



Land at The Hill, Littlebourne

Transport Statement of Common Ground

Planning Application Reference: CA/23/00484

Appeal Reference: APP/J2210/W/25/3373183

Between Appellant: Gladman Developments Ltd and  
Local Highway Authority: Kent County Council

i-Transport Ref: VACE/dc/ITM16283-014A

Date: 19 January 2026

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## Quality Management

Report No.	Comments	Date	Author	Authorised
ITM16283-014	Draft	4 December 2025	V Eggleston /	V Eggleston /
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## SECTION 1 Introduction

### 1.1 Background

1.1.1 This Transport Statement of Common Ground (TSOCG – **CD 7.01**) is agreed between the Highway Authority, Kent County Council ( hereafter referred to as the Highway Authority or KCC) and the Appellant, Gladman Developments Limited (hereafter referred to as the Appellant or GDL), to assist the forthcoming appeal (APP/J2210/W/25/3373183) against the refusal by Canterbury City Council (hereafter referred to as the Planning Authority or CCC) of the outline planning application for the development at The Hill, Littlebourne (hereafter referred to as the Appeal Site).

1.1.2 The planning application (CCC Planning Application Reference CA/23/00484), which was validated by CCC on 5<sup>th</sup> April 2023 sought outline consent for the following:

***“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.”***

1.1.3 KCC is the Highway Authority responsible for the highway network in Littlebourne and the wider Canterbury District and was a statutory consultee in relation to the planning application submitted for the Appeal Site.

1.1.4 As the transport matters relating to the Appeal site were set out across a number of documents and drawings and subject to various post-submission discussions with KCC in their role as Highway Authority, the purpose of this Transport Statement of Common Ground is to provide a summary of the key transport aspects relating to the Appeal proposals.

1.1.5 A separate Statement of Common Ground (**CD 6.04**) has been prepared jointly by the Appellant and the Planning Authority. This provides further detail on the Appeal proposals, planning policy, and other non-transport related matters.

### 1.2 The Appeal Site

1.2.1 The Appeal Site extends to an area of 15.77 hectares and is located to the west of Littlebourne, approximately 5km east of Canterbury. The Appeal Site is a broadly L-shaped site currently in agricultural use.

- 1.2.2 The site has highway frontages onto A257 The Hill along its northern boundary and Bekesbourne Lane along its south-eastern boundary. The site is shown at **CD1.02** and an extract is shown at **Figure 1.1** below.

**Figure 1.1: Site Location Plan**



- 1.2.3 The Appeal Site has been proposed for allocation for residential uses within the emerging Canterbury District Draft Local Plan 2040, under Policy R7, with an indicative yield of circa 300 dwellings.

### 1.3 Transport Information Submitted in Support of the Application

- 1.3.1 The following transport-related documents were submitted as part of the planning application submission and considered by KCC in providing its consultation response to the application.

- Transport Assessment Scoping Note (ITM16283-005) dated 28 October 2022 (enclosed within the Transport Assessment Appendix 1.A (**CD 1.21**)).
- Transport Assessment (ITM16283-006A) dated 20 February 2023 (**CD 1.21**)
- Travel Plan (ITM16283-007A) dated 20 February 2023 (**CD 1.22**)

- 1.3.2 Proposed access drawings for access via A257 The Hill and Bekesbourne Lane were submitted for approval with the planning application. Stage 1 Road Safety Audits and Design Team Responses to the Audits were also submitted in relation to the proposed accesses via A257 The Hill and Bekesbourne Lane. However, access was subsequently withdrawn from determination and is now a reserved matter.

## 1.4 KCC Highways Response to the Application

1.4.1 A series of pre-application discussions were held with KCC Highways, as set out in the Transport Assessment (**CD 1.21**).

1.4.2 Following submission of the planning application, KCC Highways provided their formal consultation responses on the application on 2 June 2023 (**CD 3.21**) and 16 August 2023 (**CD 3.24**).

1.4.3 These responses sought clarification on a number of areas of the application including:

- Access – swept path analysis for both accesses and confirmation of existing vehicle speeds along Bekesbourne Lane, to confirm the extension of the 30mph speed limit along the site frontage.
- Sustainability – further consideration of proposed crossing arrangements for A257 The Hill, close to the site; further details on pedestrian connections to existing the public right of way route CB156 and access to Howletts Zoo along Bekesbourne Lane; cycle connections and the potential for the provision of cycle parking at Bekesbourne Station.
- Existing Highway Network – further clarification on the traffic flows associated with other committed developments included within the assessment; further clarification on the proposed traffic flows routeing through the site; and drawings showing the geometry used to model the capacity of the proposed access junctions.
- Travel Plan – a request for further clarification on a number of aspects when submitted for Discharge of Conditions.

1.4.4 KCC Highways subsequently confirmed that they would offer no objection to the application, subject to a series of Conditions.

1.4.5 These Conditions included the provision of a puffin crossing on A257 The Hill, provision of access via A257 The Hill, a contribution towards upgrading PROW connections to the school and surgery within the village, improved crossing facilities at the junction of A257 The Hill / Jubilee Hill and improved pedestrian signage on Bekesbourne Lane close to PROW CB156 and the implementation of the Travel Plan.

## 1.5 Scheme Determination

1.5.1 The application was considered by CCC's Planning Committee in May 2025 and again in July 2025. The scheme was refused by CCC on 18<sup>th</sup> July 2025, contrary to the officer's recommendation to grant approval subject to Conditions and a Section 106 agreement. There were five Reasons for Refusal (RfR) covering the following matters: sustainable transport provision (RfR1); impact on the Chalk Stream (RfR2); foul water drainage (RfR3); loss of Best and Most Versatile agricultural land (RfR4); and landscape character impact (RfR5).

1.5.2 As set out on **CD 5.03**, RfR1 stated that:

***"The location of the development is not sustainable and the applicant has failed to demonstrate that the Travel Plan measures proposed will be sufficient to encourage people to choose buses, which serve the site at a maximum of every half an hour, as opposed to travel by private car. Therefore the development is contrary to Local plan policy T1 that states that, in considering the location of new development, the Council will always take account of the provision of alternative modes of transport to the car, by extending provision for pedestrians, cyclists and the use of public transport."***

1.5.3 CCC did not raise any objection in relation to the off-site traffic impacts of the application proposals and their RfR related solely to sustainability matters.

1.5.4 CCC has subsequently confirmed that it no longer intends to defend any of the Reasons for Refusal at the Appeal.

1.5.5 This TSOCG therefore considers wider transport matters associated with the Appeal Site, as representations made by third parties (in respect of the application and the Appeal) refer to a range of transport-related matters.

## SECTION 2 Matters of Agreement

### 2.1 Site Access Strategy and Internal Layout

- 2.1.1 As the application is outline in nature, it is agreed that matters relating to the proposed site access strategy and the internal layout of the site will be subject to separate Reserved Matters applications in due course. Notwithstanding this, details of the potential access arrangements and the internal link road through the site were set out within the Transport Assessment (**CD 1.21**) and were subject to extensive discussion between the Appellant and KCC.
- 2.1.2 Access to the Appeal Site is proposed via new accesses to be constructed onto A257 The Hill and Bekesbourne Lane. Whilst access was amended during the determination period to become a Reserved Matter, the proposed access arrangements were set out within the Transport Assessment (**CD 1.21**) and were illustrated in the following drawings:
- Access via A257 The Hill - i-Transport Drawing ITM16283-GA-013 Revision A (**CD 1.21**)
  - Access via Bekesbourne Lane – i-Transport Drawing ITM16283-GA-017 Revision A (**CD 1.21**)
- 2.1.3 Independent Road Safety Audits were completed for the proposed access arrangements and Design Team Response reports were completed, addressing the issues raised in the Audits. It is agreed that all matters raised within the Audits have been addressed and there are no residual safety concerns relating to the access arrangements as proposed in the application.
- 2.1.4 Networks of pedestrian and cycle routes will be provided throughout the site, including additional dedicated pedestrian / cyclist accesses into the site onto A257 The Hill, close to the existing bus stops on the frontage, and at two points onto Bekesbourne Lane, close to PROW CB156 and close to Howletts Wild Animal Park. These will further enhance accessibility for pedestrians and cyclists.
- 2.1.5 The Appeal proposals include the provision of a link road through the site connecting The Hill with Bekesbourne Lane, as set out within Policy R7 of the Draft Canterbury Local Plan (**CD 6.03**). It is agreed that this link should provide a carriageway width of 6.75 metres, to facilitate future bus access if required, with 2 metre-wide footways on either side.

2.1.6 It is agreed that any parking spaces on The Hill that are required to be removed to facilitate to construction of the access and proposed puffin-style crossing (as detailed below) will be re-provided within the site as part of the proposed local shopping / community facility. It is agreed that this can be detailed at Reserved Matters stage and the delivery of these spaces controlled by Condition.

## 2.2 Off-Site Highway and Transport Impacts

2.2.1 The application proposes a series of off-site transport and highway works, as follows:

- i A puffin-style pedestrian crossing on A257 The Hill, at the eastern end of the site's frontage, to assist pedestrians crossing the road to access the facilities within the village and to allow existing residents to access the proposed facilities within the site. (i-Transport Drawing ITM16283-GA-022 Revision D (**CD 2.31**))
- ii Tactile paving will be provided on Jubilee Road, at its junction with A257 The Hill, to facilitate ease of crossing for pedestrians. (i-Transport Drawing ITM16283-GA-024 (**CD 2.14**)).
- iii A contribution of £30,000 towards enhancing nearby public rights of way including clearance and surfacing improvements (**CD 5.01**). This will be secured via a S106 contribution.
- iv A contribution of £18,000 towards cycle parking improvements at Bekesbourne Railway Station, as requested by Network Rail (**CD 5.01**). This will be secured via a S106 contribution.

2.2.2 A Stage 1 Road Safety Audit was conducted for the proposed crossing (**CD 2.32**) and a Design Team Response (**CD 2.33**) prepared to address the issues raised in the Audit.

2.2.3 It is agreed that all matters raised in the Audit, with the exception of the recommendation to provide a maintenance lay-by close to the crossing, have been addressed and there are no residual safety concerns relating to the proposed puffin crossing. It is agreed that there is alternative parking on-street on The Hill and additional parking within the site, close to the proposed crossing, where a maintenance vehicle could park and that the need for a lay-by can be considered further at the detailed design stage for the crossing.

2.2.4 It is agreed that the above off-site transport measures will encourage the use of sustainable travel modes associated with the proposed development and that these measures will appropriately mitigate the off-site impacts of the Appeal proposals.

## 2.3 Travel Plan Measures

2.3.1 The application is supported by a Travel Plan (**CD 1.22**) which has been prepared to set out how the development will encourage sustainable travel patterns for residents and visitors of the development.

2.3.2 The Travel Plan includes the following measures which will be implemented as part of the proposals:

- A site Travel Plan Co-ordinator will be appointed to implement and monitor the measures.
- Pedestrian and cycle connections throughout the site and tying into adjacent networks around the site.
- Travel Information Welcome Packs to be provided to each household upon first occupation.
- A Travel Plan website to be established and a community noticeboard to be erected within the site displaying up-to-date travel information.
- Measures to reduce travel including the promotion of car sharing, use of internet shopping and home deliveries, home working and the use of local shopping and leisure facilities.
- The promotion of sustainable travel to school including offering the delivery of a school walking bus to the primary school within the village.
- Personalised journey planning for new households within the development.
- The establishment of an electric vehicle car club within the site, with six vehicles and spaces to be provided. The locations of the spaces are to be determined at Reserved Matters stage.

2.3.3 A £400 travel voucher will also be provided for each household, for use towards the purchase of a bicycle or public transport tickets.

2.3.4 The Travel Plan will be secured by Condition and the associated contributions and KCC monitoring fees will be secured via a Section 106 agreement.

2.3.5 It is agreed that these Travel Plan measures will encourage sustainable travel patterns amongst the new community and reduce the dependency on the private car, in particular single occupancy vehicle trips.

## 2.4 Sustainability of the Site

2.4.1 A comprehensive description of the accessibility of key services and facilities from the site by sustainable travel modes is set out in the Transport Assessment (**CD 1.21**).

2.4.2 However, as the Transport Assessment (**CD 1.21**) was prepared in February 2023, an updated accessibility appraisal has been undertaken, taking account of current facilities within the village, bus services and the completion of additional pedestrian connections via the newly constructed development at The Laurels to the north of A257 The Hill. A summary of the updated assessment is as follows.

### Active Travel Provision

2.4.3 There is an existing footway along the northern side of A257 The Hill, along the site frontage, with a general width of 2.0m. To the west of the site the footway continues but narrows in width beyond the extent of the existing built area of Littlebourne.

2.4.4 To the east of the site the footway continues along the northern side of The Hill, providing a continuous pedestrian link into Littlebourne, narrowing in places.

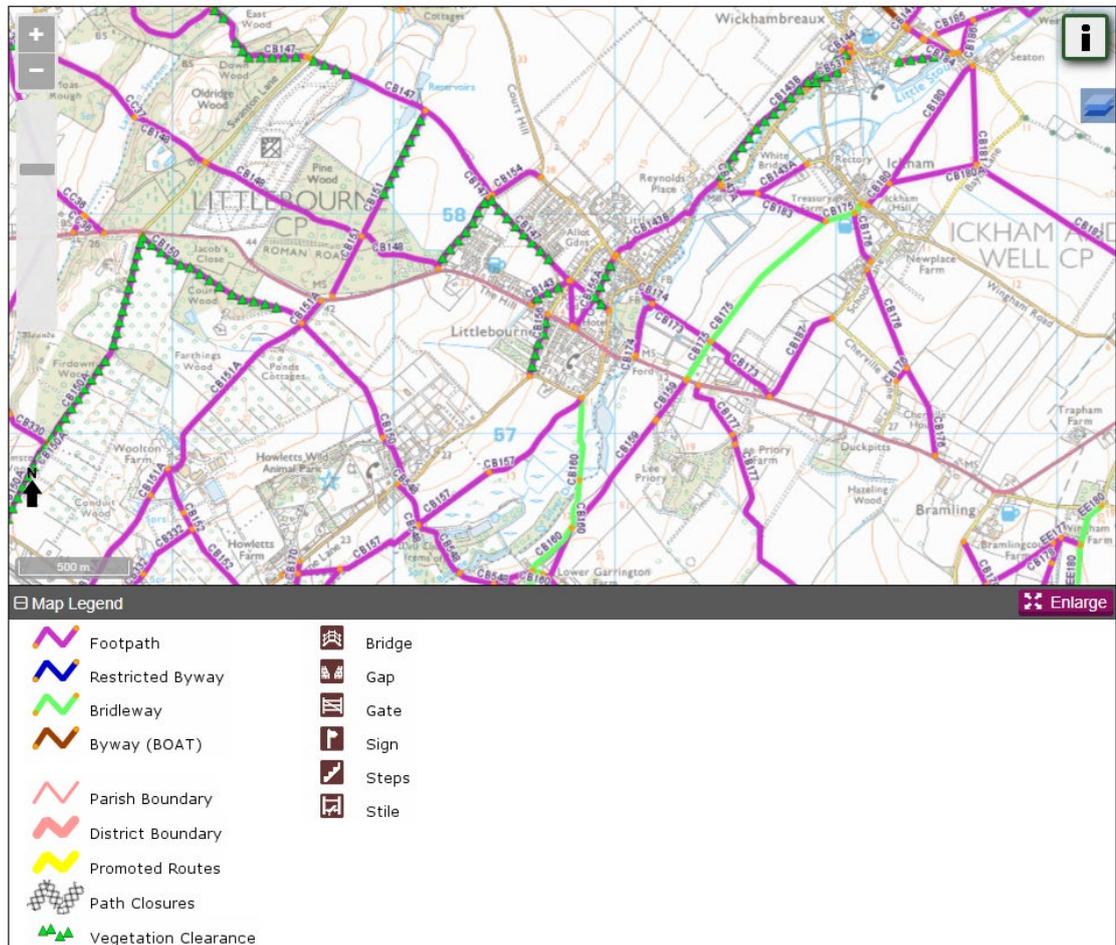
2.4.5 The development proposals include networks of pedestrian paths across the site, providing direct connections to A257 The Hill close to the existing bus stops (outlined below), direct connections to Bekesbourne Lane, close to the existing Public Right of Way (PROW) route into Littlebourne and as part of the vehicular access proposals via A257 The Hill and Bekesbourne Lane.

2.4.6 There are no footways along Bekesbourne Lane, but the Appeal proposals include footway provision within the site along the Bekesbourne Lane frontage.

2.4.7 New pedestrian connections in the form of footways and shared surfaces are provided throughout The Laurels development which is located to the north of A257 The Hill.

2.4.8 There are a number of PROW within Littlebourne as below in Figure 2.1.

**Figure 2.1: PROW Within the Vicinity of Littlebourne**



Source: Kent County Council Interactive PROW Map (<https://www.kent.gov.uk/environment-waste-and-planning/public-rights-of-way/rights-of-way-map>)

2.4.9 The Appeal proposals include the provision of a signal-controlled puffin crossing on A257 The Hill, to the east of the site frontage.

2.4.10 There are no dedicated or segregated cycle facilities within Littlebourne.

### **Public Transport Provision**

2.4.11 The closest bus stops to the site are located on A257 The Hill, at the western end of the site's frontage and c.130 metres west of the proposed site access. Additional stops are located on The Hill, c.250 metres east of the site access.

2.4.12 These stops are served by several existing bus routes, as summarised in Table 2.1 below.

**Table 2.1: Summary of Bus Services on A257 Adjacent to the Appeal Site**

Service	Route	Service Frequency		
		Weekday	Saturday	Sunday
11	Broadstairs – Westwood – Minster – Ickham – Littlebourne – Canterbury	2 services / day	-	-
43	Sandwich – Littlebourne – Canterbury	2 services / hour <sup>1</sup>	2 services / hour	1 service / hour
43A	Eastry - Canterbury	2 services / day	-	-
44	Eastry - Canterbury	1 service / day (school days only)	-	-

<sup>1</sup> Additional service per hour in the morning

Source: Traveline and Stagecoach

- 2.4.13** Bus service 43 provides a half-hourly service to Canterbury Monday to Saturday, with the first bus leaving at 07:01 in the morning and the last bus returning at 22:50, reducing to an hourly service during the evenings. On Sundays there is an hourly service. The approximate journey time to Canterbury is 15-minutes.
- 2.4.14** The majority of dwellings within the site would be located within 400 metres of the existing bus stops, with those located close to Bekesbourne Lane located c.550 metres from the bus stops – equating to a walking time of less than seven minutes.
- 2.4.15** There are no bus services currently running along Bekesbourne Lane.
- 2.4.16** The proposed link through the site would be constructed with a width of 6.75 metres, to facilitate future bus access through the site, if required.
- 2.4.17** The closest railway station to the Appeal site is Bekesbourne Station, located c.2km to the south-west of the site, providing hourly services to London Victoria and Dover Priory. The station provides car parking, and the Appeal proposals include a contribution towards the delivery of cycle parking at the station.
- 2.4.18** It is agreed that there is no requirement for the proposed development to provide any off-site active travel improvements to the route to Bekesbourne Railway Station.

### **Accessibility of Key Services and Facilities**

- 2.4.19** Littlebourne provides a range of local facilities which will serve many of the day-to-day needs of future residents of the site. These will be supplemented by the proposed retail and community facilities within the Appeal site. The agreed distances, and approximate walking and cycling times, between the Appeal site and these key facilities are set out in Table 2.2 below.

**Table 2.2: Facilities within Littlebourne – Distances and Walking/Cycling Times**

Purpose	Destination	Distance <sup>1</sup> (metres)	Walking Time <sup>2</sup>	Cycling Time <sup>3</sup>
Retail	Four Villages Store (Premier & Post Office)	c.650m	c.8 minutes	c.3 minutes
Primary / Nursery Education	Friends of Littlebourne School / Ladybird's Pre-School	c.1,000m	c.12 minutes	c.4 minutes
Retail	The Ivy Barn (Farm Shop)	c.950m	c.11 minutes	c.4 minutes
Medical	Littlebourne Surgery	c.1,050m	c.13 minutes	c.4 minutes
Employment	Builders Square	c.1,100m	c.13 minutes	c.4 minutes
Leisure	The Evenhill	c.400m	c.5 minutes	c.2 minutes
Leisure	Littlebourne Play Park and Playing Fields	c.650m	c.8 minutes	c.3 minutes
Community	Littlebourne War Memorial Hall	c.650m	c.8 minutes	c.3 minutes

<sup>1</sup> Distances are actual distances measured to the centre of the Appeal site;

<sup>2</sup> Assumed walk speed of 1.4m/s (MfS); <sup>3</sup> Assumed cycle speed of 10mph / 16km/hr

2.4.20 It is agreed that those facilities listed above within Littlebourne are within an acceptable walking distance of the Appeal site and those facilities listed above which are within 8km of the site are within an acceptable cycling distance of the Appeal site.

2.4.21 The existing key facilities and the main bus route (43) are shown on the plans contained in **Appendix A**.

2.4.22 Additional facilities and services are available in Canterbury, including secondary schools, the University, larger supermarkets, other retail and leisure facilities together with the hospital and a wide range of employment opportunities. These are accessed via the existing bus services that route along A257 The Hill and within cycling distance.

2.4.23 It is agreed that the Appeal site is a sustainable location for residential development.

## 2.5 Off-Site Traffic Impacts

2.5.1 A full assessment of the off-site traffic impacts of the development proposals was set out within the Transport Assessment (**CD 1.21**). The scope of the Transport Assessment was agreed with KCC during pre-application scoping discussions.

2.5.2 KCC raised several queries with regard to the derivation of future year traffic forecasts for use in the assessment and details of the junction modelling as part of their post-submission consultation response. The final agreed traffic forecasts and traffic impact results were presented in the Transport Assessment (**CD 1.21**) and i-Transport's subsequent responses to KCC's consultation responses in July 2023 (ITM16283-010 Revision A) and September 2023 (ITM16283-011 **CD 2.14**). For ease of reference, some of the key traffic forecasts are appended to this Transport Statement of Common Ground, as set out below.

2.5.3 Based on the data and analysis presented in these submissions, it is agreed that:

- i The baseline traffic flows collected in 2022 formed an appropriate basis for the assessment of the impact of the proposed development. A copy of the 2022 baseline traffic flows on the network is presented in **Appendix B**. It is agreed that the 2022 surveyed traffic flows remain an appropriate basis upon which to determine the impacts of the proposals on the highway network within Littlebourne and surrounding routes.
- ii The traffic growth factors applied to convert the 2022 baseline traffic levels to 2045 traffic levels, the agreed assessment year, provided a very robust basis for the assessment, as they did not discount traffic associated with committed developments in the area. The 2045 baseline traffic forecasts are presented in **Appendix C**.
- iii Traffic associated with a series of committed developments in the area were included within the assessment. These were as detailed in paragraphs 6.3.3 and 6.3.4 of the Transport Assessment (**CD 1.21**). The final agreed committed development traffic flows are shown in the plan contained at **Appendix D**.
- iv The resultant 2045 Baseline + Committed Development Traffic Flows on the surrounding highway network are presented in the plan contained at **Appendix E**.
- v The provision of a link road through the site will enable some background traffic to route through the site. As a robust assessment of the capacity of the proposed accesses onto A257 The Hill and Bekesbourne Lane, the level of background traffic routing through the site was estimated to be in the region of 80-120 vehicles in each direction. This was based on the number of vehicles turning into and out of Bekesbourne Lane from A257 The Hill (west), which had the potential to re-assign through the site as an alternative to using the existing network. The final agreed re-assignment of baseline traffic flows are shown in the plan contained at **Appendix F**.



- x The delivery of the link road through the site will reduce existing traffic levels at the A257 The Hill / Bekesbourne Lane junction and through Littlebourne, providing a positive impact at the junction, in particular for pedestrians and cyclists passing through the junction.
- xi The review of personal injury collision data concluded that there were no underlying safety concerns associated with the surrounding highway network that would be exacerbated by the development.
- xii The development will not have a significant impact upon the existing road network within Littlebourne or along the A257 corridor towards Canterbury. (Section 7 of Transport Assessment (**CD 1.21**)).
- xiii The proposed access junctions considered within the Transport Assessment (Section 7 - **CD 1.21**) would comfortably accommodate the forecast traffic flows in 2045.

2.5.4 The impacts of the traffic associated with the Appeal proposals upon the highway network within the vicinity of Littlebourne and Canterbury are acceptable and would not give rise to any 'severe' impacts within the NPPF context.

## SECTION 3 Signed Agreement

On behalf of Kent County Council, as Local Highway Authority:

Name: Fiona Wiles

Signature:



Date 19<sup>th</sup> January 2026

i-Transport LLP - On behalf of the Appellant, Gladman Developments Ltd

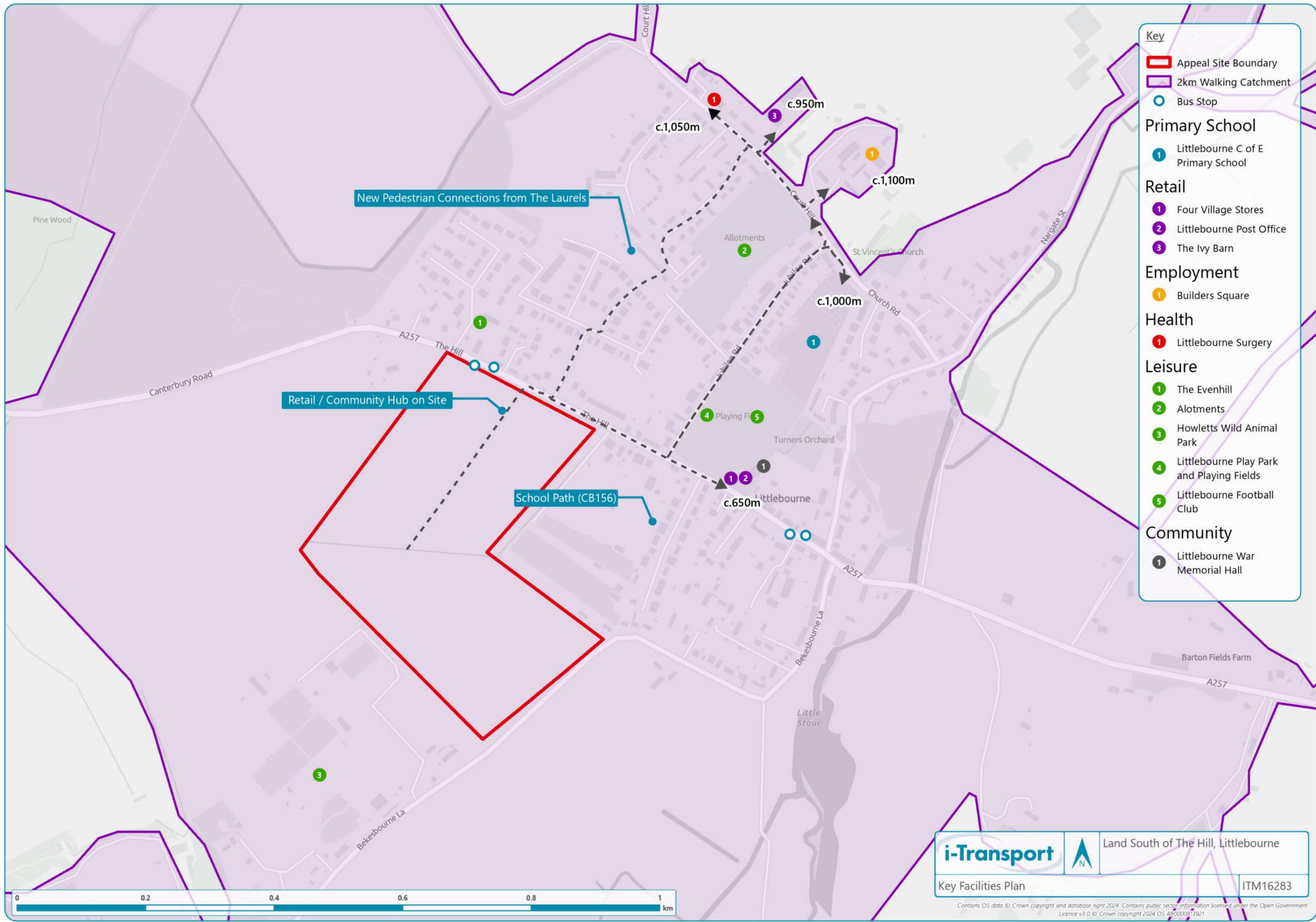
Name: Vanessa Eggleston

Signature:



Date: 19 January 2026

**APPENDIX A.** Key Facilities Plan and Bus Route /  
Cycle Catchment Plan



**Key**

- Appeal Site Boundary
- 2km Walking Catchment
- Bus Stop

**Primary School**

- 1 Littlebourne C of E Primary School

**Retail**

- 1 Four Village Stores
- 2 Littlebourne Post Office
- 3 The Ivy Barn

**Employment**

- 1 Builders Square

**Health**

- 1 Littlebourne Surgery

**Leisure**

- 1 The Evenhill
- 2 Allotments
- 3 Howletts Wild Animal Park
- 4 Littlebourne Play Park and Playing Fields
- 5 Littlebourne Football Club

**Community**

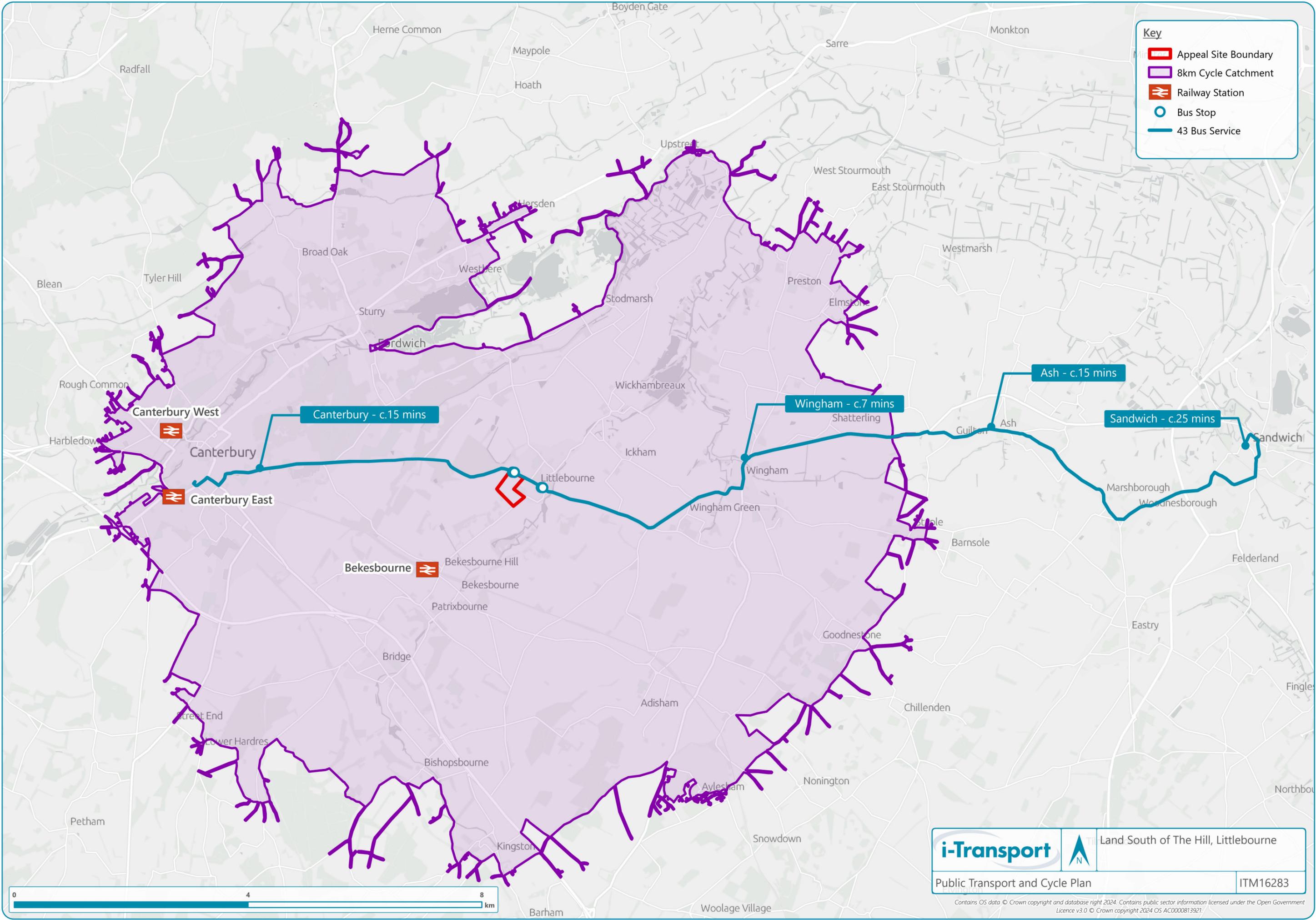
- 1 Littlebourne War Memorial Hall



**i-Transport** Land South of The Hill, Littlebourne

Key Facilities Plan ITM16283

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**Key**

- Appeal Site Boundary
- 8km Cycle Catchment
- Railway Station
- Bus Stop
- 43 Bus Service

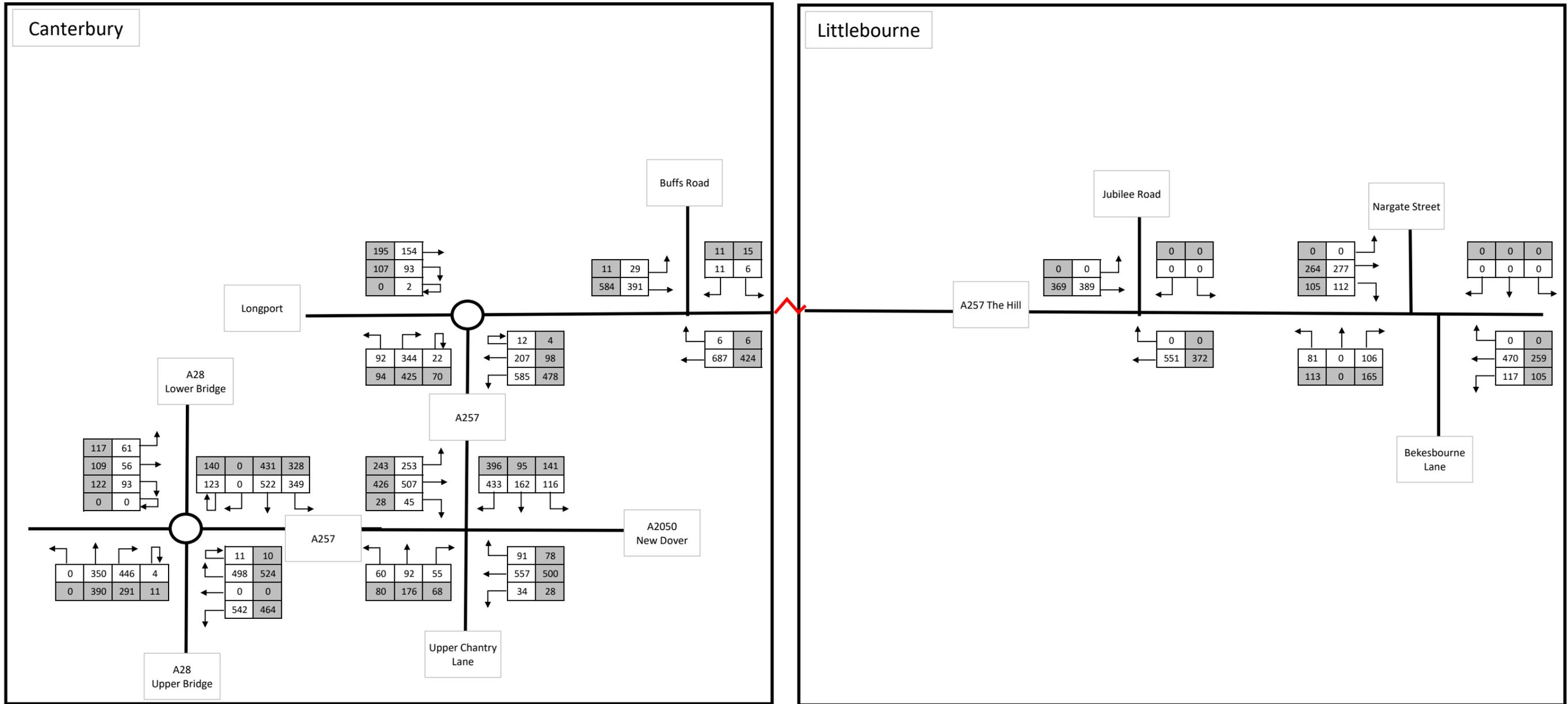


**i-Transport** Land South of The Hill, Littlebourne

Public Transport and Cycle Plan ITM16283

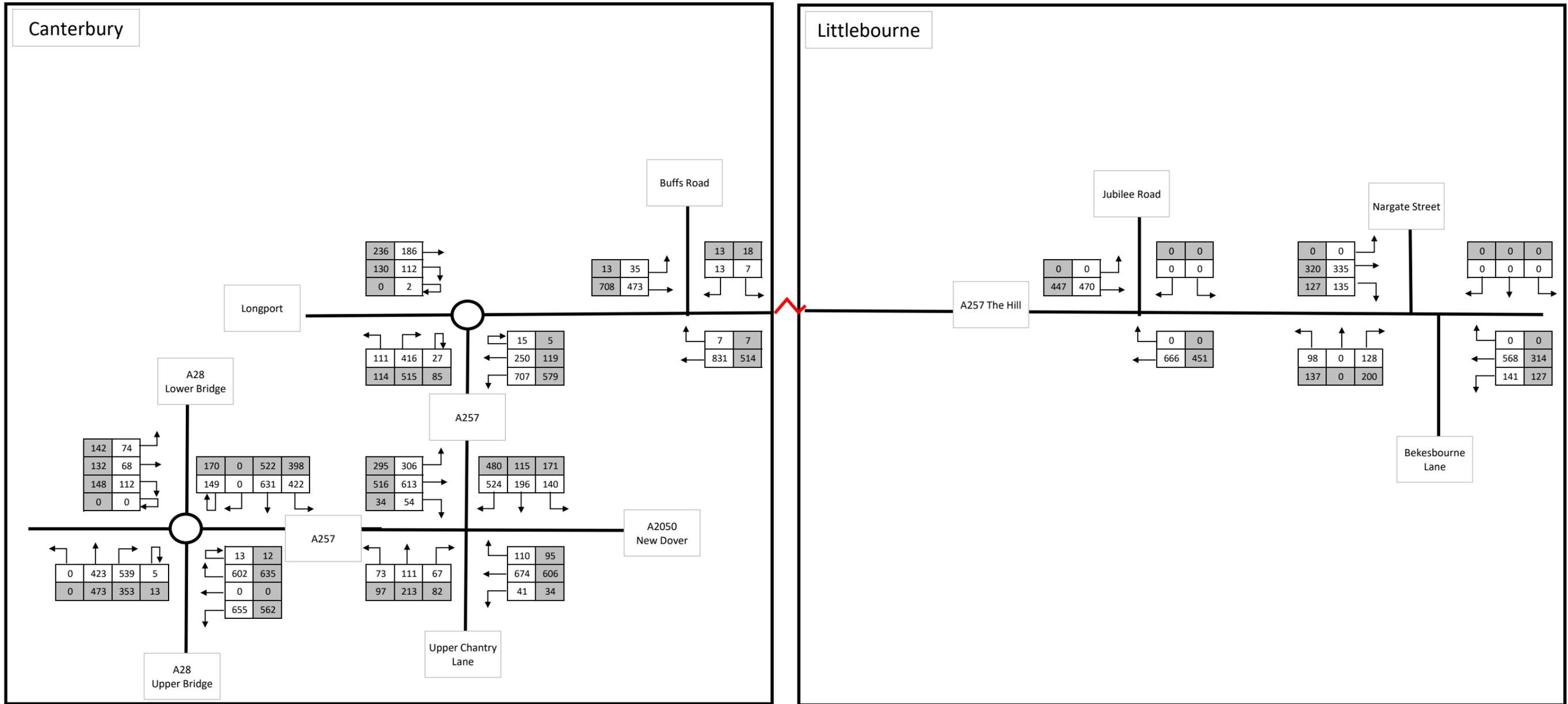
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## **APPENDIX B.** 2022 Observed Traffic Flows



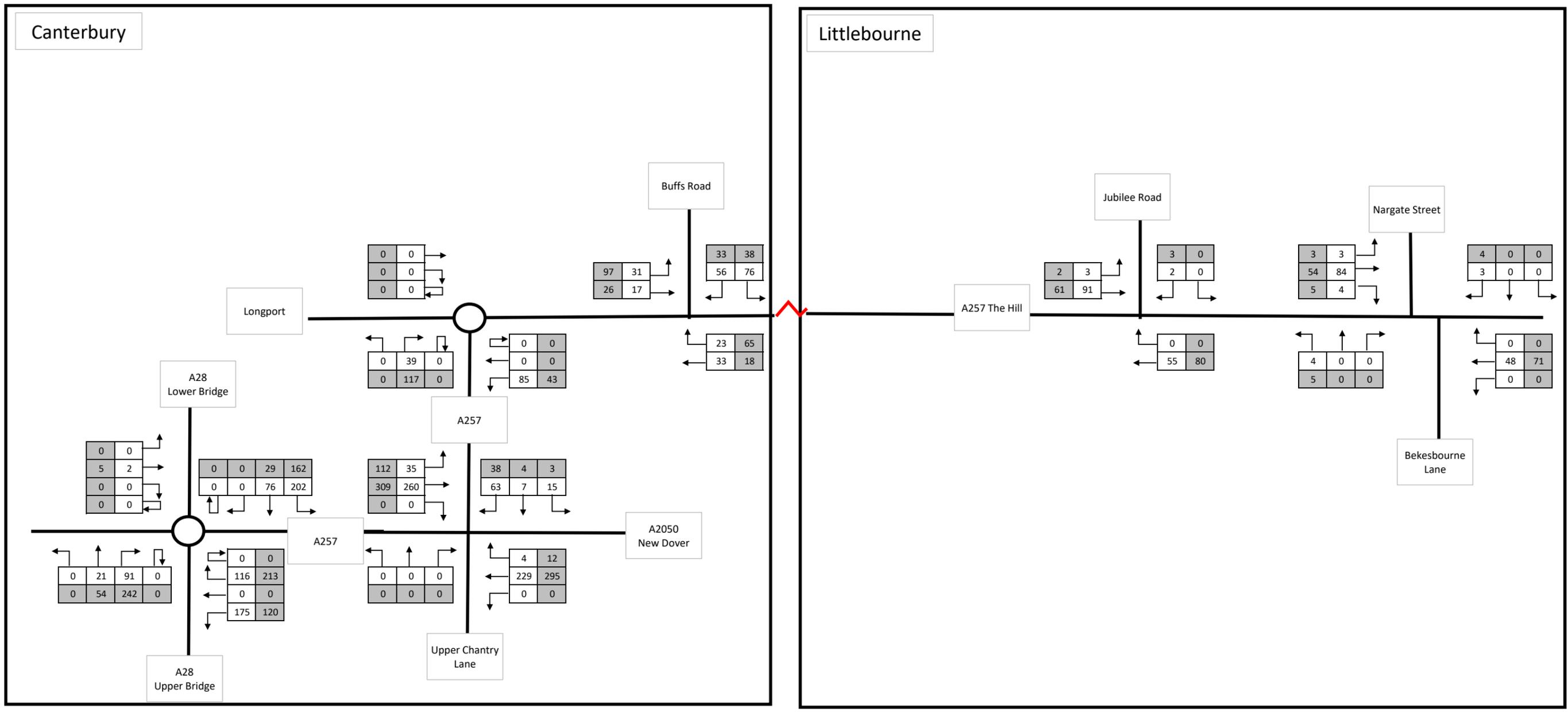
<p><b>KEY</b></p> <p>123 = AM Peak</p> <p>123 = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 5.B	
	2022 Observed Traffic Flows	

## **APPENDIX C.** 2045 Baseline Traffic Flows



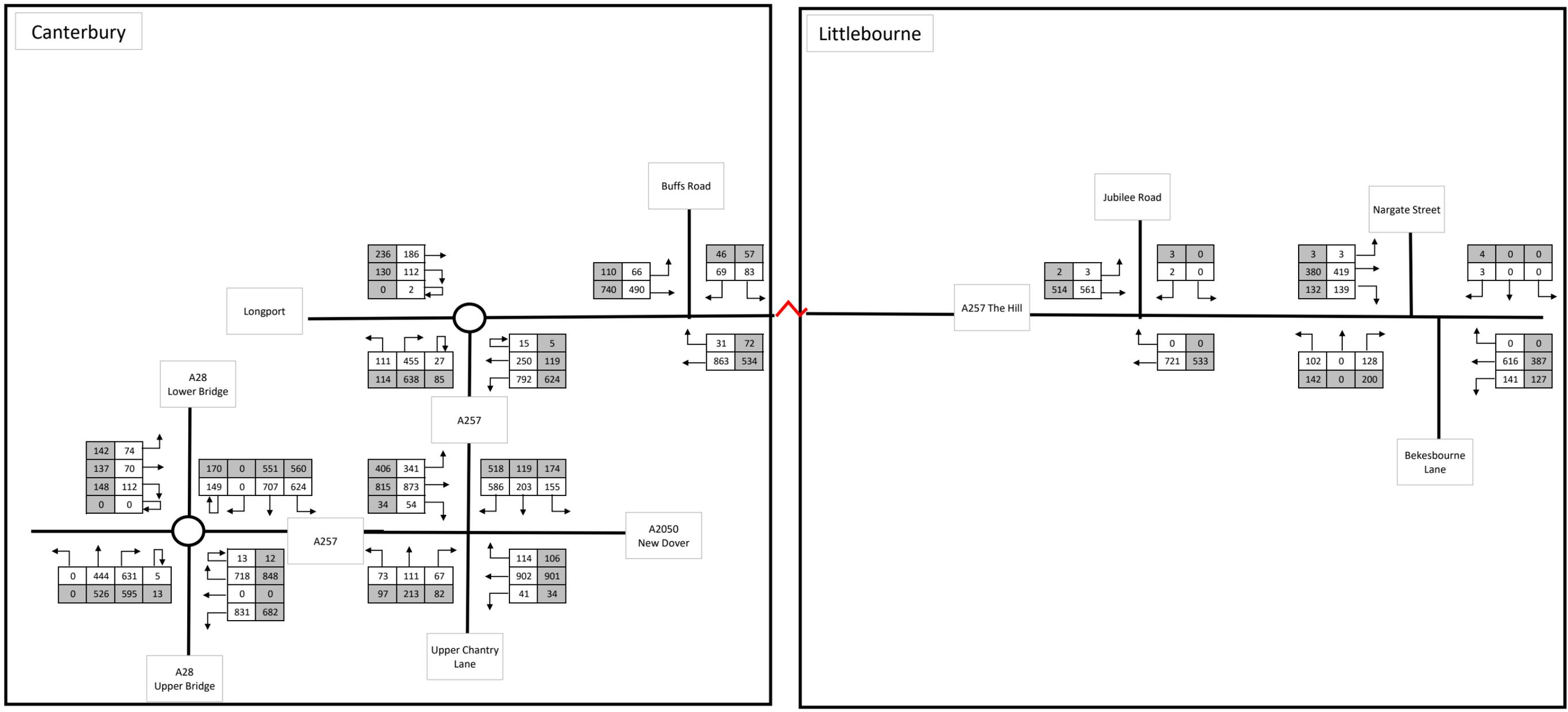
<p><b>KEY</b></p> <p><span style="border: 1px solid black; padding: 2px;">123</span> = AM Peak</p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
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	Appendix 6.B	
	2045 Background Traffic Flows	

**APPENDIX D.** Total Committed Development Traffic Flows



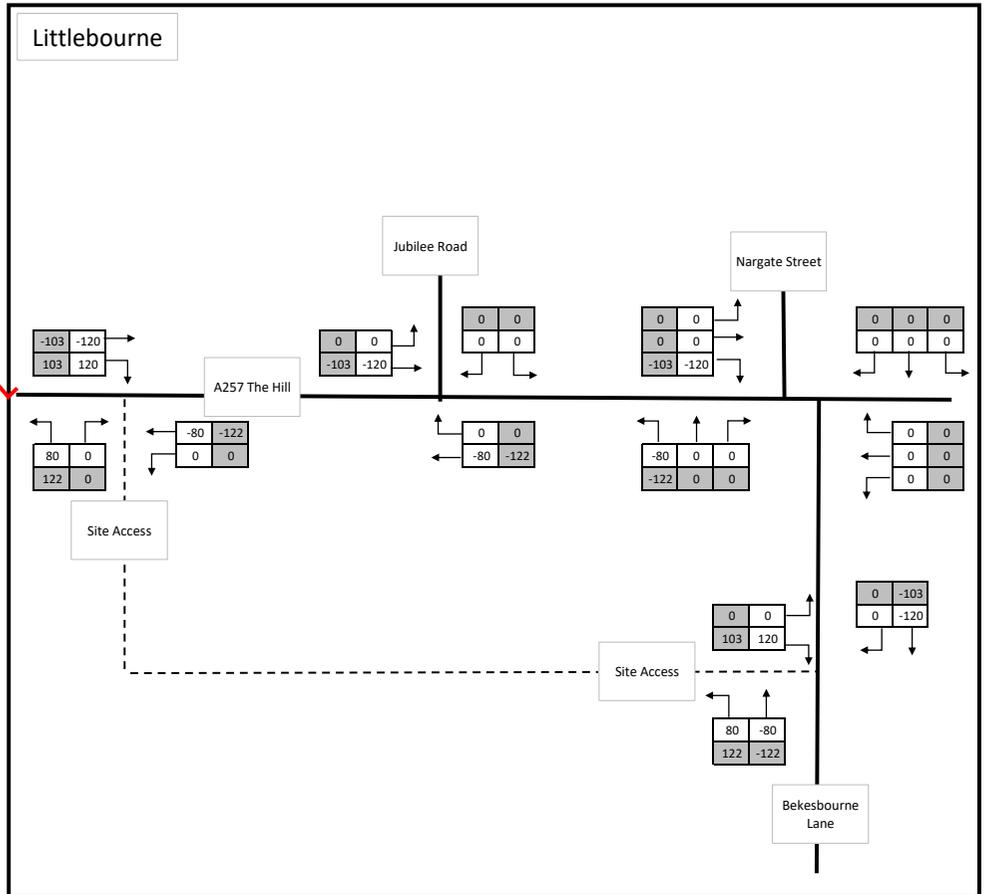
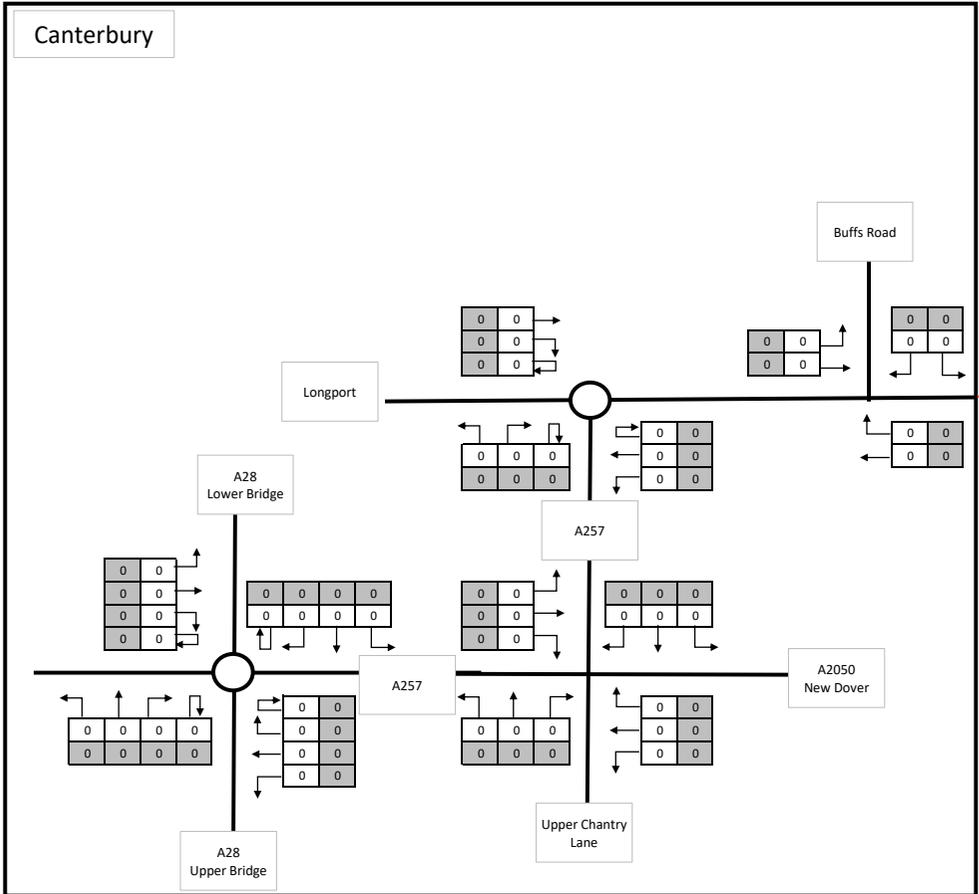
<p><b>KEY</b></p> <p><span style="border: 1px solid black; padding: 2px;">123</span> = AM Peak</p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 4.G	
	Total Committed Development Traffic Flows	

**APPENDIX E.** 2045 Baseline + Committed  
Development Traffic Flows



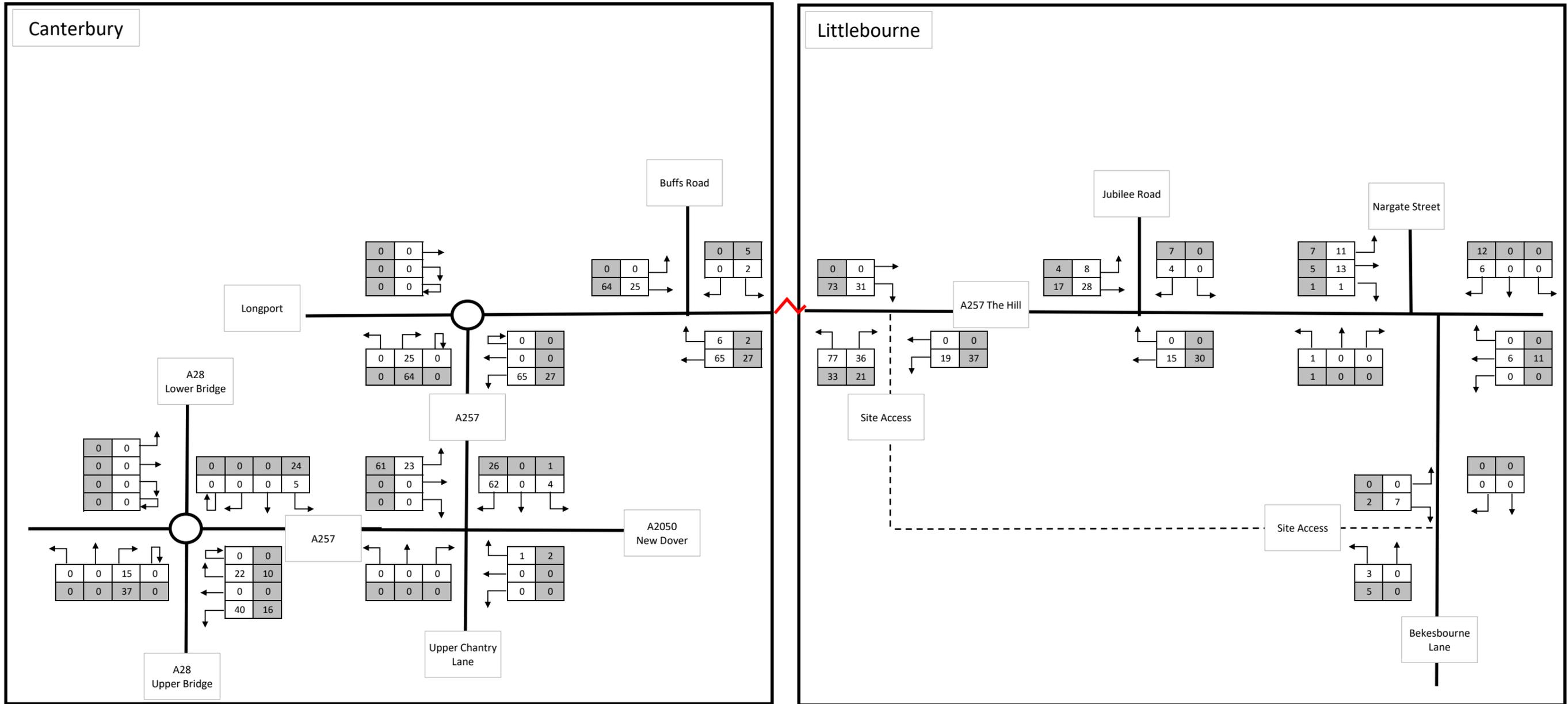
<p><b>KEY</b></p> <p><span style="border: 1px solid black; padding: 2px;">123</span> = AM Peak</p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 4.E	
	2045 Base + Committed Traffic Flows	

**APPENDIX F.** 2045 Baseline Re-assignment Traffic Flows



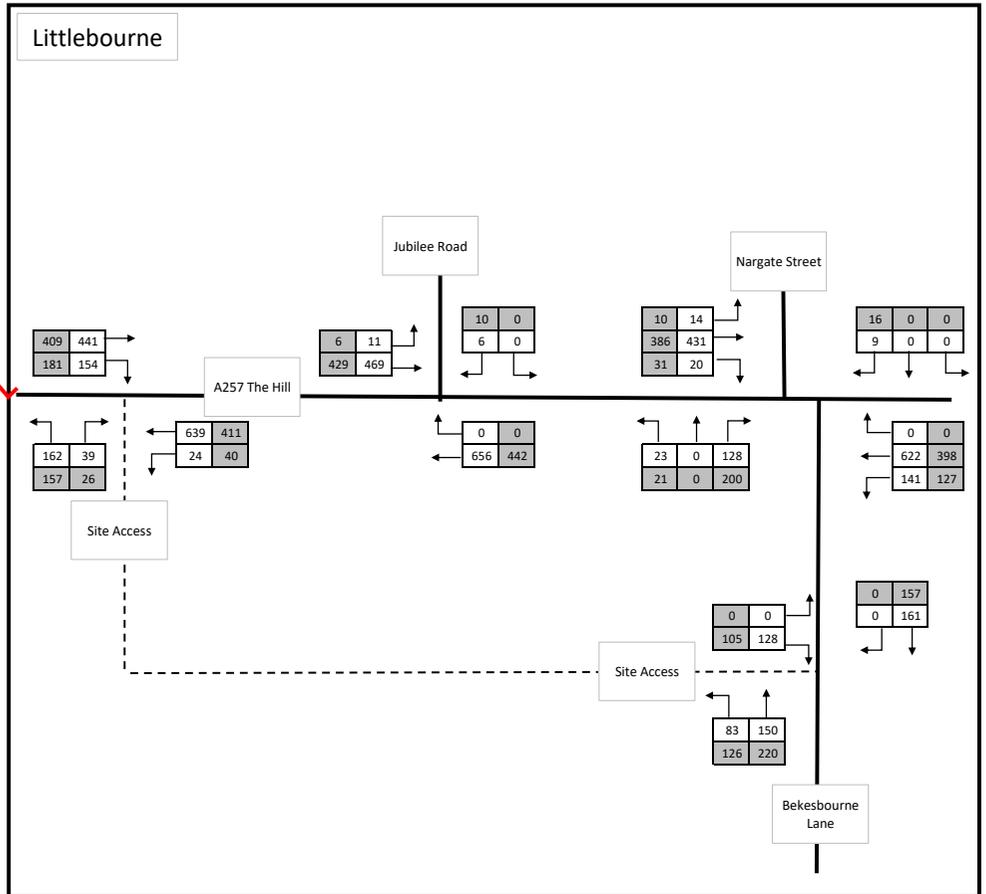
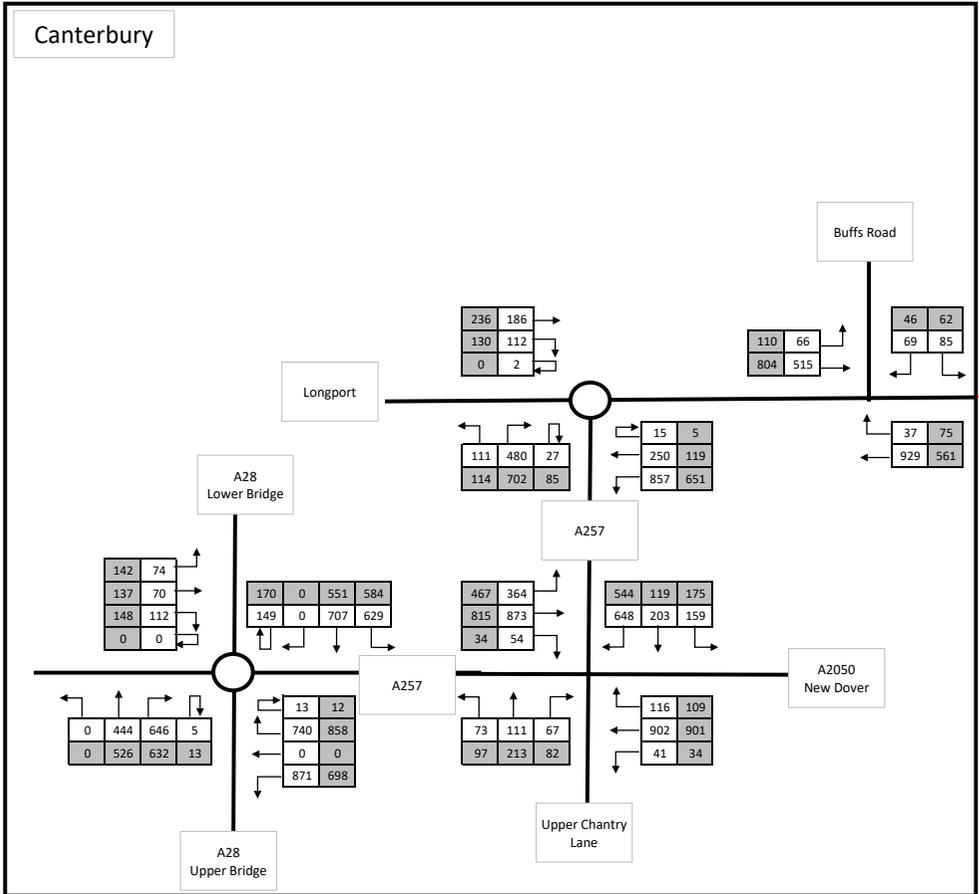
<p><b>KEY</b></p> <p><span style="border: 1px solid black; padding: 2px;">123</span> = AM Peak</p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 4.F-1	
	2045 Background Traffic Flow Reassignment	

**APPENDIX G.** Total Proposed Development Traffic  
Flows



<p><b>KEY</b></p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = AM Peak</p> <p><span style="background-color: #cccccc; border: 1px solid black; padding: 2px;">123</span> = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 4.J-6	
	Total Proposed Development Traffic Flows	

**APPENDIX H.** 2045 Baseline + Committed  
Development + Development Traffic  
Flows



<p><b>KEY</b></p> <p>123 = AM Peak</p> <p>123 = PM PEAK</p>		Centurion House, 129 Deansgate, Manchester, M3 3WR Tel: 0161 830 2172 www.i-transport.co.uk
	Land South of the Hill, Littlebourne	
	Appendix 4.G	
	2045 Base + Committed + Development Traffic Flows	

