

TRANSPORT TECHNICAL NOTE

Project: PARK LODGE & COSY CORNER, BARRACK HILL, HYTHE
Job No/Ref: 1047 – P04
Purpose of Note: To Support Change of Use of Dwelling to Dental Practice
Date: 27/02/2026

1. Introduction & Background

Fortis Transport Planning have prepared this Transport Technical Note (TTN) to support the proposed relocation of Pennypot Dentists from its current location at 1 Martello Drive, Hythe to 'Park Lodge' and 'Cosy Corner', Barrack Hill, Hythe approximately 1.15km to the northeast, more centrally to the town. The relocation is due to the practice outgrowing its current surgery. Refer to Fig 1.1 below showing the locations of these sites and Figs 1.2 & 1.3 on the following page showing photos of the existing and proposed relocation sites respectively.

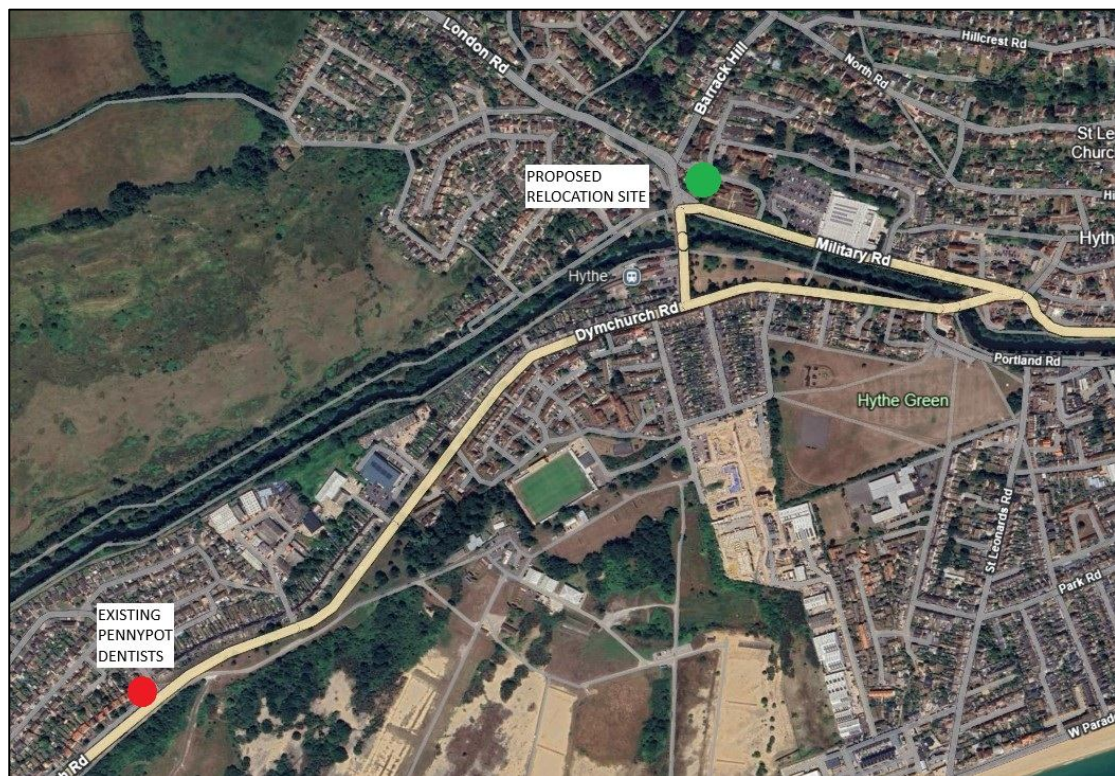


Figure 1-1 – Local Context Site Location

Google ©

The current dental practice is open 8am to 5pm weekdays and closed weekends/bank holidays. The dental practice has a total of 18 staff members but most of these are part time. The staff travel to/from the practice by various modes of transport but is mainly by car. The practice has a full time equivalent (FTE) of 8 staff. Over 80% of the practice's patients are from Hythe and the Romney Marsh area.

There is limited parking at the existing site (2 off road spaces) and the majority of staff and visitors of the practice park on street. This is mainly on the parallel service road to the A259 Dymchurch Rd or further north in the housing estate beyond the parking restrictions adjacent to the practice and the parade of shops opposite.



Figs 1-2 & 1-3 –Existing Dentist (Martello Drive) & Proposed Relocation (Sir John Moore Ave)

A highways pre-app has been held with KCC Highways and their response, dated 9th October 2025, is attached at **Appendix 1**. Within the response the following items have been raised concerning the change of use of the 'Park Lodge' and 'Cosy Corner' dwelling to a dentist:-

- No of staff/consultation rooms and operation details of proposals.
- Delivery Vehicle tracking on Sir John Moore Avenue.
- Parking standards and parking beat surveys required.

A previous iteration of this TTN provided details responding to these items for the formal planning application of these proposals (Planning Ref:25/2236/FH) but following KCC Highways planning consultee comments dated 22nd January 2026, attached at **Appendix 2**, further parking survey information has been requested which is included in this revised document.

2. Development Proposals & Servicing

The current 4-bedroom dwelling, 'Park Lodge' and the current 2-bedroom dwelling, 'Cosy Corner' have a combined 272sqm GFA. These properties will be converted and connected with an extension to provide 8 surgeries with 'Cosy Corner' being mainly for admin and staff facilities on the 1st floor and the ground floor being the reception/waiting room areas. The connection extension will increase the GFA to 306sqm. The staff from the current dental practice at Martello Drive will all relocate to this new site with an increase to 10 FTE staff. There is no current on-site car parking provision at 'Park Lodge' but 2 off-road spaces are available at 'Cosy Corner'. The on-site parking provision will therefore be identical to the current dentist site at Martello Drive. The current residents of 'Park Lodge' have to park on the public highway. Staff and visitors travelling to/from the proposed dentist site by car will therefore need to park on the highway, similar to their existing site. However, 4No secure cycle parking spaces will be provided on site at the recommended KCC Highways provision of 1 space per 2 treatment/surgery rooms.

The existing accesses to the dwellings will be retained from Sir John Moore Avenue but a former pedestrian access to London Road will be reopened to increase pedestrian accessibility to the site. Refer to Figure 2.1 below showing the location of this former access which is currently blocked off.



Figure 2-1 – Looking eastwards to Former Pedestrian Access

© Google Maps

Deliveries / service vehicles would be maximum three per day in small vans to drop materials and pick up waste. Refer to Figure 2.2 below that shows a large 4.6T Transit Van turning at the existing turning head to Sir John Moor Avenue. This delivery vehicle already serves Cosy Corner and Park Lodge for food deliveries etc.

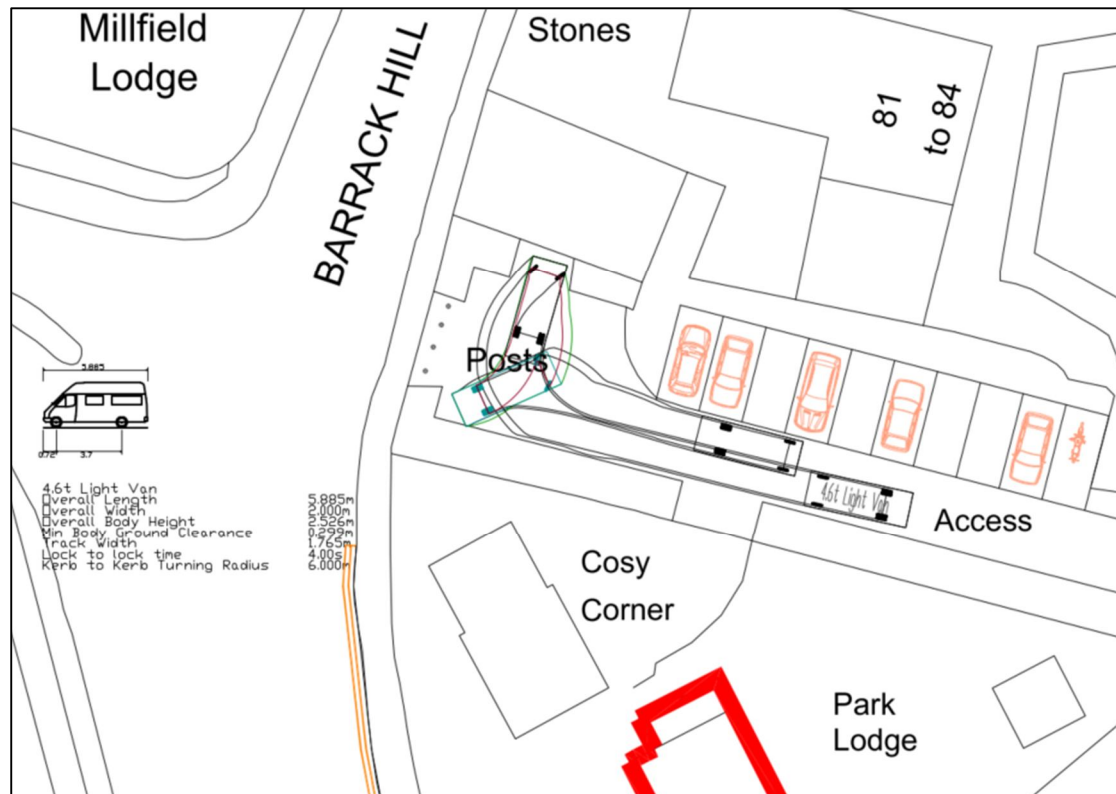


Figure 2-2 – 4.6T Delivery Van turning at existing Sir John Moore Ave Turning Head

3. Parking Standards & On-Street Parking Availability

As stated by KCC Highways in their pre-app response, the KCC Parking Standards 2025 for Medical or Health Services – E(e) use state a requirement of one space per two staff and 4 spaces per consulting or treatment room. For the 10No FTE staff members and 8 surgery rooms, this equates to a requirement of 37 spaces. It should be noted that this level of provision is a guide only and the standard for this use covers a range of medical and health building uses. A dentist surgery room tends to have less appointments per day than a comparable GP/Medical Centre consulting room. Therefore, the 4 parking spaces per room parking standard for E(e) use appears to be too excessive for dentists and a 2 spaces per room would seem more applicable. This would reduce the parking space requirement to 21 spaces.

Notwithstanding the improved accessibility of the site being located closer to Hythe Town and nearer its main catchment, the nature of the proposed development is likely to attract a level of vehicular traffic as per the existing dental practice location, the impacts of which are addressed below. It should be noted that there will be no additional vehicle trips on the wider highway network as a result of these proposals with existing trips to the current dentist being diverted to the new site.

The quantum of vehicle trips attracted to the proposed relocated dental practice has been assessed by using the TRICS database to obtain trip rates from the Land-Use '05-Health', Category 'J – Dental Surgery' within England for comparable sites in terms of location, size and local population catchment. There were 6 comparable sites and the TRICS data is attached at **Appendix 3** with predicted vehicle trips for the relocated dentist practice at Park Lodge/Cosy Lodge with a floor area of 306sqm. Please note that the development weekday peak hour for vehicle trips is 16:00-17:00hrs which is corroborated by Pennypot Dentists as being their busiest period for their existing Martello Drive site.

To determine the proposed car parking spaces required for these vehicle trips to/from the relocated dentists, a car park accumulation calculation has been undertaken using the trip rates from Appendix 2. This calculation is attached at **Appendix 4** and provides a maximum car parking accumulation of 15 spaces each hour during the 10:00-12:00hrs and 14:00-15:00 periods which would need to be catered by on-street parking availability.

In order to determine the existing on-street parking availability (and to meet KCC Highways more recent request for more frequent parking surveys over 2 days to an extended 200m radius from the site) parking beat surveys were carried out on Wednesday 25th & Thursday 26th February, 2026 at approximately 07:30hrs, 09:30hrs, 11:30hrs, 13:30hrs, 15:30hrs & 17:30hrs, in line with the recognised Lambeth Parking Methodology (LPM). As also requested by KCC, in their planning consultation response, the parking courts close to the site off Sir John Moore Avenue have been excluded. The results of these parking beat surveys are shown at plans in **Appendix 5** and in tabulated formats (Tables 3.1 to 3.12) on the following pages. Dashcam evidence is also available upon request.

Table 3-1 – Parking Survey Wednesday 25th February, 2026, 07:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	8	50%
Military Road	160m	26	2	8%
Sir John Moore Ave	308m^	51	24	47%
Corunna Close	124m	20	15	75%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	51	32%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-2 – Parking Survey Wednesday 25th February, 2026, 09:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	9	56%
Military Road	160m	26	12	33%
Sir John Moore Ave	308m^	51	21	41%
Corunna Close	124m	20	11	55%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	54	34%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-3 – Parking Survey Wednesday 25th February, 2026, 11:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	7	44%
Military Road	160m	26	21	81%
Sir John Moore Ave	308m^	51	18	35%
Corunna Close	124m	20	11	55%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	59	38%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-4 – Parking Survey Wednesday 25th February, 2026, 13:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	2	10%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	8	50%
Military Road	160m	26	17	65%
Sir John Moore Ave	308m^	51	23	45%
Corunna Close	124m	20	13	65%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	64	41%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-5 – Parking Survey Wednesday 25th February, 2026, 15:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	2	33%
Barrack Hill	96m	16	10	63%
Military Road	160m	26	14	54%
Sir John Moore Ave	308m^	51	23	45%
Corunna Close	124m	20	18	90%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	67	43%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-6 – Parking Survey Wednesday 25th February, 2026, 17:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	2	33%
Barrack Hill	96m	16	10	63%
Military Road	160m	26	8	31%
Sir John Moore Ave	308m^	51	25	49%
Corunna Close	124m	20	19	95%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	64	41%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-7 – Parking Survey Thursday 26th February, 2026, 07:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	9	56%
Military Road	160m	26	3	12%
Sir John Moore Ave	308m^	51	24	47%
Corunna Close	124m	20	14	70%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	52	33%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-8 – Parking Survey Thursday 26th February, 2026, 09:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	8	50%
Military Road	160m	26	14	54%
Sir John Moore Ave	308m^	51	20	39%
Corunna Close	124m	20	13	65%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	57	36%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-9 – Parking Survey Thursday 26th February, 2026, 11:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	1	5%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	7	44%
Military Road	160m	26	22	85%
Sir John Moore Ave	308m^	51	18	35%
Corunna Close	124m	20	11	55%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	1	17%
Total		157	61	39%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-10 – Parking Survey Thursday 26th February, 2026, 13:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	4	20%
Turnpike Close	24m	6	1	17%
Barrack Hill	96m	16	7	50%
Military Road	160m	26	17	65%
Sir John Moore Ave	308m^	51	25	49%
Corunna Close	124m	20	15	75%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	69	44%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-11 – Parking Survey Thursday 26th February, 2026, 15:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	2	33%
Barrack Hill	96m	16	10	63%
Military Road	160m	26	13	50%
Sir John Moore Ave	308m^	51	23	45%
Corunna Close	124m	20	18	90%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	64	41%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

Table 3-12 – Parking Survey Thursday 26th February, 2026, 17:30hrs

Street Name	Total Length of Parking Bay Kerb Space*	No. of Parking Spaces	No of Parked Vehicles (in PCUs)	Parking Stress %
London Road	118m	20	0	0%
Turnpike Close	24m	6	2	33%
Barrack Hill	96m	16	9	56%
Military Road	160m	26	8	31%
Sir John Moore Ave	308m^	51	25	49%
Corunna Close	124m	20	19	95%
Green Lane	75m	12	0	0%
Bridge Close	24m	6	0	0%
Total		157	63	40%

Note:- Length of Parking Bay Kerb restricted to one side of c/way + lay-bys minus dropped kerbs.

^Note:- Exc cul-de-sac adjacent to site.

As can be seen from the parking results, plenty of parking spaces do exist on the adjacent roads within the 200m survey area. This indicates that on average between the two survey times there is a minimum spare parking supply of 89 parking spaces within the study area before, during and after the opening hours of the proposed dentist. It should also be noted that there are 2 off-road car parking spaces at 'Cosy Corner'.

This can easily accommodate the predicted parking accumulation of 15 spaces and moreover the excessive KCC parking standard requirement of 37 spaces based on a 4 parking space per surgery/treatment room.

As noted in the KCC Highways pre-app response, the Sainsbury's store is located approximately 180 metres from the site to the east, which may be appropriate for some visitors to the proposed dentist. Most Sainsbury's car parks offer up to 2 hours of free parking for customers, with fines issued for overstaying. However this store does not operate any time restrictions due to its location and size of car park. Of course this can change in the future but still offers further parking alternatives.

4. Conclusions

The proposals are for the proposed relocation of Pennypot Dentists from its current location at 1 Martello Drive, Hythe to 'Park Lodge' & 'Cosy Corner', Barrack Hill, Hythe approximately 1.15km to the northeast. The dwellings 'Park Lodge' & 'Cosy Corner', will be connected with a small extension and converted to provide 8 surgeries with associated admin, staff facilities and waiting areas.

Vehicle servicing for the dentist will be undertaken by small vans from Sir John Moore Avenue and the existing turning head and access road adjacent to the site is suitable to accommodate the service vehicles for this proposal.

Parking beat surveys before, during and after the dentist opening hours demonstrate that there is ample parking on the adjacent highways within a 200m walk of the site and can comfortably accommodate staff and visitor parking for this use.

Therefore, there are no highway reasons to prevent planning permission being granted for this proposed change of use.

Appendices

- Appendix – 1 KCC Highways Pre-App Response Letter Dated 9th October, 2025
- Appendix – 2 KCC Highways Consultation Response Letter Dated 22nd January, 2026
- Appendix – 3 TRICS Data – Dental Surgery
- Appendix – 4 Parking Accumulation
- Appendix – 5 Parking Beat Survey Plans

Appendix 1 – KCC Highways Pre-App Response Letter Dated 9th October, 2025



James Reuther
Reuther Architecture Ltd

By email: james@reutherarchitecture.co.uk

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181

Date: 9 October 2025

Park Lodge, Barrack Hill, Hythe	
Change of use of dwelling to dentist with pedestrian access from the front. Parking to be on street around the estate area if possible.	

Dear James,

Thank you for your recent request for pre-application advice for the change of use from residential (Use Class C3) to a dentist (Use Class E(e)). I am in receipt of a pre-application advice statement which forms the basis of the following comments.

The site is located at Park Lodge, Barrack Hill, Hythe, which is currently a 4 bedroom detached dwelling. Section 2 of the submitted note states that dental surgeries generate significant parking demand, which will need to be addressed as part of a planning submission. Kent Design Parking Standards (2025) require one space per two staff and 4 spaces per consulting or treatment room. Adequate facilities are required to enable delivery vehicles to park and manoeuvre clear of the highway.

I note that a pedestrian access is to be provided to the front of the dwelling onto Scanlons Bridge Road, which is considered acceptable. The footway measures approximately 3 metres in width in the vicinity of the access.

Barrack Hill is a two-way highway, approximately 8.5 metres in width, with no parking restrictions in place. Double yellow lines are in situ immediately outside the site on the A261 Scanlons Bridge Road, which routes to Folkestone. While the property address is Barrack Hill, there is no access to the property, and vehicles utilise Sir John Moore Avenue via the A259 which is a one-way carriageway.

As part of a planning submission, I suggest that a parking beat survey is undertaken utilising the Lambeth Methodology measuring parking spaces of 5.5 metres in length. This is between the methodology length of 5 metres and Kent's parallel parking standards of 6 metres. The survey should establish the parking demand within a 200 metres radius of Park Lodge, which is considered a reasonable distance to walk. Sainsburys is located approximately 180 metres from the site, which may be appropriate for some visitors, although this will depend on the parking controls in place.

The number of staff and consultation rooms proposed at the site is required. I suggest that details of deliveries and vehicle trips, and the day-to-day operation of the existing Pennypot site are submitted. This should then be transferred to the proposed site, with the uplift envisaged to

establish the trips associated with the site. While I acknowledge that there is no parking on site, the applicant will need to demonstrate that staff and visitor parking can be accommodated on street without causing a detriment to highway safety.

All deliveries would take place via Sir Johns Avenue, where vehicle tracking is required to ensure that turning can be achieved. Details how waste management is to be conducted will be required.

In conclusion, while there is no parking proposed, details are required in relation to the number of staff and consulting rooms. I do have some concerns with all parking being on street, in a reasonably constrained location. A parking survey should be undertaken to identify that there is sufficient on street parking available in the vicinity of the site. Details of deliveries and waste collections are required, alongside swept path analysis at Sir John Moore Avenue for the required vehicle sizes to ensure that sufficient turning is available. I suggest that secure cycle parking is provided on site at the ratio of 1 space per 2 treatment / consulting rooms.

I hope the comments prove useful at this stage. Should you require any further information or clarification, please do let me know.

Yours sincerely,

Laura McDonald

Senior Transport & Development Planner

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.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk

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

**Appendix 2 – Appendix 1 – KCC Highways Consultation
Response Letter Dated 22nd January, 2026**



Folkestone and Hythe District Council

Civic Centre
Castle Hill Avenue
Folkestone
CT20 2QY

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 22 January 2026

Our Ref: ED

Application -	25/2236/FH
Location -	COSY CORNER & PARK LODGE, BARRACK HILL, HYTHE, CT21 4BZ
Proposal -	Change of use of Cosy Corner and Park Lodge into a dental practice including one story link extension.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

The existing site comprises a four-bedroom and a three-bedroom dwelling, one dwelling served by two on-site parking spaces.

The proposed development will employ 10 full-time equivalent (FTE) staff. The relevant parking standards are as follows:

- 1 space per 2 staff
- 4 spaces per consulting/treatment room

Based on these standards, the proposal would require:

- 5 staff spaces (10 FTE / 2)
- 32 patient spaces (8 surgeries × 4 spaces per room)

This results in a total parking requirement of 37 spaces.

No on-site parking is proposed. As previously advised at pre-application stage, the assessment should follow the Lambeth parking survey methodology to demonstrate the potential demand generated can be met on street. This specifies that surveys should be undertaken when the maximum number of residents are at home—typically late at night during weekdays. A snapshot survey between 00:30 and 05:30 on two separate weekday nights (Monday–Thursday) is required. It is acknowledged, however, that the proposed use will operate between 08:00 and 17:00, and therefore peak demand occurs at different times.

The submitted parking survey has been undertaken during the peak trip movement hour (16:00–17:00) as derived from TRICS data. However:

- The peak arrival period for staff is between 08:00 and 09:00.
- The peak arrival period for patients appears to be around midday and again between 16:00–17:00.

- TRICS generates trip rates based on floorspace, whereas parking demand is better correlated with the number of treatment rooms, which is the basis of the adopted standards.

Given this, it is considered appropriate in this particular case for the applicant to provide comprehensive parking survey data covering regular intervals between 07:00 and 18:00 on two separate weekdays. This will capture:

- Staff arrival patterns
- Patient arrival and departure activity
- Residential parking conditions both inside and outside of core operating hours

The survey area should cover a 200 m radius from the site, as advised at pre-application stage.

Parking courts and private residential bays should be excluded from the survey, as these are not available to the general public and do not form part of the public highway network.

I would be grateful therefore if you would forward any amended plans or additional information to me for my further consideration.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

Appendix 3 – TRICS Data – Dental Surgery

Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Filtering Summary:

Land Use: 05/J HEALTH/DENTAL SURGERY

Selected Trip Rate Calculation Parameter Range: 60 - 800 sqm GFA

Actual Trip Rate Calculation Parameter Range: 84 - 500 sqm GFA

Date Range: Minimum: 17/11/1994 Maximum: 14/10/2024

Parking Spaces Range: All Surveys Selected

Population Within 500m Range: 1700 5200

Days of the week selected:

Monday	1
Thursday	2
Tuesday	1
Wednesday	2

Main Location Types selected:

Edge of Town Centre	4
Neighbourhood Centre	1
Suburban Area	1

Inclusion of Servicing Vehicles Counts:

Servicing Vehicle Excluded	6
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Population <1 Mile ranges selected:

10,001 to 15,000	1
15,001 to 20,000	4
5,001 to 10,000	1

Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Population <5 Mile ranges selected:

25,001 to 50,000	1
50,001 to 75,000	4
75,001 to 100,000	1

Car Ownership <5 Mile ranges selected:

0.6 to 1.0	2
1.1 to 1.5	4

PTAL Rating:

No PTAL Present	6
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Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 05 - HEALTH
Category: J - DENTAL SURGERY
Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	KC	KENT	1 day
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 day
	DC	DORSET	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 day
09	NORTH		
	TV	TEES VALLEY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.



Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

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:	GFA
Actual Range:	84 to 500 (units:sqm)
Range Selected by User:	60 to 800 (units:sqm)
Parking Spaces Range:	0 - 45

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	17/11/94 to 14/10/24

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
Thursday	2 days
Tuesday	1 days
Wednesday	2 days

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

Selected survey types:

Manual count	6
Direction ATC Count	0

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 Centre	4 days
Neighbourhood Centre	1 days
Suburban Area	1 days

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:

No Sub Category	4 days
Residential Zone	2 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	6 days
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Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Secondary Filtering Selection:

Use Class:

E(e)	6 surveys
------	-----------

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

Population within 500m Range:

1157 - 5200

Population within 1 mile:

10,001 to 15,000	1 surveys
15,001 to 20,000	4 surveys
5,001 to 10,000	1 surveys

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

Population within 5 miles:

25,001 to 50,000	1 surveys
50,001 to 75,000	4 surveys
75,001 to 100,000	1 surveys

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 surveys
1.1 to 1.5	4 surveys

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.

Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 6 surveys

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 6 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

1	BA-05-J-01	DENTAL SURGERY	BATH & NORTH EAST SOMERSET
NORTH WAY MIDSOMER NORTON Edge of Town Centre No Sub Category Gross floor area: 200 sqm Survey date: Thursday 05/10/2006			
			Survey Type: Manual
2	DC-05-J-01	DENTAL SPECIALIST SURGERY	DORSET
SOUTH WALKS ROAD DORCHESTER Edge of Town Centre No Sub Category Gross floor area: 500 sqm Survey date: Wednesday 26/03/2014			
			Survey Type: Manual
3	KC-05-J-01	DENTAL SURGERY	KENT
CHURCH ROAD ASHFORD Edge of Town Centre No Sub Category Gross floor area: 150 sqm Survey date: Wednesday 08/11/2006			
			Survey Type: Manual
4	LN-05-J-01	DENTAL SURGERY	LINCOLNSHIRE
DODDINGTON ROAD LINCOLN MOORLAND Suburban Area No Sub Category Gross floor area: 366 sqm Survey date: Tuesday 10/09/2002			
			Survey Type: Manual
5	NF-05-J-01	DENTAL SURGERY	NORFOLK
WOOTON ROAD KINGS LYNN GAYWOOD Neighbourhood Centre Residential Zone Gross floor area: 289 sqm Survey date: Thursday 11/12/2014			
			Survey Type: Manual
6	TV-05-J-01	DENTAL SURGERY	TEES VALLEY
PARK AVENUE REDCAR Edge of Town Centre Residential Zone Gross floor area: 252 sqm Survey date:			
			Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-05-J-01	23-11-1994	Ireland
AN-05-J-02	17-11-1994	Ireland
AR-05-J-01	02-06-2021	Ireland
BG-05-J-01	13-10-2014	Wales
DB-05-J-01	08-05-2024	Wales
LU-05-J-01	19-06-2015	Ireland



Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Site Ref	Survey Date	Reason for Deselection
MM-05-J-01	27-11-2023	Wales
PE-05-J-01	15-11-2023	Wales

Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY

Total Vehicles

Calculation factor: 100 sqm

Estimated TRIP rate value per 306 sqm shown in shaded columns

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Estimated Trip Rate	Departures	Estimated Trip Rate	Totals	Estimated 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	3	339	0.492	1.506	0.000	0.000	0.492	1.506
08:00-09:00	6	293	3.870	11.843	0.626	1.916	4.496	13.759
09:00-10:00	6	293	2.732	8.360	2.220	6.792	4.952	15.152
10:00-11:00	6	293	2.675	8.186	2.106	6.444	4.781	14.630
11:00-12:00	6	293	2.618	8.011	2.675	8.186	5.293	16.197
12:00-13:00	6	293	1.423	4.354	2.504	7.663	3.927	12.017
13:00-14:00	6	293	2.618	8.011	1.992	6.096	4.610	14.107
14:00-15:00	6	293	2.447	7.489	1.935	5.921	4.382	13.410
15:00-16:00	6	293	2.960	9.056	3.586	10.972	6.546	20.028
16:00-17:00	6	293	3.073	9.405	3.870	11.843	6.943	21.248
17:00-18:00	6	293	0.569	1.742	3.529	10.798	4.098	12.540
18:00-19:00	3	268	0.000	0.000	0.870	2.661	0.870	2.661
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Total Rates:			25.477	77.962	25.913	79.291	51.390	157.254

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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Audit Code: 5c7a9d04-9fa2-48ad-babe-b0f15e3460ab

Parameter Summary:

Trip rate parameter range selected:	60 - 800 (units: sqm)
Survey date date range:	10/09/2002 - 22/05/2017
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix 4 – Parking Accumulation

TRICS 8.25.11

Trip Rate Parameter: GFA

TRIP RATE for Land Use 05 - HEALTH/J - DENTAL SURGERY

Calculation F 100 sqm

Extrapolated 306

Count Type: Total Vehicles

Period	No.Days	Ave.GFA	Arrivals	Arrivals Extrapolated	Departures	Departures Extrapolated	Totals	Totals Extrapolated
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	3	339	0.492	1.506	0	0	0.492	1.506
08:00-09:00	6	293	3.87	11.843	0.626	1.916	4.496	13.759
09:00-10:00	6	293	2.732	8.36	2.22	6.792	4.952	15.152
10:00-11:00	6	293	2.675	8.186	2.106	6.444	4.781	14.63
11:00-12:00	6	293	2.618	8.011	2.675	8.186	5.293	16.197
12:00-13:00	6	293	1.423	4.354	2.504	7.663	3.927	12.017
13:00-14:00	6	293	2.618	8.011	1.992	6.096	4.61	14.107
14:00-15:00	6	293	2.447	7.489	1.935	5.921	4.382	13.41
15:00-16:00	6	293	2.96	9.056	3.586	10.972	6.546	20.028
16:00-17:00	6	293	3.073	9.405	3.87	11.843	6.943	21.248
17:00-18:00	6	293	0.569	1.742	3.529	10.798	4.098	12.54
18:00-19:00	3	268	0	0	0.87	2.661	0.87	2.661
19:00-20:00								
20:00-21:00								
21:00-22:00								
22:00-23:00								
23:00-00:00								
Daily Trip Rates:			25.477	65.988	25.913	67.113	51.39	133.1

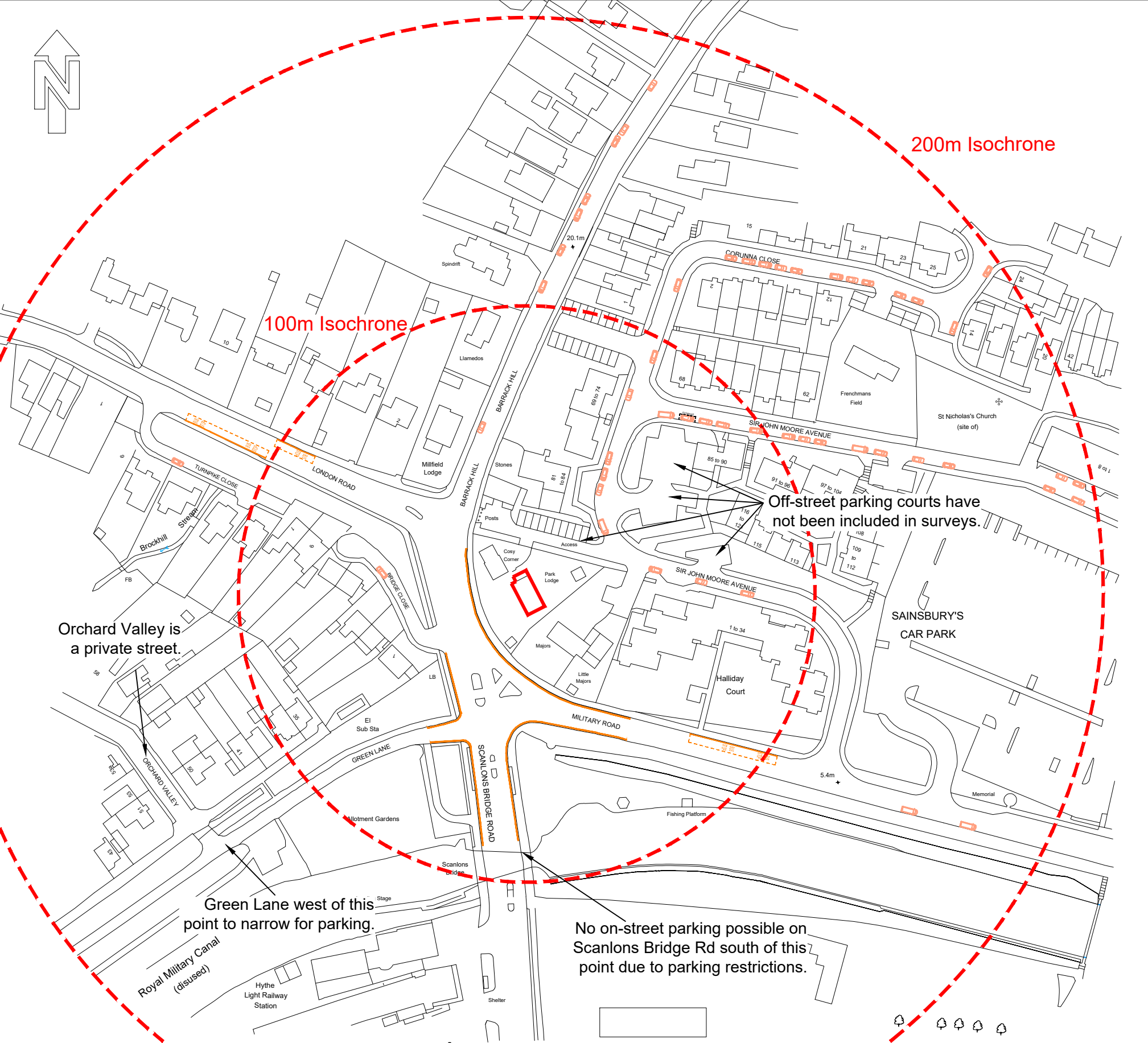
PARKING ACCUMULATION ON

TRIP RATES FOR 150SQM DENTIST

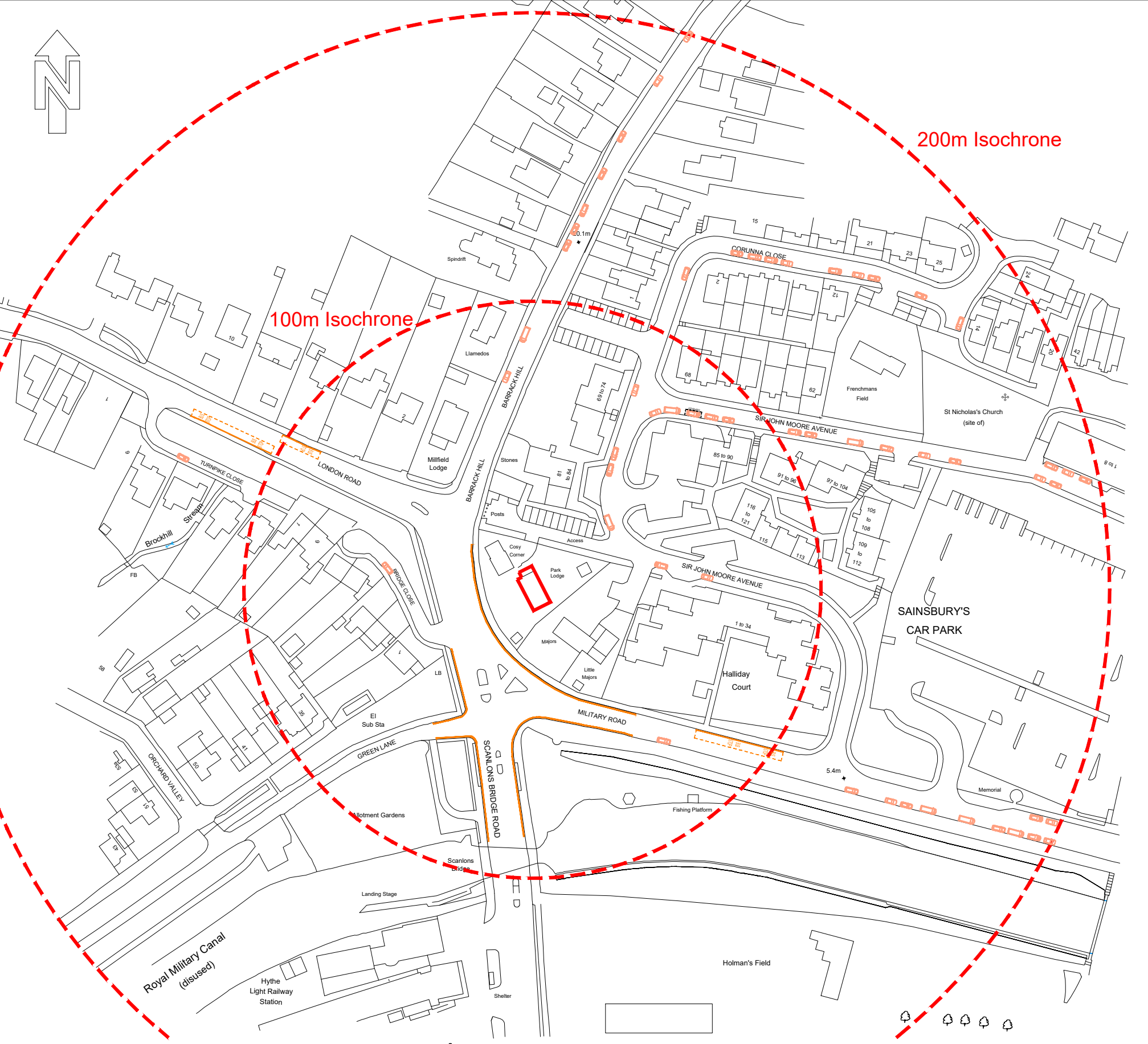
Vehicles at Proposed Site

Arriving	Departing	Total Vehicles for Site	
2	0	2	
12	2	11	
8	7	13	
8	6	15	Max
8	8	15	Max
4	8	11	
8	6	13	
7	6	15	Max
9	11	13	
9	12	10	
2	11	1	
0	3	-1	

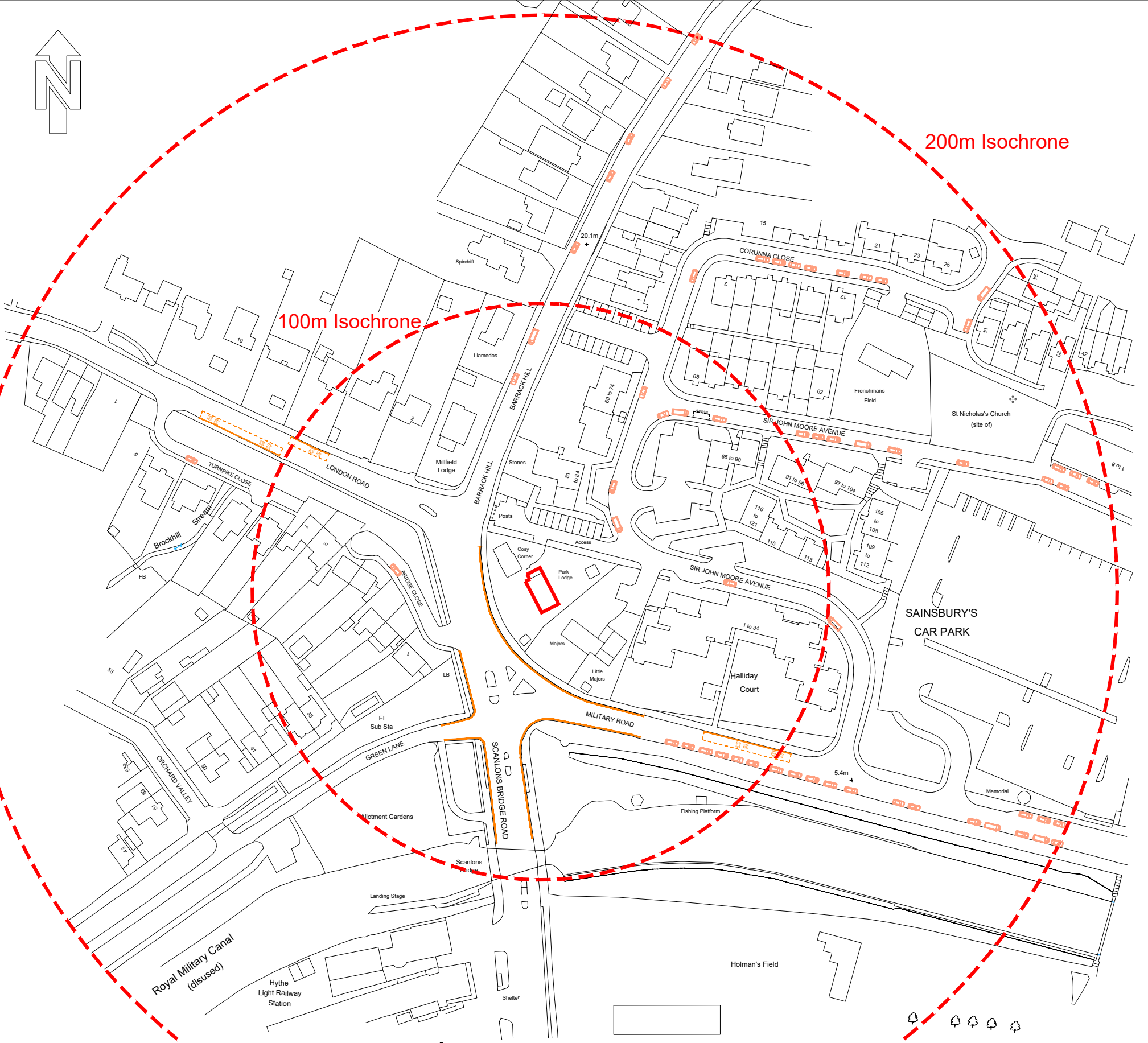
Appendix – 5 Parking Beat Survey Plans



Parking Beat - ~7.30AM



Parking Beat - ~9.30AM



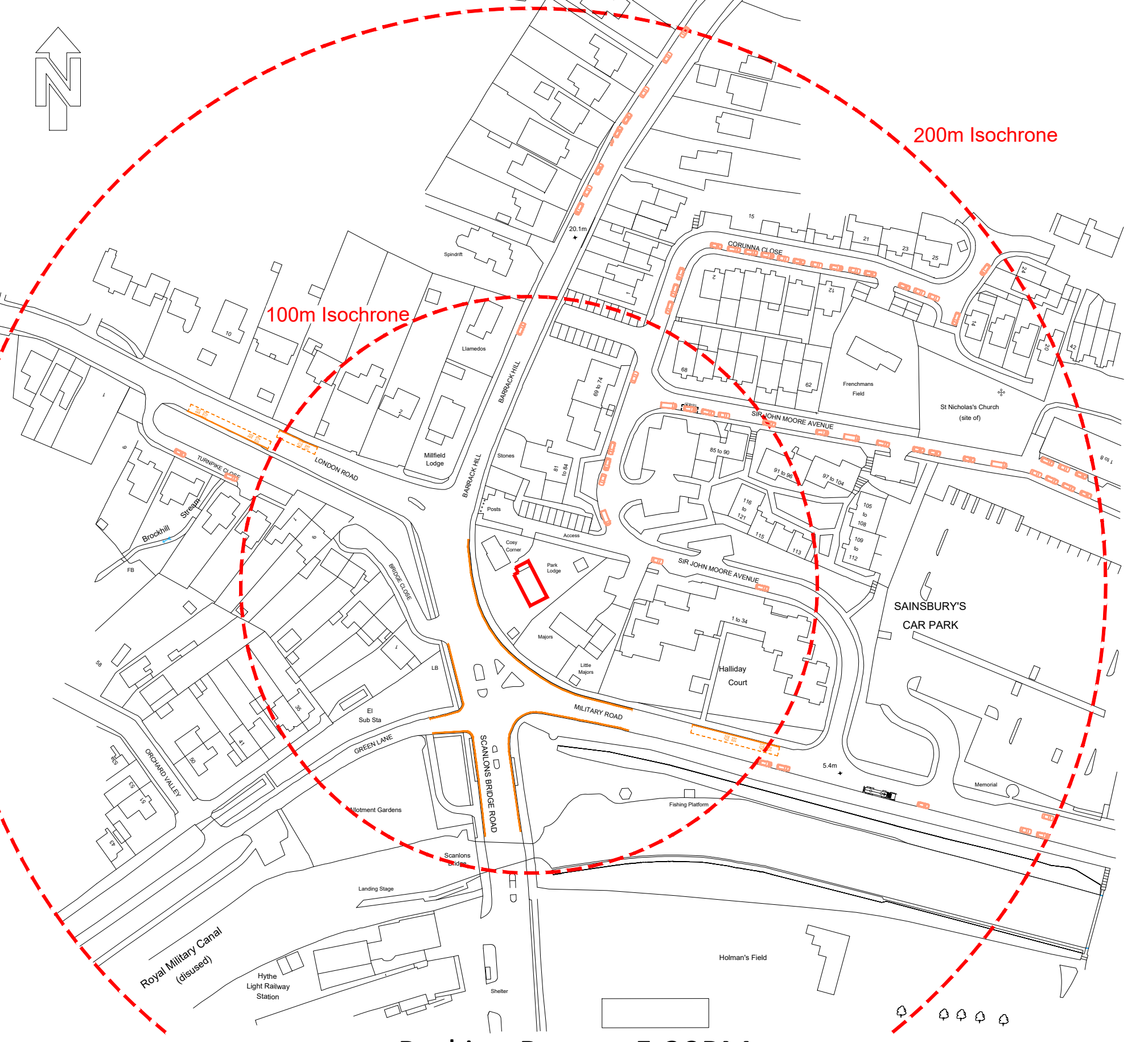
Parking Beat - ~11.30AM



Parking Beat - ~1.30PM



Parking Beat - ~3.30PM



Parking Beat - ~5.30PM

Notes:

1. Do not scale this drawing.
2. This drawing is to be read in conjunction with all other relevant drawing issues and the specification.
3. All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British Standards and Codes of Practice and the appropriate manufacturers recommendations.
4. For all specialist work see relevant drawings.
5. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.

CDM 2015 RESIDUAL RISKS

1.

2.

3.

4.

5.

The above residual risks are non standard hazards. It is assumed that a capable principal contractor with relevant experience knowledge required for the construction of a project of this nature will be appointed who will be aware of the standard hazards associated with a project of this type.

P1	PRELIMINARY	MS	SE	27.02.26
Rev	Description	Drm	Chk	Date

Client
PENNYPOT DENTAL

Project
PARK LODGE & COSY CORNER
BARRACK HILL, HYTHE

Drawing
ON-STREET PARKING BEATS -
WEDNESDAY 25TH FEBRUARY 2026

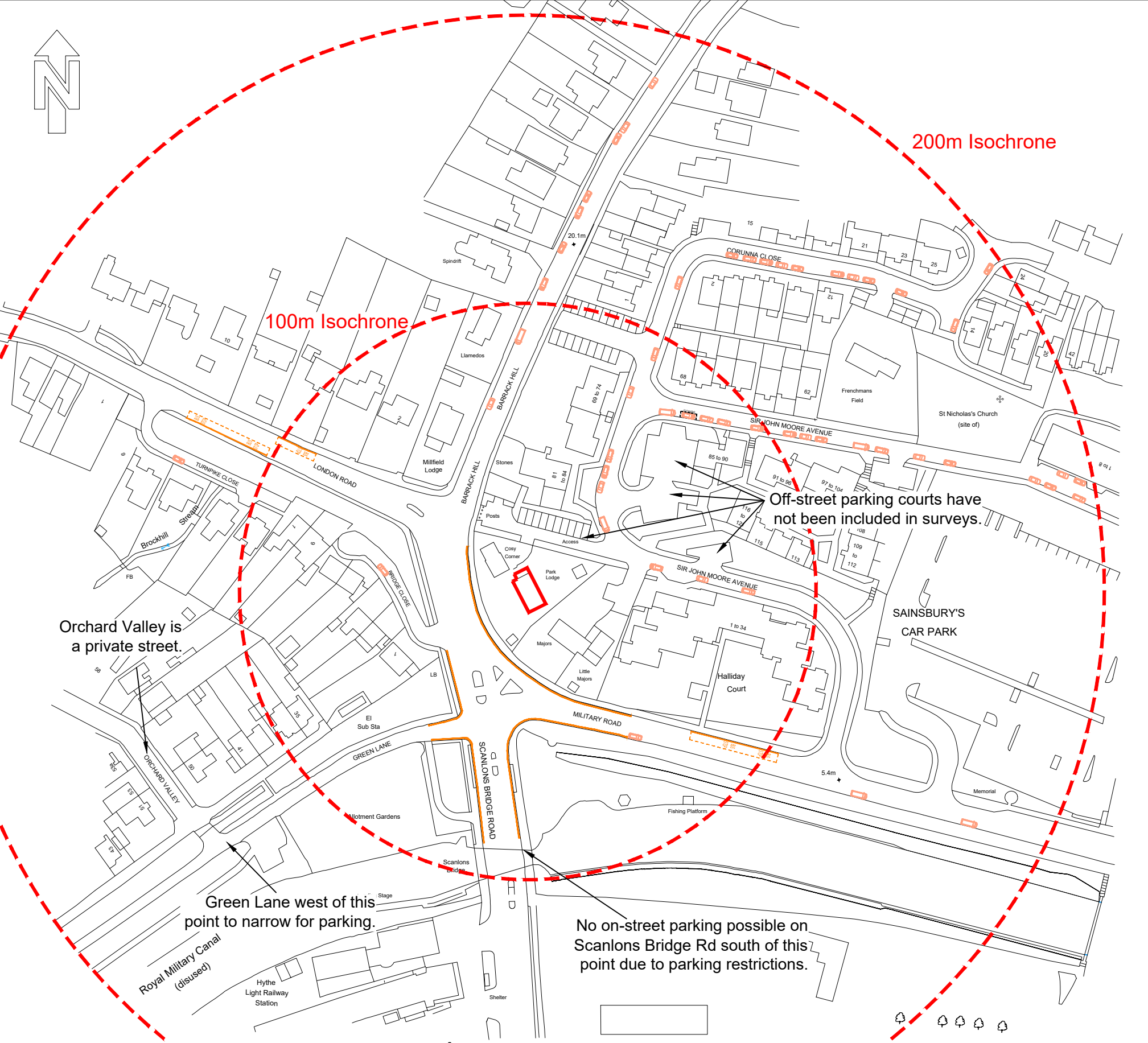
Scale 1:1500 @ A1 Date FEB 26 Drawn by MS Checked SE

PRELIMINARY

FORTIS
TRANSPORT PLANNING LTD

Studio 3, The Wool Store, Fullers Way, Biddenden, Kent, TN27 8FQ
T: 01580 238724 E: info@fortis-se.co.uk W: www.fortis-se.co.uk

Job No.	Drg. No.	Rev
1047	0001	P1



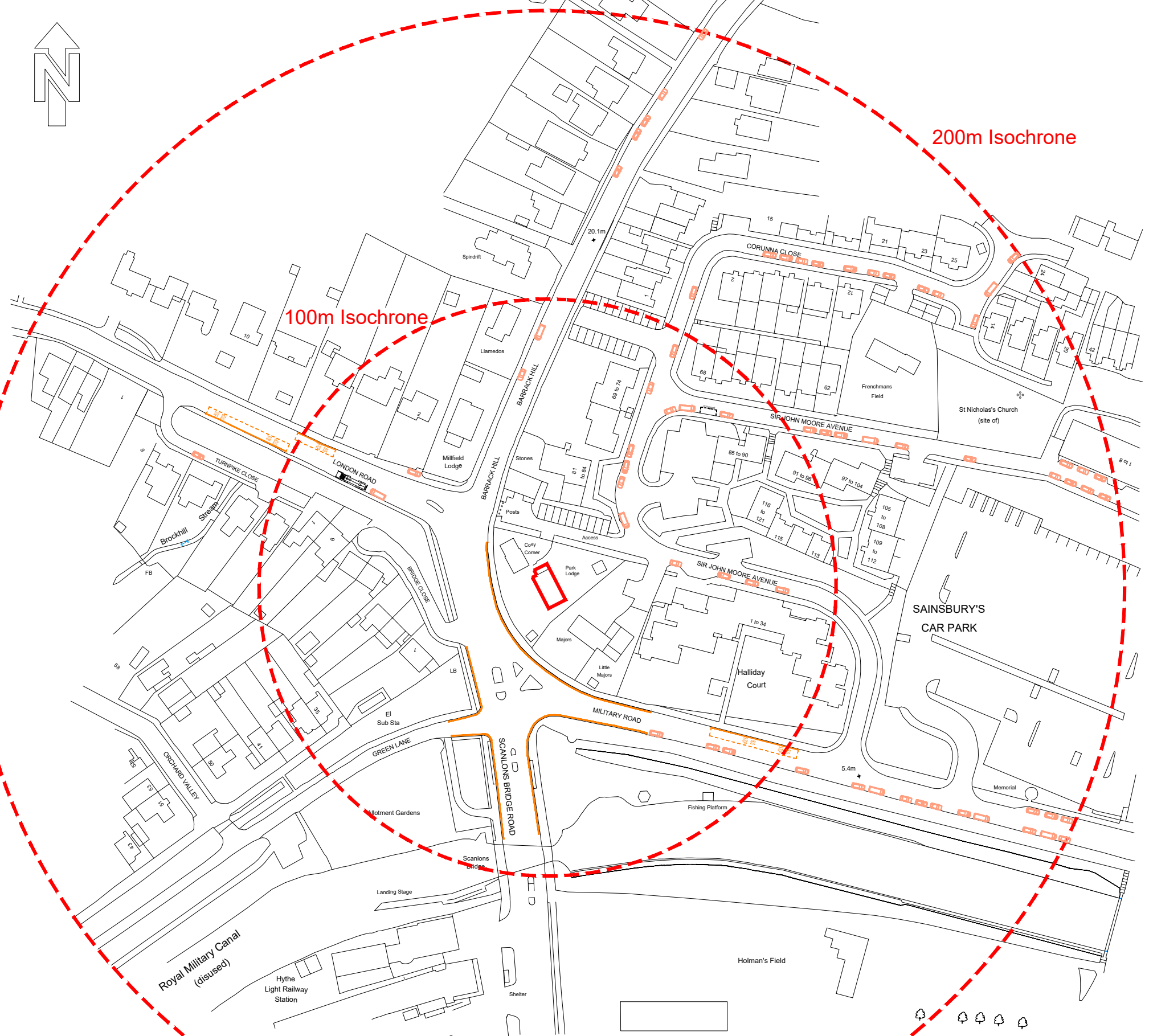
Parking Beat - ~7.30AM



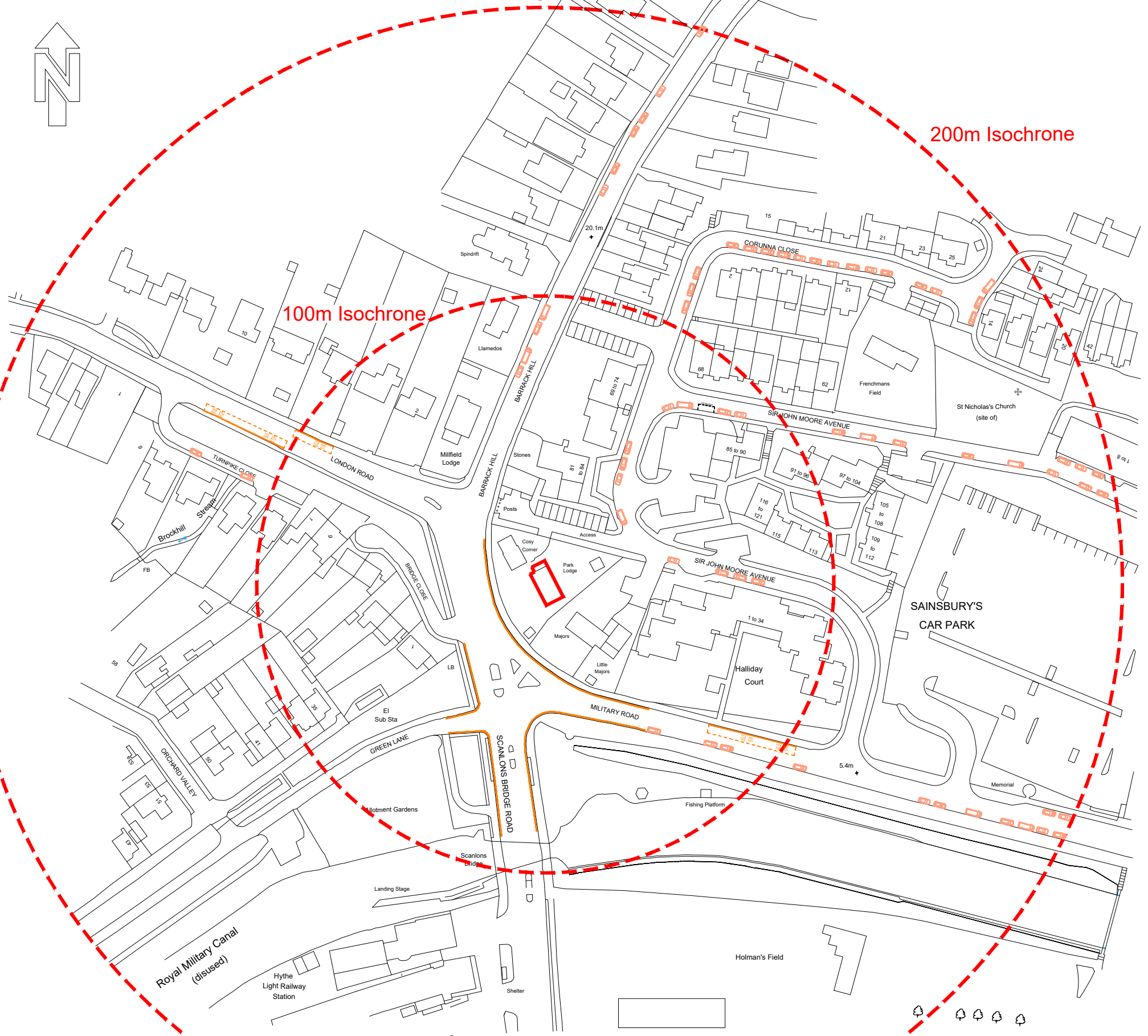
Parking Beat - ~9.30AM



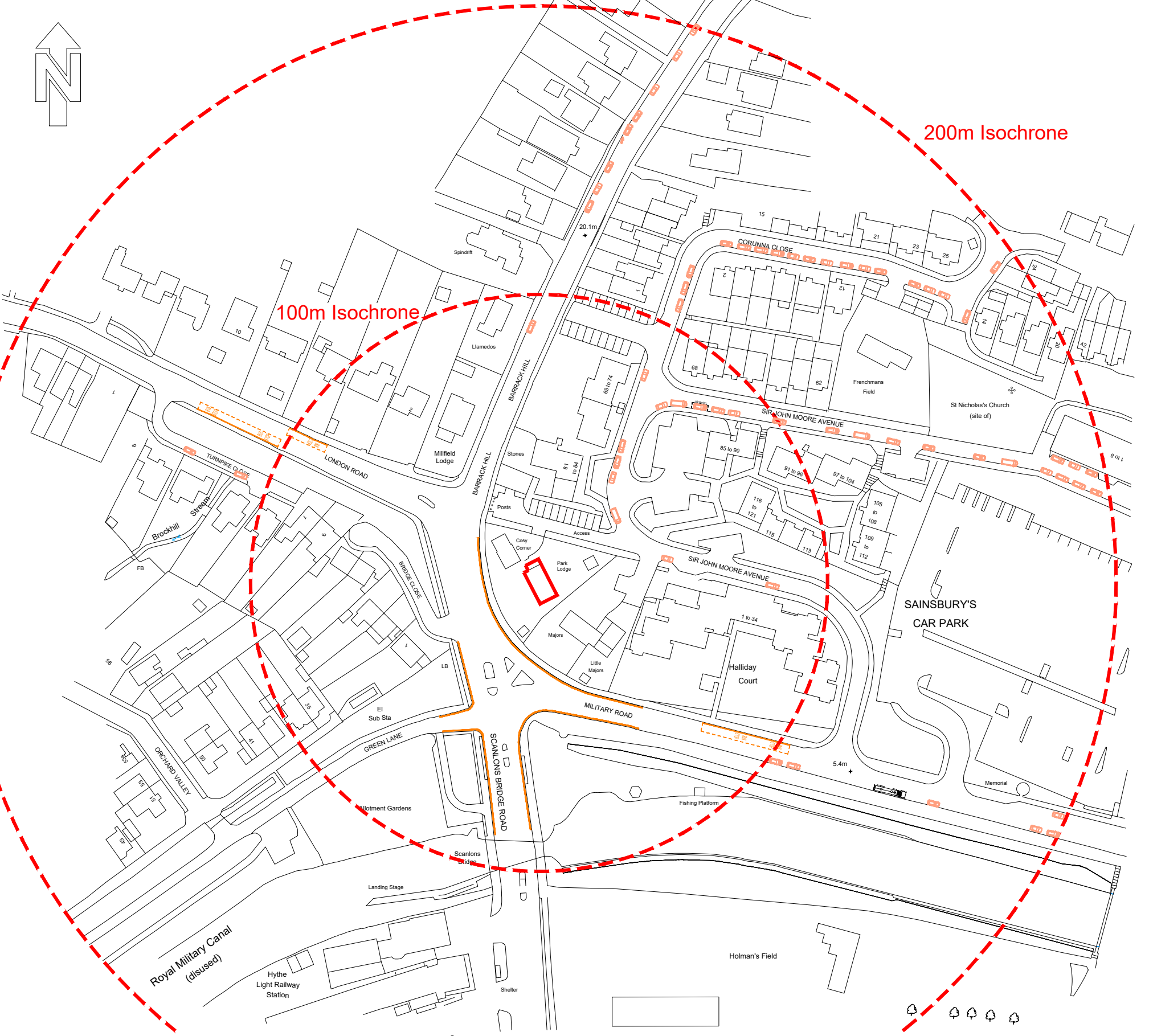
Parking Beat - ~11.30AM



Parking Beat - ~1.30PM



Parking Beat - ~3.30PM



Parking Beat - ~5.30PM

Notes:

1. Do not scale this drawing.
2. This drawing is to be read in conjunction with all other relevant drawing issues and the specification.
3. All building materials, components and workmanship to comply with the appropriate Public Health Acts, Building Regulations, British Standards and Codes of Practice and the appropriate manufacturers recommendations.
4. For all specialist work see relevant drawings.
5. Any discrepancies, errors or omissions to be reported to the project co-ordinator for further instructions before commencement of works.

CDM 2015 RESIDUAL RISKS

1.

2.

3.

4.

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The above residual risks are non standard hazards. It is assumed that a capable principal contractor with relevant experience knowledge required for the construction of a project of this nature will be appointed who will be aware of the standard hazards associated with a project of this type.

P1	PRELIMINARY	MS	SE	27.02.26
Rev	Description	Drm	Chk	Date

Client
PENNYPOT DENTAL

Project
PARK LODGE & COSY CORNER
BARRACK HILL, HYTHE

Drawing
ON-STREET PARKING BEATS -
THURSDAY 26TH FEBRUARY 2026

Scale 1:1500 @ A1	Date FEB 26	Drawn by MS	Checked SE
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Status
PRELIMINARY

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Job No. 1047	Org. No. 0002	Rev P1
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