

LAND AT ABBOTTS WOOD, OWL'S HATCH ROAD STAGE 1 - SITE ACCESS FEASIBILITY TECHNICAL NOTE

Client: Land Group (Herne Bay) Ltd

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Document Control

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Prepared by	Alex Carter/ Rob Franklin	Date	24/05/2024
Approved by	Melissa Vento	Date	31/05/2024

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1 Introduction

1.1 Background

- 1.1.1 Project Centre Ltd (PCL) has been commissioned by Land Group (Herne Bay) Ltd, to provide a Site Access Feasibility Technical Note (Note) to assess access opportunities to the land at Abbots Wood (the Site), Herne Bay.
- 1.1.2 This Note sets out details of the site location, purpose of this document, relevant pre-app discussions, a review of the Local Plan and any other relevant documents, proposed trip generation, design options and a summary.

1.2 Site Location and Context

- 1.2.1 The Site is located within Canterbury City Council (CCC) to the south of Herne Bay.
- 1.2.2 The Site is situated within an area of plotlands surrounded by residential developments on three sides. Bullockstone Road is located to the east of the Site, accessed via Owl's Hatch Road via a priority T-junction.
- 1.2.3 To the northeast of the Site, redevelopment of the former Herne Bay Golf Course is underway for 600 dwellings with retail and community facilities.
- 1.2.4 To the east and southeast of the site, planning permission was granted in 2018 for the construction of 800 dwellings on land known as 'Strode Farm'.
- 1.2.5 Planning permission was also granted in 2021 (Reserved Matters) for the construction of 450 dwellings for the land to the west of the Site known as 'Land South of Greenhill Road Herne Bay'.
- 1.2.6 It is noted that these sites do not take access via Bullockstone Road or Owl's Hatch Road.
- 1.2.7 The land between the Site and Bullockstone Road has planning permission for 160 dwellings known as the Northwood Development (LPA ref: CA/22/02012). This development is permitted to take access via Owl's Hatch Road and is referenced throughout this Note.
- 1.2.8 The Site is well located and would round off development in relation to neighbouring residential developments in the nearby vicinity.

1.3 Document Purpose

- 1.3.1 This Note has been provided to demonstrate site access via the Owl's Hatch Road/ Bullockstone Road junction is acceptable.
- 1.3.2 A review of the National Planning Policy Framework (NPPF), Kent Design Guide, Canterbury District Local Plan, and Canterbury District Transport Strategy has been undertaken, outlining policy relevant to the site.

1.3.3 This document follows the structure below:

- Section 1: Introduction.
- Section 2: Pre-Application Advice and Discussion.
- Section 3: Policy Review.
- Section 4: Trip Generation.
- Section 5: Design Options and Assessment.
- Section 6: Summary.

2 Pre-Application Advice and Discussions

2.1.1 The Site would be accessed via Owl's Hatch Road which is served directly from Bullockstone Road.

2.1.2 It is adopted public highway maintained by Kent County Council (KCC) Highways and is currently subject to a Traffic Regulation Order for the Prohibition of Driving.

2.1.3 It is understood that KCC Highways previously considered Owl's Hatch Road as being unsuitable for the reasons outlined¹ below:

"From what I have seen the site would need access via KCC owned land and highway through Owl's Hatch Road North of the A299. I'm investigating the status of any TRO's on that road however it would appear to have been restricted as a part of the much earlier A299 works. My understanding therefore is that it is not a part of the highway network maintained for vehicles and nor would it be in our interest to maintain it for that purpose at this time. As such my advice has been that the proposed site does not have suitable or available vehicular access."

2.1.4 It is considered that the concerns raised by KCC Highways relate to the legal ability to use Owl's Hatch Road on the basis that it is subject to a Traffic Regulation Order (TRO) which restricts the use of the road by vehicular traffic. The TRO currently prevents vehicular access.

2.1.5 We agree with comments made by Caneparo Associates, noting this shouldn't be a barrier to development, and the TRO could be amended in the event planning permission was granted for a residential development at the Site, or indeed any form of development if the principle is deemed appropriate by CCC and KCC in planning and highways terms.

2.1.6 This is understood to be the case for the Northwood Development for 160 residential dwellings which has been granted planning permission to take access via Owl's Hatch Road.

2.1.7 In addition, subsequent pre-application discussions with KCC Highways note:

"Owl's Hatch Road is currently subject to a Traffic Regulation Order, for the Prohibition of Driving, and our research shows that this was introduced on the 25th August 2003. However, we have at present been unable to establish the reasons for it being implemented but current thoughts are that it may have been to prevent anti-social behaviour in the form of fly tipping".

2.1.8 It is therefore considered that KCC Highways are not against TRO changes on Owl's Hatch Road and changes could be made to allow suitable access to the site.

¹ Extracted from an email between KCC Highways and Caneparo Associates (who formerly worked upon a Transport Scoping Note for SHP).

2.1.9 As part of the Northwood Development, highway improvements were agreed to the Owl's Hatch Road/ Bullockstone Road junction, whereby a ghost right turn lane would be provided on Bullockstone Road, and the entrance of Owl's Hatch Road reconfigured to give priority entry into this site.

2.1.10 A new priority T-junction would be provided approximately 30m into the site, providing access to remainder of Owl's Hatch Road, which the Site seeks to take access.

2.1.11 In consideration of the proposed means of access into the Site, it is understood that KCC have outlined their preference. The below has been extracted from a letter dated 26th October 2022 to Caneparo Associates:

"Our preference for access into your site remains for you to work with the land owner of the neighbouring site (Northwood) and provide a suitable access through their development, along with an appropriate junction design on Bullockstone Road.

The proposed layout put forward by the Northwood site, whereby Owl's Hatch Road is accessed within 30m of the site entrance off Bullockstone Road, could result in conflicting traffic movements within a concentrated section of highway and be detrimental to highway safety. The proposals currently put forward for the redesign of the Owl's Hatch Road/Bullockstone Road junction has been designed with 160 dwellings in mind and would need to be reconfigured to take into account your proposals and the subsequent increase in traffic movements.

*Consequently, detailed design options should be explored to show how the two development sites and their accesses could be delivered together or **separately**, to ensure they can co-exist or complement one another without jeopardising access for the Northwood site. However, as mentioned already, we would like to see the two sites come along as part of a comprehensive development rather than piecemeal parcels with independent access strategies.*

Any proposals for using Owl's Hatch Road as previously outlined by yourselves would require robust assessment and evidence to support the use of this road as a main access into your development. TRICS data should be interrogated to determine the number of vehicle movements that your proposals will produce, which in turn may assist in determining how a safe and suitable access can be gained to your site."

2.1.12 Following this pre-application advice it has been established with Stonebond Properties that they do not want to enter any late changes in their planning process after being given planning permission and as such this preference from KCC Highways is not possible.

2.1.13 It is considered a compliant design as well as an interrogation of the TRICS database in determining the number of vehicle movements associated with the Site and accompanying junction modelling, would determine how safe and suitable access can be gained into the Site.

2.1.14 Some options for secondary access to the site have been explored, however, are likely unworkable or require additional investigation. These are discussed further in Section 5.

3 Policy Review

- 3.1.1 As part of this Note, a review of the National Planning Policy Framework (NPPF), Kent Design Guide, Canterbury District Local Plan, and Canterbury District Transport Strategy.
- 3.1.2 This has been necessary to demonstrate the importance of this access point in relation to housing allocation of up to potentially 400 dwellings.

3.2 National Planning Policy Framework (NPPF) 2023

- 3.2.1 The National Planning Policy Framework (NPPF) 2023 sets out the government's planning policies for England and how they should be applied. The NPPF provides a framework within which locally-prepared plans for housing and other development can be produced.
- 3.2.2 In respect of planning obligations, Paragraph 57 states how contributions should only be sought where they meet all of the following tests:
- "a) necessary to make the development acceptable in planning terms;*
 - b) directly related to the development; and*
 - c) fairly and reasonably related in scale and kind to the development"*
- 3.2.3 The NPPF places heavy emphasis on the importance of sustainability, where Paragraph 109 sets out that:
- "The planning system should actively manage patterns of growth in support of these objectives. 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."*
- 3.2.4 Paragraph 114 goes on to set out key criteria that development sites should establish. It states:
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*

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."

3.2.5 Paragraph 115 of the NPPF states:

"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 network would be severe."

3.2.6 Based on the above guidance, developments should only be refused where the residual cumulative transport impacts can be defined as 'severe,' or if the traffic increases would cause an unacceptable impact on highway safety.

3.3 Kent Design Guide (Adopted July 2007)

3.3.1 The Kent Design Guide (2007) provides comprehensive guidance on achieving high-quality design in new developments across Kent. It aims to ensure that new development respects the local character, enhances the environment, and creates sustainable communities.

3.3.2 In terms of design guidance, Section 2 – Step 3 'Creating the Design – Designing for Movement' states that a 'Major Access Road' has the following characteristics:

"1. A road type applicable to all sites on the outskirts of main towns or infill sites within existing suburban areas.

2. Gives direct vehicle and pedestrian access to dwellings and often links several residential areas to a local distributor road.

3. Generally serves between 50 and 300 dwellings (or equivalent mixed uses) including those located on other access roads feeding onto it. In some cases, it could serve as a bus route.

4. Preferably has two points of access or is a loop with a short connection to a single point of access and a secondary emergency access link.

5. Discourages non-essential through traffic but only where a more desirable alternative through-route exists.

6. Provides an opportunity for boulevard and avenue planting."

3.3.3 It also provides the following typical layout parameters:

- Local Distributor Roads should provide a carriageway width of at least 6m.
- The road layout should be able to accommodate the following anticipated vehicle types: 'low pantechicon,' possibly a bus, fire tender and a car.

- Footway width/cycleway should typically measure 1.8m wide and be a minimum of 1.2m wide. A verge may replace a footway where there is no frontage development and not essential.
- Target speed should typically be 25 mph and should be 20 mph where there are high pedestrian and cycle movements.
- Junction kerb radii should be 6m.

3.4 Canterbury District Local Plan (2017)

3.4.1 The Local Plan sets out a spatial strategy and vision for the District for the period from 2011 to 2031. It replaces the Canterbury District Local Plan adopted in 2006 and the policies that were saved in 2009 under Schedule 8 to the Planning and Compulsory Purchase Act 2004.

3.4.2 This provides documents associated with the Development Plan alongside Herne Bay Area Action Plan (2017) and Kent Minerals and Waste Local Plan 2013 - 2030 as amended by the Early Partial Review (2020).

3.4.3 The Canterbury District Local Plan has several functions:

- To set out a strategy for fulfilling the Government's policy towards land use planning at a District level, including its objective of securing sustainable development.
- To give an opportunity and invitation to participate in the planning process, through giving people the chance to express their views on local planning issues.
- To set out objectives to ensure the District is an excellent location in which to live, invest, work, learn and visit.
- To take into account the principal social, economic and environmental influences on the District in the Plan against which planning applications for development will be assessed; by identifying sites for particular purposes, by defining areas to which policies apply and by setting out details of these policies in terms of standards and criteria.

3.4.4 The Local Plan serves as a guide for making planning decisions and includes several key components such as:

- **Housing and Employment:** The plan allocates land for new housing developments to meet the district's growing population needs. It aims to provide a variety of housing types and sizes, including affordable housing. Employment areas are designated to support local economic growth, with a focus on expanding business and industrial spaces.
- **Infrastructure and Open Space:** Significant emphasis is placed on improving infrastructure, including transport links, digital connectivity, and utilities. The plan also ensures that new developments include open spaces,

parks, and recreational facilities to enhance community well-being and environmental quality.

- **Major Developments:** Specific large-scale projects, such as Mountfield Park, are highlighted. These projects are expected to provide substantial housing and amenities, contributing significantly to the district's development targets.
- **Environmental Policies:** There are policies in place to protect and enhance the natural environment. This includes measures for biodiversity conservation, managing flood risks, and improving air quality. Developments are encouraged to incorporate green spaces and sustainable practices.
- **Public Transport and Connectivity:** The plan promotes improvements in public transport and aims to enhance connectivity across the district. This includes upgrades to railway stations, new bus routes, and better pedestrian and cycle pathways to reduce reliance on cars and promote healthier, low-carbon travel options.
- **Community Involvement:** The formulation of the plan involved extensive public consultations and engagement with various stakeholders to ensure that the needs and views of the community are reflected in the planning policies.

3.4.5 The Plan outlines a comprehensive strategy for housing allocation to address the district's needs up to 2031. Below is a summary:

Housing Targets

- **Total Housing:** The plan targets the delivery of 16,000 new homes by 2031 to accommodate the growing population and housing demand in the district.

Key Sites

- **South Canterbury:** allocation of approximately 4,000 homes.
- **Broad Oak:** allocation of around 1,000 homes.
- **Hillborough:** allocation of approximately 1,300 homes.
- **Thanington:** allocation of about 750 homes.
- **Herne Bay:** various smaller sites within and around Herne Bay are identified for development to support local housing needs and economic growth.

Affordable Housing

- The plan mandates a significant portion of new housing to be affordable. This is to ensure that the needs of lower-income households and key workers are met, promoting inclusivity and diversity within the community.

Sustainable Development

- Emphasis is on sustainable design principles, including energy-efficient buildings, green spaces, and biodiversity measures. The use of brownfield sites is encouraged to minimize the impact on greenfield land.
- The plan outlines improvements in transport, healthcare, education, and utilities to support the new housing developments. This includes upgrades to road networks, new public transport routes, and enhancements to digital connectivity.

3.4.6 The Local Plan provides a detailed and strategic approach to housing allocation, aiming to deliver 16,000 new homes by 2031 across various strategic sites. It focuses on creating sustainable communities with integrated infrastructure and amenities, ensuring that housing growth meets the district's needs while promoting environmental sustainability and community well-being.

3.4.7 CCC are currently at the consultation stage of their new Local Plan 2040.

3.5 Canterbury District Transport Strategy (2017)

3.5.1 The priorities set out in the Transport Strategy are to improve access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times, and supporting sustainable development.

3.5.2 Congestion and delays are the main source of problems and frustration for travellers. The best way to achieve reliable journey times, while maintaining and improving access and avoiding traffic build up, is to shift to more efficient ways of travelling that take up less road space. The way of doing this is to promote alternative forms of travel such as walking and cycling for short journeys and bus and rail use for longer journeys.

3.5.3 This approach looks to achieve a re-balancing of the transport system in favour of sustainable transport modes and bring about an improvement in public transport, park, and ride, walking and cycling while also reducing greenhouse gas emissions.

3.5.4 Both the CCC and KCC are to work together through the planning process to facilitate the use of sustainable transport by:

- Looking to locate development near existing transport hubs.
- Requiring facilities for walking, cycling and public transport; and

- Ensuring mixed-use developments where housing and employment are near encourage shorter commuting journeys.

4 Trip Generation

- 4.1.1 Trip rates used to derive residential trips for the Site (400 dwellings) were extracted from the TRICS database. The trip rates are based upon available survey data from comparable sites, considering the characteristics of the site such as location and number of dwellings.
- 4.1.2 A summary of the trip rates and resultant total trips for the Site is shown in Table 1 below. The full TRICS data is provided in Appendix A.

Mode	AM Peak Hour (08:00 – 09:00)		PM Peak Hour (17:00 – 18:00)		Daily Trips (07:00-19:00)	
	Arrival	Dep	Arrival	Dep	Arrival	Dep
Total Vehicles	55 (0.137)	145 (0.365)	134 (0.336)	61 (0.153)	833 (2.084)	834 (2.086)
OGV's	1 (0.002)	1 (0.001)	1 (0.001)	0 (0.001)	8 (0.018)	7 (0.017)
Taxi	2 (0.005)	2 (0.005)	1 (0.002)	1 (0.002)	10 (0.025)	10 (0.025)
Cyclists	1 (0.004)	6 (0.015)	3 (0.008)	2 (0.006)	21 (0.053)	21 (0.054)
Pedestrians	8 (0.022)	28 (0.07)	13 (0.033)	10 (0.025)	123 (0.308)	126 (0.314)
Public Transport Users	1 (0.002)	11 (0.027)	8 (0.02)	1 (0.003)	43 (0.109)	43 (0.108)
Total People	79 (0.198)	295 (0.738)	228 (0.570)	102 (0.256)	1416 (3.54)	1429 (3.574)

Table 1: Proposed Trip Rates and Trips (400 Dwellings)

- 4.1.3 The forecast number of total vehicle trips generated by the Site (400 dwellings) is as follows:
- AM Peak Hour Vehicle Trips: 201 two-way trips.
 - PM Peak Hour Vehicle Trips: 196 two-way trips; and
 - Daily Vehicle Trips: 1,667 two-way trips.
- 4.1.4 As well as proposed trips the Site would generate, consideration has been given to vehicle trips associated with the neighbouring Northwood Development, which as mentioned has planning permission to take access via the Owl's Hatch Road/ Bullockstone Road junction.

4.1.5 Taken from the Northwood Development Transport Assessment², Figure 1 shows the peak hour and daily two-way vehicle movements for a proposal of 160 dwellings.

4.1.6 The combined proposed Site and Northwood Development traffic traveling through the Owl's Hatch Road/ Bullockstone Road junction in the AM and PM peaks are outlined in the figures below.

• morning peak (0800 to 0900)	31 arrive	62 depart	93 total
• evening peak (1700 to 1800)	57 arrive	30 depart	87 total
• daily (0700 to 1900)	389 arrive	413 depart	802 total

Figure 1: Proposed Vehicular Trips for the Northwood Site

4.1.7 The flows include future bases 2027 and 2032 network traffic that would be travelling on Bullockstone Road. These years were assessed as part of the Northwood Development. Vehicles relating to the Site (400 dwellings) is shown in red.

		AM PEAK			
		Bullockstone Road			
Owls Hatch Road	44	63	LT	16	0
	102	145	RT	25	576
			LT	Thru	
			60	493	
			38	0	

		PM PEAK			
		Bullockstone Road			
Owls Hatch Road	18	27	LT	40	0
	43	64	RT	57	512
			LT	Thru	
			134	426	
			94	0	

Figure 2: Combined Base 2027 + Northwood Development + Proposed Site Vehicle Trips

		AM PEAK			
		Bullockstone Road			
Owls Hatch Road	44	63	LT	16	0
	102	145	RT	25	601
			LT	Thru	
			60	515	
			38	0	

		PM PEAK			
		Bullockstone Road			
Owls Hatch Road	18	27	LT	40	0
	43	64	RT	57	536
			LT	Thru	
			134	446	
			94	0	

Figure 3: Combined Base 2032 + Northwood Development + Proposed Site Vehicle Trips

² F22004 Northwood, Bullockstone Road - Transport Assessment (Revision A, August 2022).docx

5 Design Options and Assessment

- 5.1.1 Following on from KCC Highways pre-application advice, it is understood that design considerations are required outlining how both sites could be brought forward together or separately.
- 5.1.2 As previously mentioned, it has been established with Stonebond Properties that they do not want to entertain any late changes in their planning process after being given planning permission.
- 5.1.3 PICADY modelling has been undertaken to assess the operation of the Owl's Hatch Road/ Bullockstone Road Junction to determine whether KCC Highways would agree to a shared access point with the Northwood Development.
- 5.1.4 We acknowledge further assessment may be required relating to the wider road network, upon agreement with KCC Highways as part of a Transport Assessment, noting:
- Consented Bullockstone Road/ Lower Herne Road Junction.
 - Thanet Way/ Greenhill Road Roundabout.
 - Consented Canterbury Road/ A299 On Slip Junction.

5.1 Owl's Hatch Road/ Bullockstone Road Junction

- 5.1.1 As part of the Northwood Development, proposed upgrades are proposed at Owl's Hatch Road/ Bullockstone Road Junction, including road widening to facilitate:
- 3m wide northbound and southbound traffic lanes.
 - 3.5m ghost right turn lane.
- 5.1.2 As per Design Manual for Roads and Bridges (DMRB) standards, any single carriageway road accommodating up to 5,000 two-way vehicles AADT on the minor arm and 13,000 two-way vehicles AADT on the major arm can be facilitated by a ghost island.
- 5.1.3 Combined site traffic (proposed Site and Northwood Development) would have a two-way AADT of around 2,686 vehicles on Owl's Hatch Road, with two-way AADT on Bullockstone Road around 9,536 vehicles.
- 5.1.4 Therefore, it is considered that the permitted junction layout as granted planning permission would be sufficient to accommodate both developments.
- 5.1.5 Nonetheless, to determine junction operation of additional vehicle trips associated with the Site, PICADY modelling has been undertaken assessing future base 2027 and 2032, committed Northwood Development and Site traffic volumes.

- 5.1.6 It is noted that the future bases and Northwood Development flows were accepted by CCC and KCC Highways at the planning stage and therefore considered appropriate for this assessment.
- 5.1.7 PICADY model criteria has also been taken from the Bancroft Consulting Transport Assessment, which formed part of the submitted information for the Northwood Development being granted planning permission and is also considered robust.
- 5.1.8 Traffic associated with the Site has been distributed³ in line with traffic flows accepted for the Northwood Development, as per those shown previously in Figure 2 and Figure 3.
- 5.1.9 A comparison of the accepted Northwood Development PICADY modelling results and an additional 400 dwellings associated relating to the Site, are shown in Table 2. Changes in junction operation are shown in red.
- 5.1.10 To note:
- Queues show the number of queuing vehicles.
 - Delay is the seconds vehicles are stationary and are required to wait before being presented with a suitable gap in oncoming traffic.
 - RFC is Ratio to Flow Capacity, noting RFC values between 0.85 to 1 indicate junctions could experience occasional periods of congestion. If the RFC value is over 1 then this suggests that the junction is saturated.

³ 30% northbound, 70% southbound on Bullockstone Road.

Scenario		Site Access Right Left (B-AC)	Bullockstone Road (N) Ahead/ Right (C- AB)
Base 2027 + Northwood Development AM Peak	Queues (veh)	0.2	0
	Delay (s)	12.05	6.27
	RFC	0.19	0.02
+ The Site (400 dwellings) AM Peak	Queues (veh)	1.6 (+1.4)	0.1 (+0.1)
	Delay (s)	26.70 (+14.65)	7.54 (+1.27)
	RFC	0.63 (+0.44)	0.05 (+0.03)
Base 2027 + Northwood Development PM PEAK	Queues (veh)	0.1	0
	Delay (s)	9.83	6.15
	RFC	0.08	0.3
+ The Site (400 dwellings) PM Peak	Queues (veh)	0.4 (+0.3)	0.1 (+0.1)
	Delay (s)	13.24 (+3.41)	8.18 (+2.03)
	RFC	0.27 (+0.19)	0.12 (-0.18)
Base 2032 + Northwood Development AM Peak	Queues (veh)	0.2	0
	Delay (s)	12.53	6.35
	RFC	0.19	0.02
+ The Site (400 dwellings) AM Peak	Queues (veh)	1.8 (+1.6)	0.1 (+0.1)
	Delay (s)	29.11 (+16.58)	7.64 (+1.29)
	RFC	10.12 (+0.46)	0.06 (+0.04)
Base 2032 + Northwood Development PM Peak	Queues (veh)	0.1	0
	Delay (s)	10.12	6.21
	RFC	0.08	0.03
+ The Site (400 dwellings) PM Peak	Queues (veh)	0.4 (+0.3)	0.1 (+0.1)
	Delay (s)	13.77 (+3.65)	8.28 (+2.07)
	RFC	0.28 (+0.2)	0.13 (+0.1)

Table 2: Comparison of PICADY Modelling Results

5.1.11 To summarise the results in Table 2:

- 2027 AM peak scenario:
 - There would be an increase of around one queuing vehicle on the Owl's Hatch Road arm, with delays increasing by around 15 seconds, which is minor.
 - There would be no increases in right turning traffic using the proposed ghost right turn lane, with delays increasing by around one second.
 - RFC would increase by 0.44 to a total RFC 0.63 on the Owl's Hatch Road arm which is within acceptable parameters of operation.
- 2027 PM peak scenario:
 - There would be no noticeable increases in queuing vehicles on Owl's Hatch Road or Bullockstone Road.
 - Delays would increase by around three seconds and two seconds on the Owl's Hatch Road and the proposed ghost right turn lane, respectively.
 - RFC would increase by 0.19 a total RFC 0.27 on the Owl's Hatch Road arm which is within acceptable parameters of operation.
- 2032 AM peak scenario:
 - There would be an increase of around two queuing vehicles on the Owl's Hatch Road arm, with delays increasing by around 17 seconds.
 - There would be no increases in right turning traffic using the proposed ghost right turn lane, with delays increasing by around one second.
 - RFC would increase by 0.46 to a total RFC 0.66 on the Owl's Hatch Road arm which is within acceptable parameters of operation.
- 2032 PM peak scenario:
 - There would be no noticeable increases in queuing vehicles on Owl's Hatch Road or Bullockstone Road.
 - Delays would increase by around four seconds and two seconds on the Owl's Hatch Road and the proposed ghost right turn lane, respectively.
 - RFC would increase by 0.2 a total RFC 0.28 on the Owl's Hatch Road arm which is within acceptable parameters of operation.

5.1.12 Overall, with the addition of the Site (400 dwellings), additional traffic is not anticipated to have a detrimental impact on the junction's operation, with all modelling parameters anticipated to operate within acceptable ranges.

5.1.13 Full PICADY outputs are provided in Appendix B.

5.2 Owl's Hatch Road (SPH Site Access)

- 5.2.1 As per KCC Highways per-application advice, Owl's Hatch Road would be designed to Local Distributor Road standards, as per the Kent Design Guide (KDG).
- 5.2.2 We would advise a carriageway width of 6.4m (two 3.2m wide traffic lanes), which is within the recommended parameter range as per the KDG. This would provide:
- Traffic calming due to vehicles having a reduced perceived lane width.
 - Traffic speeds along this road would be determined with CCC and KCC Highways, however, a road speed of 20mph would be advised.
 - Additional traffic calming measures could possibly be required, however, these would be determined as the design is progressed and agreed with CCC and KCC Highways.
 - A 1.8m wide footway on the northern side of Owl's Hatch Road, providing pedestrian connectivity along this road.
 - The Northwood development proposes a few pedestrian links onto Owl's Hatch Road, of which the proposed footpath could connect to. This would provide better access to the Public Right of Way (PRoW) situated to the western end of Owl's Hatch Road.
 - Compliant with for cyclists to travel on carriageway, as per Local Transport Note 20 (LTN 1/20). This would provide connectivity with the proposed cycling enhancements on Bullockstone Road, as part of the Northwood Development.
- 5.2.3 Encroachment into the area south of Owl's Hatch Road would be similar as per the Caneparo Associates design, given the constraints of the Northwood Development on the northern side of the road.
- 5.2.4 KCC Highways have noted that significant works may be required to achieve a supporting road structure in this area.
- 5.2.5 Based on the available information at this stage, we have not been able to determine the requirements for retaining features in this area and would be assessed as the design is progressed and a topographical survey is available.
- 5.2.6 An indicative road layout for Owl's Hatch Road is shown below and provided in Appendix C.
- 5.2.7 Access into the site would be determined once the layout of the Site has been developed.



Figure 4: Owl's Hatch Road Indicative Layout

- 5.2.8 As per KCC Highways pre-application advice, a 11.2m long refuse vehicle has been assessed using AutoTrack software.
- 5.2.9 As per Manual for Streets (MfS), while it is always possible to design new streets to take the largest vehicle that could be manufactured, this would conflict with the desire to create quality places. It is neither necessary nor desirable to design new streets to accommodate larger waste collection vehicles than can be used within existing streets in the area.
- 5.2.10 Nonetheless, vehicle tracking is provided in Appendix D turning at the proposed Owl's Hatch Road junction and travelling along the length of this road at 20mph.
- 5.2.11 This layout is indicative at present and would be developed as the design is progressed, however, shows precedent that there are no issues for servicing vehicle accessing the Site via Owl's Hatch Road.

5.3 Owl's Hatch Road Tie Ins (With Northwood Access)

- 5.3.1 The construction of Owl's Hatch Road would be required to tie into the proposed arrangement as granted permission as part of the Northwood Development.
- 5.3.2 The permitted design includes a formalised priority T-junction, with the major arm providing access into the Northwood Development and towards the Owl's Hatch Road/ Bullockstone Road junction and the minor arm forming the remaining section of Owl's Hatch Road, of which the Site would take access.

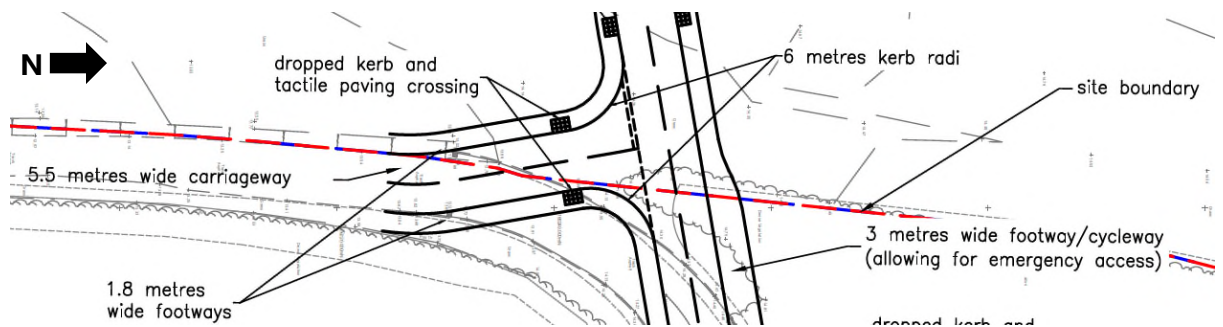


Figure 5: Owl's Hatch Road Internal Junction (Permitted Northwood Development Design)

- 5.3.3 As shown, the junction has been designed with 6m kerb radii and a 5.5m wide carriageway. The proposed tie ins on Owl's Hatch Road propose to continue the footways south of the junction and widen the carriageway out to 6.4m.
- 5.3.4 To better facilitate refuse vehicle movements at the junction, Owl's Hatch Road could be widened by 0.9m (total 6.4m), to match the proposal for the rest of the road.
- 5.3.5 This would result in a reduced vehicle overswing into the opposite traffic lane (as shown in the refuse vehicle tracking), although this movement would be infrequent.

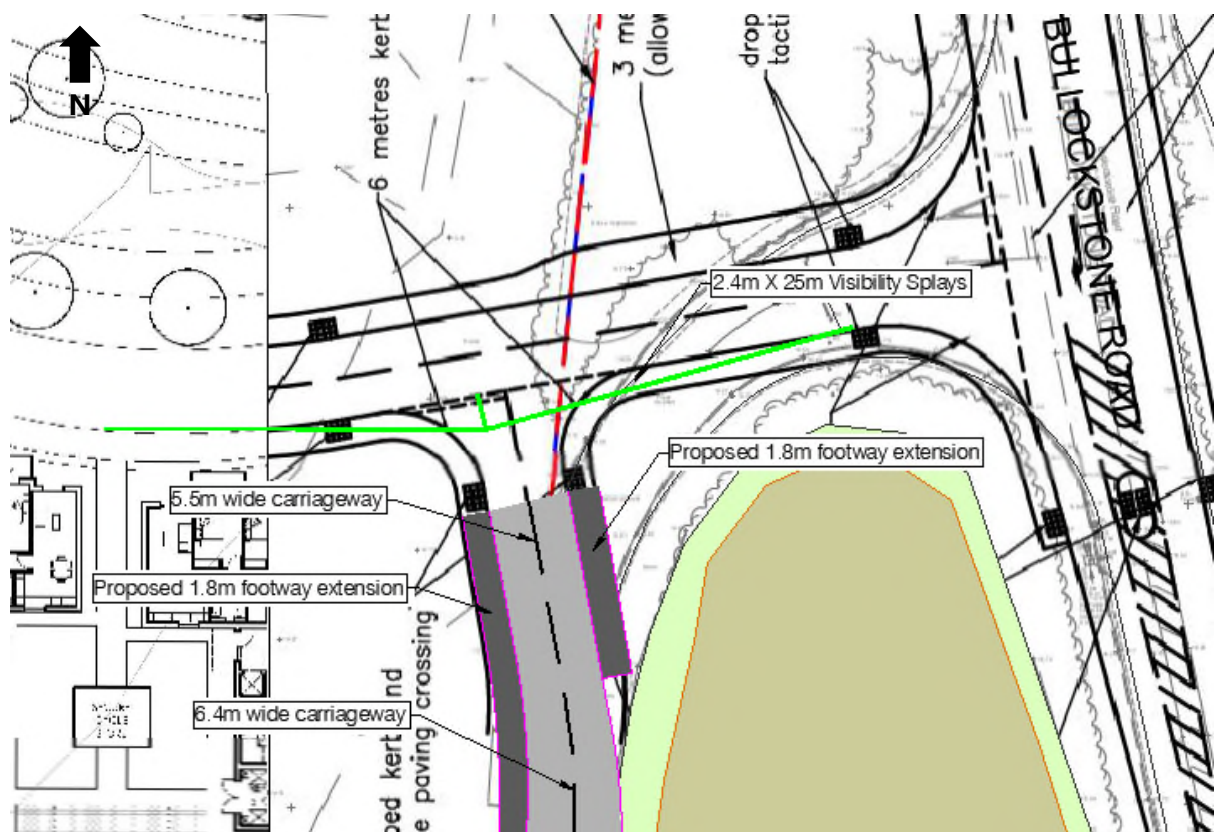


Figure 6: Owl's Hatch Road Internal Junction Tie Ins

- 5.3.6 Visibility at this junction can be achieved at 2.4m x 25m in both directions, as per the requirements outlined in MfS for 20mph roads.
- 5.3.7 The tie ins and potential widening would require cooperation with Stonebond Properties, however, are not considered to impact the permitted junction significantly. The site could also take access with no changes to the current layout.

5.4 Secondary Access

- 5.4.1 As per KDG, developments between 50 to 300 dwellings would preferably have two points of access. This was confirmed also by KCC Highways in their pre-application advice.
- 5.4.2 As discussed, it has been established with Stonebond Properties that they do not want to entertain any late changes in their planning process after being given planning permission.
- 5.4.3 Given the Northwood Development layout, there are limited opportunities to provide a secondary access, even if Stonebond Properties were acceptant of changes.
- 5.4.4 Secondary access could be made:
- Through one of the minor lanes proposed as part of the Northwood Development on the northern side of Owl's Hatch Road, however, this would be restricted to emergency access only and would not be able to accommodate all site traffic.
 - Through the green space proposed as part of the Northwood Development (north of Owl's Hatch Road), however, this would be detrimental to the amount of space available and is unlikely to be supported by Stonebond Properties.
 - An alternative access could be explored onto Bullockstone Road, directly east of Owl's Hatch Road, however, the existing bridge would make this difficult to achieve a suitable access gradient and is unlikely to be supported by CCC and KCC Highways. Modifications in this area would also be extremely expensive and could pose a safety concern given the 40mph speed limit and road crest over the bridge.
 - Depending on the developed Site boundary, emergency access could be taken to the north via Poplar Drive, where a grass verge measuring around 5.5m wide could be acquired and developed. This would require further investigation and agreement with various parties.
- 5.4.5 Overall, secondary or emergency access could not easily be provided without collaboration with Stonebond Properties through the Northwood Development, which is not possible.

6 Summary

6.1.1 PCL has been commissioned by SHP to produce this Note to explore and assess access opportunities to the Site.

6.1.2 To summarise:

- We have considered the pre-application discussions previously received between Caneparo Associates and KCC Highways, noting:
 - The existing TRO on Owl's Hatch Road currently restricts vehicle movements.
 - Subsequent discussions with KCC Highways note that vehicle access on this road could be acceptable given suitable assessment is provided and therefore we conclude that the TRO can be modified to allow vehicle access.
 - Changes to this TRO have been agreed for the Northwood Development, which could be applied to facilitate the Site.
 - Options should be explored to show how the two development sites and their accesses could be delivered together or separately, to ensure they can co-exist or complement one another without jeopardising access for the Northwood site.
 - As noted, it has been established with Stonebond Properties that they do not want to entertain any late changes in their planning process after being given planning permission.
 - This note outlines that access could be made to the Site without jeopardising access for the Northwood site.
- PICADY modelling has demonstrated traffic associated with the Site (400 dwellings) would not be detrimental to the operation of the Owl's Hatch Road and Bullockstone Road priority T-junction, with the junction continuing to operate within acceptable parameters.
- Owl's Hatch Road leading to the site would be designed to KDG standards, providing suitable facilities for vehicles, pedestrians, and cyclists.
 - Given the area to the south of Owl's Hatch Road, retaining features would possibly be required, as identified by KCC Highways.
 - At this stage, we have not been able to determine the requirements for retaining features in this area and would be assessed at the detailed design stage.
 - Access into the site would be developed as the Site is progressed.
- Suitable junction tie ins on Owl's Hatch Road and the Northwood Development could easily be undertaken, however, would require

cooperation with Stonebond Properties. Modifications to facilitate access to the site are not considered to impact the permitted junction significantly.

- As per National Planning Policy Framework Paragraph 115, 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 network would be severe. Based on the assessment so far, the site should be considered suitable for development taking access at the discussed location.
- It is considered that the proposal would not significantly impact the operation of the proposed junction of Owl's Hatch Road/ Bullockstone Road and further assessment of the wider road network may be required with agreement of CCC and KCC.

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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