

**TRANSPORT STATEMENT FOR A
PLANNING APPLICATION FOR THE CONVERSION OF EXISTING
FORMER FARM BUILDINGS INTO
FOUR NEW RESIDENTIAL DWELLINGS
AT BRENZETT PLACE FARM, ROMNEY MARSH, TN29 0EE**



CLIENT
Alex Rayner
Level Architecture Ltd.

CONSULTING ENGINEER
A. C. ROLLINGS B.Sc. (Hons) C.Eng.
M.I.C.E. M.C.I.H.T.
CIVIL ENGINEER, DEVELOPMENT
CONSULTANT, HIGHWAY ENGINEER.
17 BRAMBLETYNE AVE. SALTDEAN
E.SUSSEX BN2 8EL

INDEX

1	INTRODUCTION
2	CURRENT USE OF THE ACCESS
3	PROPOSED USE
4	TRAFFIC GENERATION
5	STANDARD OF ACCESS
6	VISIBILITY
7	CAR PARKING
8	SUSTAINABILITY
9	WIDER HIGHWAY NETWORK
10	CRASH INFORMATION
11	CONCLUSION

APPENDICES

APPENDIX A:	SITE LOCATION PLAN
APPENDIX B:	EXISTING BLOCK PLAN
APPENDIX C:	PROPOSED BLOCK PLAN
APPENDIX D:	PROPOSED BARN REPLACEMENT BUILDING
APPENDIX E:	PROPOSED GRANARY REPLACEMENT BUILDING
APPENDIX F:	PROPOSED CART SHED CONVERSION
APPENDIX G:	TRICS DATA FOR RESIDENTIAL ACCOMMODATION
APPENDIX H:	ESTIMATED PREVIOUS TRIP GENERATION
APPENDIX I:	SPEED SURVEY AND VISIBILITY REQUIREMENTS
APPENDIX J:	WALKING DISTANCES
APPENDIX K:	SUSTAINABILITY
APPENDIX L:	PARKING REQUIREMENTS
APPENDIX M:	CRASH MAP
APPENDIX N:	BUS INFORMATION
APPENDIX O:	PHOTOGRAPHS

Date	Issue	Compiled by	Checked by
08 January 2019	Draft	AR	SR
30 January 2019	1	AR	ARayner

1 INTRODUCTION

- 1.1 Alex Rayner commissioned Allen Rollings (the writer) to investigate traffic matters and safe access to an agricultural complex at Brenzett Place Farm, Ivychurch Road, Romney Marsh TN29 0EE (See Plans in **Appendix A & B** and Photo 1).
- 1.2 This report is designed to address issues that might be raised by the Highway Authority.
- 1.3 The Planning Application is for the conversion of the two storey existing building into dwellings and the single storey existing building into a series of car ports and storage facilities. One new dwelling is proposed on the ruins of an older demolished building with accompanying garage/outhouse.
- 1.4 This Report seeks to consider:
- The amount of traffic generated by the proposed use;
 - The available visibility on site;
 - The standard of access & parking on private land and comment on its suitability to support the traffic generated by the Application;
 - The sustainability of the site.
- 1.5 In the preparation of this report I have:
- Discussed matters with Alex Rayner of Level Architecture Ltd;
 - Visited and photographed the site;
 - Examined the TRICS Data Base;
 - Examined the Manual for Streets;
 - Examined KCC website information;
 - Examined other web sites for local information;
 - Commissioned and interpreted a speed survey.
- 1.6 This report has been prepared for Alex Rayner and no responsibility is accepted to any third party for all or part of this report in connection with this or any other development.

2 CURRENT USE OF THE ACCESS.

- 2.1 Currently the existing access is approved for use for agricultural purposes and has historically been very busy (See **Appendix H**).
- 2.2 The existing access is situated on the inside of a bend in Ivychurch Road which is a minor road linking Brenzett with Ivychurch (See Photo 2).
- 2.3 When exiting the access the visibility to the right was very restricted (See Photo 3), however visibility to the left appears to be adequate (See Photo 4)

3 PROPOSED USE

- 3.1 It is proposed to convert the agricultural building, previously used as a granary building into 3 residential units (See Plan in **Appendix E**). It is also proposed to build a new dwelling on the site of a previous barns foundation along with a new garage (See Plan in **Appendix D**)
- 3.2 The existing cart shed will be used for 8 potential garage places and storage (See **Appendix F**)
- 3.3 It is proposed to improve the existing access on the west side of the frontage for use by the new development. This report therefore concentrates on the suitability of using this improved access.

4 TRAFFIC GENERATION

- 4.1 In order to calculate the traffic generated from the proposed use, the TRICS Data Base was interrogated however there is not an exact duplication of this type of conversion in the countryside however the results are included in **Appendix G** for discussion.
- 4.2 From the database a daily trip rate of 5.36 trips a day can be assigned to a proposed new residential dwelling giving a total of 21 trips a day for the proposed 4 dwellings.

- 4.3 The existing traffic generation for farm buildings is always difficult to assess as there is no specific information on the TRICS Data Base for an agricultural complex.
- 4.4 I have however recently completed a traffic generation report in conjunction with a farm manager on an operating farm at Iford near Lewes, East Sussex and I have been able to estimate by proportion the probable traffic generation. **Appendix H** contains my estimate of 24 trips a day from a 300ha farm.
- 4.5 The change of vehicular movements from the historical to the proposed use can be assumed to be insignificant.

5 STANDARD OF ACCESS

Access to the Site

- 5.1 The access on the western side is directly onto Ivychurch Road and currently has substandard visibility to the right (east) (See Photos 2 & 3).
- 5.2 There is ample room on the site for parking and turning (See Plan in **Appendix C**).
- 5.3 The access to and from the site is 4.6m wide at the gate which is currently 7.1m back from the carriageway edge (See Photo 2) which is considered more than adequate for four dwellings.
- 5.4 The bellmouth onto Ivychurch Road is currently 7.7m wide (See Photo 2) and can be widened to 10.5m wide to accommodate 3m radii kerbs.
- 5.5 The Ivychurch Road is 4.6m wide outside the access; it is subject to the National Speed Limit of 60mph and there are no street lights or footways on either side.

6 VISIBILITY

- 6.1 The access onto Ivychurch Road is on the inside of a shallow bend and it was anticipated that the National speed limit of 60mph would not be reached here.

- 6.2 A speed survey therefore was commissioned and the results are shown in **Appendix I**.
- 6.3 The dry weather and wet weather 85%ile speeds were both recorded to be lower than 60kph (37mph) and it is therefore contended that the MfS parameters can be applied to the proposed access.
- 6.4 The highest approach 85%ile dry weather speed was recorded as 35mph and as recommended in the DMRB a reduction of 2.5mph can be made to reduce the speed to the wet weather speed which then can be used to calculate the required visibility splay.
- 6.5 The resulting calculations are shown in **Appendix I** and the required visibility splay in each direction is calculated to be 2.4m x 51m.

Visibility to the right

- 6.6 When considering the visibility to the right towards westbound vehicles, the required visibility splay of 2.4m x 51m requires the existing fence to be set back to the line shown on the Plan in **Appendix I** (See Photos 5, 6 & 7), this work has now been carried out and is shown in Photos 9 & 10.
- 6.7 The new visibility line has been achieved with minimal affect on the existing trees on the frontage of the site.

Visibility to the Left

- 6.8 When considering the visibility to the left towards eastbound vehicles, the required visibility of 2.4m x 51m is exceeded as the available visibility of 2.4m x 55m to 1m out into the carriageway is available (See Photo 4).

7 CAR PARKING

- 7.1 The layout plan (See **Appendix C**) along with the barn & cart shed building plans (See plans in **Appendix D & F**) makes provision for 10 parking spaces.
- 7.2 The Kent parking requirements (See **Appendix L**) indicates that 8 spaces are required and therefore the undercover spaces exceed the requirement.

- 7.3 There is also an outside parking area (See Plan in **Appendix C** & Photo 8).

8 SUSTAINABILITY

Buses

- 8.1 The nearest bus routes are on the A259 near the Brenzett roundabout (See **Appendix A**) but the nearest bus stops are on the B2080 some 1200m away which is within the preferred maximum for commuting/schools and elsewhere walking distance (See **Appendix J**).

Services 11, 11B, 553 & HGS3 serve this bus stop with a minimum of an hourly service (See routes and timetable in **Appendix N**).

Cycling & Walking

- 8.2 The local terrain is reasonably flat and therefore lends itself to this form of transport.
- 8.3 The nearest shop is at the Shell Garage near the Brenzett Roundabout some 840m away.
- 8.4 For local schools and other local facilities etc, see **Appendix K**.

9 WIDER HIGHWAY NETWORK

- 9.1 The site gives direct access onto Ivychurch Road which in turn gives direct access to Ivychurch in the east and to the A259/A2070 & the B2080 in the west these roads give good access to south coast towns and Ashford in the north where the motorway network can be accessed.

10 CRASH INFORMATION

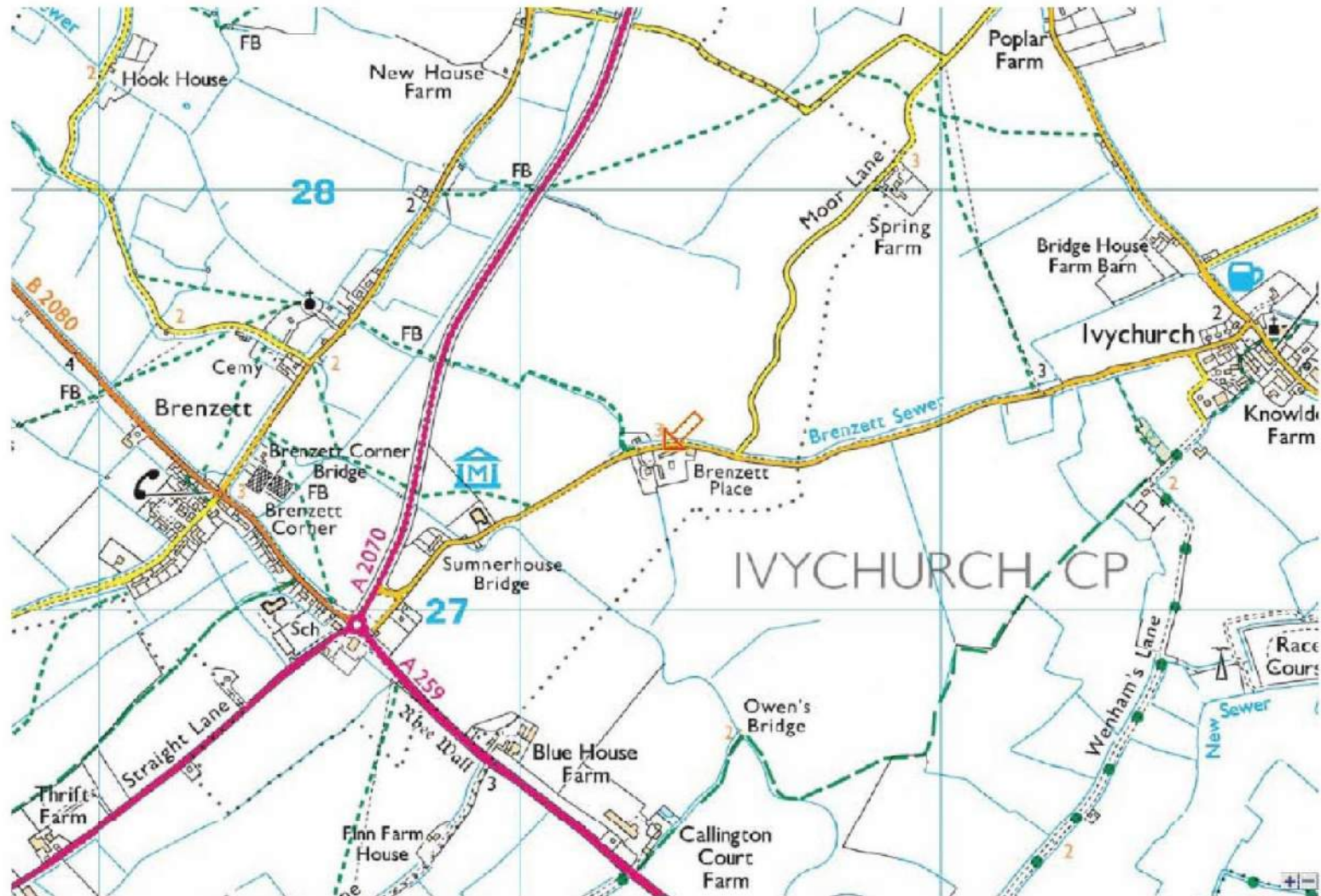
- 10.1 The Crash Map data shown in **Appendix M** identifies that there have been no accidents on Ivychurch Road in the last 3 years.

11 CONCLUSION

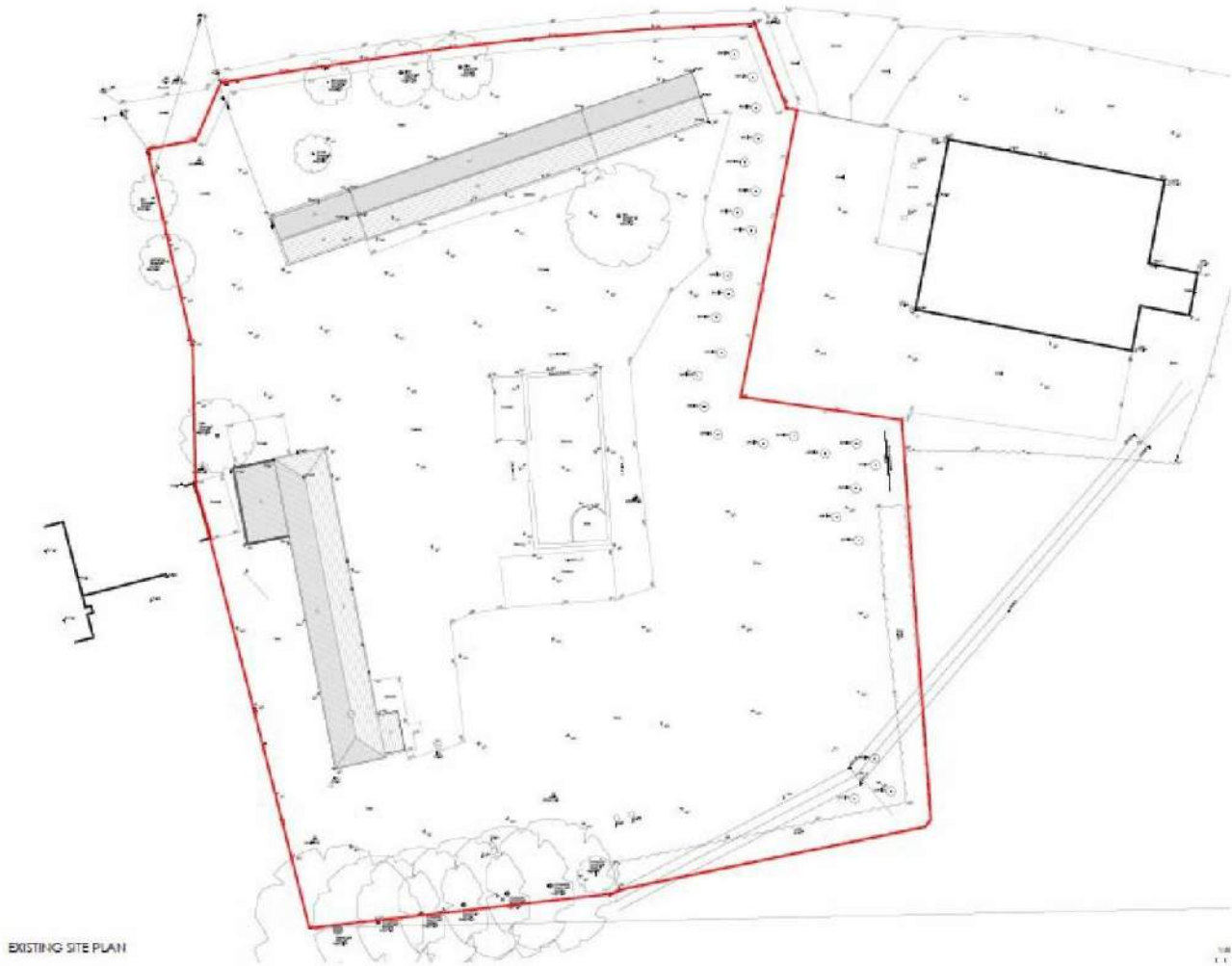
- 11.1 It is considered that there will be an insignificant change in traffic generated by the proposal.

- 11.2 The site can accommodate adequate parking and turning facilities with a good standard of access for the low-level traffic generation anticipated on the site, allowing all vehicles to leave in a forward direction.
- 11.3 A good standard of visibility has now been made available at the access onto Ivychurch Road by setting back the wooden fence across the frontage of the site.
- 11.4 The site is reasonably sustainable to bus routes operating along the A259 and a Local shop is available within walking distance.
- 11.5 Other facilities are available to reach by means of the bus or car.
- 11.6 It is contended therefore that this report should satisfy the Highway Authority about the suitability of the site albeit further information could be added if required.

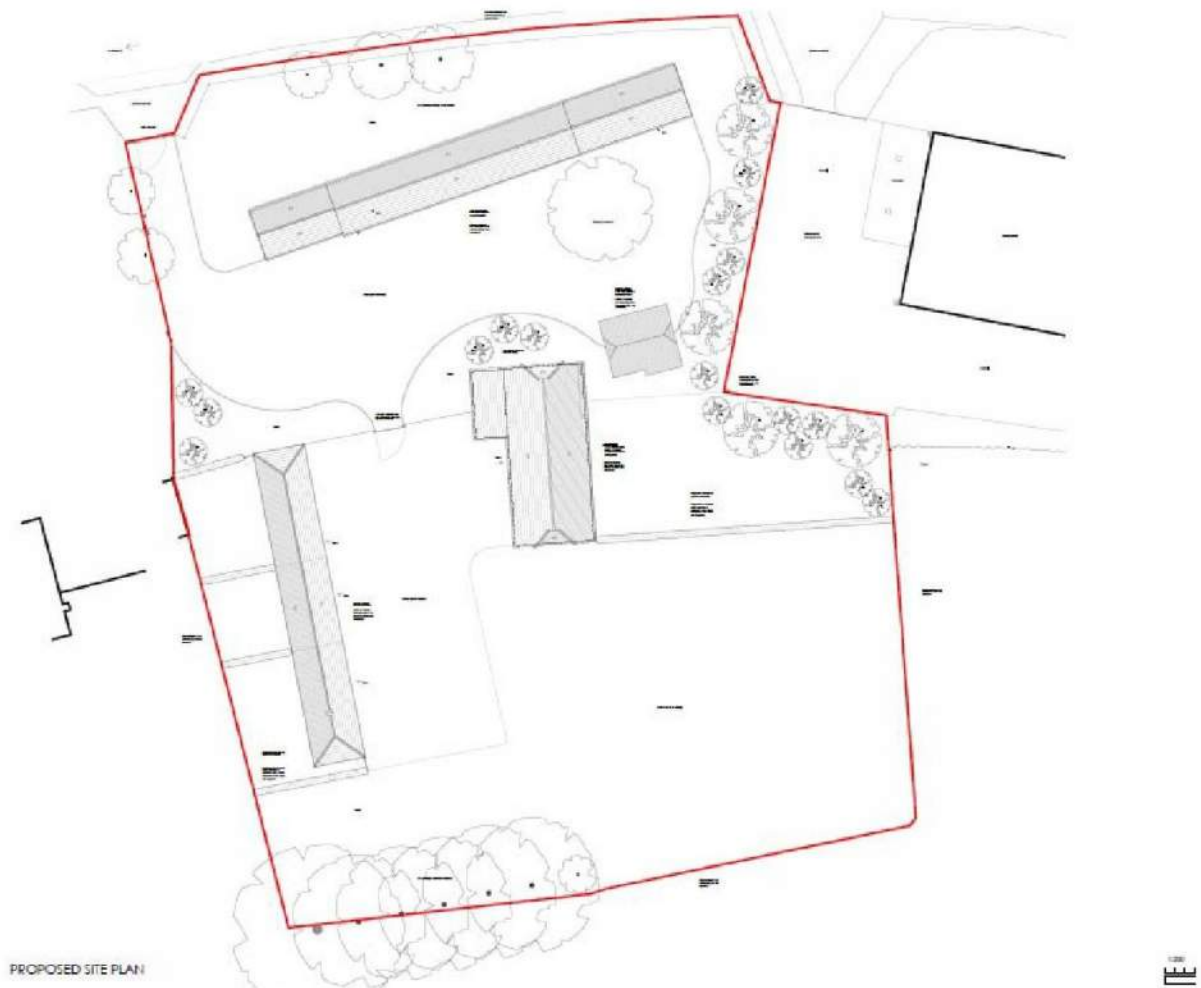
APPENDIX A SITE LOCATION PLAN



APPENDIX B EXISTING BLOCK PLAN



APPENDIX C PROPOSED BLOCK PLAN

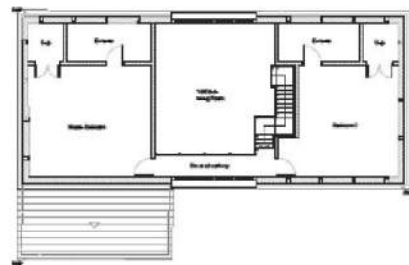


APPENDIX D PROPOSED BARN REPLACEMENT BUILDING

BARN BUILDING



PROPOSED ROOF PLAN



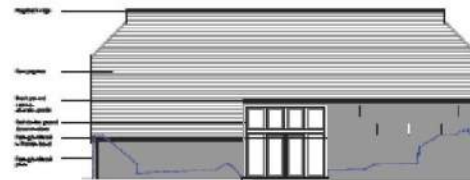
PROPOSED FIRST FLOOR PLAN



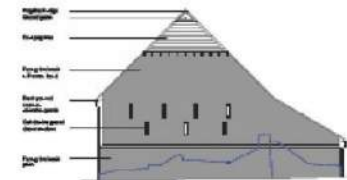
PROPOSED GROUND FLOOR PLAN



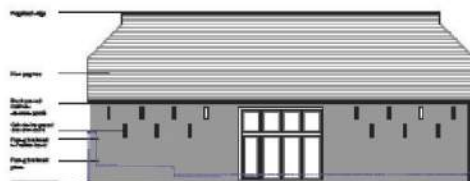
KEY
 — EXISTING WALLS
 — NEW WALLS
 - - - WALLS TO BE REMOVED
 — OUTLINE OF EXISTING BUILDING



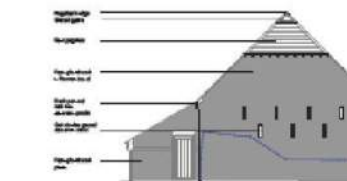
FRONT ELEVATION



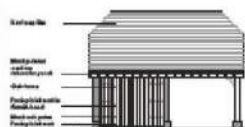
LEFT FLANK ELEVATION



REAR ELEVATION



RIGHT FLANK ELEVATION



FRONT ELEVATION



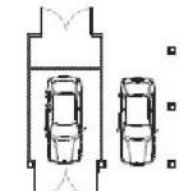
RIGHT FLANK ELEVATION



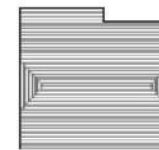
REAR ELEVATION



LEFT FLANK ELEVATION



PROPOSED GROUND FLOOR PLAN



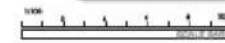
PROPOSED ROOF PLAN



KEY
 — EXISTING WALLS
 — NEW WALLS
 - - - WALLS TO BE REMOVED
 — OUTLINE OF EXISTING BUILDING

GARAGE BUILDING

PLANNING



APPENDIX E PROPOSED GRANARY REPLACEMENT BUILDINGS

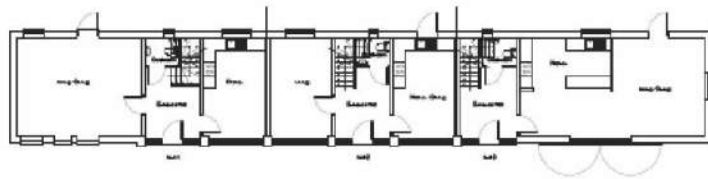
GRANARY BUILDING



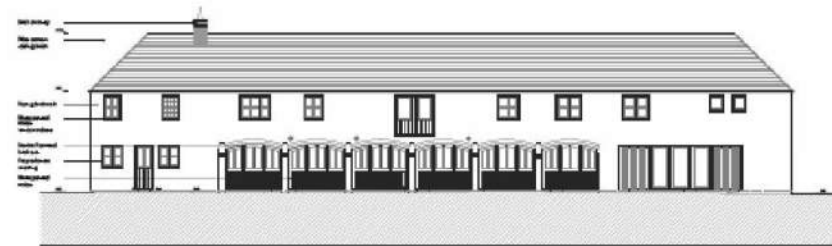
PROPOSED FIRST FLOOR PLAN



PROPOSED FIRST FLOOR PLAN



PROPOSED GROUND FLOOR PLAN



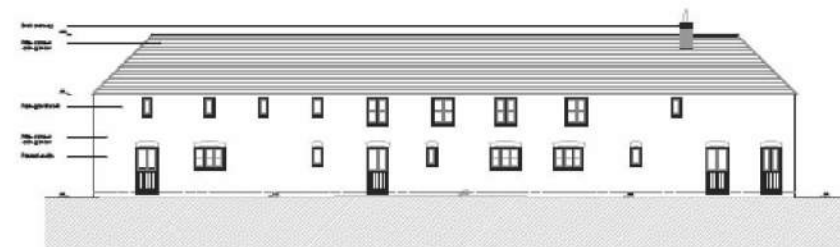
FRONT ELEVATION



LEFT FLANK ELEVATION



RIGHT FLANK ELEVATION

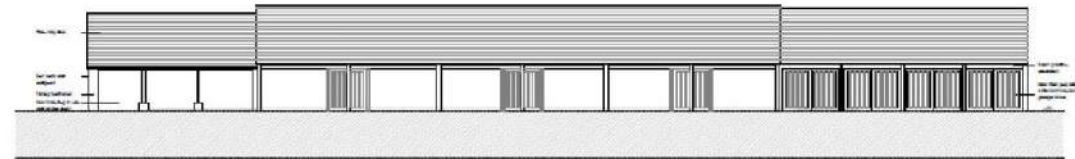


REAR ELEVATION

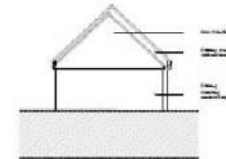


APPENDIX F PROPOSED CART SHED CONVERSION

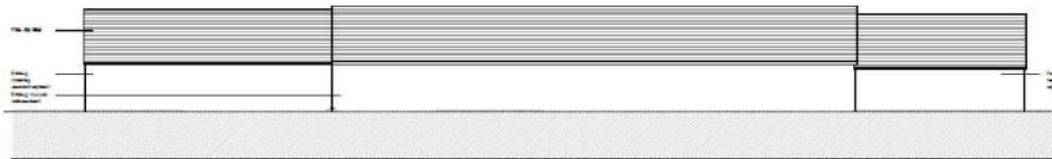
CART SHED BUILD.



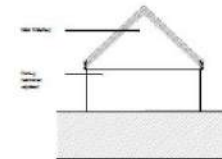
FRONT ELEVATION



LEFT FLANK ELEVATION



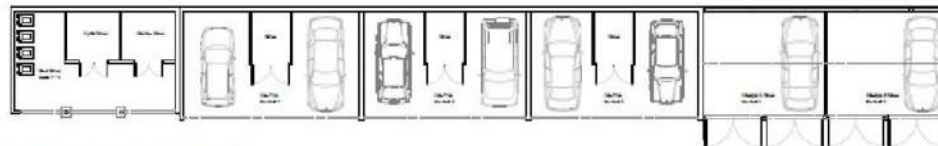
REAR ELEVATION



RIGHT FLANK ELEVATION

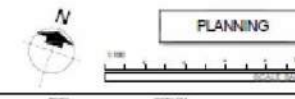


PROPOSED ROOF PLAN



PROPOSED GROUND FLOOR PLAN

NOTE: NO CORRECTIONS TO BE CLAIMED FROM THE DRAWINGS (EXCEPT FOR PLANNING PURPOSES)



PLANNING

APPENDIX G TRICS DATA FOR RESIDENTIAL ACCOMMODATION

TRICS 2012(b)v6.10.2	071112 B15.29	(C) 2012 JMP Consultants Ltd on behalf of the TRICS Consortium	Sunday 11/11/12
GTA Civils Ltd	66a Church Walk	Burgess Hill	Page 1
			Licence No: 349901

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected regions and areas:

01	GREATER LONDON	
	BN BARNET	1 days
02	SOUTH EAST	
	EX ESSEX	1 days
03	SOUTH WEST	
	CW CORNWALL	2 days
	GS GLOUCESTERSHIRE	1 days
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	CA CAMBRIDGESHIRE	2 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
	LE LEICESTERSHIRE	1 days
	LN LINCOLNSHIRE	2 days
	NT NOTTINGHAMSHIRE	1 days
06	WEST MIDLANDS	
	SH SHROPSHIRE	3 days
	ST STAFFORDSHIRE	1 days
	WM WEST MIDLANDS	2 days
	WO WORCESTERSHIRE	3 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	3 days
08	NORTH WEST	
	CH CHESHIRE	6 days
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	2 days
	MS MERSEYSIDE	2 days
09	NORTH	
	CB CUMBRIA	2 days
	TV TEES VALLEY	1 days
10	WALES	
	CF CARDIFF	1 days
	CM CARMARTHENSHIRE	1 days
11	SCOTLAND	
	AD ABERDEEN CITY	1 days
	AG ANGUS	1 days
	EA EAST Ayrshire	2 days
	FI FIFE	1 days
	HI HIGHLAND	2 days
	PK PERTH & KINROSS	1 days
	SR STIRLING	1 days
12	CONNAUGHT	
	CS SLIGO	2 days
	GA GALWAY	3 days
	MA MAYO	1 days
14	LEINSTER	
	KD KILDARE	1 days
	KK KILKENNY	4 days
15	GREATER DUBLIN	
	DL DUBLIN	1 days

Filtering Stage 2 selection:

Parameter: Number of dwellings
 Actual Range: 7 to 372 (units:)
 Range Selected by User: 4 to 10 (units:)

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/04 to 22/05/12

Selected survey days:

Monday	10 days
Tuesday	15 days
Wednesday	9 days
Thursday	16 days
Friday	6 days
Saturday	2 days
Sunday	7 days

Selected survey types:

Manual count	65 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	6
Suburban Area (PPS6 Out of Centre)	27
Edge of Town	30
Neighbourhood Centre (PPS6 Local Centre)	2

Selected Location Sub Categories:

Residential Zone	49
Built-Up Zone	1
Out of Town	1
No Sub Category	14

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

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	0	0	0.000	0	0	0.000	0	0	0.000
01:00 - 02:00	0	0	0.000	0	0	0.000	0	0	0.000
02:00 - 03:00	0	0	0.000	0	0	0.000	0	0	0.000
03:00 - 04:00	0	0	0.000	0	0	0.000	0	0	0.000
04:00 - 05:00	0	0	0.000	0	0	0.000	0	0	0.000
05:00 - 06:00	0	0	0.000	0	0	0.000	0	0	0.000
06:00 - 07:00	1	30	0.133	1	30	0.033	1	30	0.166
07:00 - 08:00	65	87	0.071	65	87	0.251	65	87	0.322
08:00 - 09:00	65	87	0.153	65	87	0.387	65	87	0.540
09:00 - 10:00	65	87	0.165	65	87	0.215	65	87	0.380
10:00 - 11:00	65	87	0.149	65	87	0.179	65	87	0.328
11:00 - 12:00	65	87	0.178	65	87	0.183	65	87	0.361
12:00 - 13:00	65	87	0.198	65	87	0.182	65	87	0.380
13:00 - 14:00	65	87	0.193	65	87	0.185	65	87	0.378
14:00 - 15:00	65	87	0.204	65	87	0.199	65	87	0.403
15:00 - 16:00	65	87	0.265	65	87	0.204	65	87	0.469
16:00 - 17:00	65	87	0.317	65	87	0.204	65	87	0.521
17:00 - 18:00	65	87	0.381	65	87	0.236	65	87	0.617
18:00 - 19:00	65	87	0.276	65	87	0.220	65	87	0.496
19:00 - 20:00	0	0	0.000	0	0	0.000	0	0	0.000
20:00 - 21:00	0	0	0.000	0	0	0.000	0	0	0.000
21:00 - 22:00	0	0	0.000	0	0	0.000	0	0	0.000
22:00 - 23:00	0	0	0.000	0	0	0.000	0	0	0.000
23:00 - 24:00	0	0	0.000	0	0	0.000	0	0	0.000
Total Rates:			2.683			2.678			5.361

Parameter summary

Trip rate parameter range selected: 7 - 372 (units:)
 Survey date date range: 01/01/04 - 22/05/12
 Number of weekdays (Monday-Friday): 56
 Number of Saturdays: 2
 Number of Sundays: 7
 Surveys manually removed from selection: 1

Estimated proposed traffic generation for 4 dwellings =
4 x 5.361 = 21 trips a day

APPENDIX H**ESTIMATED PREVIOUS TRIP GENERATION****PREVIOUS TRIP GENERATION FOR TRAFFIC ENTERING OR LEAVING THE FARM COMPLEX SITE TO AND FROM THE HIGHWAY BASED ON AN ASSUMED FARM SITE OF 300HA**

(The figures have been assembled from a recent calculation of a Planning Application for Iford Farm Lewes and pro-rata accordingly)

Description	Frequency Visits	Yearly Trips	Daily Average
cultivation	40	80	
Roll, drill & Spray	45	90	
Spray Fertiliser	4 x 30	240	
Hedge cutting	25	50	
Combine Harvester	6	12	
Crop Harvest to dryer	450	900	
Management Visits	2 x week	200	
Pest Control	2 x week	200	
Straw harvest	50	100	
Grain Collection HGV	450	900	
Fertilizer Deliveries	100	200	
Seed deliveries & Distribution	50	100	
Agricultural chemical deliveries	100	200	
Straw deliveries to other farms	40	80	
Farmhand Visits	5 a day	10 x 350 = 3500	
Misc farm machinery movements	2 a day	4 x 350 = 1400	
TOTAL		8252/ 350	24

The above represents a conservative estimate of the trip generations as there are many additional trips required in a farming operation however 24 trips a day is considered suitable for comparison with the trip generation for the proposed dwellings.

APPENDIX I SPEED SURVEY AND VISIBILITY REQUIREMENTS

SPEED SURVEY

AUTOMATIC TRAFFIC COUNT REPORT

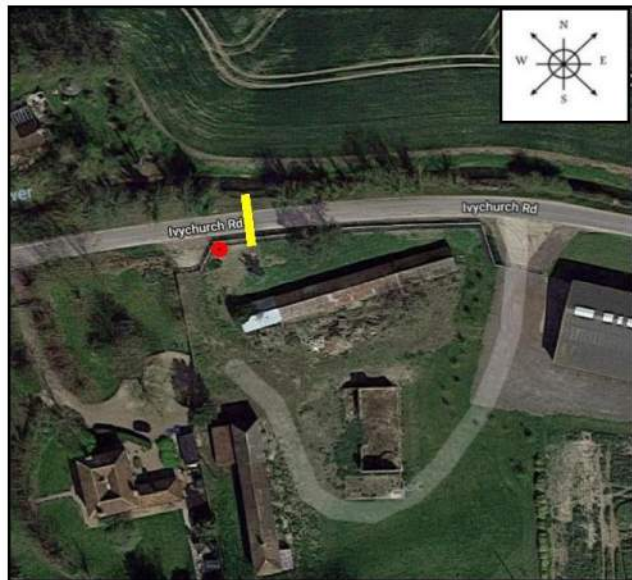
REF: Site No: 12111801

SITE LOCATION: Brenzett Place, Ivychurch Road, Ashford, Kent

Client: GTA Civils

DATE: Tuesday 13th November - Monday 19th November 2018

Requester: Allen Rollings



		Direction 1			Direction 2		
Summary		West Bound			East Bound		
		Total Vehicles	Mean Average	85%ile Speed	Total Vehicles	Mean Average	85%ile Speed
Tuesday	11/13/2018	177	30	34	156	30	36
Wednesday	11/14/2018	172	31	34	155	31	35
Thursday	11/15/2018	183	31	36	181	30	35
Friday	11/16/2018	160	31	35	150	29	34
Saturday	11/17/2018	148	31	35	119	29	34
Sunday	11/18/2018	152	31	36	134	30	34
Monday	11/19/2018	144	32	36	151	29	34
Week Total		1136	31	35	1046	30	34

VISIBILITY REQUIREMENTS

From the speed survey the worst case scenario is an approach dry weather speed of 35mph, reducing this to the wet weather speed gives 32.5mph which is the speed upon which to calculate the required visibility.

Applying the formula in Paras 10.1.5 in MfS2 and the parameters in Table 10.1 a selection of stopping distances is shown in the table below :-

TDP SSD calculator for *flat roads / streets

(*On gradients MfS1 suggests a 10% gradient will increase / decrease the rate of 'g' by around 0.1).

(To use, change the number in cell A4 and cells D4 to G4 will list the DMRB / MfS1 / MfS2 SDD / y-distances).

Speed (mph)	Speed (kph)	Speed (m/s)	DMRB - Desirable min. SSD (2secs reaction time + 0.25g braking force)	DMRB - Desirable min. SSD (2secs reaction time + 0.375g braking force)	MfS2 - min. SSD (1.5secs reaction time + 0.375g braking force)	MfS1 - min. SSD (1.5secs reaction time + 0.45g braking force)
32.50	52.29	14.53	72.07	57.73	50.47	45.69

The required visibility splay is therefore 2.4m x 51m to allow for HGV parameters for speeds below 60kph (37mph).

The drawing below shows that the available visibility of 2.4m x 55m to 1m out into the carriageway to the left (west) is in excess of the requirements.

The visibility to the right (east) needs to be improved by setting back the fence to give a visibility splay of 2.4m x 51m to the edge of the carriageway, which will also give in excess of 2.4m x 55m to 1m out into the carriageway



APPENDIX J WALKING DISTANCES

Extract from IHT providing for journeys on foot.

Table of acceptable walking distances

Suggested acceptable walking distances			
	Town Centres	Commuting / school	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred maximum	800m	2000m	1200m

APPENDIX K SUSTAINABILITY

Nearest stations:

 Appledore (2.6 miles)

 Ham Street (4.1 miles)

Nearest Hospital

William Harvey Hospital (Ashford)	15km
-----------------------------------	------

Nearest Schools

Brenzett Primary School	1km
Hamstreet Primary Academy	6.7km
The Marsh Academy	6.5km
St Nicholas Church of England Primary Academy	6.09km
Brookland Church of England Primary School	2.17km

Nearest Supermarket

Sainsbury's	6.23km
-------------	--------

Local Shop

Shell Service Station	860m
-----------------------	------

APPENDIX L PARKING REQUIREMENTS

GUIDANCE TABLE FOR RESIDENTIAL PARKING

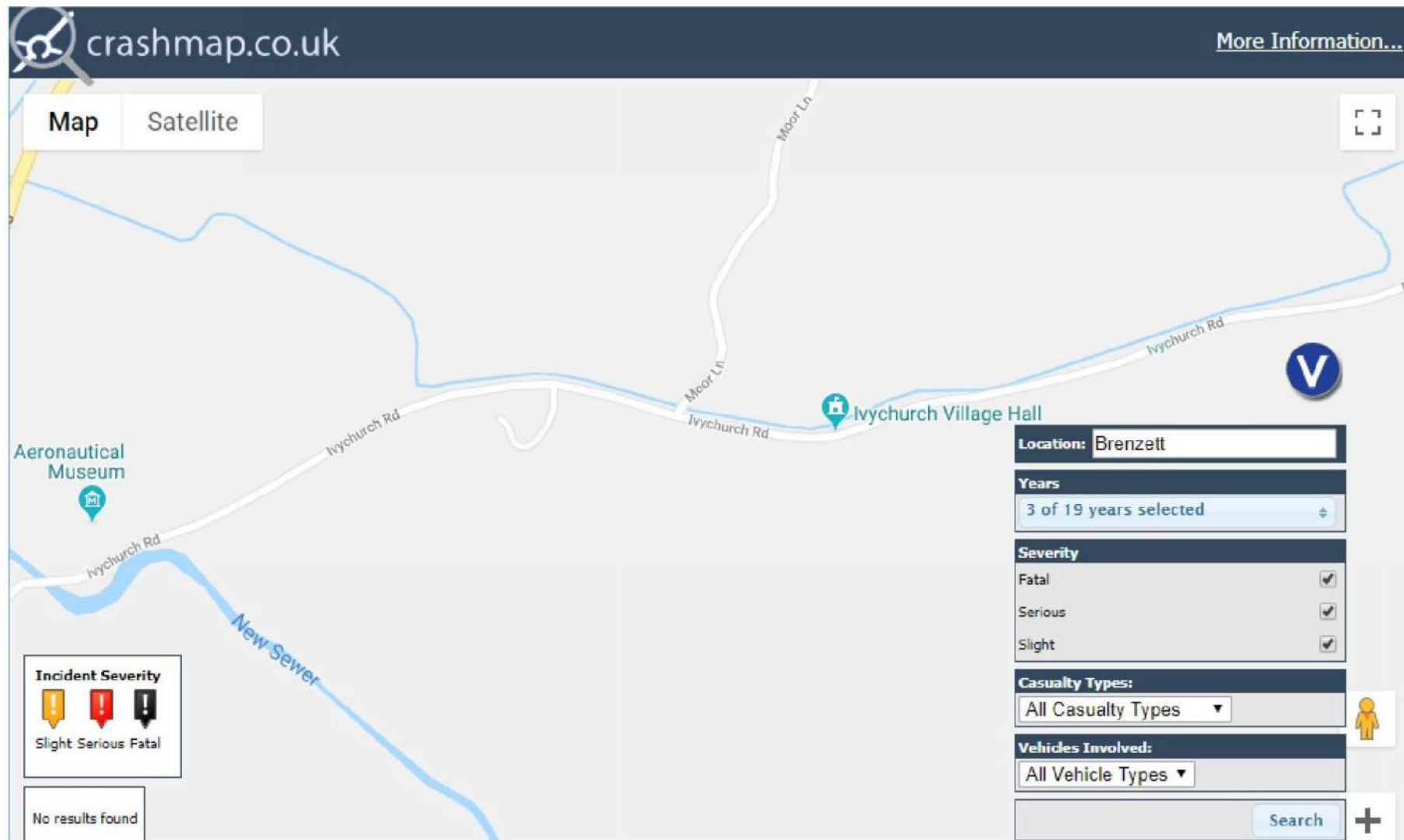
LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

Parking requirement 2 x 4 units= 8 spaces required

APPENDIX M CRASH MAP



APPENDIX N BUS INFORMATION

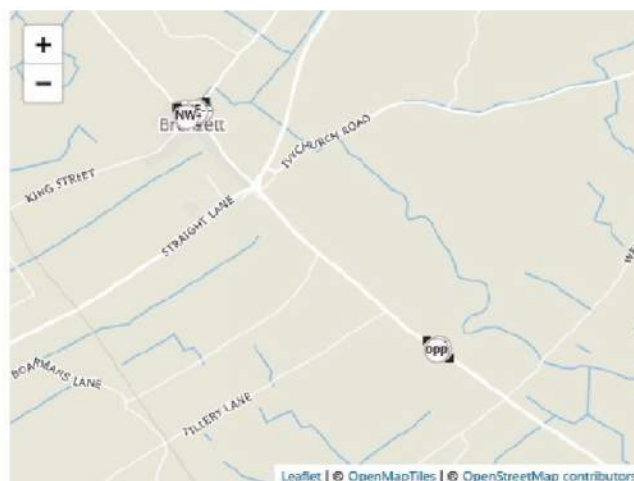
Brenzett

Stops in Brenzett

Rheewall Farm (adj)
 Rheewall Farm (opp)
 The Fleur de Lis (NW-bound)
 The Fleur de Lis (SE-bound)
 The Fleur de Lis (NE-bound)
 The Fleur de Lis (SW-bound)

Bus services

11 - Ashford - Hamstreet - Lydd
 11B - Ashford - New Romney
 553 - Brookland - New Romney - Lydd - Camber - Rye
 HGS3 - Snave - New Romney - Dymchurch - Harvey Grammar School



11 - Ashford - Hamstreet - Lydd

A bus service operated by Stagecoach in East Kent



Saturday 5 January 2019

Lydd - Hamstreet - Ashford

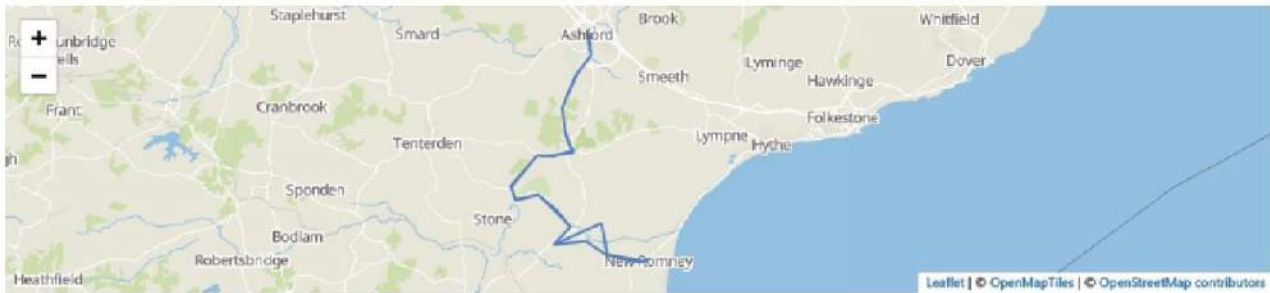
New Romney, adj The Marsh Academy	then hourly until									
Lydd Camp (SW-bound)	09:00	10:00	11:00	12:00	13:00	14:00			17:00	18:40
Lydd-on-Sea, opp The Pilot	09:09	10:09	11:09	12:09	13:09	14:09			17:09	18:49
Greatstone-on-Sea, adj The Jolly Fisherman	09:16	10:16	11:16	12:16	13:16	14:16			17:16	18:56
New Romney, opp Light Railway Station	09:23	10:23	11:23	12:23	13:23	14:23			17:23	19:03
New Romney, adj The Ship	09:26	10:26	11:26	12:26	13:26	14:26			17:26	19:06
Old Romney, adj Oasis Cafe	09:31	10:31	11:31	12:31	13:31	14:31			17:31	19:11
Brookland, adj Church					13:37					
Brenzett The Fleur de Lis (NE-bound)	09:36	10:36	11:36	12:36	13:42	14:36			17:36	

<https://bus-times.org/services/11-william-harvey-hospital-ashford-lydd>

1/3

11B - Ashford - New Romney

A bus service operated by Stagecoach in East Kent



Saturday 5 January 2019

New Romney - Ashford

New Romney, adj The Ship	09:54
Old Romney, adj Oasis Cafe	09:59
Ivychurch, adj Village Hall	10:04
Brookland, adj Church	10:13
Brenzett The Fleur de Lis (NW-bound)	10:18
Appledore, o/s Railway Station	10:23
Appledore, opp The Black Lion	10:27
Kenardington, adj The Wish	10:34
Hamstreet, adj Bourmewood Stores	10:41

<https://bustimes.org/services/11b-william-harvey-hospital-ashford-appledore-lydd>

05/01/2019

553 - Brookland - New Romney - Lydd - Camber - Rye - Stagecoach in East Kent - Bus Times

553 - Brookland - New Romney - Lydd - Camber - Rye

A bus service operated by Stagecoach in East Kent



Monday 7 January 2019

Brookland - New Romney - Lydd - Camber - Rye

Brookland, adj Church	07:40
Old Romney, opp Oasis Cafe	07:48
New Romney, opp The Ship	07:52
Greatstone-on-Sea, opp The Jolly Fisherman	08:03
Lydd-on-Sea, adj The Pilot	08:08
Lydd, adj Church	08:15
Lydd Camp (SW-bound)	08:17
Jury's Gap, adj Coastguard Cottages	08:25

Schooldays only

<https://bus-times.org/services/553-brookland-new-romney-lydd-camber-rye>

1/3

HGS3 - Snave - New Romney - Dymchurch - Harvey Grammar School

A bus service operated by Crosskeys Coaches



Monday 7 January 2019

Snave - New Romney - Dymchurch - Harvey Grammar School

Snave Brenzett Comer (W-bound)	07:15
Brenzett The Fleur de Lis (SW-bound)	07:20
Old Romney, opp Oasis Cafe	07:25
New Romney, adj Spitalfield Lane	07:29
New Romney, opp Post Office	07:30
New Romney, opp The Ship	07:31
New Romney, adj Cannon Street	07:33
St Mary's Bay, adj Taylors Lane	07:37
Schooldays only	

<https://businfo.newromney.co.uk/ENGLAND/ROMNEY/DYMCHURCH/HARVEYGRAMMAR.SNAVE>

1/3

APPENDIX O PHOTOGRAPHS



Photo 1 Aerial Photograph showing the site of the existing farm



Photo 2 Existing farm entrance to be reused



Photo 3 View of existing visibility to the right to be improved by setting back of fence



Photo 4 View of existing visibility to the left considered to be adequate



Photo 5 Visibility splay to the right of the existing access to be improved by setting back the length of fence shown in the photo.



Photo 6 View behind existing fence to be set back



Photo 7 View behind existing fence to be set back from eastern end of frontage.



Photo 8 View into site from eastern end of frontage



Photo 9 View of the fence set back on the right hand (eastern) side of the access following receipt of speed survey



Photo 10 Another view of the fence set back on the right hand (eastern) side of the access following receipt of speed survey