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Ask for: Alun Millard
Our ref: PAP/2022/177
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Land South of Spinney Lane, Aylesham, Kent - Aylesham South (R20)

Dear Tony,

I refer to your request for pre-application advice in respect of the above site for its inclusion in the emerging Canterbury City Council (CCC) Local Plan under allocation R20, which proposes a development of 420 dwellings and a 50 hectare country park.

Scope of Transport Statement (TS)

It is acknowledged that the purpose of the TS is to provide the technical evidence to support the proposed site allocation within the draft Canterbury Local Plan to 2045. As an allocated site, the assessment will be expected to consider the full local plan period up to 2045, and account for the development contained within the draft document.

The submitted TS only considers the cumulative effect of committed developments from Dover District Council's (DDC) regulation 19 LP consultation, and no development from CCC's emerging plan.

I note that paragraph 1.1.4 refers to the proposed site access junction within the 40mph posted speed limit, but this appears to be incorrect as Spinney Lane is posted at National Speed Limit between Aylesham Road and Adisham Road. However, this has been acknowledged elsewhere in the TS.

Clarification is required in paragraph 1.1.5, as this refers to an additional 120 residential units for the policy R20 site. It is not clear whether this refers to an earlier proposal for the allocation.



Proposed Site Access

As mentioned above, Spinney Lane is currently derestricted and therefore subject to the national speed limit. The proposed junction has been designed on the basis of a 40mph speed limit, though it cannot be assumed at this time whether the nature of the road will be changed by the introduction of development on its southern side, as this will depend upon the appearance of the development. It is likely that speed surveys will be needed and physical measures introduced to demonstrate that Spinney Lane will be conducive to 40mph.

Swept path analysis has been provided for a 7.5t box van and 10m rigid vehicle. It will be necessary to provide analysis for an 11.4m refuse freighter, in accordance with the County Councils adoption requirements, to ensure the S278 and S38 highway works proposals meet the technical audit specification.

Spinney Lane/Adisham Road Junction

It is understood that the highway improvements at this junction are included as part of the mitigation proposed for the adjacent DDC Regulation 19 allocation site SAP24. I note that the swept path analysis has been provided for a 7.5t box van, but no other vehicles have been shown. Whilst Spinney Lane is subject to a 6'6" width restriction, except for access, the site entrance will be served from this route and larger vehicles will be expected to use the junction.

Consequently, as per the site access junction, it would be appropriate to show that the improvements are capable of accommodating the movement of a 10m rigid vehicle and 11.4m refuse freighter.

As has been noted above, Spinney Lane has a 6' 6" width restriction. The drawings for both the site access and Adisham Road junction indicate a centre line along Spinney Lane, which is not provided on roads under 5.5m in width and is therefore not currently in place between Cooting Road and Adisham Road. The suitability of this length of road being used to serve the development should be assessed based on the carriageway width available, and any mitigation that may be required should be indicated.

A257/B2046 Wingham High Street Junction

Whilst it is noted that the DDC SAP24 site allocation identified capacity exceedance of the junction and proposes a mitigation scheme involving the conversion of it to signal-control, KCC does not accept that this would be a technically acceptable solution. This followed a review of the proposals by our ITS Team who are responsible for the design and maintenance of the Authority's traffic signals. It is therefore considered that the mitigation proposed is not sufficient to address the capacity issues that have been raised, and an alternative solution will need to be found.

Trip Generation

The vehicular trip rates used in the TS have been taken from those used by WSP in support of the DDC Regulation 19 Local Plan. In order to maintain consistency with the strategic modelling work that has been undertaken for CCC and KCC by Jacobs to inform the CCC Local Plan assessment, we will require the same trip rates to be used as has been applied to the regulation 18 local authority modelling.

The trip rates used in the Reg 18 model are taken from the table presented below, and the sites in Aylesham fall within the Neighbourhood Centre location category.

Residential		AM Peak		PM Peak	
	Location	Arr	Dep	Arr	Dep
Residential, Neighbourhood centre, Mixed	Neighbourhood centre	0.139	0.383	0.348	0.177



Trip Distribution

I will require further justification for the trip distribution presented in Table 4-2, supported by the Journey to Work data from the Census, and journey planning software to highlight in particular the likely route options between the site and Canterbury (City centre & Broad Oak Road/Vauxhall Road), Herne Bay (Eddington & Broomfield), Thanet (Margate & Ramsgate), Sandwich and Deal. This is in order to ascertain the likelihood of vehicular trips on some of the cross country routes not using the strategic roads, as some of these appear to have similar journey times and less distance. Examples of these routes are provided below in the following figures 1 to 6:

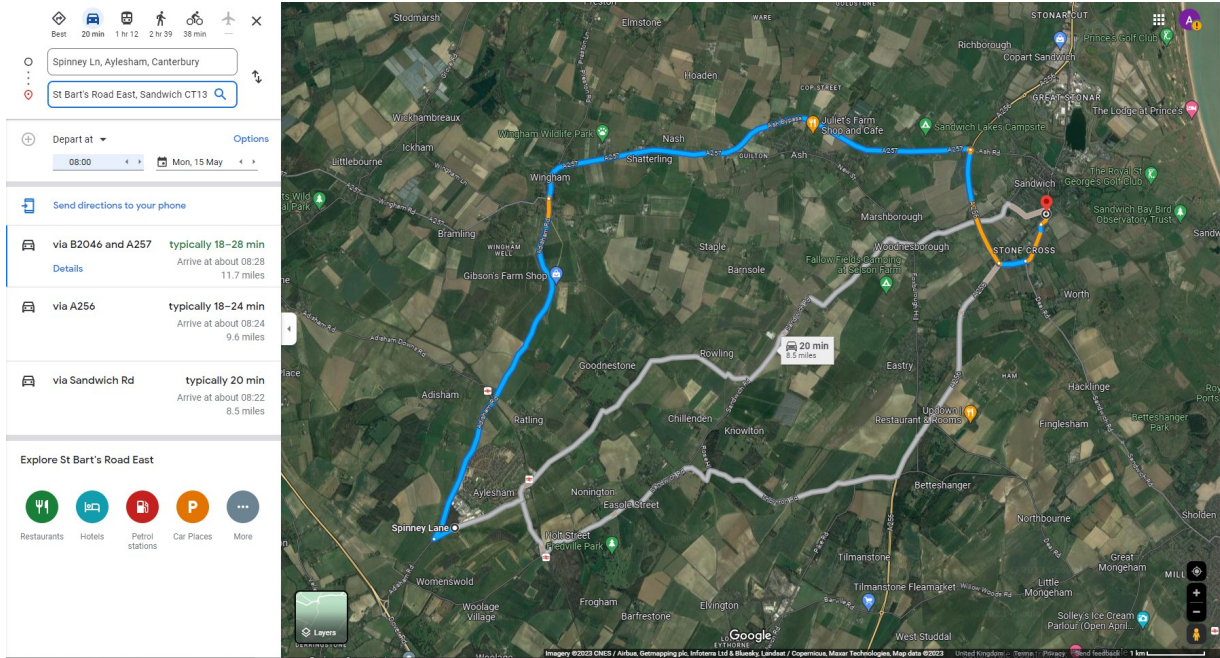


Fig 1 – Sandwich

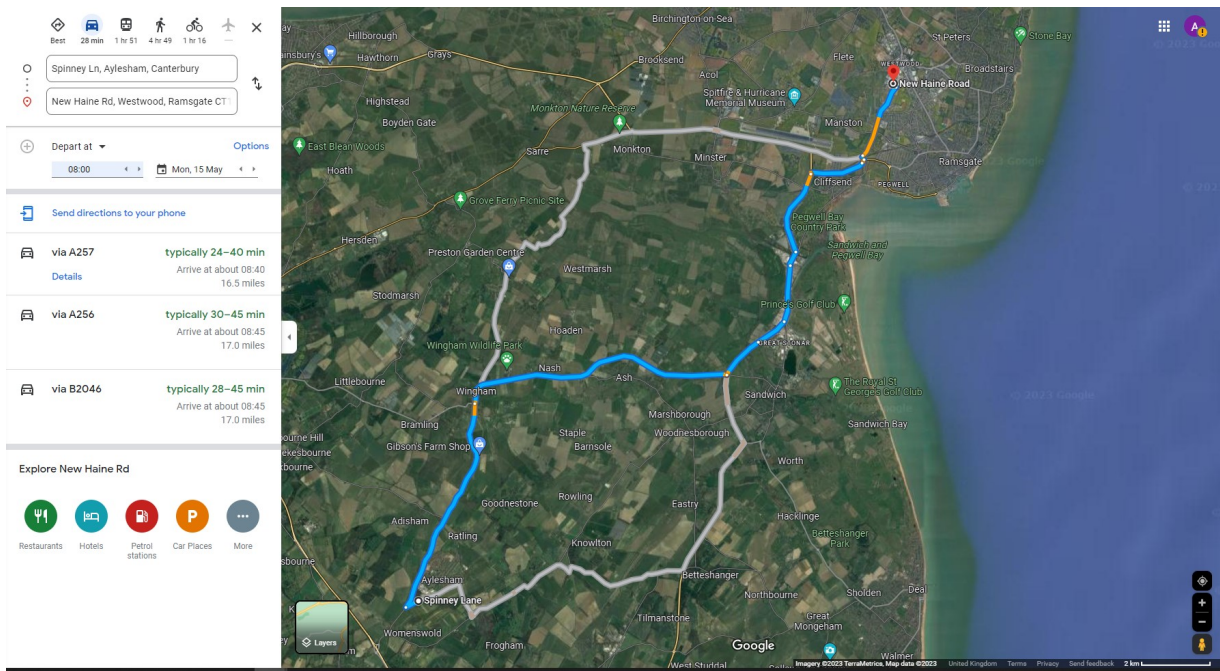


Fig 2 - Ramsgate



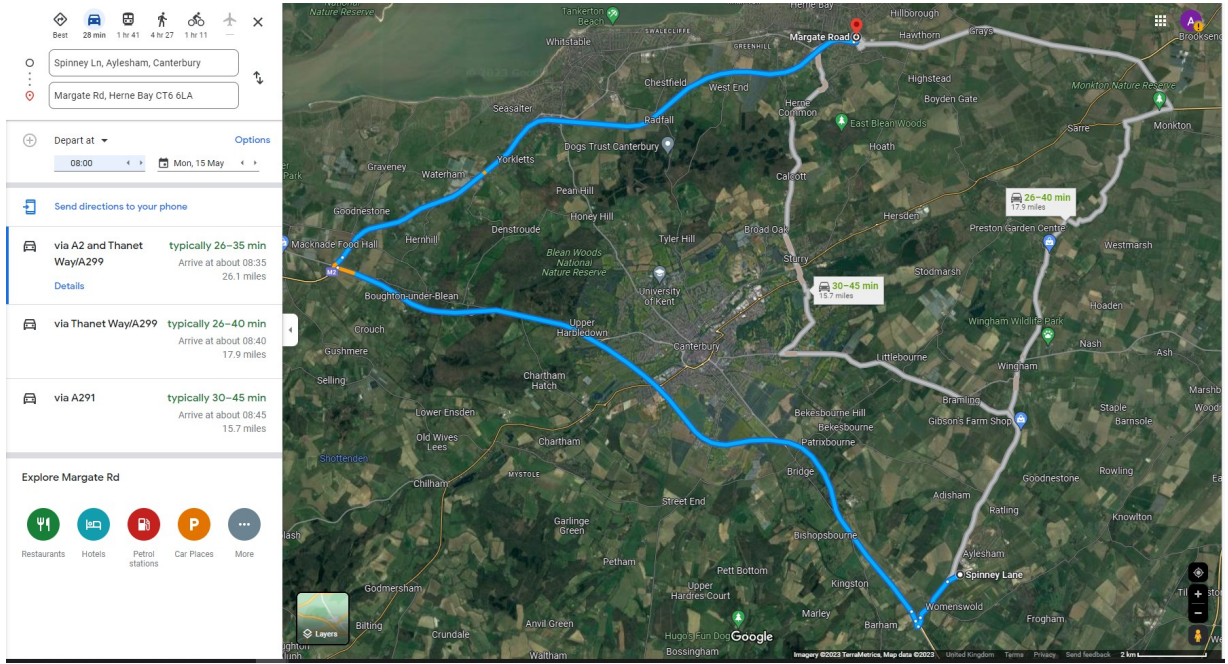


Fig 3 – Herne Bay



Fig 4 – Canterbury (East)



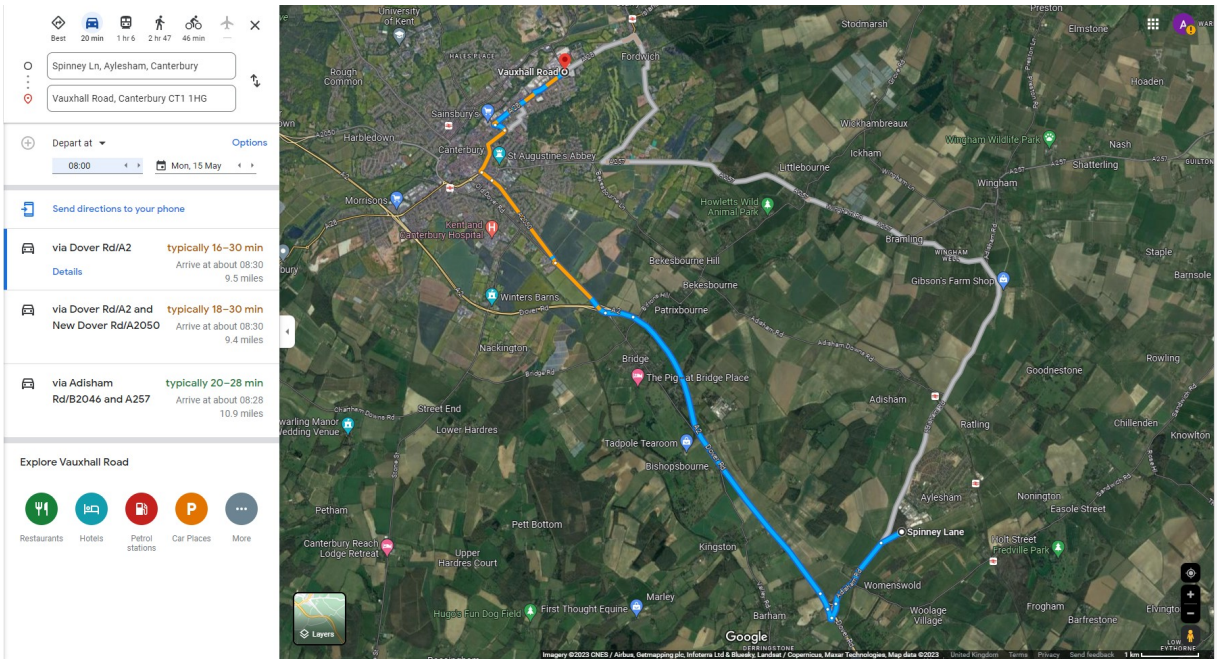


Fig 5 – Canterbury (Vauxhall Road Estate)

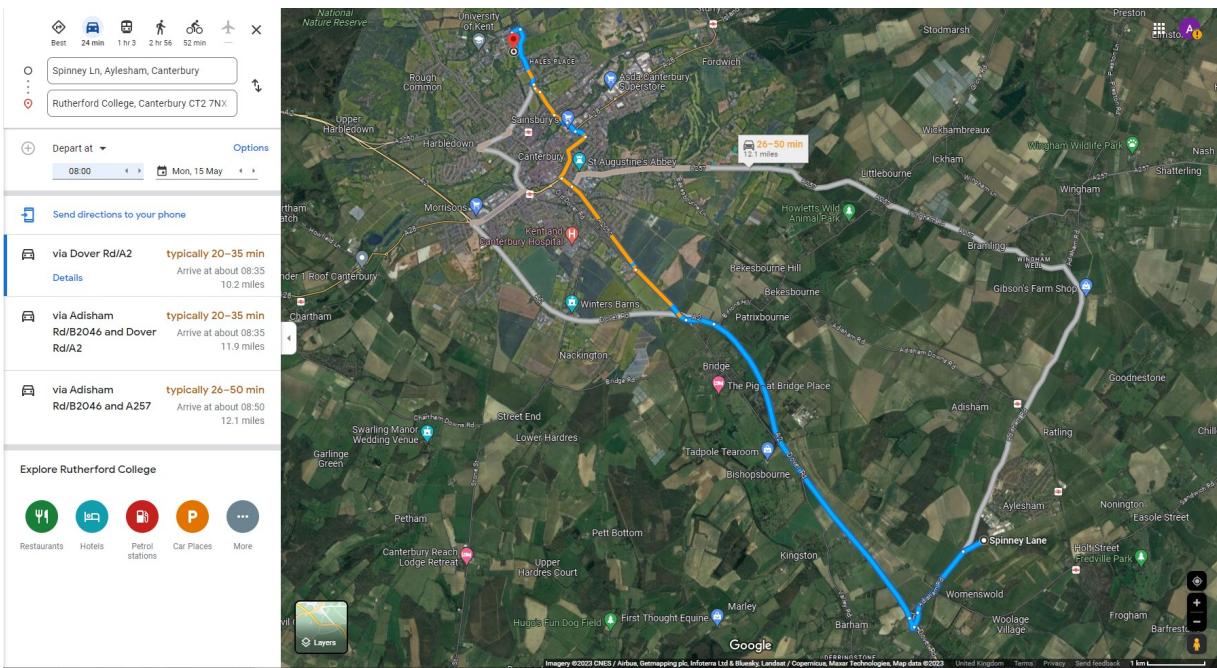


Fig 6 – Canterbury (University of Kent)

The above figures demonstrate the route choices available to motorists based on the typical AM Peak time, showing comparable journey times and in some instances significantly shorter distances, which would influence the decision process. However, it should be appreciated that the above choices are based on the existing highway network and would not factor in the proposed highway interventions being promoted through the draft Local Plan.



The appropriate routes should be identified on the mapping, and the associated flow diagrams presented to show the distribution along them over a wider area than has currently been submitted in the TS.

Notwithstanding the above, the flow diagrams provided at Appendix G appear to show significant losses in vehicle movements between consecutive junctions numbered 1 and 2 along Adisham Road and High Street corridor for the AM and PM Trip distribution (Figures 2.1, 2.2, 8.1 and 8.2). The diagrams should include Station Road and Wingham Well Lane to account for the difference.

HIGHWAY IMPACT

Committed Development

In addition to the committed development sites shown in Table 5-1 for those within the DDC area, CCC should be approached to confirm whether there are any committed development sites within their district too.

I note that paragraph 5.3.4 refers to 443 of the 1,360 residential units for Aylesham Garden Village being complete at the time of the 2019 baseline traffic survey. It is not clear how the 500 units referred to in paragraphs 5.3.5 and 5.4.3 relate to those figures.

Future Year Scenarios

As highlighted earlier in this response, it is considered that the proposed site should also be assessed to the end of the local plan period, consistent with the approach being taken by CCC, KCC and other site promoters to support their allocations.

To support this, most other site promoters have engaged in the use of the Canterbury Strategic VISSUM model that has been used to support the CCC Regulation 18 consultation. This provides a 2019 base model, 2040 reference case, and a 2045 end of Local Plan model that includes all committed development, the proposed Local Plan developments and the highway intervention measures. Against this, sensitivity tests can be run to assess the impact of individual developments.

Junction Capacity Assessments

These will need to be updated to reflect the trip rates, trip distribution and future year scenarios discussed above

Important Notes

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

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

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

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

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

I trust the above comments are of use, but please do contact me if you wish to discuss this further.

Yours sincerely,

Alun Millard
Principal Transport and Development Planner

