

Transport Statement

1-5 Central Avenue,Sittingbourne,Kent,ME10 4BX



Client: Ken Judge & Associates Ltd



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lssue	lssue date	Compiled	Checked	Authorised
1	November 2023	EP	LNS	LNS



1 Introduction

- 1.1 This Transport Statement has been prepared for Ken Judge & Associates Ltd in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils and Transport has been commissioned by Ken Judge & Associates Ltd to prepare a Transport Statement in connection with the proposed development at 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX. The proposals comprise a change of use of the existing first and second floors from Office Use (Class E) to Residential Use (Class C3) including the construction of an additional third floor to create self-contained residential flat units. There is also a proposed three storey rear extension to create self-contained residential units with a separate Ground Floor entrance. The proposals will comprise 22 self-contained flatted units (1 and 2-bedroom units) with 7 car parking spaces to the rear. There will be 4 spaces allocated to the development and 3 allocated to the existing ground floor bank (Natwest).

Pre-application advice - 23/502228/PAMEET

- 1.3 On 09 August 2023, pre-application advice was received from Swale Borough Council under planning application number '23/502228/PAMEET'. Advice was sought for proposals comprising "a change of use of the existing second floor from Office Use (Class E) to Residential Use (Class C3) including the construction of an additional third floor to create self-contained residential flat units. There is also a proposed three storey rear extension to create self-contained residential units to the first and second floors with separate Ground Floor entrance". The proposals now comprise of 22 self-contained flats rather than 14 as detailed in the pre-application.
- 1.4 Regarding Transport, Highways and Parking, the following comments were given as detailed below.The full comments can be viewed in Appendix A.

"Policy DM 6 of the Local Plan requires development proposals that generate a significant amount of transport movements to be supported by a Transport Assessment (including a Travel Plan), which will be based on the Council's most up to date strategic modelling work. In assessing applications, officers would consider how the environmental impacts of traffic could be managed"

"There is no indication of the potential of the existing site to generate trips or what the proposed trip generation would be. This prevents an understanding of potential highway impacts."

"The existing access to the site from St Michaels Road is proposed to be used to access the site. Policy DM 6 of the Local Plan is relevant, and evidence would be needed to show that the access would be of a suitable safety standard for the traffic generated by the development. You are advised that the

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Council would consult with the Kent County Council Highways advisor to understand if the proposals are acceptable."

"Policy DM7 of the Local Plan relates to parking and for residential development and requires parking provision to take account of the type, size and mix of dwellings and the need for visitor parking. Additionally, the parking layout should be efficient and attractive [...] The pre-application submission shows the following overall parking provision as being 7 spaces for commercial uses on the ground and first floor. The Council's Parking standards recommend 1 parking space for 1 and 2 bed flats [...] The car parking standard is for guidance and a lower provision could be considered for areas with good accessibility by sustainable modes and/or where effective mitigation measures are in place or proposed, such as car clubs and travel plans, controlled parking zones and access to public transport [...] In establishing the correct quantum of car parking supporting evidence will be required (e.g. local car ownership data, parking stress surveys, evidence from similar sites). The Borough Council encourages permit-free developments to discourage on-street parking [...] There should be EV Charging for each parking space."

"Swept path analysis should be provided to demonstrate that the maximum size refuse and emergency vehicle would be able to enter and exit the development, servicing the residential dwellings."

1.5 Specifically, the report has been prepared to demonstrate that the proposed development is located in a sustainable location in terms of access to key facilities and services and is therefore ideally suited to residential dwellings that will be able to utilise public transport as an alternative to the private car. The report has demonstrated that there will be no impact on the local highway network resultant of the proposed development.

Policy Context

- 1.6 This Transport Report has been written in accordance with the following frameworks:
 - 2023 National Planning Policy Framework (NPPF);
 - 2014 National Planning Policy Guidance (NPPG);
 - Manual for Streets 1 & 2;
 - Swale Borough Council Transport Strategy (2022-2037);
 - Swale Borough Council Parking Standards (May 2020);



2 Existing Site & Local Highway Network

- 2.1 The existing site is located at 1-5 Central Avenue, Sittingbourne, Kent, as shown below in **Figure 2.1** below.
- 2.2 The existing site is positioned on the corner of High Street and Central Avenue and is located within the centre of Sittingbourne town centre. The existing ground floor and basement are currently occupied by Natwest Bank. The first floor offices are part in use by Natwest and part used by other separate companies. The second floor is in office use by a single commercial occupier.
- 2.3 The composition of the site is a building as well as ground level car parking with barrier control to the rear of the site accessed from Central Avenue.
- 2.4 The site is within the Sittingbourne built-up area and is within the designated town centre boundary and the Sittingbourne regeneration area. This is surrounded by a mixture of uses, including commercial ground floor uses and residential occupiers to the upper floors. There are several retail and commercial shops and services within the surrounding area, including restaurants, banks, and medical centres.
- 2.5 To the rear of the site is a public car park with approximately 180 car parking spaces, with a further 270 spaces adjoining the Forum Centre. Therefore, the site is centrally located within the town centre and therefore has good public transport (railway and bus links) facilities within a short walk of the site.

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Local Highway Network

- 2.6 The site is accessed for both pedestrians and vehicles from Central Avenue to the rear of the site. Central Avenue is a one-way street directly outside of the site towards High Street, therefore there is no entry to the site for vehicles via High Street. Vehicles will instead access the site from A2 / Dover Street / West Street / Park Road / Avenue of Remembrance / Central Avenue. Central Avenue and High Street are subject to a speed limit of 20mph. The surrounding roads are also 20mph zones or 30mph zones, conducive for walking and cycling within the built up area.
- 2.7 There are designated parking bays for disabled badge holders opposite the site along Central Avenue. Other than that, the surrounding area is subject to parking restrictions with double yellow lines in place along the majority of Central Avenue. Further south of the road, there are parking restrictions for 30-minute time periods with no return within 30 minutes Monday-Saturday 8am-6pm. A map of the existing parking restrictions within Sittingbourne can be viewed in **Figure 2.2** below.





Figure 2.2 Map showing existing parking restrictions within Sittingbourne

- 2.8 The site is highly sustainable with wide pedestrian footways outside of the site along Central Avenue as well as along High Street. The site is readily accessible to the local highway network as well as the strategic highway network. The A2 is accessed within 1km of the site. The A2 forms part of the strategic highway network, running from London to Dover across 116km. Within immediate vicinity of the site, access is provided to Sittingbourne. To the west, access is provided to Gillingham and Northfleet and to the east, access is provided to Faversham.
- 2.9 There are dropped kerbs and tactile paving within vicinity of the site at several points along Central Avenue onto High Street. High Street is a one-way road with traffic emerging from the east as you enter High Street from Central Avenue.

Local Recorded Highway Incidents

2.10 The local highway incident data for the site area and the surrounding 200m extent of roads has been reviewed for the last available 5-year period of data between 2018-2022, using Crashmap.co.uk. CrashMap uses data collected by the police about road traffic accidents occurring on British roads where someone is injured which is then compiled into an accessible format showcasing each incident on a map. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

- 2.11 There have been no recorded accidents within 200m of the site on the surrounding local road network, along Central Avenue. The closest recorded incidents after this were located along Avenue of Remembrance, outside of the examined 200m extent. There have been no recorded accidents on High Street within 200m of the site access.
- 2.12 The examined highway surrounding the site can be viewed below in **Figure 2.3**.

Figure 2.3 – Recorded Incidents (2018-2022) with approximate red line site boundary



Source: Crashmap.co.uk

2.13 There is no reason to consider that the proposed development will affect the incident record.



3 Site Accessibility and Modal Choices

Walking and Cycling

- 3.1 Manual for Streets suggests 800m can be considered a comfortable walking distance (paragraph 4.4.1). MfS also states, however, 800m is not the upper limit, walking offers potential to replace short car trips for journeys up to 2km (with reference to PPG13).
- 3.2 Whilst superseded by NPPF, the former PPG13 Transport document sets out useful guidance related to suitable walking and cycling distances:
 - "Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres" (Paragraph 74)
 - "Cycling also has potential to substitute short car trips, particularly those under 5 kilometres, and to form part of a longer journey by public transport" (Paragraph 77).
- 3.3 Examples of key destinations and their proximity to the site are listed below in Tables 3.1 3.4. Walking times are based on a walk speed of 1.4m/s as referenced in IHT (2000) Guidelines for Providing for Journeys on Foot, and cycle times are based on an average cycle speed of 15.5km/h.

Table 3.1 – Schools	: Accessibility o	r development site	to local schools

Destination	Distance from site centre	Walk/Cycle time
Borden Grammar School	320m	5 minutes' walk / 1-minute cycle
South Avenue Primary School	1.12m	14 minutes' walk / 4-minute cycle
Westlands Primary School	1.4km	15 minutes' walk / 4-minute cycle
Meadowfield School Sixth Form	800m	11 minutes' walk / 3-minute cycle
KITE College	1.6km	20 minutes' walk / 6-minute cycle

Table 3.2 - Shopping: Accessibility of development site to local shops

Destination	Distance from site centre	Walk time
Sainsbury's	640m	9 minutes' walk / 3-minute cycle
ALDI	640m	9 minutes' walk / 3-minute cycle
Lora Express Sittingbourne	300m	5 minutes' walk / 1-minute cycle
Morrisons	800m	11 minutes' walk / 3-minute cycle
D J Corner Shop	1.2km	14 minutes' walk / 4-minute cycle
Premier Convenience Store	700m	9 minutes' walk / 3-minute cycle
Various Retail Shops	100m-500m	2-7 minutes' walk
The Forum Shopping Centre	230m	4-minutes' walk/1-minute cycle

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Table 3.3- GP Surgeries: Accessibilit	y of	development	site t	o local	surgeries
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Destination	Distance from site centre	Walk time
The Medical Centre	800m	11 minutes' walk / 3-minute cycle
The Physiotherapy Centre	300m	5 minutes' walk / 1-minute cycle
The Chestnuts Surgery	650m	9 minutes' walk / 3-minute cycle
Memorial Hospital Sittingbourne	965m	13 minutes' walk / 4-minute cycle
Portman Smile Clinic Sittingbourne	160m	3 minutes' walk / 1-minute cycle

Table 3.4- Community Facilities: Accessibility of development site to community facilities

Destination	Distance from site centre	Walk time
Sittingbourne Library	120m	3 minutes' walk / 1-minute cycle
The Avenue Theatre	320m	5 minutes' walk / 1-minute cycle
The Light Sittingbourne (Cinema and activities)	350m	5 minutes' walk / 1-minute cycle
Sittingbourne Station	480m	7 minutes' walk / 2-minute cycle
Sittingbourne Post Office	100m	3 minutes' walk / 1-minute cycle
Kamsons Pharmacy	800m	11 minutes' walk / 3-minute cycle
Swallows Leisure Centre	160m	3 minutes' walk / 1-minute cycle
Snap Fitness Sittingbourne	650m	9 minutes' walk / 3-minute cycle
SittiVets Veterinary Surgery	1.28km	20 minutes' walk / 6-minute cycle

- 3.4 As seen from **Tables 3.1 3.4**, there are numerous key amenities and facilities within walking and cycling distance from the site.
- 3.5 The site is located directly within Sittingbourne town centre, which offers a variety of local amenities, services, and entertainment facilities, as detailed above. Sittingbourne is the largest of the three main towns in Swale and accordingly has a lot of key facilities within the town and the surrounding area that are available by sustainable, active modes. The site fronts the High Street, a main arterial street through the town centre which has several well-known retailers as well as supermarkets amongst other services.
- 3.6 The continuous footpath along Central Avenue and surrounding residential roads that link the town centre together means that walking journeys into Sittingbourne town are achievable, with safer journeys by foot and cycle for residents.





Figure 3.1 – Map depicting Accessibility of the Proposed Development Site to Key Services

Source: Bingmaps.com







- 3.7 As seen from above, there are a number of local amenities that are all within maximum IHT walking distance from the site. Residents are therefore unlikely to require their private cars to make short journeys to these amenities and therefore walking and cycling will be encouraged.
- 3.8 Moreover, there are several public rights of way (PRoW) near to the site. **Figure 3.3** below illustrates the locations of these rights of way in relation to the site. They provide traffic free routes towards the centre of Sittingbourne providing direct links to surrounding residential areas and recreational grounds.

Source: Googlemaps.com





Figure 3.3 – Public Rights of Way within close vicinity of the site

- 3.9 Nearby cycle routes include Route 1 of the 'National Cycle route' which runs through the town of Sittingbourne directly, see Figure 3.4 below. This cycle route is accessed directly from 'Eurolink Way', approximately 1.2km to the north-east of the site, equating to a 5-minute cycle journey.
- 3.10 Within vicinity of the site, Route 1 of the NCN serves the surrounding Medway towns from Chatham in the west through Rainham and Sittingbourne continuing east towards Faversham and Whitstable, largely following the route of the A2 for the majority of the route in this area.





3.4 - OS Map detailing Route 2 of the National Cycle Network

Public Transport

- 3.11 Guidance on how to make new developments bus-friendly has been published by the Chartered Institution of Highways and Transportation (CIHT), titled 'Buses in Urban Developments' published in January 2018. The guidance recommends maximum walking distances of:
 - 500 metres on core bus corridors with two or more high frequency services;
 - 400 metres on single high frequency routes (every 12 minutes or better);
 - 300 metres on less frequent routes;
 - 250 metres in town/city centres.
- 3.12 The closest bus stops are located 230m away from the site representing a 3/4-minute walk. This distance is within the shortest recommended walking distance to a bus stop and is therefore achievable for most to be able to access.
- 3.13 These stops are located at the Sittingbourne Bus Hub, north of the site, outside of The Forum Shopping Centre. There are 3 main bus stops here. The following services are provided: 326, 327, 334, 347, 349, 355, 647, IB1, IB2, IB3, 373S, X3.
- 3.14 Details of the typical weekday frequency and destinations of buses are outlined in Table 3.5 below.



Table 3.5 - Local bus services and frequencies

Service No. and Operator	Route	Weekday Frequency	Weekend Frequency
326 – Chalkwell Garage & Coach Hire	Sittingbourne – Rainham – Gillingham – Brompton – Chatham	Hourly service	Saturday – 1 in AM, 1 in PM
327 – Chalkwell Garage & Coach Hire	Sittingbourne – Rainham – Gillingham – Brompton – Chatham	5 services daily	Saturday – 3 services
334 – Chalkwell Garage & Coach Hire	Sittingbourne – Iwade – Queenborough – Halfway – Minster – Sheerness	Monday to Friday, every 30 minutes	Saturday – Hourly service
347 – Chalkwell Garage & Coach Hire	Kemsley – Milton Regis – Chalkwell – Sittingbourne	Monday to Friday, every 30 minutes	Saturday – every 30 minutes
349 – Chalkwell Garage & Coach Hire	Murston – Snipeshill – Sittingbourne	Monday to Friday, every 30 minutes	Saturday – every 30 minutes
355 – Chalkwell Garage & Coach Hire	Sittingbourne – Doddington – 1 service in AM, 1 service Newnham – Faversham PM (School Service)		N/A
647 – Chalkwell Garage & Coach Hire	lwade – Kemsley – Milton Regis – Sittingbourne – Snipeshill	1 service in AM, 1 service in PM (School Service)	N/A
IB1 – Chalkwell Garage & Coach Hire	Sheerness – Minster – Sittingbourne Schools	1 service in AM, 1 service in PM (School Service)	N/A
IB2 – Chalkwell Garage & Coach Hire	Sheerness – Minster – Sittingbourne Schools	1 service in AM, 1 service in PM (School Service)	N/A
IB3 – Chalkwell Garage & Coach Hire	Sheerness – Minster – Sittingbourne Schools	1 service in AM, 1 service in PM (School Service)	N/A
373S – Travelmasters	Sittingbourne – Iwade – Queenborough – Sheerness – Oasis Academy	1 service in AM, 1 service in PM (School Service)	N/A
X3 – Stagecoach South East	Canterbury – Harbledown – Faversham – Teynham – Sittingbourne – Chalkwell – Stockbury - Maidstone	Hourly service	Saturday – Hourly service

- 3.15 The above table shows that there are frequent weekday bus services to nearby towns of Rainham, Gillingham, Faversham, Chatham, Maidstone, and Canterbury, amongst others. For most of the services, the buses operate every 30 minutes, as well as frequent services on Saturdays allowing ease of travel for residents to different towns within Kent and further afield.
- 3.16 The nearest railway station is Sittingbourne Railway Station, located approximately 500m/6-minute walk north of the site.



- 3.17 Sittingbourne station facilities and services include:
 - 98 cycle parking spaces with storage CCTV;
 - 253 standard car parking spaces;
 - ticket machines;
 - pay phones;
 - toilets;
 - waiting rooms;
 - step free access; and
 - ramp for train disabled access.
- 3.18 Services from this Station are operated by Southeastern. Details of the typical weekday frequency and destinations of trains from Sittingbourne Railway Station are outlined in **Table 3.6** below.

Destination	Frequency in 0800 – 0900 AM peak hour	Frequency in 1700 – 1800 PM peak hour
London St Pancras International	2	2
Dover Priory	1	2
London Victoria	2	2
Ramsgate	2	4
Sheerness-on-Sea	2	2

Table 3.6 - Typical Weekday Frequencies in Peak Hours from Sittingbourne Station

3.19 There are regular services in the AM and PM peak hours to central London and other large towns within Swale district and Kent borough, providing a valuable transport alternative to the private car.

Site Sustainability Review

3.20 Overall, it must be noted that the site is located within a highly accessible area within Sittingbourne as it is located within the middle of the town centre with Sittingbourne bus centre within 230m and Sittingbourne train station within 500m. There are several key local facilities and services available within a 15-minute maximum walk of the site such as supermarkets, schools, pharmacies, medical centres and a variety of restaurants and retail shops.



- 3.21 There is good quality, wide surrounding footways along Central Avenue and along High Street via tactile paving crossing points linking to the main pedestrianised areas within Sittingbourne town centre. There are several informal crossing points for pedestrians which lead to nearby bus stops and surrounding public right of way networks as the town centre is conductive for both walking and cycling. One-way streets and speed limits of 20mph improve pedestrian safety within the surrounding areas.
- 3.22 National Cycle Route 1 is located within 1.5km of the site, providing access to surrounding Medway towns to the east and towns such as Faversham and Whitstable to the west.
- 3.23 The site is within a CPZ issued by Swale Borough Council. This covers the majority of surrounding roads within a 500m extent of the site, with short stay parking available only to shoppers and visitors to the town. 3.24 It is therefore unlikely that residents will need to use a private car in order to access daily facilities and services



4 Proposed Development

Proposed Development

- 4.1 The development proposals include the proposed change of use of the existing first and second floors from office use (Class E(g)(i)) to residential use (Class C3). This includes the construction of an additional third floor and a proposed 3-storey extension to the rear to allow for a total of 22 self-contained residential flatted units to the first and second floors with a separate ground floor entrance.
- 4.2 The ground floor is currently occupied by Natwest Bank. This ground floor use will remain. There are 7 parking spaces to the rear of the building within the existing shared car park with the neighbouring commercial uses. There will be 3 spaces allocated directly for Natwest Bank which will be the first 3 that abut the rear of the building. The remaining 4 spaces will be provided for the residential development. All spaces will be equipped with active electric vehicle (EV) charging equipment.
- 4.3 There is a gate in place to prevent unauthorised parking. Vehicular access to these car parking spaces and for refuse and servicing will be via the existing access from the mini roundabout from Central Avenue. Pedestrian access will be from Central Avenue via the existing footways in place.
- 4.4 There will be a communal secure cycle parking area to the rear of the building adjacent to the newly proposed ground floor entrance. There will be a communal refuse and recycling adjacent to the parking area, positioned close to the existing vehicle access to the rear of the site.
- 4.5 A location plan and drawings of the proposed development are contained in **Appendix B**.

Emergency Access and Service Vehicles

- 4.6 Emergency vehicles will be able to access the flatted dwellings from the existing vehicle access and car park to the rear of the development.
- 4.7 They will be able to reach all dwellings within 45m, in line with the requirements set out in paragraph6.7.2 of Manual for Streets 1.
- 4.8 Refuse collection will be from within the site. Refuse vehicles will reverse into the access from Central Avenue in order to access the communal bin stores. This meets the requirements set out in paragraph 6.8.9 of Manual for Streets 1 that vehicles should be able to get to within 25m of the storage point. No residents will be required to carry waste more than 30m as set out in MfS1.



4.9 Vehicle tracking has been undertaken to show that refuse vehicles can safely reverse into the site, and exit in a forward gear, please refer to **Appendix E**.

Car Parking

- 4.10 Residents and refuse collection will access the shared car parking area via the existing barrier in place. There will be a code provided to residents and refuse operators to allow the barrier to open to gain access to the car parking. This is to be determined at detailed design stages.
- 4.11 Swale Borough Council Parking Standards (May 2020) have been considered for this development. In Appendix A of this guidance, residential car parking standards are outlined for different locations. For a town centre location, 'advisory' car parking standards are applied which means that due to the accessibility of the location, a reduced provision of car parking is often justified, supported by clear evidence. For 1 and 2 bed flatted units, the advisory car parking standard for town centre locations is 1 space per unit. For the 22 units, this would therefore equate to 22 car parking spaces.
- 4.12 However, 4 car parking spaces are being provided for the development in total. Electric vehicle charging will be provided for each space. As the 22 advisory spaces are maximum advised spaces, the reduction in spaces to 4 spaces can be justified due to local parking controls surrounding the area as well as consideration of local census data for car ownership which is outlined below.
- 4.13 There are local nearby car parks to the development, however these are for short-stay only and do now allow for long-stay parking. The site resides within a controlled parking zone administered by Swale borough council, see Figure 2.2. This CPZ restricts parking as there are double yellow lines along Central Avenue and High Street, apart from disabled bay parking opposite the site. Further south of the road, there are restrictions in place that state no parking should take place between 8am-6pm Monday-Saturday. Where there are dedicated bays, this is subject to a 30 minute stay only, with likely use for the adjacent business units, with no return within 30 minutes.

Local Car Ownership

- 4.14 A review of Census data of car ownership provides an indication of the likely level of car parking demand generated in this location. The census data is from the 2011 National Census. It is acknowledged that although this data is quite old, the parking standards set by Swale Borough Council are also based upon this same dataset.
- 4.15 Census data for car ownership is provided in **Appendix D**.



- 4.16 Data was extracted from the Office for National Statistics (CT0103) splitting up accommodation type by tenure by number of rooms by car or van availability. For the ward 'E36002596 St Michaels' in which the site resides, the car ownership level per 1-3 bedroom flat (total tenure) in the ward is 0.69 spaces per dwelling. Therefore, the car parking demand for the 22 units is 15 car parking spaces.
- 4.17 A comparison of car ownership data for areas where the site is located using 'car or van availability (KS404EW)' has been undertaken (this including LSOA Swale 010E, MSOA Swale 010, St Michaels Ward, and Sittingbourne Built Up Area) which shows overall car ownership for each area as follows:
 - LSOA Swale 010E = 0.87
 - MSOA Swale 010 = 0.82
 - St Michaels Ward = 1.29
 - Sittingbourne BUA = 1.26
- 4.18 The car ownership data above is an average across all households within the ward. This does not disaggregate between houses and flats within the area. Nonetheless, the car ownership within the LSOA and MSOA areas are shown to be lower than in the ward. The above data also shows that the car ownership reduces as the area gets smaller and within a more built up, central zone of the town centre in which the site is located. It is therefore reasonable to conclude that the flat ownership data within these areas will be even lower than the calculated 0.69 spaces per dwelling. The locations of the above areas are shown in **Figure 4.1** below.
- 4.19 Therefore, it is reasonable to conclude that car ownership and therefore parking demand will be lower than the estimated 15 spaces, with an excess demand of 11 that are not provided for within the site. Ultimately, due to the accessibility of the location with frequent bus services, rail services and in combination with the existing car parking restrictions, car ownership will be low for the scheme with residents discouraged to own a car. Therefore, any potential highway safety implications created by overspill parking is restricted and would not occur.



Figure 4.1 – Car Ownership Data Areas



Source: www.nomisweb.co.uk

Cycle Parking

- 4.20 The cycle parking is proposed in accordance with the Swale Borough Council Parking Standards (May 2020), Appendix E, 'minimum cycle parking standards'. For all flats and maisonettes across the borough, the minimum cycle parking standard is 1 space per unit.
- 4.21 In accordance with section 6 of this guidance, there will be 22 spaces provided for the flatted dwellings in a secure, communal facility. The cycle parking will be located adjacent to the ground floor entrance to the dwellings and will be well lit with cycle storage CCTV in place.



5 Trip Generation and Development Impact

Existing Trip Generation

- 5.1 The existing site comprises Natwest Bank on the ground floor and mixed commercial uses and offices in the first and second floors.
- 5.2 The ground floor bank will remain. The proposals comprise the change of use from the first and second floor office use (Class E(g)(i)) (1,123sqm) to (Class C3) Residential Flats as well as an additional third floor extension (including a first and second floor extension) to create space for the flatted dwellings with a separate ground floor entrance.
- 5.3 The TRICS database has been interrogated for appropriate matches to the existing offices on the first and second floors (use class E(g)(i)), with the following relevant parameters being applied.
 - Post 2015 surveys;
 - All regions in England and Wales, except London;
 - Weekdays only;
 - Town Centre and Edge of Town Centre location types;
 - TRICS Land use A02 Employment Office (894sqm-3960sqm)
 - Populations of 25,001 to 500,000 or more, within a 5-mile radius;
 - Car ownership from 0.6-1.0.

5.4 The outputs from the TRICS database are set out below in **Table 5.1**.

Table 5.1 Vehicle trip rates and resultant trips for the existing 1,123sqm office space

Time Period	AM Peak (8:00 - 9:00)		PM Peak (17:00 - 18:00)			Daily (12hr)			
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per 100sqm)	1.194	0.123	1.317	0.138	1.028	1.166	4.096	4.054	8.150
Trips (per 1,123sqm)	14	2	16	2	12	14	46	46	92

5.5 The TRICS output file for the office use is included in **Appendix C**.

- 5.6 Using the information from the TRICS database, the existing 1,123sqm of office space across the first and second floors is likely to lead to:
 - Approximately 16 two-way vehicle trips in the weekday AM peak period (0800-0900)
 - Approximately 14 two-way vehicle trips in the weekday PM peak period (1700-1800)



• Overall, approximately 92 two-way daily weekday vehicle trips are forecast.

Proposed Trip Generation

- 5.7 The proposals comprise the change of use from the existing first and second floor office use (Class E(g)(i)) (1,123sqm) to (Class C3) Residential Flats as well as an additional third floor extension (including a first and second floor extension) to create space for the flatted dwellings with a separate ground floor entrance.
- 5.8 The proposed scheme is for 22 dwellings. The TRICS database has been interrogated for appropriate matches to the proposed flatted units following relevant parameters being applied.
 - Post 2010 surveys (to maximise sites);
 - All regions in England and Wales, except for London;
 - Weekdays only;
 - Town Centre and Edge of Town Centre location types;
 - TRICS Land use C03 Residential Flats Privately Owned 20-37 units;
 - Populations of 50,001 to 500,000 or more, within a 5-mile radius;
 - Car ownership from 0.6-1.0.

5.9 The outputs from the TRICS database are set out below in Table 5.2.

Table 5.2 Vehicle trip rates and resultant trips for the proposed 22 flats

Time Period	AM Peak (8:00 - 9:00)		PM Peak (17:00 - 18:00)			Daily (12hr)			
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Trip Rate (per unit)	0.173	0.370	0.543	0.123	0.136	0.259	1.901	2.098	3.999
Trips (per 22 units)	4	8	12	3	3	7	42	46	88



Time Period	AM Peak (8:00 - 9:00)			PM Peak (17:00 - 18:00)			Daily (12hr)		
Direction	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
EXISTING Trips (per 1,123sqm)	14	2	16	2	12	14	46	46	92
PROPOSED Trips (per 22 units)	4	8	12	3	3	7	42	46	88
Difference	-10	+6	-4	+1	-9	-7	-4	-4	-4

Table 5.3 Difference in Vehicle Trips between Existing and Proposed Development

- 5.10 The proposed scheme is likely to lead to:
 - An approximate reduction in 4 two-way vehicle trips in the weekday AM peak period (0800-0900);
 - An approximate reduction in 7 two-way vehicle trips in the weekday PM peak period (1700-1800);
 - Overall, an approximate reduction in 4 two-way daily weekday vehicle trips is forecast.
- 5.11 It can be concluded that the estimated trips generated would result a slight reduction in trips overall.

Impact of Development

- 5.12 There are 7 parking spaces for the development that were allocated for the office spaces occupying the ground, first and second floors. As stated above, 3 parking spaces will remain to be allocated to Natwest Bank who will remain to occupy the ground floor.
- 5.13 The first and second floors are subject to a change of use application to allow for the 22 residential units. It is therefore assumed that there will not be any lost or displaced office parking as the office spaces on the first and second floors will no longer remain.
- 5.14 Nonetheless, there is the option for office workers to park in the Bourne Place Multi-Storey Car Park which may offer an alternative location for parking.
- 5.15 Overall, there will be no impact on the existing ground floor bank/offices and associated parking resultant of the development.



Framework Travel Plan

- 5.16 It is anticipated that a Travel Plan will not be a condition of planning consent for the 22 units as the impact resultant of the development is negligible and will not have an adverse effect on the local highway network.
- 5.17 A Welcome Travel Pack to residents could be provided to all new residents to inform them of the local sustainable travel provisions near the site as well as the available cycle parking and EV charging available within the scheme.



6 Conclusion

- 6.1 The site is located within the centre of Sittingbourne town centre, within the area administered by Swale Borough Council. The existing site comprises Natwest Bank on the ground floor and offices and existing commercial uses to the first and second floors.
- 6.2 The development proposals include the proposed change of use of the existing first and second floors from office use (Class E(g)(i)) to residential use (Class C3). This includes the construction of an additional third floor and a proposed 3-storey extension to the rear to allow for a total of 22 self-contained residential flatted units to the first and second floors with a separate ground floor entrance.
- 6.3 There are private refuse and bicycle stores within the rear of the site layout, as well as associated landscaping. Refuse collection will take place within the site, with vehicles reversing in to gain access to the communal stores within 25m for operatives. Refuse operatives will be provided with a code to gain access to the communal parking area where the refuse stores will be located.
- 6.4 Cyclists will access the site from Central Avenue and park cycles in the store to the rear of the development before entering through the newly proposed ground floor entrance to the building.
- 6.5 There will be 4 allocated parking spaces to the rear of the development in the existing car park for residential use. the remaining 3 spaces will remain allocated to Natwest bank who occupy the ground floor of the building. A car parking management plan will follow post planning consent, but it is likely that residents will have an allocated space and will gain access through the controlled barrier by key code, or number plate recognition (to be determined at detailed design stages).
- 6.6 Census data has been extracted to demonstrate car ownership levels will be less than the advisory standard of car parking required and therefore there will be no impact upon parking resultant of the development. There are also parking controls in place surrounding the site and the immediate 500m extent, therefore the amount of parking for the development is deemed to be sufficient.
- 6.7 There are several footpaths and a few public rights of way close to the site, which link to neighbouring streets, as well as the centre of Sittingbourne town.
- 6.8 The location of the site has sustainable transport opportunities via the use of public transport in Sittingbourne. The site is located 230 metres from the nearest bus station with frequent services, providing access to nearby towns within Kent. The site is 500 metres to Sittingbourne Railway Station, offering mainline services to other towns in Kent and central London. Local amenities,



facilities and entertainment opportunities are all available via walking or cycling, within the IHT guidelines.

- 6.9 Overall, the site is located within easy reach of shops and services by foot, with sustainable transport options available as an alternative to the private car.
- 6.10 An assessment of the TRICS database was undertaken to convey the maximum trip rate for the proposed development. 'Privately owned flats' was used as a robust assessment, although in reality, the actual trip rate is likely to be lower. Resultant of the change of use, the proposed development will actually result in a reduction in the trips overall.
- 6.11 Using the information from the TRICS database, the proposed 22 flats are likely to lead to:
- An approximate reduction in 4 two-way vehicle trips in the weekday AM peak period (0800- 0900);
- An approximate reduction in 7 two-way vehicle trips in the weekday PM peak period (1700- 1800);
- Overall, an approximate reduction in 4 two-way daily weekday vehicle trips is forecast.
- 6.12 In conclusion, there are no unacceptable highway or transport impacts resultant of the proposed development, therefore planning permission should not be refused on transport grounds.



Appendix A

Pre-application advice – 23/502228/PAMEET



Mr Siddique C/O Ken Judge & Associates Ltd The Barn, Monument Office, Unit 4, Maldon Road, Woodham Mortimer CM9 6SN

09 August 2023

Dear Sir or Madam

PRE-APPLICATION ADVICE: RESPONSE Reference: 23/502228/PAMEET Proposal: Proposed change of use of the existing second floor from Office Use (Class E) to residential use (Class C3) including the construction of an additional third floor to create self-contained residential flat units. Proposed three storey rear extension to create self-contained residential units to the first and second floors with separate Ground Floor entrance. Location: 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX.

I refer to your request for pre-application advice regarding the above location and proposal. I apologise for my late response.

Your proposals have been considered and I have the following advice:

I CONTEXT

Site description

The pre-application site is a three-storey flat roofed 1960's build commercial building and is positioned on the corner of High Street and Central Avenue and is in the heart of Sittingbourne town centre.

You have stated in your letter that the existing ground floor and basement are currently occupied by Natwest Bank, first floor offices are part in use by Natwest and part used by other separate companies. The second floor is in office use by a single commercial occupier.

The composition of the site is a building and ground level car parking with barrier control to the rear of the site on Central Avenue.

MKPS – Working in Partnership with: Swale Borough Council

Please Note: All planning related correspondence for SBC should be sent to:

Mid Kent Planning Support, Maidstone House, King Street, Maidstone ME15 6JQ Email: planningsupport@midkent.gov.uk

Access planning services online at: www.swale.gov.uk or submit an application via www.planningportal.co.uk

The site is within the Sittingbourne built-up area and is within designated town centre boundary and the Sittingbourne regeneration area, which is surrounded by a mixture of uses, including commercial ground floor uses and residential occupiers to upper floors.

The site is not listed but within the Sittingbourne Conservation Area and there are listed buildings adjacent to the site; most notably to the east of the site is the Barclays Bank (now closed), Grade II listed building.

The existing building has part stone/ part facing brickwork external finish at ground floor level with concrete panelled finish at first and second floor levels. The upper levels are accessed by an entrance at ground floor level to the side elevation which has glazed panels to the staircase enclosure at the first and second floor levels.

To the rear of the site is a public car park with 180 car parking spaces, with a further 270 spaces adjoining the Forum Centre.

The site is centrally located within the town centre and therefore has goodpublic transport (railway and bus links) facilities.

Planning constraints

Sittingbourne High Street Conservation Area Primary shopping area Within town centre boundary Adjacent to listed buildings. Allocated site – housing/economic development.

Planning Policy Context

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The development plan is in Swale is Bearing Fruits 2031, The Swale Borough Local Plan (2017), referred to in this advice note as the Local Plan.

The National Planning Policy Framework (2021) sets out the Government's planning policies for England including the presumption in favour of sustainable development and is a material consideration in the determination of all applications.

Swale's planning policy and guidance documents can be viewed at: <u>Local Plans - Adopted</u> <u>Local Plan for Swale</u>

The most relevant policies and guidance relating to your proposal are provided in Appendix 1 of this advice note.

Relevant planning history

19/505932/FULL Change of use of first floor from recruitment agency, class A2 to training unit, class D1. Approved Decision Date: 13/03/2020

The proposal

The proposal relates to the change of change of use of the existing second floor from Office Use (Class E) to residential use (Class C3) including the construction of an additional third floor to create self-contained residential flat units. Proposed three storey rear extension to create self-contained residential units to the first and second floors with separate Ground Floor entrance.

Proposed second floor residential units:

- 1 x one-bedroom,
- 3 x two-bedroom and
- 2 x three-bedroom flat units

Proposed third floor residential units:

- 2 x two-bedroom and
- 2 x three-bedroom flat unit

Proposed three-storey rear extension will consist of units to the first and second floor levels with an independent ground floor entrance

- 4 x two-bedrooms

Total of 14 new residential units are proposed.

The new third floor would be accessed by a new staircase from the existing staircase enclosure below to lower floor levels.

The proposed external appearance of the extension would match the existing premises i.e. concrete panelled external walls, facing brickwork at ground floor level.

Part of the existing car parking area would remain and would include a provision of cycle (with secure enclosure) storage and a separate entrance with staircase to the new upper floors. The car park would retain 7 car parking spaces for use of the existing ground/first floor commercial use.

Procedural matters

In our previous meeting held via Teams on the 20 July 2023, you indicated that your client would like to submit a full planning application for the change of use. Given the nature of the site i.e., based within Sittingbourne Town Centre, I think a full application is the best approach so all matters with respect to appearance, landscaping, layout, scale, and access can be dealt with in one application.

Whilst you have submitted indicative proposed plans and elevations more detail will need to accompany the full application for an assessment of the impact of the proposal to be made (e.g., the visual impact to the surrounding townscape and to the setting of listed buildings and the impact on the amenity of neighbours). You are advised that a plan should also be included with the application showing maximum heights at different positions on the site to be identified. This is needed so an understanding of the impact to the townscape and neighbouring occupiers can be made.

The site is on a prominent corner of Sittingbourne High Street / Central Avenue and therefore the position of the building is important to understanding if the proposal would have unacceptable highways impacts and cause any unacceptable harm to living conditions for neighbouring and future occupiers alike.

More detailed analysis showing the location of the building in relation to any impact of the neighbouring listed buildings and other adjacent buildings would need to be provided at the at the application stage. Zones for public realm and external amenity space should be identifiable. Any application must enable identification of impacts in relation to trees, sources of noise, and neighbour impacts.

To avoid delay at application stage, you advised that sufficient information (in the form of parameter plans) in relation to the proposed heights and location of built form should be provided to inform an assessment of the visual impact to the surrounding townscape, the setting of listed buildings, to trees and to neighbouring amenity and noise sources. Without this information the Council would request further details.

II ASSESSMENT

LAND USE PRINCIPLES

Introduction of residential accommodation

The site is previously developed or brownfield land, and the National Planning Policy Framework (NPPF) at paragraph 120 states that substantial weight should be given in planning decision to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. The proposals would align with the NPPF in this regard.

Policy ST1 of the Local Plan supports sustainable development on both identified and suitable sites within the borough. While not an allocated site it is considered suitable for development.

Policy ST3 states that the urban centre of Sittingbourne will provide the primary urban focus for growth, where development will support town centre regeneration and underpin the town's role as the principal centre.

Policy ST5 supports the creation of housing and other mixed uses within the Sittingbourne town centre regeneration or at other sites within the urban and village confines. The proposed development site is within the urban confines of Sittingbourne, which is designated for growth, and the site has been previously developed.

The site is within the built-up area of Sittingbourne and is in a sustainable location owing to its location on the corner of Sittingbourne High Street. Access to essential services and utilities can be easily reached from this location and the site lies adjacent to existing commercial and residential uses.

The principle of change of use of this site in this location for residential use is acceptable as per the guidance also provided by the Planning Policy Team.

LAYOUT, SCALE AND DESIGN OF THE DEVELOPMENT

Building Layout and Spatial Configuration

You have submitted an indicative layout plan has been shown (as one way the development could come forward). It is important that the amenity of the neighbouring property at ? is given careful consideration, and the layout is dealt with in a way that minimises the impact upon existing neighbours.

Policy CP4 of the Local Plan requires all developments to achieve high quality design, appropriate to its surroundings, that creates attractive places, promotes, and reinforces local distinctiveness and strengthens a sense of place.

The Council's Design and Extension - a guide for Householders Supplementary Planning Guidance (SPG) suggests that at least 21m separation distance should be maintained between habitable room windows in different dwellings. This is to prevent a significant loss of amenity relating to daylight/sunlight, visual intrusion to outlook and privacy.

Most of the proposed flats would face High Street and Central Avenue in which there would be very limited impact on any neighbouring residential units.

Height

Scale is defined as:

'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings.

Sufficient detail will need to accompany the application for an assessment of the impact of the proposal to be made (e.g., to the visual impact to the surrounding area).

The indicative heights show a building and additional storey to be added on the building which would be set-back from the High Street front building line as well as the side building line facing Central Avenue.

The proposed approach to scale and height may not be considered so problematic, however the Council's Urban Design Officer has some concerns regarding the minimal set-back on the 4th storey facing Central Avenue, please refer to the Urban Design Section of this letter.

The Sittingbourne Master Plan of 2010 does not encompass the pre-application site. Policy Regen 1 of the Local Plan does not apply to the site. The Cockleshell Walk car park and the Spring Street car park are within the regeneration area and benefit from planning permission for housing.

A key rationale for allowing housing on the Cockleshell Walk car park is to improve the western district, which is a key gateway to Sittingbourne, and makes better use of the surface level car park and improves the townscape by screening the rear of dwellings fronting Frederick Street. Development on the application site does assist with this objective. In addition, the housing approved on the Cockleshell Walk car park site is limited to 4 storeys, the pre-application site has proposed 4 storey's and is considered appropriate.

The Council adopted the Sittingbourne Town Centre Supplementary Planning Document (SPD) in September 2022, and this does encompass the pre-application site.

As proposed, the development would comfortably assimilate into the immediate townscape and the scale is not likely to result in unacceptable amenity impacts to existing residential occupiers in the immediate locality, and therefore the height is considered acceptable, subject to the final design and taken account of the sensitivities in a Conservation Area.

Sensitive transitions must be designed between existing and new development so that building heights, typologies and tenures sit comfortably next to each other.

It is critical that any planning application is accompanied by a plan setting out maximum heights across the site. Cross sections should be provided along with heights set out in metres above ground level and AOD.

Appearance

Government advice at paragraph 130 (a) - (d) of the NPPF attach great importance to the design of built development. It goes on to advise that planning decisions should ensure that development will function well and add to the quality of the overall area; not just for the short term but over the life time of a development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the built environment and landscape setting, while not discouraging appropriate innovation and change (such as increased densities); establish or maintain a strong sense of place, using the arrangements of streets, space, building types and materials to create attractive, welcoming and distinctive places to live, work and visit.

The National Design Guide illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance.

The pre-application submission includes a limited analysis of the surrounding area; however further work is needed in this regard. A local study should accompany any application to develop an understanding of local character, local urban development, and contextual development.

The proposed housing development should aim to be a seamless natural extension to the existing housing development. At present the proposal does not successfully achieve this.

Local Plan Policy DM36 relates to areas of high townscape value. The Policy states that within and adjacent to the Area of High Townscape Value, the Borough Council will not grant planning permission for development proposals unless it provides for the conservation or enhancement of the local historic and architectural character, together with its greenspaces, landscaping, and trees.

Please refer to Heritage Section on further advice about external materials.

Impact of Noise from the Proposals

The Mid Kent Environmental Protection Officer does have some concerns with the change of use that the proposed development site is situated in a High Street with various existing noise sources , and therefore a noise survey would be required as part of the application submission. The site is opposite a nightclub (78a High Street) that has a licence until 3am. Loud amplified music and the behavioural noise of patrons as they leave the nightclub is likely to have an impact on the amenity of the proposed residential dwellings and the Council are currently in receipt of complaints from neighbours in the residential flats that were converted from the neighbouring Barclays bank (number 79 High Street).

HERITAGE

s66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended, states that in considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Local Plan Policy CP8 sets out various requirements proposals must accord with to sustain and enhance the significance of Swale's designated heritage assets. Policy DM32 relates to listed buildings and is clear that proposals must preserve the buildings setting and any features of special architectural or historic interest.

The Council's Conservation officer advised the following:

- The enquiry property lies within the Sittingbourne Conservation Area
- This conservation area is one of 8 in the Borough on the national and local Heritage at Risk Register, and this is a material planning consideration as a very high standard of development here and in relation to other opportunity sites is going to be needed to help turn around some of the issues that have resulted in the at-risk status.
- The enquiry property also lies within the relevant plan area for the adopted 2022 Sittingbourne Town Centre SPD.
- The draft proposals are broadly in alignment with the guidance set out in the adopted SPD except for the additional storey, given the guidance on storey heights.
- It is suggested from a Conservation & Design perspective that general encouragement can be given to this proposal, but noting the negative contribution the building makes to the at-risk conservation area at the present time and in its present form, this would be with the following key caveats:

1. There should be a net uplift in the character and appearance of the building, which in turn would result in the building have more of a neutral or even possibly a mildly positive effect on the conservation street scene.

- To achieve this uplift, consideration should be given to the deep cleaning (using an appropriate specialist cleaning method) of the concrete cladding panels on the face of the building, or their replacement (or possible over cladding) with an appropriate high quality clay brick slip product.
- The existing single glazed metal-framed windows (possibly by Crittall) should be replaced by new double glazed steel framed windows in a bronze or other dark colour finish. The difference this can make to the character and appearance of a
building of this type is surprising – the Balfron Tower in East London is a striking example of transformation in this respect, in relation to a classic 1960s Brutalist design by Erno Goldfinger.

2. If there is to be a further level added, this should perhaps be reduced in scale and set back further from the High Street building frontage to prevent the altered building from inappropriately visually over-dominating the adjacent listed Barclays Bank building immediately adjacent. In line with the guidance set out in the Town Centre SPD; the roof top part of the building nearest to the High Street could at least in part be given over to a roof-top communal terraced garden for the occupants of the block, whilst the flat roof top of the extra level could usefully incorporate a shallow parapet to conceal roof-mounted PV panels.

3. Improvement should be made to the rear parking area which in its present form detracts from the immediate setting to the Sittingbourne Conservation Area. As an example of what might be achieved in this respect, the current dwarf walls around the site might be increased in height to conceal the parked cars, but further thought is needed in this regard around some needed meaningful improvements. S106 contributions towards tree planting in the public highway are another possibility that should be explored.

4. The facing material to be used for any additional level needs very careful consideration in parallel with its fenestration design to ensure the net effect of a high-quality design for this prominent, heritage sensitive town centre location in the Sittingbourne Conservation Area.

Finally, this is strictly speaking not a conservation & design related matter, but we
need to be careful to ensure that each and every flat within the proposed scheme can
achieve a satisfactory standard of residential amenity particularly taking into account
amenity space, noise, outlook, sunlight and daylight. It seems to me that there may
be some challenges in this respect, albeit challenges which can feasibly be
overcome, or at least mitigated to an acceptable degree.

The proximity of the Barclays Bank building (to the east, number 79 High Street) to the proposed development site means that a Heritage Impact Assessment should be provided with any planning application to consider the impact of the proposed development on any heritage significance which number 79 High Street derives from its wider setting.

In doing so, the applicant/agent should refer to and reference the guidance provided by Historic England in this regard, concerning The Setting of Heritage Assets, see:

https://historicengland.org.uk/images-books/publications/gpa3-setting-of-heritage-assets/hea g180-gpa3-setting-heritage-assets/

URBAN DESIGN

The Swale Borough Council Urban Design Officer has been consulted and provided the following feedback:

- The site is within the Sittingbourne Conservation Area and within the setting of a few listed buildings. There is limited information submitted analysing the character of the surrounding area and explaining the design rationale particularly in relation to the additional height and bulk and how that would relate to the context. As such, a contextual analysis should be undertaken to explain the design response and how

the proposed development could be better integrated to the existing townscape. Also, can a series of long, medium, and shorter views be produced to show how the proposal would sit relative to its surroundings?

- The existing 20th century building occupies a prominent corner location. It sits with a High Street of varied roof heights and designs but predominantly 2/3 story buildings near this building. For the most part building hight is concentrated along the High Street, falling away towards the rear of plots. Where three storey height is retained, on the opposite side of Central Avenue for instance, this is heavily modulated and broken up into different volumes.
- Here the proposed rear extension would respect the design of the existing building by continuing its pattern of windows and panelling, its overall effect would be to significantly increase the height and bulk of the building rearwards. Whilst the Sittingbourne Town Centre Supplementary Planning Document (SPD) suggests additional height could be accommodated along Central Avenue, here the additional height and bulk would create a long unrelenting frontage along the street and stark differentiation in height at the rear where its sits close to a single-story building. The covered parking area may also have secure by design issues that need consideration and discussion with Kent Police.
- This impact is exacerbated by the additional height and bulk of the roof extension, notwithstanding the setbacks proposed. The existing building turns the corner from the High Street to Central Avenue with a canted end. The roof extension, however, is positioned away from the high street being concentrated on the return along Central Avenue which only serves to draw additional height away from the High Street, contrary to its character. Also, the abrupt termination of the roof extension relates poorly to the existing building's canted end. This relationship appears very awkward in the CGI submitted (BTW the CGI does not show rear extension which is misleading). Its form and appearance are very solid with dark cladding, limited articulation, or fenestration. This gives a heavy appearance that both highlights its bulk and form in views from the surrounding area and against the skyline.
- For the Council to accept the additional height and bulk in view of the SPD, it is suggested that the roof extension be either brought forward to address the corner in the same way as the front elevation or set back along Central Avenue façade so that it does not impinge on the corner (High Street) façade. Either way the roof extension needs a lighter appearance perhaps with glazed panels to reduce visibility against the skyline and integrate with the patten of openings below. Also, deeper setbacks are required to reduce its bulk in views. Also, could the bulk and height of the rear extension be modulated to reduce the experience of a lengthy unbroken façade along Central Avenue.

HOUSING

Quality of accommodation

Policy DM 14 of the Local Plan provides general development criteria and requires that development does not result in significant harm to amenity. Paragraph 130 (f) of the NPPF states that decisions should ensure high standards of amenity for existing and future users.

The Council's Design and Extension - a guide for Householders Supplementary Planning Guidance (SPG) suggests that at least 21m separation distance should be maintained between habitable room windows in different dwellings.

The Technical housing standards – nationally described space standard (2015), sets out internal space standards for new dwellings. The standards would be used as a guide to help in the assessment of the adequacy of the proposed dwellings. The Council would not only consider the size of dwellings in forming a view as to the quality of accommodation, but also to aspect, the position of windows, the ability of rooms to accommodate furniture, floor to ceiling heights, access to amenity space etc. Taken together a balanced view as to the adequacy of the proposed dwellings will be made.

As part of the application submission, plans and schedules should be provided (schedule should ideally be in Excel) setting out for each unit the following:

- The size of the unit (e.g. 1 bed, 2 bed etc)
- Internal floors areas (GIA)
- External amenity space
- Parking spaces for the unit
- Tenure

Significant concerns are raised in terms of the quality of the external amenity space for all the residential units. You are proposing roof terraces for the additional 4th storey, however a statement would need to be submitted explaining how the new occupants on the lower floors would have access to open / amenity space. Consideration could possibly be given to a roof terrace as potential compensation, providing this would not conflict with objectives of preventing any impact on the conservation area and overlooking any neighbouring residents.

Affordable housing

Policy DM8 of the Local Plan states that for development of over 11 units on sites in Sittingbourne 10% of dwellings should be affordable.

Of the 14 homes proposed 2 should be affordable (with 1 being an affordable first home and 1 being affordable rent).

The affordable homes should be well integrated within the development and be a reasonable and proportionate mix to the open market homes so that they are comparable to the private sale homes and meet the broad needs of all households on the Council's Housing Register.

If the total number of homes, or the mix of types of dwellings change through the planning process, a revised reasonable and proportionate 10% will need to be further agreed with the Council, with the correct policy compliant tenure split also applied.

Swale BC is a non-stock holding authority; therefore, a Registered Provider (RP) will be required to deliver the affordable homes on this site.

There is a large and increasing need for affordable homes across the whole borough, with homelessness and the use of temporary accommodation increasing and far outweighing new supply and existing provision of all types of affordable housing. I can confirm that Swale's Housing Register demonstrates a need for all types and sizes of accommodation for those in housing need in Sittingbourne including older persons housing and adapted homes.

Accessible housing

Policy CP3 of the Local Plan states that dwellings should meet the needs of specific groups including disabled persons and as the scheme is developed details should be provided to show how this could be achieved. To demonstrate accessibility requirements have been met, a commitment to providing accessible housing should be submitted in support of any future planning application.

In line with Policy's DM8 and CP3 of the Local Plan the affordable homes should be designed for use by disabled persons and made available for a variety of groups including families, vulnerable and older persons. As such there should be a few accessible and wheelchair adaptable homes provided, and it is recommended that the social/affordable rented homes be provided to Part M4(3) standard (wheelchair user dwelling) with the remaining affordable homes provided to Part M4(2) standard (accessible and adaptable dwellings).

The guidance of Local Plan Policy CP3 indicates a requirement for 1, 2, 3 and 4-bedroom dwellings. As proposed the housing mix is heavily skewed towards 1 bed units and a more balanced mix of units should be provided. Studio flats should not be included.

Play space

Please clarify what is anticipated in terms of child yield and what is proposed in terms of play space. If no space is available on site, then a financial contribution towards off site play space would be required.

LANDSCAPING

As part of any submission, the Council would expect it to be accompanied by an updated tree survey together with a full arb impact assessment, method statement and tree protection plan all in accordance with BS5837:2012. This must include an assessment of trees which are off site but close enough to be at threat from the development.

An indication should be provided at application stage as to how landscaping could be provided. Some form of indication (ideally through a landscape parameter plan) of where landscaping would be provided (with buffers between proposed and existing development) should be provided.

You are also directed to the Council's guidance on planting on new developments, a link to which is here: <u>Untitled-2 (swale.gov.uk)</u> this should be used to inform landscaping proposals.

Any application would need to demonstrate biodiversity net gain, and actively promote expansion of biodiversity within the design of the new development.

TRANSPORT, HIGHWAYS AND PARKING

Policy DM 6 of the Local Plan requires development proposals that generate a significant amount of transport movements to be supported by a Transport Assessment (including a Travel Plan), which will be based on the Council's most up to date strategic modelling work. In assessing applications, offices would consider how the environmental impacts of traffic could be managed.

There is no indication of the potential of the existing site to generate trips or what the proposed trip generation would be. This prevents an understanding of potential highway impacts. Going forward information is required to understand what the net increase in trip generation would be.

The existing access to the site from St Michaels Road is proposed to be used to access the site. Policy DM 6 of the Local Plan is relevant, and evidence would be needed to show that the access would be of a suitable safety standard for the traffic generated by the development. You are advised that the Council would consult with the Kent County Council Highways advisor to understand if the proposals are acceptable.

Kent County Council Highways department offer a pre-application service, and you are advised to engage with that department ahead of any planning application to understand if the proposals (including the new access) could be supported from a Highways perspective. A link to the Kent County Council Highways pre-application advice web page is below:

Highway pre-application advice - Kent County Council

Parking

Policy DM7 of the Local Plan relates to parking and for residential development and requires parking provision to take account of the type, size and mix of dwellings and the need for visitor parking. Additionally, the parking layout should be efficient and attractive.

The council has a parking Supplementary Planning Document (SPD) which provides guidance on what is expected in terms of parking provision, design and layout. A link can be found below:

https://services.swale.gov.uk/assets/Planning-Forms-and-Leaflets/Supplementary-Planning-Documents/SBC-Parking-Standards-May-2020.pdf

The pre-application submission shows the following overall parking provision as being 7 spaces for commercial uses on the ground and first floor. The Council's Parking standards recommend 1 parking space for 1 and 2 bed flats. As such 14 spaces should be provided.

The car parking standard is for guidance and a lower provision could be considered for areas with good accessibility by sustainable modes and/or where effective mitigation measures are in place or proposed, such as car clubs and travel plans, controlled parking zones and access to public transport.

The site is close to Sittingbourne Station and the town centre, as such a reduced level of parking may be appropriate subject to this being justified. However, for the avoidance of doubt, it seems you have provided insufficient for the quantum of housing proposed, and there is an objection to the proposal in this regard.

In establishing the correct quantum of car parking supporting evidence will be required (e.g. local car ownership data, parking stress surveys, evidence from similar sites). The Borough Council encourages permit-free developments to discourage on-street parking.

You are advised to enter into pre-application discussions with Kent County Council Highway and Transportation department to discuss and agree parking provision.

There should be EV Charging for each parking space.

Servicing

Given the site has an existing commercial use and you are proposing refuse and recycling facilities, the servicing of these facilities seems to be acceptable but further consultations will be carried out once the application has been submitted.

Swept path analysis should be provided to demonstrate that the maximum size refuse and emergency vehicle would be able to enter and exit the development, servicing the residential dwellings.

III OTHER MATTERS

Sustainable Design and Construction

Policy DM19 of the Local Plan requires proposals to address climate change and reduce carbon emissions in new developments. The Council's Ecological and Climate Change Emergency Action Plan sets out that new housing developments should achieve a minimum 50% reduction in emissions when compared to target rates in the current Building Regulations. Any application would need to be accompanied by a sustainability statement setting out how the proposals would achieve the required reduction in emissions.

Water, Flooding, and Drainage

Policy DM21 of the Local Plan sets out a various criteria aimed at preventing or reducing flood risk. The NPPF (2021) at chapter 14 sets out government views on how the planning system should consider the risks caused by flooding including Sustainable Urban Drainage Systems (SuDS). Local Plan Policy CP7 requires new development to be supported by the timely delivery of green infrastructure, including SuDS.

IV CONCLUSION

While the site is well located in relation to public transport and the town centre and additionally the redevelopment would make good use of unoccupied office space, the proposal is considered to be a reasonable and appropriate for the existing building. The proposals have potential to improve the character and external appearance of this 1960's style architecture to a more aesthetical please style in relation to the conservation area and having minimum impact on the settings of the adjacent listed buildings.

The site is clearly in a location suitable for redevelopment and as such it is recommended that the scale of the development be reduced, with respect to setting back the proposed 4th storey further away from the building line facing Central Avenue as advised by the Urban Design Officer.

Should you want to make a follow up pre-application advice request. Please follow the link below for further information on the process. <u>Planning Permission - Ask us for advice before you apply for Planning Permission (swale.gov.uk)</u>

There are several complexities involved with the development of this site, and further engagement is recommended to establish the acceptability of the proposals in principle and to resolve matters of detail. This should be done before an application is submitted.

You may wish to consider entering into a Planning Performance Agreement (PPA) with the Council. This is a project management framework where you meet with the planning service and other interested parties before submitting a planning application and discuss and agree how a scheme will go through the planning process.

The two parties agree a time frame for scoping out and developing the scheme. The main point of a PPA is to do as much as possible before submitting a planning application, so that the application proposal is of a high quality.

The level of resource needed for a PPA will depend on the complexity of the scheme. As a bespoke service, there will be a charge for this service, and this will be negotiated with you before work starts on the PPA.

Please consider all the advice given in this letter before submitting an formal application.

Planning Application Process

You are encouraged to lodge an application for the development currently proposed. The advice set out below indicates support for the development proposed. Please note this advice is meant to inform you of the information that would need to be submitted in support of an application.

A planning application along the lines of that which you are proposing would be classified as a 'Major Application'. If you wish to apply the following are <u>likely</u> to be required:

- Full planning application form (including ownership certificate, notice, and agricultural holdings certificate, if relevant);
- Community Infrastructure Levy (CIL) Form;
- Relevant fee;
- Location plan, scale 1:1250 or 1:2500;
- Site plans, scale 1:500 or 1:200;
- Parameter plans;
- Existing and indicative proposed plans, scale 1:100 or 1:50;
- Existing and indicative proposed elevations, scale 1:100 or 1:50;
- Existing and indicative proposed cross sections, scale 1:100 or 1:50;
- Accessibility assessment;
- Sustainability supporting statement;
- Planning statement;
- Planning obligations statement;
- Affordable housing statement;
- Design and Access Statement;
- Draft Construction Management Plan;
- Air quality assessment;
- Sustainability statement;
- Landscaping Strategy;
- Ecological/ Protected Species Survey;
- Tree survey/arboricultural assessment
- Servicing strategy;

- Sustainable Urban Drainage System (SuDS) Strategy;
- Transport Assessment;
- Plans showing any offsite highway works;
- Details of 'Access' (the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network)
- Travel Plan;
- Waste and Recycling Strategy;
- Heritage Impact Assessment;
- Land contamination assessment;
- Noise impact assessment.

Note: Please refer to the Council's guidance on information required for valid applications <u>Validation Checklist Final 2021 April 2022 (swale.gov.uk)</u> this provides detailed information on the required documents and plans for all types of applications.

Consideration of this Pre-Application Response

Any advice given by Council Officers for pre-application enquiries does not indicate a formal decision by the Local Planning 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.

Any pre-application advice provided will be carefully considered in reaching a decision or recommendation on any subsequent application; subject to the proviso that circumstances and information may change or come to light that could alter that position. It should be noted that the weight given to pre-application advice notes may decline over time.

The final decision on any subsequent application that you may make can only be taken after the Local Planning Authority has consulted local people, statutory consultees and any other interested parties.

Yours faithfully

Saeed Mahmood Consultant, Majors Team, Development Management Planning Services Swale Borough Council

Please see Appendix on next page.

Appendix 1: Policy and other considerations

The National Planning Policy Framework (NPPF): Paragraphs 11, 38, 39, 40, 41, 42, 47, 55, 56, 60, 65, 75, 92, 104, 110, 111, 112, 119, 120, 124, 126, 130, 131, 134, 157, 167, 169, 174, 180, 183, 185, 194, 199, 202, 203.

Swale Borough Local Plan 2017 policies

- **ST1** Delivering sustainable development in Swale;
- **ST2** Development targets for jobs and homes 2014-2031;
- **ST3** The Swale Settlement strategy;
- **ST4** Meeting the Local Plan Development Targets;
- CP2 Promoting Sustainable Transport;
- CP3 Delivering a Wide Choice of High-Quality Homes;
- **CP 4** Requiring Good Design;
- CP 7 Conserving and Enhancing the Natural Environment;
- **CP8** Conserving and Enhancing the historic environment.
- **DM 6** Managing Transport;
- DM 7 Vehicle parking;
- **DM 8** Affordable Housing;
- **DM 14** General development criteria;
- DM 19 Sustainable design and construction;
- DM 20 Renewable and low carbon energy
- **DM 21** Water, flooding and drainage;
- DM 32 Development involving listed buildings.

Supplementary Planning Documents

Parking Standards (2020),

Swale Borough Council's Noise and Vibration Planning Technical Guidance (2020),

Swale Borough Council's Air Quality and Planning Technical Guidance (2021)

Planting on new development – a guide to developers,

Kent design – A guide to sustainable development (2000).

The Sittingbourne Town Centre Supplementary Planning Document (2022)

Transport Statement: 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX



Appendix B

Site Layout



- Line of existing structure (Brenchley House).

PROPOSED SECTION B-B

EXTERNAL MATERIALS

EXISTING CONCRETE PANELLED EXTERNAL FINISH AT FIRST AND SECOND FLOOR LEVELS TO BE DEEP CLEANED (BY APPROPRIATE SPECIALIST).

THE EXISTING SINGLE GLAZED METAL FRAMED WINDOWS (POSSIBLY CRITTAL) TO BE REPLACED WITH NEW DOUBLE GLAZED STEEL FRAMED WINDOWS, DARK GREY. THIS DRAWING IS COPYRIGHT and must not be traced or copied in any way or form in part or whole by any means whatsoever without prior written consent and may only be used by the present owner in relation to the property referred to on the drawing. This drawing may be copied by an authorised officer of the Local Authority with the sole purpose to assist in the determination of a Planning or Building Regulation application and may not be used for any other purpose unless otherwise agreed in writing. **DO NOT SCALE FROM THIS DRAWING.** Dimensions stated are for guidance only, contractor to verify all boundary positions and dimensions on site prior to commencing any works, making workshop drawings or obtaining any materials.

No site supervision is implied or undertaken unless otherwise separately arranged. The drawing does not indicate the extent of any excavation works and the contractor is to determine this prior to submitting a quotation for the works or commencing any works. The drawing does not indicate or imply the structural condition of the property, the survey carried out was a "measure survey" for assistance in the preparation of details for Planning application purposes only. The details shown assume that the property is in sound condition and that there are no adverse ground conditions.



KENJUDGE & ASSOCIATES LTD. THE BARN, MONUMENT OFFICE, MALDON ROAD, MALDON, ESSEX, CM9 6SN. TEL: 01245 225577 FAX: 01245 227799 E-MAIL: info@kenjudgeltd.co.uk





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Approximate external ground level.

PROPOSED FRONT ELEVATION

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prior to submitting a quotation for the works or commencing any works. The drawing does not indicate or imply the structural condition of the property, the survey carried out was a "measure survey" for assistance in the preparation of details for Planning application purposes only. The details shown assume that the property is in sound condition and that there are no adverse ground conditions.

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Metres

EXTERNAL MATERIALS

EXISTING CONCRETE PANELLED EXTERNAL FINISH AT FIRST AND SECOND FLOOR LEVELS TO BE DEEP CLEANED (BY APPROPRIATE SPECIALIST).

external finish, all to match

THE EXISTING SINGLE GLAZED METAL FRAMED WINDOWS (POSSIBLY CRITTAL) TO BE REPLACED WITH NEW DOUBLE GLAZED STEEL FRAMED WINDOWS, DARK GREY.

_Construct facing brickwork

install double glazed steel grey) with style to match

 Existing concrete panelled external finish at first and second floor levels to be

existing adjacent premises

REV B FURTHER DETAILS ADDED. REV A REVISIONS REQUESTED BY THE CLIENT WITH FURTHER DETAILS ADDE 13.11.23 29.09.23 <u>rev a</u> NO DATE REVISION CONTRACT 1-5 CENTRAL AVENUE, SITTINGBOURNE, ME10 4AU. DRAWING TITLE PROPOSED ELEVATIONS. SCALE: 1:100(A1) DATE: SEPT 23 DRWN BYDJR DWG. NO: 2667/13 REV: B KA KEN JUDGE & ASSOCIATES LTD. THE BARN, MONUMENT OFFICE, MALDON ROAD, MALDON, ESSEX, CM9 6SN TEL: 01245 225577 E-MAIL: info@kenjudgeltd.co.uk

FAX: 01245 227799



premises.

PROPOSED THIRD FLOOR PLAN

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PROPOSED FIRST FLOOR PLAN



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2	1	0	1	2	3	4	5
ŀШ	++++++						
Metres							

FLAT AREAS					
FLAT No.	GIA	CLDK	STORAGE		
FLAT 1 (2b3p):	65.3sq.m	25.4sq.m	2.0sq.m		
FLAT 2 (3b5p):	95.7sq.m	31.3q.m	3.0sq.m		
FLAT 3 (2b3p):	79.5sq.m	32.0sq.m	2.0sq.m		
FLAT 4 (1b2p):	50.8sq.m	24.8sq.m	1.5sq.m		
FLAT 5 (2b3p):	75.4sq.m	29.5sq.m	2.1sq.m		
FLAT 6 (2b3p):	67.3sq.m	26.5sq.m	2.0sq.m		
FLAT 7 (2b3p):	68.0sq.m	26.7sq.m	2.1sq.m		
FLAT 8 (2b3p):	61.7sq.m	25.0sq.m	2.0sq.m		
FLAT 9 (2b3p):	65.1sq.m	25.3sq.m	2.0sq.m		
FLAT 10 (3b5p):	95.7sq.m	31.1sq.m	3.0sq.m		
FLAT 11 (3b5p):	94.5sq.m	31.3sq.m	3.1sq.m		
FLAT 12 (1b2p):	50.5sq.m	24.7sq.m	1.5sq.m		
FLAT 13 (2b4p):	75.9sq.m	27sq.m	2.6sq.m		
FLAT 14 (2b3p):	67.4sq.m	26.4sq.m	2.0sq.m		
FLAT 15 (2b3p):	68.0sq.m	26.7sq.m	2.2sq.m		
FLAT 16 (2b3p):	61.7sq.m	25.0sq.m	2.0sq.m		
NOTES:					
1b2p = 1 bedroom /	2 person				
2b3p = 2 bedroom / 3 person					
2b4p = 2 bedroom / 4 person					
3b4p = 3 bedroom / 4 person					
3b5p = 3 bedroom / 5 person					
GIA = Gross Internal Area					
CLDK = Combined Living, Dining and Kitchen Area					

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PROPOSED SITE PLAN

HIGH STREET



K KEN JUDGE & ASSOCIATES LTD. THE BARN, MONUMENT OFFICE, MALDON ROAD, MALDON, ESSEX, CM9 6SN. TEL: 01245 225577 FAX: 01245 227799 E-MAIL: info@kenjudgeltd.co.uk

SCALE: 1:100(A1) DATE: SEPT 23 DRWN BY: DJRDWG. NO: 2666/10 REV: A

13.11.23

DATE

PROPOSED SITE PLAN.

DRAWING TITLE

NO

REV A FURTHER DETAILS ADDED.

NO	REVISION					
CONT	CONTRACT					
1-5 CENTRAL AVENUE.						
SITTINGBOURNE ME10 4AU						

Transport Statement: 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX



Appendix C

TRICS Data Output

Calculation Reference: AUDIT-349901-231020-1056

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT Category : A - OFFICE MULTI - MODAL TOTAL VEHICLES

ted reg	nions and areas:	
SOUT	HEAST	
WS	WEST SUSSEX	1 days
EAST	ANGLIA	
NF	NORFOLK	1 days
YORK	SHIRE & NORTH LINCOLNSHIRE	
NY	NORTH YORKSHIRE	1 days
NORT	TH WEST	
GM	GREATER MANCHESTER	2 days
NORT	Ή	
TW	TYNE & WEAR	1 days
	ted reg Sout WS EAST NF YORK NY NORT GM NORT TW	ted regions and areas: SOUTH EAST WS WEST SUSSEX EAST ANGLI A NF NORFOLK YORKSHI RE & NORTH LI NCOLNSHI RE NY NORTH YORKSHIRE NORTH WEST GM GREATER MANCHESTER NORTH TW TYNE & WEAR

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

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area	
Actual Range:	894 to 3960 (units: sqm)	
Range Selected by User:	178 to 5000 (units: sqm)	
Parking Spaces Range:	All Surveys Included	

Public Transport Provision: Selection by:

Include all surveys

Date Range: 01/01/15 to 23/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

<u>Selected survey days:</u>	
Monday	4 days
Friday	2 days

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

<u>Selected survey types:</u>	
Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:	
Town Centre	2
Edge of Town Centre	4

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:	
Commercial Zone	1
Built-Up Zone	3
No Sub Category	2

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

9 days - Selected
8 days - Selected

Secondary Filtering selection:

Use Class: Not Known

6 days

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

<u>Filter by Site Operations Breakdown:</u> All Surveys Included

<u>Population within 500m Range:</u> All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:	
5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	2 days

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

<u>Population within 5 miles:</u>	
25,001 to 50,000	2 days
125,001 to 250,000	1 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Ca	r ownership	within 5 mile	<u>25:</u>
0.6	to 1.0		

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.

6 days

<u>Travel Plan:</u>	
Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

<u>PTAL Rating:</u> No PTAL Present

6 days

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

TRICS 7 10.3	180923 B21.52	Database right of TRICS Consortium Limited, 2024. All rights reserved	
	100/20 021.02		

Friday 20/10/23

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Page 4

GTA Civils Ltd 66a Church Walk Burgess Hill

LIST OF SITES relevant to selection parameters

1	GM-02-A-08 REGUS FOUNTAIN STREET MANCHESTER		GREATER MANCHESTER
2	Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i> GM-02-A-09 LEASED OFFICES NEW MOUNT STREET MANCHESTER	3960 sqm <i>26/09/16</i>	<i>Survey Type: MANUAL</i> GREATER MANCHESTER
3	Edge of Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i> NF-02-A-02 NF-02-A-02 FINANCIAL PLANN NORTH QUAY GREAT YARMOUTH	2500 sqm <i>26/09/16</i> ERS	<i>Survey Type: MANUAL</i> NORFOLK
4	Edge of Town Centre Commercial Zone Total Gross floor area: <i>Survey date: MONDAY</i> NY-02-A-03 DI STRI CT COUNCIL STATION ROAD RICHMOND	894 sqm <i>11/09/17</i> L OFFICES	<i>Survey Type: MANUAL</i> NORTH YORKSHIRE
5	Edge of Town Centre No Sub Category Total Gross floor area: <i>Survey date: FRIDAY</i> TW-02-A-07 OFFICES MULGRAVE TERRACE GATESHEAD	1590 sqm <i>06/05/22</i>	<i>Survey Type: MANUAL</i> TYNE & WEAR
6	Town Centre Built-Up Zone Total Gross floor area: <i>Survey date: MONDAY</i> WS-02-A-07 BUSI NESS TECHNO HAM ROAD SHOREHAM-BY-SEA	2090 sqm <i>13/06/16</i> DLOGY	<i>Survey Type: MANUAL</i> WEST SUSSEX
	Edge of Town Centre No Sub Category Total Gross floor area: <i>Survey date: FRIDAY</i>	2780 sqm <i>11/11/22</i>	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL TOTAL VEHICLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 2.68

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.405	6	2302	0.029	6	2302	0.434
08:00 - 09:00	6	2302	1.194	6	2302	0.123	6	2302	1.317
09:00 - 10:00	6	2302	0.709	6	2302	0.181	6	2302	0.890
10:00 - 11:00	6	2302	0.304	6	2302	0.166	6	2302	0.470
11:00 - 12:00	6	2302	0.087	6	2302	0.138	6	2302	0.225
12:00 - 13:00	6	2302	0.217	6	2302	0.290	6	2302	0.507
13:00 - 14:00	6	2302	0.398	6	2302	0.319	6	2302	0.717
14:00 - 15:00	6	2302	0.210	6	2302	0.297	6	2302	0.507
15:00 - 16:00	6	2302	0.181	6	2302	0.311	6	2302	0.492
16:00 - 17:00	6	2302	0.217	6	2302	0.557	6	2302	0.774
17:00 - 18:00	6	2302	0.138	6	2302	1.028	6	2302	1.166
18:00 - 19:00	6	2302	0.036	6	2302	0.615	6	2302	0.651
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.096			4.054			8.150

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.

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Parameter summary

894 - 3960 (units: sqm)
01/01/15 - 23/11/22
6
0
0
1
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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL TAXIS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.007	6	2302	0.007	6	2302	0.014
08:00 - 09:00	6	2302	0.058	6	2302	0.051	6	2302	0.109
09:00 - 10:00	6	2302	0.022	6	2302	0.029	6	2302	0.051
10:00 - 11:00	6	2302	0.014	6	2302	0.014	6	2302	0.028
11:00 - 12:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
12:00 - 13:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
13:00 - 14:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
14:00 - 15:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
15:00 - 16:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
16:00 - 17:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
17:00 - 18:00	6	2302	0.051	6	2302	0.051	6	2302	0.102
18:00 - 19:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.173			0.346

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL OGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.000	6	2302	0.000	6	2302	0.000
08:00 - 09:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
09:00 - 10:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
10:00 - 11:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
11:00 - 12:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
12:00 - 13:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
13:00 - 14:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
14:00 - 15:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
15:00 - 16:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
16:00 - 17:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
17:00 - 18:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
18:00 - 19:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.007			0.007			0.014

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL CYCLISTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.007	6	2302	0.000	6	2302	0.007
08:00 - 09:00	6	2302	0.123	6	2302	0.000	6	2302	0.123
09:00 - 10:00	6	2302	0.007	6	2302	0.000	6	2302	0.007
10:00 - 11:00	6	2302	0.007	6	2302	0.000	6	2302	0.007
11:00 - 12:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
12:00 - 13:00	6	2302	0.007	6	2302	0.000	6	2302	0.007
13:00 - 14:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
14:00 - 15:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
15:00 - 16:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
16:00 - 17:00	6	2302	0.000	6	2302	0.007	6	2302	0.007
17:00 - 18:00	6	2302	0.000	6	2302	0.109	6	2302	0.109
18:00 - 19:00	6	2302	0.000	6	2302	0.051	6	2302	0.051
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.151			0.167			0.318

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL VEHICLE OCCUPANTS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.449	6	2302	0.036	6	2302	0.485
08:00 - 09:00	6	2302	1.383	6	2302	0.087	6	2302	1.470
09:00 - 10:00	6	2302	0.985	6	2302	0.203	6	2302	1.188
10:00 - 11:00	6	2302	0.362	6	2302	0.166	6	2302	0.528
11:00 - 12:00	6	2302	0.116	6	2302	0.145	6	2302	0.261
12:00 - 13:00	6	2302	0.239	6	2302	0.333	6	2302	0.572
13:00 - 14:00	6	2302	0.514	6	2302	0.384	6	2302	0.898
14:00 - 15:00	6	2302	0.268	6	2302	0.384	6	2302	0.652
15:00 - 16:00	6	2302	0.217	6	2302	0.463	6	2302	0.680
16:00 - 17:00	6	2302	0.268	6	2302	0.731	6	2302	0.999
17:00 - 18:00	6	2302	0.109	6	2302	1.274	6	2302	1.383
18:00 - 19:00	6	2302	0.022	6	2302	0.804	6	2302	0.826
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.932			5.010			9.942

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL PEDESTRIANS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.051	6	2302	0.000	6	2302	0.051
08:00 - 09:00	6	2302	0.297	6	2302	0.022	6	2302	0.319
09:00 - 10:00	6	2302	0.246	6	2302	0.181	6	2302	0.427
10:00 - 11:00	6	2302	0.420	6	2302	0.304	6	2302	0.724
11:00 - 12:00	6	2302	0.261	6	2302	0.413	6	2302	0.674
12:00 - 13:00	6	2302	0.427	6	2302	0.977	6	2302	1.404
13:00 - 14:00	6	2302	0.767	6	2302	0.724	6	2302	1.491
14:00 - 15:00	6	2302	0.579	6	2302	0.210	6	2302	0.789
15:00 - 16:00	6	2302	0.174	6	2302	0.058	6	2302	0.232
16:00 - 17:00	6	2302	0.116	6	2302	0.109	6	2302	0.225
17:00 - 18:00	6	2302	0.022	6	2302	0.268	6	2302	0.290
18:00 - 19:00	6	2302	0.000	6	2302	0.159	6	2302	0.159
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.360			3.425			6.785

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.014	6	2302	0.000	6	2302	0.014
08:00 - 09:00	6	2302	0.297	6	2302	0.000	6	2302	0.297
09:00 - 10:00	6	2302	0.427	6	2302	0.000	6	2302	0.427
10:00 - 11:00	6	2302	0.101	6	2302	0.000	6	2302	0.101
11:00 - 12:00	6	2302	0.007	6	2302	0.014	6	2302	0.021
12:00 - 13:00	6	2302	0.036	6	2302	0.195	6	2302	0.231
13:00 - 14:00	6	2302	0.101	6	2302	0.166	6	2302	0.267
14:00 - 15:00	6	2302	0.043	6	2302	0.080	6	2302	0.123
15:00 - 16:00	6	2302	0.065	6	2302	0.072	6	2302	0.137
16:00 - 17:00	6	2302	0.087	6	2302	0.109	6	2302	0.196
17:00 - 18:00	6	2302	0.000	6	2302	0.319	6	2302	0.319
18:00 - 19:00	6	2302	0.000	6	2302	0.174	6	2302	0.174
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 1.178 1.129						2.307			

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.014	6	2302	0.000	6	2302	0.014
08:00 - 09:00	6	2302	0.456	6	2302	0.000	6	2302	0.456
09:00 - 10:00	6	2302	0.362	6	2302	0.029	6	2302	0.391
10:00 - 11:00	6	2302	0.065	6	2302	0.022	6	2302	0.087
11:00 - 12:00	6	2302	0.029	6	2302	0.007	6	2302	0.036
12:00 - 13:00	6	2302	0.029	6	2302	0.058	6	2302	0.087
13:00 - 14:00	6	2302	0.051	6	2302	0.123	6	2302	0.174
14:00 - 15:00	6	2302	0.080	6	2302	0.058	6	2302	0.138
15:00 - 16:00	6	2302	0.051	6	2302	0.072	6	2302	0.123
16:00 - 17:00	6	2302	0.043	6	2302	0.094	6	2302	0.137
17:00 - 18:00	6	2302	0.043	6	2302	0.478	6	2302	0.521
18:00 - 19:00	6	2302	0.029	6	2302	0.268	6	2302	0.297
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates: 1.252 1.209						2.461			

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.029	6	2302	0.000	6	2302	0.029
08:00 - 09:00	6	2302	0.753	6	2302	0.000	6	2302	0.753
09:00 - 10:00	6	2302	0.789	6	2302	0.029	6	2302	0.818
10:00 - 11:00	6	2302	0.166	6	2302	0.022	6	2302	0.188
11:00 - 12:00	6	2302	0.036	6	2302	0.022	6	2302	0.058
12:00 - 13:00	6	2302	0.065	6	2302	0.253	6	2302	0.318
13:00 - 14:00	6	2302	0.152	6	2302	0.290	6	2302	0.442
14:00 - 15:00	6	2302	0.123	6	2302	0.138	6	2302	0.261
15:00 - 16:00	6	2302	0.116	6	2302	0.145	6	2302	0.261
16:00 - 17:00	6	2302	0.130	6	2302	0.203	6	2302	0.333
17:00 - 18:00	6	2302	0.043	6	2302	0.796	6	2302	0.839
18:00 - 19:00	6	2302	0.029	6	2302	0.442	6	2302	0.471
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.431			2.340			4.771

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL TOTAL PEOPLE Calculation factor: 100 sqm BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 2.68

	ARRIVALS			I	DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.536	6	2302	0.036	6	2302	0.572
08:00 - 09:00	6	2302	2.555	6	2302	0.109	6	2302	2.664
09:00 - 10:00	6	2302	2.027	6	2302	0.413	6	2302	2.440
10:00 - 11:00	6	2302	0.956	6	2302	0.492	6	2302	1.448
11:00 - 12:00	6	2302	0.413	6	2302	0.579	6	2302	0.992
12:00 - 13:00	6	2302	0.738	6	2302	1.564	6	2302	2.302
13:00 - 14:00	6	2302	1.433	6	2302	1.397	6	2302	2.830
14:00 - 15:00	6	2302	0.970	6	2302	0.731	6	2302	1.701
15:00 - 16:00	6	2302	0.507	6	2302	0.666	6	2302	1.173
16:00 - 17:00	6	2302	0.514	6	2302	1.050	6	2302	1.564
17:00 - 18:00	6	2302	0.174	6	2302	2.447	6	2302	2.621
18:00 - 19:00	6	2302	0.051	6	2302	1.455	6	2302	1.506
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			10.874			10.939			21.813

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL CARS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.369	6	2302	0.007	6	2302	0.376
08:00 - 09:00	6	2302	1.093	6	2302	0.065	6	2302	1.158
09:00 - 10:00	6	2302	0.688	6	2302	0.145	6	2302	0.833
10:00 - 11:00	6	2302	0.253	6	2302	0.123	6	2302	0.376
11:00 - 12:00	6	2302	0.080	6	2302	0.130	6	2302	0.210
12:00 - 13:00	6	2302	0.174	6	2302	0.253	6	2302	0.427
13:00 - 14:00	6	2302	0.369	6	2302	0.282	6	2302	0.651
14:00 - 15:00	6	2302	0.195	6	2302	0.282	6	2302	0.477
15:00 - 16:00	6	2302	0.166	6	2302	0.297	6	2302	0.463
16:00 - 17:00	6	2302	0.195	6	2302	0.521	6	2302	0.716
17:00 - 18:00	6	2302	0.087	6	2302	0.948	6	2302	1.035
18:00 - 19:00	6	2302	0.022	6	2302	0.594	6	2302	0.616
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.691			3.647			7.338

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL LGVS Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.029	6	2302	0.014	6	2302	0.043
08:00 - 09:00	6	2302	0.007	6	2302	0.000	6	2302	0.007
09:00 - 10:00	6	2302	0.000	6	2302	0.007	6	2302	0.007
10:00 - 11:00	6	2302	0.036	6	2302	0.029	6	2302	0.065
11:00 - 12:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
12:00 - 13:00	6	2302	0.043	6	2302	0.036	6	2302	0.079
13:00 - 14:00	6	2302	0.014	6	2302	0.029	6	2302	0.043
14:00 - 15:00	6	2302	0.014	6	2302	0.014	6	2302	0.028
15:00 - 16:00	6	2302	0.014	6	2302	0.014	6	2302	0.028
16:00 - 17:00	6	2302	0.014	6	2302	0.014	6	2302	0.028
17:00 - 18:00	6	2302	0.000	6	2302	0.014	6	2302	0.014
18:00 - 19:00	6	2302	0.007	6	2302	0.007	6	2302	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.185			0.185			0.370

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.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE MULTI-MODAL MOTOR CYCLES Calculation factor: 100 sqm BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	GFA	Rate	Days	GFA	Rate	Days	GFA	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	6	2302	0.000	6	2302	0.000	6	2302	0.000
08:00 - 09:00	6	2302	0.029	6	2302	0.000	6	2302	0.029
09:00 - 10:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
10:00 - 11:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
11:00 - 12:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
12:00 - 13:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
13:00 - 14:00	6	2302	0.007	6	2302	0.000	6	2302	0.007
14:00 - 15:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
15:00 - 16:00	6	2302	0.000	6	2302	0.000	6	2302	0.000
16:00 - 17:00	6	2302	0.000	6	2302	0.014	6	2302	0.014
17:00 - 18:00	6	2302	0.000	6	2302	0.014	6	2302	0.014
18:00 - 19:00	6	2302	0.000	6	2302	0.007	6	2302	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.036			0.035			0.071

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.

Calculation Reference: AUDIT-349901-231020-1035

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TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL Category : C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

80	NOR	TH WEST	
	GM	GREATER MANCHESTER	1 days
	MS	MERSEYSIDE	1 days
10	WAL	ES	-
	CO	CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set
Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Actual Range: Range Selected by User:	No of Dwellings 20 to 37 (units:) 6 to 40 (units:)	
Parking Spaces Range:	All Surveys Included	
Parking Spaces per Dwellin	ng Range: All Surveys Ir	ncluded
Bedrooms per Dwelling Ra	nge: All Surveys Ir	ncluded
Percentage of dwellings pr	ivately owned: All	Surveys Included
Public Transport Provision: Selection by:	<u>-</u>	Include all surveys
Date Range: 01/01	1/10 to 11/05/22	
This data displays the ran included in the trip rate ca	ge of survey dates selec alculation.	cted. Only surveys that were conducted within this date range are
<u>Selected survey days:</u>		2 days
Friday		2 days 1 days
This data displays the nur	nber of selected surveys	s by day of the week
Selected survey types:		0 days
Directional ATC Count		3 days 0 days
		0 4435
This data displays the num up to the overall number of are undertaking using mat	nber of manual classified of surveys in the selecte chines.	d surveys and the number of unclassified ATC surveys, the total adding ed set. Manual surveys are undertaken using staff, whilst ATC surveys
Selected Locations:		
Town Centre Edge of Town Centre		1 2
This data displays the num consist of Free Standing, D Not Known.	nber of surveys per main Edge of Town, Suburbar,	in location category within the selected set. The main location categories n Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and
Selected Location Sub Cat	t <u>egories:</u>	
Residential Zone Built-Up Zone		1 2
This data displays the nur consist of Commercial Zoi Out of Town, High Street	nber of surveys per loca ne, Industrial Zone, Devi and No Sub Category.	ntion sub-category within the selected set. The location sub-categories relopment Zone, Residential Zone, Retail Zone, Built-Up Zone, Village,
Inclusion of Servicing Veh	icles Counts:	
Servicing vehicles Include Servicing vehicles Exclude	b d	2 days - Selected 3 days - Selected

Secondary Filtering selection:

<u>Use Class:</u> C3

3 days

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

<u>Population within 500m Range:</u> All Surveys Included

Secondary Filtering selection (Cont.):

<u>Population within 1 mile:</u>	
10,001 to 15,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

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

1 days
1 days
1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles: 0.6 to 1.0

3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

<u>*Travel Plan:*</u> No

3 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

<u>PTAL Rating:</u> No PTAL Present

3 days

Yes

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

Covid-19 Restrictions

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

TRICS 7.10.	3 180923 B21.52 D	atabase right of TRICS	Consortium Limite	d, 2024. All rights reserved	Friday 20/10/23 Page 4
GTA Civils Lte	d 66a Church Walk	Burgess Hill			Licence No: 349901
<u>LIS7</u>	OF SITES relevant to .	selection parameters			
1	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY	
2	Edge of Town Centre Built-Up Zone Total No of Dwellings <i>Survey date:</i> GM-03-C-03 FAIRFIELD STREET MANCHESTER	s: <i>MONDAY</i> BLOCK OF FLATS	37 <i>26/03/18</i>	<i>Survey Type: MANUAL</i> GREATER MANCHESTER	
3	Town Centre Built-Up Zone Total No of Dwellings <i>Survey date:</i> MS-03-C-04 HOY DRIVE NEWTON-LE-WILLOW	s: <i>FRIDAY</i> BLOCK OF FLATS VS	20 <i>14/10/11</i>	<i>Survey Type: MANUAL</i> MERSEYSI DE	
	EARLESTOWN Edge of Town Centre Residential Zone Total No of Dwellings <i>Survey date:</i>	s: MONDAY	24 1 <i>2/04/21</i>	Survey Type: MANUAL	

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL VEHICLES Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 3.08

		ARRIVALS		[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.037	3	27	0.160	3	27	0.197
08:00 - 09:00	3	27	0.173	3	27	0.370	3	27	0.543
09:00 - 10:00	3	27	0.185	3	27	0.136	3	27	0.321
10:00 - 11:00	3	27	0.148	3	27	0.185	3	27	0.333
11:00 - 12:00	3	27	0.247	3	27	0.198	3	27	0.445
12:00 - 13:00	3	27	0.160	3	27	0.160	3	27	0.320
13:00 - 14:00	3	27	0.111	3	27	0.148	3	27	0.259
14:00 - 15:00	3	27	0.062	3	27	0.173	3	27	0.235
15:00 - 16:00	3	27	0.210	3	27	0.136	3	27	0.346
16:00 - 17:00	3	27	0.235	3	27	0.136	3	27	0.371
17:00 - 18:00	3	27	0.123	3	27	0.136	3	27	0.259
18:00 - 19:00	3	27	0.210	3	27	0.160	3	27	0.370
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.901			2.098			3.999

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected:	20 - 37 (units:)
Survey date date range:	01/01/10 - 11/05/22
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

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

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL TAXIS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.012	3	27	0.012	3	27	0.024
08:00 - 09:00	3	27	0.000	3	27	0.000	3	27	0.000
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.049	3	27	0.049	3	27	0.098
12:00 - 13:00	3	27	0.012	3	27	0.012	3	27	0.024
13:00 - 14:00	3	27	0.025	3	27	0.025	3	27	0.050
14:00 - 15:00	3	27	0.000	3	27	0.000	3	27	0.000
15:00 - 16:00	3	27	0.025	3	27	0.025	3	27	0.050
16:00 - 17:00	3	27	0.000	3	27	0.000	3	27	0.000
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.037	3	27	0.037	3	27	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.160			0.160			0.320

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL OGVS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.000	3	27	0.000	3	27	0.000
09:00 - 10:00	3	27	0.000	3	27	0.000	3	27	0.000
10:00 - 11:00	3	27	0.000	3	27	0.000	3	27	0.000
11:00 - 12:00	3	27	0.012	3	27	0.012	3	27	0.024
12:00 - 13:00	3	27	0.000	3	27	0.000	3	27	0.000
13:00 - 14:00	3	27	0.000	3	27	0.000	3	27	0.000
14:00 - 15:00	3	27	0.012	3	27	0.012	3	27	0.024
15:00 - 16:00	3	27	0.000	3	27	0.000	3	27	0.000
16:00 - 17:00	3	27	0.000	3	27	0.000	3	27	0.000
17:00 - 18:00	3	27	0.000	3	27	0.000	3	27	0.000
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.024			0.024			0.048

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL CYCLISTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES	5	TOTALS			
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.000	3	27	0.000	3	27	0.000
08:00 - 09:00	3	27	0.012	3	27	0.049	3	27	0.061
09:00 - 10:00	3	27	0.012	3	27	0.037	3	27	0.049
10:00 - 11:00	3	27	0.000	3	27	0.049	3	27	0.049
11:00 - 12:00	3	27	0.000	3	27	0.012	3	27	0.012
12:00 - 13:00	3	27	0.000	3	27	0.025	3	27	0.025
13:00 - 14:00	3	27	0.012	3	27	0.000	3	27	0.012
14:00 - 15:00	3	27	0.012	3	27	0.000	3	27	0.012
15:00 - 16:00	3	27	0.025	3	27	0.037	3	27	0.062
16:00 - 17:00	3	27	0.025	3	27	0.000	3	27	0.025
17:00 - 18:00	3	27	0.025	3	27	0.012	3	27	0.037
18:00 - 19:00	3	27	0.012	3	27	0.012	3	27	0.024
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.135			0.233			0.368

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.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI - MODAL VEHICLE OCCUPANTS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS			DEPARTURES	;	TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.037	3	27	0.235	3	27	0.272
08:00 - 09:00	3	27	0.247	3	27	0.580	3	27	0.827
09:00 - 10:00	3	27	0.259	3	27	0.185	3	27	0.444
10:00 - 11:00	3	27	0.185	3	27	0.259	3	27	0.444
11:00 - 12:00	3	27	0.309	3	27	0.296	3	27	0.605
12:00 - 13:00	3	27	0.222	3	27	0.235	3	27	0.457
13:00 - 14:00	3	27	0.160	3	27	0.185	3	27	0.345
14:00 - 15:00	3	27	0.074	3	27	0.222	3	27	0.296
15:00 - 16:00	3	27	0.383	3	27	0.148	3	27	0.531
16:00 - 17:00	3	27	0.346	3	27	0.185	3	27	0.531
17:00 - 18:00	3	27	0.148	3	27	0.210	3	27	0.358
18:00 - 19:00	3	27	0.321	3	27	0.235	3	27	0.556
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.691			2.975			5.666

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL PEDESTRIANS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.025	3	27	0.123	3	27	0.148
08:00 - 09:00	3	27	0.062	3	27	0.198	3	27	0.260
09:00 - 10:00	3	27	0.099	3	27	0.198	3	27	0.297
10:00 - 11:00	3	27	0.123	3	27	0.198	3	27	0.321
11:00 - 12:00	3	27	0.136	3	27	0.272	3	27	0.408
12:00 - 13:00	3	27	0.222	3	27	0.235	3	27	0.457
13:00 - 14:00	3	27	0.185	3	27	0.198	3	27	0.383
14:00 - 15:00	3	27	0.185	3	27	0.247	3	27	0.432
15:00 - 16:00	3	27	0.198	3	27	0.173	3	27	0.371
16:00 - 17:00	3	27	0.247	3	27	0.210	3	27	0.457
17:00 - 18:00	3	27	0.370	3	27	0.148	3	27	0.518
18:00 - 19:00	3	27	0.222	3	27	0.099	3	27	0.321
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.074			2.299			4.373

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.

Friday 20/10/23 Page 11 Licence No: 349901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL BUS/TRAM PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES		TOTALS		
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.000	3	27	0.012	3	27	0.012
08:00 - 09:00	3	27	0.000	3	27	0.123	3	27	0.123
09:00 - 10:00	3	27	0.049	3	27	0.099	3	27	0.148
10:00 - 11:00	3	27	0.074	3	27	0.037	3	27	0.111
11:00 - 12:00	3	27	0.074	3	27	0.037	3	27	0.111
12:00 - 13:00	3	27	0.099	3	27	0.074	3	27	0.173
13:00 - 14:00	3	27	0.049	3	27	0.074	3	27	0.123
14:00 - 15:00	3	27	0.074	3	27	0.049	3	27	0.123
15:00 - 16:00	3	27	0.062	3	27	0.049	3	27	0.111
16:00 - 17:00	3	27	0.123	3	27	0.037	3	27	0.160
17:00 - 18:00	3	27	0.136	3	27	0.049	3	27	0.185
18:00 - 19:00	3	27	0.062	3	27	0.012	3	27	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.802			0.652			1.454

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.

Friday 20/10/23 Page 12 Licence No: 349901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL RAIL PASSENGERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.000	3	27	0.025	3	27	0.025
08:00 - 09:00	3	27	0.000	3	27	0.086	3	27	0.086
09:00 - 10:00	3	27	0.000	3	27	0.012	3	27	0.012
10:00 - 11:00	3	27	0.025	3	27	0.037	3	27	0.062
11:00 - 12:00	3	27	0.000	3	27	0.037	3	27	0.037
12:00 - 13:00	3	27	0.037	3	27	0.012	3	27	0.049
13:00 - 14:00	3	27	0.000	3	27	0.025	3	27	0.025
14:00 - 15:00	3	27	0.012	3	27	0.000	3	27	0.012
15:00 - 16:00	3	27	0.025	3	27	0.012	3	27	0.037
16:00 - 17:00	3	27	0.037	3	27	0.012	3	27	0.049
17:00 - 18:00	3	27	0.062	3	27	0.000	3	27	0.062
18:00 - 19:00	3	27	0.000	3	27	0.000	3	27	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.198			0.258			0.456

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.

Friday 20/10/23 Page 13 Licence No: 349901

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL PUBLIC TRANSPORT USERS Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period

		ARRIVALS		[DEPARTURES			TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.000	3	27	0.037	3	27	0.037
08:00 - 09:00	3	27	0.000	3	27	0.210	3	27	0.210
09:00 - 10:00	3	27	0.049	3	27	0.111	3	27	0.160
10:00 - 11:00	3	27	0.099	3	27	0.074	3	27	0.173
11:00 - 12:00	3	27	0.074	3	27	0.074	3	27	0.148
12:00 - 13:00	3	27	0.136	3	27	0.086	3	27	0.222
13:00 - 14:00	3	27	0.049	3	27	0.099	3	27	0.148
14:00 - 15:00	3	27	0.086	3	27	0.049	3	27	0.135
15:00 - 16:00	3	27	0.086	3	27	0.062	3	27	0.148
16:00 - 17:00	3	27	0.160	3	27	0.049	3	27	0.209
17:00 - 18:00	3	27	0.198	3	27	0.049	3	27	0.247
18:00 - 19:00	3	27	0.062	3	27	0.012	3	27	0.074
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.999			0.912			1.911

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED MULTI-MODAL TOTAL PEOPLE Calculation factor: 1 DWELLS BOLD print indicates peak (busiest) period Total People to Total Vehicles ratio (all time periods and directions): 3.08

		ARRIVALS		[DEPARTURES	5		TOTALS	
	No.	Ave.	Trip	No.	Ave.	Trip	No.	Ave.	Trip
Time Range	Days	DWELLS	Rate	Days	DWELLS	Rate	Days	DWELLS	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	27	0.062	3	27	0.395	3	27	0.457
08:00 - 09:00	3	27	0.321	3	27	1.037	3	27	1.358
09:00 - 10:00	3	27	0.420	3	27	0.531	3	27	0.951
10:00 - 11:00	3	27	0.407	3	27	0.580	3	27	0.987
11:00 - 12:00	3	27	0.519	3	27	0.654	3	27	1.173
12:00 - 13:00	3	27	0.580	3	27	0.580	3	27	1.160
13:00 - 14:00	3	27	0.407	3	27	0.481	3	27	0.888
14:00 - 15:00	3	27	0.358	3	27	0.519	3	27	0.877
15:00 - 16:00	3	27	0.691	3	27	0.420	3	27	1.111
16:00 - 17:00	3	27	0.778	3	27	0.444	3	27	1.222
17:00 - 18:00	3	27	0.741	3	27	0.420	3	27	1.161
18:00 - 19:00	3	27	0.617	3	27	0.358	3	27	0.975
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			5.901			6.419			12.320

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.

Transport Statement: 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX



Appendix D

Car Ownership Data

Office for National Statistics

CT0103 - Accommodation type by tenure by number of rooms by car or van availability

Dataset population : All occupied households (excluding caravans or other mobile or temporary structures) Geographical level : National to 2011 Census merged wards

Source : 2011 Census (27 March)

				Total: Car or van	No cars or vans in	1 car or van	2 cars or vans in	3 or more cars or vans
				availability	household	In nousenoid	household	in household
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	Total: Number of rooms	2,180	405	1,101	522	152
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	1 - 3 rooms	213	82	110	20	1
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	4 rooms	558	145	310	87	16
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	5 rooms	749	127	387	193	42
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	6 rooms	348	32	171	103	42
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	7 rooms	142	12	60	49	21
E36002596 St Michaels	Total: Accommodation type	Total: Tenure	8 or more rooms	170	7	63	70	30
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	Total: Number of rooms	1,636	246	833	427	130
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	;1 - 3 rooms	84	25	47	12	0
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	;4 rooms	397	89	239	62	7
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	;5 rooms	568	93	292	145	38
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	;6 rooms	309	24	148	97	40
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	;7 rooms	124	10	50	46	18
E36002596 St Michaels	Total: Accommodation type	Owned: Owned outright or with	8 or more rooms	154	5	57	65	27
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i Total: Number of rooms	544	159	268	95	22
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 1 - 3 rooms	129	57	63	8	1
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 4 rooms	161	56	71	25	9
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 5 rooms	181	34	95	48	4
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 6 rooms	39	8	23	6	2
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 7 rooms	18	2	10	3	3
E36002596 St Michaels	Total: Accommodation type	Shared ownership; rented and I	i 8 or more rooms	16	2	6	5	3
E36002596 St Michaels	House or bungalow	Total: Tenure	Total: Number of rooms	1,772	275	878	476	143
E36002596 St Michaels	House or bungalow	Total: Tenure	1 - 3 rooms	40	15	17	8	0
E36002596 St Michaels	House or bungalow	Total: Tenure	4 rooms	383	92	214	63	14
E36002596 St Michaels	House or bungalow	Total: Tenure	5 rooms	716	120	371	187	38
E36002596 St Michaels	House or bungalow	Total: Tenure	6 rooms	336	31	161	102	42
E36002596 St Michaels	House or bungalow	Total: Tenure	7 rooms	135	12	56	47	20
E36002596 St Michaels	House or bungalow	Total: Tenure	8 or more rooms	162	5	59	69	29
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	Total: Number of rooms	1,441	207	708	401	125
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	;1 - 3 rooms	29	13	10	6	0
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	;4 rooms	295	67	174	48	6
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	;5 rooms	548	89	282	142	35
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	;6 rooms	301	23	142	96	40
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	;7 rooms	120	10	47	45	18
E36002596 St Michaels	House or bungalow	Owned: Owned outright or with	8 or more rooms	148	5	53	64	26
E36002596 St Michaels	House or bungalow	Shared ownership; rented and I	i Total: Number of rooms	331	68	170	75	18
E36002596 St Michaels	House or bungalow	Shared ownership; rented and I	i 1 - 3 rooms	11	2	7	2	0
E36002596 St Michaels	House or bungalow	Shared ownership; rented and I	i 4 rooms	88	25	40	15	8
E36002596 St Michaels	House or bungalow	Shared ownership; rented and I	i 5 rooms	168	31	89	45	3

E36002596 St Michaels	House or bungalow	Shared ownership; rent	ted and li 6 rooms	35	8	19	6	2			
E36002596 St Michaels	House or bungalow	Shared ownership; rent	ted and li 7 rooms	15	2	9	2	2			
E36002596 St Michaels	House or bungalow	Shared ownership; rent	ted and li 8 or more rooms	14	0	6	5	3			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	Total: Number of rooms	408	130	223	46	9			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	1 - 3 rooms	173	67	93	12	1	0.54	0.14	0
					39%	54%	7%	1%			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	4 rooms	175	53	96	24	2			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	5 rooms	33	7	16	6	4			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	6 rooms	12	1	10	1	0			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	7 rooms	7	0	4	2	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Total: Tenure	8 or more rooms	8	2	4	1	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Owned: Owned outrigh	t or with ; Total: Number of rooms	195	39	125	26	5			
E36002596 St Michaels	Flat, maisonette or apartm	nent Owned: Owned outrigh	t or with a 1 - 3 rooms	55	12	37	6	0			
E36002596 St Michaels	Flat, maisonette or apartm	nent Owned: Owned outrigh	t or with ; 4 rooms	102	22	65	14	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Owned: Owned outrigh	t or with ; 5 rooms	20	4	10	3	3			
E36002596 St Michaels	Flat, maisonette or apartm	nen: Owned: Owned outrigh	t or with ⊧6 rooms	8	1	6	1	0			
E36002596 St Michaels	Flat, maisonette or apartm	nen! Owned: Owned outrigh	t or with ;7 rooms	4	0	3	1	0			
E36002596 St Michaels	Flat, maisonette or apartm	nen: Owned: Owned outrigh	t or with ; 8 or more rooms	6	0	4	1	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Shared ownership; rent	ted and li Total: Number of rooms	213	91	98	20	4			
E36002596 St Michaels	Flat, maisonette or apartm	nent Shared ownership; rent	ted and li 1 - 3 rooms	118	55	56	6	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Shared ownership; rent	ted and li 4 rooms	73	31	31	10	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Shared ownership; rent	ted and li 5 rooms	13	3	6	3	1			
E36002596 St Michaels	Flat, maisonette or apartm	nent Shared ownership; rent	ted and li 6 rooms	4	0	4	0	0			
E36002596 St Michaels	Flat, maisonette or apartm	nen: Shared ownership; ren	ted and li 7 rooms	3	0	1	1	1			
E36002596 St Michaels	Flat, maisonette or apartm	neni Shared ownership; reni	ted and li 8 or more rooms	2	2	0	0	0			



Transport Statement: 1-5 Central Avenue, Sittingbourne, Kent, ME10 4BX



Appendix E

Vehicle Tracking

GENERAL NOTES

1. The location, size, depth and identification of existing services that may be shown or referred to on this drawing have been assessed from non intrusive observations, record drawings or the like. The contractor shall safely carry out intrusive investigations, trial holes or soundings prior to commencing work to satisfy himself that it is safe to proceed and that the assessments are accurate, any discrepancies shall be notified to gta prior to works commencing.

Ν

Tender or billing drawings shall not be used for construction or the ordering of materials.

 Do not scale. All dimensions and levels to be site confirmed.

4. This drawing shall be read in conjunction with all relevant architects, consultants drawings and specifications, together with H&S plan requirements

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6. All drawings specifications and recommendations made by gta are subject to Local Authority and other relevant Statutory Authorities approval. Any works or services made abortive due to the client proceeding prior to these approvals is considered wholly at the Clients risk. gta hold no responsibility for resulting abortive works or costs.



Onta Civils&	Client	Architect	Project	Title
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Civil Engineering - Transport Planning - Flood Risk

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