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Land South of The Hill, Littlebourne: Response to KCC Consultation

Ref: VE/JW/ITM16283-010A TN
Date: 5 July 2023

SECTION 1 Introduction

1.1 Gladman Developments Ltd has submitted an outline planning application for up to 300 dwellings on Land South of The Hill in Littlebourne – Canterbury City Council Planning Application Reference CA/23/00484. This Technical Note (TN) has been produced to respond to comments made by Kent County Council's (KCC's) Highways and Transportation team in their formal consultation response to the application dated 2nd June 2023, which is included in **Appendix 1.A**. The response largely relates to matters set out within the Transport Assessment produced by i-Transport LLP (ref: ITM16283-006A) which supported the application.

1.2 The remainder of this document has been set out under six headings, following those set out within KCC's response, and deals with the following issues: the proposed site access arrangements; sustainability; the existing highway network; trip generation; the Travel Plan; and contributions. In each section the points raised by KCC are shown in ***bold and italics*** , with the response set out below.

SECTION 2 Site Accesses

2.1 This section sets out the comments raised in relation to the proposed site accesses located on A257 The Hill and Bekesbourne Lane. Details of the accesses were presented in Appendix 3.C of the Transport Assessment.

"No plans have been submitted demonstrating swept path movements for a 11.4m long refuse vehicle entering or exiting both of the proposed accesses."

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2.2 Swept path analysis of an 11.4m refuse vehicle entering and exiting both proposed site accesses has been undertaken and the following drawings are presented in **Appendix 2.A**:

- ITM16283-GA-018A – 11.4m refuse vehicle entering and exiting the site at the A257 The Hill
- ITM16283-GA-019 – 11.4m refuse vehicle entering and exiting the site at Bekesbourne Lane

2.3 The drawings show that both site accesses can accommodate an11.4m refuse vehicle in all directions.

"Tracking for a 12.2m long bus will also be required for the main site access onto The Hill."

2.4 There are no current proposals for buses to traverse the site, and no buses currently operate on Bekesbourne Lane. However, the route through the site has been designed with a carriageway width of 6.75m, offering the potential for buses to route through the site in the future if desirable.,

2.5 The swept paths of a 12.2m length bus entering and exiting both proposed site accesses and assumed to route through the site (i.e. travelling through the development from The Hill to Bekesbourne Lane) are presented in drawing ITM16283-GA-020, in **Appendix 2.A**. This demonstrates that a bus could be accommodated at both site accesses if necessary.

"The applicant proposes to extend the 30mph speed limit on Bekesbourne Lane. Whilst we have no objection to this, it would need to be backed up by valid data to demonstrate that reducing the speed limit is appropriate."

2.6 The independent Road Safety Audit (RSA) conducted for the Bekesbourne Lane site access notes that the location of the proposed access is close to the current speed limit change from 30mph to 40mph on Bekesbourne Lane. The RSA recommended that the existing 30mph limit is extended southwards to include the proposed access arrangements. This recommendation has been accepted, but it is noted that this will be subject to agreement with KCC as highway authority and the local police.

2.7 KCC has suggested that an ATC survey (7-days) is conducted at the point of the proposed new access to provide evidence of actual driven speeds at this location. As the proposed access location is currently within the 40mph section, it is likely that vehicles would be travelling at speeds in excess of the proposed 30mph limit, albeit northbound vehicles are assumed likely to be slowing on the approach to the 30mph limit and the existing bend in the road.

2.8 However, given the nature of the development proposals close to the Bekesbourne Lane frontage and the introduction of the proposed site access resulting in vehicles turning into and out of Bekesbourne Lane, it is expected that the operation/nature of the section of the Lane within the vicinity of the proposed access will change in the future and the collection of existing speeds based on the current layout would not be reflective of future conditions on the road.

2.9 Notwithstanding this, the proposed site access on Bekesbourne Lane has been designed to ensure that the necessary visibility requirements are achievable based upon the existing 40mph limit, should the extension of the 30mph speed limit not proceed for any reason.

2.10 It would also be possible for the proposed access to include additional gateway markings at the speed limit change point, to reinforce the location of the change in limit. These could be included within the detailed design / Section 278 stage of the proposed access.

"We would normally expect to see a diagram of the proposed junction included, visually confirming the arms stated. An annotated drawing would also be expected demonstrating the geometry of the junctions."

2.11 Geometric drawings of the two site accesses are presented in **Appendix 2.B** including labelling of each arm.

2.12 The geometric drawings show that the Bekesbourne Lane has a wider carriageway width, at 3.375m (i.e. 6.75m total carriageway width) on the site access arm, compared to the PICADY model included in Appendix 7.B of the Transport Assessment, which included a 3.25m single lane approach (i.e. 6.5m total carriageway width). The increased lane width would result in a slightly better junction capacity operation at this site access, which is already shown to operate well within capacity. It is therefore not considered necessary to re-run this junction.

SECTION 3 Sustainability

3.1 KCC has noted the following with regard to the active mode provision associated with the development site:

"The Draft Local Plan details a number of points regarding access and transportation that should be investigated by this site, especially in relation to 'safe and convenient pedestrian and cycling connectivity'. Further details should be submitted to demonstrate the applicant has reviewed and investigated all the areas detailed."

3.2 The proposed development site is included within the Draft Local Plan as Policy R15. Reference to 'safe and convenient cycle connectivity' is set out in Section 4(a) of the Policy and is reproduced below:

"(a) Provide safe and convenient pedestrian and cycle connectivity including:

(i) New and improved walking and cycling connections to Littlebourne Church of England Primary School, Littlebourne Surgery and Bekesbourne Rail Station, including improvements to the access track from Bekesbourne Hill and step free access to the London bound platform;

(ii) Improvements to A257 for pedestrian and cycle accessibility and safety, including the junction of Nargate Street and the A257;

(iii) New and improved walking and cycling connections to Wickhambreaux, Bekesbourne, Patrixbourne and wider countryside to the east and west; and

(iv) Improvements to the PRoW network crossing and around the site as required."

3.3 These points are reviewed below.

Walking and Cycling Connections

3.4 The key destinations set out in the Policy are:

- Littlebourne Church of England Primary School;
- Littlebourne Surgery;
- Bekesbourne Rail Station;
- The A257 including its junction with Nargate Street; and
- Wider connections to the PRoW network and other destinations beyond Littlebourne.

Littlebourne Church of England Primary School and Littlebourne Surgery

3.5 The route by pedestrians and cyclists to the Littlebourne Church of England Primary School and Littlebourne Surgery from the site would be via the A257 The Hill and Jubilee Road. The site proposes a crossing provision on the A257 The Hill east of the site access (the type of crossing is discussed later in this section). There is a footway, with street lighting, present to the north of the carriageway between the site and Jubilee Road.

3.6 There is a footway on the eastern side of the carriageway on Jubilee Road, but no footway to the west. Residential units front directly onto the western side of the carriageway and it would not be possible to provide a footway on this side of the carriageway within the available adopted road space.

3.7 Alternatively both the Littlebourne Church of England Primary School and Littlebourne Surgery sites can be accessed using the existing Public Right of Way (PRoW) which links the A257 The Hill and Jubilee Road (PRoW - CB143). An extract of the PRoW map is presented below.

Figure 3.1: PRoW Map

Source: Kent County Council

3.8 The northern end of the footpath terminates at the bellmouth of the junction of Jubilee Road with The List. Pedestrians crossing from the PRoW footpath to the footway on the eastern side of Jubilee Road do not have any dropped kerb provision to access the footway on the eastern side of the road. Gladman would be happy to provide a proportionate contribution towards enhancing the active mode routes to the school and surgery. Such improvements could include the introduction of dropped kerbs and/or tactile paving at key desire lines such as at the Jubilee Road / The Hill junction and at the entrance to the PRoW on Jubilee Road.

Bekesbourne Railway Station

3.9 Bekesbourne Railway Station is located c.2.3km walk south of the site, via Bekesbourne Lane. Bekesbourne Lane is currently a country lane, with a carriageway width of 4.5-5.0m width, subject to a 40mph speed limit and with vegetation on both sides of the carriageway for most of the length. There is no footway provision along Bekesbourne Lane.

3.10 It is therefore concluded that very few pedestrians would choose to walk from the site to Bekesbourne railway station and therefore improvements to the walking routes to the station are therefore not directly associated with the development.

3.11 Traffic flows on Bekesbourne Lane are relatively light, with a current two-way traffic flows of c.400-500 vehicles an hour in the peak hours. Bekesbourne Railway Station is a c.10-minute cycle from the development and it is therefore considered that experienced cyclists could travel to and from the station via Bekesbourne Lane comfortably.

3.12 KCC has also noted the following with regard to Bekesbourne Railway Station:

"The applicant should investigate whether any improvements can be made to existing off road links to the station that would encourage residents to cycle to here." and

"To encourage the use of bicycles the applicant should investigate with Network Rail the possibility of providing appropriate cycle storage."

3.13 As noted above, traffic flows on Bekesbourne Lane are relatively light, and is considered suitable for use by experienced cyclists. There are no additional direct connections to Bekesbourne railway station from the development site within the adopted highway / PRoW network and therefore it is not possible for the development to facilitate any improvements to such routes.

3.14 It is understood that there are no current proposals to introduce cycle parking at the station, but it is possible for residents to take their bikes on trains for use at their onward destination.

3.15 The Travel Plan submitted in support of the application proposes several measures to encourage the use of cycling to access nearby facilities such as the station.

A257 / Nargate Street Junction

3.16 As noted above, the emerging Local Plan Policy sets out that improvements to the junction of Nargate Street and the A257 for pedestrian and cycle accessibility and safety should be provided.

3.17 Nargate Street is a narrow lane with no footway provision on either side of the carriageway at the junction with the A257. The key facilities plan included in Appendix 4.E of the Transport Assessment shows that there are no key facilities located on Nargate Street.

3.18 Given the location of the development and the lack of any key facilities on Nargate Street, it is not expected that the proposed development would result in any significant increase in pedestrian or cycle demands at the A257 / Nargate Street junction Furthermore and as outlined in the Transport Assessment (and below), the introduction of the proposed road link through the development site will reduce traffic along the section of A257 The Hill and its junction with Nargate Street / Bekesbourne Lane, therefore improving conditions for pedestrians and cyclists travelling through the village. It is therefore not considered that improvements to the junction are justified in relation to the development.

Crossing on A257

"An informal pedestrian crossing is proposed to the east of the new access which will link a footway from within the site to the existing footway on the northern side of the A257. However we have concerns that during peak hour travel times it will be difficult for pedestrians to use this. …The applicant should investigate alternate means of providing a safe pedestrian crossing on the A257."

3.19 As noted by KCC, the proposed crossing on The Hill will be an uncontrolled crossing (as shown in i-Transport Drawing ITM16283-GA-013A – Appendix 3.C of the Transport Assessment), with associated dropped kerbs and tactile paving. The location of the crossing has been positioned to coincide with one of the existing traffic calming kerb buildouts on the northern side of The Hill, which reduces the width of carriageway that pedestrians will need to cross.

3.20 This arrangement was included within the site access arrangement that was supplied as a part of the Road Safety Audit, with no issues raised in relation to the site access or the crossing provision. Informal crossings are provided along the length of The Hill.

3.21 The proposed development will add c.50-60 two-way vehicles to the section of The Hill to the east of the site access (past the proposed crossing) during the peak hours. However, the delivery of the proposed link through the site will reduce existing traffic levels on The Hill by c.200-225 vehicles during the peak hours, resulting in an overall reduction in the traffic levels along this section of The Hill following the completion of the development. It is therefore concluded that the proposed crossing provision is appropriate.

3.22 However, Gladman are willing to provide a proportionate contribution towards the design and construction of either a zebra or signal controlled pedestrian crossing to facilitate easier pedestrian crossing on the A257.

Howletts Zoo Access

"It would be beneficial if the southern end of the footway could link directly to the main entrance to Howletts Zoo, via an off-road link on Howletts Zoo land fronting onto Bekesbourne Lane or whether a pedestrian link can be provided directly into the Zoo car park from this site."

3.23 The arrangement of the internal footway which runs parallel with Bekesbourne Lane was discussed during scoping discussions with KCC. During these discussion KCC accepted that the developer could only provide footways to the extent of their ownership on Bekesbourne Lane due to third party land ownership and the layout of the existing road.

3.24 It is considered that the need for Howletts Zoo to provide appropriate means of access to its site for staff and visitors is not a matter for the development to address. However, Gladman proposes to provide a link to the development boundary with Howletts Zoo and are in ongoing discussions with the Zoo as to whether this could be reciprocated within the third party land.

SECTION 4 Existing Highway Network

Surveyed Traffic Flows

"The manual count data is limited to one day only, which does not take into account any traffic anomalies that may have occurred on that day. If an ATC was carried out on the A257 and Bekesbourne Lane at the location of both of the proposed new accesses, the data may validate the manual turning count figures that have been submitted"

4.1 An Automatic Traffic Count (ATC) survey was carried out for a continuous 7-day week period, between Thursday 30 June 2022 and Wednesday 6th July 2022, on the A257 The Hill. This survey period includes the day of the Manual Classified Counts at the individual junctions on the highway network.

4.2 The ATC was located to the eastern end of the site frontage, in proximity to the proposed site access, and is shown in Figure 4.1 below.

Figure 4.1: Location of ATC on A257 The Hill

Source: GoogleMaps

4.3 The ATC survey recorded the total number of vehicles in each hour by vehicle category. The ATC data is included in **Appendix 4.A**. The ATC data has been used to check that the survey day for the junction turning counts is representative.

4.4 The peak hours adopted for the analysis presented in the Transport Assessment were:

- AM Peak Hour = 07:45-08:45
- PM Peak Hour = 16:00-17:00

4.5 A summary of the flows from the ATC surveys, for the peak hours and peak periods, in the vicinity of the site is shown in the tables below:

Table 4.1: A257 The Hill - ATC Traffic Data Comparison (Two-Way)

Survey Period	AM Peak Hour (08:00-09:00)	AM Peak Period (07:00-10:00)	PM Peak Hour (16:00-17:00)	PM Peak Period (15:00-19:00)
Survey Day	774	1,964	676	2,390
Average Weekday	754	1,941	677	2,455
Survey Day / Average Day	1.03	1.01	1.00	0.97

4.6 The above shows that the traffic flows on the day that the MCC surveys were conducted were on the whole higher than the average across the one-week ATC period. Based on the ATC survey it is concluded that the survey day is therefore typical of conditions along the A257, taking account of expected daily variations in traffic flows (noting that daily variation in traffic movements can be +/- 10%). The flows for the morning and evening peak hours were equal to or higher than the average day flows and therefore the basis of the assessment is considered robust.

Future Year Baseline

"We would also expect to see traffic flows demonstrated for application year + 5 years. This will provide a sensitivity test against the 2045 projected data."

4.7 A Transport Assessment Scoping Note was submitted to KCC (i-Transport report reference ITM16283-005), dated 28th October 2022 as part of pre-application discussions. This Scoping Note proposed a future assessment year of 2029 and set out the proposed traffic growth factors to be applied to factor the base count data to 2022 levels.

4.8 KCC provided a response to the Scoping Note, dated 9th December 2022, which is presented in **Appendix 4.B** for reference. This response stated that the future year assessment should be based on 2045 (the end of Local Plan period), and ***not 2029***.

4.9 The Transport Assessment was therefore progressed on the basis of a 2045 assessment, as requested by KCC and clearly presents a robust assessment of the impacts of the development proposals upon the surrounding highway network.

Committed Developments

4.10 The following section relates to the committed developments that were included in the assessment of the likely future year traffic levels across the surrounding highway network. It is noted that KCC is satisfied with the sites included in the assessment, but has requested further details of the traffic flows included, as set out below.

The Hill

"The Hill application ref 19/01665, however this was a discharge of conditions, the outline application was in fact 15/01711. No figures from Appendix J within the TA for that application have been detailed, so they can be verified. In addition, on the relevant flow diagram in Appendix 6D, the access for this site is not shown."

4.11 It is noted that reference to this development should have referred to the original outline application reference (15/01711). The traffic flows used for this committed development were taken from the Transport Assessment produced by WSP, dated 13th November 2014, to support the outline planning application.

4.12 The proposed development traffic flows predicted for this committed development at The Hill are presented in Appendix J within the WSP Transport Assessment – extracts were not supplied in the Transport Assessment due to copyright restriction.

4.13 The committed development traffic flows were therefore transposed onto separate traffic flow diagrams of inclusion in the TA. An updated copy of these diagrams is presented in **Appendix 4.C**. and now includes the breakdown by land use and shows the location of the committed development site access, as requested.

Howe Barracks

"Howe Barracks - the figures quoted in Table 6.1 do not appear to correspond with figures used in the flow diagram for this site within appendix 6D."

4.14 A typographical error has been noted in the traffic flow diagrams presented in Appendix 6.D of the original Transport Assessment. However, the figures quoted in Table 6.1 of the TA were correct.

4.15 The traffic flows for Howe Barracks were taken from the Transport Assessment produced by PBA in June 2014 for the planning application (CA/14/01230/FUL). The corrected traffic flow diagram for the Howe Barracks trip generation is presented in **Appendix 4.D** of this note.

South Canterbury Site

"South Canterbury Site - the figures quoted in Table 6.2 do not appear to correspond to figures in the flow diagram - further clarification is required."

4.16 The traffic flows presented in Table 6.2 only included the new development trip generation and did not include the traffic flows associated with the relocation of the hospital to the South Canterbury site. However, the full suite of traffic flow diagrams presented in the TA appendices included all elements of the South Canterbury scheme.

4.17 The component elements of the forecast traffic flows for the South Canterbury site were taken from Appendix HH of the Transport Assessment produced by RGP in February 2016 for the planning application (CA/16/00600).

4.18 The corrected table for trips on the A257 associated with the South Canterbury committed development site are presented in the table below and a copy of the traffic flow diagrams for South Canterbury Site is presented in **Appendix 4.E** of this note.

Table 4.1: South Canterbury Development Trips on A257

Link	AM Peak		PM Peak	
	Northbound / Eastbound	Southbound / Westbound	Northbound / Eastbound	Southbound / Westbound
A257 North of A2050 & A257 The Hill	4	14	5	3
A257 St. George's Place	214	216	292	263

Land North of Hersden

4.19 No further information was requested in relation to the Land North of Hersden development site. For completeness the traffic flow diagrams for the site at Land North Hersden have been included in **Appendix 4.F** of this note.

Total Committed Development

4.20 With the amendments made to the committed development traffic flows set out above and for clarification, the total committed development traffic flows at the each of the junction included in the impact assessment on the local highway network are presented in **Appendix 4.G**.

4.21 The 2045 Base + Committed Development traffic flows are included in **Appendix 4.H**.

Development Traffic Flow Diagrams

"The relevant flow diagrams for the site itself, the site accesses have not been demonstrated. The traffic flow diagram for the re-assigned traffic flows (Appendix 6F) does not show the proposed route through the site, with the associated flows demonstrated."

4.22 An updated diagram showing the background re-assignment traffic flows, with the proposed route through the development site and the site access junctions shown clearly is presented in **Appendix 4.I** of this note.

4.23 The proposed development-generated traffic flows, with the site accesses and the proposed route through the site clearly shown are included in **Appendix 4.J**. These include the full breakdown by land use as follows and is consistent with the TA, together with a plan showing the total traffic flows generated by the proposed development:

- Residential dwellings
- Elderly Accommodation
- Local Centre Shop (Pass-by and New trips)
- Local Centre Work Hub/Meeting Units

4.24 It is noted that the above changes are presentational only and do not affect the traffic flows presented at the off-site junctions or those included within the impact assessments.

4.25 The 2045 Base + Committed + Proposed Development traffic flows are included in **Appendix 4.K**.

Future Year Development Traffic Flows

4.26 Given the minor changes associated with committed development above, the impact assessments (Tables 7.1 and 7.2 of the Transport Assessment) have been updated for clarification and are presented in the tables below.

Table 4.2: AM Peak Hour Proportional Impacts of Development Generated Traffic (Two-Way)

Junction	AM Peak Hour					
	June 2022 Survey	Background Growth to 2045	Total Committed Development Traffic	2045 Baseline Traffic Flows (2045 Background + Committed Development)	Development Traffic Flow	Proportional Impact of Development Traffic Flow to 2045 Baseline
St George's Roundabout	3,055	+639	+684	4,378	+82	+1.9%
A257 /A2050 Upper Chantry Lane	2,405	+504	+613	3,521	+90	+2.6%
Longport Roundabout	1,511	+316	+124	1,951	+90	+4.6%
A257 / Wemyss Way	1,130	+236	+237	1,603	+98	+6.1%
A257 / Bekesbourne Lane / Nargate Street	1,163	+243	+146	1,552	-164	-10.6%

Table 4.3: PM Peak Hour Proportional Impacts of Development Generated Traffic (Two-Way)

Junction	PM Peak Hour					
	June 2022 Survey	Background Growth to 2045	Total Committed Development Traffic	2045 Baseline Traffic Flows (2045 Background + Committed Development)	Development Traffic Flow	Proportional Impact of Development Traffic Flow to 2045 Baseline
St George's Roundabout	2,937	+623	+824	4,384	+87	+2.0%
A257 /A2050 Upper Chantry Lane	2,259	+479	+772	3,510	+91	+2.6%
Longport Roundabout	1,471	+312	+160	1,943	+91	+4.7%
A257 / Wemyss Way	1,051	+223	+277	1,551	+98	+6.3%
A257 / Bekesbourne Lane / Nargate Street	1,011	+214	+142	1,368	-186	-13.6%

4.27 The results of the above updated impact assessment shows that, while there are minor changes to the future year baseline traffic flows, the proportional impacts of the development remain consistent with those presented in the TA (rounded to one decimal place). The only exception to this is the impact of the development upon the A257 / Bekesbourne Lane / Nargate Street junction which shows the proposed development would have a slightly greater level of improvement resulting from the re-assignment of background traffic through the site, than was presented in the TA.

4.28 The conclusions of the impact assessment presented in the TA therefore remain valid. This should hopefully allow KCC to conclude its review of the analysis presented in the TA, including the capacity of the Buffs Road / A257 junction which had not been considered pending the verification of the baseline traffic figures (as set out above).

SECTION 5 Trip Generation

5.1 It is noted that KCC state that the trip generation was agreed in pre-application advice and a review of the latest version of TRICS (version 7.10.1) results in comparable results. KCC has requested further detail on the total trip generation associated with the development proposals:

"An overall table combining all of the trip rates should be presented for clarity."

5.2 An overall table of the vehicle trip rates for each land use is presented in the table below.

Table 5.1: Development Trip Rates by Land Use (Vehicles)

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential Dwelling (per dwelling)	0.129	0.340	0.469	0.322	0.137	0.459
Elderly Person Accommodation (per unit)	0.129	0.340	0.469	0.322	0.137	0.459
Local Centre (per 100 sqm)	8.425	8.645	17.070	9.141	9.416	18.557

5.3 For clarity, the application seeks outline consent for up to 300 dwellings, including affordable housing and older person accommodation. The traffic analysis presented in the TA was based upon a slightly higher quantum of development, reflecting the indicative yield set out in the Local Plan which stated the development could accommodate 300 dwellings plus 30 older person units. The TA analysis is therefore presented as a worst case assessment and the actual impacts are expected to be lower.

5.4 The resultant trip generation associated with the overall development (based on the higher quantum of dwellings adopted in the TA analysis) is summarised in the table below.

Table 5.2: Development Trip Rates by Land Use (Vehicles)

Land Use	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arrivals	Departures	Two-way	Arrivals	Departures	Two-way
Residential Dwelling (300 Dwellings)	39	102	141	97	41	138
Elderly Person Accommodation (30 Units)	4	10	14	10	4	14
Local Centre (20% new trips)	6	6	12	6	7	13
Work Hub	5	3	8	3	5	8
Total Development Trips	**54**	**121**	**175**	**116**	**57**	**173**

SECTION 6 Contributions

"The site will be expected to provide contributions towards the Local Infrastructure Delivery Plan, and these will be advised on in due course."

6.1 Further clarification on the scale of contributions being sought towards the Local Infrastructure Delivery Plan is requested from KCC.

APPENDIX 1.A KENT COUNTY COUNCIL CONSULTATION RESPONSE

Canterbury City Council
Planning Department
Military Road,
Canterbury
CT1 1YW

Highways and Transportation
Kroner House
Eurogate Business Park
Ashford
TN24 8XU
Tel: 03000 418181
Date: 2 June 2023
Our Ref: FW

Application - **CA/23/00484**
Location - **Land At The Hill, Bekesbourne Lane, East Of Bekesbourne Hill, Bekesbourne, Canterbury, CT4 5EA**
Proposal - **Outline planning application for up to 300 residential dwellings (including affordable housing and older person accommodation), a new community hub, introduction of structural planting and landscaping, informal public open space and children's play area and surface water flood mitigation and attenuation. All matters reserved except for access.**

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

This site is allocated as Site R15 in Canterbury's Draft Local Plan. In addition this site has been subject to pre-planning application advice with Kent County Council Highways and Transportation.

This is an outline application to consider access only for 300 dwellings, plus 30 older person accommodation and community/retail use area. All other matters will be considered as part of further Reserved Matters applications, should the LPA be minded to approve this application.

This site is located to the the south of the A257 The Hill, which makes up part of Kent County Councils Strategic Road Network. A new priority T-junction is proposed into the site from the A257, this road will lead through the site and connect to a new access to be created onto Bekesbourne Lane.

A Transport Assessment has been submitted, and having reviewed this a number of points require additional information or further clarification, detailed as follows:

Point 2.4.10 The Draft Local Plan details a number of points regarding access and transportation that should be investigated by this site, especially in relation to 'safe and convenient pedestrian and cycling connectivity'. I do not feel all the points raised here have been addressed by the applicant and further details should be submitted to demonstrate the applicant has reviewed and investigated all the areas detailed.

Access

An indicative site plan has been submitted which shows the positions of the two proposed new accesses. Detailed drawings for both the new accesses have also been submitted, however no

plans have been submitted demonstrating swept path movements for a 11.4m long refuse vehicle entering or exiting both of the proposed accesses (Although drawing ITM16283-GA-004 Rev A is mentioned in the Road Safety Audit). In addition at pre-planning application stage there was mention of buses entering the site. If this is still the intention, then tracking for a 12.2m long bus will also be required for the main site access onto The Hill.

A Road Safety Audit has been conducted on both accesses. However until plans demonstrating the swept paths have been submitted, the findings cannot be verified.

The applicant proposes to extend the 30mph speed limit on Bekesbourne Lane. Whilst we have no objection to this, it would need to be backed up by valid data to demonstrate that reducing the speed limit is appropriate. An 7 day ATC survey conducted at the point of the proposed new access would be able to provide evidence of actual driven speeds at this location. It may require additional measures to reinforce any reduction in speed limit.

Sustainability

The applicant has demonstrated on the indicative master plan that there will be pedestrian links from the site to the existing pedestrian network on the A257. An informal pedestrian crossing is proposed to the east of the new access, which will link a footway from within the site to the existing footway on the northern side of the A257.
However we have concerns that during peak hour travel times it will be difficult for pedestrians to use this. Point 4.3.8 states that the existing traffic flow survey demonstrates there are c750-950 two way vehicle trips on the A257 in the peak hours. This equates to one vehicle every 4 seconds, which is not an acceptable amount of time to enable pedestrians to safely cross the road. The applicant should investigate alternate means of providing a safe pedestrian crossing on the A257.

A pedestrian footway is proposed within the site, bordering the site frontage along Bekesbourne Lane. At the northern end, the footway will exit immediately onto the carriageway, just south of PROW CB156. We accept there is a lack of highway land to provide a direct footway link from the site to this PROW, however we feel the exit point could be located closer to the PROW.
At the southern end, again the footway will exit onto the carriageway. On making a site visit I noted a staff member from Howletts Zoo having to walk in the road to access the Zoo. It would also be safe to assume that those visitors who use the bus route on the A257 to visit the Zoo would have to walk in the carriageway. It would be beneficial if the southern end of the footway could link directly to the main entrance to Howletts Zoo, via an off-road link on Howletts Zoo land fronting onto Bekesbourne lane, or whether a pedestrian link can be provided directly into the Zoo car park from this site. We would ask the applicant to make contact with the Zoo and investigate either of these possibilities, which would provide a safer means of pedestrian access.

Shared cycle and pedestrian footways within the site would be required to be 3m in width. Whilst the applicant has stated in point 4.3.10 that the site is located in the catchment area of the majority of local facilities for cyclists, they have not proposed any enhancements to improve cycle connectivity from the site to the local area. In particular Bekesbourne Station is located 2km from the site, however access to this at present would be along Bekesbourne Lane. The applicant should investigate whether any improvements can be made to existing off road links to the station that would encourage residents to cycle to here.

There are existing bus stops on The Hill, and the applicant is proposing to provide a footway link within the site frontage bordering the A257, to enable new and existing residents to reach the westbound bus stop.

Bekesbourne Station is the nearest rail station, though this is located approximately 2km from the site. There is limited parking at this site, and no cycle storage facilities. To encourage the use of bicycles the applicant should investigate with Network Rail the possibility of providing appropriate cycle storage here.

Existing Highway Network

Manual counts were conducted by the applicant on a number of junctions on the highway network within the surrounding area of the site, to assess the existing traffic flows. However, the manual count data is limited to one day only, which does not take into account any traffic anomalies that may have occurred on that day. As such more robust data is required, and a 7 day ATC survey may be more appropriate in certain locations. If an ATC was carried out on the A257 and Bekesbourne Lane at the location of both of the proposed new accesses, the data may validate the manual turning count figures that have been submitted.

6.2.8 The applicant has based all future development traffic flow on the end of the Draft Local Plan, however we would also expect to see traffic flows demonstrated for application year + 5 years. This will provide a sensitivity test against the 2045 projected data.

6.3.6 States The Hill application ref 19/01665, however this was a discharge of conditions, the outline application was in fact 15/01711. No figures from Appendix J within the TA for that application have been detailed, so they can be verified. In addition, on the relevant flow diagram in Appendix 6D, the access for this site is not shown.
We do accept the reasons for not including the following sites in the impact assessments on the A257: Canterbury Riverside (17/02092), Hoplands Farm (16/00404), Former Chislet Colliery (16/00673), Sturry (17/01383), Broad Oak (18/00868).

Howe Barracks - the figures quoted in Table 6.1 do not appear to correspond with figures used in the flow diagram for this site within appendix 6D.

South Canterbury Site - the figures quoted in Table 6.2 do not appear to correspond to figures in the flow diagram - further clarification is required.

However the flow diagrams have not been fully assessed as we require further verification of the manual count figures. In addition the capacity assessment for Buffs Road/A257 junction has not been fully assessed, dependant on verification of manual count figures.

I would also point out that on the relevant flow diagrams for the site itself, the site accesses have not been demonstrated

6.4.9 The traffic flow diagram for the re-assigned traffic flows (Appendix 6F) does not show the proposed route through the site, with the associated flows demonstrated.

Appendix 7B - Picady 10 junctions assessment - we would normally expect to see a diagram of the proposed junction included, visually confirming the arms stated. An annotated drawing would also be expected demonstrating the geometry of the junctions.

Trip Generation

TRICS has been interrogated to determine the trip rates for the proposed site. The figures presented were agreed in pre-planning application advice. Whilst the presented data is from 2022, I have interrogated TRICS myself using the more recent 7.10.1 version, and the figures are comparable.

Each of the three land class uses have been presented in separate tables, however an overall table combining all of the trip rates should be presented for clarity

Travel Plan

This is being assessed by our Travel Plan Co-Ordinator and comments will be provided in due course.

Contributions

The site will be expected to provide contributions towards the Local Infrastructure Delivery Plan, and these will be advised on in due course.

I look forward to further information being submitted to assist me in determining this application from a highway perspective.

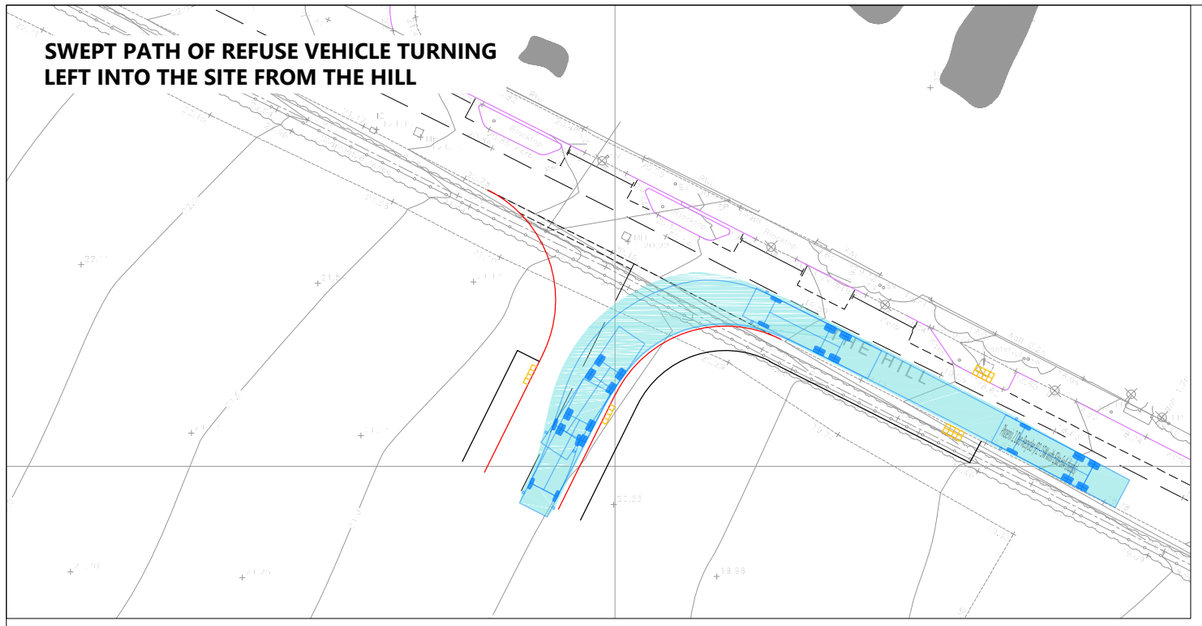
Yours Faithfully

Director of Highways & Transportation

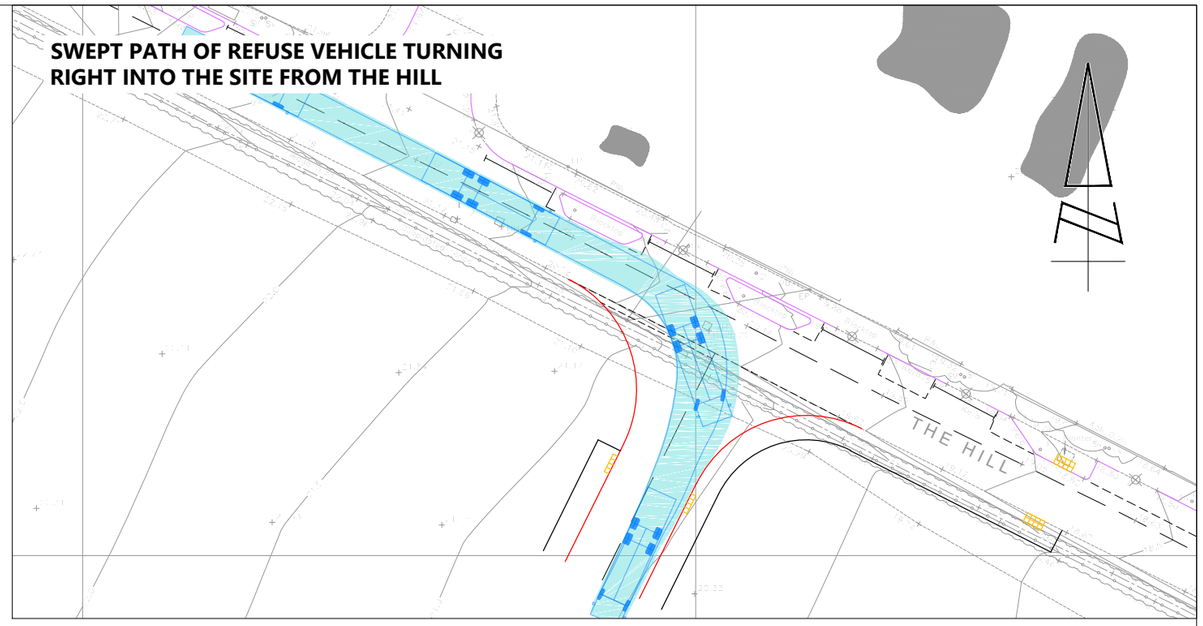
*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

APPENDIX 2.A SWEPT PATH DRAWINGS

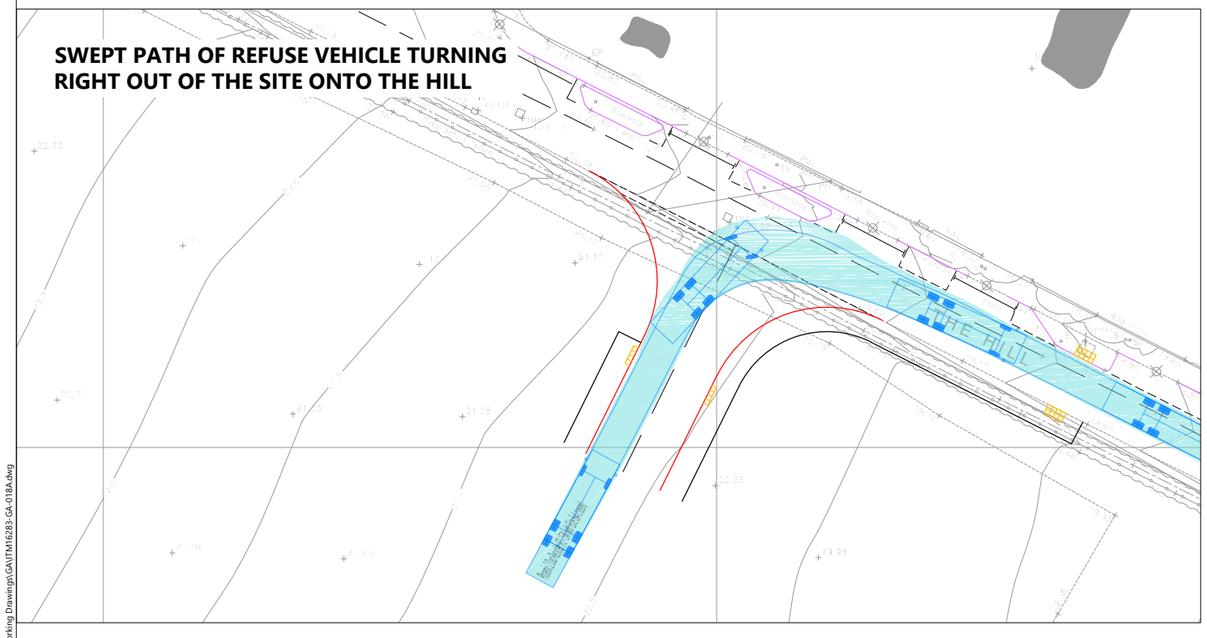
SWEPT PATH OF REFUSE VEHICLE TURNING LEFT INTO THE SITE FROM THE HILL



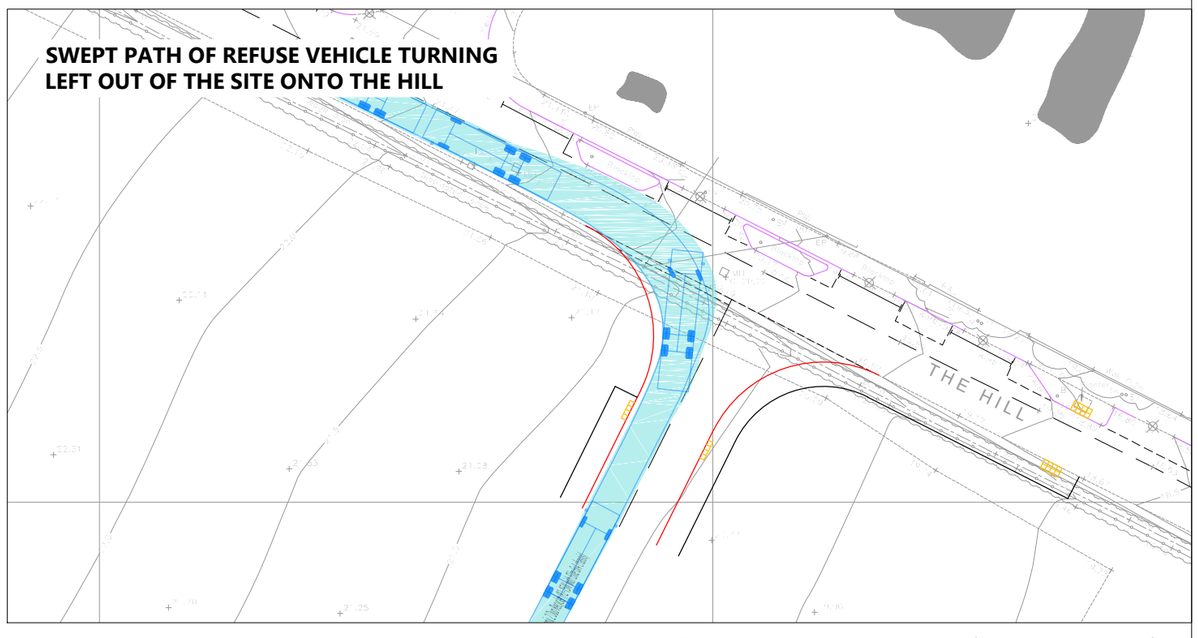
SWEPT PATH OF REFUSE VEHICLE TURNING RIGHT INTO THE SITE FROM THE HILL



SWEPT PATH OF REFUSE VEHICLE TURNING RIGHT OUT OF THE SITE ONTO THE HILL



SWEPT PATH OF REFUSE VEHICLE TURNING LEFT OUT OF THE SITE ONTO THE HILL



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SCALE BAR @ 1:500

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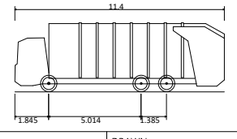

Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.400m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	27.06.23	JB	UPDATED BASE MAPPING WITH TOPO SURVEY	JW	JW

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - 11.4m REFUSE COLLECTION VEHICLE

PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE

CLIENT: GLADMAN DEVELOPMENTS LTD

DRAWN:	CHECKED:	APPROVED:
MS	JW	VACE
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITM16283	1:500	06.06.23

DRAWING No: ITM16283-GA-018

REV: A

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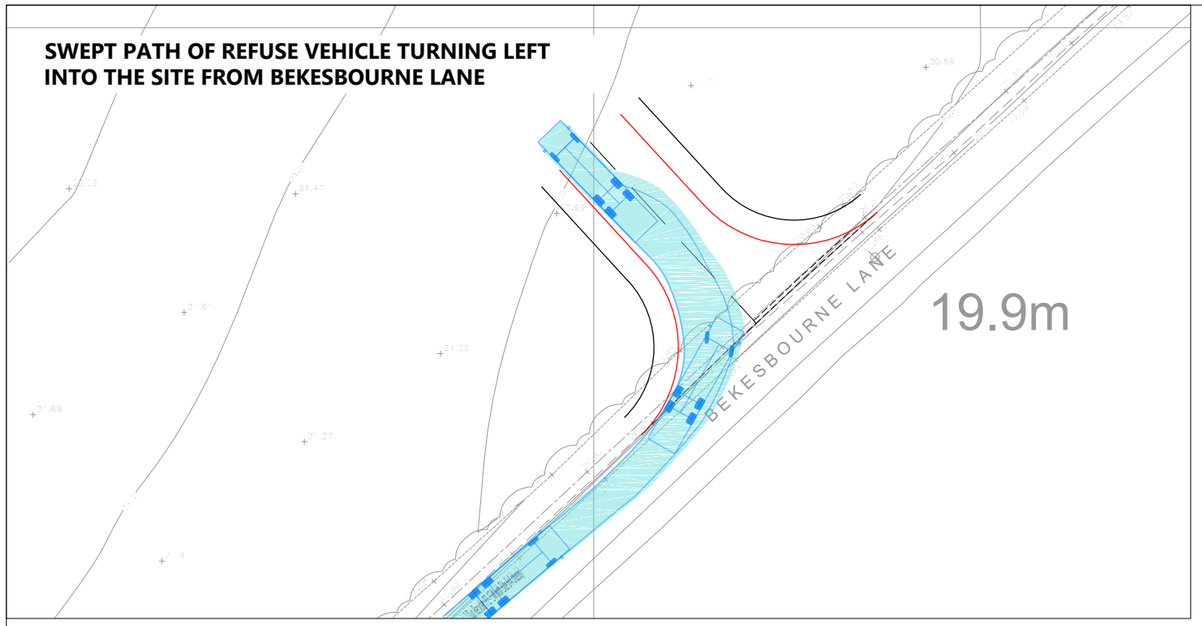
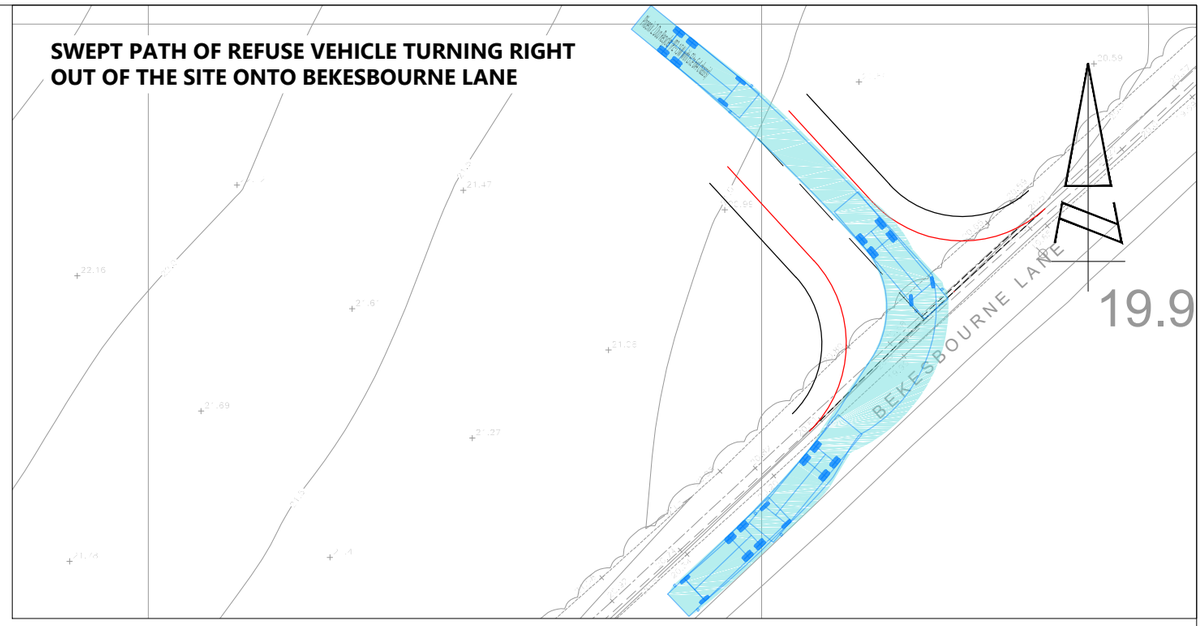
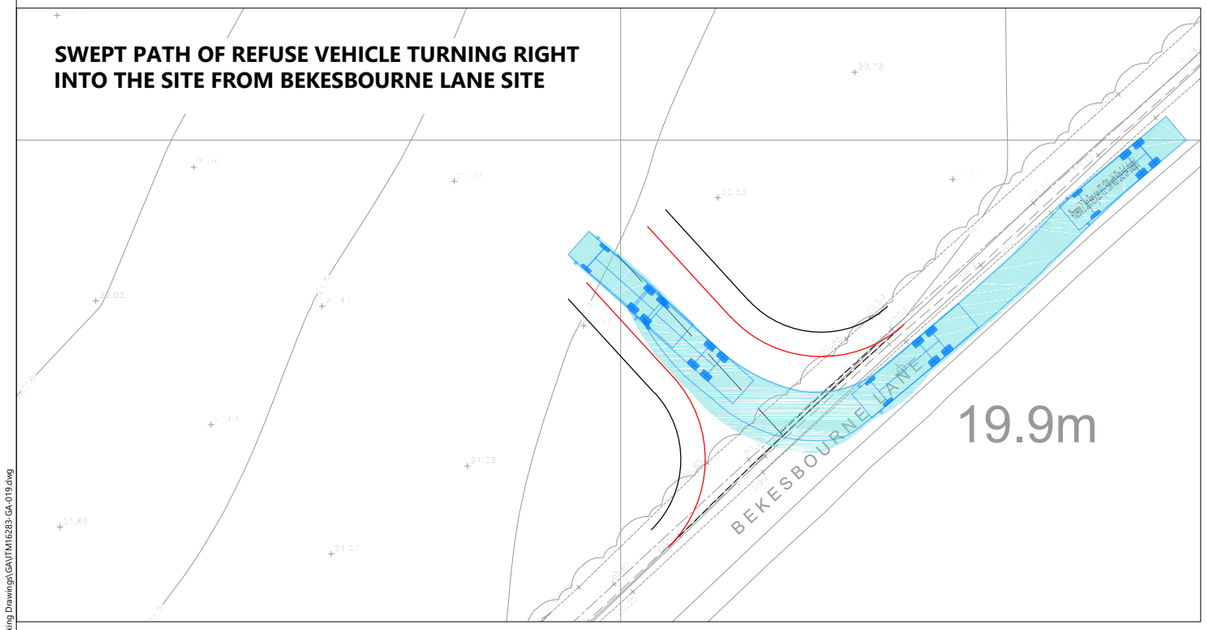
SWEPT PATH OF REFUSE VEHICLE TURNING LEFT INTO THE SITE FROM BEKESBOURNE LANE



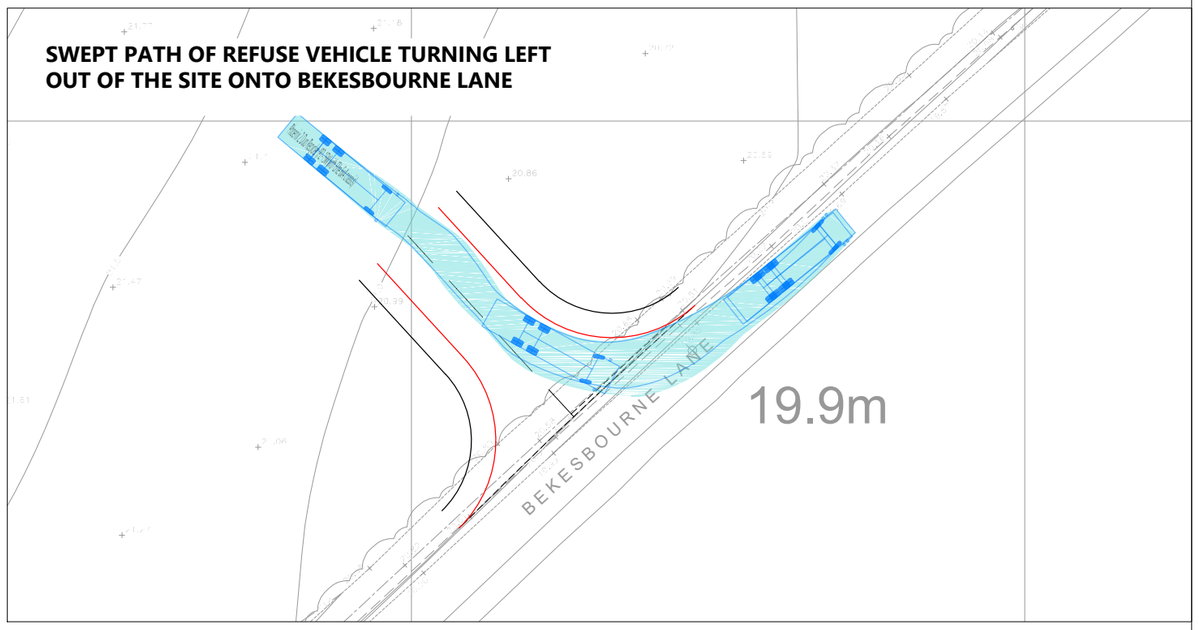
SWEPT PATH OF REFUSE VEHICLE TURNING RIGHT OUT OF THE SITE ONTO BEKESBOURNE LANE



SWEPT PATH OF REFUSE VEHICLE TURNING RIGHT INTO THE SITE FROM BEKESBOURNE LANE SITE



SWEPT PATH OF REFUSE VEHICLE TURNING LEFT OUT OF THE SITE ONTO BEKESBOURNE LANE



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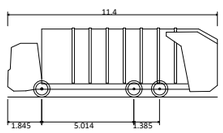
SCALE BAR @ 1:500

0 5 10 25 50



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.400m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - 11.4M REFUSE COLLECTION VEHICLE

PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE

CLIENT: GLADMAN DEVELOPMENTS LTD

DRAWN:	CHECKED:	APPROVED:
MS	JW	VE
PROJECT No:	**SCALE @ A3:**	**DATE:**
ITM16283	1:500	06.06.23

DRAWING No: ITM16283-GA-019 REV: -

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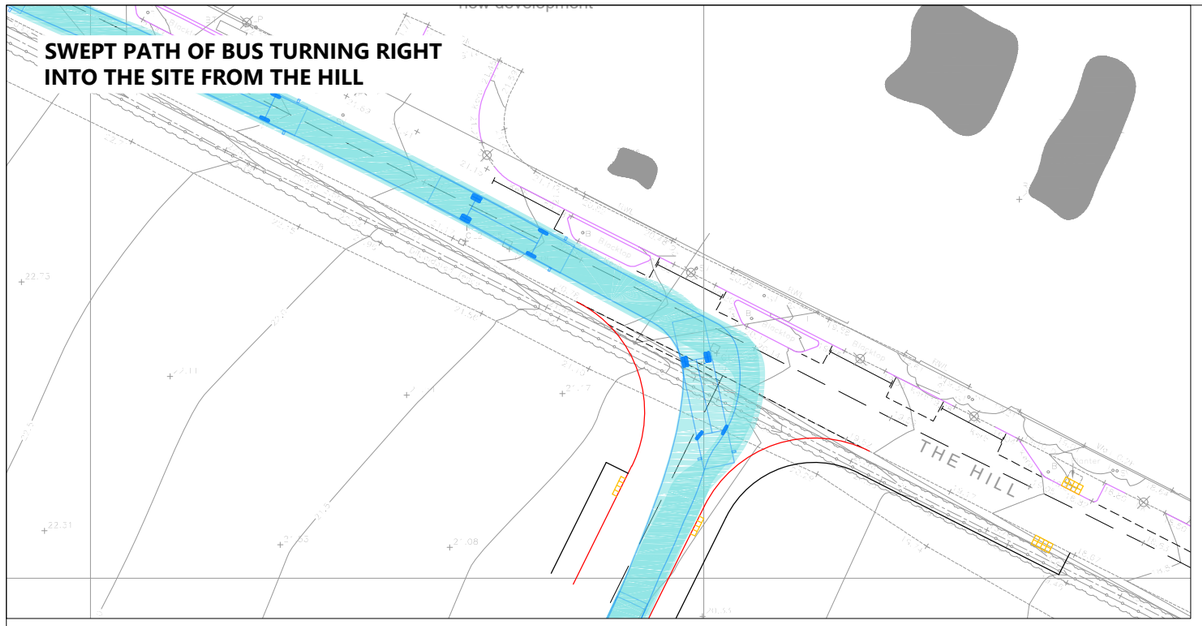
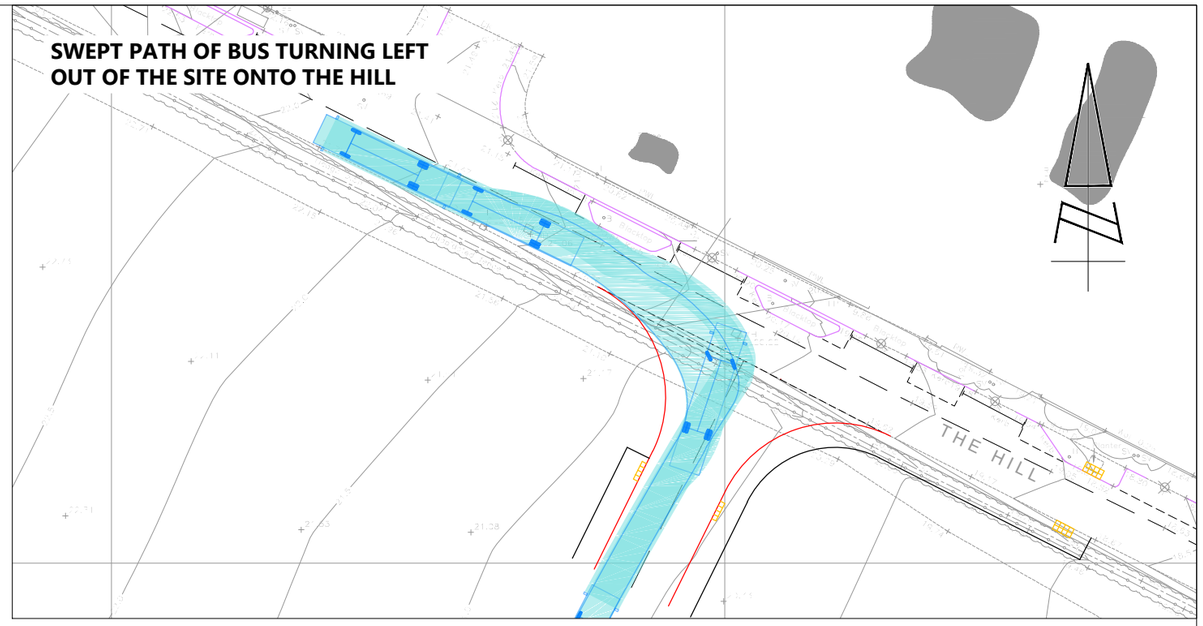
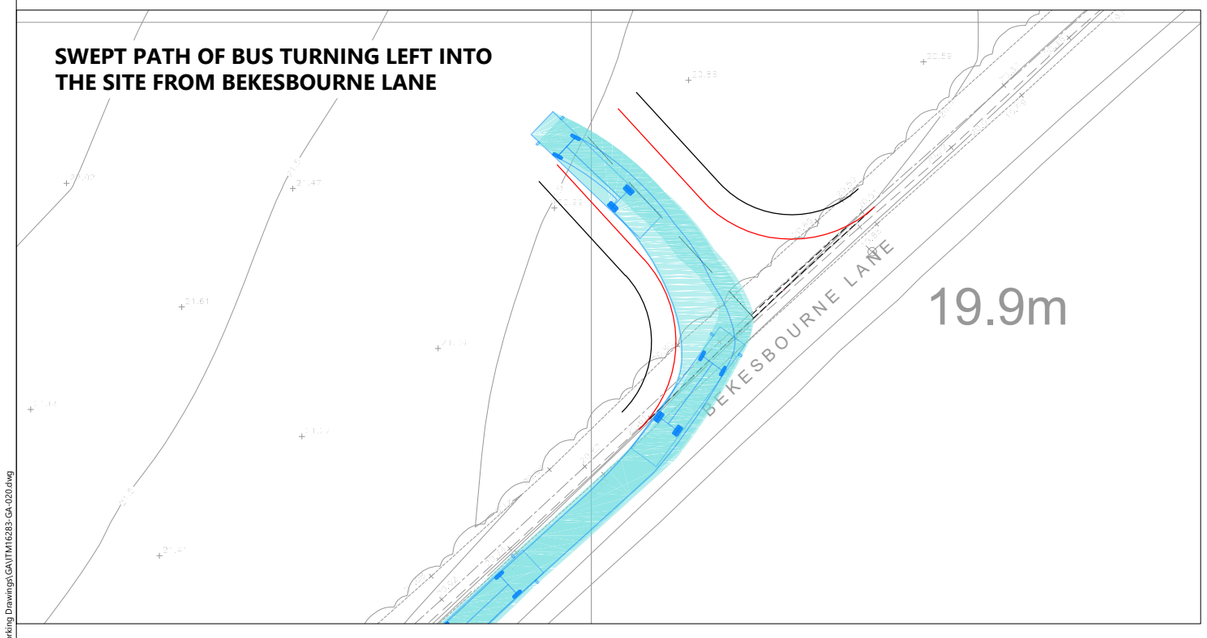
SWEPT PATH OF BUS TURNING RIGHT INTO THE SITE FROM THE HILL



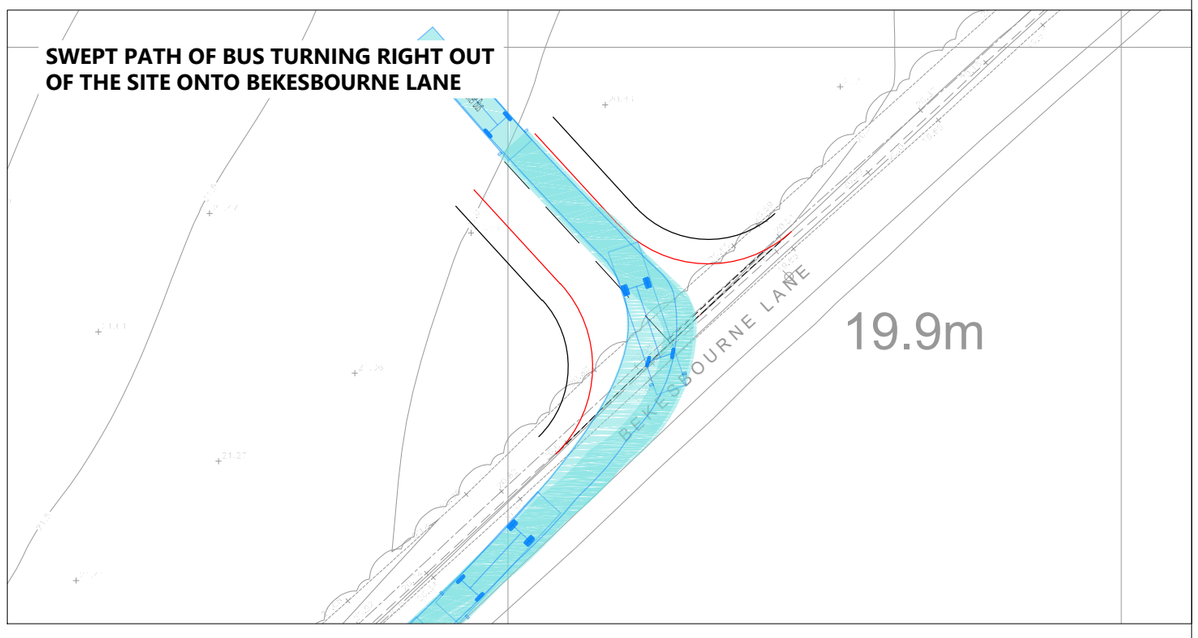
SWEPT PATH OF BUS TURNING LEFT OUT OF THE SITE ONTO THE HILL



SWEPT PATH OF BUS TURNING LEFT INTO THE SITE FROM BEKESBOURNE LANE



SWEPT PATH OF BUS TURNING RIGHT OUT OF THE SITE ONTO BEKESBOURNE LANE



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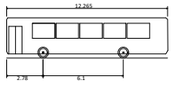
SCALE BAR @ 1:500

0 5 10 25 50



Stage Coach Single Decker Bus	
Overall Length	12.265m
Overall Width	2.550m
Overall Body Height	3.069m
Min Body Ground Clearance	0.309m
Track Width	2.350m
Lock to lock time	4.00s
Wall to Wall Turning Radius	11.157m

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STATUS: FOR INFORMATION

TITLE: SWEPT PATH ANALYSIS - SINGLE DECKER BUS

PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE

CLIENT: GLADMAN DEVELOPMENTS LTD

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PROJECT No:	**SCALE @ A3:**	**DATE:**
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DRAWING No:		**REV:**
ITM16283-GA-020		-

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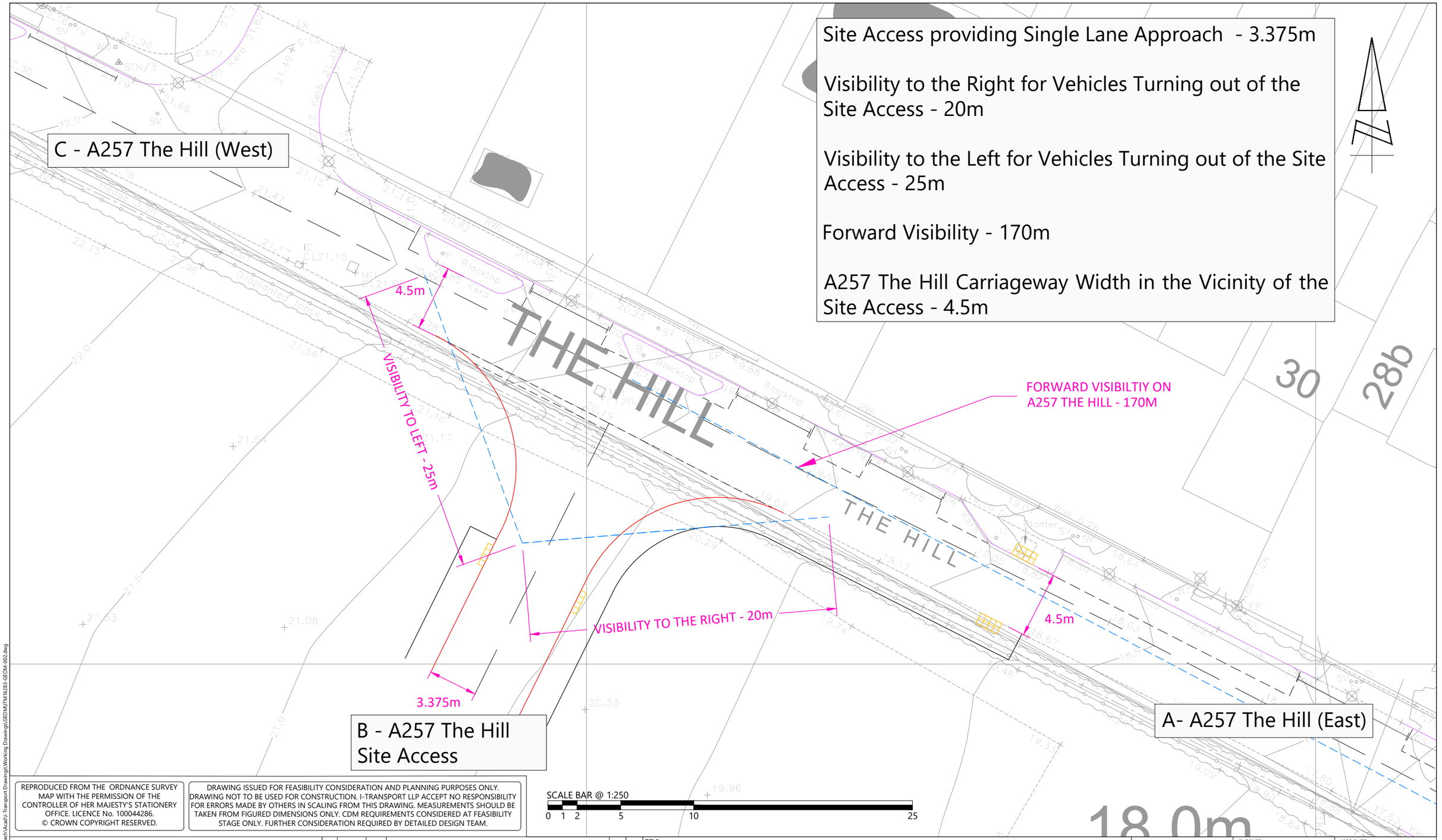
APPENDIX 2.B SITE ACCESS PICADY DRAWINGS



SCALE BAR @ 1:250

0 1 2 5 10 25

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REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: FOR INFORMATION

TITLE: A257 THE HILL SITE ACCESS - LAYOUT AND GEOMETRY FOR PICADY CAPACITY ASSESSMENT

PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE

CLIENT: GLADMAN DEVELOPMENTS LTD

DRAWN:	CHECKED:	APPROVED:
MS	JW	JW
PROJECT No:	SCALE @ A3:	DATE:
ITM16283	1:250	28.06.23
DRAWING No:		REV:
ITM16283-GEOM-002		-

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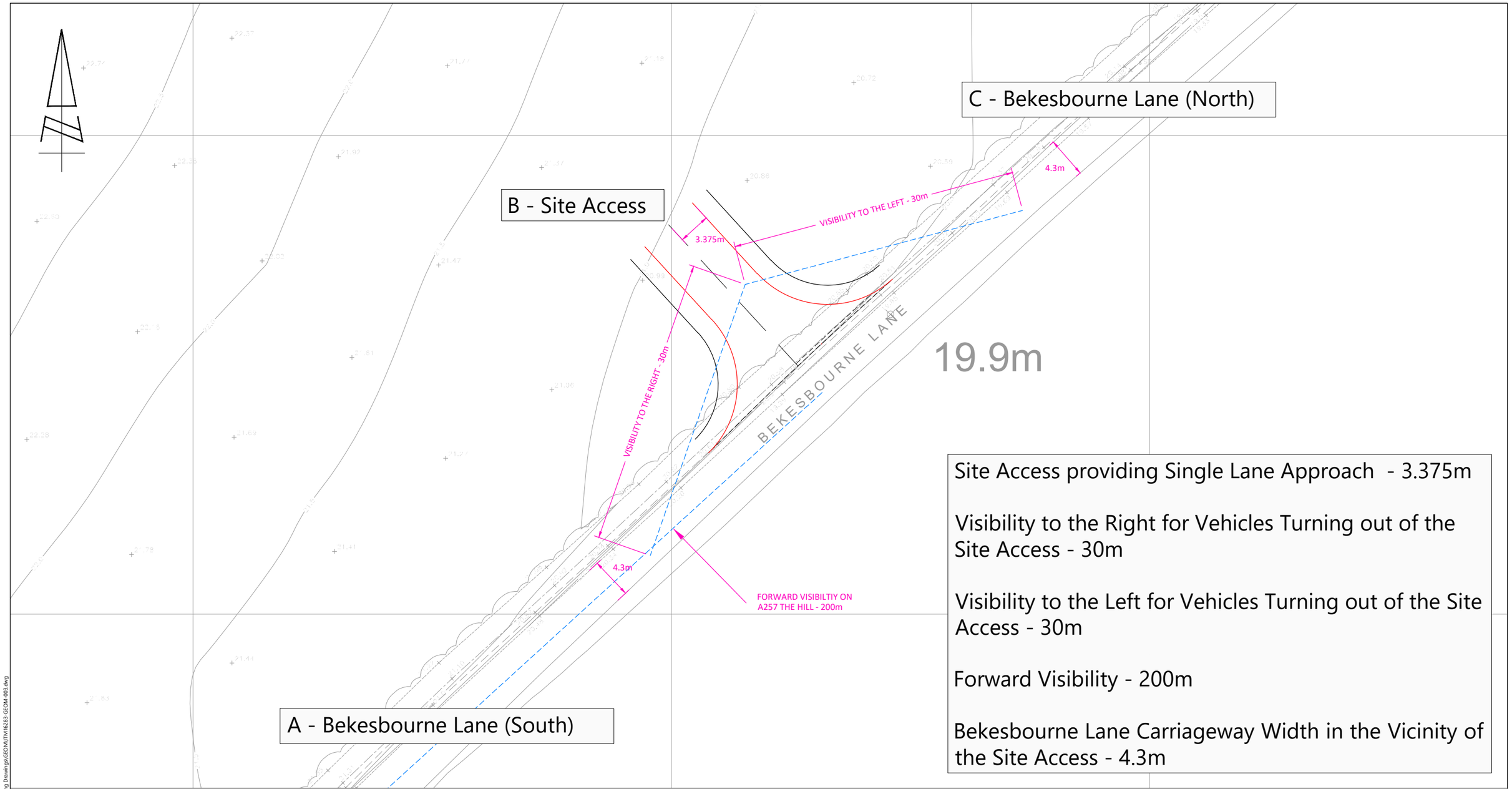

Site Access providing Single Lane Approach - 3.375m

Visibility to the Right for Vehicles Turning out of the Site Access - 30m

Visibility to the Left for Vehicles Turning out of the Site Access - 30m

Forward Visibility - 200m

Bekesbourne Lane Carriageway Width in the Vicinity of the Site Access - 4.3m

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SCALE BAR @ 1:250

0 1 2 5 10 25

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REV	DATE	BY	DESCRIPTION	CHK	APD
A	XX.XX.X	XX	XXX	XX	XX

STATUS: FOR INFORMATION

TITLE: BEKESBOURNE LANE SITE ACCESS - LAYOUT AND GEOMETRY FOR PICADY CAPACITY ASSESSMENT

PROJECT: LAND SOUTH OF THE HILL, LITTLEBOURNE

CLIENT: GLADMAN DEVELOPMENTS LTD

DRAWN:	CHECKED:	APPROVED:
MS	JW	JW
PROJECT No:	SCALE @ A3:	DATE:
ITM16283	1:250	28.06.23

DRAWING No: ITM16283-GEOM-003

REV: -

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APPENDIX 4.A ATC SURVEY – A257 THE HILL

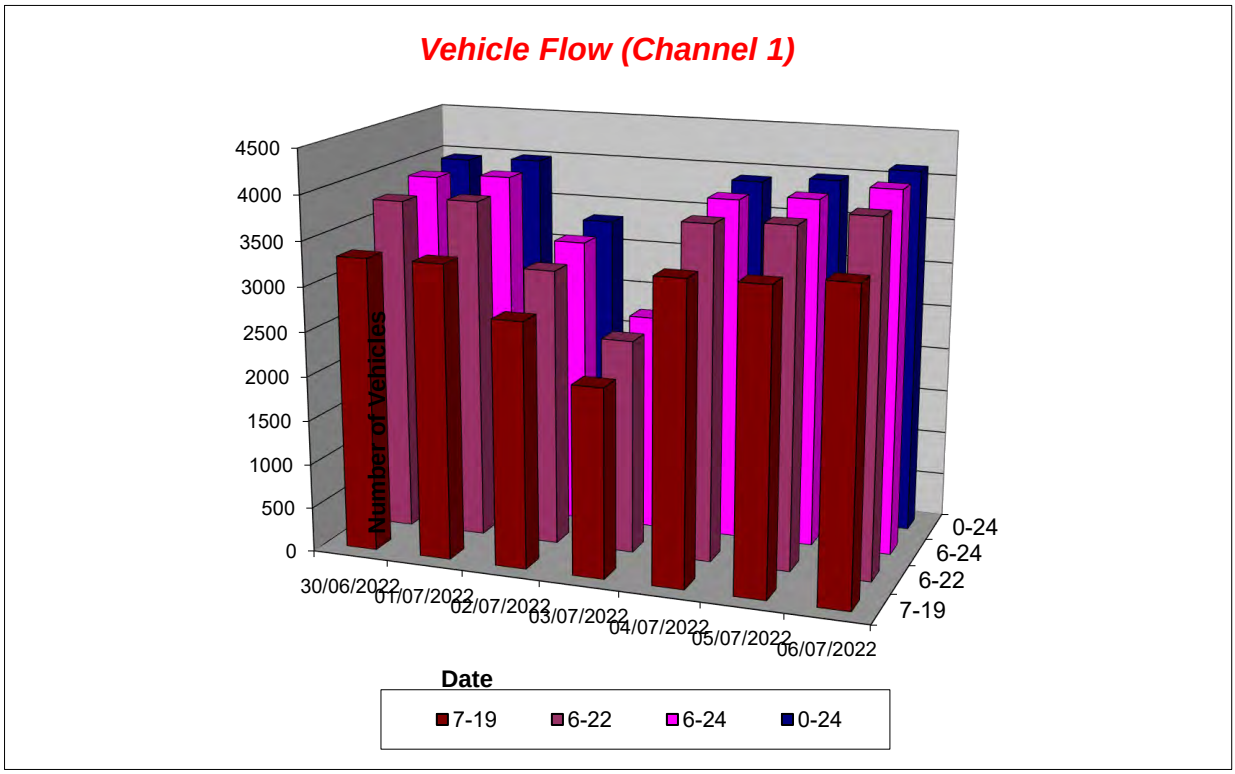
Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Vehicle Flow** **Week 1**

Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday	5 Day Ave	7 Day Ave
1	25	13	35	18	13	12	10	15	18
2	11	6	8	14	3	6	4	6	7
3	5	4	6	10	4	2	2	3	5
4	5	6	9	7	4	8	5	6	6
5	3	8	3	11	9	8	8	7	7
6	14	13	14	7	17	20	21	17	15
7	64	61	25	21	63	67	74	66	54
8	192	204	69	57	189	219	184	198	159
9	275	255	107	61	285	289	269	275	220
10	218	216	210	139	205	211	239	218	205
11	220	228	225	207	225	226	242	228	225
12	259	268	291	229	205	210	208	230	239
13	257	240	307	276	262	234	280	255	265
14	246	254	285	233	240	245	238	245	249
15	281	287	312	235	288	291	305	290	286
16	345	356	279	212	372	368	367	362	328
17	391	360	264	186	425	414	409	400	350
18	383	379	215	157	416	410	423	402	340
19	236	263	195	133	248	248	288	257	230
20	179	216	155	91	132	154	204	177	162
21	128	141	94	90	118	103	124	123	114
22	93	92	82	80	83	111	97	95	91
23	90	82	83	31	75	80	98	85	77
24	33	40	55	17	24	36	29	32	33

7-19	3303	3310	2759	2125	3360	3365	3452	3358	3096
6-22	3767	3820	3115	2407	3756	3800	3951	3819	3517
6-24	3890	3942	3253	2455	3855	3916	4078	3936	3627
0-24	3953	3992	3328	2522	3905	3972	4128	3990	3686



Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Average Speed** **Week 1**

Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
1	33.7	32.6	32.3	32.0	34.7	37.4	34.0
2	34.8	32.2	42.7	36.2	33.0	32.2	36.8
3	31.0	31.8	40.9	38.8	33.0	25.5	30.5
4	35.0	33.8	33.6	38.0	34.2	34.2	34.0
5	29.7	29.9	39.7	34.4	36.3	33.0	31.1
6	31.9	30.7	31.6	40.5	31.8	30.5	30.1
7	27.3	28.6	32.8	32.5	28.0	27.3	26.8
8	21.2	23.3	30.2	30.7	21.5	21.4	21.2
9	19.2	21.8	24.3	30.3	19.4	19.2	21.3
10	21.8	23.8	22.2	24.6	22.4	20.9	21.8
11	21.5	23.1	21.2	23.0	21.7	22.8	22.3
12	22.8	22.2	21.9	23.7	23.1	21.7	22.8
13	22.6	22.2	23.1	21.8	23.1	22.8	21.9
14	22.9	23.3	22.2	23.0	22.5	24.2	22.9
15	23.4	23.8	22.7	23.4	23.7	23.2	21.6
16	21.2	22.1	22.2	24.0	21.9	21.7	20.4
17	21.2	21.5	21.9	23.8	22.1	22.4	21.4
18	22.7	23.1	24.9	26.0	22.3	23.0	20.9
19	23.8	24.6	25.5	27.1	24.9	24.4	22.2
20	26.7	24.9	26.5	28.5	26.8	25.9	24.7
21	26.6	27.0	26.9	28.1	28.1	26.5	27.8
22	28.5	28.3	28.7	30.5	29.1	29.4	28.3
23	28.7	29.1	28.9	31.7	29.6	29.7	28.4
24	31.5	31.2	29.7	37.0	33.7	31.3	31.4
10-12	22.2	22.6	21.6	23.4	22.4	22.2	22.5
14-16	22.2	22.9	22.5	23.7	22.7	22.3	21.0
0-24	23.0	23.6	24.0	25.2	23.3	23.2	22.6
						7 Day Ave	23.6

85th Percentile

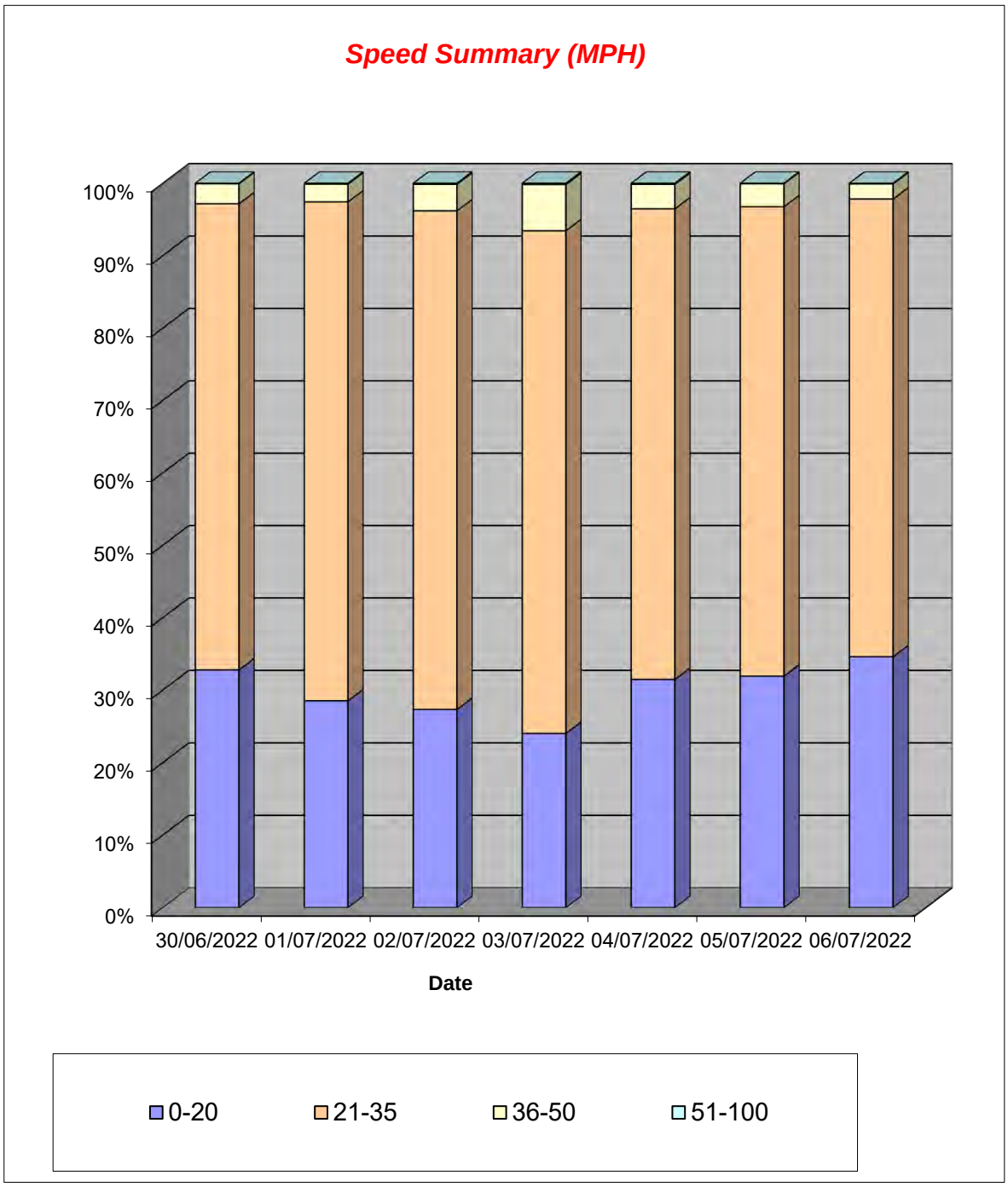
Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
1	43.7	38.6	44.0	43.7	43.9	43.7	43.2
2	38.5	38.3	43.4	48.9	38.7	43.9	48.5
3	33.6	38.3	65.8	43.8	38.5	38.5	33.3
4	43.3	38.8	38.2	48.0	43.4	38.1	38.3
5	38.3	33.8	48.2	48.5	43.1	38.8	38.0
6	43.8	38.6	33.6	56.4	38.8	43.4	38.5
7	33.0	39.0	43.4	43.4	38.5	33.5	33.2
8	28.8	28.9	38.4	38.7	28.8	28.5	28.9
9	28.8	28.2	33.7	38.5	28.6	28.2	28.6
10	28.7	28.7	28.3	33.5	28.8	28.3	28.8
11	28.0	29.0	28.6	33.5	28.0	28.1	28.9
12	28.4	28.2	28.2	28.4	28.2	28.6	28.3
13	28.9	28.5	28.2	28.4	28.1	28.2	28.5
14	28.8	28.1	28.6	28.3	28.1	33.9	28.1
15	28.4	29.0	28.1	28.1	28.3	28.1	28.6
16	29.0	28.7	28.5	33.2	28.1	28.4	28.4
17	28.9	28.0	28.9	29.0	28.0	28.3	29.0
18	28.1	28.6	33.3	33.1	28.5	28.9	28.1
19	33.9	33.1	33.8	38.4	28.7	33.8	28.9
20	33.4	33.1	33.4	33.4	33.5	33.3	33.6
21	33.5	33.8	33.3	33.5	38.8	33.7	33.3
22	33.8	33.3	33.9	33.2	33.1	33.3	33.1
23	33.1	33.0	33.6	43.5	38.2	38.1	38.5
24	38.6	38.3	33.6	43.3	43.7	38.0	43.2
10-12	28.5	28.4	28.4	28.6	28.5	28.3	29.0
14-16	28.3	28.3	28.1	28.5	28.4	28.8	28.1
0-24	28.6	28.9	33.6	33.2	28.1	28.3	28.0
						7 Day Ave	29.8

Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Speed Summary** **Week 1**

Speed (MPH)	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
0-20	1296	1139	910	606	1229	1268	1429
21-35	2546	2751	2292	1751	2539	2576	2610
36-50	109	98	122	161	132	126	86
51-100	2	4	4	4	5	2	3
TOTAL	**3953**	**3992**	**3328**	**2522**	**3905**	**3972**	**4128**



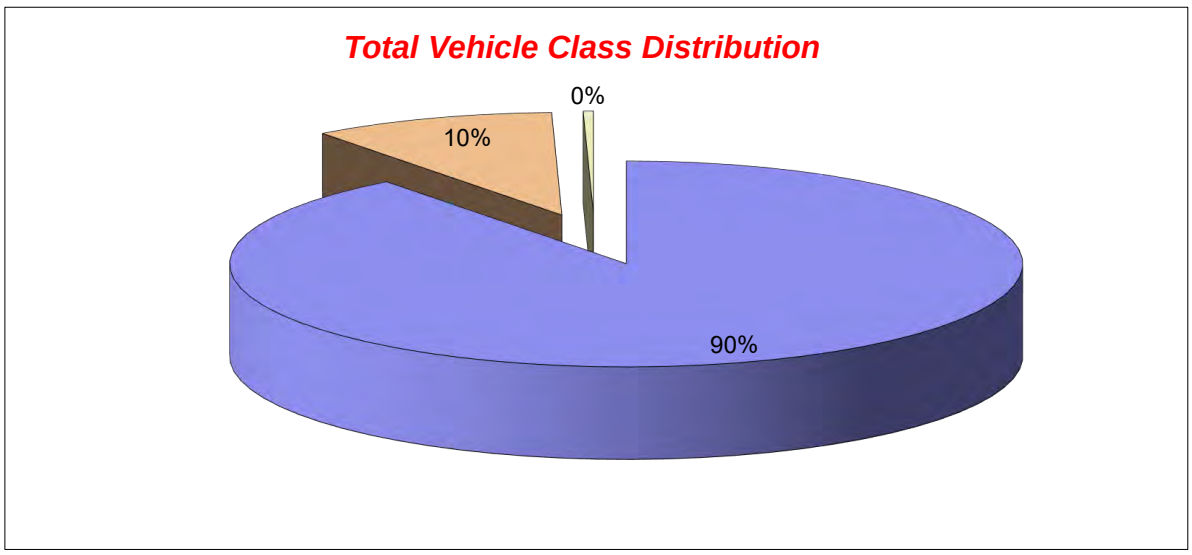
Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 1 - Eastbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
30/06/2022				
7-19	2928	363	12	3303
6-22	3368	386	13	3767
6-24	3483	394	13	3890
0-24	3535	405	13	3953
01/07/2022				
7-19	2920	375	15	3310
6-22	3388	416	16	3820
6-24	3501	425	16	3942
0-24	3541	434	17	3992
02/07/2022				
7-19	2515	235	9	2759
6-22	2846	257	12	3115
6-24	2977	264	12	3253
0-24	3039	277	12	3328
03/07/2022				
7-19	1997	118	10	2125
6-22	2261	135	11	2407
6-24	2303	141	11	2455
0-24	2364	147	11	2522
04/07/2022				
7-19	2944	399	17	3360
6-22	3315	421	20	3756
6-24	3407	428	20	3855
0-24	3444	441	20	3905
05/07/2022				
7-19	2979	376	10	3365
6-22	3390	397	13	3800
6-24	3499	403	14	3916
0-24	3545	413	14	3972
06/07/2022				
7-19	3050	390	12	3452
6-22	3514	422	15	3951
6-24	3630	431	17	4078
0-24	3665	443	20	4128

Average				
7-19	2762	322	12	3096
6-22	3155	348	14	3517
6-24	3257	355	15	3627
0-24	3305	366	15	3686



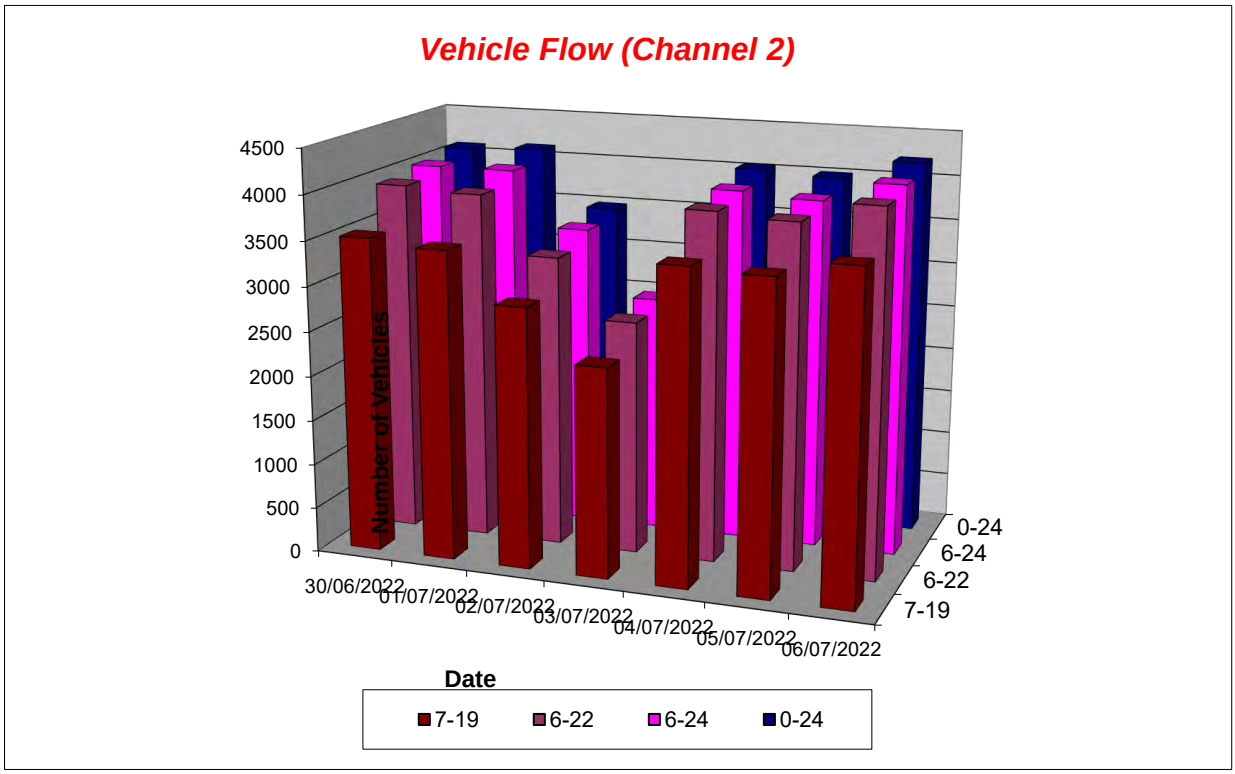
Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Vehicle Flow** **Week 1**

Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday	5 Day Ave	7 Day Ave
1	11	11	26	29	17	15	7	12	17
2	3	12	18	15	3	5	5	6	9
3	4	4	4	9	8	6	3	5	5
4	8	8	5	4	3	9	4	6	6
5	8	15	6	8	13	18	17	14	12
6	47	56	22	9	44	47	53	49	40
7	132	100	40	38	123	103	133	118	96
8	444	415	131	73	469	452	460	448	349
9	499	454	264	102	490	487	465	479	394
10	336	297	317	199	338	324	325	324	305
11	266	284	309	262	271	226	256	261	268
12	241	244	269	242	248	240	248	244	247
13	250	231	254	262	222	234	255	238	244
14	232	236	295	267	243	218	242	234	248
15	218	230	242	230	242	250	265	241	240
16	302	294	230	167	293	306	273	294	266
17	285	321	242	200	253	256	270	277	261
18	244	242	178	197	260	252	309	261	240
19	204	204	176	136	154	199	252	203	189
20	131	140	130	107	123	136	152	136	131
21	88	102	97	82	88	99	99	95	94
22	69	100	83	45	70	52	54	69	68
23	47	66	62	37	43	40	44	48	48
24	26	58	78	15	21	25	24	31	35

7-19	3521	3452	2907	2337	3483	3444	3620	3504	3252
6-22	3941	3894	3257	2609	3887	3834	4058	3923	3640
6-24	4014	4018	3397	2661	3951	3899	4126	4002	3724
0-24	4095	4124	3478	2735	4039	3999	4215	4094	3812



Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Average Speed** **Week 1**

Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
1	33.0	34.4	36.0	35.1	36.9	35.3	37.3
2	38.0	32.6	39.5	38.3	48.8	40.5	39.0
3	42.4	35.5	33.0	38.0	30.5	34.7	34.7
4	35.5	37.4	43.5	39.2	36.3	36.6	39.2
5	34.9	32.0	44.7	40.5	40.5	35.5	36.1
6	38.7	38.9	33.5	44.4	35.7	36.2	36.1
7	35.9	32.9	37.0	35.6	34.8	34.7	35.0
8	29.0	28.9	34.0	34.0	29.2	29.9	29.2
9	27.2	26.7	32.1	34.4	26.6	27.9	27.2
10	28.5	28.4	29.1	31.9	28.9	27.3	26.6
11	28.2	27.8	28.2	29.6	28.7	27.9	27.4
12	29.1	27.7	29.2	30.3	29.7	29.0	28.4
13	28.4	29.8	29.0	28.1	29.5	29.5	28.1
14	28.5	29.8	28.9	29.6	28.1	29.6	29.0
15	29.3	28.4	29.5	29.5	27.9	27.6	28.2
16	26.3	28.6	27.9	29.3	27.9	26.7	26.6
17	26.8	28.2	28.3	29.7	26.9	27.9	28.1
18	28.6	28.3	29.2	31.5	28.4	28.6	25.7
19	28.5	28.2	30.8	33.6	30.1	29.3	28.1
20	31.7	28.7	31.1	33.8	32.1	31.9	30.0
21	31.0	30.8	30.2	32.8	31.2	30.7	32.1
22	31.6	30.9	31.9	31.7	34.8	33.5	32.8
23	33.2	31.6	32.2	31.0	32.0	31.2	32.0
24	33.8	30.0	33.1	33.3	35.4	33.1	34.7
10-12	28.7	27.7	28.7	29.9	29.2	28.5	27.9
14-16	27.5	28.5	28.7	29.4	27.9	27.1	27.4
0-24	28.9	28.8	30.0	30.9	29.1	29.1	28.5
						7 Day Ave	29.3

85th Percentile

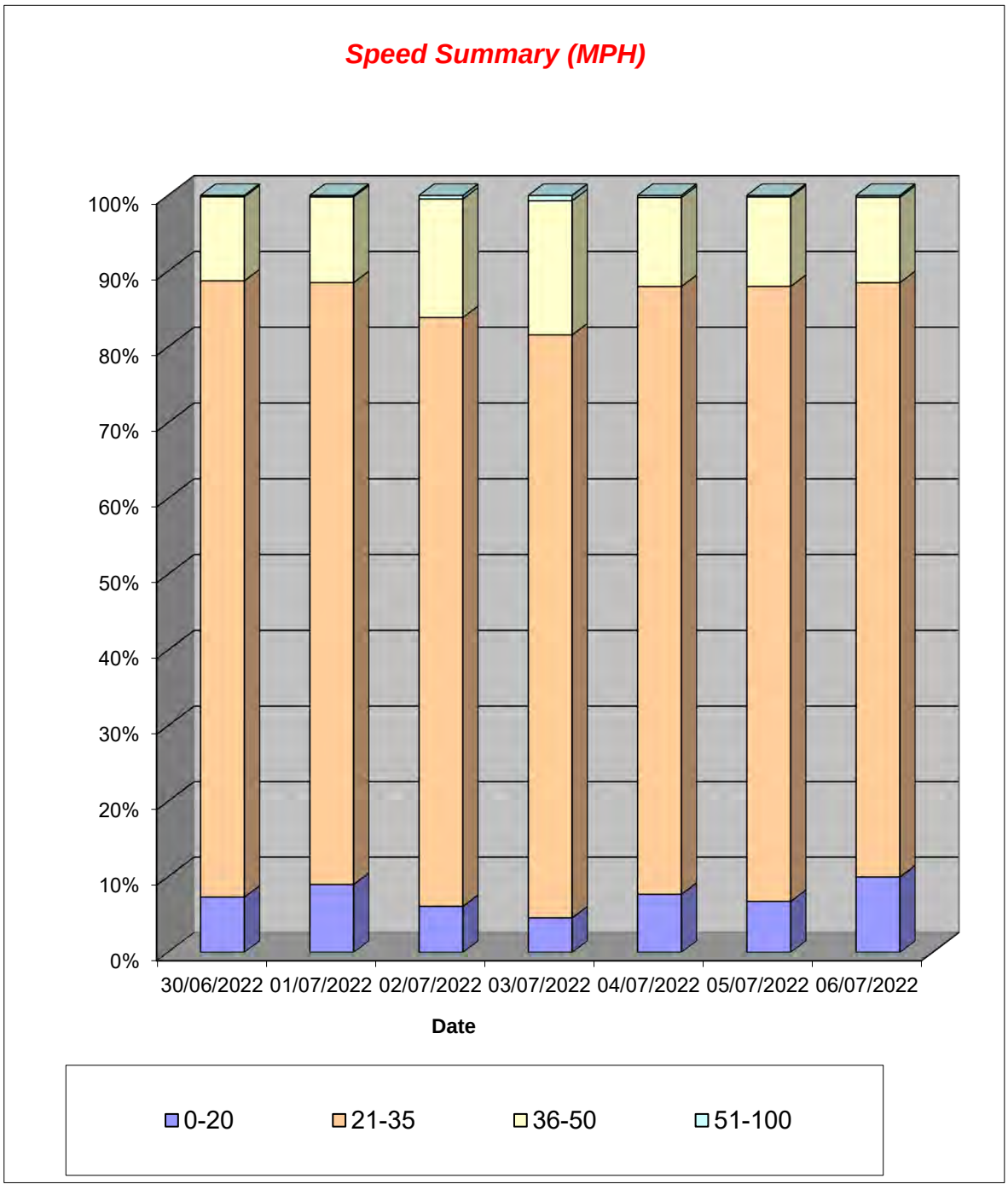
Hr Ending	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
1	43.3	43.3	43.7	48.6	65.7	43.6	48.8
2	43.5	38.3	43.5	48.3	65.7	56.3	48.3
3	56.4	43.2	48.6	48.1	33.3	38.5	38.7
4	43.5	43.5	55.7	48.2	43.8	43.2	48.4
5	38.4	38.2	56.0	55.6	55.6	48.9	48.8
6	48.8	48.6	38.7	48.4	43.5	43.4	48.7
7	43.8	38.4	43.8	44.0	43.8	43.3	38.4
8	33.7	33.9	43.4	38.5	33.8	33.8	33.1
9	33.7	33.5	38.9	43.5	33.3	33.2	33.4
10	34.0	33.2	33.7	39.0	34.0	33.4	33.3
11	33.3	33.7	33.1	33.2	33.8	33.2	33.7
12	33.5	33.7	33.6	33.4	38.7	33.9	33.3
13	33.4	38.6	33.7	33.4	33.9	33.6	33.8
14	33.7	33.8	33.0	33.3	33.9	33.4	33.2
15	38.2	33.2	38.4	33.5	33.4	33.4	33.6
16	33.4	33.8	33.4	33.1	33.1	33.9	34.0
17	33.5	33.2	33.3	33.5	34.0	33.6	33.2
18	33.8	34.0	34.0	39.0	33.8	33.9	33.9
19	33.5	33.1	38.8	43.6	38.7	33.5	38.1
20	38.4	33.1	38.7	43.9	38.4	38.3	39.0
21	38.5	38.8	38.4	43.7	38.0	38.9	38.6
22	38.2	38.4	38.7	38.4	43.2	38.3	38.6
23	38.6	38.5	43.3	38.7	38.2	38.3	38.9
24	43.5	38.1	43.4	33.4	43.5	43.2	38.6
10-12	33.7	33.1	33.4	33.8	33.4	33.3	33.2
14-16	33.9	33.2	33.9	33.7	33.1	33.0	33.9
0-24	33.4	33.0	38.1	38.5	33.3	33.7	33.1
						7 Day Ave	34.7

Canterbury ATC 1, The Hill

Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Speed Summary** **Week 1**

Speed (MPH)	30/06/2022 Thursday	01/07/2022 Friday	02/07/2022 Saturday	03/07/2022 Sunday	04/07/2022 Monday	05/07/2022 Tuesday	06/07/2022 Wednesday
0-20	300	371	212	125	311	270	421
21-35	3334	3279	2706	2107	3243	3249	3309
36-50	454	466	544	484	474	472	475
51-100	7	8	16	19	11	8	10
TOTAL	**4095**	**4124**	**3478**	**2735**	**4039**	**3999**	**4215**



Canterbury ATC 1, The Hill

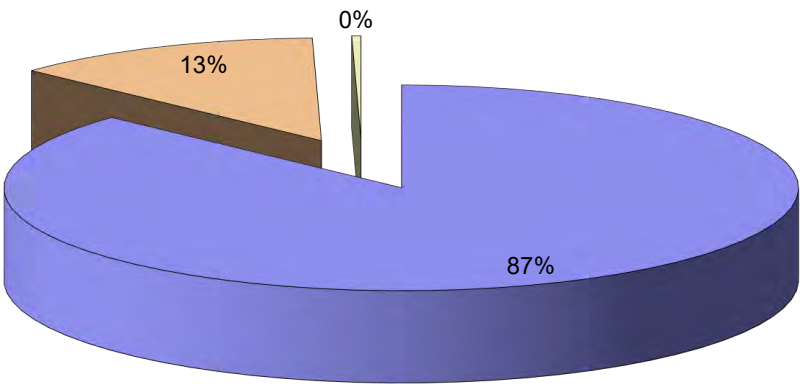
Produced by Streetwise Services Ltd.

Channel 2 - Westbound **Vehicle Class** **Week 1**

Classes / Day / Time	Car / LGV / Caravan - 1	OGV1 / Bus - 2,3,5,6,7,12	OGV2 - 4,8,9,10,11,13	TOTAL - 1-13
30/06/2022				
7-19	3022	495	4	**3521**
6-22	3389	546	6	**3941**
6-24	3456	552	6	**4014**
0-24	3520	565	10	**4095**
01/07/2022				
7-19	2984	458	10	**3452**
6-22	3384	500	10	**3894**
6-24	3494	514	10	**4018**
0-24	3574	536	14	**4124**
02/07/2022				
7-19	2586	315	6	**2907**
6-22	2900	351	6	**3257**
6-24	3023	368	6	**3397**
0-24	3093	379	6	**3478**
03/07/2022				
7-19	2130	201	6	**2337**
6-22	2373	230	6	**2609**
6-24	2420	234	7	**2661**
0-24	2481	247	7	**2735**
04/07/2022				
7-19	2996	473	14	**3483**
6-22	3350	520	17	**3887**
6-24	3411	523	17	**3951**
0-24	3482	535	22	**4039**
05/07/2022				
7-19	2942	483	19	**3444**
6-22	3284	531	19	**3834**
6-24	3341	539	19	**3899**
0-24	3426	552	21	**3999**
06/07/2022				
7-19	3119	485	16	**3620**
6-22	3496	545	17	**4058**
6-24	3557	552	17	**4126**
0-24	3632	564	19	**4215**

Average				
7-19	2826	416	11	**3252**
6-22	3168	460	12	**3640**
6-24	3243	469	12	**3724**
0-24	3315	483	14	**3812**

Total Vehicle Class Distribution



APPENDIX 4.B KENT COUNTY COUNCIL SCOPING RESPONSE

Jon Wilkinson
i-Transport LLP

jon.wilkinson@i-transport.co.uk

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 9 December 2022
Our Ref: FW

Application - PAP/2022/84
Location - LAND SOUTH OF THE HILL, LITTLEBOURNE
Proposal - RESIDENTIAL DEVELOPMENT FOR APPROXIMATELY 300 DWELLINGS, WITH ACCESS ONTO A257 THE HILL

Dear Jon,

Thank you for your e-mail with the Scoping Note and your request for comments. Having reviewed this, I have the following comments to make.

Section 2 - Development proposals and proposed access arrangement

2.2 & 2.3 The access road should be designed to conform to that for a Local Distributor Road/Major Access Road, as per guidance set out within the Kent Design Guide. As it is expected that buses will use this road, it will need to be designed with a 6.75m width to allow for this.

Section 4 - Traffic Assessment Methodology

4.1.5 Junction Turning counts must be undertaken in neutral months
4.1.6 ATC surveys must take place outside of school holidays
4.1.8 A Designers Response should be included with the Stage 1 RSA.
4.2.1 as this site is coming forward as part of Canterbury's Local Plan, Future year assessment should be based on 2045, and not 2029.
4.3.3 please add 22/01845 North Hersden 800 dwellings and other mixed uses - this doesn't have approval but is a site allocated in the current local plan.
4.5.4 Trip rates agreed
4.5.24 For clarity the flow diagrams should demonstrate the turning movements at the junctions, including the site access. The flow diagrams should also include traffic flows through Bridge to demonstrate movements for vehicles accessing the A2 north and southbound.

I trust the above is useful, but if you have any further questions then please do not hesitate to contact either myself or Alun Millard.

Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

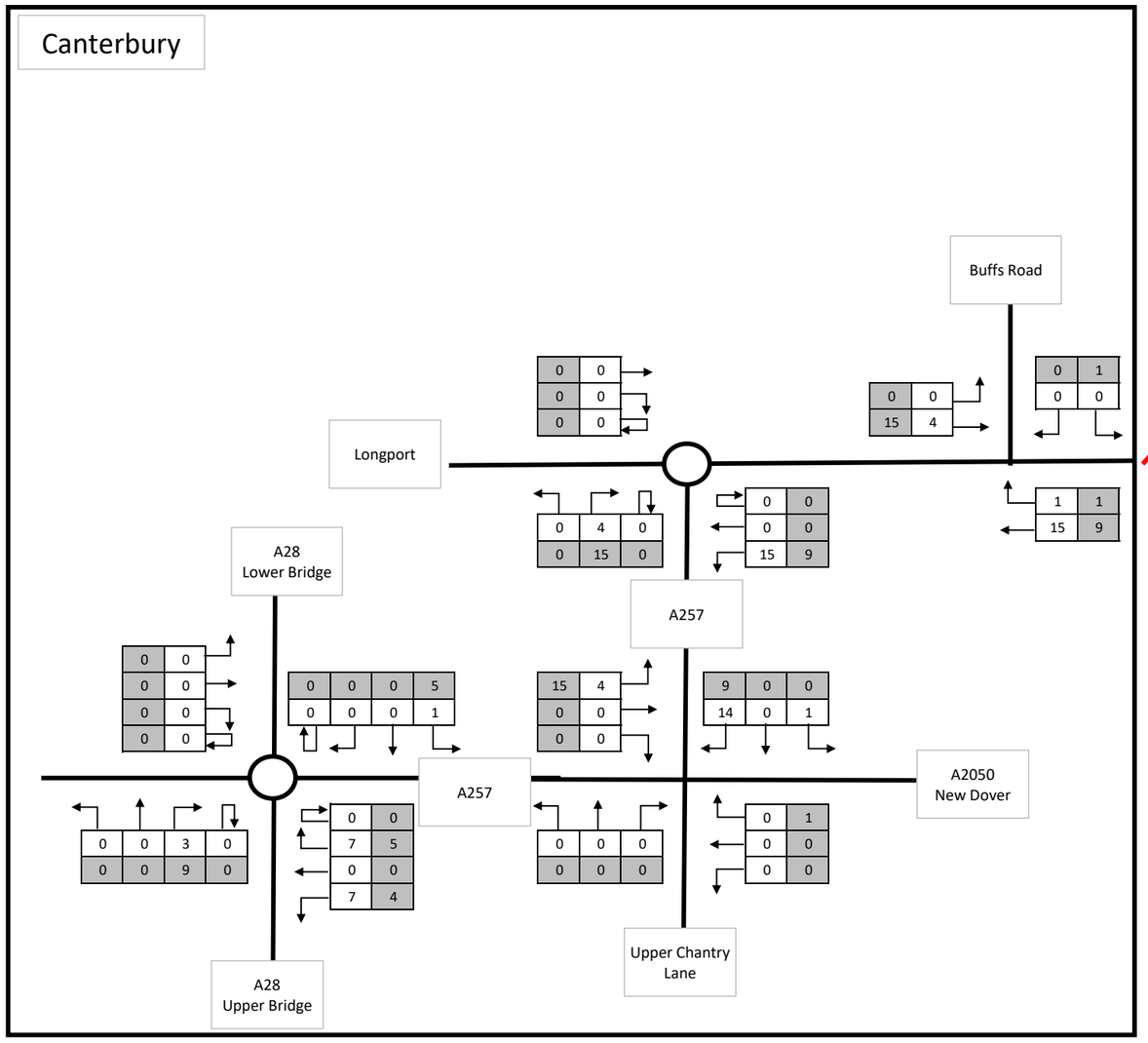
Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by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

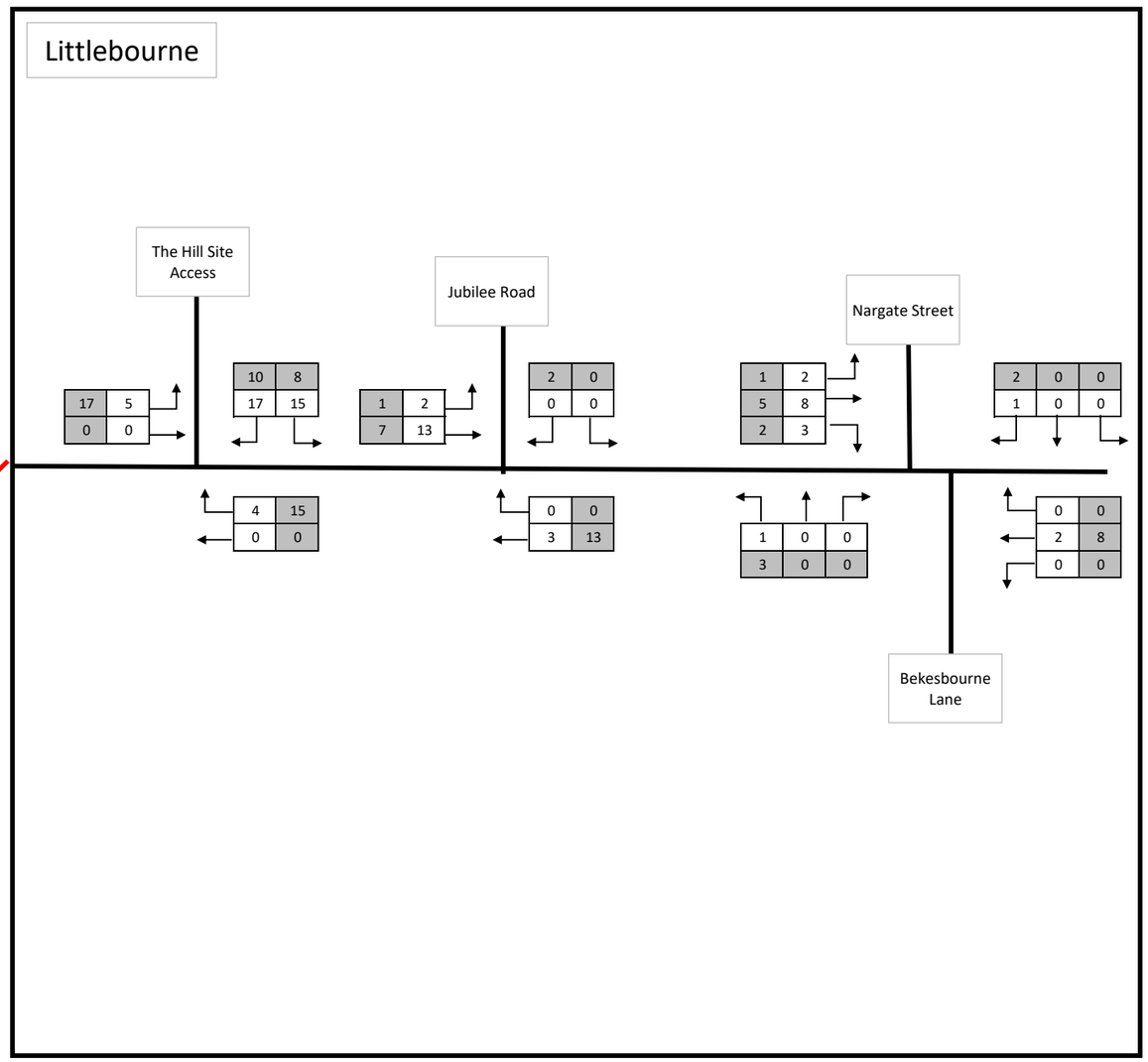
It should be noted that the weight given to pre-application advice will decline over time.

Yours Faithfully

Fiona Wiles
Senior Transport & Development Planner

APPENDIX 4.C THE HILL COMMITTED DEVELOPMENT





KEY

123 = AM Peak

123 = PM PEAK

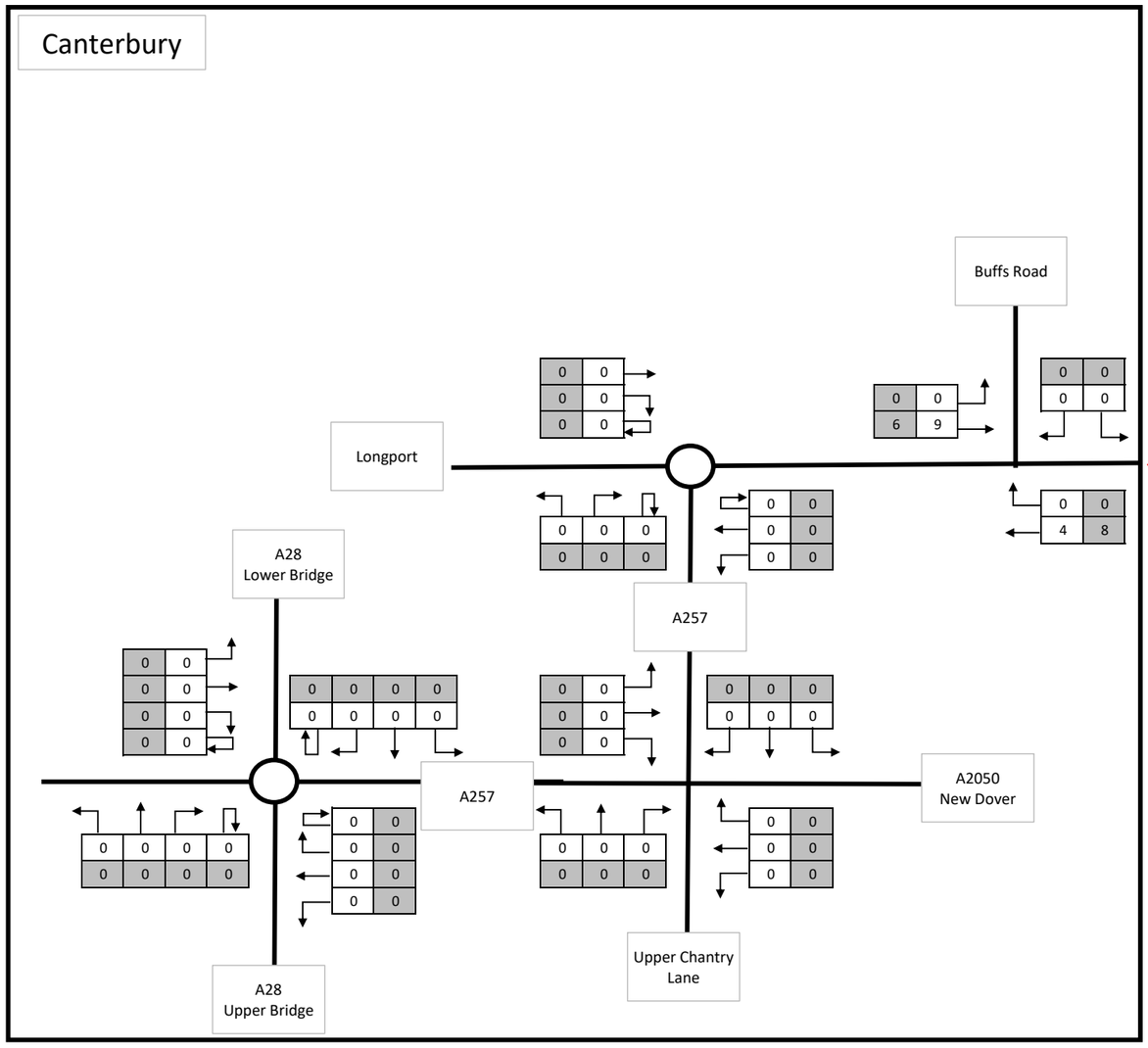
i-Transport

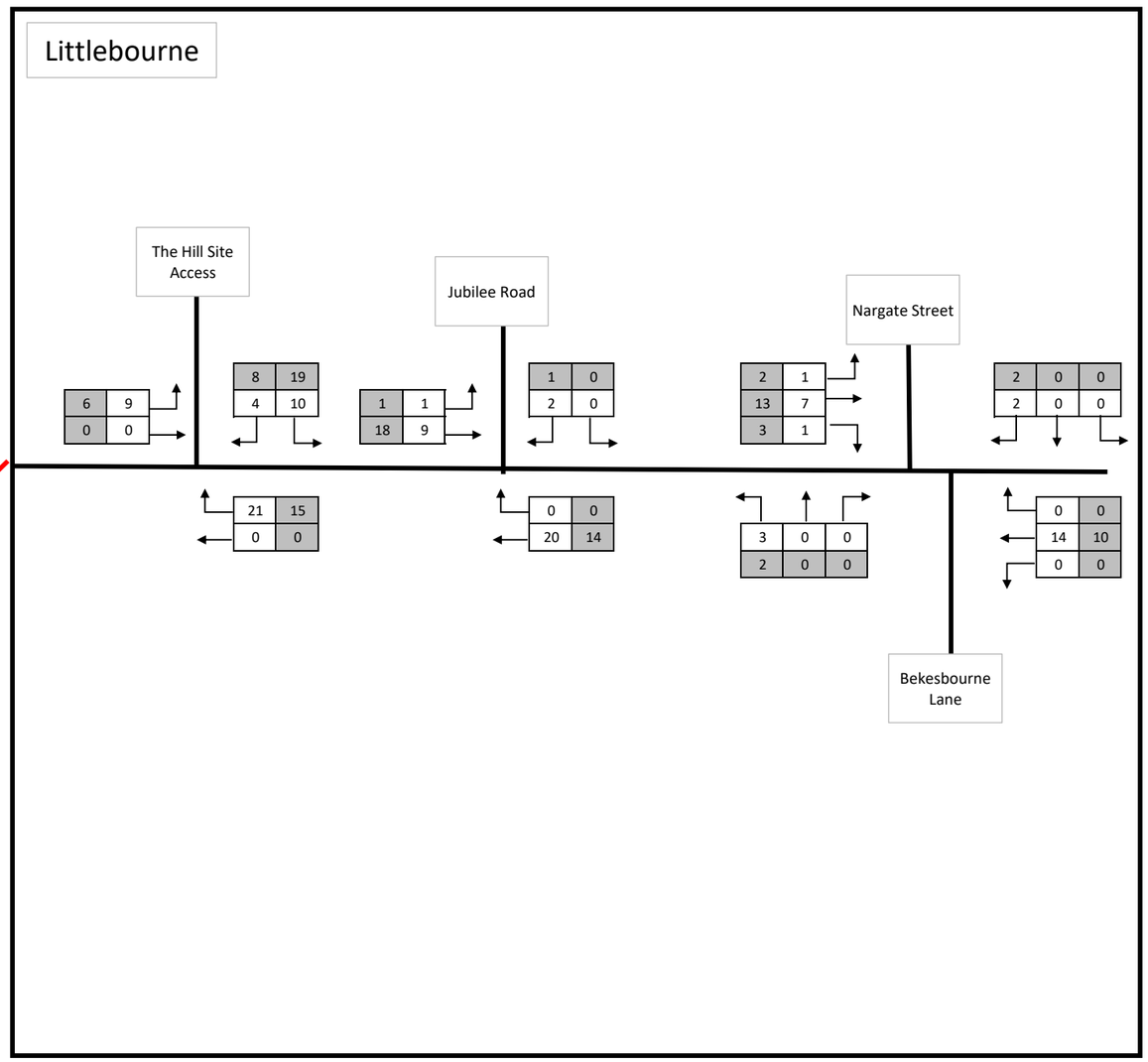
Centurion House, 129 Deansgate,
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

Land South of the Hill, Littlebourne

Appendix 4.C-1

The Hill Residential Traffic Flow





KEY

123 = AM Peak

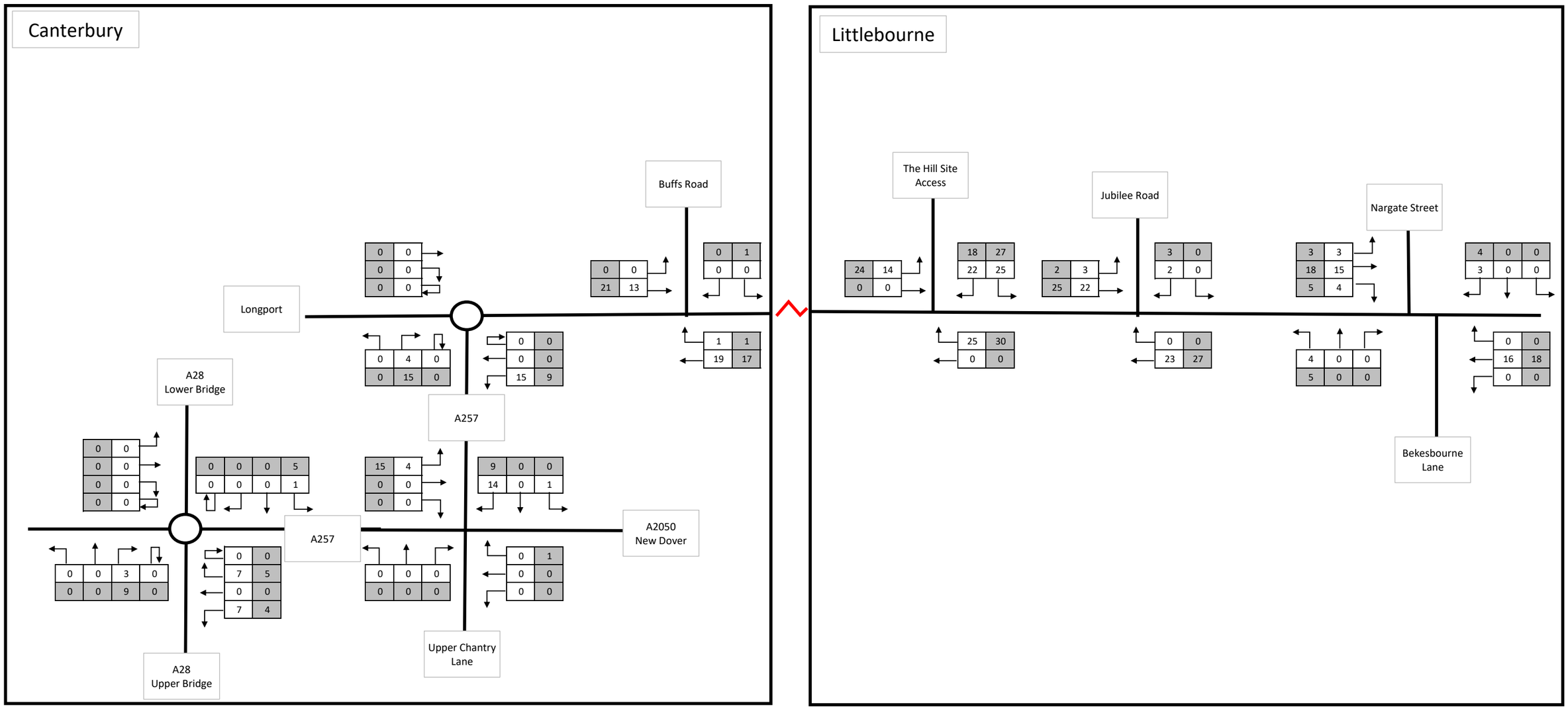
123 = PM PEAK

i-Transport
Centurion House, 129 Deansgate,
Manchester, M3 3WR
Tel: 0161 830 2172
www.i-transport.co.uk

Land South of the Hill, Littlebourne

Appendix 4.C-2

The Hill Doctors Surgey Traffic Flow



KEY

123 = AM Peak

123 = PM PEAK

i-Transport

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Manchester, M3 3WR
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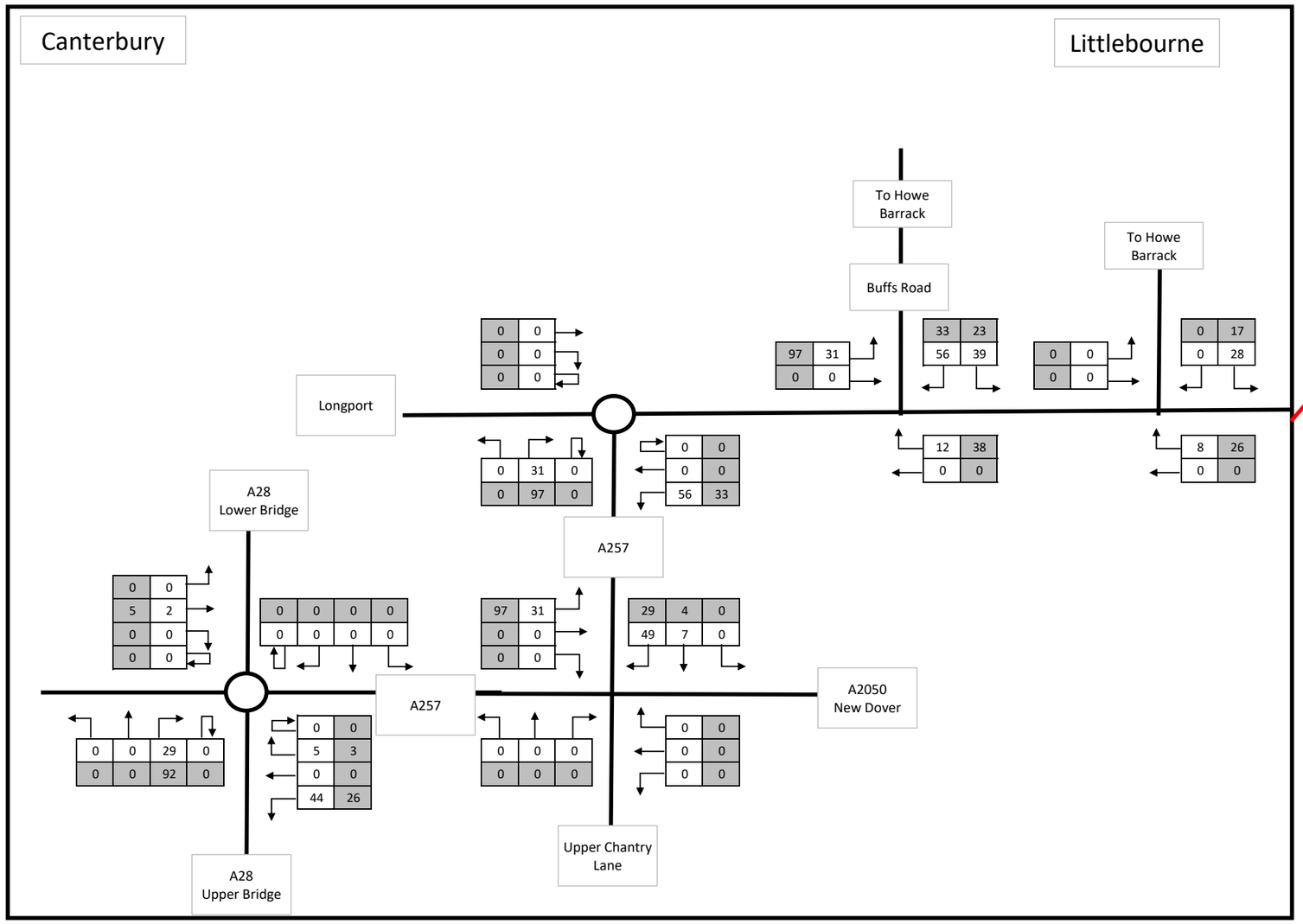
www.i-transport.co.uk

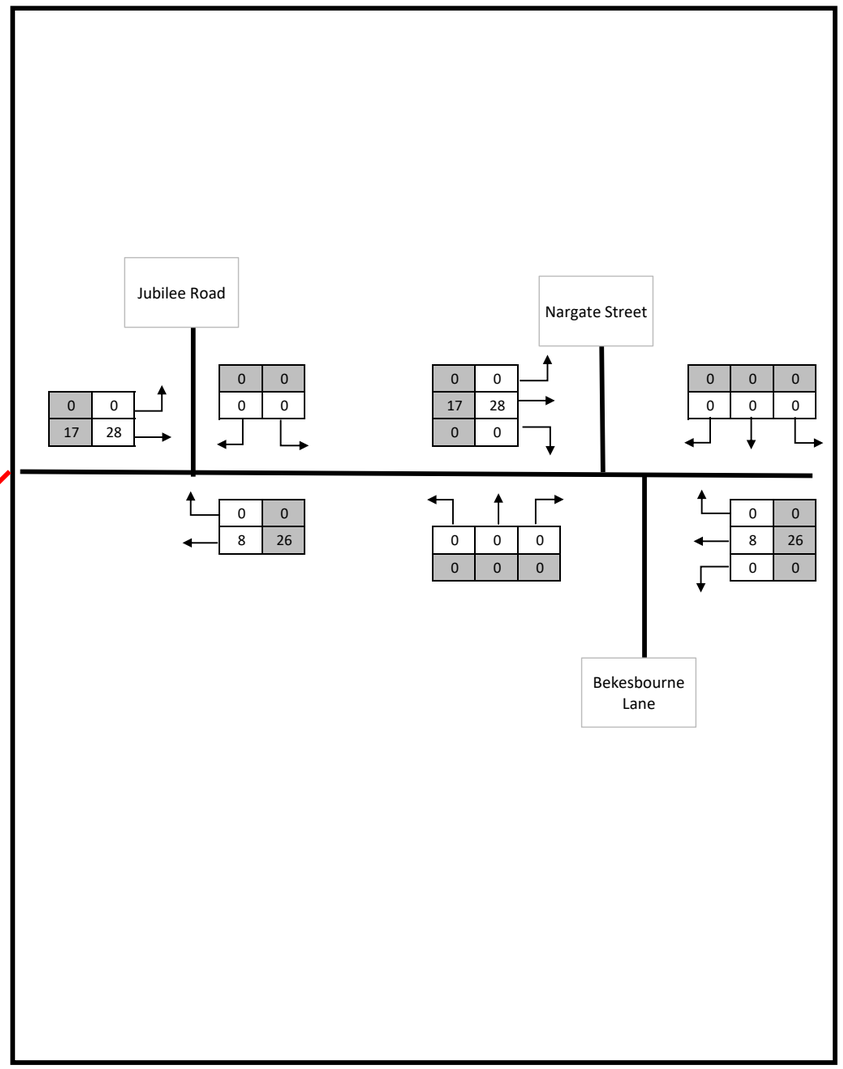
Land South of the Hill, Littlebourne

Appendix 4.C-3

The Hill Traffic Flows

APPENDIX 4.D HOWE BARRACKS COMMITTED DEVELOPMENT





KEY

123 = AM Peak

123 = PM PEAK

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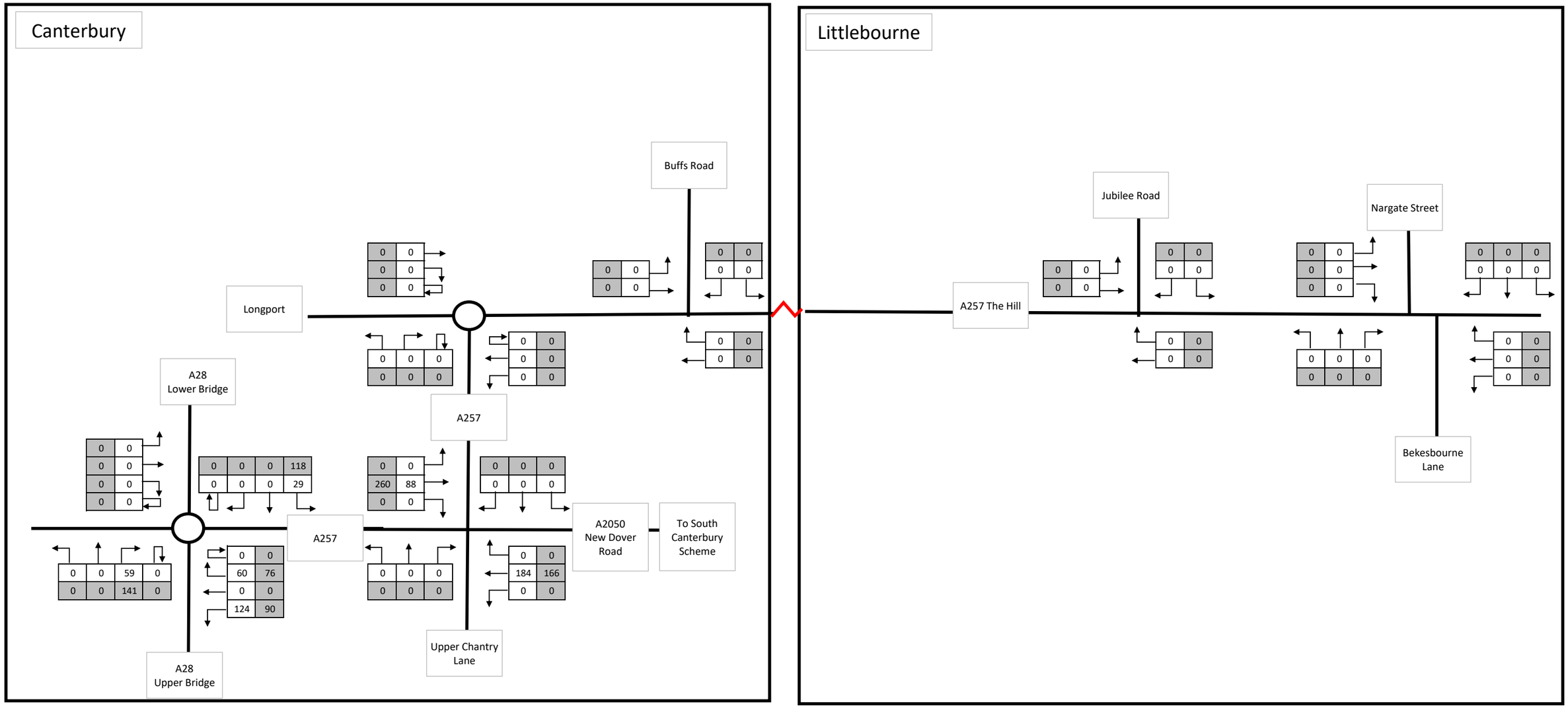
Appendix 4.D

Howe Barrack Traffic Flows

APPENDIX 4.E SOUTH CANTERBURY SITE COMMITTED DEVELOPMENT



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123 = AM Peak

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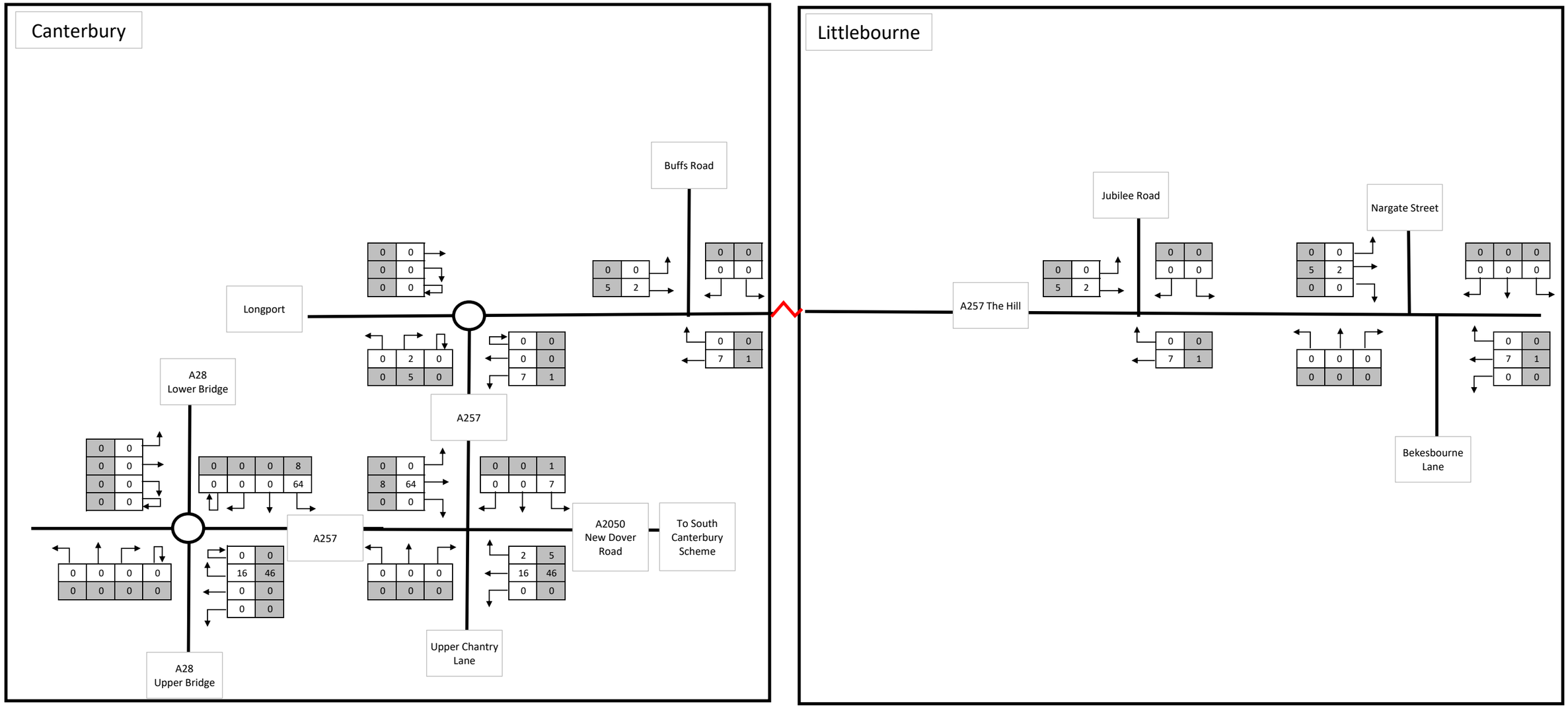
Appendix 4.E-1

South Canterbury Residential (4000 Dwellings)



KEY

123 = AM Peak

123 = PM PEAK

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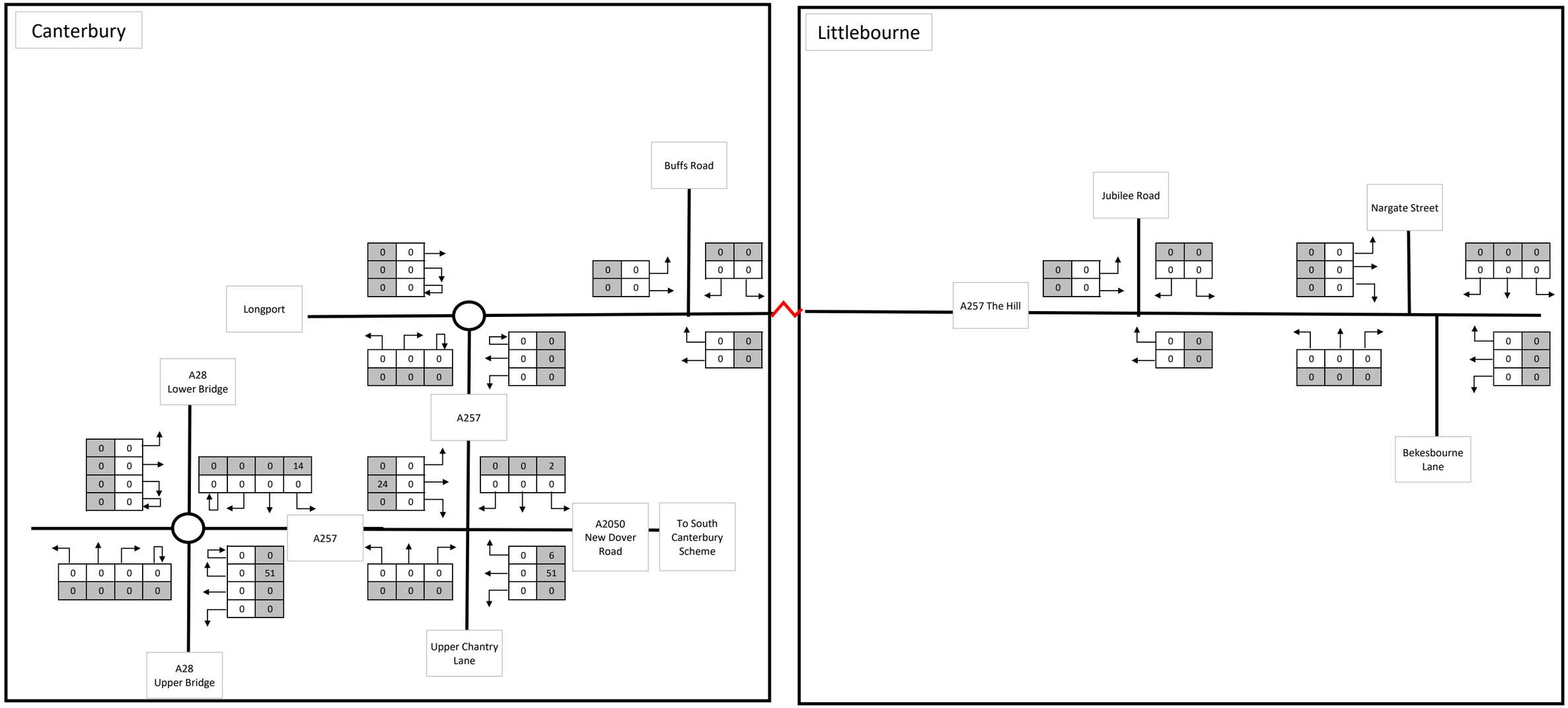
Appendix 4.E-2

South Canterbury Commercial (70,000sqm)



KEY

123 = AM Peak

123 = PM PEAK

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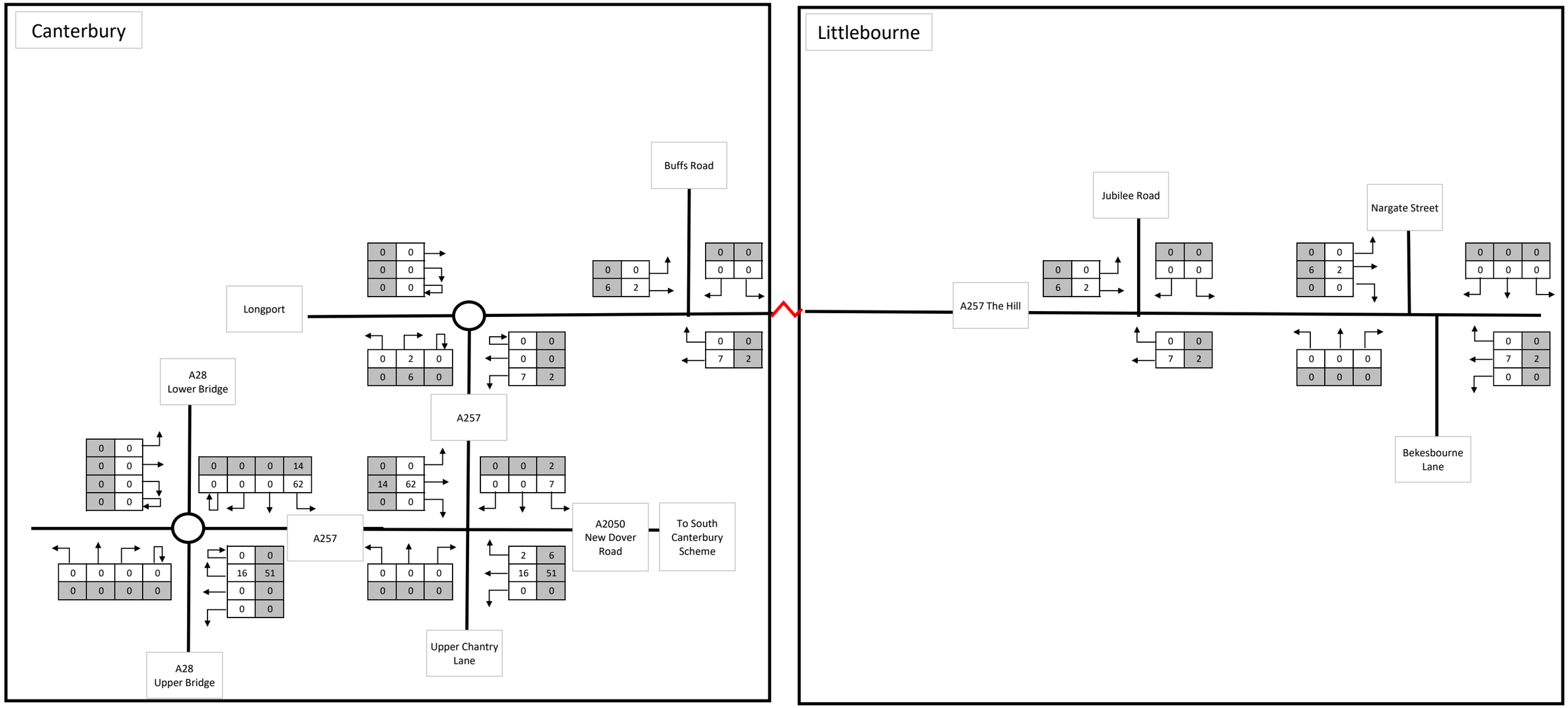
Appendix 4.E-3

South Canterbury P&R



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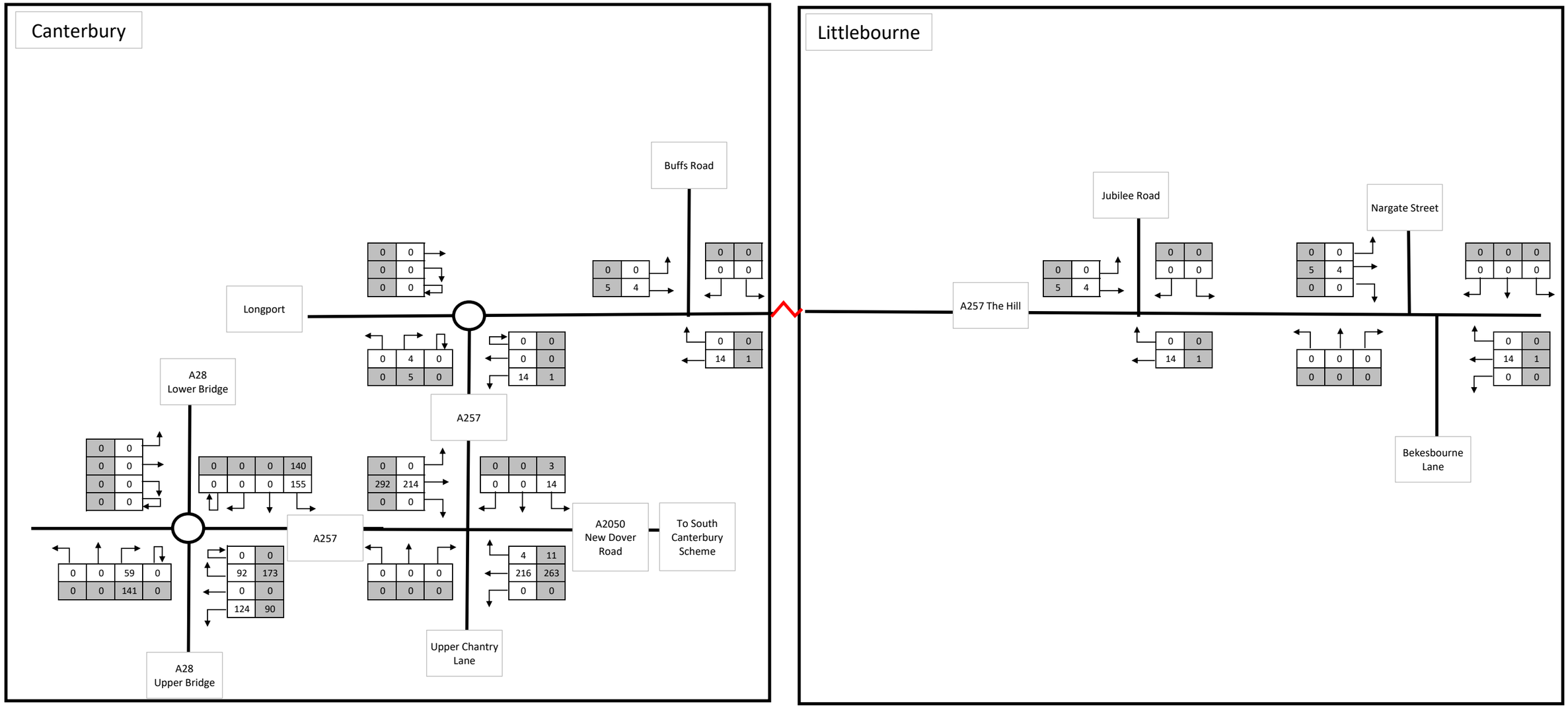
Appendix 4.E-4

South Canterbury Hospital Relocation



KEY

123 = AM Peak

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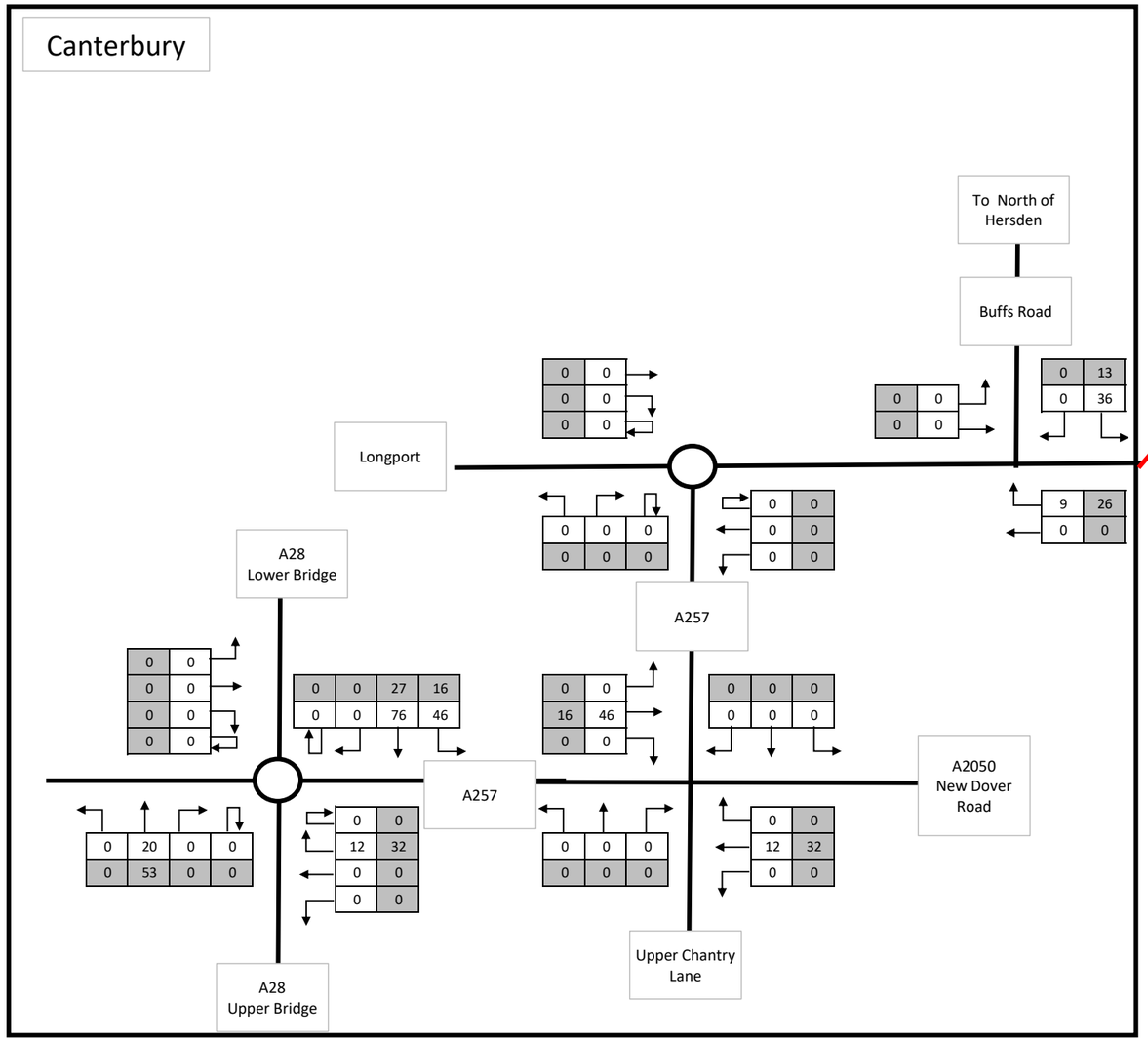
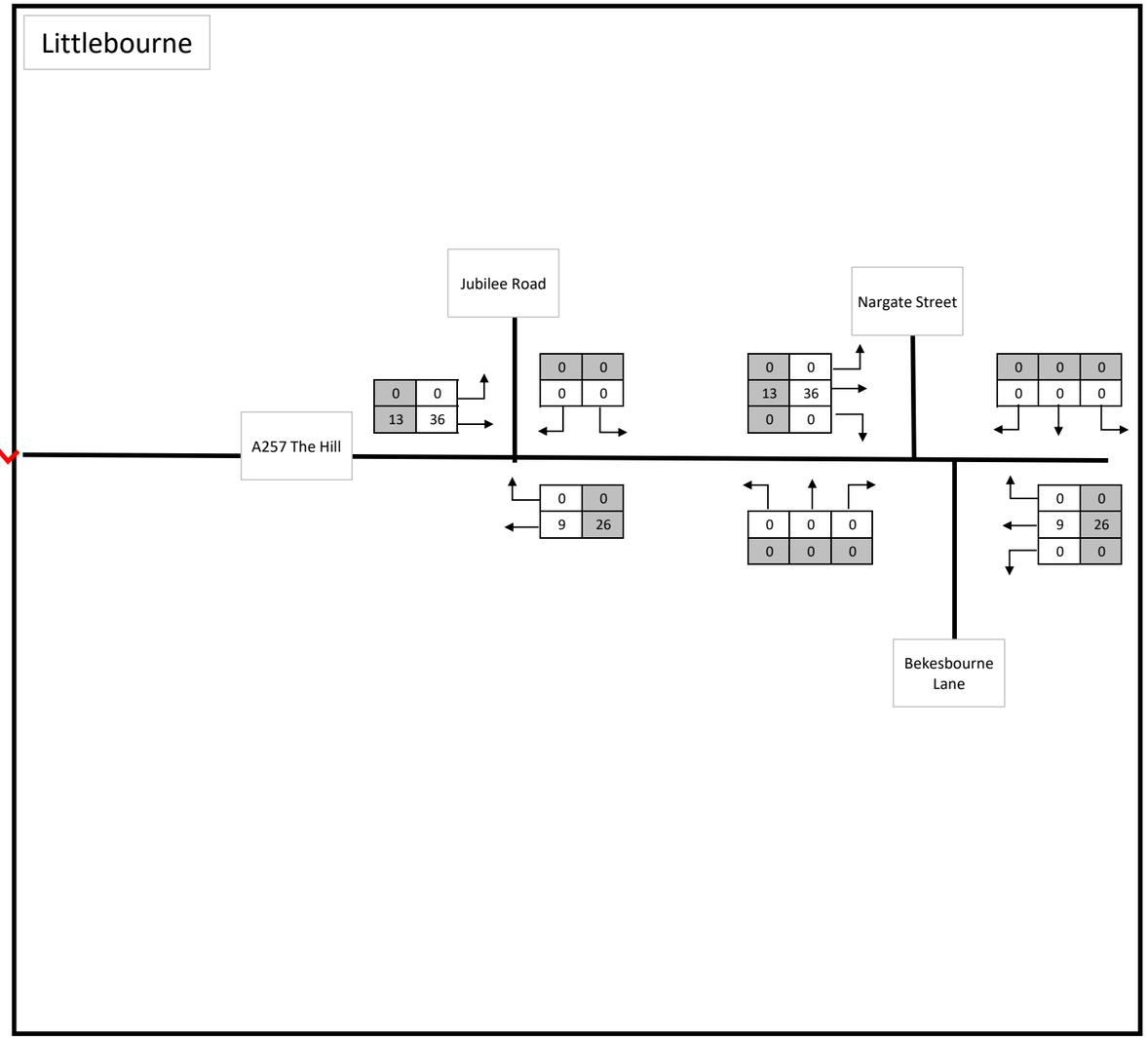
Appendix 4.E-5

South Canterbury Traffic Flows

APPENDIX 4.F LAND NORTH OF HERSDEN COMMITTED DEVELOPMENT





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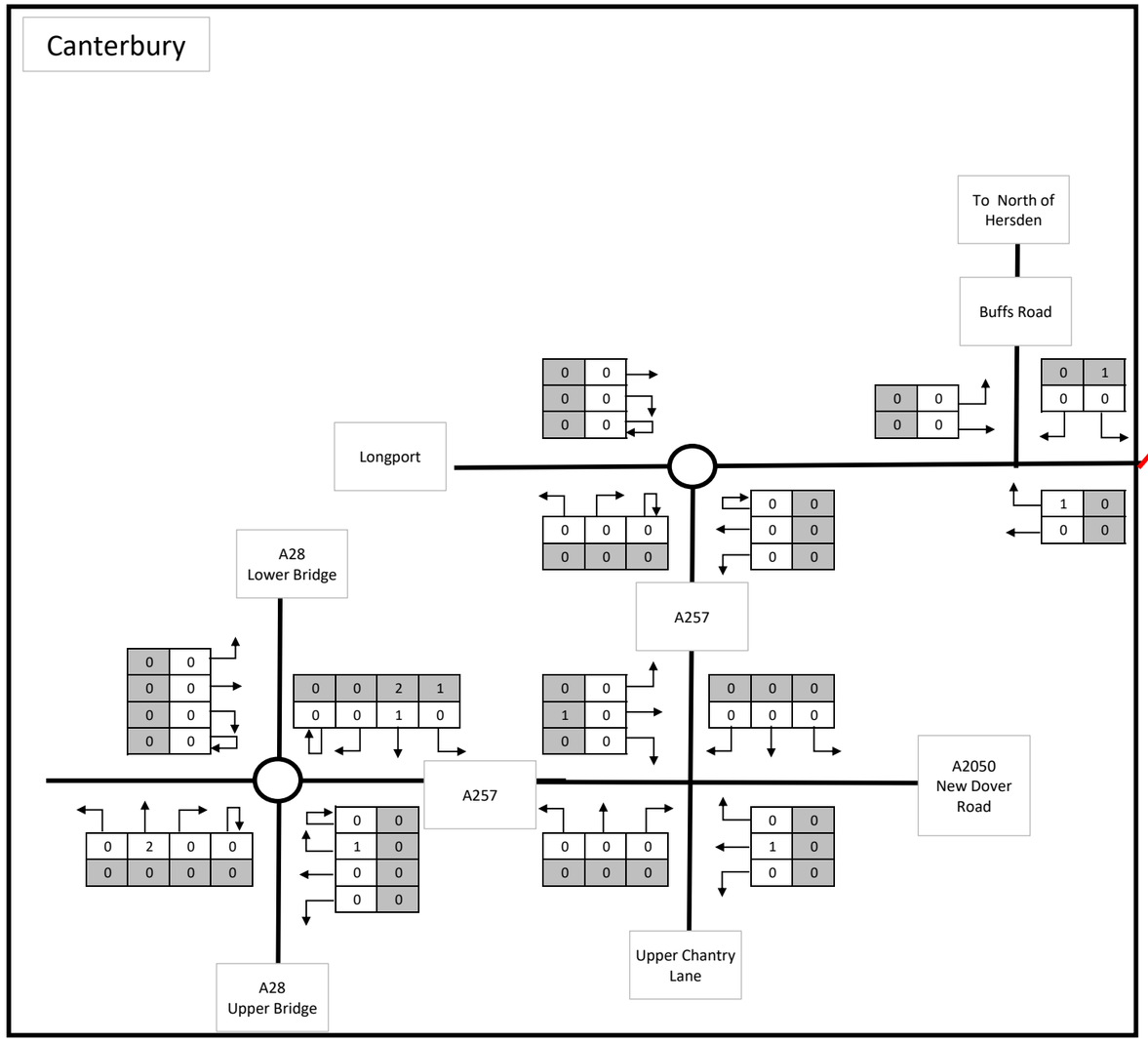
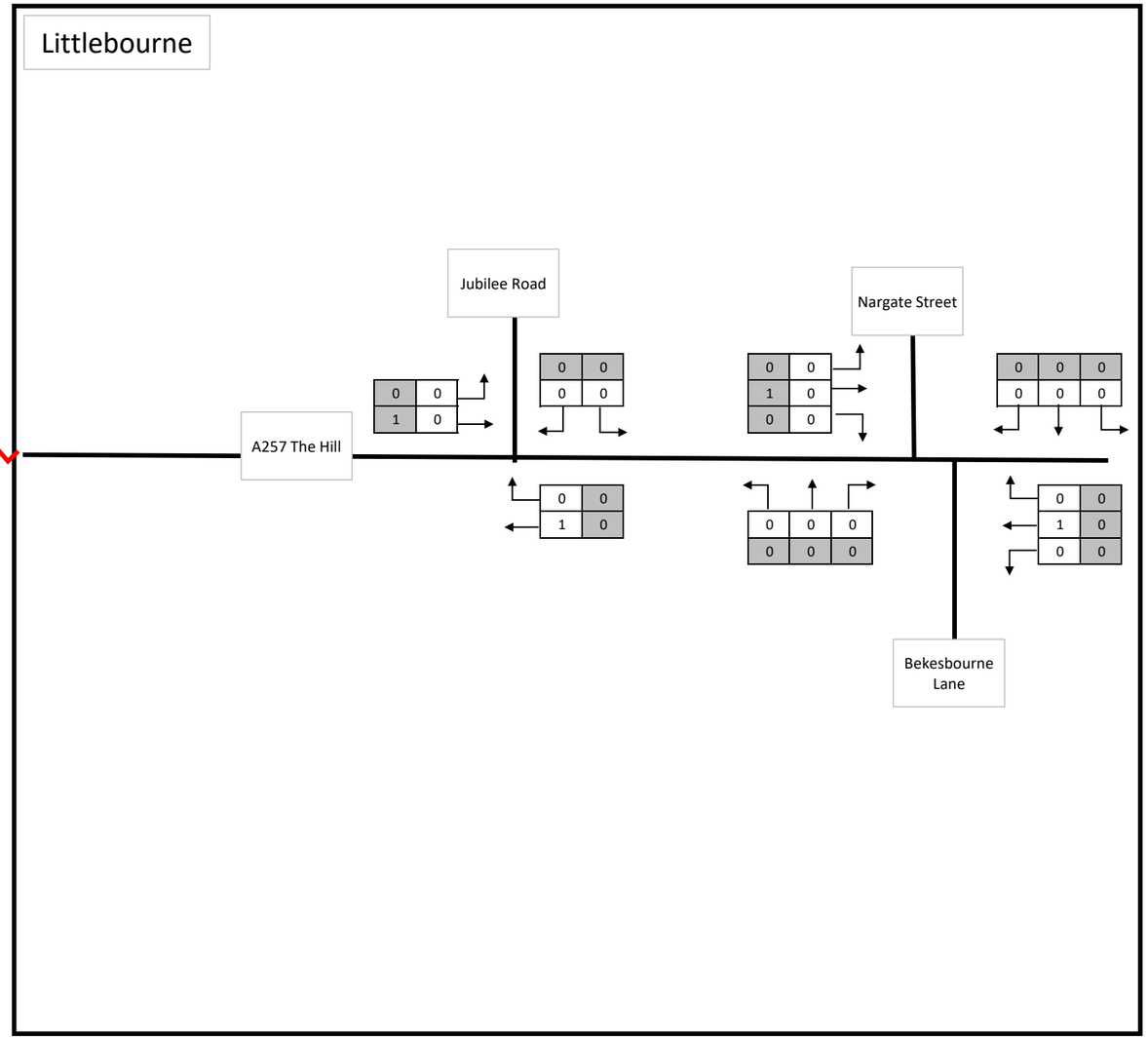
Appendix 4.F-1

Land North of Hersden Residential





KEY

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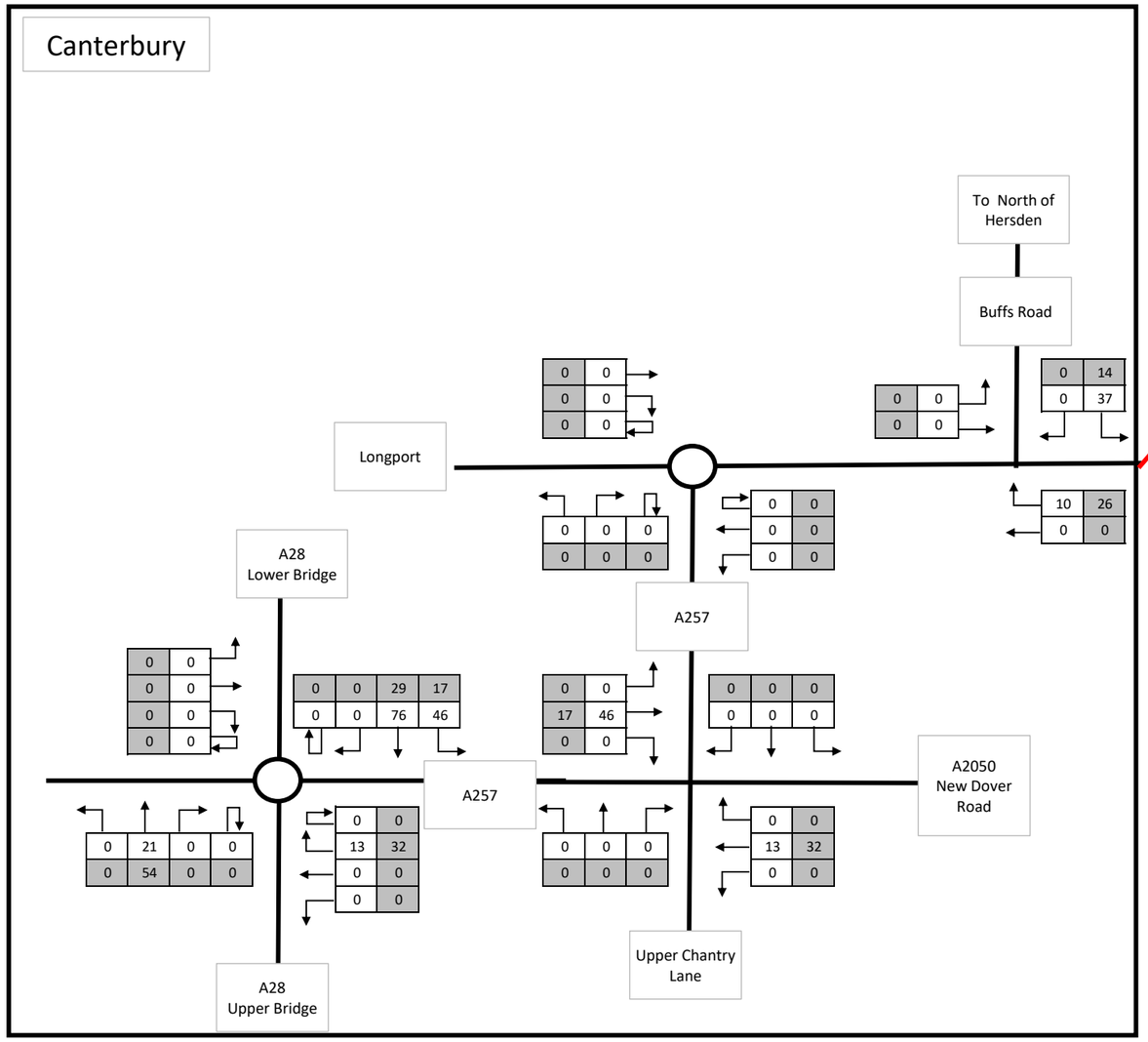
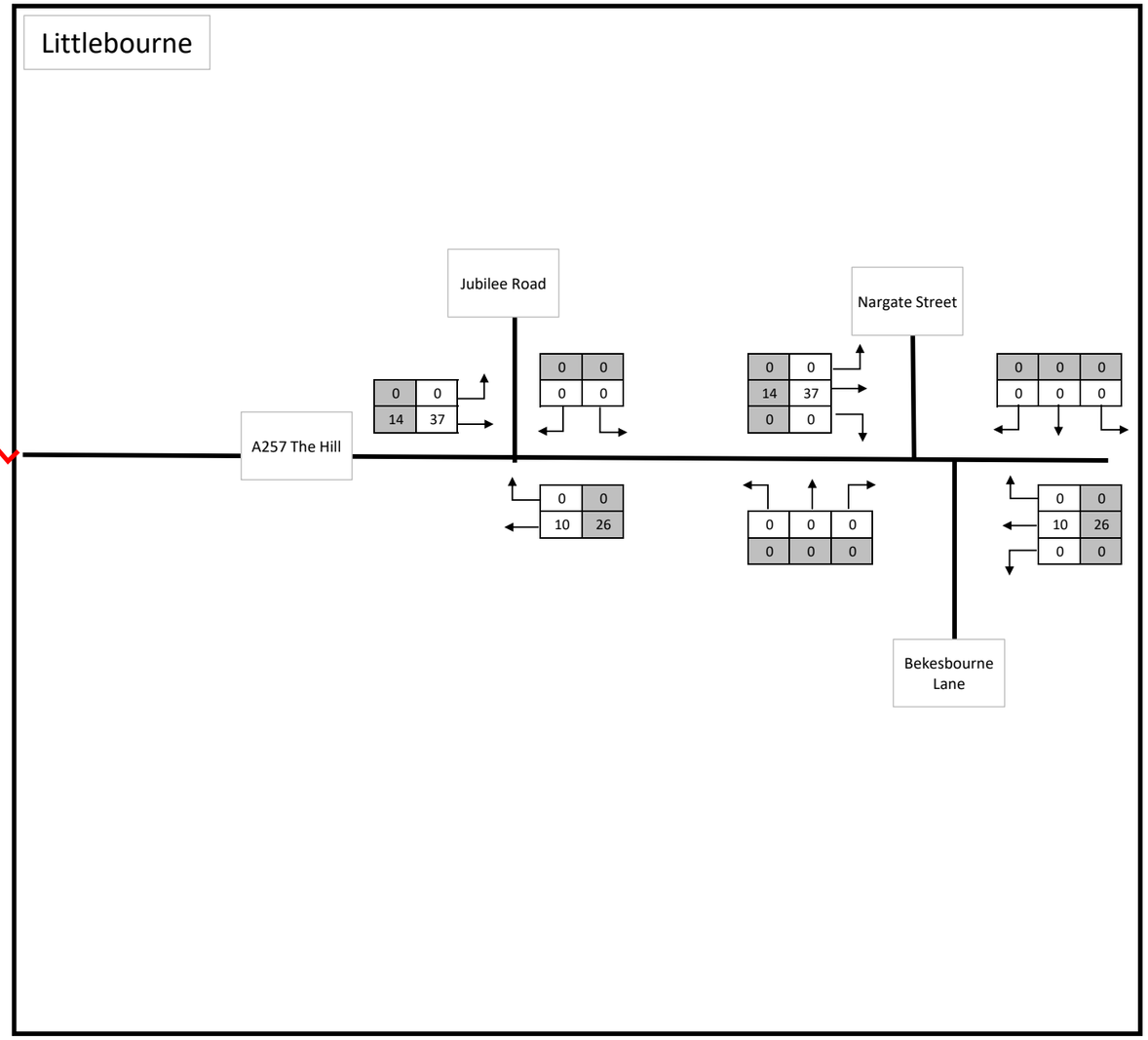
Appendix 4.F-2

Land North of Hersden Employment





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123 = AM Peak

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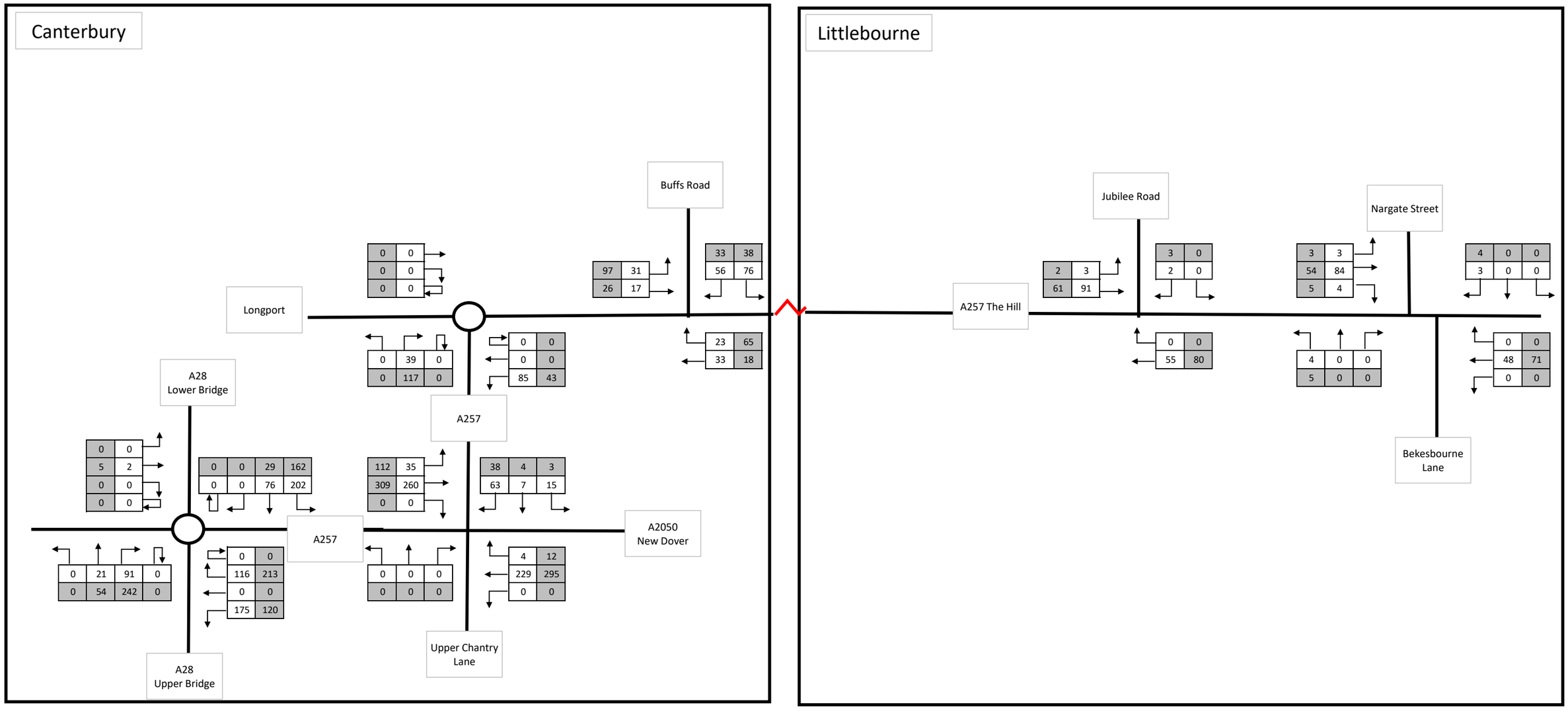
Appendix 4.F-3

Land North of Hersden Traffic Flows

APPENDIX 4.G TOTAL COMMITTED DEVELOPMENT TRAFFIC FLOWS



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123 = AM Peak

123 = PM PEAK

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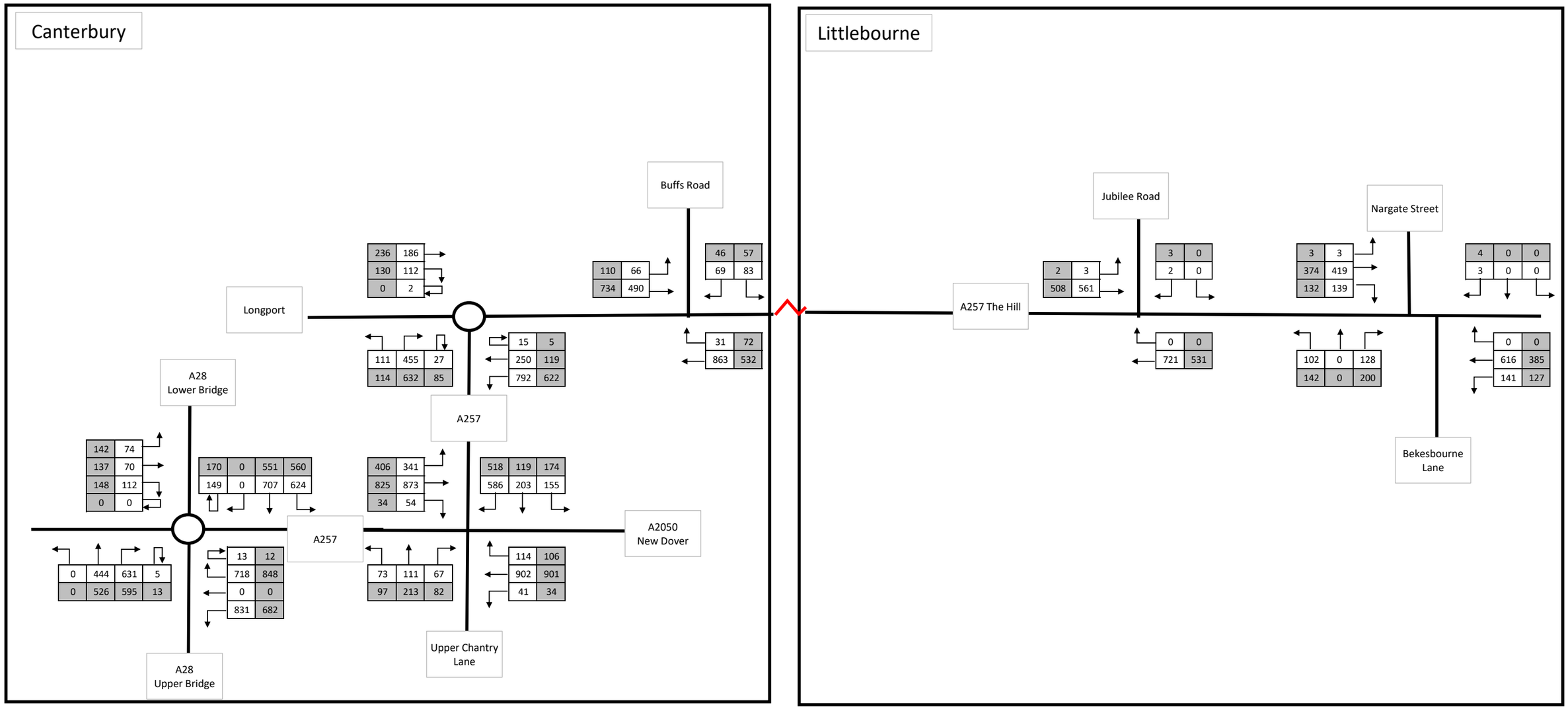
Appendix 4.G

Total Committed Development Traffic Flows

APPENDIX 4.H 2045 BASE + COMMITTED TRAFFIC FLOWS



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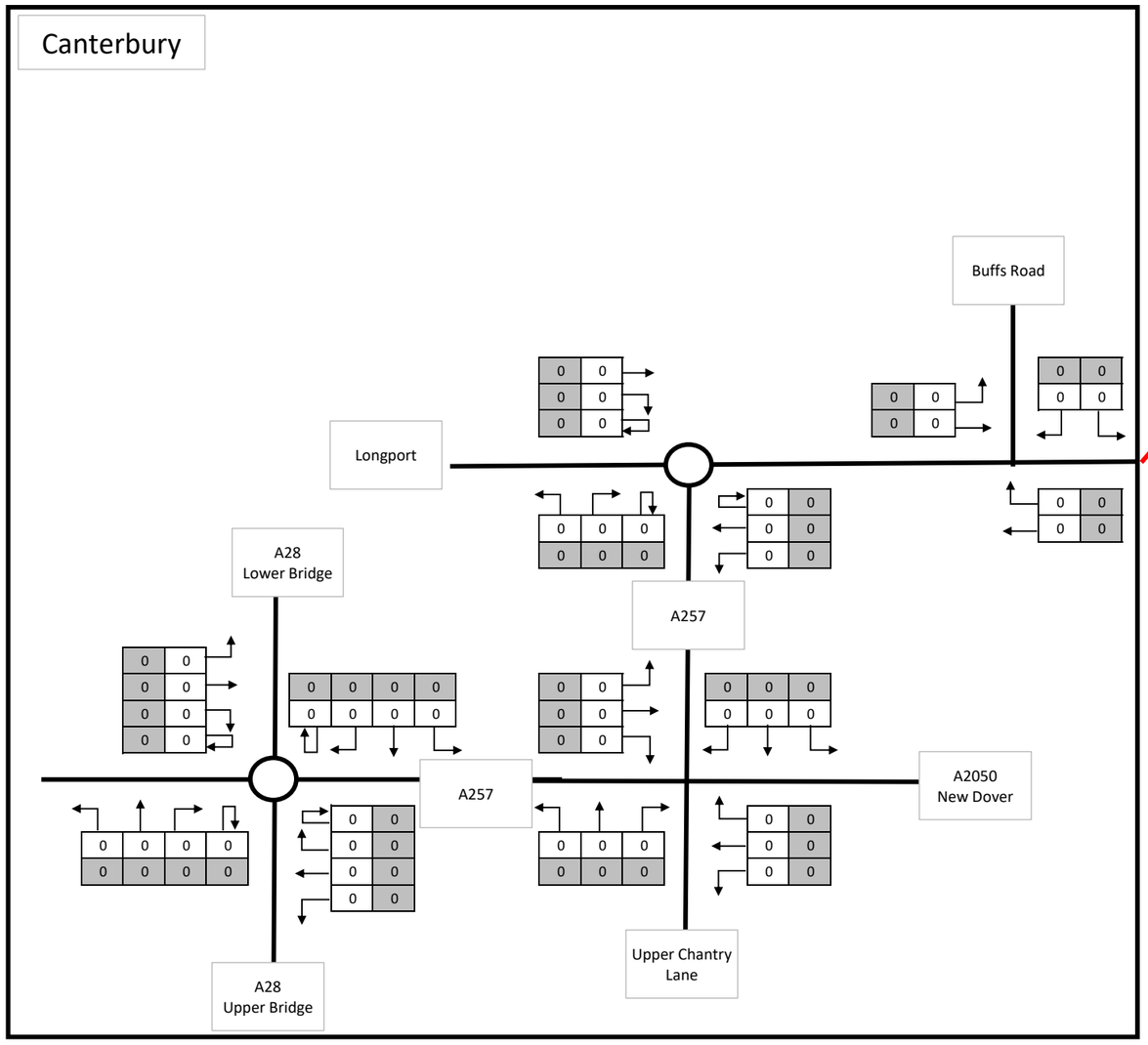
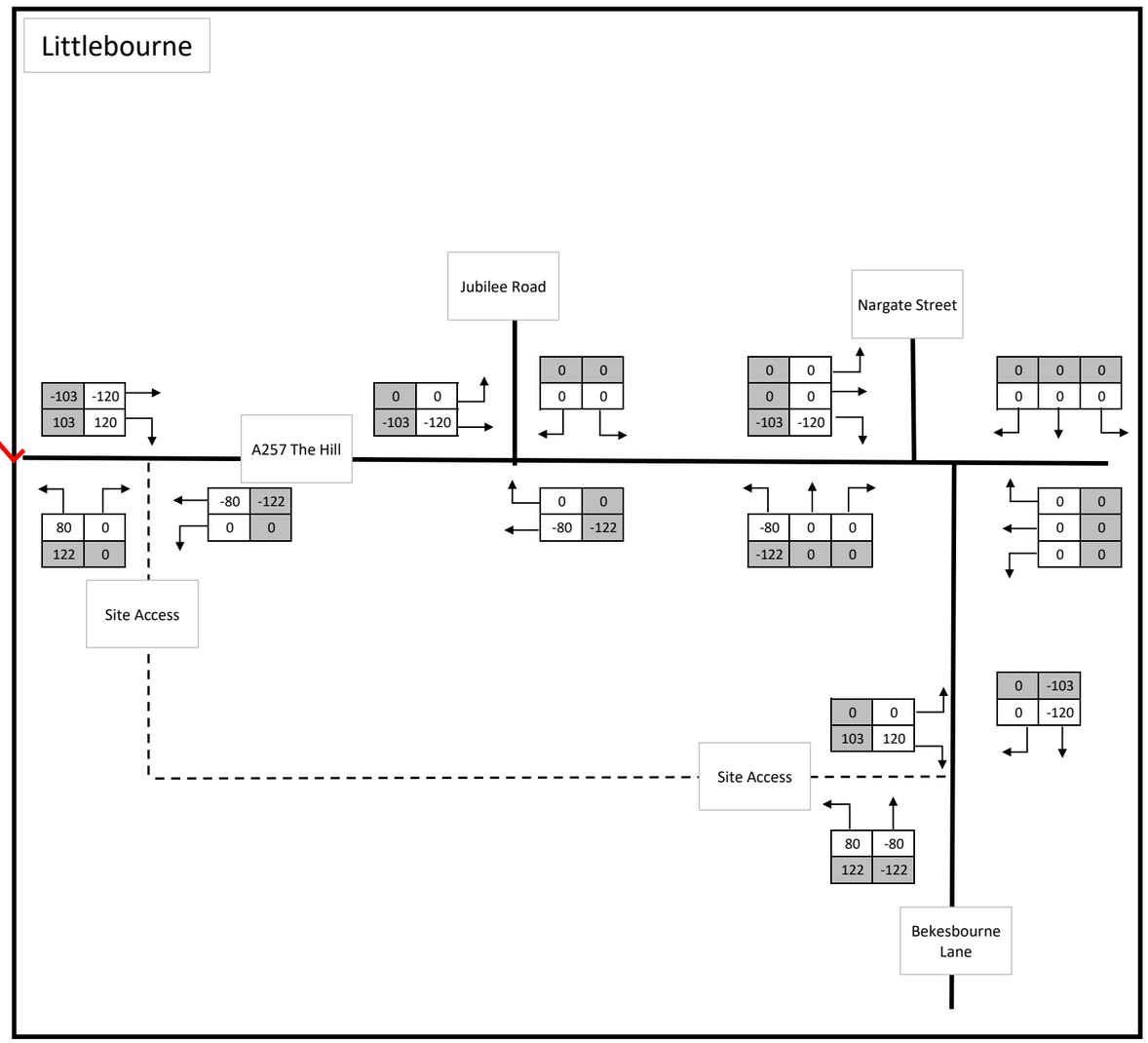
Appendix 4.H

2045 Base + Committed Traffic Flows

APPENDIX 4.I LINK ROAD TRAFFIC FLOW REASSIGNMENT





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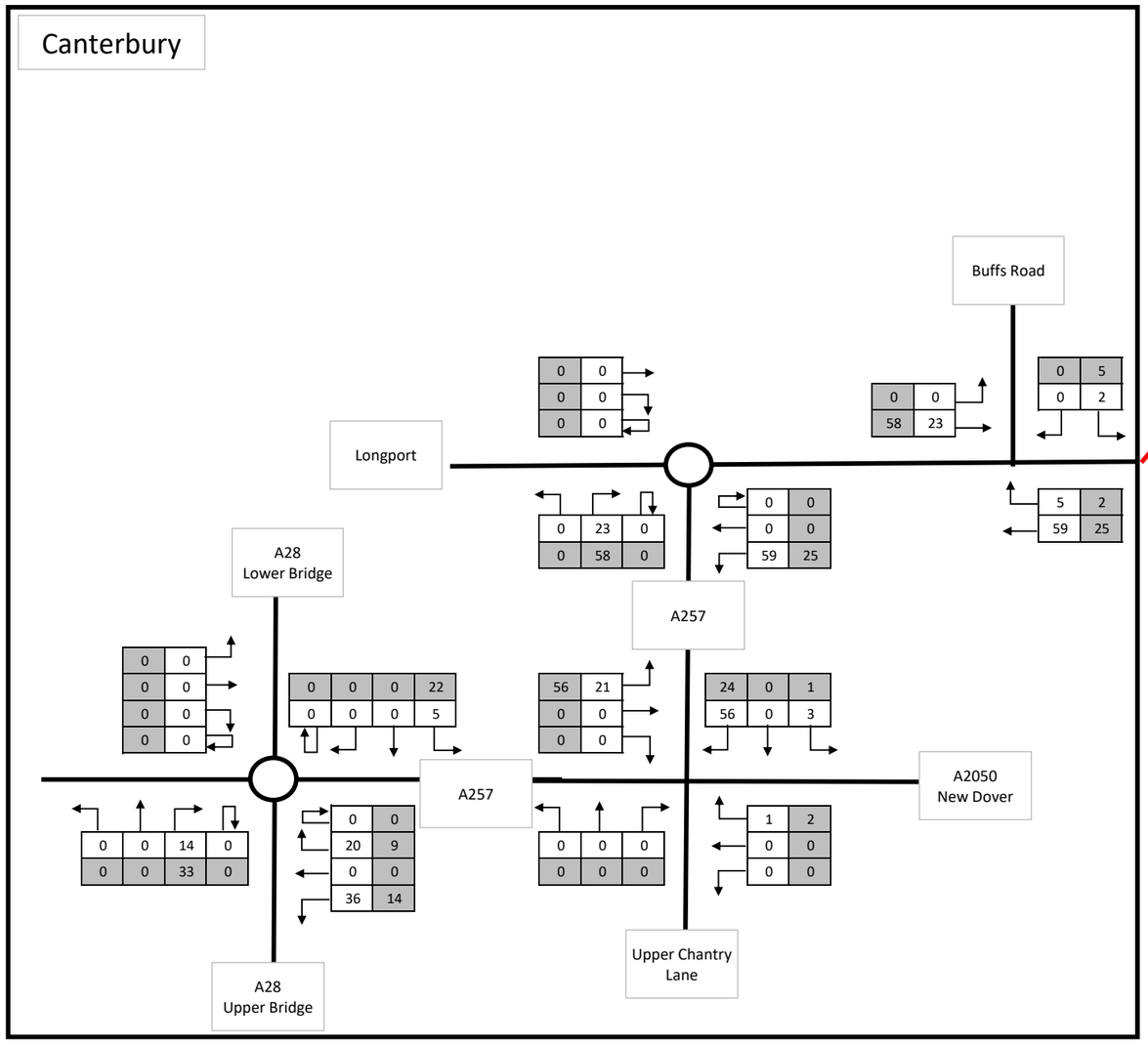
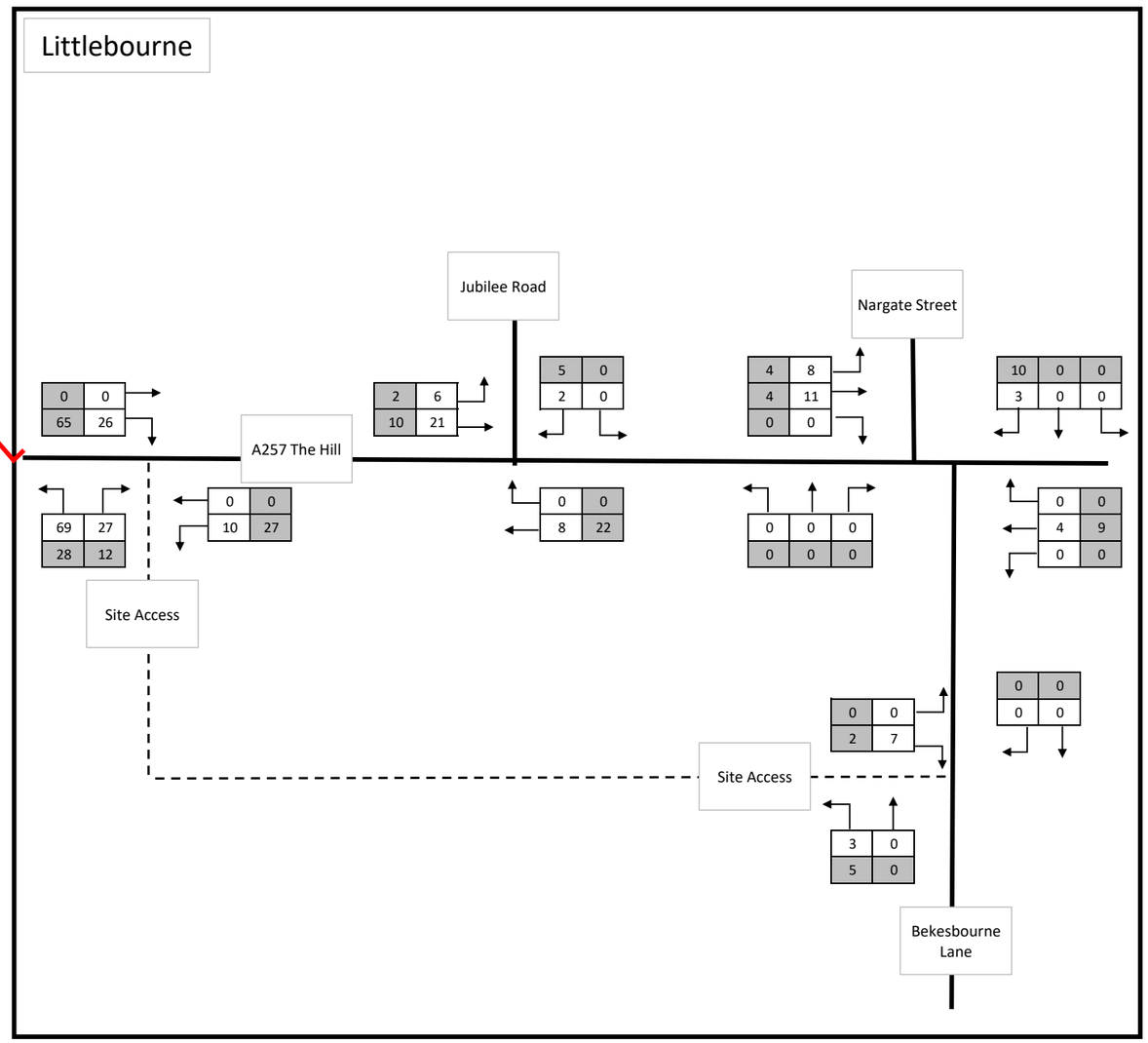
Appendix 4.I

2045 Background Traffic Flow Reassignment

APPENDIX 4.J PROPOSED DVELOPMENT TRAFFIC FLOWS





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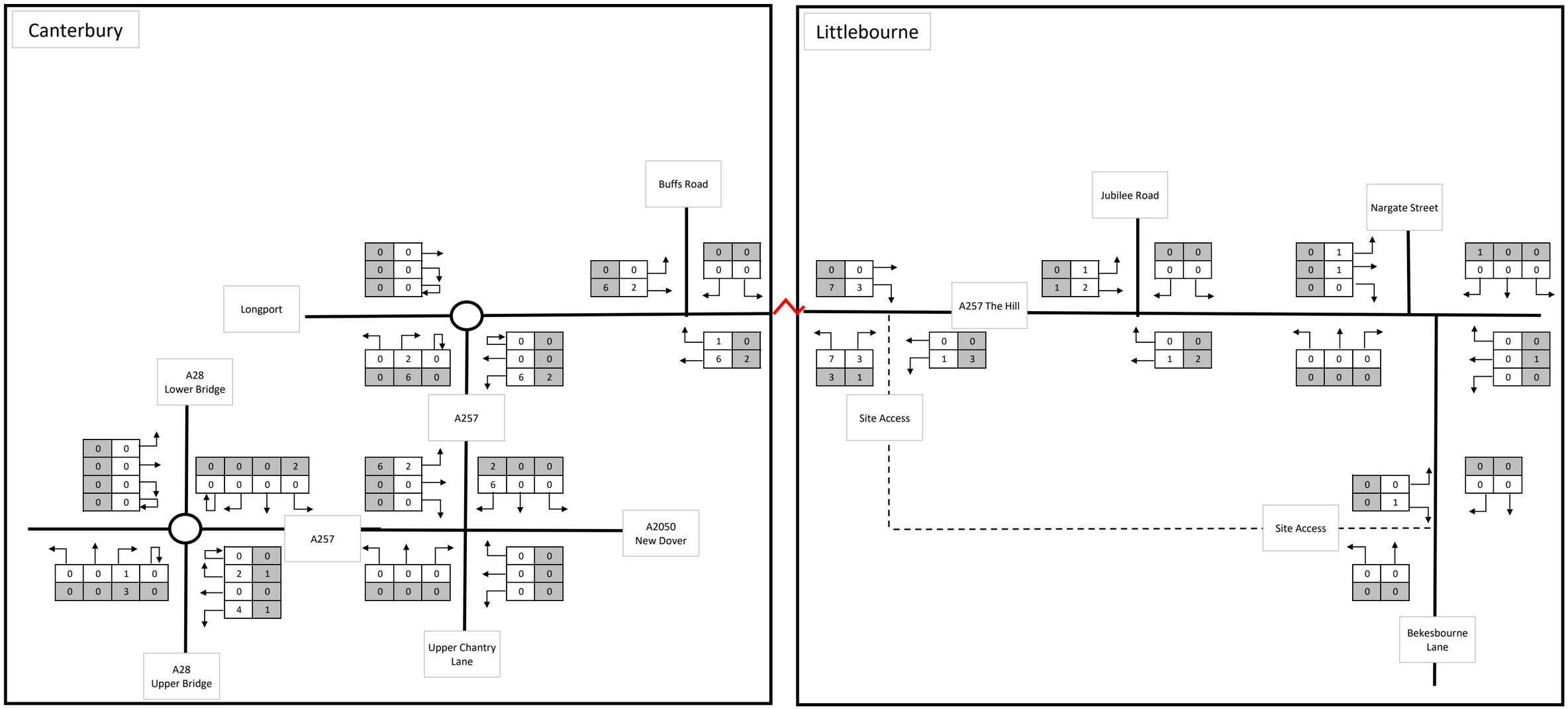
Appendix 4.J-1

Residential Development Traffic Flows



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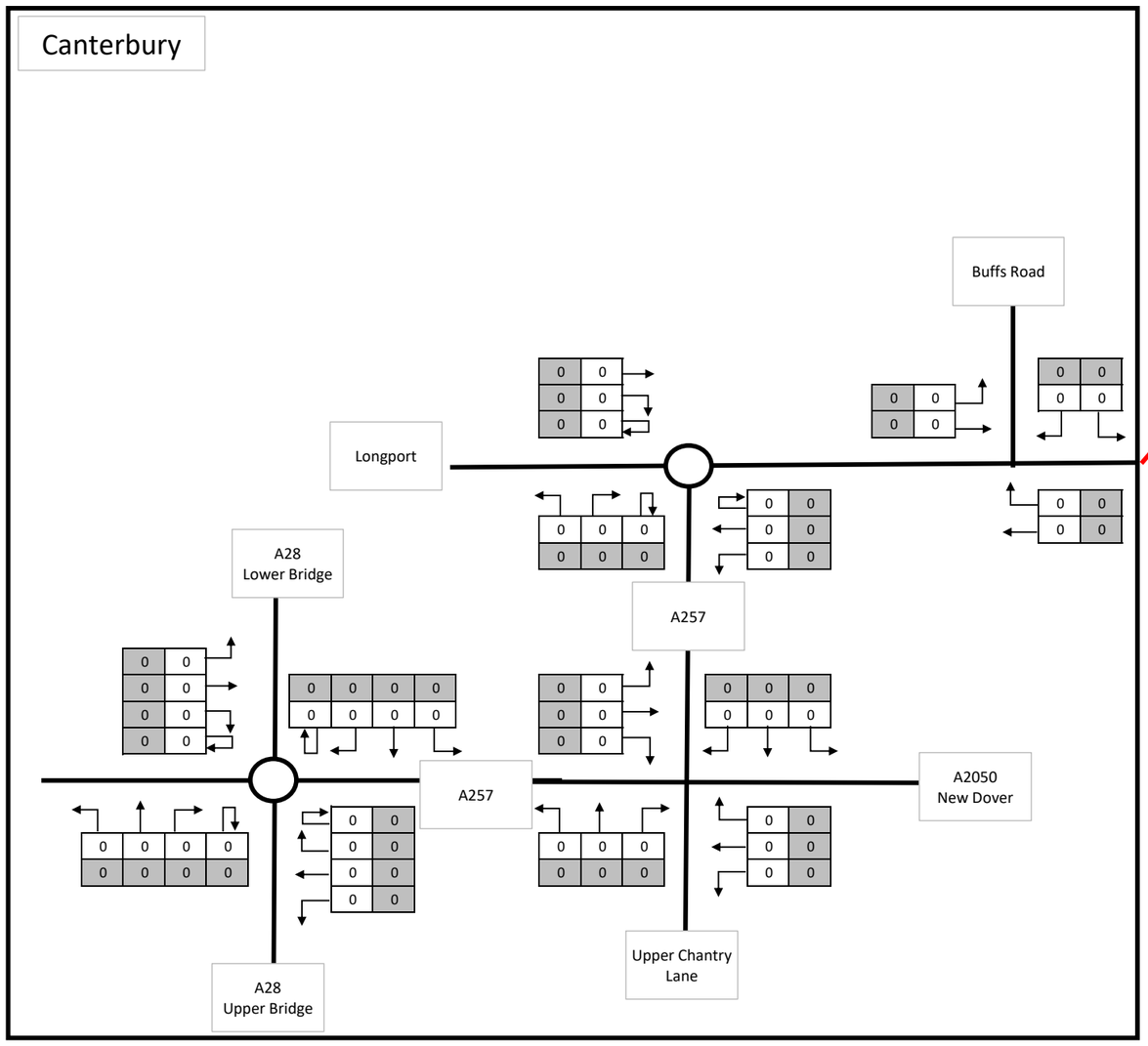
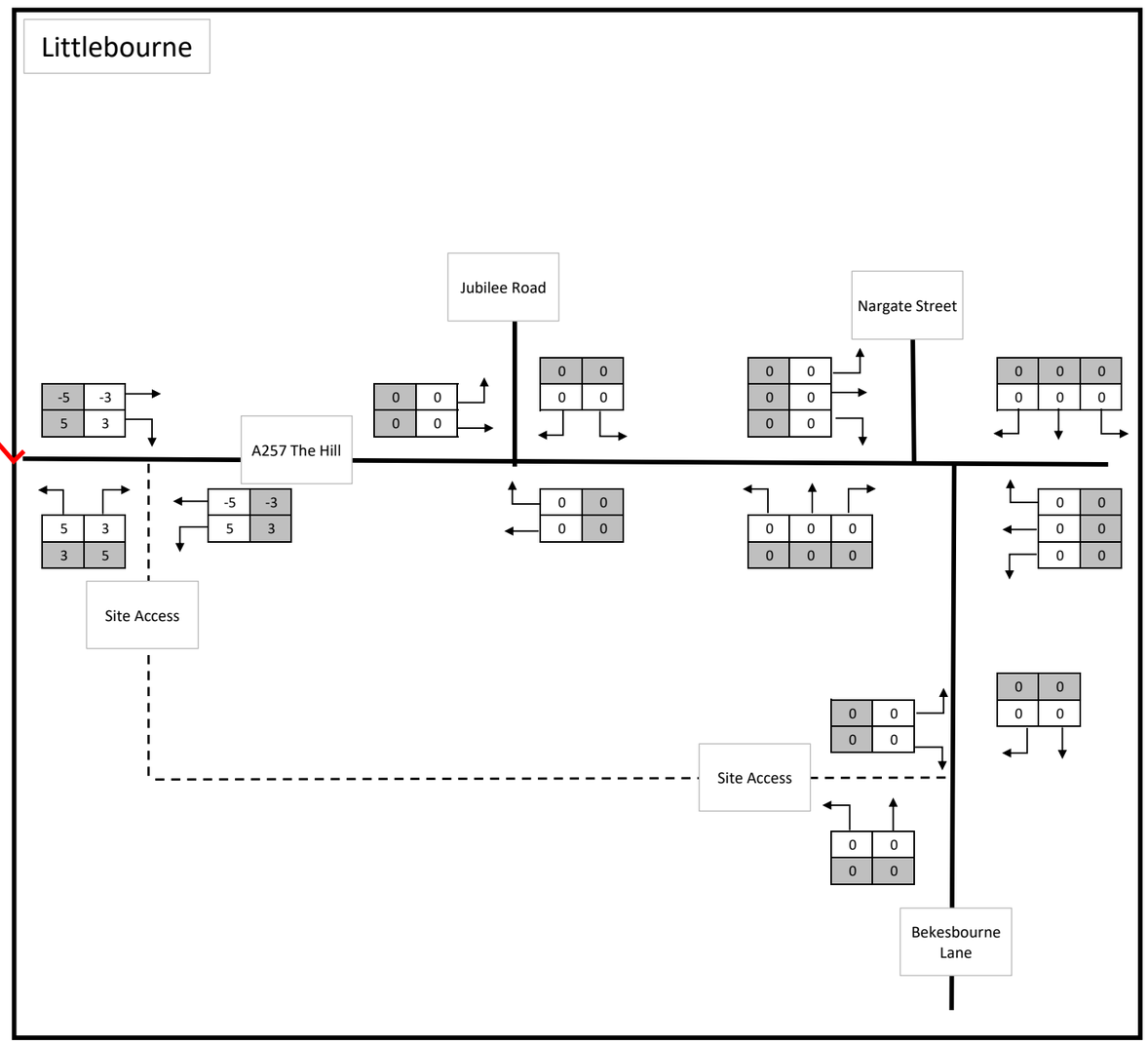
Appendix 4.J-2

Elderly Accommodation Traffic Flows





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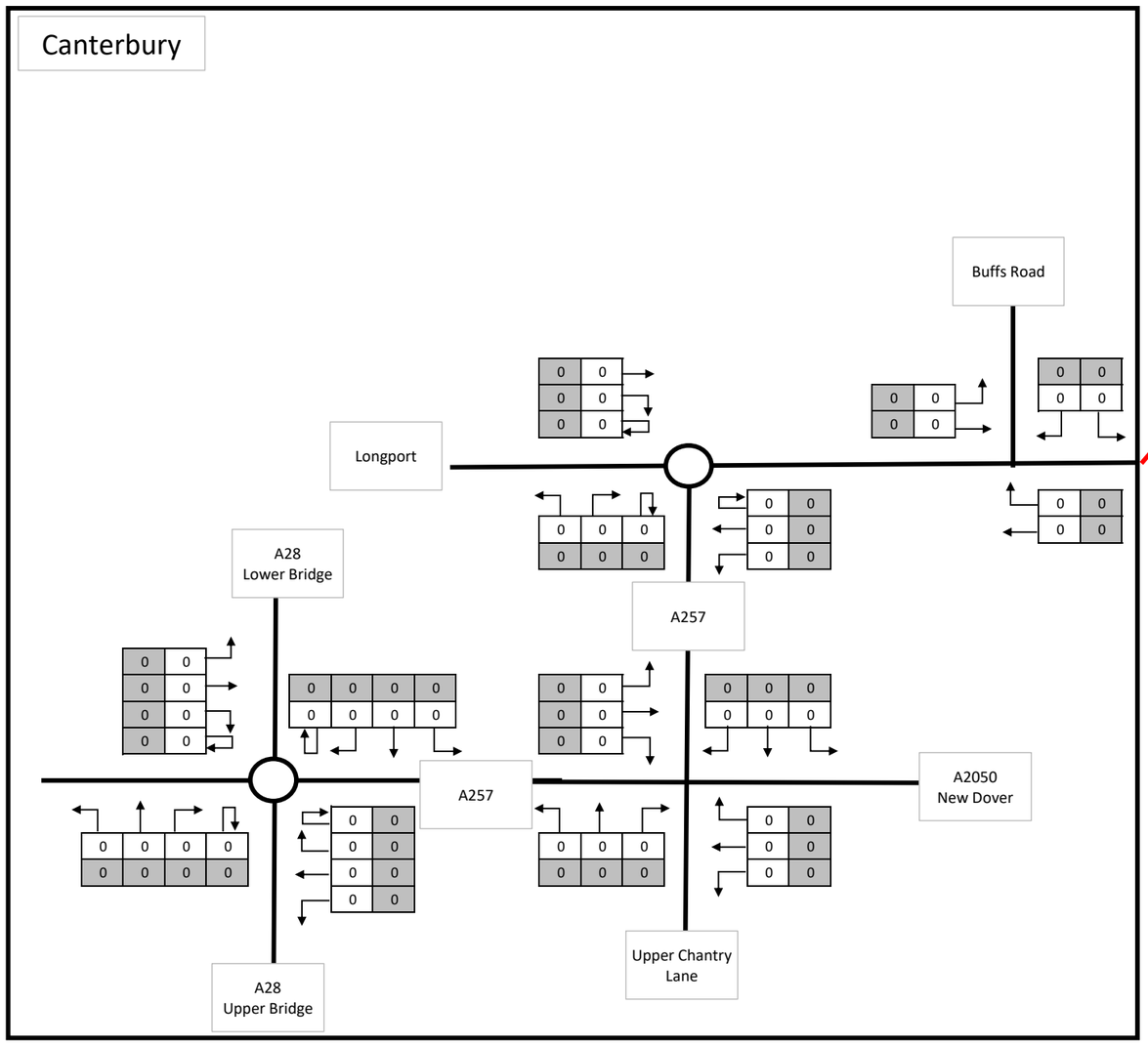
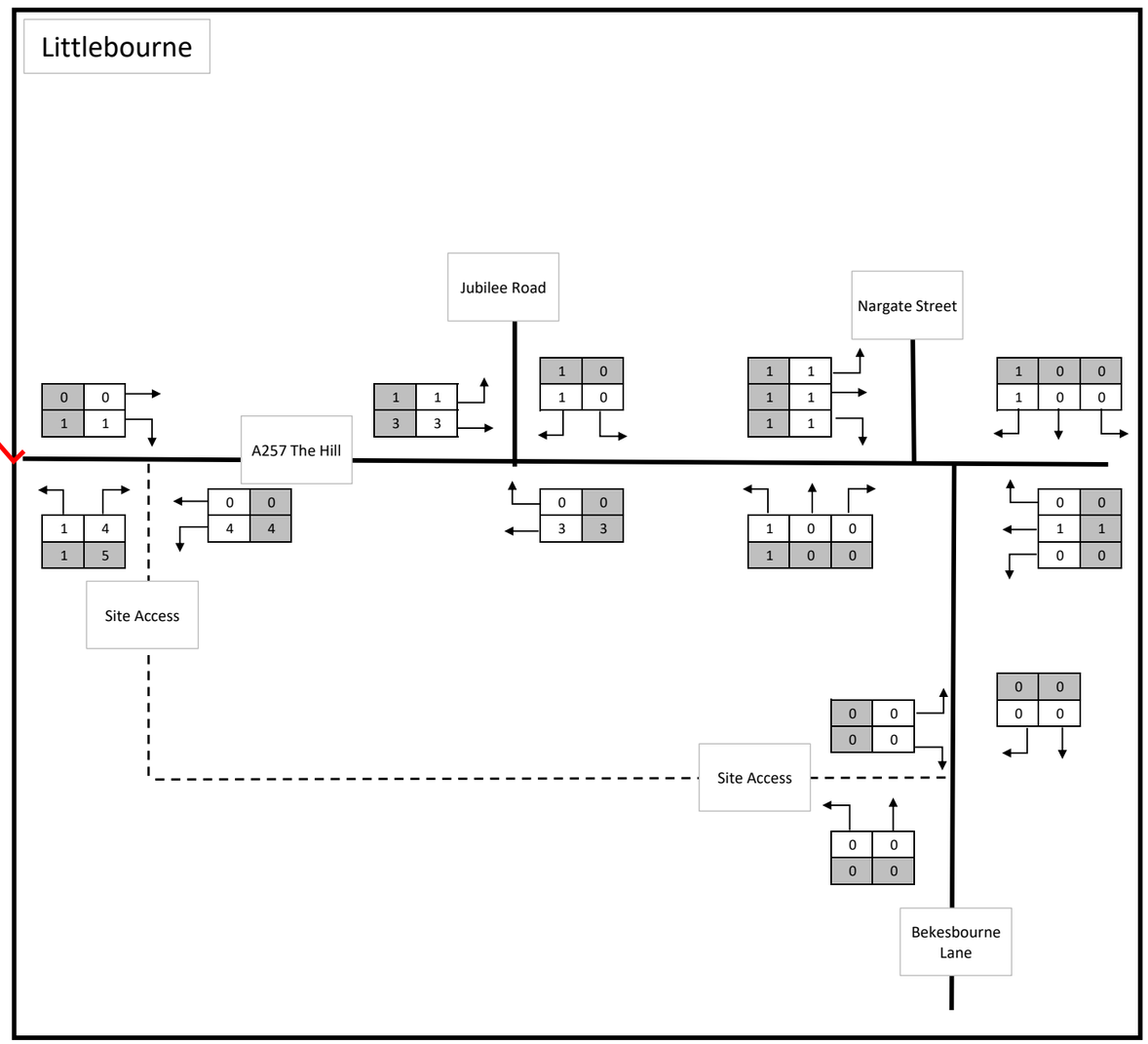
Appendix 4.J-3

Local Shop 'Pass-by' Traffic Flows





KEY

123 = AM Peak

123 = PM PEAK

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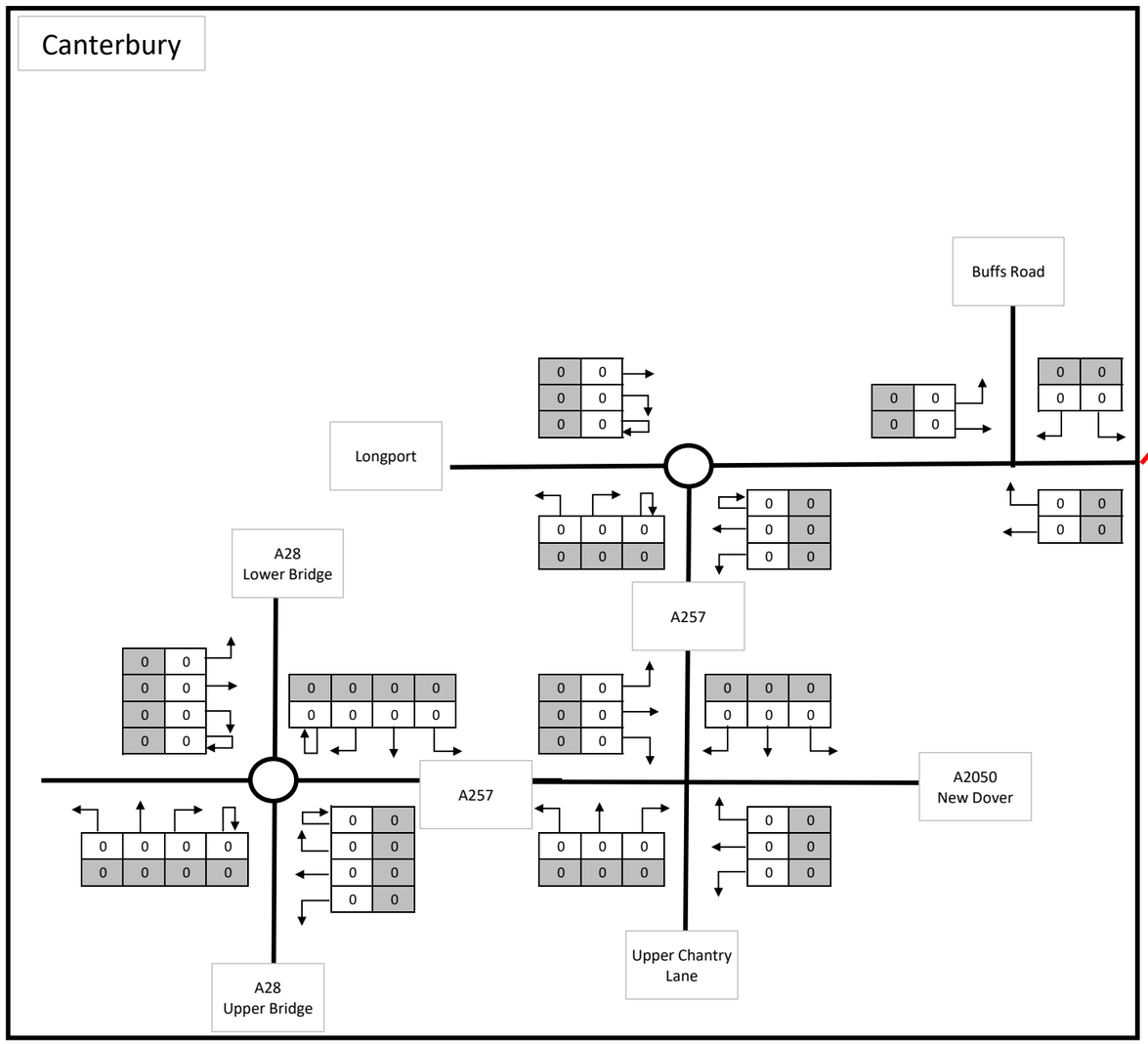
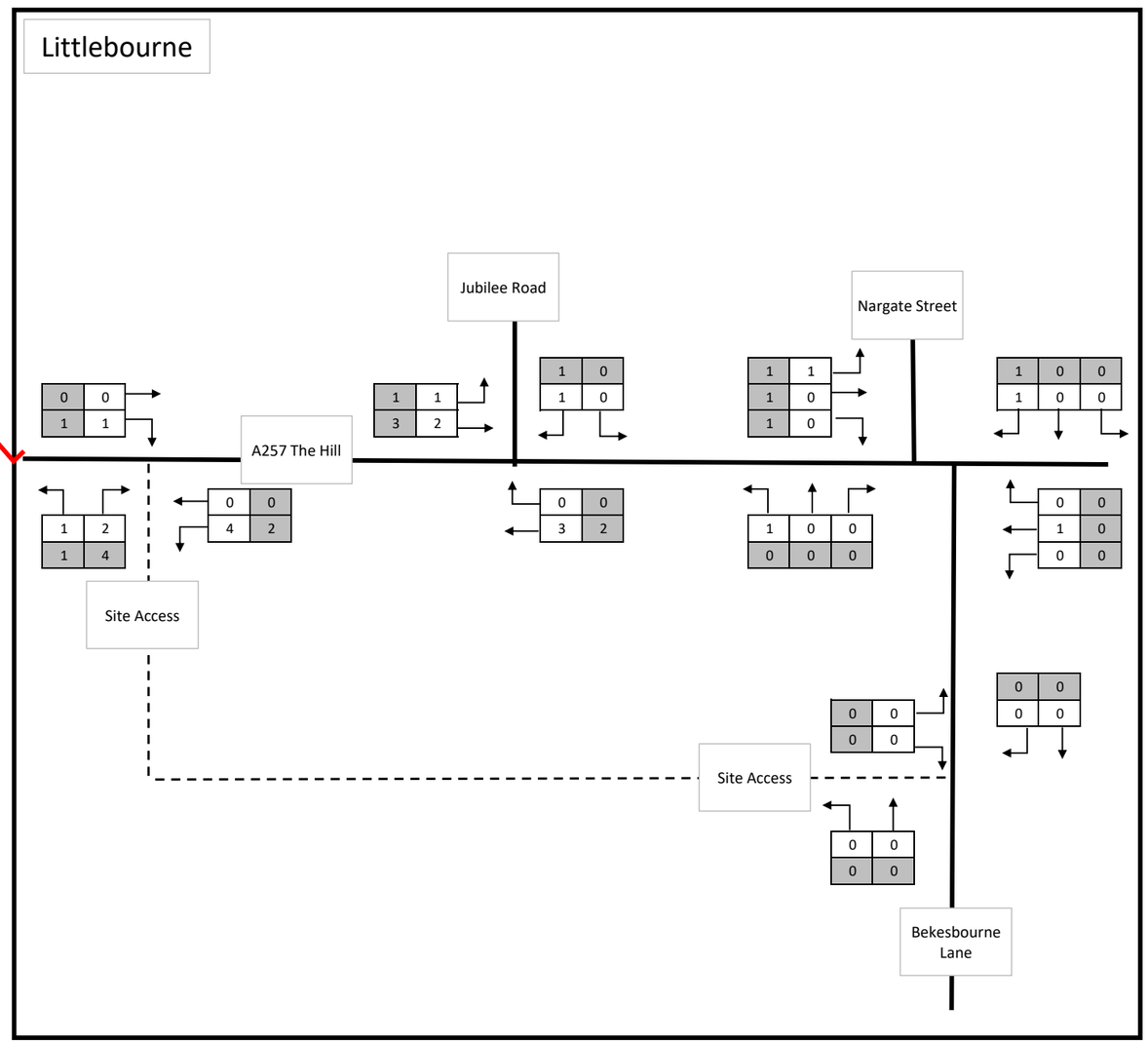
Appendix 4.J-4

Local Shop 'New Trips' Traffic Flows





KEY

123 = AM Peak

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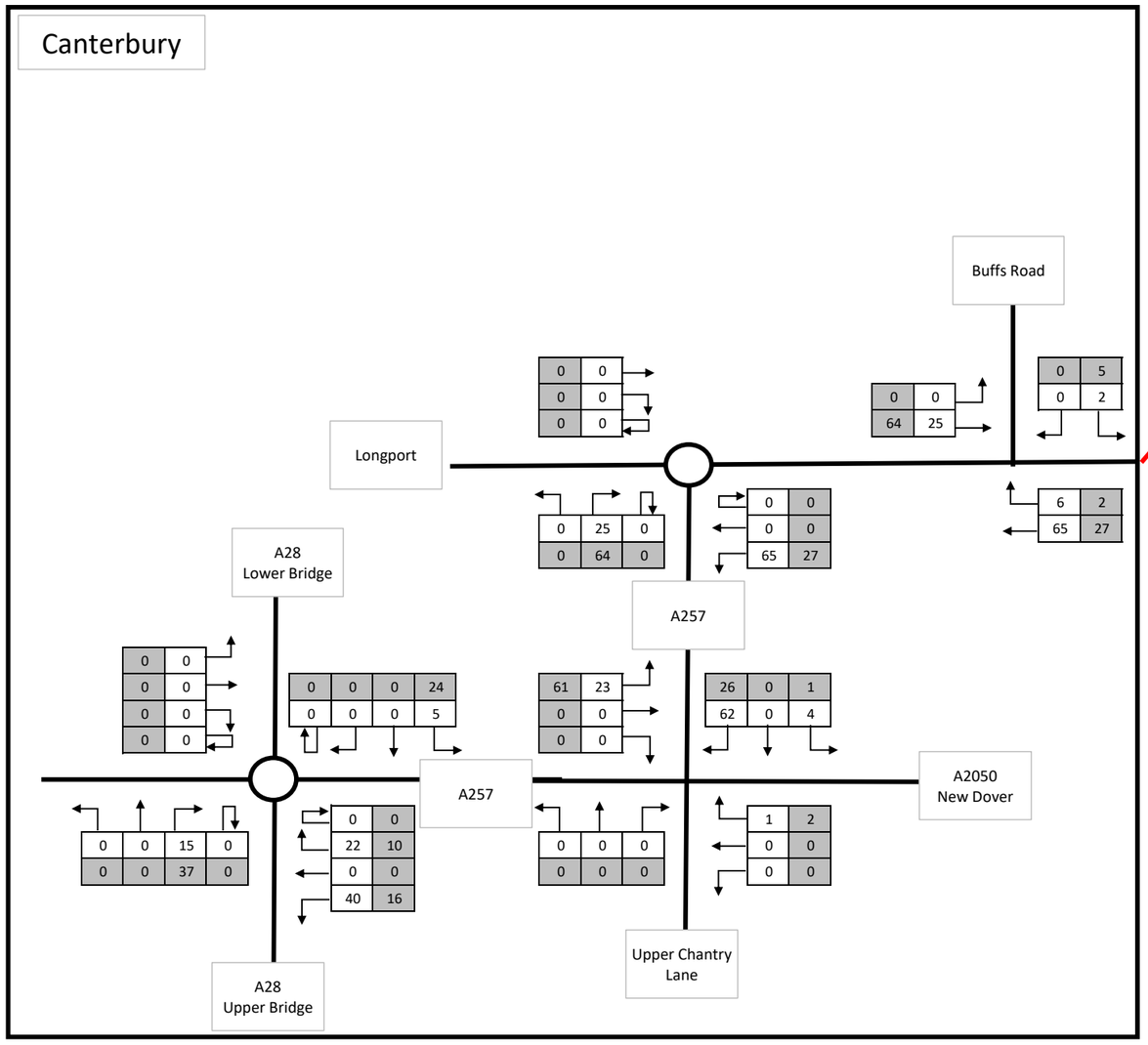
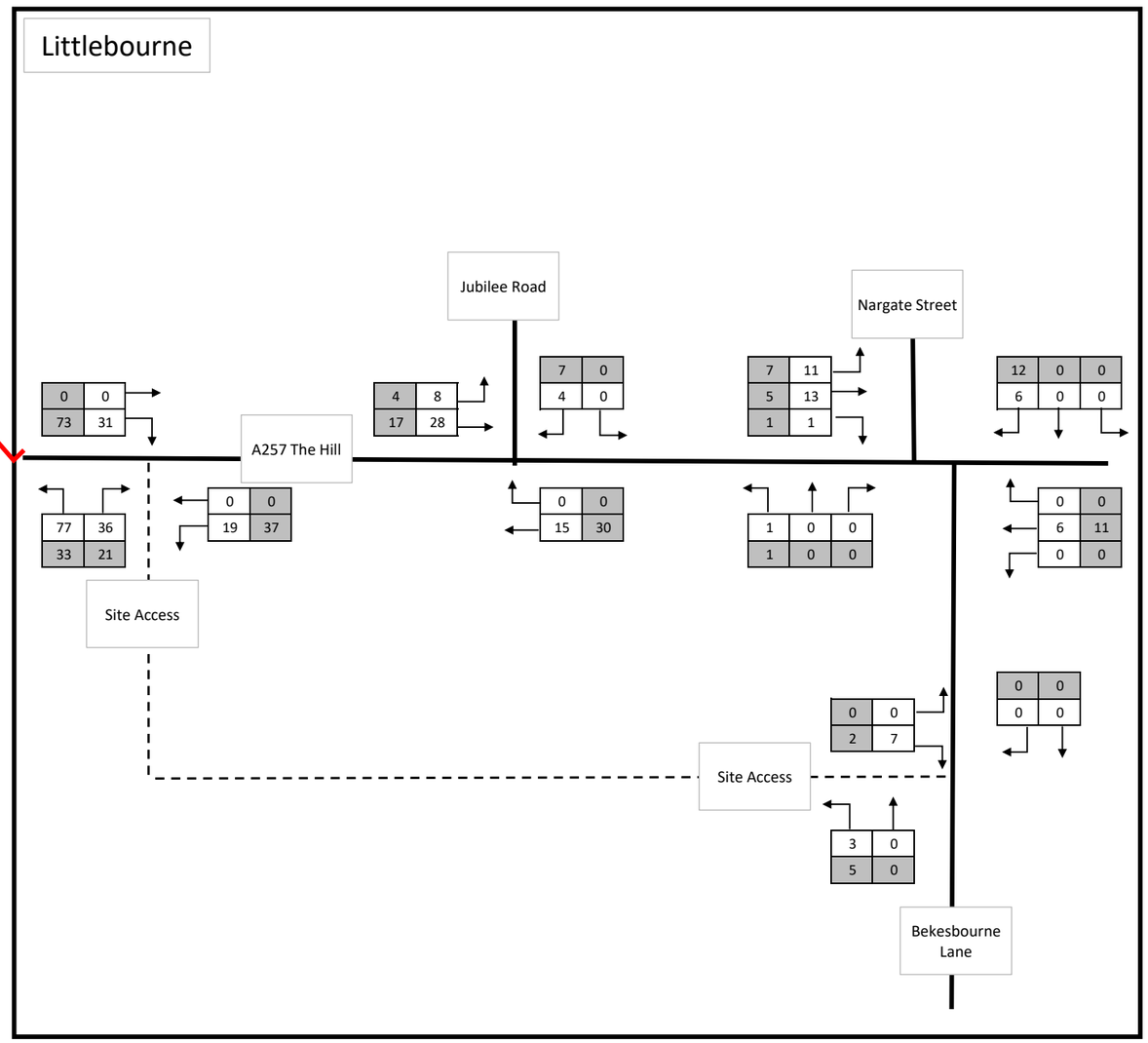
Appendix 4.J-5

Work Hub/Meeting Units Traffic Flows





KEY

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123 = PM PEAK

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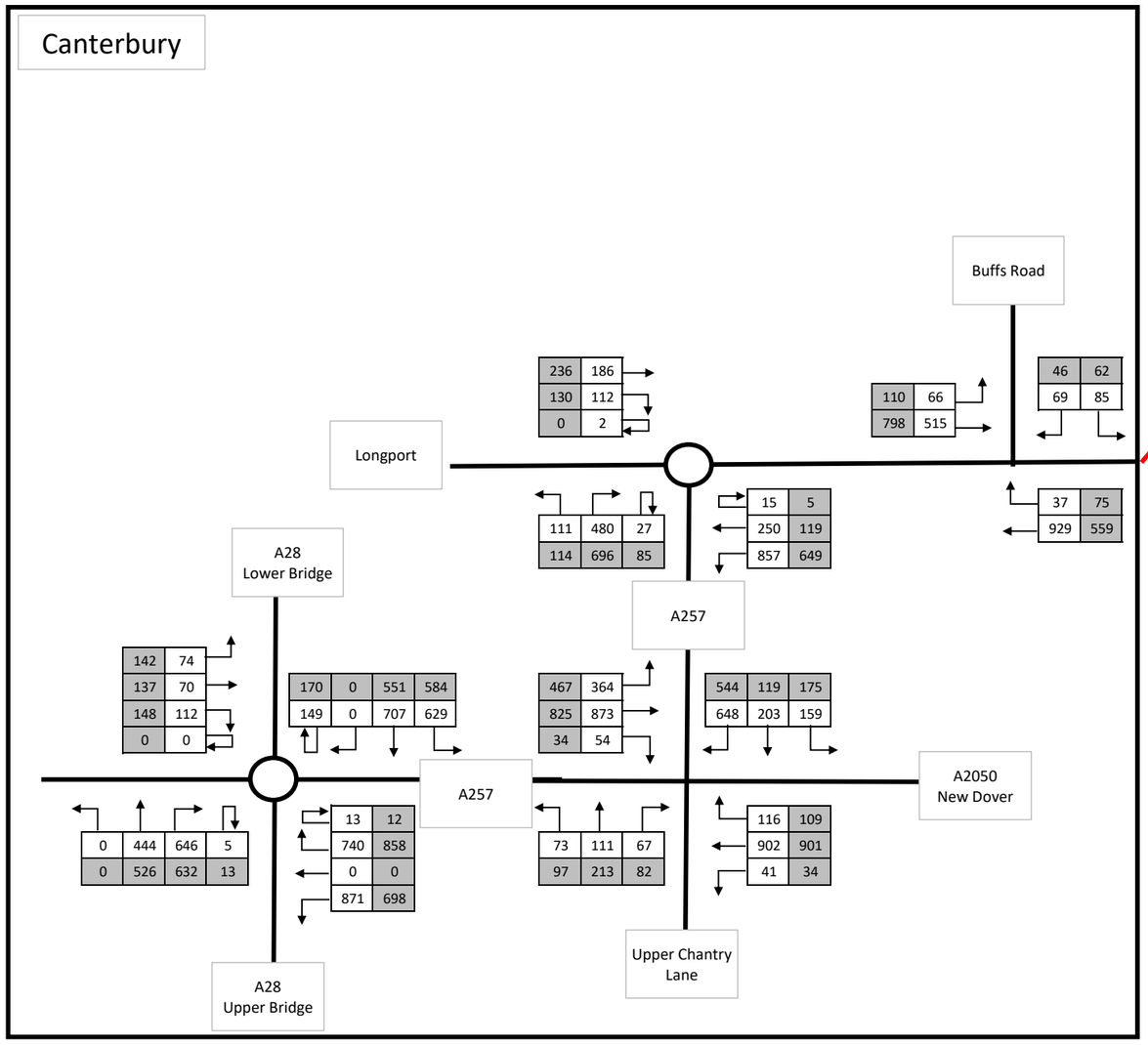
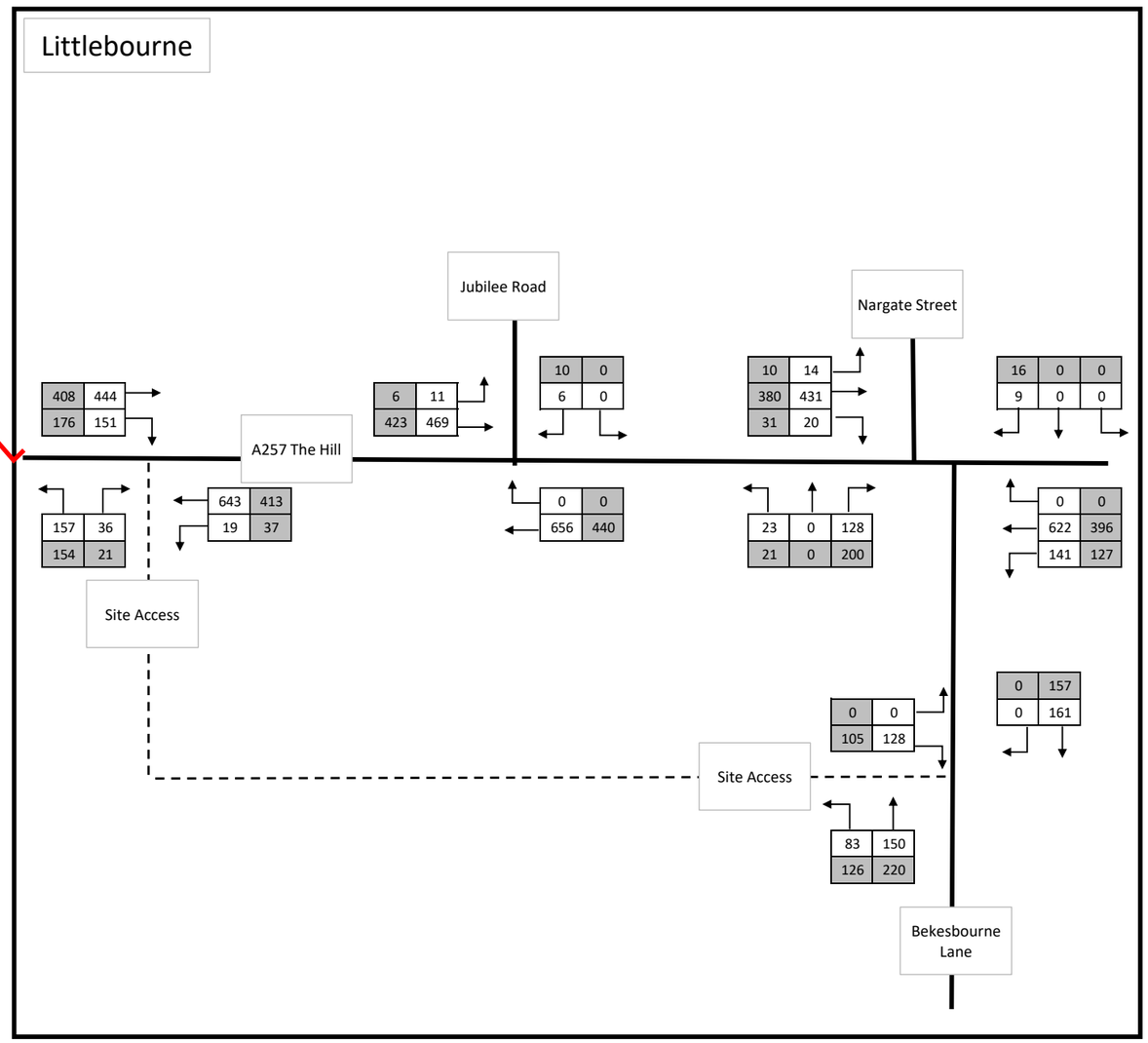
Appendix 4.J-6

Total Proposed Development Traffic Flows

APPENDIX 4.K 2045 BASE + COMMITTED + PROPOSED DEVELOPMENT TRAFFIC FLOWS





KEY

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Appendix 4.K

2045 Base + Committed + Development Traffic Flows

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