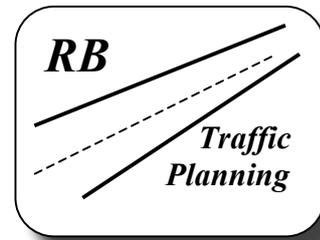


# *Rowland Bilisland Traffic Planning*

*Highway and Traffic Planning Consultants*

Directors: John Rowland, B.Sc (Hons), F.I.H.T., A.M.I.C.E.  
Stewart J. Bilisland, B.Sc (Hons), C.Eng, M.I.C.E., F.I.H.T., M.C.I.T



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**PROPOSED WEDDING VENUE  
FALCONHURST BARNS,  
FALCONHURST, MARKBEECH,  
EDENBRIDGE, KENT. TN8 5NR**

**TRANSPORT STATEMENT**

JR/AR/14052  
15th January, 2016  
14052ts

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2, Marsh Farm Road,  
South Woodham Ferrers,  
Chelmsford, Essex. CM3 5WP.

Telephone: 01245 329943  
E-mail: [RB.Traffic@btinternet.com](mailto:RB.Traffic@btinternet.com)

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## **1.0 INTRODUCTION**

- 1.1 Rowland Bilsland Traffic Planning Limited are instructed by the applicant to advise on highway and transport matters associated with a proposed development on the Falconhurst estate at Markbeeceh, Edenbridge, Kent.
- 1.2 The application proposal is for the conversion of, and extensions to, the existing buildings located within the Falconhurst estate, close to the main access from Cowden Pound Road, as a venue for wedding parties and similar events, with up to 80 guests. The proposed development is illustrated in a series of drawings prepared by Miller Architects.
- 1.3 Full details of this proposal are provided in the Planning Statement and the Design and Access Statement, prepared by Miller Architects. This supporting Transport Statement gives details of the proposed arrangements for access, information on the number of vehicle movements which may be expected for the proposed use, details of on-site car and cycle parking provision and information on the local public transport network. It also gives background information on the level of activity for the garden wedding events which have taken place in recent years at Falconhurst.
- 1.4 Miller Architects prepared a preliminary Design and Access Statement which formed the basis of a pre-application submission to Sevenoaks District Council in October, 2013. In the reply, reference: PA/13/01165 dated 13th January, 2014, the Principal Planning Officer outlined the Council's position and gave reference to relevant policies of the Core Strategy and Local Plan. The pre-application letter made no specific reference to highway or transport matters. However, it is noted that Policies T1 and T2 may be considered relevant to this proposal.
- 1.5 Subsequently, enquiries have been made of Kent County Council and the scope for this Transport Statement has been agreed.

- 1.6 Section 2 gives brief details of the application site and the surrounding road network. It notes that the site is located on the south side of Cowden Pound Road, at a distance of approximately 700 metres to the east of the crossroads junction with Hartfield Road and Spode Lane, near to the Queen's Arms Public House.
- 1.7 Section 3 gives details of the existing uses of the application site and gives an estimate for the number of vehicle movements which may be expected for the existing uses in the Old Barn, Farm House, Small House and Stables Barn.
- 1.8 Section 4 gives details of the application proposal. The Planning Statement describes the application proposal as "A venue offering comprehensive facilities for wedding parties and similar events with up to 80 guests". For the purpose of this Transport Statement, the proposal will be described as a wedding venue. Section 4 includes information on the arrangements for access to the site for pedestrians, cyclists and motor vehicles, estimates for the number of vehicle movements which may be expected for the proposed use, details of the on-site car and cycle parking provision and details of the servicing arrangements.
- 1.9 Section 5 comments on policies of the Sevenoaks District Council Allocations and Development Management Plan, adopted in February, 2015. Reference will be made to Policies T1, T2 and T3.
- 1.10 Section 6 provides information on the local bus and train routes and demonstrates the accessibility of the site to the public transport network.
- 1.11 Section 7 gives a summary of this Transport Statement. It draws the conclusion that the application proposal for conversion of the existing buildings and barns to provide a wedding venue for up to 80 guests, would not have any adverse effect on highway safety or the free flow of traffic on the local highway network. Accordingly, as far as highway and transport matters are concerned, the conclusion is drawn that the application proposal is acceptable.

## **2.0 BRIEF DESCRIPTION OF THE SITE AND SURROUNDING HIGHWAY NETWORK**

- 2.1 A full description of the application proposal is given in the Design and Access Statement. The site location plan and a full set of the drawings illustrating the existing and proposed developments are provided with the planning application.
- 2.2 The application site is outlined red on Miller Architect's drawing numbered 0835/100. The application site includes the barns which are the subject of the proposed extensions and restoration and two residential dwellings known as the Farm House and the Small House. The application site includes the area of land to the southwest of the barns which would provide the car parking area for the proposed development and the gravel surfaced area adjacent to the ruins of the original house, together with the site access.
- 2.3 The main access for Falconhurst is located on the south side of Cowden Pound Road. The access currently serves the old barns, the Farm House, the Small House, the main building and gardens of Falconhurst and the field to the northeast of the house. The main building of Falconhurst is not included within the application site but the extensive gravel parking area adjacent to the ruins of the original house to the west of Falconhurst, is included within the site.
- 2.4 Cowden Pound Road has a carriageway width which varies between 5.0 and 6.0 metres throughout its length. On the section of the road adjacent to the site, it has a width of approximately 5.2 metres with extensive verge on its north and south sides. Cowden Pound Road adjacent to the application site is de-restricted and, therefore, subject to the national speed limit of 60 mph for a single carriageway road. It is an unclassified road which carries a relatively low number of vehicles and provides a local access route through Markbeech village.
- 2.5 The application site has a frontage of approximately 140 metres to Cowden Pound Road. The existing site access is centred at a point approximately 40 metres from the eastern boundary and 100 metres from the western boundary of the site.

- 2.6 The existing site access is on the outside of a gentle curve on Cowden Pound Road, in a location which optimises visibility eastwards and westwards for drivers of vehicles emerging from the site access.
- 2.7 The visibility splays for the site access are greater than 160 metres in each direction, at an "x" distance of 2.4 metres measured back along the centre of the existing access. In practice, the visibility splays in each direction are tangential to the outside of the gentle curve of the southern edge of the carriageway, on each side of the site access.
- 2.8 The existing access for Falconhurst has a width between the gate posts of 4 metres. Within the site, the access widens to about 6 metres adjacent to the barns. The access then continues southwards towards the main house of Falconhurst and the ruins of the original house and provides the route to the area of land, to the south of the main house, which is currently used for the garden wedding events.
- 2.9 The existing access arrangement is illustrated on drawing numbered 14052/1, a copy of which is provided at Appendix 1.

### **3.0 THE EXISTING DEVELOPMENT**

#### Estimate of Vehicle Movements

- 3.1 The existing access serves Falconhurst, the Farm House, the Small House, the barns, the extensive parking area adjacent to the main house and ruins of the original house together with agricultural land. The existing barns provide areas for storage of agricultural vehicles, machinery and materials. The vehicle movements associated with the barns are, to some extent, seasonal and form only a small proportion of the vehicle activity on the main access.
- 3.2 For comparison purposes, consideration is given to the number of vehicle movements which may be expected for the various buildings within the application site. These include the two residential dwellings known as the Farm House which is located on the east side of the site access and the Small House which is also located on the east side of the access, to the south of the Farm House.
- 3.3 To derive a realistic estimate for the number of vehicle movements which may be expected for the two existing residential dwellings within the application site, reference is made to the latest version of the TRICS database and to TRICS Land Use 03-Residential/A - Houses Privately Owned. The trip rate information is summarised in Table F1, a copy of which is provided at Appendix 2. The same table shows application of these trip rates to the two existing residential dwellings.
- 3.4 For the AM peak hour, 08.00 to 09.00 hours it gives estimates of no vehicle arrivals with 1 departure and for the PM peak hour, 17.00 to 18.00 hours it gives estimates of 1 vehicle arrival with no vehicle departures. The daily estimate is derived as 10 vehicle movements equivalent to 5 vehicle visits.
- 3.5 In addition to these, the existing agricultural use of the application site generates vehicle movements, many of which are seasonal. This would include agricultural vehicles.

- 3.5 As a result of the application proposal, the only vehicle movements associated with the Farm House and the Small House would be those associated with the bridal party and the use of those two dwellings as accommodation ancillary to the wedding venue event. Consequently, the proposal would result in an overall reduction in the number of vehicle movements associated with these dwellings.
- 3.6 In addition to the vehicle movements associated with the Farm House and the Small House, there are those which are associated with the main house of Falconhurst, which would be unaffected by the proposal.

#### Schedule of Previous and Proposed Wedding Events

- 3.7 Falconhurst has hosted a number of garden wedding events in recent years. The first event was held in July, 2007.
- 3.8 The applicant has provided a schedule of the garden wedding events which have taken place at Falconhurst. The schedule gives the number of guests, guests' cars, suppliers' cars and buses/coaches/mini-buses for each event. This provides background information on which to assess the level of vehicle activity which may be expected for the proposed wedding venue. A copy of the schedule is provided at Appendix 3.
- 3.9 The garden wedding events listed in the schedule at Appendix 3 have taken place within the Falconhurst estate and marquees have been erected on each occasion on the lawns, to the south of the application site and the main house.
- 3.10 The applicant has advised that all vehicles associated with the garden wedding events have used the main access for Falconhurst. This includes all vehicles used by guests who have travelled to and from the venue including cars, buses, coaches, mini-buses and all suppliers' vehicles including commercial vehicles.
- 3.11 Consequent upon the permanent wedding venue being brought into use following extensions and alterations to the barns, Falconhurst would no longer host garden

wedding events and there would no longer be any need for commercial vehicles associated with the delivery or construction of the marquees to visit the site.

- 3.12 It is noted from the schedule that the garden wedding events have attracted up to 200 guests, 35 guests' cars and 12 suppliers' vehicles. It must be expected for the proposed wedding venue, which would host much smaller events, with a maximum of only 80 guests, that the number of vehicles likely to visit Falconhurst for any particular event would be considerably less than the number of vehicles which are currently associated with the garden wedding events.

#### **4.0 THE APPLICATION PROPOSAL**

- 4.1 The planning application is for proposed extensions and restoration of the old barns to provide a venue for weddings and similar events within the Falconhurst estate.
- 4.2 As part of this proposal the old barns would be restored and extended to provide suitable accommodation for a maximum of 80 guests. A total of 20 car parking spaces would be provided in an area which is currently known as the North Lawn. This parking area is immediately to the southwest of the barns. These spaces would be allocated for the use of wedding guests.
- 4.3 The residential dwellings known as the Farm House and the Small House would be converted to provide accommodation ancillary to the proposed wedding venue. It is also proposed to restore the old Stables Barn to provide ancillary accommodation and storage areas which would be available for the wedding events.
- 4.4 The application drawings illustrate provision of 4 car parking spaces adjacent to the Small House which would be available for the bridal party and principal guests attending the events.
- 4.5 A further 4 car parking spaces are proposed adjacent to the main barn. Two of these spaces would be allocated specifically for parking by the Registrars for the duration of the wedding ceremonies. Later in the day, those two spaces would be available as a waiting and pick-up area for taxis. Two additional spaces for parking by disabled persons are shown on the application drawing adjacent to the barn. The overall parking provision amounts to 28 car parking spaces including 2 spaces for parking by disabled persons.
- 4.6 The existing access for Falconhurst would be retained to serve the proposed wedding venue and would also continue to provide the primary access to the main house for pedestrians, cyclists and motor vehicles.

- 4.7 In the southern part of the application site near to the main house of Falconhurst, there is an extensive gravel area adjacent to the ruins of the original house. That area has sufficient space to accommodate the parking requirement of suppliers vehicles and for the parking of any mini buses, private buses or coaches associated with guests travel to and from Falconhurst. That area has sufficient space to accommodate the turning requirements of these vehicles so that all vehicle movements in to and out from Falconhurst would be made in a forward gear.
- 4.8 The area adjacent to the ruins of the original house, would also be able to accommodate any greater car parking demand than that which could be accommodated in the 20 spaces car park, adjacent to the main barn. This area is currently used for the garden wedding events as a drop-off and pick-up point for guests who travel by bus, coach or mini-bus and an area for those vehicles which are associated with the garden wedding events to turn and park.
- 4.9 Reference to the schedule of events during 2014 and 2015 shows that there have been 7 garden weddings of a similar scale to the current proposal with between 50 and 95 guests. On those occasions, the number of guests cars varied between 15 and 27.
- 4.10 The proposed parking provision of 28 car parking spaces adjacent to the proposed wedding venue at Falconhurst would, therefore, have been adequate to accommodate the parking demand for all of the events of a scale equivalent to that which is now proposed.
- 4.11 The majority of guests travelling to an event at Falconhurst would be expected to arrive in a period of about 1 hour. Guests would be expected to disperse from the event over a longer period during the evening. Since the Farm House and the Small House would provide accommodation which would be available for wedding guests, vehicles used by those guests would be expected to arrive earlier than the majority of guests and would be more likely to leave Falconhurst the following day.

- 4.12 Vehicles used by suppliers and those used by the Registrars would generally be at the venue before guests arrive and would be expected to leave Falconhurst either earlier or later than the guests.
- 4.13 The schedule of events shows that during 2014 and 2015, 8 events were held which attracted between 150 and 200 guests. On those occasions, the general level of activity would have been far greater than that which would be expected for the proposed events which would be restricted to a maximum of 80 guests.
- 4.14 The potential reduction in the number of vehicle movements associated with the proposed wedding venue, when compared with those associated with the much larger garden wedding events which have taken place at Falconhurst since 2007, would be of benefit to highway safety and general traffic conditions in the Markbeech area.
- 4.15 It should also be noted that in their current residential use, the Farm House and the Small House would be expected to generate in the order of 10 vehicle movements or 5 vehicle visits per day. The proposed use of these 2 dwellings as accommodation associated with the wedding venue would result in a reduction in the number of vehicle movements from those dwellings, since that accommodation would only be occupied at the time of the wedding events.
- 4.16 Since the existing access arrangements are known to have accommodated all vehicle movements associated with the larger wedding events, it must follow that the existing access would be suitable for the proposed wedding venue.
- 4.17 The existing access arrangements currently accommodate vehicles used for the regular collection of waste and recyclable materials from Falconhurst, the Farm House and the Small House. The proposed wedding venue would be provided with bin stores in a location convenient for easy collection of refuse and recyclable materials. The proposed wedding venue would not be expected to

result in any change whatsoever in the size of those vehicles or the frequency of their visits to Falconhurst.

- 4.18 In the unlikely event of an emergency arising within the proposed wedding venue at Falconhurst, emergency vehicles would be able to gain access to any part of the development and would be able to enter and leave the site in a forward gear.

## **5.0 CONSIDERATION OF RELEVANT DISTRICT COUNCIL POLICIES**

5.1 The Sevenoaks District Council Allocations and Development Management Plan adopted in February 2015 deals with Travel and Transport in Chapter 10. There are three Transport policies -

- Policy T1 - Mitigating Travel Impact
- Policy T2 - Vehicle Parking
- Policy T3 - Provision of Electrical Vehicle Charging Points

5.2 Firstly, consideration is given to Policy T1. The proposed development would utilise the existing access which serves Falconhurst. The standard of visibility available for the site access junction is in accordance with national guidance and of a standard appropriate for the speed limit which is imposed on the section of Cowden Pound Road, adjacent to the Falconhurst Estate.

5.3 Garden marquee wedding events have taken place on the Falconhurst Estate since July, 2007 and regularly since May, 2014. The schedule shows that up to 200 guests have attended these functions. It also shows that these events have attracted up to 35 guests' cars and up to 12 suppliers' vehicles.

5.4 All vehicles associated with those events would have used Cowden Pound Road and the local road network to gain access to the Falconhurst estate.

5.5 The schedule shows that up to 8 of the garden marquee events have taken place each year. It must, however, be recognised that a greater number of these events could have taken place on the open land of the Falconhurst estate during this period. It is understood that those events have not been subject to any limit on the number of persons who have attended or the number of vehicles which may have been associated with the events.

- 5.6 The Planning Statement provided in support of this application indicates that the proposed wedding venue would be for a maximum of 80 guests. Consequently, future events at Falconhurst would be restricted to a maximum of 80 guests and would be expected to attract fewer guests' vehicles and fewer suppliers' vehicles than the previous garden wedding events.
- 5.7 It is, therefore, considered that the application proposal would not result in any adverse travel impact as far as highway safety or general traffic conditions on the public highway are concerned.
- 5.8 The conclusion is drawn that the application proposal satisfies Policy T1 of the Sevenoaks District Council Allocations and Development Management Plan.
- 5.9 Secondly, consideration is given to Policy T2 which refers to vehicle parking. The policy indicates that vehicle parking provision, including cycle parking, in non-residential developments should be made in accordance with advice given by Kent County Council, as local highway authority, or until such time as non-residential standards are adopted. The Kent vehicle parking standards are given in the Supplementary Planning Guidance SPG4 of the Kent and Medway Structure Plan 2006. That document gives parking standards for many land uses including Class D2: Assembly and Leisure.
- 5.10 As it is uncertain whether or not the proposed development would fall within Class D2, the car parking standard given for social clubs, discotheques, dance halls and ballrooms would be considered to be the most appropriate for application to the proposed development. For this use, the parking standard specifies a maximum of 1 space per 22 sq. metres of gross floor area.
- 5.11 Miller Architects have prepared drawings which illustrate the floor plans for the Falconhurst barns extensions and alterations, the Farm House, the Small House and the Stables Barn. The three smaller buildings would provide ancillary accommodation for the main use of the site as a venue for weddings and similar

events. The Planning Statement gives the proposed floor areas of the respective buildings as follows:-

The Old Barn	440 sq. metres
The Farm House	194 sq. metres
The Small House	359 sq. metres
The Stables Barn	111 sq. metres

- 5.12 Since the Farm House, the Small House and the Stables Barn would provide accommodation ancillary to the wedding venue, the gross floor area of those three buildings is combined with the gross floor area of the main barn to give a total gross floor area for the proposed use of 1,104 sq. metres.
- 5.13 Application of the parking standard, which specifies a maximum of 1 parking space per 22 sq. metres of gross floor area, indicates that a maximum of 50 car parking spaces would be permitted for the proposed development.
- 5.14 The application drawings show a car parking area with 20 parking spaces immediately to the southwest of the main barn, provision of 4 spaces adjacent to the Small House and provision of a further 4 spaces adjacent to the main barn for the use of Registrars, taxis and for parking by disabled persons. This gives a combined total of 28 spaces.
- 5.15 In the event that additional car parking spaces are required by guests, there is a suitable area adjacent to the ruins of the original house, approximately 80 metres to the south of the proposed wedding venue. In that location there would be sufficient parking space for an additional 10 to 12 cars if required.
- 5.16 The proposed car parking provision of 28 spaces is clearly in accordance with the Kent parking standard since it is less than the maximum of 50 car spaces which would be permitted. Even if an additional 12 spaces were to be provided on the area of land adjacent to the ruins of the original house, that would increase overall car parking provision to 40 spaces, which would still be less than the maximum

number permitted by application of the relevant car parking standard. On that basis, the proposed car parking provision satisfies Policy T2.

- 5.17 This policy also refers to provision of cycle parking. It is unlikely that cycling would be a chosen means of travel by many guests attending the wedding event. However, it is entirely feasible that locally appointed staff could cycle to and from Falconhurst. Accordingly, it is proposed that a secure, weatherproof cycle store would be located in the former stables barn to the south of the main barn. For Class D2 use, Assembly and Leisure, the parking standard specifies a minimum of 1 short-term cycle space per 300 seats.
- 5.18 Whilst this cycle parking standard may not be directly relevant to the proposal, it is considered that provision of 10 cycle parking spaces would satisfy the principle of the cycle parking standard and demonstrate that adequate, secure cycle parking facilities would be available for any members of staff or guests who may choose cycling as a means of travel for the wedding venue events.
- 5.19 It is, therefore, considered that the proposed car and cycle parking provision satisfies Policy T2.
- 5.20 Policy T3 refers to provision of electrical vehicle charging points. It indicates that, for all major non-residential development proposals, information on the scheme for inclusion of electrical vehicle charging infrastructure should be provided. It is considered that the proposal would not be classified as a major development. Moreover such facilities would be out of character with the area and could be considered to be detrimental to the setting of the barns. It is not, therefore, considered that Policy T3 would be relevant to this proposal.

## **6.0 PUBLIC TRANSPORT**

6.1 In this section details are given of the public transport service provided by the local bus network and the main line railway.

### Public Transport - Buses

6.2 Buses on route 234 stop on request near Markbeech Church, approximately 600 metres to the east of the access for Falconhurst. Buses on route 238 stop on request on each side of Hartfield Road close to the Queens Arms Public House, immediately to the north of the crossroads junction with Cowden Pound Road, approximately 700 metres to the west of the access for Falconhurst.

6.3 Buses on route 234 run between Edenbridge, Markbeech, Cowden, Ashurst, Langton, Tunbridge Wells and Southborough providing one journey eastbound in the morning and one journey westbound in the afternoon on weekdays only. Buses on this route provide direct links with the railway stations at Cowden, Ashurst and Tunbridge Wells.

6.4 Buses on route 238 run between Sevenoaks Bus Station and Holtye Common on the route through Sundridge, Brasted, Chartwell, Edenbridge, Stick Hill and Cowden. Buses on this route run on Wednesdays only and provide one journey towards Sevenoaks in the morning and one journey back towards Holtye Common in the afternoon.

6.5 A summary of the bus routes and frequencies is given in Table F2, a copy of which is provided at Appendix 4. A copy of the Kent bus route map together with an enlargement of the Royal Tunbridge Wells and Edenbridge area of the map, is also provided at Appendix 4.

### Public Transport - Trains

6.6 The nearest railway station to Falconhurst is at Cowden. The station is approximately 2 kms to the southeast of the site and is served by trains on the Southern route between London Bridge, East Croydon and Uckfield. Trains on

this route run at a frequency of 60 minutes in each direction throughout the day on weekdays, Saturdays and Sundays. Additional trains provide a 30 minutes frequency service during the weekday peak periods. A summary of the Southern train service from Cowden Station is given in Table F3, a copy of which is provided at Appendix 5.

#### Conclusion on Accessibility of the Site

- 6.7 It is recognised that the application site at Falconhurst is in a rural area and has limited public transport facilities. However, the site is within 600 metres of Markbeece Church for access to buses on route 234 and within 700 metres of the Queen's Arms Public House on Hartfield Road for access to buses on route 238. These are reasonable walk distances for access to public transport.
  
- 6.8 The site is within a reasonable distance of Cowden Railway Station for access to regular trains on weekdays and at weekends on the route between London Bridge, East Croydon and Uckfield.

## **7.0 SUMMARY AND CONCLUSIONS**

- 7.1 The planning application is for alterations and extensions to existing buildings, close to the main access to Falconhurst, as a venue offering comprehensive facilities for wedding parties and similar events for up to 80 guests. Within the application site there are 4 buildings. Firstly, it is proposed to extend and restore the old barn to provide the main venue for events. Secondly, the Farm House which is currently in residential use, would provide guest accommodation. Thirdly, it is proposed that the Small House would provide accommodation for the bridal party and fourthly, the Stables Barn would provide additional accommodation associated with the wedding venue and would include a secure area for cycle parking. The accommodation in the Farm House, the Small House and the former Stables Barn would all be ancillary to the main use.
- 7.2 The site access would continue to provide all access for Falconhurst house and would additionally provide access for all pedestrians, cyclists and motor vehicles associated with the proposed development of the application site as a wedding venue in the old barn and the ancillary accommodation. This would include all vehicles used by guests, for travel to and from the events, by car, taxi, mini-bus, private bus or coach, vehicles used by the Registrars and all vehicles used by suppliers for the events.
- 7.3 The application drawings show parking provision of 20 spaces in the area currently known as the North Lawn, immediately to the southwest of the main barn. Four additional parking spaces are shown adjacent to the eastern elevation of the barn. Two of these spaces would be allocated for the use of the Registrars during the wedding ceremonies and would be available for taxis waiting to pick-up guests later in the day. The other two parking spaces would be available for parking by disabled persons. These spaces are located close to the entrance to the barn. A further four car parking spaces are shown in front of the Small House and would be allocated for the bridal party and principal guests using the accommodation in the Farm House and the Small House, associated with the wedding events in the restored main barn.

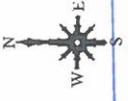
- 7.4 On rare occasions when additional car parking spaces may be required, there is adequate space for the parking of 10 to 12 cars adjacent to the ruins of the original house.
- 7.5 The application drawings show cycle parking provision in the former Stables Barn. This would be in a secure, weatherproof cycle store. These cycle spaces would be available for members of staff who live in the local area and any guests who choose to cycle to the events.
- 7.6 There is an extensive gravel surfaced area within the application site adjacent to the ruins of the original Falconhurst house. That area provides sufficient space for suppliers' vehicles, mini-buses, private buses and coaches to park and to turn within the site so that all vehicle movements would be made in a forward gear into the site and out from the site on to Cowden Pound Road. That same area would provide sufficient space for all suppliers' vehicles, mini-buses, private buses and coaches to park if those vehicles remain at Falconhurst for the duration of the events.
- 7.7 The planning application is for a wedding venue for up to 80 guests. On several occasions since 2007 Falconhurst has hosted gardens weddings with up to 200 guests in marquees located on land to the south of the main house. The applicant has provided information for those events which has included the number of guests, the number of vehicles used by guests and suppliers and the number of mini-buses, private buses or coaches which have been used for guest travel. It shows that, on most occasions, groups of guests travel by mini-bus, bus or coach. Clearly this means of travel is already encouraged to minimise the number of vehicles associated with any of the wedding events
- 7.8 The section of Cowden Pound Road, along the site frontage, is relatively straight and the access for Falconhurst is located on the outside of a gentle curve on that road. To the east and to the west of the existing site access there is extensive highway verge which provides good visibility for drivers of vehicles emerging from the site.

- 7.9 Cowden Pound Road is de-restricted and, therefore, subject to the national speed limit of 60 mph for a single carriageway road. The general character of the road and its alignment, further to the east and to the west of the site, physically controls the speed of vehicles along Cowden Pound Road, near to the site access. The visibility splays available to the east and to the west are in excess of 2.4 metres x 160 metres. It is considered that the existing site access visibility splays are appropriate for the proposed development.
- 7.10 The existing site access arrangement is clearly suitable for vehicles which require access for the collection of waste and recyclable materials from Falconhurst and from the two residential dwellings which are proposed to provide ancillary accommodation for the wedding venue. The proposed development would not be expected to result in any change in the number of vehicles, or the frequency of the existing arrangements, for the collection of waste and recyclable materials.
- 7.11 Reference has been made to the local bus routes 234 and 238. Buses on route 234 stop on a request basis close to Markbeech Church and buses on route 238 stop on a request basis on each side of Hartfield Road near to the Queen's Arms Public House. The nearest railway station is at Cowden, 2 kms to the southeast of Falconhurst, using the route along Cow Lane.
- 7.12 Reference has been made to Policies T1, T2 and T3 of the Sevenoaks District Council Allocations and Development Management Plan. It has been noted that Falconhurst currently hosts garden wedding events in the grounds of the Falconhurst estate throughout the year. The schedule of events, provided at Appendix 3, indicates the number of guests, together with the number of vehicles used by guests and suppliers. It also gives information on the number of private buses, coaches and mini-buses which are regularly used for guests travel to and from the venue.
- 7.13 The schedule of events shows that on occasions there have been up to 200 guests. However, following restoration of the barn, the proposed wedding venue would be limited to a maximum of 80 guests. Consequently, the transport impact of future

events would be less than the impact of the larger events which currently take place. It is, therefore, considered that the proposal satisfies Policy T1.

- 7.14 Reference has been made to the Kent vehicle parking standards given in Supplementary Planning Guidance SPG4. It is considered that the proposed use is nearest to a Class D2 use for which the document specifies a maximum of 1 space per 22 sq. metres gross floor area. The proposed car parking provision is less than the maximum which would be permitted and accordingly, the proposed parking provision must satisfy the standard. It, therefore, satisfies Policy T2.
- 7.15 The same document makes reference to cycle parking standards and specifies the minimum number of spaces that should be provided. The proposal for secure, weatherproof parking for 10 cycles in the former Stables Barn, close to the main barn, exceeds the minimum level of provision required by the standard and, accordingly, satisfies that standard. On that basis, the application proposal satisfies Policy T2.
- 7.16 Policy T3 of SPG4 refers to provision of electrical vehicle charging points. In view of the sensitive surroundings of the application site and the level of use of the proposed wedding venue, it is considered that provision of electrical vehicle charging points would be inappropriate. It is, therefore, considered that Policy T3 is not relevant to this application.
- 7.17 The conclusion is drawn that the application proposal would not be expected to adversely affect highway safety or the free flow of traffic on the local or wider highway network. Consequently, the proposal would not have any unacceptable transport impact on the highway network.
- 7.18 The overall conclusion is drawn that, as far as highway and transport matters are concerned, the application for alterations and extensions to existing buildings to provide a venue offering comprehensive facilities for wedding parties and similar events for up to 80 guests at Falconhurst would be acceptable.

# APPENDIX 1



117.7m

COWDEN POUND ROAD

2.4m

Visibility Splay  
Greater Than 2.4m x 160m  
(Tangential to curve)

Visibility Splay  
Greater Than 2.4m x 160m  
(Tangential to curve)

Existing Site Access  
to be retained to serve  
proposed development.

Existing Site Access  
to Falconhurst.

Pond

Falconhurst  
Farm House

The Small House

Falconhurst

Rowland Bilsland Traffic Planning Ltd.  
Highway and Traffic Planning Consultants  
2 Marsh Farm Road,  
South Woodham Ferry,  
Cheriton, Essex. CM8 5TP  
Telephone: 01245 329943  
Facsimile: 01245 328183



Title Falconhurst Wedding Venue,  
Markbeech, Kent.  
Proposed Site Access Arrangements.

Date 11 June 2015 Scale 1:500 @ A3  
Drawing No. 14052 / 1

## **APPENDIX 2**

TABLE F1

PROPOSED DEVELOPMENT  
 FALCONHURST BARNs, FALCONHURST,  
MARKBEECH, EDENBRIDGE

EXTRACTS FROM TRICS DATABASE (TRICS 7.2.4)  
EXISTING RESIDENTIAL USE

TRICS LAND USE 03 – RESIDENTIAL/A - HOUSES PRIVATELY OWNED

(a) Weekday Vehicle Trip Rates

Trip Rate per Dwelling	Arrivals	Departures	Combined
Weekday AM Peak Hour 08.00 to 09.00 hours	0.156	0.341	0.497
Weekday PM Peak Hour 17.00 to 18.00 hours	0.296	0.181	0.477
Daily (07.00 to 19.00 hours)	2.386	2.518	4.904

(b) Vehicle Trips – Application of trip rates to the 2 existing residential dwellings within the application site

Trips	Arrivals	Departures	Combined
Weekday AM Peak Hour 08.00 to 09.00 hours	0	1	1
Weekday PM Peak Hour 17.00 to 18.00 hours	1	0	1
Daily (07.00 to 19.00 hours)	5	5	10

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

**MULTI-MODAL VEHICLES**

Calculation factor: **1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	43	0.078	18	43	0.280	18	43	0.358
08:00 - 09:00	18	43	0.156	<b>18</b>	<b>43</b>	<b>0.341</b>	18	43	0.497
09:00 - 10:00	18	43	0.166	18	43	0.204	18	43	0.370
10:00 - 11:00	18	43	0.148	18	43	0.169	18	43	0.317
11:00 - 12:00	18	43	0.199	18	43	0.189	18	43	0.388
12:00 - 13:00	18	43	0.192	18	43	0.203	18	43	0.395
13:00 - 14:00	18	43	0.174	18	43	0.160	18	43	0.334
14:00 - 15:00	18	43	0.198	18	43	0.196	18	43	0.394
15:00 - 16:00	18	43	0.255	18	43	0.203	18	43	0.458
16:00 - 17:00	18	43	0.295	18	43	0.216	<b>18</b>	<b>43</b>	<b>0.511</b>
17:00 - 18:00	<b>18</b>	<b>43</b>	<b>0.296</b>	18	43	0.181	18	43	0.477
18:00 - 19:00	18	43	0.229	18	43	0.176	18	43	0.405
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>2.386</b>			<b>2.518</b>			<b>4.904</b>

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.

**Parameter summary**

Trip rate parameter range selected: 7 - 98 (units: )  
 Survey date date range: 01/01/07 - 12/11/15  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 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.

Calculation Reference: AUDIT-609801-160111-0133

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

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

**MULTI-MODAL VEHICLES**

Selected regions and areas:

<b>01</b>	<b>GREATER LONDON</b>	
	BT BRENT	1 days
	HO HOUNSLOW	1 days
	KI KINGSTON	2 days
	KN KENSINGTON AND CHELSEA	1 days
	SK SOUTHWARK	1 days
	WE WESTMINSTER	1 days
	WF WALTHAM FOREST	1 days
<b>02</b>	<b>SOUTH EAST</b>	
	ES EAST SUSSEX	1 days
	HC HAMPSHIRE	1 days
	SC SURREY	1 days
<b>03</b>	<b>SOUTH WEST</b>	
	CW CORNWALL	1 days
	DC DORSET	1 days
<b>04</b>	<b>EAST ANGLIA</b>	
	CA CAMBRIDGESHIRE	1 days
	NF NORFOLK	2 days
	SF SUFFOLK	2 days

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

**Filtering Stage 2 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: Number of dwellings  
 Actual Range: 7 to 98 (units: )  
 Range Selected by User: 7 to 100 (units: )

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/07 to 12/11/15

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

Selected survey days:

Monday	2 days
Tuesday	7 days
Wednesday	1 days
Thursday	6 days
Friday	2 days

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

Selected survey types:

Manual count	18 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 undertaken using machines.*

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	14
Edge of Town	3

*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*

*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.*

**Filtering Stage 3 selection:**

Use Class:

C1	1 days
C3	16 days

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

Population within 1 mile:

1,001 to 5,000	2 days
5,001 to 10,000	4 days
15,001 to 20,000	2 days
20,001 to 25,000	1 days
25,001 to 50,000	5 days
50,001 to 100,000	3 days
101,000 or More	1 days

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

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days
500,001 or More	8 days

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

Car ownership within 5 miles:

0.5 or Less	3 days
0.6 to 1.0	6 days
1.1 to 1.5	9 days

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

Travel Plan:

Yes	2 days
No	16 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.*

LIST OF SITES relevant to selection parameters

<p><b>1 BT-03-A-01 SEMI DETACHED</b>                      KENTON ROAD</p> <p>BRENT                      Suburban Area (PPS6 Out of Centre)                      Residential Zone                      Total Number of dwellings: 82  <i>Survey date: TUESDAY 20/11/07</i></p>	<p><b>BRENT</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>2 CA-03-A-04 DETACHED</b>                      THORPE PARK ROAD                      PETERBOROUGH                      Suburban Area (PPS6 Out of Centre)                      Residential Zone                      Total Number of dwellings: 9  <i>Survey date: TUESDAY 18/10/11</i></p>	<p><b>CAMBRIDGESHIRE</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>3 CW-03-A-02 SEMI D./DETACHED</b>                      BOSVEAN GARDENS</p> <p>TRURO                      Suburban Area (PPS6 Out of Centre)                      Residential Zone                      Total Number of dwellings: 73  <i>Survey date: TUESDAY 18/09/07</i></p>	<p><b>CORNWALL</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>4 DC-03-A-08 BUNGALOWS</b>                      HURSTDENE ROAD                      CASTLE LANE WEST                      BOURNEMOUTH                      Edge of Town                      Residential Zone                      Total Number of dwellings: 28  <i>Survey date: MONDAY 24/03/14</i></p>	<p><b>DORSET</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>5 ES-03-A-02 PRIVATE HOUSING</b>                      SOUTH COAST ROAD</p> <p>PEACEHAVEN                      Edge of Town                      Residential Zone                      Total Number of dwellings: 37  <i>Survey date: FRIDAY 18/11/11</i></p>	<p><b>EAST SUSSEX</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>6 HC-03-A-17 HOUSES &amp; FLATS</b>                      CANADA WAY</p> <p>LIPHOOK                      Suburban Area (PPS6 Out of Centre)                      Residential Zone                      Total Number of dwellings: 36  <i>Survey date: THURSDAY 12/11/15</i></p>	<p><b>HAMPSHIRE</b></p> <p><i>Survey Type: MANUAL</i></p>
<p><b>7 HO-03-A-01 MIXED HOUSING</b>                      THORNBURY ROAD</p> <p>OSTERLEY                      Suburban Area (PPS6 Out of Centre)                      Development Zone                      Total Number of dwellings: 82  <i>Survey date: TUESDAY 16/09/14</i></p>	<p><b>HOUNSLOW</b></p> <p><i>Survey Type: MANUAL</i></p>

LIST OF SITES relevant to selection parameters (Cont.)

<b>8</b>	<b>KI-03-A-01</b> COOMBE RISE	<b>DETACHED</b>	<b>KINGSTON</b>
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 12 <i>Survey date: THURSDAY 24/06/10</i>		<i>Survey Type: MANUAL</i>
<b>9</b>	<b>KI-03-A-02</b> WOLSEY CLOSE	<b>DETACHED</b>	<b>KINGSTON</b>
	KINGSTON UPON THAMES Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 20 <i>Survey date: THURSDAY 24/06/10</i>		<i>Survey Type: MANUAL</i>
<b>10</b>	<b>KN-03-A-01</b> BARLBY ROAD	<b>TERRACED</b>	<b>KENSINGTON AND CHELSEA</b>
	NORTH KENSINGTON Suburban Area (PPS6 Out of Centre) Built-Up Zone Total Number of dwellings: 24 <i>Survey date: FRIDAY 26/01/07</i>		<i>Survey Type: MANUAL</i>
<b>11</b>	<b>NF-03-A-01</b> YARMOUTH ROAD	<b>SEMI DET. &amp; BUNGALOWS</b>	<b>NORFOLK</b>
	CAISTER-ON-SEA Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 27 <i>Survey date: TUESDAY 16/10/12</i>		<i>Survey Type: MANUAL</i>
<b>12</b>	<b>NF-03-A-02</b> DEREHAM ROAD	<b>HOUSES &amp; FLATS</b>	<b>NORFOLK</b>
	NORWICH Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 98 <i>Survey date: MONDAY 22/10/12</i>		<i>Survey Type: MANUAL</i>
<b>13</b>	<b>SC-03-A-04</b> HIGH ROAD	<b>DETACHED &amp; TERRACED</b>	<b>SURREY</b>
	BYFLEET Edge of Town Residential Zone Total Number of dwellings: 71 <i>Survey date: THURSDAY 23/01/14</i>		<i>Survey Type: MANUAL</i>
<b>14</b>	<b>SF-03-A-01</b> A1156 FELIXSTOWE ROAD RACECOURSE IPSWICH	<b>SEMI DETACHED</b>	<b>SUFFOLK</b>
	Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 77 <i>Survey date: WEDNESDAY 23/05/07</i>		<i>Survey Type: MANUAL</i>

LIST OF SITES relevant to selection parameters (Cont.)

<b>15</b>	<b>SF-03-A-04</b> NORMANSTON DRIVE	<b>DETACHED &amp; BUNGALOWS</b>	<b>SUFFOLK</b>
	LOWESTOFT Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 7 <i>Survey date: TUESDAY 23/10/12</i>		<i>Survey Type: MANUAL</i>
<b>16</b>	<b>SK-03-A-01</b> TIMBER POND ROAD	<b>SEMI DET. &amp; TERRACED</b>	<b>SOUTHWARK</b>
	CANADA WATER Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 15 <i>Survey date: THURSDAY 23/10/08</i>		<i>Survey Type: MANUAL</i>
<b>17</b>	<b>WE-03-A-01</b> HEREFORD ROAD	<b>PRINCES MEWS</b>	<b>WESTMINSTER</b>
	NOTTING HILL Suburban Area (PPS6 Out of Centre) Residential Zone Total Number of dwellings: 18 <i>Survey date: THURSDAY 15/10/09</i>		<i>Survey Type: MANUAL</i>
<b>18</b>	<b>WF-03-A-01</b> CLEVELAND PARK AVENUE	<b>TERRACED</b>	<b>WALTHAM FOREST</b>
	WALTHAMSTOW Edge of Town Centre Built-Up Zone Total Number of dwellings: 53 <i>Survey date: TUESDAY 30/01/07</i>		<i>Survey Type: MANUAL</i>

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

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

**MULTI-MODAL TOTAL PEOPLE**

Calculation factor: **1 DWELLS**

**BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	18	43	0.130	18	43	0.520	18	43	0.650
08:00 - 09:00	18	43	0.269	<b>18</b>	<b>43</b>	<b>0.849</b>	<b>18</b>	<b>43</b>	<b>1.118</b>
09:00 - 10:00	18	43	0.289	18	43	0.415	18	43	0.704
10:00 - 11:00	18	43	0.255	18	43	0.343	18	43	0.598
11:00 - 12:00	18	43	0.319	18	43	0.304	18	43	0.623
12:00 - 13:00	18	43	0.333	18	43	0.365	18	43	0.698
13:00 - 14:00	18	43	0.306	18	43	0.294	18	43	0.600
14:00 - 15:00	18	43	0.300	18	43	0.360	18	43	0.660
15:00 - 16:00	18	43	0.511	18	43	0.412	18	43	0.923
16:00 - 17:00	<b>18</b>	<b>43</b>	<b>0.592</b>	18	43	0.419	18	43	1.011
17:00 - 18:00	18	43	0.536	18	43	0.317	18	43	0.853
18:00 - 19:00	18	43	0.428	18	43	0.343	18	43	0.771
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
<b>Total Rates:</b>			<b>4.268</b>			<b>4.941</b>			<b>9.209</b>

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**

Trip rate parameter range selected: 7 - 98 (units: )  
 Survey date date range: 01/01/07 - 12/11/15  
 Number of weekdays (Monday-Friday): 18  
 Number of Saturdays: 0  
 Number of Sundays: 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.

# **APPENDIX 3**

Wedding date	Marquee	Caterer	Guests	Guest cars	Supplier cars	Bus/coach/etc.	Couple's residence
1 07/07/2007	LPM	Consuming Passion	140	20	4	1 bus	Stretham, London
2 15/07/2012	LPM	Elm Green	150	25	5	1 mini bus	London
3 07/09/2013	Cavendish	Elm Green	180	10	5	2 routemasters	Petts Wood, Greater London
4 24/05/2014	LPM	Scot Anderson	150	4	4	1 large coach + 1 vintage bus	Bromley, Greater London
5 21/06/2014	LPM	Elm Green	180	34	7	2 coaches	Petts Wood, Greater London
6 28/06/2014	Camelot	Tandem	120	35	5	0	London
7 12/07/2014	County	Elm Green	85	27	5	0	Balham, London
8 19/07/2014	Best in tents	Sara Hester	85	27	12	0	Parsons Green, London
9 26/07/2014	Manor	Rafferty's	95	15	5	At least 1 bus	Manchester
10 02/08/2014	LPM	Elm Green	80	19	6	0	Tunbridge Wells, Kent
11 06/09/2014	Chelmers	Urban Pantry	80	16	5	0	Tonbridge, Kent
12 13/06/2015	LPM	Tandem	150	25	5	0	Reading, Berkshire
13 20/06/2015	LPM	Elm Green	120	15	5	3 coaches	Hersham, Greater London
14 27/06/2015	Chelmers	CWC	200	31	6	Coach + mini bus	Wandsworth, London
15 11/07/2015	LPM	Gourmet Chef	180	26	6	Large coach	Tunbridge Wells, Kent
16 18/07/2015	Cavendish	Pemberman + Shack rev.	90	20	5	0	Chislehurst, Greater London
17 25/07/2015	Chelmers	Elm Green	160	14	5	1 routemaster + 2 small coaches	Croydon, Greater London
18 29/08/2015	Relish	Relish	50	21	5	0	Swanscombe, Kent
			<b>Averages</b>	<b>128</b>	<b>21</b>	<b>6</b>	
			<b>Average of similar sized (*) events</b>	<b>81</b>	<b>21</b>	<b>6</b>	

Source: Information provided by Applicant

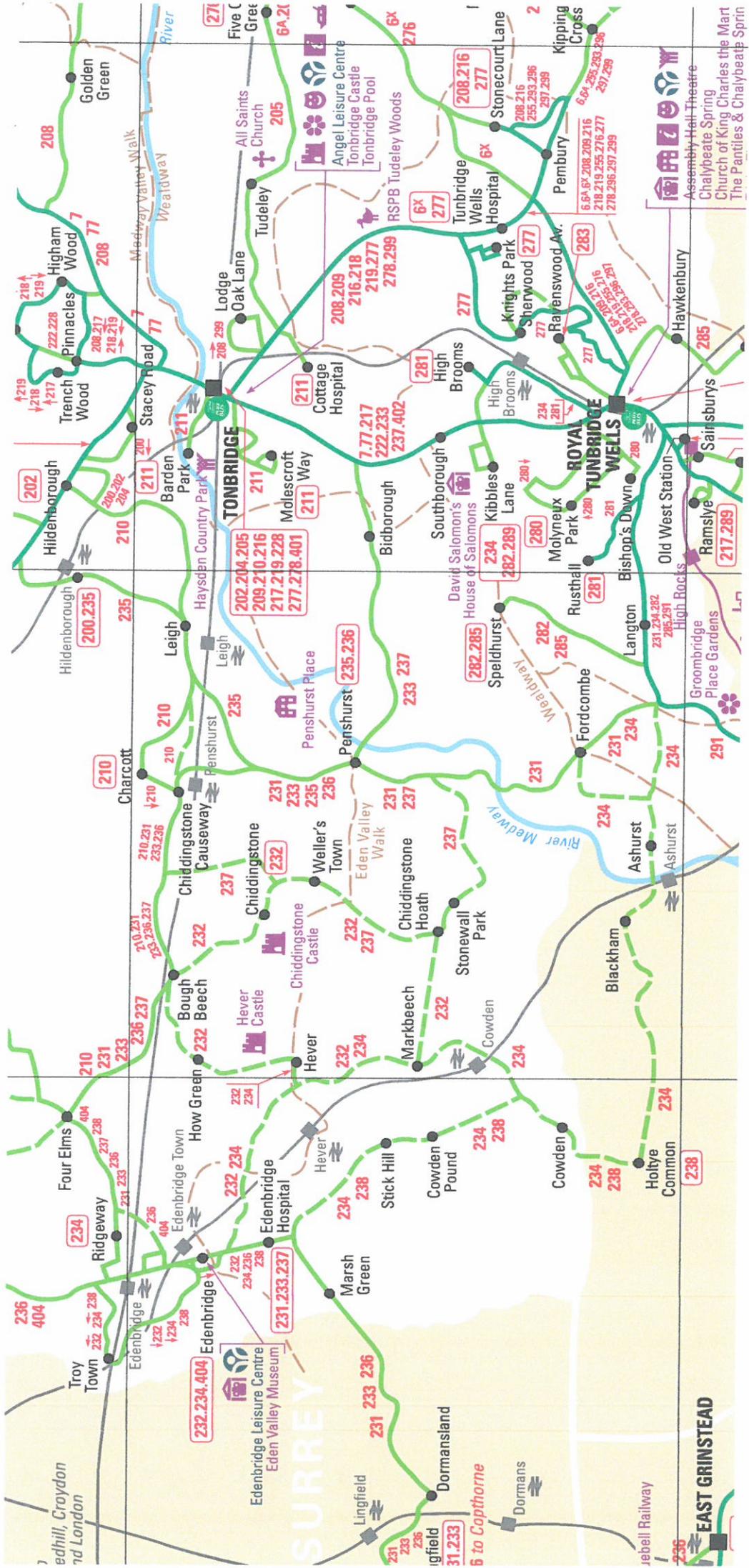
# APPENDIX 4

TABLE F2

PROPOSED DEVELOPMENT  
 FALCONHURST BARNS, FALCONHURST,  
MARKBEECH, EDENBRIDGE

SUMMARY OF LOCAL BUS ROUTES AND FREQUENCIES  
HARTFIELD ROAD AND MARKBEECH

Route Number	Route	Frequency		
		Weekdays	Saturdays	Sundays
234	Edenbridge-Hever-Markbeech Church-Cowden Station-Holtye Common-Ashurst Station-Langton-Tunbridge Wells Station-Southborough	1 journey each way	-	-
238	Sevenoaks Bus Station-Sevenoaks Station-Sundridge-Brasted-Chartwell-Edenbridge-Stick Hill-Cowden Pound-Cowden-Holtye Common	1 journey each way (Wednesdays Only)	-	-



Assembly Hall Theatre  
 Church of King Charles the Mart  
 The Pantiles & Chalybeate Spring

edhill, Croydon  
 nd London

EAST GRINSTEAD  
 236  
 Dormans  
 Dormans  
 Lingfield  
 Dormansland  
 31.233  
 6 to Copthorne  
 igfield  
 231 233 236  
 236  
 Rebell Railway



16 Jun 8:54 am

Dart 1 - Due to a blockage on Stanhope Road we are unable to serve this stop.

15 Jun 2:42 pm

URGENT NOTICE - the extra 431x service WILL NOT OPERATE. Please ensure you use the double deck vehicle.

GO-Coach Hire Ltd  
Block 10, Vestry Trading Estate  
Vestry Road, Sevenoaks  
Kent TN14 5EL

Contact Telephone  
01732 469800  
Contact Email  
[info@go-coach.co.uk](mailto:info@go-coach.co.uk)

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[Routes](#)  
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Website design by: [dito](#) & Web development by: [...happen](#)



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## BUS INFORMATION

Choose your bus from the drop-down list below to find the information that you need.

234 - Edenbridge to Tunbridge Wells and Cross Keys

### Timetable

[Download this timetable](#)

Mon to Fri (School service)   Monday & Friday   Tuesday & Thursday   Wednesday   Saturday

Edenbridge High Street Post Office	-
Hilders Close	-
St Brelades	-
Edenbridge Ridgeway Estate	0712
Edenbridge Fircroft Way	0714
Edenbridge High Street Somerfield	0718
Edenbridge Hospital	
Hever Church (for Castle)	0728
Markbeech Church	0735
Stick Hill	
Cowden Rail Station	0738
Cowden The Square	0740
Holtye Common White Horse	0745
Blackham Forge	0749
Ashurst Rail Station	0752
Fordcombe The Green	0758
Langton The Hare	0800
Tunbridge Wells Sainsbury's	
Tunbridge Wells Station	0814
Tunbridge Wells War Memorial	0818
Tunbridge Wells Meadow Road	
Southborough Cross Keys	0831

### Route Notes

Monday to Friday - the first journey is the school service and so does not stop at Southborough Cross Keys during holidays. During holidays, the Tunbridge Wells station time changes to 0809 and the Tunbridge Wells War Memorial time changes to 0813

Our cheerful bright yellow and purple buses provide links across north and west Kent in order that you can get to work, school/college, shopping, healthcare or leisure.

Of course, you're also welcome if you just fancy a ride out! Keep an eye out for special offers from our friends in Sevenoaks and Dartford if you've travelled on one of our buses.

### Route

### Fare

### TRAVEL NEWS



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## BUS INFORMATION

Choose your bus from the drop-down list below to find the information that you need.

234 - Cross Keys (Tunbridge Wells) to Edenbridge

### Timetable

[Download this timetable](#)

Mon to Fri (School service)   Monday & Friday   Tuesday & Thursday   Wednesday   Saturday

Southborough Broomhill Park Rd	-
High Brooms Post Office	-
Grosvenor Bridge	-
Southborough Cross Keys	1600
Tunbridge Wells Meadow Road	1605
Tunbridge Wells War Memorial Stop Q	1607
Tunbridge Wells Station Stop U	1609
Tunbridge Wells Sainsbury's	
Langton The Hare	1621
Fordcombe The Green	1625
Ashurst Rail Station	1633
Blackham Village	1636
Blackham Forge	
Holtye Common White Horse	1644
Cowden The Square	1648
Cowden Rail Station	1651
Stick Hill	
Markbeech Church	1654
Hever Church (for Castle)	1659
Edenbridge Hospital	
Edenbridge High Street Post Office	1707
Edenbridge Fircroft Way	1711
Edenbridge Ridgeway Estate	1713

### Route Notes

Monday to Friday - the final journey is the school service and so does not stop at Southborough Cross Keys during holidays.

Our cheerful bright yellow and purple buses provide links across north and west Kent in order that you can get to work, school/college, shopping, healthcare or leisure.

Of course, you're also welcome if you just fancy a ride out! Keep an eye out for special offers from our friends in Sevenoaks and Dartford if you've travelled on one of our buses.

### Route

### Fare

### TRAVEL NEWS

16 Jun 8:54 am

Dart 1 - Due to a blockage on Stanhope Road we are unable to serve this stop.

15 Jun 2:42 pm

URGENT NOTICE - the extra 431x service WILL NOT OPERATE. Please ensure you use the double deck vehicle.

GO-Coach Hire Ltd  
Block 10, Vestry Trading Estate  
Vestry Road, Sevenoaks  
Kent TN14 5EL

Contact Telephone  
01732 469800  
Contact Email  
[info@go-coach.co.uk](mailto:info@go-coach.co.uk)

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Website design by: [dito](#) & Web development by: [...happen](#)



## 238 - Sevenoaks to Holtye Common

Wednesday only

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Sevenoaks Bus Station	1305
Sevenoaks Station	1309
Riverhead Amherst Hill	1312
Bessels Green	1314
Sundridge White Horse	1316
Brasted White Hart	1318
Brasted Chart	1322
Toys Hill	1326
Four Elms Cross Roads	1330
Chartwell Mapleton Road	1336
Four Elms Cross Roads	1342
Edenbridge Ridgeway Estate	1348
Hilders Close	1349
St Breldes	1352
Edenbridge High Street Somerfield	1400
Edenbridge Hospital	1402
Stick Hill	1407
Cowden The Square	1410
Holtye Common White Horse	1415



## 238 - Holtye Common to Sevenoaks

Wednesday only

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Holtye Common White Horse	1010
Cowden The Square	1015
Stick Hill	1018
Edenbridge Hospital	1023
Edenbridge High Street Post Office	1025
St Brelades	1033
Hilders Close	1037
Edenbridge Ridgeway Estate	1038
Four Elms Cross Roads	1044
Chartwell Mapleton Road	1050
Four Elms Cross Roads	1056
Toys Hill	1100
Brasted Chart	1104
Brasted White Hart	1107
Sundridge White Horse	1109
Bessels Green	1111
Riverhead Amherst Hill	1112
Sevenoaks Station	1115
Sevenoaks Bus Station	1121

# APPENDIX 5

TABLE F3

PROPOSED DEVELOPMENT  
 FALCONHURST BARNS, FALCONHURST,  
MARKBEECH, EDENBRIDGE

SUMMARY OF SOUTHERN TRAIN SERVICE  
COWDEN STATION

Route	Frequency		
	Weekdays	Saturdays	Sundays
London Bridge-East Croydon- Oxted-Hurst Green-Edenbridge Town-Hever-Cowden-Ashurst- Crowborough-Uckfield	30 minutes 07.00 to 08.00 hrs 16.00 to 20.00 hrs 60 minutes 08.00 to 16.00 hrs 20.00 to 23.00 hrs	60 minutes 06.00 to 23.00 hrs	60 minutes 10.00 to 23.00 hrs
Uckfield-Crowborough-Ashurst- Cowden-Hever-Edenbridge Town- Hurst Green-Oxted-East Croydon- London Bridge	30 minutes 08.00 to 09.00 hrs 19.00 to 20.00 hrs 60 minutes 05.30 to 08.00 hrs 09.00 to 19.00 hrs 20.00 to 22.00 hrs	60 minutes 07.00 to 22.00 hrs	60 minutes 11.00 to 23.00 hrs





This timetable shows train times from 17 May to 12 December 2015. Information correct at time of printing (May 2015).

MyTimes The timetable that fits around you. www.southernrailway.com/mytimes

- Bold Direct train
Light Connecting train
10 Recommended connecting time
Z1-6 TravelCard Zone
First Class accommodation available
London Underground interchange
Croydon Tramlink interchange
Bus interchange
Cycle restrictions for all or part of journey.
Details at southernrailway.com/cyclepolicy
Change here for onward bus connections provided by Metrobus (metrobus.co.uk)

This timetable shows train services between London, East Croydon to Oxted, Hurst Green, Crowborough and Uckfield.

Customer Services For information, lost property, comments and suggestions. Southern Customer Services, PO Box 302 1, Bristol, BS2 2BS Phone: 03451 27 29 20 e-mail: comments@southernrailway.com www.southernrailway.com/customerservices

SN Service operated by Southern

Changes to Train Times

National Rail Enquiries 03457 48 49 50 or www.nationalrail.co.uk We advise you to consult National Rail Enquiries before travelling.

Assisted Travel For help in planning an accessible journey with Southern. Phone: 0800 138 1016 e-mail: myjourney@southernrailway.com www.southernrailway.com/accessibility

- a Arrival Time
b Change at East Croydon
d Departure Time
s Stops to set down only

Improvement Work may affect train times, particularly at weekends.

Holiday Services A revised service operates on public holidays. Further information at www.southernrailway.com

Independent Passenger Groups Transport Focus www.transportfocus.org.uk

- A To East Grinstead
B From East Grinstead

PLUSBUS For unlimited local bus travel ask for PLUSBUS. www.southernrailway.com/plusbus and www.plusbus.info

London TravelWatch www.londontravelwatch.org.uk

Bicycle Policy Restrictions apply in the peak hours for carrying non-folding bikes. Details at www.southernrailway.com/cyclepolicy

Mondays to Fridays London and East Croydon to Oxted and Uckfield

Table with columns for Operator, Facilities, Notes, and train times for stations: London Victoria, Clapham Junction, East Croydon, London Bridge, Norwood Junction, East Croydon, Oxted, Hurst Green, Edenbridge Town, Hever, Cowden, Ashurst, Eridge, Crowborough, Buxted, Uckfield.

Table with columns for Operator, Facilities, Notes, and train times for stations: London Victoria, Clapham Junction, East Croydon, London Bridge, Norwood Junction, East Croydon, Oxted, Hurst Green, Edenbridge Town, Hever, Cowden, Ashurst, Eridge, Crowborough, Buxted, Uckfield.

Table with columns for Operator, Facilities, Notes, and train times for stations: London Victoria, Clapham Junction, East Croydon, London Bridge, Norwood Junction, East Croydon, Oxted, Hurst Green, Edenbridge Town, Hever, Cowden, Ashurst, Eridge, Crowborough, Buxted, Uckfield.

