

TECHNICAL NOTE

LAND OFF TRENLEY DRIVE, CANTERBURY, CT3 4AW

LPA REFERENCE: SLAA381

CANTERBURY CITY COUNCIL REGULATION 19 DRAFT LOCAL PLAN.

**INCLUSION WITHIN THE POLICY
DEVELOPMENT FOR UP TO 9 DWELLINGS**

CLIENT MRS D AND MR T CLARK

LESLIE A BROWN BSc MSc MCIHT CMILT



MAY 2026 (Ver2)

1. INTRODUCTION

- 1.1 This Transport Technical Note (TN) has been prepared to support the allocation of the site for residential development. The development site is off a private street (a public highway) access road off Trenley Drive. The site currently forms part of a 7 acre site to the rear of Rannock, Acadias and Maple Lodge. The three properties are on Stodmarsh Road.
- 1.2 This TS document supports the Planning Statement prepared by the client's planning consultant Lander Planning.
- 1.3 The proposal is to continue to use the access that is used to maintain the land. The road varies in width from approximately 6m in width boundary to boundary from the junction onto Stodmarsh Road but narrows down past the current access to the site. It has a gravel surface with grass verges.
- 1.4 The road/highway extension will be constructed to a standard in the Kent Design Guide so that KCC can agree to its construction. Thereby improving service access to all current dwellings off the highway. Plus provide service access to new development. The highway is a Private Street as per the details in the KCC gazetteer shown below.

STREET NAME	TRENLEY DRIVE
USRN	5605361
TOWN	CANTERBURY
DISTRICT	CANTERBURY
STATUS	PRIVATE STREET (WHOLE ROAD)

- 1.5 . By definition the highway is maintained by the street frontagers.
- 1.5.1 Trenley Drive, A Private Street, connects onto Stodmarsh Road a classified road (C207) a 30mph road. The extract from KCC's gazetteer is shown below.

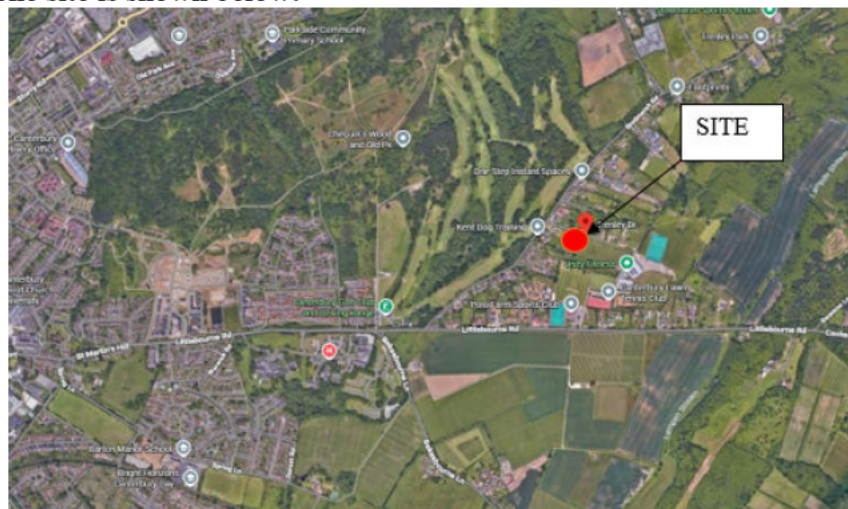
STREET NAME	STODMARSH ROAD (C207)
USRN	5601289
TOWN	CANTERBURY
DISTRICT	CANTERBURY
STATUS	PUBLICLY MAINTAINABLE HIGHWAY (WHOLE ROAD)

- 1.6 Matters concerning access, layout and scale are included in detail as part of this application and are addressed below. Detailed and an illustrative drawing is included, submitted by the Architect, so that it is possible to see how the landscaping and external appearance can be provided in a satisfactory way.
- 1.7 The following has been reviewed, in conjunction with obtaining current photographs of the site:-
1. The local Highway Network, based on KCC's published highway gazetteer.
 2. The PROW network.
 3. The private footpath that abuts the golf course.

4. The access to local services and amenities.
5. Traffic Trip Rate Surveys. Multi-modal surveys in Kent.
6. The Existing Junction – Sight lines.
7. The proposed development.
8. Development Traffic and Impact.
9. Summary and Conclusions.

The Local Highway Network

- 1.8 Means of access to the site from the local highway network is from the South via Littlebourne Road, (A257) a 40mph road, then onto Stodmarsh Road a 30mph road. The site is shown below:-



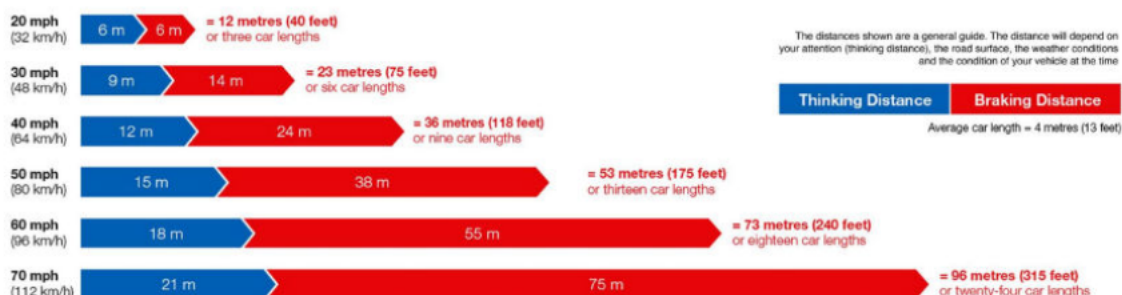
- 1.9 The site plus means of access from Stodmarsh Road is shown below in the site location plan plus local highway network shown in *Appendix 1*, it includes drawing SK01 and SK02.
- 1.10 The sight lines recommendations have come from MfS1 with further research undertaken in MfS2 in respect of a statistical assessment in respect of sight line distances obstructed at junctions/accesses and also the presence of parked vehicles close to accesses. The text associated with MfS 2 is included on SK02.

Table 7.1 Derived SSDs for streets (figures rounded).

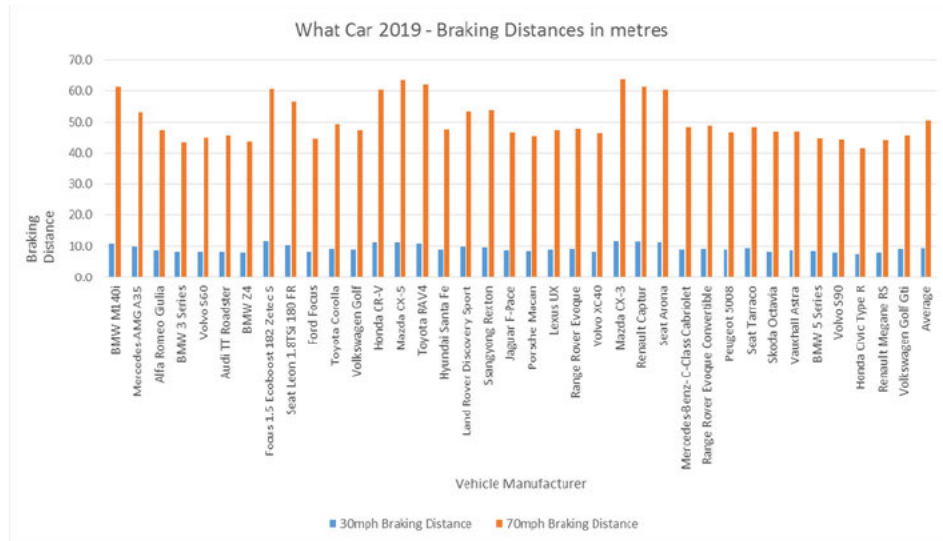
Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48	50	60
	Miles per hour	10	12	15	16	19	20	25	28	30	31	37
SSD (metres)		9	12	15	16	20	22	31	36	40	43	56
SSD adjusted for bonnet length. See 7.6.4		11	14	17	18	23	25	33	39	43	45	59
Additional features will be needed to achieve low speeds												

- 1.11 The recommended sight lines are 43m to the north and south (based on 30mph wet weather speeds. This includes the bonnet length. The sight lines are shown on drawing SK03 in *Appendix 2*. There are also up to date photographs included to show the private street (highway) and Stodmarsh Road.
- 1.12 Using stopping distances set out in the Highway Code thinking distances and braking distances have remained as is for the past 20 years.

Typical Stopping Distances



- 1.13 Stopping distances have been researched by Consultant's as support to guidance in Manual for Streets 2. Further research from What Car Magazine provides stopping distances from 30mph and also 70mph. The 85th percentile is 61m from 70mph which is based on the data below. Based on a vehicle travelling at 30mph stopping distances are at or about 10m or less. This is less than the 14m quoted in the Highway Code. Hence current sight lines are not dangerous.



- 1.14 Although the above interrelated issues affect sites lines; MfS is the current guidance document, plus KCC use the same appropriate guidelines. In summary the current access has sight lines that accord with standards, plus there is a local streetlight nearby that assists road safety during dusk.

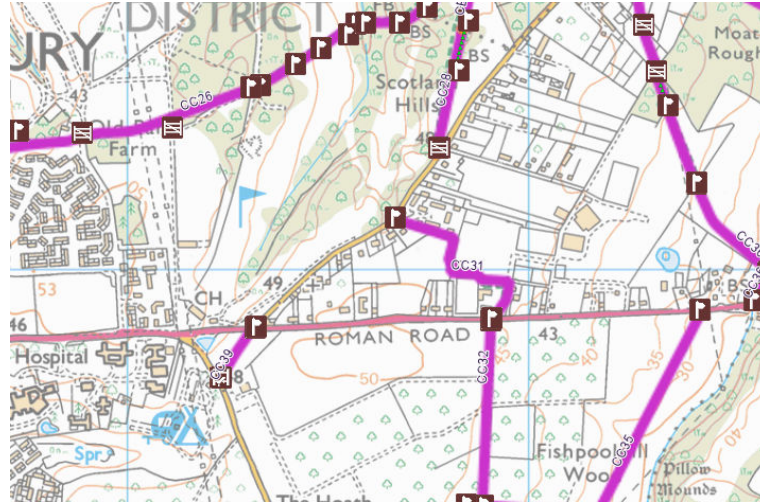
Crash Data

- 1.15 The data has been reviewed from crash map. The map below indicates no incidents over the past 5 years.



Footpath Network

- 1.16 The footpath network is shown below which is an extract from KCC's Public Rights of Way (PROW) mapping.



- 1.17 There is also a private access/footpath on the western side of Stodmarsh Road, that runs from Trenley Drive to the Littlebourne Road. This is shown on SK02.

The Site

- 1.18 The site is approximately 2.7 hectares in size and is generally 94m wide by 280m in depth. The vehicle gated/access connects into the large pasture come garden area.



Photo 1 Looking Into The Site.



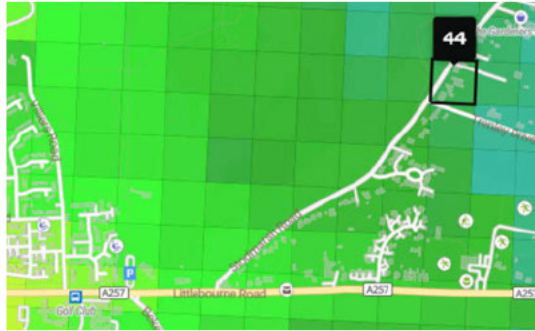
Photo 2 looking towards the access.

Stodmarsh Road – Road Widths

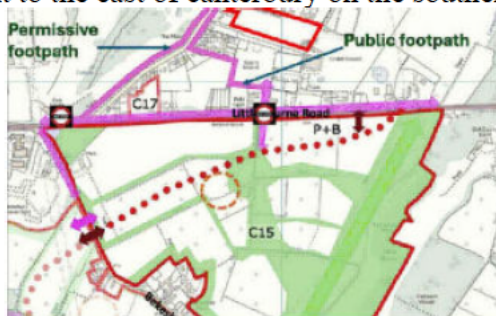
- 1.19 Within 40m on either side of the access junction. The Stodmarsh Road is over 5.5m in width. There are sections that narrow down to 4.1m.

Bus Services

- 1.20 A separate transport submission on behalf of Quinn Estates has dealt with this in detail. Drawing SK01 does show current bus stops on the A257. Using the DfT connectivity web site the accessibility number is 44. The details are shown below.



- 1.21 The above details will change however as CCC has included the area below for future development to the east of canterbury on the southern side of the A257.



STRATEGIC DEVELOPMENT SITE PROPOSED ALLOCATION.

Walking Distance Research – Whyte Young Green PTRC Meeting July 2015

- 1.22 The latest research undertaken by Whyte Young Green, the above consultancy, updates the IHT's guidance published in 2000. They are based on the National Travel Survey where walking is the main mode of travel. The above distances to various services are within the distances referred to below. WYG were taken over in 2019 by Tetra Tech.

	Mean (m)	85 th Percentile (m)
Walk – As main mode of travel		
UK (Excluding London)	1,150	1,950
London	1,000	1,600
Walk to a Bus Stop		
UK (Excluding London)	580	800
London	490	800
Walk to a Railway Station		
UK (Excluding London)	1,010	1,610
London	740	1,290

Multi – Modal Travel Surveys

- 1.23 Traffic multi modal surveys undertaken in March 2018, in Faversham, prior to Covid, to two residential developments, that are accessed off an industrial estate.

The development has a connectivity value is 58, hence the data below is considered to be not dissimilar to likely trip rates to the current site.

- 1.24 The reasons behind using the above data is that a local trip rate has been determined as opposed to a Trip Rate Information Computer (TRICS) analysis that may cover many areas in the UK.
- 1.25 The sites surveyed were Waterside Close and Faversham Reach, monitored over an hour and a quarter on Monday the 5th March. This also included the southern section of the Industrial Estate. The Waterside Close residential units had higher flows compared to Faversham Reach hence the higher flows have been used in this assessment. The data is summarized below:-

Table 1.1 (In the Appendices) – Vehicle & Person Flows – Based on 21 addresses

Peak	In	Out	Total
PERSON			
AM	1	3	4
PM	3	1	4
VEHICLE			
AM	2	9	11
PM	9	2	11

*Note The above numbers in the PM is the AM reversed.

- 1.26 Using the above flows a trip rate for the residential vehicles plus walking trips have been calculated. The table below is the result:-

Table 1.2 (In the Appendices) – Trip Rates per Unit on Survey Site – Residential

Peak	In	Out	Total
PERSON			
AM	0.048	0.143	0.190
PM	0.143	0.048	0.190
VEHICLE			
AM	0.095	0.429	0.524
PM	0.429	0.095	0.524

*Note The above numbers in the PM is the AM reversed.

- 1.27 The above trip rates, are considered to be robust when comparing trip rates used for residential development in the area. These local trip rates are higher than in the centre of Sittingbourne for example. The local surveys in Faversham did not show anyone using bicycles.
- 1.28 Using the Faversham data, which statistically is more reliable, the vehicle flows are 0.381 IN plus 1.714 out in the AM.

2 The Existing Junction onto Stodmarsh Road.

- 2.1 As stated above plus including photographs of the junction or using streetview sight lines accord with standards. In practice they are longer. They are shown in red in drawing SK02:-
- 43m north x 2.4m x 43m south.

Improvements to Sight Lines

- 2.2 Sight lines do not have to be improved.
- 2.3 KCC over many years have upgraded many Private Streets to adoptable roads maintained by the Highway Authority by means of funding from deposits via the Advance Payment Procedure and/or from funding from local owner/residents. The development, if approved and after the building regulations are approved, will require deposits from the landowner. However, if it is made up under a Section 38 or 278 Agreement of the Highways Act 1980 no deposit would be required, only an insurance bond to be retained during the works.

Service Access – Fire Tender Access

- 2.4 Currently the well-maintained access road accords with MfStreets carriageway widths for 2 way flows, plus there are accesses to dwellings that provide a passing opportunity for an HGV plus car. Emergency access is also available as it is wider than 3.1m the details in the Building Regulations and County of Kent Act 1981.

Vehicle Tracking

- 2.5 A vehicle tracking exercise has not been undertaken to show the current access road served by refuse/fire tender vehicles as the road is wider than 3.1m and over 4.1m in width.

Development Approved Nearby

- 2.6 Development at The Mount for housing was approved in the 60's. It was a hospital treating mental health but on closure changed of use and dwellings were approved.

Planning Fallback Position

- 2.7 The planning consultant has highlighted the current fallback position. It has old piggery buildings on site hence had traffic movements associated with animal husbandry. The current buildings could be converted under the PD Regulations. Class Q of the General Permitted Development Order.
- 2.8 The site is therefore not a greenfield site in transportation terms as it has historically generated traffic.

3 The Proposed Development

- 3.1 The proposed development providing up to 9 dwellings has a density of 0.29 units per hectare. The site layout is in *Appendix 3*. The development can provide betterment access wise, part adopted highway and cul-de-sac including a turning head to serve the site.
- 3.2 The residential units will have variable parking layouts. They all have a garage, cycle storage. The design ensures that no on-road parking will occur.

Service Access

- 3.3 The development provides spacious turning facilities to serve the site. The architect's layout shows more than adequate access for refuse freighters over 11m in length. The above details provide an evidence base to assure the highway authority that HGV's can turn on site as the access road is a loop road.
- 3.4 The internal private access road also provides adequate space for smaller service deliveries such as by van and car.
- 3.5 The development therefore provides an extension/conversion of the Private Street, to a highway maintained by the highway authority. This may include a new turning head/loop road that accords with HGV manoeuvres to the site.

4 The Proposed Development Traffic

- 4.1 The development of the site for a mix of housing which will generate vehicle flows is set out below based on 9 dwellings.

**Table 4.1 (In the Appendices)– Vehicle Flows –
& Pedestrian Flows - based on Trip Rates 9 NEW
UNITS**

Peak	In	Out	Total
PERSON			
AM	0	1	2
PM	1	0	2
VEHICLE			
AM	0.855	3.861	4.716
PM	3.861	0.855	4.716

*Note The above numbers in the PM is the AM reversed.

- 4.2 In traffic and pedestrian flow terms the flows are de minimis. The impacts over an hour are so very small. Comparing traffic flows on Stodmarsh Road is likely to be less than 1%.
- 4.3 In conclusion the traffic impacts associated with the development of the site is very low and is de minimis.
- 4.4 KCC Highways would confirm in due course whether a Section 38/278 Agreement would be acceptable to extend the highway to adoptable standards. The alternative may be with or without using the APCP under section 219 of the Highways Act 1980.
- 4.5 Cycle parking in garages, car parking in garages and driveways will accord with local standards. Planning policy has been addressed in the architects/planning consultants' reports and is not repeated here.
- 4.6 However, the development impacts are very low and de minimis as the impacts are not severe. In paragraphs 1156 and 116 of the current Framework (December 2024 NPPF) it states the following: -
- 4.7 The development of the site accords with NPPF in respect of access, design and location. Para 115 is shown below.
115. 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;
 - 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 Code⁴⁶; and
- 4.8 In respect of impact there is no impact, but betterment as the access road over the first section can be bought up to adoptable standards.

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 network, following mitigation, would be severe, taking into account all reasonable future scenarios.
- 4.9 Should any issues be of concern pursuant to its inclusion in the Local Plan a Grampian condition would resolve any outstanding highway issues such as the proposed construction details of the new road. In effect a pre-commencement condition.
- 4.10 Hence, based on the highway and transportation review the inclusion of the site within the Regulation 19 Local Plan should be approved.

5 Previous Transportation Comments by KCC

- 5.1 The inclusion of the site was proposed recently and KCC raised an objection relating to the highway network and sustainability.
- 5.2 We await the formal comments as under Section 100D of the Local Government Act any decision-making process requires the LPA to provide the evidence base as to why KCC have said no. Upon receipt of the objections, we may respond accordingly.

6 Summary and Conclusions

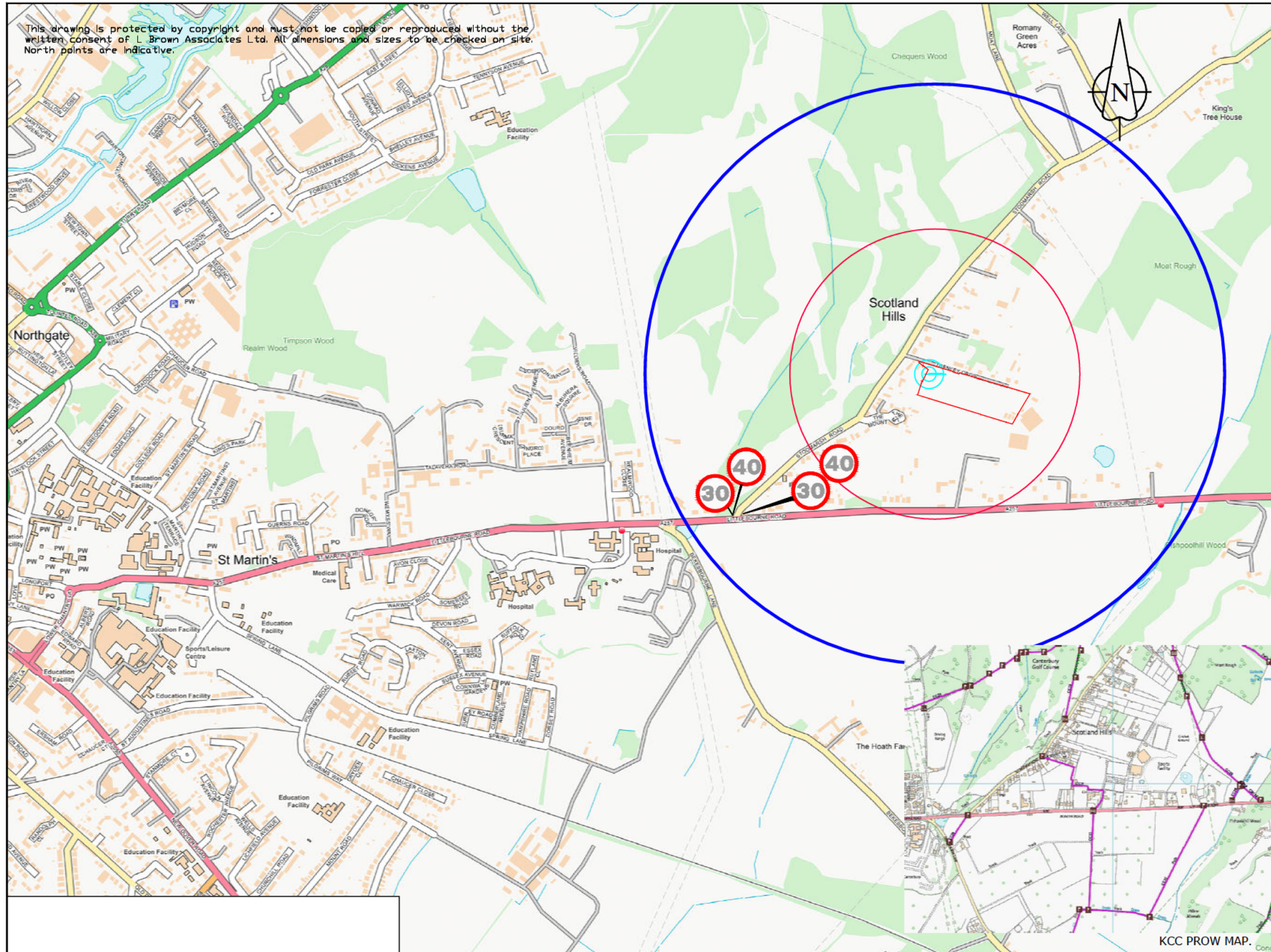
- 6.1 This Transport Statement has been prepared to support development for up to 9 residential units on a brownfield site off Trenley Drive.
- 6.2 Following a review, which included reviews of the site, road designation, a public highway, speed limits and accessibility including:-
- KCC Highway Gazetteer.
 - Strategic Development proposed nearby.
 - The current position as a brownfield site.
 - Development impacts.
 - Betterment by upgrading the private street to a public highway over the first section up to the access.
 - Developments approved nearby.
 - The speed limits and road widths.
- 6.3 The development brings forward a minor scheme and provides ready access for HGV's and waste collection HGV's. The turning head/loop road permits HGV's to access the site and leave in forward gear.

- 6.4 The development impacts associated with the residential is de minimis (less than 1%) hence in Local Plan and Framework terms there are no valid reasons to object to the site's inclusion in the Regulation 19 Local Plan. In Framework terms policy 116 (Transport) the development impacts are low hence the presumption in favour of the development for housing is applicable.

Appendix 1

SK01 Location & SK02 Local Highway Network

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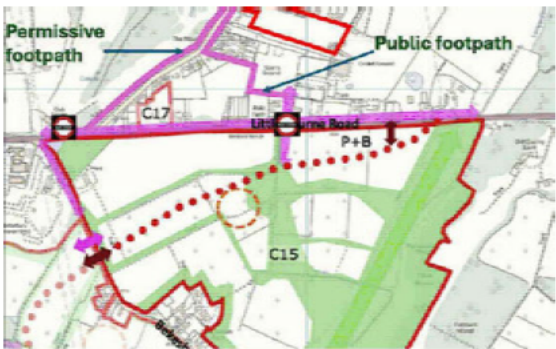
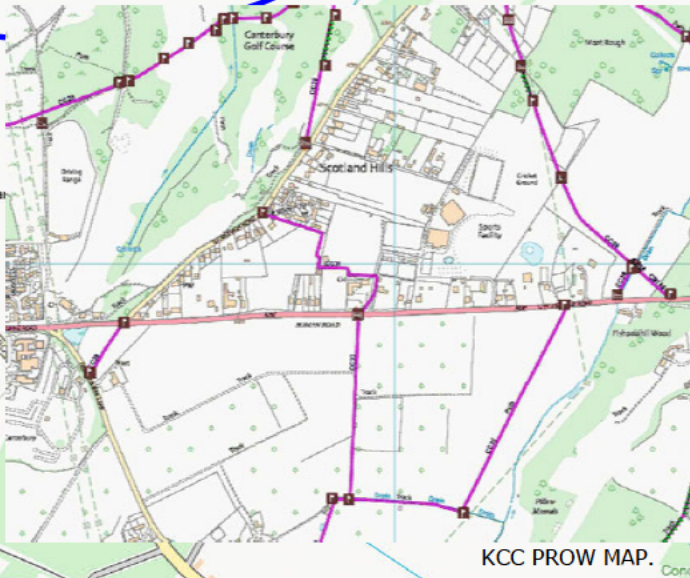


NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.
2. REFER TO PLANNING CONSULTANT'S SUBMISSION.
3. RED AND BLUE LINE BOUNDARIES PLEASE REFER TO PLANNING CONSULTANT'S DRAWINGS. THESE LINES ARE FOR GUIDANCE ONLY.

KEY

-  SITE.
-  PUBLIC RIGHTS OF WAY.
-  PRIVATE RIGHTS OF WAY.
-  BRIDGE.
-  400M WALK DISTANCE.
-  800M WALK DISTANCE.
-  2.5 km CYCE DISTANCE.
-  STATION.
-  BUS STOP.



STRATEGIC DEVELOPMENT
SITE PROPOSED ALLOCATION.

LBA					Drawing Status:		Drg Title	
					INFORMATION		LOCATION PLAN.	
L BROWN ASSOCIATES LTD					Client		Mr CLARK	
DEVELOPMENT PLANNING, HIGHWAY AND TRANSPORTATION ENGINEERS 34 Fallowfield, Chatham, Kent, ME5 0DX Telephone 01634 301082.					Project		TRENLEY DRIVE, CANTERBURY, CT3 4AW	
					Drawn/Design		LAB	
					Checked		LAB	
					Approved		LAB	
					Date		02.05.2026	
					Scales		Drg No.	
					NTS @ A3		1521 - SK01	
					Rev			

Manual for Streets 2
10.7_ Obstacles To Visibility

10.7.1 **Parking** in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some

10.7.2 The impact of other obstacles, such as street trees and street lighting columns, should be assessed in terms of their impact on the overall envelope of visibility. In general, occasional obstacles to visibility that are not large enough to fully obscure a whole vehicle or a pedestrian,

- NOTES
- 1. Based on measurements taken from on site.
 - 2. All signs and lines accord with the 'traffic signs manual'.
 - 3. All geometry calculated from on-site measurements, topographical survey and ordnance survey mapping.

Feature Information

Path Details

Code: 0316/CC28/1
Parish: Canterbury - NCP
Status: Public Footpath
Length: 320m

Feature Information

Code: 0316/CC31/1
Parish: Canterbury - NCP
Status: Public Footpath
Length: 511m

Code: 0316/131
Type: Fingerprint/Metal - Metal Finger (Fingerpost)

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20 0 20 40 60 80 100
DRAWING SCALE REFERENCE (m)
@1:2000

LOCATION PLAN 1:1000

NOTES

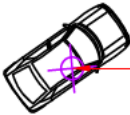
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2. REFER TO PLANNING CONSULTANT'S SUBMISSION & ARCHITECT'S LAYOUT PLAN.
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KEY



SITE.

X distance based on X distance 2.4m. Y distance 1m off the kerbface.



Position of driver in vehicle

Sight line 43m south west x 2.4m X 43m north east.



Public rights of way. ZR 547



Private rights of way.



Proposed access to site.



Existing x- over driveway



Some provision on site for turning facilities.

Speed	Kilometres per hour	16	20	24	25	30	32	40	45	48
		10	12	15	16	19	20	25	28	30
SSD (metres)		9	12	15	16	20	22	31	36	40
SSD adjusted for bonnet length. See 7.5.4		11	14	17	18	23	25	33	39	43



Lamp Column.



Photographs.

10.5.3 The Y distance represents the distance that a driver who is about to exit from the minor arm can see to the left and right along the main alignment. For simplicity it has previously been measured along the nearside kerb line of the main arm, although vehicles will normally be travelling at a distance from the kerb line. Therefore a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track. The

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Drawing Status:

INFORMATION

Client

Mr CLARK

Project

TRENLEY DRIVE, CANTERBURY, CT3 4AW.

Drg Title

HIGHWAY NETWORK.

Drawn/Design

LAB

Checked

LAB

Approved

LAB

Date

02/05/2026

Scales

1:2000 @ A3

Drg No.

1521 - SK02

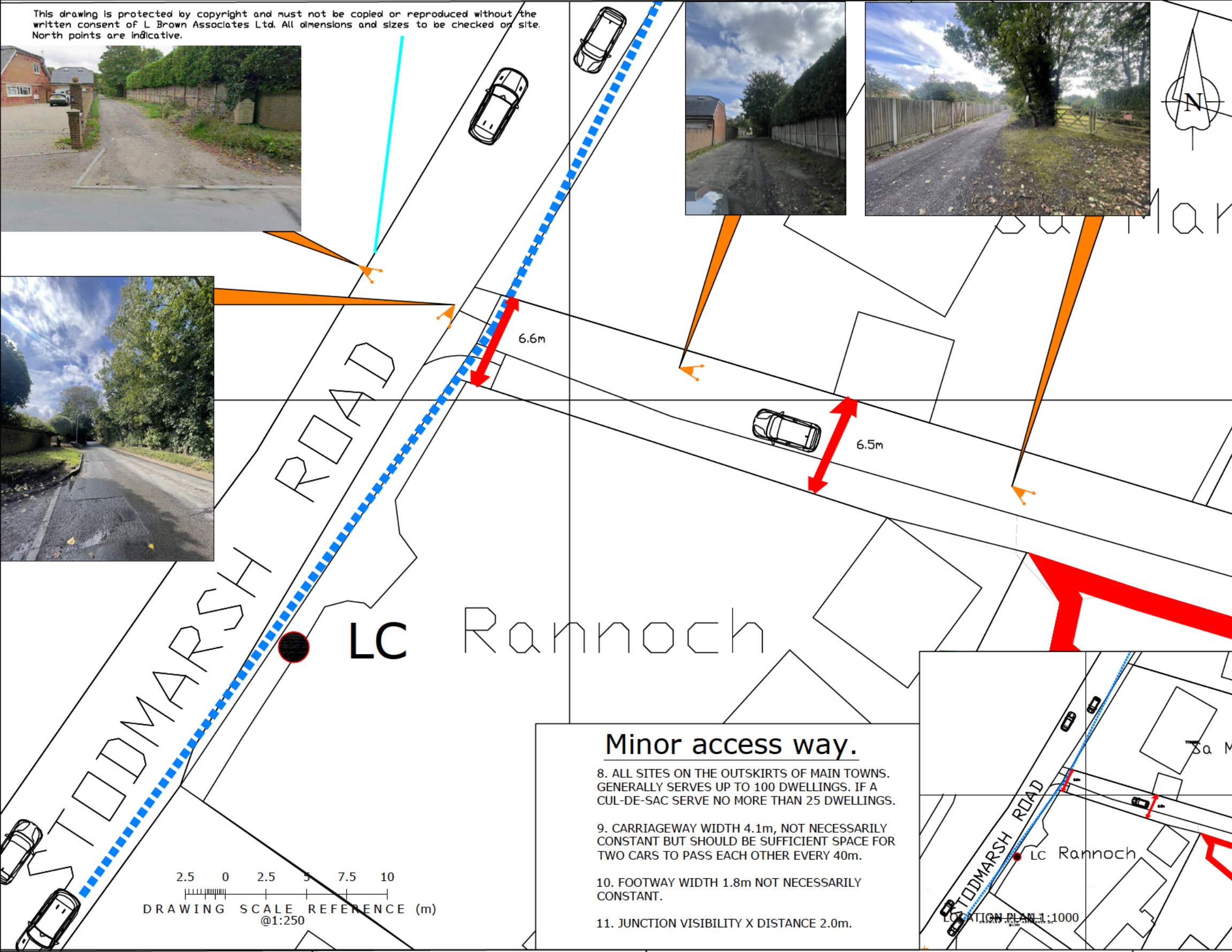
Rev

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Rev	Date	Description	Made	Ckd
A				

Appendix 2

Local Access – SK03



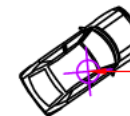
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4. THE ROAD IS A PUBLIC HIGHWAY A PRIVATE STREET, SET OUT IN KCC'S HIGHWAY GAZETTEER. IT IS MAINTAINED BY THE ROAD FRONAGERS.

KEY

SITE.

X distance based on X distance 2.4m. Y distance 1m off the kerf face.



Position of driver in vehicle

Sight line 43m south west x 2.4m X 43m north east.



Public rights of way.



Private rights of way.



Proposed access to site.



Existing x- over driveway



Some provision on site for turning facilities.

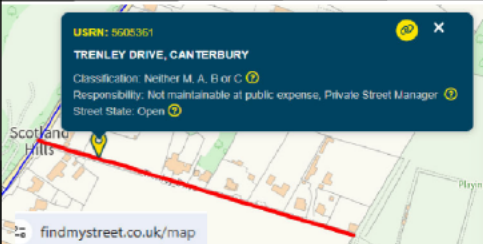
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LC Lamp Column.



Photographs.

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Rev	Date	Description	Made	Ckd
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LBA

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Drawing Status:

INFORMATION

Client

Mr CLARK

Project

TRENLEY DRIVE, CANTERBURY, CT3 4AW.

Drg Title

HIGHWAY ACCESS.

Drawn/Design
LAB

Checked
LAB

Approved
LAB

Date
05/05/2026

Scales

1:250 @ A3

Drg No.

1521 - SK03

Rev

.

Appendix 3
Architect's Layout

