



Land at The Hill, Littlebourne

Transport & Highways Proof of Evidence
Vanessa Eggleston: Volume 1 - Text

Planning Application Reference: CA/23/00484

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

Client: Gladman Developments Ltd

i-Transport Ref: VE/dc/ITM16283-015B

Date: 19 January 2026

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Quality Management

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SECTION 1 Introduction

1.1 Qualifications and Experience

1.1.1 My name is Vanessa Eggleston. I am a Chartered Engineer, a Chartered Member of the Institution of Civil Engineers and hold a BEng Honours degree in Civil Engineering with Architecture. I am a Partner of i-Transport LLP, a specialist transport and highways planning consultancy with offices in Manchester, Basingstoke, London, Leeds and Solent and am responsible for the Manchester office.

1.1.2 I am responsible for directing a wide range of transport and infrastructure planning projects for both private and public sector clients across the UK and have worked in the transport planning and highways fields for over 30 years. My areas of expertise include transport assessments, transport accessibility and sustainability appraisals, the evaluation of public transport proposals, the preparation of travel plans, traffic engineering, development planning and access and highway feasibility studies.

1.1.3 I have represented a variety of commercial and public sector organisations throughout the planning process, including at planning appeals and Examinations in Public. I am instructed on a wide range of residential schemes across the country, including a Garden Village of over 2,500 dwellings in Leicestershire, a Sustainable Urban Extension of over 800 dwellings in Shropshire as well as many schemes of a similar size to this Appeal Site.

1.1.4 I was instructed by Gladman Developments Ltd in 2020 and have provided highways and transport advice to them in relation to the Appeal Site since this time. I oversaw the preparation of the transport submissions in support of the earlier planning application for the site (Planning Application Reference CA/21/01657) and prepared the Transport Assessment (TA) (CD 1.21) and Travel Plan (TP) (CD 1.22) which were submitted in support of the outline planning application which is now the subject of this Appeal.

1.1.5 I also undertook pre-application and post-application liaison with officers of Kent County Council (KCC), in their capacity as the Local Highway Authority, regarding the above documents and the impacts of the development proposals. I also liaised with Canterbury City Council's Transport officers in relation to their comments on the planning application. I have also engaged with KCC to prepare the Transport Statement of Common Ground which has been submitted in support of this Appeal (Appeal Reference APP/J2210/W/25/3373183).

1.1.6 I am familiar with the Appeal Site and the surrounding transport network and have worked on a number of residential schemes in Kent.

1.1.7 The evidence which I have prepared and provide for this Appeal (in this proof of evidence) is true and has been prepared and is given in accordance with the guidance of my professional institution and I confirm that the opinions expressed are my true and professional opinions.

1.2 The Appeal Scheme

1.2.1 Gladman Developments Ltd submitted an outline planning application (Canterbury City Council (CCC) Planning Application Reference: CA/23/00484) for a residential-led mixed-use development on land to the south of The Hill in Littlebourne. The application description was as follows:

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.

1.2.2 The Appeal Site is located to the west of Littlebourne, Canterbury. The site lies to the south of A257 The Hill and extends to an area of 15.77 hectares. The Site is currently in agricultural use. The site location is shown at CD 1.02 and the Development Framework Plan is shown at CD 1.03.

1.2.3 Whilst access is a reserved matter within the application, details of the potential access arrangements to the site from A257 The Hill to the north and Bekesbourne Lane to the south-east of the site were set out within the Transport Assessment (CD 1.21) submitted with the application. The proposed arrangements were subject to extensive discussion with Kent County Council during the pre-application and post-application discussions. The figure below shows the indicative locations of the proposed site accesses and internal link road.

Figure 1.1: Indicative Site Access Locations and Internal Site Link Road



- 1.2.4 The Transport Assessment also considered the accessibility of the development proposals and the impact of the traffic generated by the proposals upon the surrounding highway network.
- 1.2.5 The submitted Transport Assessment and Travel Plan demonstrate that the scheme represents sustainable development and is compliant with key policy requirements and guidance. I expand further on these matters in my Evidence.

1.3 Scheme Determination and Scope and Nature of Evidence

- 1.3.1 The planning application was submitted to Canterbury City Council (CCC) and validated in April 2023.
- 1.3.2 I undertook extensive liaison with the highway authority – Kent County Council (KCC) – and with the transport team within Canterbury City Council (CCC), the planning authority, during the determination period. After careful consideration by the Councils’ professional officers, all substantive matters related to highways and transportation were agreed. The Committee Report (CD 5.01) stated at paragraph 65:

“Taking into account the above, it is concluded that the applicant has demonstrated that the proposed development could be accommodated within the local highway network without having an unacceptable impact on highways or pedestrian safety. As such the proposal is considered to be in accordance with policy DBE3 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.”

- 1.3.3 Despite an officer’s recommendation to grant approval subject to Conditions and Section 106 Agreement, CCC refused the application in July 2025.

1.3.4 The Decision Notice (CD 5.03) lists five Reasons for Refusal (RfR), with RfR1 relating to the sustainable accessibility of the site:

“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.”

1.3.5 CCC has subsequently confirmed that it does not intend to defend the Reasons for Refusal at the Appeal and therefore it is understood that the Council’s position, with regard to highways and transportation matters, is as set out in its Committee Reports (CD 5.01 and 5.02).

1.3.6 Nonetheless, the matter of transport access to the site including by non-car means is a main issue for this appeal. Therefore my Evidence considers the sustainable accessibility of the site and other wider transport-related matters as they are considered within the National Planning Policy Framework 2024 (NPPF) at paragraphs 115 and 116. My Evidence also considers and responds to matters raised by third parties in relation to highways and transportation.

1.3.7 I have input, on behalf of the Appellant, to the preparation of a Transport Statement of Common Ground jointly with KCC, as highway authority, to set out the key transport matters that were agreed during the determination of the application. Where relevant, I have referred to this document within my Evidence.

1.3.8 Overall, I demonstrate that the Proposed Development is consistent with local and national policy and that there are no sound highways or transport reasons why the proposals should not proceed and therefore the appeal should be allowed.

1.3.9 My Evidence is structured as follows:

- Section 2 considers the Accessibility of the Appeal Site.
- Section 3 considers the proposed Access to the Appeal Site.
- Section 4 summarises the Traffic Impacts of the Development.
- Section 5 responds to the transport and highways matters raised by Third Parties in their responses to both the planning application and the Appeal.
- Section 6 presents a summary of my Evidence.

SECTION 2 The Accessibility of the Appeal Site

2.1 Introduction

2.1.1 My Evidence demonstrates that the Appeal Site represents a sustainable and suitable location for the proposed development, compliant with local and national policy requirements. I find that the Appeal Site is:

- i Well related to the existing facilities within Littlebourne village, with good connections by active travel modes.
- ii Directly connected to key services and employment facilities within Canterbury city centre (and beyond) by convenient, regular and viable public transport services.
- iii In a location considered to be sustainable by CCC by virtue of its proximity to key facilities and having been identified as a suitable location for a draft residential allocation within its emerging Local Plan.
- iv Supported by a transport strategy which ensures that opportunities for sustainable travel are taken up and that sustainable travel is prioritised.

2.2 Local and National Policy Context

2.2.1 Paragraph 109 of the NPPF states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;”***

2.2.2 Paragraph 110 goes on to note that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.3 Encouraging sustainable travel is therefore a key element in achieving sustainable development. The NPPF (in its Glossary at Annex 2) provides a broad definition of ‘sustainable travel’ which should be considered when determining the accessibility of a particular site:

“Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”

2.2.4 This same definition is given for Sustainable Transport within the glossary at the rear of CCC’s emerging Draft Local Plan.

2.2.5 The Framework is clear that development should only be prevented or refused on highways grounds if the residual cumulative impacts are ‘severe’ or impacts on highway safety are ‘unacceptable’ (NPPF 116). This is a deliberately high bar and means that the impacts of a scheme must be very significant to result in a refusal.

2.2.6 Canterbury City Council states, in its emerging Draft Local Plan (CD 6.03), that:

“5.1 Of the various rural settlements across the district the Rural Settlement Study (2020, 2023) identifies a number of highly sustainable settlements where residents can meet most of their day-to-day needs within the settlement itself. These “Rural Service Centres” provide access to key services such as primary schools, nurseries/pre-schools, GP surgeries, community halls and convenience stores; and serve both residents within the settlement and in nearby smaller rural settlements.”

2.2.7 CCC identifies Littlebourne as one such ‘Rural Service Centre’, recognising its ability to serve the day-to-day needs of residents. Within the District’s Settlement Hierarchy, these Rural Service Centres are second only to the Urban Areas (of Canterbury, Whitstable and Herne Bay) in terms of those locations where the Council proposes to focus proportionate levels of growth within the most sustainable settlements.

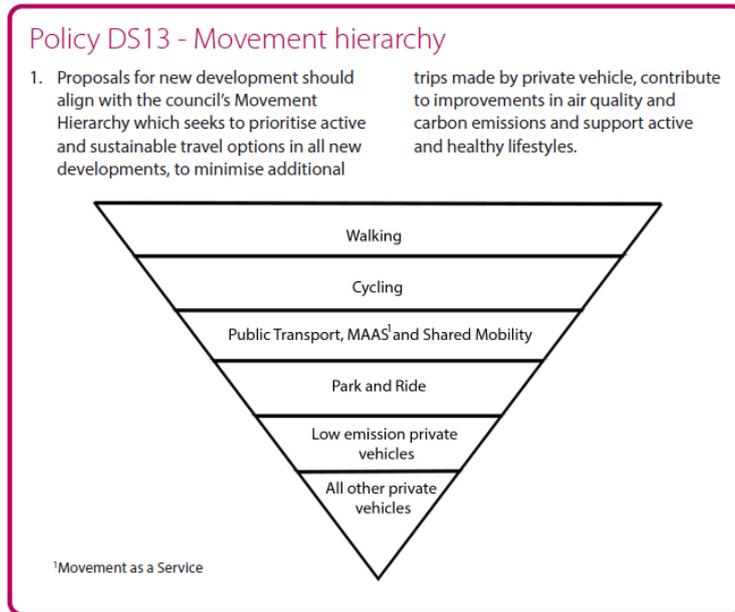
2.2.8 CCC goes on to note at paragraph 5.15:

“Littlebourne is located to the east of Canterbury, on the A257 road to Sandwich. There are regular bus connections to Canterbury and Sandwich, and a wide range of local services including a primary school, GP surgery, local convenience store and post office.”

2.2.9 CCC goes on to propose the allocation of land to the south of The Hill (the Appeal Site) for mixed-use development, under Policy R7.

2.2.10 CCC also sets out a Movement Hierarchy at Policy DS13 (see Figure 2.1 below), to be taken into account at new developments – this has been reflected within the transport strategy developed for the Appeal Site:

Figure 2.1: Canterbury City Council’s Movement Hierarchy



Source: CCC Draft Local Plan 2040 (CD 6.03)

2.2.11 Within the Draft Canterbury District Transport Strategy (CD XX), CCC states at paragraph 5.10 under Rural bus services:

“Villages that lie on main routes en route to larger destinations are well served by bus routes throughout the day. Blean, Sturry, Hersden, Upstreet, Herne and Littlebourne are villages on A roads with a good frequency of bus services although the frequency is more sporadic during the evening. Rural bus services will be enhanced to improve links into the city across the district.” (Underlining added for emphasis)

2.2.12 The CCC Strategy goes on to list a series of rail improvements that are proposed across the district within the plan period, including new shelters, seating and a secure cycle hub at Bekesbourne Station and step-free access between the platforms.

2.2.13 I therefore consider that the local and national policies are consistent in requiring sustainable transport to be prioritised and for accessibility by sustainable transport to be considered in its wider sense, including active travel, public transport and other sustainable modes. It is also the case that both national and local policies are cognisant of a site’s location and the differences in transport opportunities between urban and rural areas.

2.2.14 I also agree with the Council’s (CCC’s) assessment of Littlebourne as a highly sustainable settlement and as a village with a regular bus service.

2.3 The Sustainable Location of the Development Site within Littlebourne

2.3.1 As I have outlined above, CCC has identified Littlebourne as a Rural Service Centre which is defined as a highly sustainable settlement. It has also gone on to propose the Appeal Site for allocation for a residential-led mixed-use development within its emerging Draft Local Plan.

2.3.2 Within the Transport Statement of Common Ground, Kent County Council (KCC) has also confirmed that it considers the site to be a sustainable location for development.

2.3.3 I therefore conclude that both the local planning and highway authorities consider the site to be a sustainable location for development. I agree with this conclusion.

2.3.4 I have also considered the location of the Appeal Site, within the context of its proximity to key services and facilities within Littlebourne and the opportunity for access to these facilities to be made by a genuine choice of sustainable travel modes.

2.3.5 The following figure and table show the range of facilities available within Littlebourne.

Figure 2.2: Key Facilities within Littlebourne

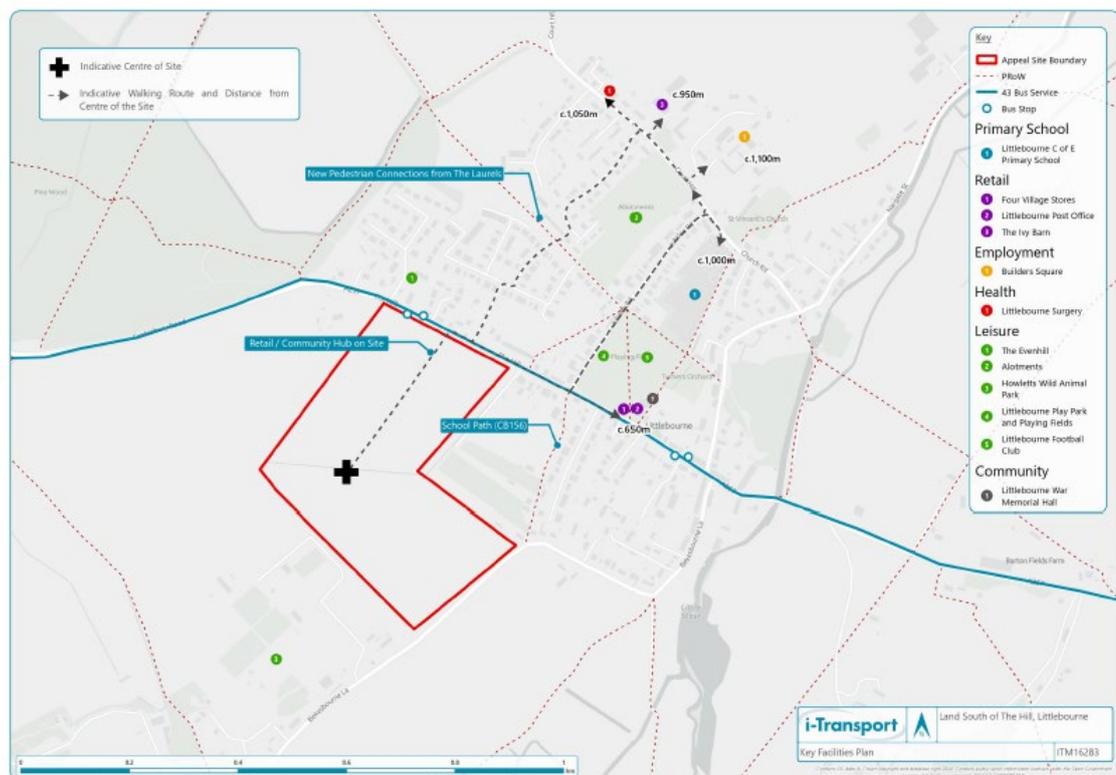


Table 2.1: Facilities within Littlebourne – Distances and Walking/Cycling Times

Purpose	Destination	Distance ¹ (metres)	Walking Time ²	Cycling Time ³
Retail	On-Site	c.250m	c.3 minutes	c.1 minute
Retail	Four Villages Store (Premier & Post Office)	c.650m	c.8 minutes	c.3 minutes
Primary / Nursery Education	Friends of Littlebourne School and 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	On-Site	c.250m	c.3 minutes	c.1 minute
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

¹ Distances are actual distances measured to the centre of the Appeal site;

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

2.3.6 The above table shows that Littlebourne contains all five of the key facilities listed by CCC in their definition of those Rural Service Centres which represent the most sustainable locations for development (reference paragraph 2.2.6 above) and where residents can meet day-to-day needs.

2.3.7 The Department for Transport's Manual for Streets (MfS) identifies walkable neighbourhoods as those with ***"a range of facilities within 10-minutes' (up to about 800 m) walking distance of residential areas, which residents may access comfortably on foot."*** It goes on to state: ***"However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km."***

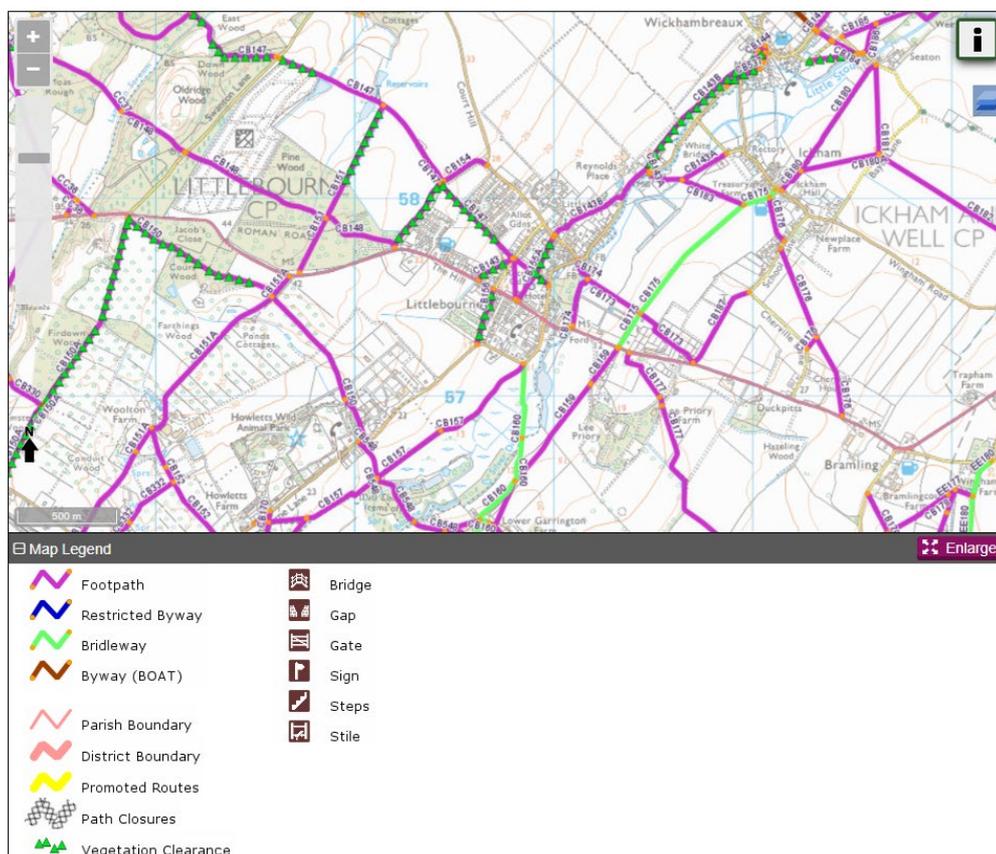
2.3.8 In my view, Littlebourne has a good range of local facilities which will cater for many of the everyday needs of residents and for these all to be accessible within a 15-minute walk or a 3–4-minute cycle ride presents a genuine opportunity for sustainable travel modes to be used for local trips within the village. The additional population that will arise from the development can help to sustain and support these valuable services.

2.3.9 These existing facilities will be supplemented by retail, community and leisure provision on-site which will all be within a very easy walk / cycle of the proposed dwellings. The May Committee Report (CD 5.01) concludes that the on-site facilities ***“would contribute towards the delivery of a walkable neighbourhood and would therefore, on balance, contribute towards the sustainability of the development.”***

2.3.10 As set out in Section 2.5 below, education and retail trips will make up over 30% of trips made by residents on a typical day. The site is within c.1km of the local primary school and nursery provision and c.650-950m of retail provision (and nearer for the on-site provision), allowing significant opportunity for trips to these uses to be made by active travel modes.

2.3.11 Future residents will be able to access these facilities via a choice of routes, including the existing footway provision along A257 The Hill / High Street, Jubilee Road, PROW CB143, CB156 and new pedestrian routes created through the nearby The Laurels development – via Wenderton Way / Birch Road / Willow Drive and connecting into The List / CB147. The proposed puffin crossing adjacent to the site frontage will provide ease of access across A257 The Hill, to connect into the wider pedestrian networks. The following plan shows the existing PROW in Littlebourne.

Figure 2.3: Existing PROW Routes in Littlebourne



2.3.12 The speed limit within Littlebourne village is 30mph allowing cyclists to travel on-street and with traffic calming features provided along several routes.

2.3.13 I conclude that the location of the proposed development in Littlebourne presents a sustainable location for residential development and will offer a genuine opportunity for key services and facilities within the village to be accessed by a choice of modes, with a particular focus on active travel modes, reflecting the Council's Movement Hierarchy.

2.4 Access to Wider Facilities

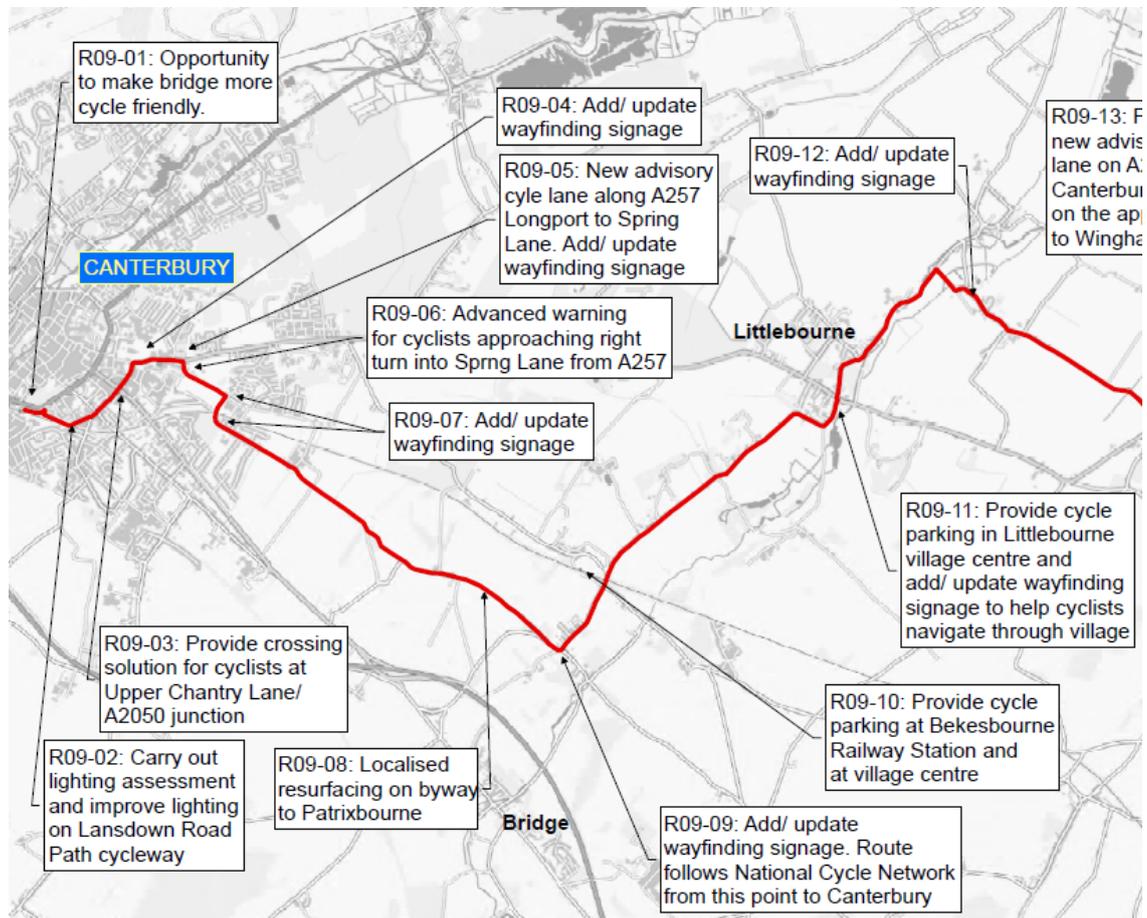
2.4.1 Whilst Littlebourne provides a good range of facilities locally within the village, it does not provide the full range of services and facilities to satisfy all of the travel demands associated with the development. Littlebourne is well related to Canterbury where there is a wide range of higher order facilities including secondary and further education, employment, hospital and extensive employment opportunities. Sandwich also provides a wide range of facilities.

2.4.2 The Appeal Site is within 6km of Canterbury – a comfortable cycling distance for most people (as defined in the DfT's LTN1/20) – the route along the A257 does not have any segregated cycle provision and the existing speed limit of 50mph makes it unsuitable for all but confident cyclists.

2.4.3 However, NPPF outlines in Section 9 Promoting Sustainable Transport that development proposals should realise ***“opportunities from existing or proposed transport infrastructure, and changing transport technology and usage...”***

2.4.4 Within this context, I note that Kent County Council has identified the potential for a cycle route connecting Sandwich with Canterbury, which would route via Littlebourne, within the Kent Cycling and Walking Infrastructure Plan (CD 7.03). The proposed route R9 will run south-west from Littlebourne along Bekesbourne Lane to Patixbourne and then run north-west into Canterbury, as shown in the extract plan below. Whilst timescales for the delivery of the route are not yet known, the proposed route was scored as the 4th priority ranking in the top 15 routes identified for delivery as part of the strategy. Once complete, this route will provide an alternative, albeit slightly longer, cycle route into Canterbury for future residents of the site.

Figure 2.4: Proposed Canterbury to Sandwich Cycle Route (via Littlebourne)



Source: KCC KCWIP (CD XX)

2.4.5 In addition to the plans being promoted by KCC, CCC has its own Local Cycling and Walking Implementation Plan (CD 7.04) which identifies the potential for an off-road cycle route between Littlebourne and Patricbourne, which would also serve Bekesbourne Station, for onward connection to more distant locations.

2.4.6 Notwithstanding the potential future cycle connections, the Appeal Site is well located to the existing bus services that run through Littlebourne along A257 The Hill. These services use the existing bus stops adjacent to the site frontage which will be within 400 metres of the majority of dwellings on the site. The key bus service using these stops is Route 43 which provides half-hourly connections to Canterbury and Sandwich throughout the day Mondays to Saturdays, with an hourly service provided on Sundays, offering residents (and visitors to the site) a choice of travel mode to access the range of facilities in these locations.

- 2.4.7 There are additional bus services running between the site and Broadstairs, Westwood, Minster, Ickham and Eastry, albeit these only operate with a few buses per day.
- 2.4.8 The bus journey time to Canterbury from Littlebourne is c.15 minutes which, when combined with a c.5-minute walk to the bus stop on A257 The Hill from the centre of the site, will provide a very realistic opportunity for trips to Canterbury for school, University, work or other retail / leisure purposes to be made by bus.
- 2.4.9 Bekesbourne Station is located c.2km from the site and will be accessible by cycle, with the developer providing Network Rail with a contribution towards cycle parking facilities at the station. Alternatively, residents could access the station by electric car or one of the electric car club vehicles that will be delivered as part of the development, providing alternative sustainable travel options. Bekesbourne station provides hourly services to London Victoria and Dover.
- 2.4.10 Canterbury East railway station is accessible within c.20 minutes from the site – via the 43 bus and a short walk (c.9 minutes) from Canterbury bus station and is on the same line as Bekesbourne Station.
- 2.4.11 Canterbury West station provides frequent train services to London St Pancras, Charing Cross, Victoria, Margate and Ramsgate and is accessible within c.30 minutes from the site – via the 43 bus to Canterbury bus station and a 17-minute walk to the railway station. Alternatively, residents could drive the short distance (6km) to the station and park in the station car park for onward connection to London / elsewhere. Undertaking these trips by electric/hybrid vehicle or using one of the EV car club vehicles on the site will also represent sustainable transport, within the NPPF definition.
- 2.4.12 The proposed KCC cycle route improvements (outlined above) will also improve access to the railway stations in Bekesbourne and Canterbury by cycle.
- 2.4.13 I conclude that the development is also accessible to a wide range of destinations further afield, by the frequent bus services which run along the site's frontage.
- 2.4.14 Within the context of its village location, the sustainable transport opportunities available within Littlebourne provide viable, valuable and realistic travel choices for existing and future residents. The Appeal Scheme will promote these opportunities through travel planning measures and incentives delivered through the Travel Plan to ensure the take-up of sustainable modes.

2.5 The Proposed Transport Strategy for the Appeal Site

- 2.5.1 The proposed transport strategy developed for the Appeal Site is set out within the Transport Assessment (TA) (CD 1.21) and Travel Plan (TP) (CD 1.22). The strategy reflects the vision for the development – which is to provide a range of much needed and high quality housing with supporting community facilities within a sustainable location – and takes account of the expected travel demands generated by the proposed development, the existing baseline sustainable transport provision within the vicinity of the Appeal Site and identifies how this provision can be enhanced through a package of measures to be delivered by the development.
- 2.5.2 The development includes a mix of uses, as required by Policy R7 of the emerging Draft Local Plan. This includes a mix of dwellings, including affordable housing and housing for older people, extensive open space provision and a community hub which is expected to include a local retail facility and the potential for work hub / meeting spaces to facilitate increased levels of home and local working. This proposed mix of uses will assist in capturing a number of trips internally within the site, thus reducing the need to travel off-site.
- 2.5.3 Details of the existing and proposed sustainable transport provision are set out in full within the TA (CD 1.21) and summarised within the Transport Statement of Common Ground (CD 7.01). These include pedestrian and cycle facilities within the site, improvements to pedestrian connections external to the site, upgrading the waiting facilities at the adjacent bus stops on A257 and the provision of cycle parking at Bekesbourne Station.
- 2.5.4 As set out in the Transport Assessment it is assumed that the majority of the travel demands generated by the Site will be associated with the residential uses and that the local centre / community facility will largely serve the future residents of the Site and existing residents living nearby.
- 2.5.5 It is also important to note that the proposed dwellings will generate travel demands associated with a variety of trip purposes and by a variety of travel modes – the following table summarises the range of journey purposes and modal splits based on the existing Littlebourne population, across an average day.

Table 2.2: Travel Patterns in Littlebourne – by Journey Purpose and Travel Mode

Purpose / Mode	Walk	Cycle	Car Driver	Passenger	Bus	Rail	Total
Work	1.2%	0.4%	16.9%	2.2%	0.7%	0.3%	21.7%
Employer's Business	0.1%	0.0%	3.0%	0.3%	0.1%	0.1%	3.6%
Education	2.3%	0.1%	2.4%	3.9%	1.1%	0.1%	9.9%
Shopping	3.0%	0.2%	9.8%	6.4%	1.1%	0.1%	20.7%
Personal Business	2.2%	0.1%	4.9%	4.3%	0.6%	0.1%	12.2%
Recreation	1.8%	0.2%	5.4%	6.0%	0.5%	0.1%	14.1%
Visiting Friends	1.8%	0.2%	5.6%	4.2%	0.7%	0.2%	12.7%
Holiday	0.0%	0.4%	2.2%	1.9%	0.2%	0.2%	4.9%
Total	12.5%	1.6%	50.3%	29.3%	5.1%	1.2%	100.0%

Source: TEMPRO – Canterbury 010 Middle Super Output Area (includes Littlebourne) – Average Day

- 2.5.6** This shows that across an average day, a total of 26% of trips are made for work-related reasons, 10% for education, 21% for shopping and the remainder are for a variety of leisure activities. As I have explained earlier in my Evidence, many of these facilities are available within Littlebourne, maximising the potential for trips to be made on foot or by cycle.
- 2.5.7** In terms of modal split, 79% of trips are made by car, 12% on foot, 2% by cycle and 6% by public transport. Car sharing accounts for almost 30% of the total number of trips.
- 2.5.8** These figures are based on 2011 Census data and travel patterns have changed in recent years, in particular following the Coronavirus pandemic. The Department for Transport's National Travel Survey (NTS) shows that over the period from 2002 to 2024, the average number of trips per person, per year, has reduced from 1,074 to 922 trips – a reduction of c.14%. The change between 2019 and 2024 has equated to a reduction of 3.2%, confirming that overall travel has reduced since pre-Covid times. (See Appendix A).
- 2.5.9** Similarly, the NTS data also shows that the average proportion of walking trips increased by 3 percentage points between 2019 and 2024.
- 2.5.10** Changes in travel patterns including increased home working and the rise of online shopping and other personal business activities have also resulted in a reduced need to travel. There has also been a notable shift in the use of low emission vehicles, which are defined as 'sustainable travel' within the NPPF and CCC's Draft Local Plan.

- 2.5.11 These trends show that basing the estimates of the future travel demands of the Appeal Site on past travel behaviours is likely to lead to an overestimate in the number of vehicular trips made by residents of the site.
- 2.5.12 Taking the above into account, the proposed transport strategy for the Appeal Site includes the following elements, designed to promote sustainable travel trends and reduce the number of vehicular trips generated by the proposed development:
- i The provision of retail, community and open space facilities on-site, reducing the need for residents to travel off-site to undertake these activities and maximising the potential for active travel modes to be used.
 - ii Networks of on-site pedestrian and cycle routes connecting into external routes, to encourage active travel within the site and for local trips. The internal road network will also be designed to encourage low vehicle speeds, conducive for active travel.
 - iii The proximity of the site to nearby facilities within Littlebourne – including the primary school, nursery, GP surgery, local convenience store, post office and community facility – again prioritising the use of active travel modes to access these local facilities.
 - iv The delivery of a puffin crossing on A257 to enable residents to walk to the existing facilities within the village and allowing existing residents to cross to access the new on-site facilities.
 - v A contribution of £30,000 towards upgrading PROW routes within Littlebourne, again to encourage the use of walking to access local facilities.
 - vi The provision of cycle parking within all properties to encourage cycle use, and the provision of cycle parking at the on-site retail / community facility.
 - vii A contribution of £18,000 to provide cycle parking at Bekesbourne railway station to encourage the use of cycle/rail trips to access destinations further afield.
 - viii Direct pedestrian connections to the existing bus stops on A257 The Hill adjacent to the site and an extended waiting area at the westbound bus stop.
 - ix A travel voucher (£400 / dwelling) for new residents, which could be used to purchase bus tickets or a bicycle, to encourage the take-up of bus use or cycling from the outset of the development.

- x The provision of six electric vehicle (EV) car club spaces within the site, allowing new and existing residents the flexibility of driving a car without having to own a car. Car club membership offers the potential to reduce car ownership, in particular second car ownership, and research has shown that this can help to reduce overall car ownership and use. (See Sections 3 and 4 of the DfT research on Car Clubs presented in Appendix B).
- xi The provision of EV home charging facilities at the new dwellings on site to encourage the take up of low and zero emission vehicles and the delivery of high-speed broadband to facilitate home working / online shopping etc.
- xii The implementation of a Travel Plan at the development to encourage sustainable travel practices amongst future residents, with regular monitoring to ensure it is being implemented effectively.

2.5.13 I consider that the delivery of the proposed transport strategy reflects the vision-led approach advocated within the NPPF and will assist in prioritising sustainable travel through reducing the need to travel, encouraging active and sustainable travel modes. I therefore conclude that the Appeal Scheme will be in conformity with NPPF paragraph 115 a).

SECTION 3 Access to the Appeal Site

3.1 The NPPF (paragraph 115) notes that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

b) Safe and suitable access to the site can be achieved for all users;”

3.2 As I have outlined above, access was not a matter for determination within the outline application. Nonetheless, the Transport Assessment submitted with the application set out details of the potential access arrangements for the development and I have considered these below, within the NPPF context.

3.3 The potential access arrangements included two points of vehicular access to the site – one onto A257 The Hill to the north of the site and one onto Bekesbourne Lane, to the south-east of the site. The site access proposals were shown in drawings contained within the TA (CD 1.21 Appendix 3.C).

3.4 These two accesses facilitate the delivery of a link road through the site, connecting A257 and Bekesbourne Lane, as envisaged within Policy R7 of the emerging Draft Local Plan. As set out in the Transport Assessment (CD 1.21) and outlined in Section 4 of my evidence, the delivery of this link road provides wider benefits to pedestrian and cycle movements within the centre of Littlebourne village.

3.5 It is expected that the access onto A257 The Hill will form the principal access to the development, given its location on the main radial route into Canterbury and its proximity to facilities within the village.

3.6 Both accesses were proposed to take the form of simple T-junctions, incorporating pedestrian provision in the form of footways alongside the carriageway. The Development Framework Plan (CD 1.03) shows the potential for additional separate pedestrian and cycle only accesses into the site from A257 The Hill and Bekesbourne Lane, as shown on the extract below.

Figure 3.1: Extract of Development Framework Plan



- 3.7 The capacity analysis presented in the Transport Assessment concluded that this scale of access would be sufficient to cater for the forecast traffic demands in both locations.
- 3.8 The accesses were designed to provide a carriageway width of 6.75 metres, at the request of KCC, to ensure that the proposed link road through the site could accommodate buses if required in the future. The access designs were shown to achieve the necessary visibility splays for the current speed limits on The Hill and Bekesbourne Lane. In the case of the latter, it was proposed that the existing 30mph speed limit to the north of the site frontage would be extended along the site frontage, to reflect the extension of the limit of the built form within Littlebourne.
- 3.9 The potential access arrangements were subject to independent Road Safety Audits which did not raise any significant issues. The recommendations of the Audits were accepted.

3.10 The proposed access design for A257 The Hill was amended post-application submission, to include the puffin crossing to the east of the access. The crossing was also subject to an independent Road Safety Audit, which again raised no significant issues and the recommendations of the Audit were accepted. Extracts of both access drawings submitted as part of the planning application are set out below – a full copy of the access drawings are provided as CD 2.31 (Drawing ITM16283-GA-022D – Access via A257) and Appendix 3C of CD 1.21 (Drawing ITM16283-GA-013A – Access via Bekesbourne Lane).

Figure 3.2: Extract of Drawing ITM16283-GA-022D – Potential Access via A257 The Hill

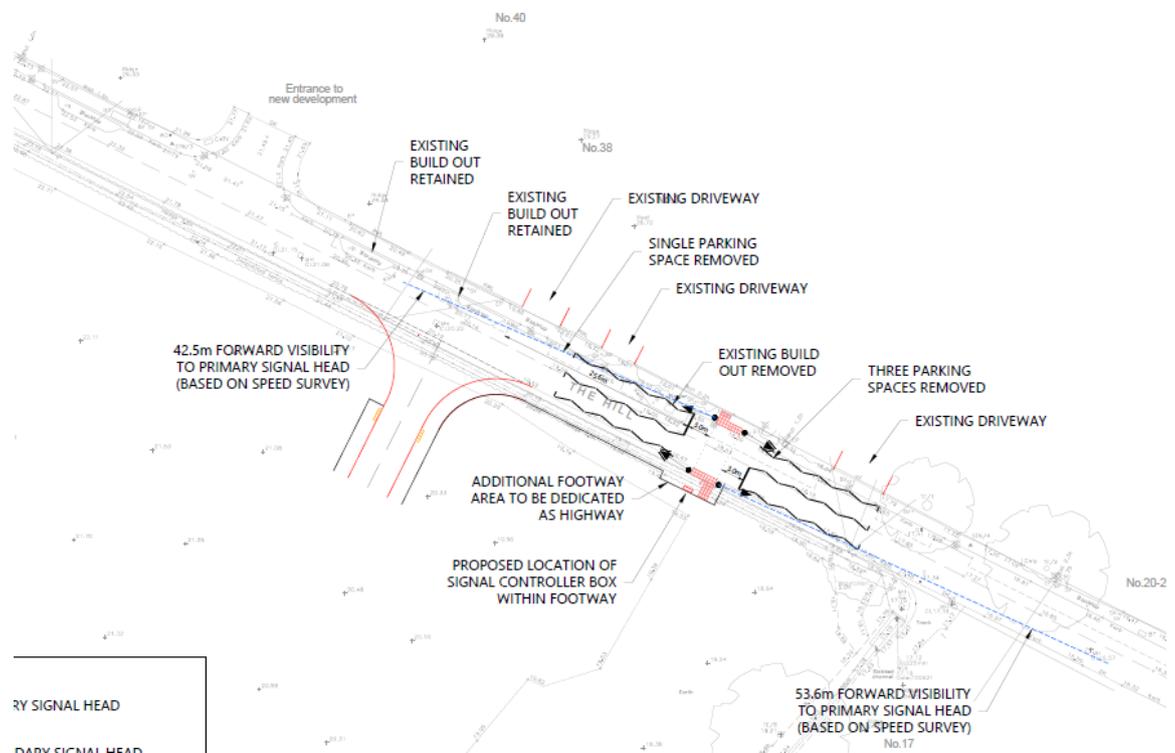
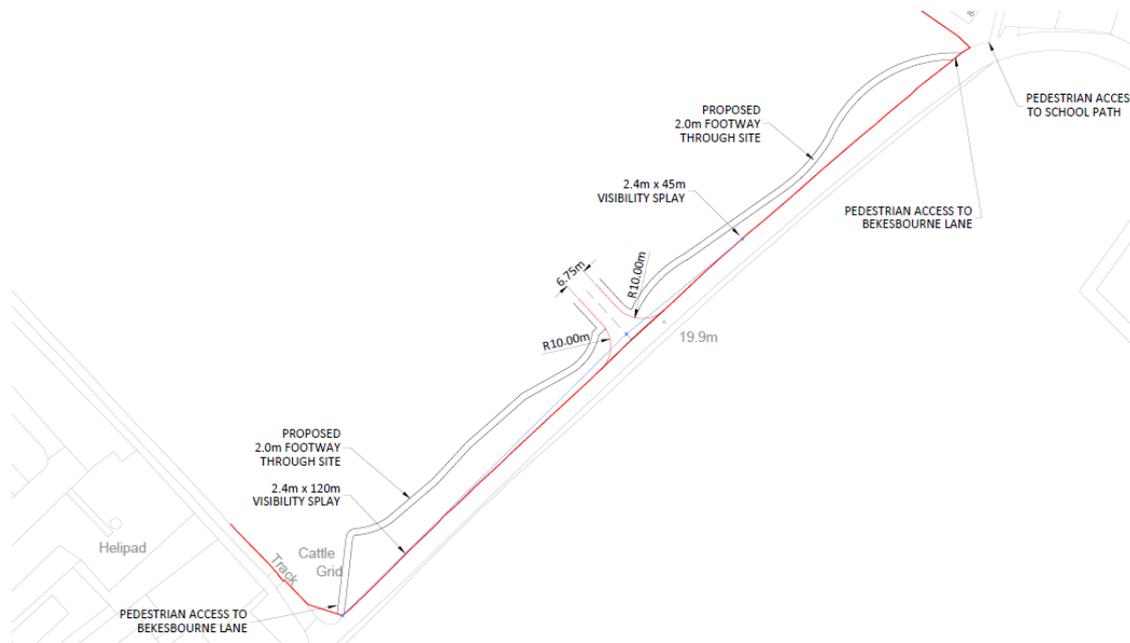


Figure 3.3: Extract of Drawing ITM16283-GA-017A – Potential Access via Bekesbourne Lane



- 3.11 The access proposals will be developed further as part of subsequent Reserved Matters applications. At this time, both the proposed accesses and the internal road network will be subject to swept vehicle path assessments to confirm that the proposals meet the fire service’s requirements in terms of emergency vehicle access.
- 3.12 KCC confirmed that the proposed access arrangements were acceptable (as noted in paragraph 54 of the May Committee Report (CD 5.01). I therefore conclude that whilst the proposed access arrangements for the Appeal Site will be subject to further consideration as part of subsequent Reserved Matters applications, the initial work undertaken as part of the outline application submission demonstrates that safe and suitable access for all can be achieved for the site.

SECTION 4 Traffic Impacts of the Development

4.1 NPPF paragraphs 115 and 116 state that:

“115. d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach”

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road networks, following mitigation, would be severe, taking into account all reasonable future scenarios.”

4.2 As I have noted above, the Council (CCC) is no longer defending its Reasons for Refusal (RfR) at the Appeal. Notwithstanding this, none of the RfR set out in the Decision Notice referred to matters of unacceptable impacts on highway safety or congestion.

4.3 The Officer’s Committee Report (May 2025 – CD 5.01) stated at paragraph 65:

“...it is concluded that the applicant has demonstrated that the proposed development could be accommodated within the local highway network without having an unacceptable impact on highways or pedestrian safety. As such the proposal is considered to be in accordance with policy DBE3 of the Canterbury District Local Plan 2017 and the National Planning Policy Framework.”

4.4 Furthermore, Kent County Council did not raise any objections to the application and therefore agreed with the conclusions of the Transport Assessment (CD 1.21) submitted with the application that:

“8.1.8 Assessment of junctions within Littlebourne and along the A257 to Canterbury has concluded that the impacts of the development-generated traffic will not be significant and certainly not ‘severe’ within the NPPF context.

8.2.1 ... The development will not give rise to unacceptable highway safety impacts or result in any severe traffic impacts across the surrounding network.”

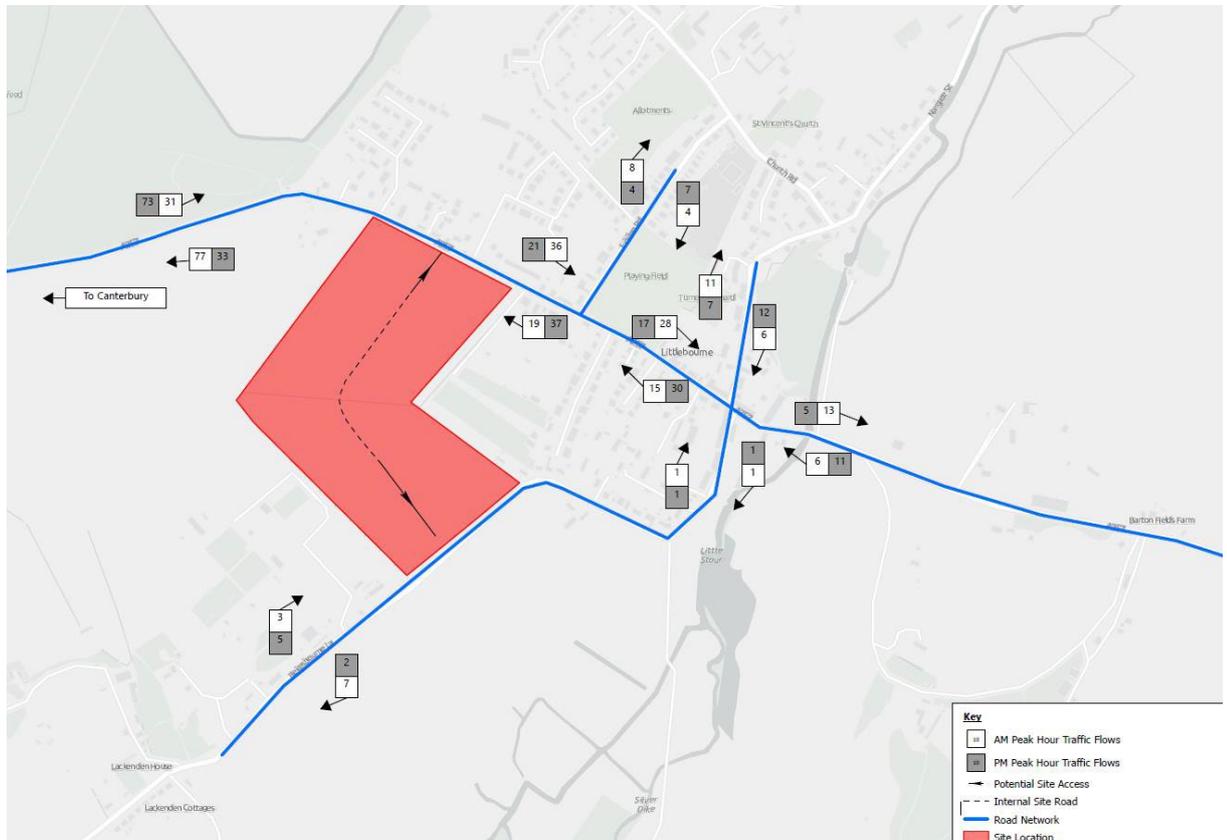
4.5 I therefore consider that it has been demonstrated and accepted by both the local planning authority and the local highway authority, that the Appeal Scheme will not result in unacceptable highway safety impacts or congestion.

4.6 This section of my Evidence therefore sets out a summary of the forecast traffic impacts of the Appeal Scheme, with reference to the detailed analysis set out in the Transport Assessment (CD 1.21) and the Transport Statement of Common Ground (CD 7.01).

4.7 I have drawn out the key results relating to traffic impacts and congestion on the local road network:

- i The standard residential element of the development is forecast to generate 141 two-way vehicles during the morning peak hour and 138 two-way vehicle trips during the evening peak hour – based on a total of 300 dwellings. (CD 1.21 Table 6.7).
- ii For robustness, the traffic generated by 30 elderly person accommodation units was calculated separately to the standard housing, but it is noted that the overall maximum number of dwellings on the site will be 300 dwellings. Notwithstanding this, the traffic generation associated with these 30-units would be 14 two-way vehicle trips in both the morning and evening peak hours. (CD 1.21 Table 6.16)
- iii I estimated the traffic associated with the local centre on the basis of a combination of a retail unit and a work hub community space. I estimated that 50% of the retail trips will be generated internally within the site and therefore will not contribute to any trips external to the site. I calculated that the residual retail trip generation and the work hub/community use will generate 38 two-way trips in the morning peak hour and 39 two-way trips during the evening peak hour. Of these, 18 trips in each peak will be 'pass-by trips' which would already be on the adjacent highway network (A257) and therefore will not represent new trips across the wider highway network. (CD 1.21 Table 6.19).
- iv The combined development traffic flows were assigned to the local highway network based on their likely origins / destinations taking account of a range of journey purposes. The resultant development traffic flows are presented in CD 7.01 Appendix G and summarised below.

Figure 4.1: Proposed Development Traffic Flows (within Littlebourne)



- v The provision of the link through the site between A257 The Hill and Bekebourne Lane will reduce traffic passing through the village and will ease movements at the junction of A257 The Hill / Bekebourne Lane, presenting a positive impact for pedestrians and cyclists within the village. (CD 1.21 Section 6.4 and CD 7.01 paragraph 2.5.3 x).
- vi I assessed the impacts of the development-generated traffic across a study area that encompassed junctions within Littlebourne and along the A257 corridor into Canterbury. The impacts at the key junctions agreed with KCC ranged from 2% - 6% based on peak hour traffic flows. (CD 2.14 Table 4.1).
- vii The detailed analysis which I presented in the Transport Assessment and subsequent post-application analysis concluded that the impacts of the proposals upon the junctions across the agreed study area were not significant and certainly not severe within the context of the NPPF.
- viii The review of personal injury collision data concluded that there was no underlying safety concerns associated with the surrounding highway network that would be exacerbated by the development. (CD 7.01 paragraph 2.5.3 xi)

- ix The capacity of the potential site access junctions was demonstrated to be acceptable and both accesses would work well within their capacity in 2045, taking account of background traffic growth and traffic associated with committed developments. (CD 7.01 Table 4.3 and CD 1.21 Table 7.5).
 - x Independent Road Safety Audits were conducted of the proposed accesses and the proposed puffin crossing and the recommendations of the Audits were accepted and incorporated within the designs where appropriate. (CD 1.21 Section 3.4).
- 4.8 Extensive liaison was conducted with KCC and CCC as part of post-application discussions and updated assessments and drawings were submitted to and agreed with both authorities. These changes and points of clarification made no material impact on the analysis and assessments presented in the original Transport Assessment submitted with the application.
- 4.9 No off-site congestion or highway capacity mitigation measures were deemed necessary to address the impacts of the development-generated traffic. KCC agreed with this conclusion.
- 4.10 A series of pedestrian-related improvements were requested in response to the application, as detailed elsewhere in my Evidence. These included the provision of a puffin crossing on the A257, improvements to PROW routes and associated signage and improvements to the pedestrian crossing provision at the A257 / Jubilee Road junction.
- 4.11 The Transport Statement of Common Ground (CD 7.01) concludes at paragraph 2.5.4 that the proposed development will not give rise to any severe impacts and therefore I conclude that the Appeal Scheme will be in conformity with NPPF paragraphs 115 and 116.

SECTION 5 Consideration of Issues Raised by Third Parties

- 5.1 Various highways and transport-related issues have been raised by interested third parties – including local residents and Littlebourne Parish Council – during the course of the application determination and in response to the Appeal.
- 5.2 Approximately 20 responses have been received in response to the Appeal and over 300 responses were received in response to the planning application.
- 5.3 I have reviewed these responses and have considered the issues raised therein. Given the number of responses received, I have sought to summarise the issues raised into a series of key topics and queries as set out below. In each case, I have set out a summary of the comments received (in ***bold and italics*** text) and provided my response below.

Third Party Responses

- 5.4 ***There is no provision for pedestrians on Bekesbourne Lane and the development will increase traffic along this route, making it dangerous for pedestrians and cyclists. There are no footways on Bekesbourne Lane, making it dangerous for residents to walk to the railway station.***
- 5.5 As set out in the Transport Statement of Common Ground (CD 7.01) there are very few facilities located on Bekesbourne Lane and as such the level of pedestrian activity to / from the site via this route is expected to be minimal.
- 5.6 Bekesbourne railway station is located in excess of 2km from the site and therefore I do not expect a significant number of residents of the site to walk to the station. The station is, however, comfortably within cycling distance of the proposed development and the Appellant has agreed to Network Rail's request for £18,000 for the provision of cycle parking at the station (CD3.29). This is consistent with CCC's proposals for a cycle hub at the station (as set out in paragraph 2.2.12 of my Evidence).
- 5.7 With regard to the increase in traffic on Bekesbourne Lane associated with the development, full details of the development traffic generation are set out in the Transport Assessment (CD 1.21) and summarised within the Transport Statement of Common Ground (Appendix G – CD 7.01).

- 5.8 This confirms that the Appeal proposals will add a total of 10 two-way vehicle trips during the morning peak hour and 7 two-way vehicle trips during the evening peak hour to the section of Bekesbourne Lane between the site and Bekesbourne / Patrixbourne. No additional development traffic is forecast to use the northern section of Bekesbourne Lane between the site and A257 The Hill, as these trips are expected to be made via the site's internal road network and routeing along A257.
- 5.9 I have commissioned an updated traffic survey at the junction of A257 The Hill with Bekesbourne Lane – this was undertaken in December 2025, to inform the Appeal. I have included a copy of the count data in my Appendix C. The survey shows that there was only one cyclist on Bekesbourne Lane during the morning peak hour and two cyclists during the evening peak hour. Noting that cycling levels may be lower in December than at other times of the year, I have compared this with the June 2022 survey data presented in the TA. This shows that there were two and 13 cyclists respectively on Bekesbourne Lane, during the morning and evening peak hours. I therefore conclude that cyclist numbers on Bekesbourne Lane are relatively low.
- 5.10 I do not consider that the addition of one additional vehicle, in either direction, every six to nine minutes along Bekesbourne Lane will have a significant detrimental impact upon any existing pedestrians or cyclists using this route. KCC did not raise any concerns with regard to the minor level of increased traffic on Bekesbourne Lane resulting from the development.
- 5.11 ***Footway and Public Rights of Way (PROW) widths in Littlebourne are narrow and unable to accommodate the additional demands generated by the Appeal proposals. For example, Footpath CB143 is only 1.5 metres wide. There are no pavements in Bekesbourne Lane and Nargate Street or along the southern side of The Hill between the end of School Path and the proposed development. The crossing at Jubilee Road is dangerous.***
- 5.12 The proposed development will provide 2-metre footways throughout the internal site road network, in addition to a series of pedestrian footpaths away from the carriageway. In addition to this, the footway along the northern side of A257 The Hill within the vicinity of the site is typically 2-metres in width, which is the recommended footway width in current guidance, and therefore pedestrians leaving the site will be able to access this footway via the proposed puffin crossing that will lie at the eastern end of the site frontage onto The Hill.
- 5.13 Residents of the site will be able to use a range of pedestrian routes within the village to access facilities within Littlebourne, including:
- Footways along the northern side of A257 The Hill and High Street.

- Footways along the eastern side of Jubilee Road.
- Public footpath CB143 which 'cuts the corner' from The Hill to Jubilee Road.
- Public footpath CB156 School Path which links Bekesbourne Lane with The Hill.
- New high-quality footway / footpath connections within the recently constructed 'The Laurels' development to the north of The Hill, close to the Appeal Site, which facilitates pedestrian connections to public footpath CB147 along The List via Wenderton Way, Birch Road and Willow Drive.

5.14 Similarly, existing residents wanting to access the new retail/community facilities on the site will also be able to make use of these routes. The routes are shown on Figure 2.2 above.

5.15 I do not anticipate that there will be a high demand for pedestrians wanting to walk between the northern end of School Path and the proposed development as these trips will be much more readily undertaken within the development site itself, where there will be high-quality footway and footpath connections and pedestrians will be able to use the proposed crossing near the site to cross A257 The Hill. As outlined above, the development is unlikely to give rise to significant pedestrian movements along Bekesbourne Lane and similarly along Nargate Street, given the limited day-to-day facilities that are located along either of these routes.

5.16 Some of the existing footways and PROW routes within Littlebourne village are narrower than the 2-metres width that is recommended in current design guidance, and this is reflective of the historic character of Littlebourne village.

5.17 With regard to the width of CB143, guidance set out within the Department for Transport's Inclusive Mobility document notes that "... a minimum width of 1500mm could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other." (Extracts of the document are provided at Appendix D).

5.18 I therefore consider that the increased pedestrian activity associated with the development will be spread across a number of surrounding routes, and that the widths of those routes can accommodate pedestrians on foot, in wheelchairs or with prams/pushchairs.

5.19 Furthermore, the Appellant has agreed to provide a contribution of £30,000 towards the improvement of existing PROW within the village, as requested by KCC's PROW team (CD 3.12).

- 5.20 In terms of the crossing at Jubilee Road, the Appeal proposals include the provision of new tactile paving at the junction of Jubilee Road with A257 The Hill, as requested by KCC Highways, which will aid crossing at the junction.
- 5.21 ***The proposed puffin crossing will be activated a number of times during the peak hours and will have an adverse effect on traffic flows on A257, leading to congestion and delays. The forecast level of traffic turning into and out of the proposed site access will not be able to turn onto The Hill given the high existing traffic levels.***
- 5.22 I conducted an assessment of the impact of the proposed puffin crossing on the traffic flows along A257 The Hill in response to post-submission comments made by Kent County Council. A copy of the relevant correspondence and traffic signal capacity model issued to KCC is contained in Appendix E.
- 5.23 This detailed traffic modelling showed that, even based on a robust estimate that the pedestrian crossing would be called every minute within the morning and evening peak hours, which I consider to be an over estimate of the likely level of use, the levels of queuing on A257 either side of the crossing will be minimal – in the region of 3-6 vehicles on either approach, with minimal delays. I therefore conclude that the proposed puffin crossing will not have a significant adverse effect on the existing traffic flows on A257.
- 5.24 With regard to the traffic turning into and out of the proposed development, I conducted updated junction capacity assessments of the proposed site access onto A257 The Hill within the response to KCC Highways' second consultation response on the application, as set out in CD 2.14. This analysis shows that even with the robust estimates of background traffic re-routing through the site, the proposed site access will operate well within its capacity with a maximum Ratio of Flow to Capacity of 0.60 and a maximum queue of two vehicles during the morning peak hour. I therefore conclude that the traffic turning into and out of the site will be able to do so easily, notwithstanding the high traffic levels currently using A257 The Hill. Furthermore, I also consider that the existing traffic calming on A257 The Hill will help to create gaps in the traffic which will also allow vehicles to exit the site.

- 5.25 The existing network cannot cope with the additional 500 – 600 cars generated by the development. The A257 is already congested and there are lots of other large developments proposed along A257.**
- 5.26 I set out a robust estimate of the peak hour trip generation associated with the various elements of the proposed development within the Transport Assessment (CD 1.21). This demonstrated that the combination of the residential, elderly accommodation, retail and community uses elements of the development will generate fewer than 200 peak hour vehicle trips across the wider road network, with lower levels at other times. Of the total peak hour traffic, c.100 vehicles will route westwards towards Canterbury along A257 The Hill. These traffic volumes are significantly lower than the reference to 500-600 cars within the third-party response.
- 5.27 My assessment of the development impacts took account of both background traffic growth and traffic associated with a number of committed developments within the study area, which I agree will also add traffic to the A257 corridor. Full details of the committed developments and background traffic growth are set out in the Transport Assessment.
- 5.28 The following tables (reproduced from the response to KCC – CD 2.14) set out the existing traffic levels along the A257 corridor, forecast traffic growth levels and committed development traffic and the proposed (Appeal site) development traffic.

Table 5.1: Proportional Impacts of Development Generated Traffic - AM Peak Hour

Junction	AM Peak Hour (Two-Way Flows)					
	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 5.2: Proportional Impacts of Development Generated Traffic - PM Peak Hour

Junction	PM Peak Hour (Two-Way Flows)					
	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	+762	3,500	+91	+2.6%
Longport Roundabout	1,471	+312	+168	1,951	+91	+4.7%
A257 / Wemyss Way	1,051	+223	+285	1,559	+98	+6.3%
A257 / Bekesbourne Lane / Nargate Street	1,011	+214	+150	1,376	-186	-13.5%

- 5.29 This shows that the proposed development will add between 2% and 6% to the existing / forecast traffic levels along the A257 corridor between Littlebourne and Canterbury.
- 5.30 KCC Highways confirmed during scoping discussions that they would only require detailed junction capacity analysis for those junctions where the development added greater than 5% to the background traffic levels, on the basis that impacts at other junctions where traffic flow increases would be lower, would not be deemed significant.
- 5.31 The resultant assessment therefore considered the impact of the development at one off-site junction – the junction of A257 Littlebourne Road / Wemyss Way – and concluded that the junction will continue to operate within its capacity with the addition of the development traffic, with a maximum increase in queuing of three vehicles on any one arm at the junction.
- 5.32 The impacts of the development on the remainder of the A257 corridor will be lower than this.
- 5.33 I concluded that the impact of the development upon the surrounding highway network will not be significant, and certainly not 'severe' within the NPPF context. KCC agreed with this conclusion – as confirmed in the Transport Statement of Common Ground.

- 5.34 ***The traffic assessment overestimates the level of traffic that will re-route onto the proposed link road through the site, overestimating the benefits that the link road will offer to the local community.***
- 5.35 Littlebourne Parish Council, in their consultation response (Appendix F) asserts that the Transport Assessment has overestimated the benefits that the proposed link road through the site will offer to the local community.
- 5.36 The provision of the link road through the site is set out within Policy R7 of the emerging Draft Canterbury Local Plan (CD 6.03) and was requested by KCC Highways in their pre-application response to the application (Appendix 2A of CD 1.21). The provision of a link road has therefore been included within the Appeal proposals to address this requirement.
- 5.37 The effects of the proposed link road were assessed within the Transport Assessment. The purpose of the assessment was to demonstrate that the proposed site accesses and the link through the site would have sufficient capacity to accommodate a potential transfer of background traffic to the new link, as opposed to quantifying any benefits that may accrue from the delivery of the link.
- 5.38 I calculated the potential level of traffic that could transfer onto the new link based on the volume of traffic that makes the right-turn movement from A257 High Street into Bekesbourne Lane and the corresponding left-turn movement from Bekesbourne Lane into A257 High Street.
- 5.39 A robust allowance of c.200-220 peak hour two-way vehicle trips was accounted for within the capacity analysis of the two proposed site access junctions onto A257 The Hill and Bekesbourne Lane. Both of these analyses confirmed that the proposed access junctions would have more than sufficient capacity to accommodate the development-generated traffic and the potential re-routing of existing traffic through the site.
- 5.40 I agree that not all of the traffic turning from A257 High Street into and out of Bekesbourne Lane will be eligible for transfer onto the new link. Traffic using Nargate Street or accessing any of the properties along A257 High Street between Jubilee Street and Nargate Street will be unlikely to transfer to the new link road. However as I have noted above, the purpose of the assessment was to demonstrate that the proposed accesses and link road would have sufficient capacity to accommodate a transfer, and therefore the higher trip levels were used for robustness.

5.47 ***Bekesbourne Lane is an 'unofficial Canterbury bypass' and the traffic volumes along it are already dangerous, particularly during rush hours, to the cyclists and pedestrians using the narrow lane. Bekesbourne Lane is already a rat run for other traffic.***

5.48 The existing traffic flows on Bekesbourne Lane are set out in Appendix B of the Transport Statement of Common Ground (CD 7.01). As above, I have supplemented these with an updated count conducted in 2025. These show that the flows on Bekesbourne Lane – along the section to the south of the development site – are as follows:

Table 5.3: Comparison of Baseline and Development Traffic Flows on Bekesbourne Lane

		AM Peak Hour	PM Peak Hour
2022 Observed Traffic Flows	Northbound	187	278
	Southbound	229	210
2025 Observed Traffic Flows	Northbound	192	311
	Southbound	384	194
Proposed Development Traffic Flows	Northbound	3	5
	Southbound	7	2

5.49 The current peak hour flows on Bekesbourne Lane are in the region of c.400-600 two-way vehicles, with the 2022 count showing vehicles split fairly evenly between northbound and southbound movements, whereas the 2025 count shows a higher degree of tidality with higher movements southwards (towards A2) in the morning and northbound in the evening.

5.50 The development will only add a very small volume of traffic to Bekesbourne Lane, equating to an increase of c.1%-2% above current levels. I conclude that this level of traffic increase will be within daily variations of traffic along the route and will not have a significant impact on the safety of the route.

5.51 I have also obtained updated personal injury collision data from KCC – a copy of the data is included at Appendix G. This updated data covers the five-year period from 1 July 2020 to 30 June 2025. The table below summarises the collision records for the adjacent road links and junctions.

Table 5.4: Personal Injury Collision Data for Littlebourne (2020 – 2025)

Link/Junction	Slight	Serious	Fatal	Total
A257 Hill (within Littlebourne settlement)	1	0	0	1
A257 (West of Littlebourne)	1	0	0	1
A257 (East of Littlebourne)	0	0	0	0
Nargate Street	0	0	0	0
Bekesbourne Lane	3	1	0	4
A257 / Nargate Street / Bekesbourne Lane Junction	1	0	0	1
Total	6	1	0	7

- 5.52 This data shows that there has been a total of four collisions along the length of Bekesbourne Lane between the A257 and the railway station over the five-year period, equating to less than one collision per annum. Of these collisions, one was serious in nature and the remaining three were categorised as slight.
- 5.53 The serious collision involved a car hitting two pedestrians who were walking along Bekesbourne Lane near the Howlett’s Animal Park. The remaining accidents did not involve pedestrians or cyclists. Whilst all accidents are regrettable, I do not consider that the number and type of accidents that have occurred on Bekesbourne Lane indicates a significant road safety issue along the link. As I have outlined earlier in my Evidence, the proposed development is not expected to add many pedestrians to the southern section of Bekesbourne Lane and will only add between 7-10 vehicles to this link during peak hours.
- 5.54 As set out in the Transport Statement of Common Ground, the highway authority agrees that there are no underlying safety concerns associated with the surrounding highway network that will be exacerbated by the development.
- 5.55 I therefore conclude that Bekesbourne Lane is not dangerous and the development will not have a significant detrimental impact on the safety of the link.
- 5.56 ***The narrow and winding nature of Bekesbourne Lane mean there are few opportunities for vehicles to safely overtake cyclists. Bekesbourne Lane is unsuitable for large vehicles and unsuitable for an increase in traffic levels.***
- 5.57 Bekesbourne Lane is subject to a 7.5T weight restriction, except for access, and therefore as such does not cater for significant numbers of large vehicle movements. There are some larger vehicles using the route – including coaches associated with Howletts Animal Park – but the overall number of larger vehicles using the route is small.

- 5.58 The recent 2025 traffic survey identified no heavy-duty vehicles (HDV – including heavy goods vehicles and buses/coaches) using Bekesbourne Lane during the peak hours. This compares with seven and five HDV during the morning and evening peak hours respectively, observed to use the link during the 2022 surveys which formed the basis of the TA.
- 5.59 The width of Bekesbourne Lane varies along its length, with widths of 4.3 metres close to the site noted in the Transport Assessment. The Manual for Streets identifies that widths of 4.1 metres are suitable for two cars to pass each other or for a large goods vehicle to pass a cyclist safely (see Appendix H).
- 5.60 The drawings contained in Appendix I show existing widths along Bekesbourne Lane, taken from a series of Google Streetview images. These show eight locations along Bekesbourne Lane between the site and Station Road, close to Bekesbourne Station. In many cases the centre white line markings are not present in the latest (2025) Google imagery and therefore I have also presented earlier images from the same locations alongside.
- 5.61 These images show that for much of the length of Bekesbourne Lane there are centre line markings along the route (indicating widths of at least 5.5 metres, based on the guidance presented in the Department for Transport's Traffic Signs Manual – extracts of which are included at Appendix J) and in all cases show that vehicles are able to pass each other on the road. I therefore conclude that vehicles will comfortably be able to pass cyclists on these sections, given the low numbers of cyclists using the route.
- 5.62 Even on those sections where widths are below 5.5 metres, the images clearly show that vehicles will be able to overtake cyclists on these sections, providing there are no oncoming vehicles. Otherwise, vehicles will be able to wait behind the cyclist until it is safe to overtake.
- 5.63 As noted above, the number of cyclists currently using Bekesbourne Lane is relatively low and therefore there are likely to be ample opportunities for vehicles to overtake cyclists using the route, if necessary.
- 5.64 ***Cycling along A257 into Canterbury is dangerous, with traffic speeds of 50mph and poor lines of sight.***
- 5.65 As I have noted in Section 2 of my Evidence, the current 50mph speed limit on A257 beyond Littlebourne village means that cycling into Canterbury may be unattractive for many, less confident, cyclists.

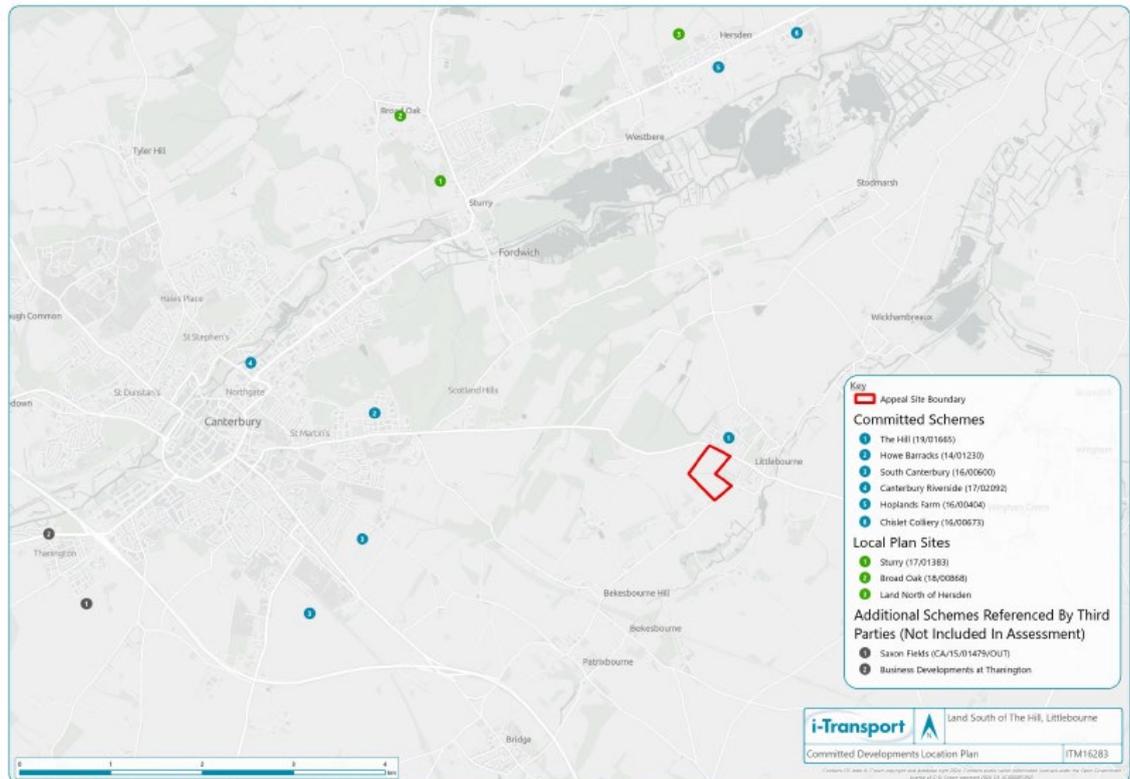
- 5.66 However, I have outlined proposals being put forward by KCC for a proposed cycle route between Sandwich and Canterbury, which will provide an alternative route for residents to cycle into Canterbury from Littlebourne.
- 5.67 I have also demonstrated how the Appeal Site has good bus connections into Canterbury – with a half-hour frequency service stopping adjacent to the site and offering a 15-minute journey time into Canterbury. I conclude the residents of the site will be able to access Canterbury by sustainable modes – including bus and zero/low emission vehicles - even if they do not choose to cycle.
- 5.68 ***The development does not meet the presumption in favour of sustainable development set out in the NPPF, which requires development to be directed to sustainable locations.***
- 5.69 I have comprehensively considered the sustainability of the Appeal Site within Section 2 of my Evidence, demonstrating that the site location is sustainable, and have noted that both CCC and KCC conclude that the site is sustainably located.
- 5.70 I conclude that the development is in accordance with the NPPF in this regard.
- 5.71 **The transport information submitted in support of the application was written in February 2023, with traffic surveys undertaken in 2022. Some of these may already be out of date.**
- 5.72 I have compared the 2025 traffic survey results at the junction of A257 High Street / Bekesbourne Lane with the same turning movements included in the 2022 traffic surveys presented in the TA. The table below shows that the total junction flows have reduced slightly in the morning peak hour and increased slightly in the evening peak hour.

Table 5.5: Comparison of 2022 and 2025 Traffic Flows at A257 / Bekesbourne Lane Junction

Total Junction In-Flows	2022 Traffic Survey	2025 Traffic Survey
AM Peak Hour	1,163	1,085
PM Peak Hour	1,011	1,128

- 5.73 I note that the adjacent Laurels development – to the north of A257 The Hill – was not complete at the time that the 2022 traffic surveys were undertaken and therefore the traffic associated with this site was included separately within the assessment, as a committed development. The development has since been completed and is now fully occupied and therefore the 2025 traffic surveys will also include traffic associated with the development. Notwithstanding this, I conclude that the traffic flows in Littlebourne have not changed significantly since 2022.
- 5.74 Furthermore, KCC has agreed that the 2022 surveys remain an appropriate basis for the assessment.
- 5.75 I have also updated the appraisal of the baseline sustainable transport provision in Littlebourne to inform this Appeal – details are set out in the Transport Statement of Common Ground. I concluded from this that the baseline provision in terms of pedestrian, cycle and public transport facilities re comparable with those presented in the TA and therefore conclude that the application submission remains a valid appraisal of the sustainable accessibility of the site.
- 5.76 ***The developer’s Transport Assessment assumes that there will be no additional traffic on Bekesbourne Lane arising from the proposed 4,000 dwellings at South Canterbury. The assessment does not include traffic associated with 750 dwellings at Saxon Fields and business developments at Thanington.***
- 5.77 The list of committed developments to be included within the assessment was agreed with KCC as part of the pre-application scoping discussions and details are set out in Section 6 of the Transport Assessment (CD 1.21). This included the traffic associated with the development at South Canterbury.
- 5.78 The figure below shows the locations of each the committed developments included in the assessment and also shows the location of the proposed developments at Saxon Fields / Thanington.

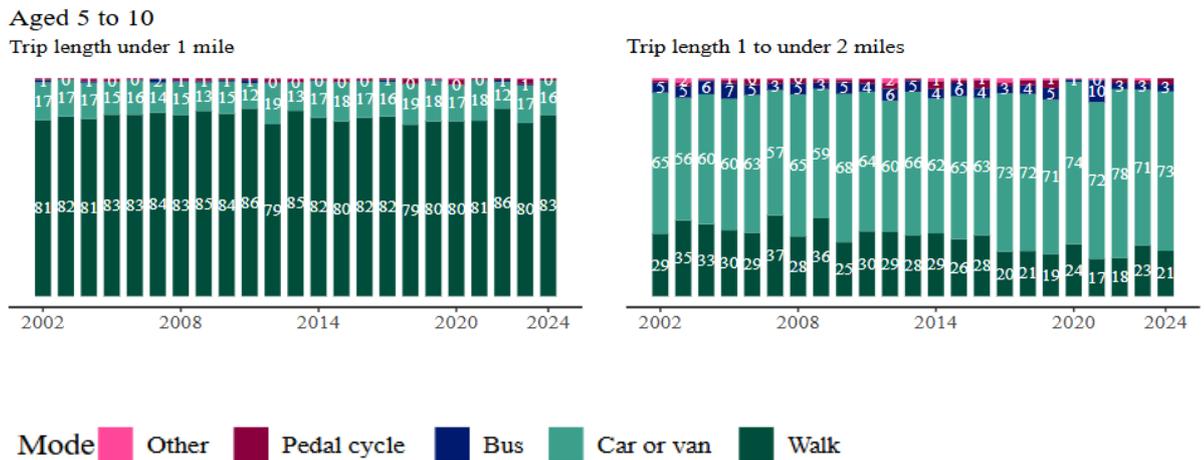
Figure 5.2: Locations of Committed Developments Included in the Assessment



- 5.79 There was no requirement from KCC to assess the developments at Saxon Fields / Thanington. Furthermore, given the location of these sites, to the south of the A2 and south-west of Canterbury, I expect that the proportion of traffic associated with these developments likely to use Bokesbourne Lane would be low.
- 5.80 Furthermore, as set out in Section 6 of CD 1.21, the traffic capacity assessments took account of background traffic growth of c.21% – applied to all existing traffic flows on the network – in addition to the traffic associated with committed developments totalling over 7,000 new dwellings. As noted in the report, the background traffic growth factors include an element of development growth and therefore the application of growth and committed development trips represented a significant level of double counting in traffic flows on the network. I therefore conclude that the assessment conducted was robust and was agreed by KCC, the highway authority.
- 5.81 The details of the traffic flows associated with the proposed committed development at South Canterbury were based upon the assumptions set out within the Transport Assessment submitted in support of the relevant planning application for that development. This is common practice when including traffic associated with committed developments.

- 5.82 The traffic flow forecasts included in the South Canterbury Transport Assessment assumed that no traffic flows associated with the 4,000 dwellings would use Bekesbourne Lane and therefore this assumption was carried through into the assessments that I undertook in support of the Appeal Site.
- 5.83 However, the South Canterbury Transport Assessment did assume that a small proportion of the traffic associated with the commercial floorspace and Park & Ride would route along Bekesbourne Road. These flows equated to 33-49 vehicles for the commercial uses and 9-13 vehicles associated with the P&R uses. No details were provided to indicate what proportion of this traffic continued along Bekesbourne Road to reach Bekesbourne Lane, as this was beyond the extent of the study area included within the South Canterbury development assessment. However, I note that some traffic originating from locations such as Patixbourne, Bekesbourne and Adisham would not reach Bekesbourne Lane and therefore the commercial / P&R flows would be lower than those quoted above.
- 5.84 Whilst this traffic was not included within the assessment, as outlined above the application of background traffic growth will make some allowance for committed development traffic not modelled explicitly within the assessment.
- 5.85 Overall, I conclude that the quantum of additional committed development traffic using Bekesbourne Lane will not be significant and will not affect the overall conclusions in terms of the capacity of the proposed site access junction or the total volume of traffic travelling along Bekesbourne Lane.
- 5.86 ***It is unrealistic to assume that working parents will walk their children for 15-20 minutes to the primary school and then go back home to collect their car to drive to work.***
- 5.87 As set out in Table 6.8 the Transport Assessment (CD 1.21), allowance was made for the proportion of the residential trip generation that was associated with vehicular trips between the proposed dwellings and education uses – accounting for 9.4% of the morning peak hour and 4.4% of the evening peak hour trips.
- 5.88 I have outlined in my Evidence (Section 2) the very realistic potential for trips to the primary school and nursery within the village to be accessed on foot.
- 5.89 The National Travel Survey states that 83% of trips to primary schools of up to 1-mile are made on foot and only 16% are made by car. (Source: NTS Chart 38 / Table 0614 – see below).

Figure 5.3: Travel to Primary Schools by Mode and Trip Length



5.90 Changes in working patterns following the pandemic mean that a significant proportion of workers are able to work from home for some or all of the time and many parents choose to adopt flexible working patterns to fit around childcare and/or school runs.

5.91 I therefore consider that there is a good prospect that many trips from the proposed development to the local primary school – which is a distance of c.1km (0.6 miles) - will be undertaken on foot. The benefits of walking children to school will be promoted through the Travel Plan and the proposed puffin crossing will aid movements across A257 close to the site.

5.92 **A257 The Hill is very difficult to cross at peak times.**

5.93 The proposed development will include a new signalised puffin crossing on A257 The Hill, at the eastern end of the site’s frontage. This crossing will provide a safe and convenient means of crossing The Hill for existing and new residents accessing the facilities within the village, the local bus stops or the new facilities within the development.

5.94 **Vehicles frequently park on the footway on A257 The Hill, reducing the available width for pedestrians.**

5.95 The proposed development will include appropriate levels of parking for the residential and retail / community uses on-site. There is also provision within the scheme for additional car parking to cater for the displaced parking bays that will be removed to facilitate the provision of the puffin crossing on The Hill.

- 5.96 As such, there is no need for vehicles associated with the development to undertake on-street parking along The Hill. The existing parking bays on A257 The Hill are of a suitable width for vehicles to park wholly within the bays and there is no requirement for any pavement parking in this location.
- 5.97 ***The developer has failed to add any meaningful pedestrian or cyclist improvements except within the development.***
- 5.98 As set out within the Committee Reports (CD 5.01 and 5.02), the development will include a range of off-site pedestrian and cyclist improvements including the provision of a signalised puffin crossing on A257 The Hill, improvements to the crossing facilities at the junction of A257 The Hill / Jubilee Road, improvements to several PROW routes within Littlebourne village and the provision of cycle parking at Bekesbourne railway station. These facilities will benefit pedestrians and cyclists both from within the development and existing residents within Littlebourne.
- 5.99 ***The existing bus service is full at peak times and can't accommodate any additional demands from the proposed development.***
- 5.100 The Officer's Report to the July 2025 Committee (CD 5.02) includes reference to discussions that Canterbury Council held with Stagecoach – the operator of the existing bus service in Littlebourne, in response to comments made by Members at the earlier (May 2025) Committee. The Officer's Report states:
- "I have contacted Stagecoach for its comments on whether the existing bus service is sufficient to accommodate the additional 300 dwellings proposed.*
- Stagecoach was clear that there is sufficient capacity on the services to accommodate the new development and as such no financial contribution is requested of the developer to support this service. The service that operates runs at a frequency of 30 minutes and there is sufficient capacity on these services to accommodate the proposed development.*
- The proposed development would result in additional demand for the service, which would support the commercial viability of the service."*
- 5.101 I therefore conclude that, far from not being able to accommodate the additional demands, the current bus operator is confident that there is sufficient capacity to accommodate the additional patronage attracted by the development and that this patronage will have a beneficial impact in terms of the commercial viability of the service itself.

- 5.102 ***There are frequent accidents along A257 and it cannot accommodate any additional traffic.***
- 5.103 The updated collision data (Appendix G) shows that there have been three collisions along the section of A257 through Littlebourne over the last five years, all of which were classified as being slight in nature. KCC, the highway authority, has confirmed that the traffic generated by the proposals can be accommodated safely within the surrounding highway network.
- 5.104 ***There is poor visibility along Bekesbourne Lane, including at the location of the proposed access to the development.***
- 5.105 Whilst access is not a matter for determination as part of the application, the Transport Assessment (CD 1.21) presented drawings of the potential site access junction onto Bekesbourne Lane and demonstrated that there would be sufficient visibility to achieve the required visibility splays based on the current 40mph speed limit on Bekesbourne Lane and to achieve the splays necessary if the speed limit on Bekesbourne Lane was reduced to 30mph along the site frontage as part of the development.
- 5.106 I therefore conclude that there is sufficient visibility achievable along Bekesbourne Lane to accommodate a proposed access into the Appeal site.

SECTION 6 Summary

- 6.1 My evidence has considered the transport and highways issues relating to the proposed development of up to 300 dwellings (including affordable and older person housing), a new community hub and associated open space, landscaping and drainage on land to the south of A257 The Hill in Littlebourne.
- 6.2 Gladman Developments Ltd submitted an outline application for the development in 2023. I oversaw the preparation of the Transport Assessment and Travel Plan in support of the application and both documents set out how the proposed development will promote sustainable travel patterns associated with the new community and considered the transport and highways impacts of the proposals.
- 6.3 I undertook extensive liaison with Kent County Council and Canterbury City Council, as the planning and highway authorities, during the determination period. After careful consideration by the Councils' professional officers, all substantive matters relating to highways and transportation were agreed.
- 6.4 Notwithstanding this, CCC refused the application in July 2025 against its officer's recommendation. CCC has subsequently confirmed that it does not intend to defend the previously alleged Reasons for Refusal at the Appeal, although sustainable transport access remains a main issue for the Inspector and this Appeal.
- 6.5 My Evidence addresses matters relating to the NPPF paragraphs 115 and 116. I have considered: the accessibility of the Appeal site by sustainable travel modes; access to the Appeal site; and the traffic impacts of the development. I have also addressed the transport-related matters raised by a number of third parties who have responded to the planning application and the Appeal.
- 6.6 I have also liaised with KCC in the preparation of a Transport Statement of Common Ground to help set out those detailed matters which have been agreed with the highway authority.
- 6.7 My Evidence concludes the following:

- i CCC has, within its emerging Draft Local Plan, identified Littlebourne as a Rural Service Centre which it defines as a highly sustainable settlement, also noting that Littlebourne benefits from regular bus connections to Canterbury and Sandwich. The Council has proposed to allocate the land south of The Hill (the Appeal site) for a residential-led mixed-use development within the Draft Local Plan – under Policy R7. I agree with the Council’s conclusion that Littlebourne is a highly sustainable settlement with good access to frequent bus services.
- ii I have demonstrated that the Appeal site will be accessible to a good range of local facilities within Littlebourne and that these will be within a 15-minute walk or a 3–4-minute cycle ride. I conclude that this will present a genuine opportunity for residents to use active modes to access their day-to-day needs, consistent with the Council’s Movement Hierarchy which prioritises active modes, and that the new development will provide additional population that can help to sustain the existing facilities.
- iii There is a range of pedestrian routes available within Littlebourne, including footways and public rights of way, providing direct connections to these key local facilities.
- iv I have also demonstrated that Littlebourne is well related to Canterbury which provides a wide range of higher order facilities including secondary and further education, employment, health facilities and extensive employment opportunities. The site is also proximate to Sandwich which also provides additional facilities.
- v Canterbury is within cycling distance of the Appeal site albeit the most direct cycling route will be via the A257 which has a speed limit of 50mph which would likely deter most other than confident cyclists. However, KCC has a proposed cycle route which will connect Canterbury with Sandwich, via Littlebourne, providing an alternative cycle route for future residents. CCC also has proposals for improved cycle links between Littlebourne and Patricbourne which would also serve the nearby Bekesbourne railway station, facilitating connections to a range of more distant locations.

- vi The Appeal Site is also very well located to existing bus services which run between Canterbury and Sandwich, via Littlebourne. There are existing bus stops along the site's northern boundary which will be within a 400 metre (5-minute) walk of the majority of dwellings on the site. These stops are served by several bus routes, including a half-hourly connection to Canterbury and Sandwich – the journey time to Canterbury is 15 minutes. I conclude that future residents of the development will have a realistic opportunity to access the wide range of facilities within Canterbury and Sandwich by high quality public transport.
- vii A comprehensive transport strategy has been developed for the Appeal site which has been designed to reflect the overall development vision and to promote sustainable travel trends and reduce the number of vehicle trips generated by the proposed development. This includes:
- The provision of on-site retail and community facilities, reducing the need to travel off-site.
 - Networks of on-site pedestrian and cycle routes to promote the use of active modes.
 - The provision of a range of off-site measures designed to improve active mode connections to existing facilities within the village and nearby including a proposed puffin crossing on A257 The Hill, improvements to nearby PROW and contribution towards the provision of cycle parking at Bekesbourne Station.
 - A £400 travel voucher for each new household enabling the purchase of bus tickets or a bicycle.
 - The provision of six electric vehicle (EV) car club spaces within the development, available for use by new and existing residents of the village.
 - Home EV charging provision and high-speed broadband, to encourage the use of low emission vehicles and home working/shopping etc, again reducing the need to travel.
- viii I conclude that the delivery of the transport strategy and the implementation of the Travel Plan at the proposed development will assist in prioritising active lifestyles, sustainable travel and reducing the need to travel and as such that the Appeal Scheme will be in conformity with NPPF paragraph 115 a).

- ix Whilst access is not a matter for approval at the outline stage, the TA set out details of the potential access arrangements for the site. This includes an access onto A257 The Hill to the north of the site and a second access onto Bekesbourne Lane to the south-east of the site, with a proposed link road passing through the site between the two accesses, as proposed in Policy R7 of the Draft Local Plan. KCC confirmed that such potential access arrangements would be acceptable and I therefore conclude that the work conducted as part of the outline application has demonstrated that safe and suitable access can be delivered for the site, in accordance with NPPF paragraph 115 b).
- x With regard to off-site traffic impacts, these were considered in detail within the TA submitted with the application. Both the local planning authority and highway authority accepted that the Appeal scheme could be accommodated within the surrounding network and will not result in any unacceptable highway safety impacts or congestion.
- xi No off-site highway capacity mitigation measures were deemed necessary to address the impacts of the development-generated traffic. The Transport Statement of Common Ground concludes that the proposed development will not give rise to any severe impacts and therefore I conclude that the Appeal Scheme will be in conformity with NPPF paragraphs 115 and 116.
- xii I have given detailed consideration to the range of transport-related issues raised by a number of third parties, with reference to the technical analysis conducted as part of the application submission and subsequent consideration with the Councils. I have also provided details of updated traffic surveys and personal injury collision records to address matters relating to the impacts of the proposals upon the capacity and safety of the surrounding road network.
- xiii I have demonstrated that the impacts of the Appeal proposals were comprehensively addressed through the application submission and determination and that the impacts of the proposals have been shown to be acceptable and indeed accepted by the transport and highways officers of both Kent County Council and Canterbury City Council.

- 6.8 I conclude that the Appeal proposals represent a sustainable location for a residential-led mixed-use development. The development will have good access to key facilities by a range of sustainable travel modes. The traffic generated by the proposals will not have a detrimental impact upon the safe and satisfactory operation of the surrounding transport networks and certainly none which will be deemed severe within the context of the NPPF.
- 6.9 I therefore conclude that there are no sound transport or highways reasons why the proposed development on Land at The Hill in Littlebourne should not proceed. Accordingly, I therefore respectfully ask that planning permission is granted for the appeal proposals.