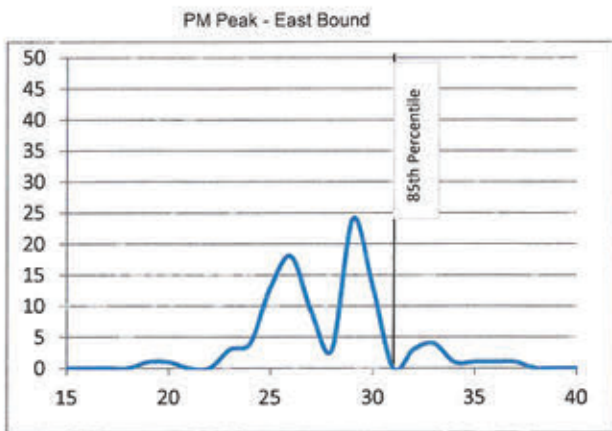
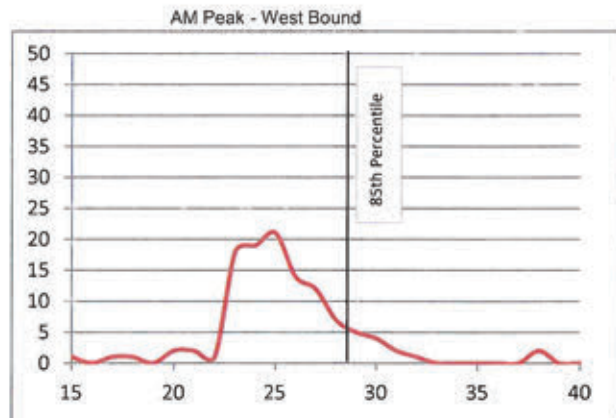
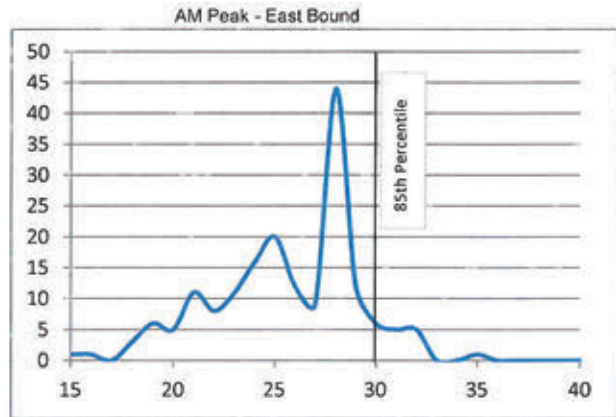
Sheet **1**

By **Paul Lavender**  
 Chk'd

Date: **June 2012**  
 Date:

## Speed Survey - AM & PM Peak

| Speed<br>mph | AM Peak    |            | PM Peak    |            |
|--------------|------------|------------|------------|------------|
|              | East Bound | West Bound | East Bound | West Bound |
| 15           | 1          | 1          | 0          | 0          |
| 16           | 1          | 0          | 0          | 0          |
| 17           | 0          | 1          | 0          | 0          |
| 18           | 3          | 1          | 0          | 0          |
| 19           | 6          | 0          | 2          | 1          |
| 20           | 5          | 2          | 0          | 1          |
| 21           | 11         | 2          | 0          | 0          |
| 22           | 8          | 1          | 2          | 0          |
| 23           | 11         | 18         | 2          | 3          |
| 24           | 16         | 19         | 2          | 4          |
| 25           | 20         | 21         | 12         | 13         |
| 26           | 12         | 14         | 14         | 18         |
| 27           | 9          | 12         | 31         | 9          |
| 28           | 44         | 7          | 24         | 3          |
| 29           | 12         | 5          | 8          | 24         |
| 30           | 6          | 4          | 15         | 13         |
| 31           | 5          | 2          | 3          | 0          |
| 32           | 5          | 1          | 4          | 3          |
| 33           | 0          | 0          | 7          | 4          |
| 34           | 0          | 0          | 1          | 1          |
| 35           | 1          | 0          | 2          | 1          |
| 36           | 0          | 0          | 3          | 1          |
| 37           | 0          | 0          | 0          | 1          |
| 38           | 0          | 2          | 0          | 0          |
| 39           | 0          | 0          | 0          | 0          |
| 40           | 0          | 0          | 1          | 0          |
| Number Cars  | 176        | 113        | 133        | 100        |
| 85th Vehicle | 150        | 96         | 113        | 85         |
|              | 30 mph     | 28 mph     | 31 mph     | 29 mph     |





53/54 St Dunstons Street, Canterbury, Kent, CT2 8BS  
 tel: 01227 464811 fax: 01227 459051  
 office@bsfconsultants.co.uk

Job **Holiday Accommodation  
Bigbury Road**

Job No. **14669**

Client **GLC**

Sheet **2**

By **Paul Lavender**  
 Chk'd

Date: **June 2012**  
 Date:

**Classified Traffic Count - AM Peak**

Date of Count - 12th June 2012

1.00 Count 1 - East Bounds - towards Canterbury

| Time         |       | Pedal Cycles | Motor Bikes | Cars / Light Vans | Buses / Coaches | OGV1 - Rigid 2/3/4 Axles | OGV2 - Artic 3/4/5 Axles | Total |
|--------------|-------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|-------|
| Start - Stop | Mins  |              |             |                   |                 |                          |                          |       |
| 08:00        | 08:15 |              |             | 52                |                 |                          |                          | 52    |
| 08:15        | 08:30 |              |             | 51                |                 |                          |                          | 51    |
| 08:30        | 08:45 |              |             | 39                |                 |                          |                          | 39    |
| 08:45        | 09:00 |              |             | 34                |                 |                          |                          | 34    |
| 1 hr         |       | 0            | 0           | 176               | 0               | 0                        | 0                        | 176   |

2.00 Count 2 - West Bounds - out of Canterbury

| Time         |       | Pedal Cycles | Motor Bikes | Cars / Light Vans | Buses / Coaches | OGV1 - Rigid 2/3/4 Axles | OGV2 - Artic 3/4/5 Axles | Total |
|--------------|-------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|-------|
| Start - Stop | Mins  |              |             |                   |                 |                          |                          |       |
| 08:00        | 08:15 |              |             | 30                |                 |                          |                          |       |
| 08:15        | 08:30 |              |             | 33                |                 |                          |                          |       |
| 08:30        | 08:45 |              |             | 25                |                 |                          |                          |       |
| 08:45        | 09:00 |              |             | 25                |                 |                          |                          |       |
| 1 hr         |       | 0            | 0           | 113               | 0               | 0                        | 0                        | 113   |

**Classified Traffic Count - PM Peak**

Date of Count - 12th June 2012

1.00 Count 1 - East Bounds - towards Canterbury

| Time         |       | Pedal Cycles | Motor Bikes | Cars / Light Vans | Buses / Coaches | OGV1 - Rigid 2/3/4 Axles | OGV2 - Artic 3/4/5 Axles | Total |
|--------------|-------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|-------|
| Start - Stop | Mins  |              |             |                   |                 |                          |                          |       |
| 16:30        | 16:45 |              |             | 29                |                 |                          |                          | 29    |
| 16:45        | 17:00 |              |             | 28                |                 |                          |                          | 28    |
| 17:00        | 17:15 |              |             | 38                |                 |                          |                          | 38    |
| 17:15        | 17:30 |              |             | 38                |                 |                          |                          | 38    |
| 1 hr         |       | 0            | 0           | 133               | 0               | 0                        | 0                        | 133   |

2.00 Count 2 - West Bounds - out of Canterbury

| Time         |       | Pedal Cycles | Motor Bikes | Cars / Light Vans | Buses / Coaches | OGV1 - Rigid 2/3/4 Axles | OGV2 - Artic 3/4/5 Axles | Total |
|--------------|-------|--------------|-------------|-------------------|-----------------|--------------------------|--------------------------|-------|
| Start - Stop | Mins  |              |             |                   |                 |                          |                          |       |
| 16:30        | 16:45 |              |             | 27                |                 |                          |                          |       |
| 16:45        | 17:00 |              |             | 20                |                 |                          |                          |       |
| 17:00        | 17:15 |              |             | 24                |                 |                          |                          |       |
| 17:15        | 17:30 |              |             | 29                |                 |                          |                          |       |
| 1 hr         |       | 0            | 0           | 100               | 0               | 0                        | 0                        | 100   |