

Correlation of Tenterden with Appellants Selected Towns for Calculating Traffic Movement

The Tenterden profile is of a rural classification with limited and infrequent bus transportation, non-existent train transportation with a rural A28 road to Ashford 12 miles away. The proposed development site is outside the settlement area of the Tenterden.

The following towns were used by the appellant as similar to the profile of Tenterden to calculate traffic movements.

Town	Urban Rural Classification	Dwellings	Population	Sustainable Bus Transport	Sustainable Train Transport	Road Network
<i>Tenterden</i>	<i>Rural</i>	<i>145</i>	<i>8,000</i>	<i>Limited</i>	<i>Non-Existent</i>	<i>Rural "A" Road</i>
Norwich	Suburban	98	213,000	Excellent	Excellent	Excellent
Horsham	Edge of Town	151	142,000	Excellent	Excellent	Excellent
Willesborough	Suburban	51	7,800 out of 117,000	Excellent	Excellent	Excellent
Hearne Bay	Suburban	363	38,500	Very Good	Good	Good
Bishop Auckland	Suburban	50	25,000	Good	Good	Major
Camber	Edge of town	134	1,700 to 13,000 Major holiday accommodation	Good	Non-Existent	Rural "A" Road
Honiton	Suburban	116	12,000	Good	Good	Major
Honiton	Suburban	70	12,000	Good	Good	Major
Polegate	Edge of Town	212	8,500	Good	Good	Urban "A" Roads
Liphook	Suburban	62	8,500	Good	Good	Major

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By analysing the table data, the following can be observed:

- a) Norwich and Horsham have populations of hundreds of thousands compared to Tenterden's population of 8,000.
- b) Norwich, Willesborough, Hearne Bay, Honiton and Liphook are all suburban locations and cannot be used as comparison sites for this site application which is classified as edge of town.
- c) Willesborough, Bishop Auckland, Liphook and the smaller site in Honiton are too small in dwelling size.

In addition:

- d) Horsham is a transport hub with quality train and bus services.
- e) Camber is a major self-catering and B&B holiday town next to the beach with a Pontins and caravan site as all entertainment are within walking distance. Car movements would practically be zero.
- f) Polegate is the closest in dwelling number, but one would expect small car movements at this site with the location's good bus and train service, plus with urban "A" road" connections to attract employment into the area – so this site is not applicable.
- g) So, in essence there are no truly comparable sites selected by Wates for this site application
- h) There is no "like for like" transport profiles of the sites selected by Wates to that of Tenterden.
- i) Tenterden with its poor public transport will have maximum car movements.