



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: 16 August 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.

Further to our previous comments, the applicant has submitted a Technical Note to address the points we raised.

My response will follow the setting out of this document:

Section 2 Site Accesses

2.2 plans have been submitted demonstrating the tracking for an 11.4m long refuse vehicle, entering and exiting from both the proposed accesses. These are acceptable, given that this size vehicle will only visit the site once a week. A refuse vehicle already makes collections from Littlebourne using The Hill, so this will not create any additional impact on traffic movements on The Hill.

2.5 plans have been submitted demonstrating a 12.2m long bus entering and exiting the development from both the proposed accesses. At this time, it is not proposed that buses will traverse the site and they will continue to use The Hill as per the current provision. However this future proofs the site and demonstrates the proposed accesses can serve a bus.

2.6 I concur with the applicant that conducting an ATC survey on Bekesbourne Lane prior to this application being approved would not be reflective of future conditions on this road. I would therefore seek to apply a suitably worded condition that this be reviewed once the development has become operational, and should it be deemed appropriate that a reduction in the speed limit be implemented. I am content that additional gateway markings at the speed limit change point on Bekesbourne Lane can be reviewed as part of the detailed design required for any S278 Agreement that will be required.

2.12 I note the geometric drawings submitted. Whilst I concur with the figures presented for the Bekesbourne Lane access, the dimensions for The Hill access do not accord with the Picady

Junctions 10 model. These state the dimensions used are 3.25m for Arm B and 5.10m for Arm C, however the geometric drawings show 3.375m for arm B and 4.3m for Arm C. As such the Picady Junctions 10 modelling for The Hill access will need to be re-run with the correct dimensions inputted.

Section 3 Sustainability

Littlebourne C of E Primary School and Littlebourne Surgery

I note the comments by KCC PROW team and the request for contributions of £30,00 to upgrade a number of PROW's that already provide links to the school and surgery. I would support their request, as these would provide safe direct links, away from the roadside, from the site to the surrounding network.

3.8 I would ask the applicant to provide tactile paving on either side of Jubilee Hill at its junction with The Hill. Having reviewed the point where PROW CB143 exits onto The List/Jubilee Road, there is insufficient highway land to enable any improved crossing point to be implemented. As such I am content for this to remain as is.

Bekesbourne Railway Station

I accept that due to the lack of available highway land it would be difficult to implement a footway on Bekesbourne Lane, or make improvements to provide safer access for less experienced cyclists. There are a number of tracks in the vicinity which could provide off road routes, wherever these fall under third party ownership, and it would therefore prove difficult for the applicant to make any appropriate improvement.

I do note CCC's Transport Strategy and there are two links within close proximity of this site that CCC are looking to promote for improvements to walking and cycling. However these fall under third party land ownership.

A257/Nargate Street junction

Due to the geometry of the road and lack of additional highway land, it is very difficult to make any highway improvements here that would be appropriate. However, due to the proposed new link road through the site, the amount of traffic using the Bekesbourne Lane/A257 junction would be reduced, which in itself would improve conditions for cyclists and pedestrians.

Crossing on A257

An informal (uncontrolled) crossing has been proposed to the east of the access from The Hill, utilising existing traffic calming features.

Using the worst case scenario of 950 two way movements in peak hours (Point 4.3.8 of first TA, existing traffic flow data) even if this was reduced by 225 vehicles due to the delivery of the proposed link road through the site, this would still result in 725 two way movements in the peak hours, which equates to one vehicle every 5 seconds.

As such, we feel it is appropriate for the applicant to provide a formal/controlled crossing point here as part of the highway mitigation measures. This should be in the form of a puffin crossing, and a Stage one road Safety Audit would need to be conducted on this prior to any recommendation of approval for this application.

Howletts Zoo Access

I note that the applicants response, and this is accepted. It would be beneficial if the proposed footway within this site was able to link into an appropriate area within the Howletts Zoo site, and it is pleasing to note the applicant is in discussions with the Zoo on this point.

Section 4 Existing Highway Network

Surveyed Traffic Flows

Having assessed the submitted traffic survey data, I concur that the traffic flows recorded via the ATC placed on The Hill validate the one day manual turning count figures that have been used.

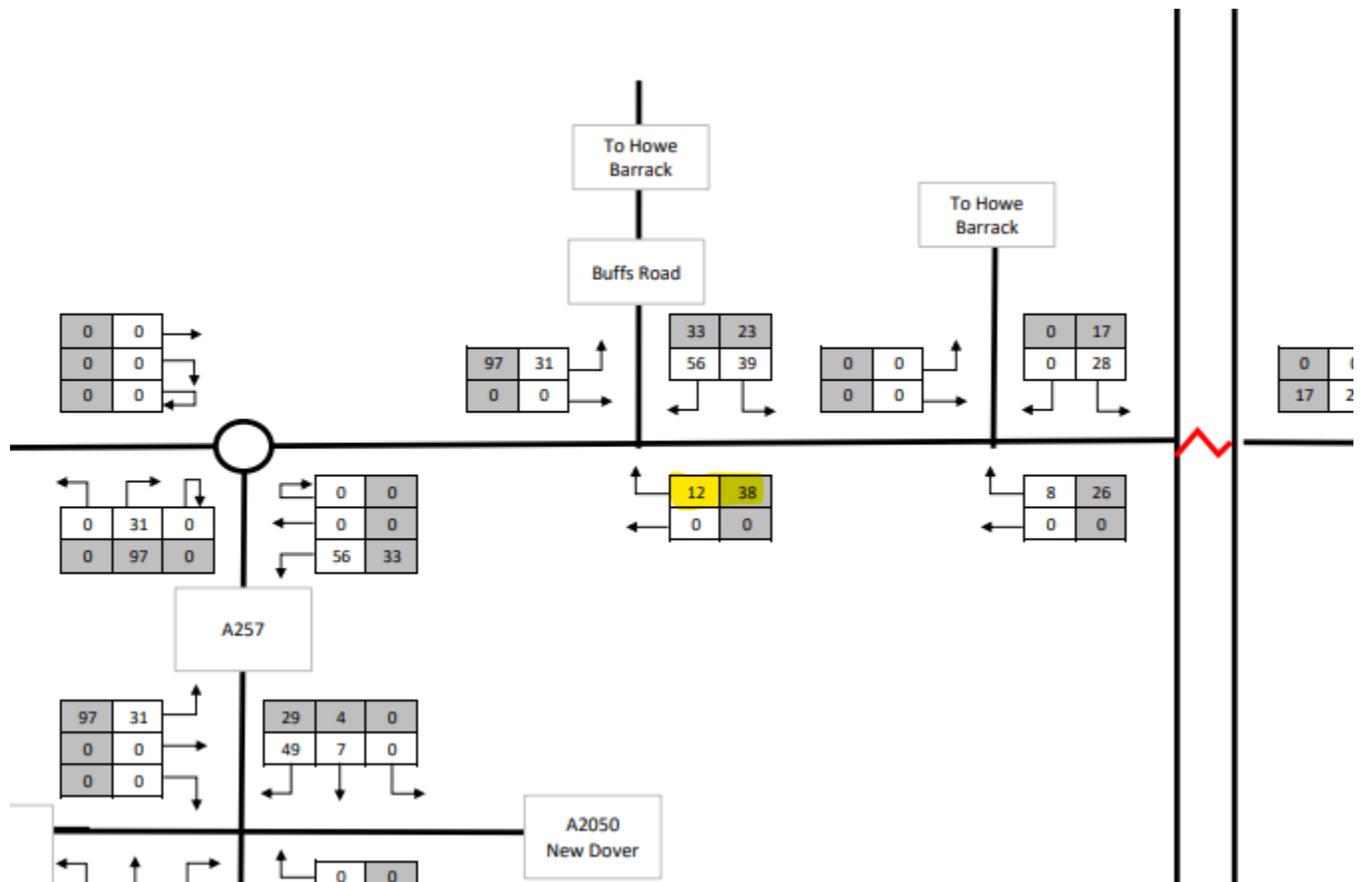
As such we are minded to accept the manual turning count figures as surveyed.

Future Year Baseline

We will accept the use of 2045 future year assessment, as previously agreed as part of the pre-planning application advice that we provided.

Committed Developments

On assessing the flow diagrams for Howe Barracks, there were some figures that require clarification, as highlighted below. These do not appear to correspond to other figures used within the flow diagram.



I also have queries regarding the flow diagrams for the Canterbury South Application. When assessing the total flows on Appendix 4 E-5, the figures do not correspond to those shown in 4 E-1 to 4 E-4. Can these please be reviewed.

When checking the Total Proposed Development Traffic Flows on Appendix 4 J-6, some of the figures do not appear to correspond to those presented in Appendices 4 J-1 to 4 J-5. I

appreciate there may be some rounding up that will occur, but some of the figures presented would be in excess of what would be expected.

Further clarification of the above will enable me to assess the flow diagrams presented in Appendix 4k

Travel Plan

This has been assessed by our Travel Plan Coordinator and they had the following comments to make:

I would like to see a few amendments for when it is submitted for Discharge of Conditions. These are as follows:

2.9 – Once confirmed I would like to see more information regarding the Shop and Work hub and parking information etc

Bus – I would like to see a link to the bus provider website to give information for times and tickets.

Train – I would like to see a link to the train provider to give information for Time and Tickets.

Cycling – Please include a map showing the closest National Cycle Routes to the site.

Travel Information pack to be produced and included in the Travel Plan and approved by us prior occupation.

8.1 – It suggest the survey will be monitored over 3 years I would prefer it be monitored over 5 years.

I am content that a suitable condition can be applied for the submission of further details, should the LPA be minded to approve this application

Contributions

The site will be expected to provide contributions towards the Local Infrastructure Delivery Plan, I am still awaiting confirmation of these figures.

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.