

Policy W4 – Land at Brooklands Farm

Introduction

1. These representations have been prepared by Nexus Planning (ID: WR213), on behalf of Hallam Land Management (“HLM”), who is promoting the Land at Brooklands Farm (“the Site”) (SLAA ref: SLAA104) which is allocated for a residential-led mixed use development at Policy W4 of the draft Canterbury District Local Plan (2042/43)(March 2026) (Regulation 19). The proposals at the Site will deliver a highly sustainable development on the edge of one of the most sustainable settlements in the District.
2. The Site was included as a draft allocation (Policy W4) in the previous draft Canterbury District Local Plan to 2040, which was consulted upon in 2024, as well as the Canterbury District Local Plan Focused Consultation, which took place in September – October 2025.
3. An outline planning application of the Site was submitted and validated on 2 May 2025 (ref. CA/25/00779) aligning with Policy W4. The application is currently under consideration with responses from technical consultees and third parties being considered at the time of writing. The application demonstrates that this strategic site is deliverable and viable, and that the allocation is sound.
4. The description of development is as follows and the proposed development aligns with the emerging draft allocation policy:

“Outline application with all matters reserved apart from principal access from South Street and Chestfield Road for a mixed use development of up to 1350 dwellings, including older persons housing (Classes C2 and C3); a mixed use Local Centre comprising of retail, commercial, office, health, community uses and a mobility hub (Use Classes E and F); a primary school and a SEND school, business/employment space (Use Classes B2, B8 and E(g)); open space and associated works including landscaping, drainage infrastructure, engineering operations, open space, roads, pedestrian and cycle routes; and new A299 east off / east on slip roads to the south of Chestfield.”
5. Draft Policy W4 continues to allocate the Site, which is being promoted by HLM, for a comprehensive mixed use development, to include:
 - a. Approximately 1400 new dwellings, including affordable, older persons, accessible and self-build housing;
 - b. A community hub to include a local centre, business space and mobility hub;
 - c. New two FE primary school;
 - d. SEND school;
 - e. Local shopping and community uses; and
 - f. On-site open space.
6. The Site provides a substantial proportion of the social and transport infrastructure, and the economic uses to support growth and therefore forms a key part of the South Whitstable Strategic Development Area (“SDA”), integral to future growth at Whitstable and neighbouring coastal towns.
7. HLM supports the Plan’s continued draft allocation of the SDA, as outlined within Policy W4; as well as the development spatial strategy (Policy SS3) in so far as identifying Whitstable as the secondary focus for development in the District (SS3(3)) after Canterbury City itself, having regard to the important role the coastal settlements play in the District.

8. HLM continues to support the draft allocation (Policy W4) and it is evident that the Council consider the Site to be a key and integral part of the emerging spatial, development (Policy SS3), economic (Policy SS4), movement and transportation (Policy SS5) and infrastructure (Policy SS6) strategies for growth in the District.

Approach to the Representations

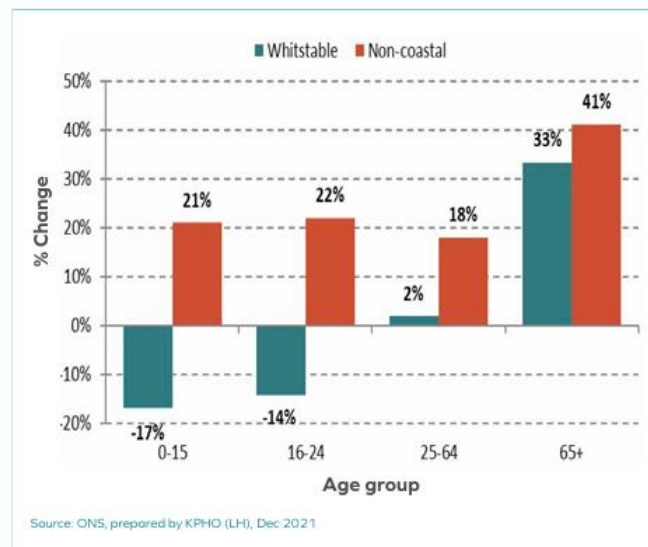
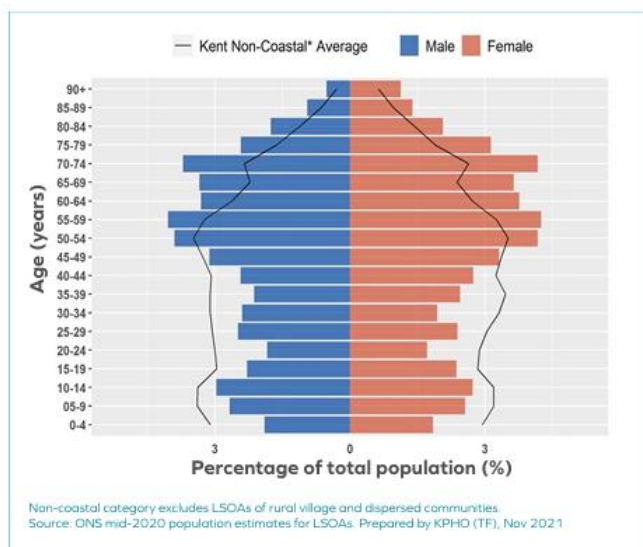
9. The Framework states, at paragraph 36, the tests of soundness that Local Plan and Spatial Development Strategies are examined against, as follows, with the Consultation Plan being considered in the light of these tests:
 - a. Positively prepared: providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;
 - b. Justified: an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;
 - c. Effective: deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and
 - d. Consistent with national policy: enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant."
10. These representations respond to key parts of the Consultation, highlighting the specific policy, paragraph, or supporting evidence document being addressed. HLM has also submitted standalone representations on Policies SS2, DS13, DS15 and DS25.

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11. Brooklands Farm is located on the edge of Whitstable, one of the most sustainable settlements in the District (alongside Canterbury and Herne Bay). The allocation of the Site can provide significant economic, social and environmental benefits to the area, including a spectrum of housing to create a balanced and sustainable community; infrastructure delivery including new schools, employment land, community facilities, transport connections / improvements and highways slips; new public open space; and green and blue infrastructure.
12. This is demonstrated through the submitted outline planning application, which is supported by a wealth of technical evidence and addresses the emerging policy.
13. HLM fully support the strategy in that the south of Whitstable can support the strategic growth to meet identified needs.
14. The Plan recognises the importance of promoting and progressing its coastal towns, and identifies the significant potential Whitstable has to unlock and stimulate economic growth. The delivery of housing, employment land and community infrastructure at the Site, on the edge of Whitstable, will play a significant role in facilitating this economic growth.
15. Additionally, the Indices of Multiple Deprivation (IoMD) (2025) confirms there are pockets of deprivation within Whitstable and other coastal and rural areas that are amongst the 50% most deprived neighbourhoods in England, with some within the 25% most deprived areas for crime and 30% most deprived against barriers to accessing housing and services. In view of this, growth to support regeneration should continue to be a focus at Whitstable. The overall measurement of deprivation for the 2019 Indices and the nine sub-domains of

deprivation showed a worsening trend from the 2015 Indices, particularly against the 'Crime Domain' and the 'Barriers to Housing and Services' Domain. Growth at Whitstable, as proposed by the spatial strategy, can help to prevent the settlement's continued decline against the IoMD domain indicators.

16. The Kent County Council Health and Wellbeing of Coastal Community in Kent (2021)¹ report confirms that Whitstable has an older population than the average Kent non-coastal areas and the greatest population growth was in the 65+ age group, with declining 0-24 population, as shown in the tables below.



17. The Canterbury Housing Needs Assessment (2025) identifies a significant increase in the population aged 75+ in the District, and in 2024, it was estimated that 61.5% of the District's population was aged 16 to 64 (working age), however, only 52.8% of Whitstable's population was aged 18-64. Between 2011 to 2019, the District's working age population has reduced from 65% (of the total population), whereas the proportion of working age population at Whitstable declined from 59% in 2011 to 57% in 2019. Conversely, it noted that the proportion of Whitstable's population aged 65+ has started to steadily increase over the same period (24% in 2011 to 30.5% in 2024). At the District level the proportion of population aged 65+ has increased from 19% in 2011 to 22.3% in 2024. The demographic structure of Whitstable is therefore becoming increasingly older.
18. As a result, the demographic structure of Whitstable is becoming increasingly older and socio-demographic issues increase, including increasing capacities. Therefore, the draft Local Plan has an opportunity to rebalance this trend and to maintain the settlement's status as a key urban area within the hierarchy.
19. Given the above, it is demonstrable that in order to achieve a balanced approach to growth that secures a range of economic, social and environmental benefits across the District, significant additional allocations will need to be made at Whitstable as part of any Plan.
20. Furthermore, urban extensions on greenfield sites are required at Whitstable that have the capacity to accommodate meaningful growth, green infrastructure and importantly a range of services and facilities on site. These sites would also provide greater opportunities to accommodate the specific housing needs of Whitstable, noting that brownfield sites are likely to be more suitable for higher density development and therefore smaller 1 and 2 bedroom units, which would not address the needs of new and existing families.
21. Taking this into account, the land being promoted by HLM at Brooklands Farm, Whitstable represents a wholly logical urban extension to the settlement that could accommodate approximately 1,350 dwellings, including a significant proportion of 3 and 4 bedroom family homes, substantial green infrastructure (including public open

¹ [Kent County Council Annual Public Health Report 2021](#)

space, sports pitches and play areas), a 2FE primary school, SEND and local centres that include community facilities.

22. We therefore support Policy W4 in general through the allocation for a comprehensive mixed use development. HLM's representations to the 2024 Regulation Plan and 2025 Focused Consultation Plan make key observations on the draft policy and we do not repeat those points below.
23. We do however make the following key observations on Policy W4.

The Housing Trajectory

24. The Council's Housing Trajectory, as set out in the Meeting Development Needs Topic Paper (2026) indicates the anticipated first year of completions for the development would be in 2030/31, with delivery phased over an 11-year period (Table G.1: Strategic and Housing Allocations). However, for the reasons set out below we do not consider this to be accurate.
25. HLM submitted an outline planning application in May 2025 (Validated 2 May 2025), in order to support the Plan through Examination and demonstrate the developability of Brooklands Farm (Policy W4). As such, the following trajectory is anticipated:
 - a. Submission of Outline planning application, Validated - 2 May 2025;
 - b. Determination of Outline planning application – late 2026 on submission of the Local Plan for examination;
 - c. Submission of the first Reserved Matters Application and discharge of pre-commencement conditions –mid 2027;
 - d. Preliminary works on Site – late 2027;
 - e. First housing completions – late 2028;
 - f. Development completed – late 2038.
26. As set out above and at section 4.21 in the submitted Flood Risk Sequential Test (appended to the Planning Statement), we consider the Site to be capable of delivering housing from 2028 onwards, thereby contributing positively to the Council's five-year housing land supply.
27. Subject to an earlier delivery of homes, HLM does agree with the anticipated build out rate per year as set out in Table G.1.

Allocation Criteria

1. Development Mix

1(a) – Quantum of development

28. The submitted outline planning application on the Site is for up to 1,350 homes, including affordable, older persons and accessible housing, and is therefore entirely consistent with the Policy, which requires the development to provide approximately 1,400 homes.

1(b) – Non-residential development

29. Parts 1(b)(i) and (v) of Policy W4 set out the requirements for the community uses / local centre facilities across the Site, with a community hub on the western part of the Site as a focal area for the community, to contain – a local centre comprising commercial (understood to be for smaller operators that you would typically find on a

high-street, such as a hairdressers, vets, café, etc.), shopping and community uses, business space and mobility hub; and the eastern side to provide local shopping and community uses to meet local needs.

30. HLM fully supports the requirement to provide community facilities and local centres to ensure a sustainable development with high quality facilities in close proximity to their homes and in order to establish placemaking and a strong sense of place for the future residents. However, these must be located appropriately to maximise their associated benefits, avoid competition and ensure functionality and vitality for its lifetime.
31. As mentioned in our previous representations, the policy is considered to be overly prescriptive regarding the location and type of development within the hubs and the quantum in each. The Indicative Concept Masterplan provided within the policy has been updated since the 2024 Regulation 18b consultation and has removed the eastern community hub location with a sole Commercial and Community hub on the western side only. Part 1(b)(v) of the policy has not been updated accordingly. Additionally, the masterplan is illustrative, whereas the policy is more prescriptive. HLM consider the policy should be amended to allow flexibility and choice.
32. The submitted application sets out how the Proposed Development has been subject to extensive pre-application discussions and a Design Review Panel (DRP), which has confirmed the suitability of a single local centre in order to ensure long-term vitality. The Proposed Development, therefore, includes the provision of a single new community hub within the western part of the Site, containing a mobility hub, commercial and community space, alongside flexible business / employment space. Additionally, 3000sqm (footprint) of business space is proposed to the southeast of the Site within a standalone employment area. The overall quantum of non-residential commercial floorspace remains consistent with the requirements of Policy W4.
33. Part 1 (b)(ii) of the Policy W4, requires the provision of an on-site two FE primary school to meet the needs of the development itself and a SEND school to meet the wider county needs, which would both be 2.05ha in size. As such, the submitted planning application demonstrates that the Proposed Development will provide a new 2FE primary school and a SEND school, however, other developments in the District will need to make proportionate financial contributions towards land and build costs, where need arises beyond that of the development itself.
34. Additionally, paragraph 5.6.4 of the Kent County Council Developer Contributions Guide ² states:

"the value of the land will normally be based on its existing or alternative use value where there is no realistic prospect of development, or the site has been allocated in the development plan. If the site could realistically have been given residential permission but for the need to facilitate the provision of the infrastructure to meet the needs of other development sites, it would normally be valued at residential land value."
35. The outline planning application for the Site is for up to 1,350, which is 50 dwellings less than the emerging policy allocation (1,400 homes). Given the pressing needs for housing in the District, HLM consider that if the schools were not delivered on site (with the SEND school being a county wide requirement), there is a realistic prospect the land would have come forward for residential use. Therefore, based on the County Council's guidance, HLM consider the alternative land use value for the schools land should be valued at residential land value.

1(c) – Open Space

36. Part 1 (c) of the Policy requires the delivery of open space in line with Policy DS28, and the outdoor sports provision should include a new cricket pitch and facilities for Chestfield Cricket Club. The application has been prepared in collaboration with the Council and local community and demonstrates that the Proposed Development will provide the following:
 - One full-size cricket pitch with six wickets – complementing Chestfield Cricket Club.

² [Developer-Contributions-Guide.pdf](#)

- One senior football pitch and one 9v9 football pitch for youth and adult play.
- Two mini soccer 7v7 pitches and three mini soccer 5v5 pitches supporting grassroots football.
- Two tennis/netball courts - providing flexible multi-use game spaces.
- Four boules courts - catering to a wide range of users.
- One pickleball court - supporting this growing sport within the community.

2. Design and Layout

37. The Proposed Development, as submitted, complies with all parts of the emerging policy regarding design and layout, including provision of a landscaped buffer to the nearby listed buildings (criterion g.), mitigation of noise impacts from the A299 (criterion h.) and locating development wholly outside of Flood Zones 2 and 3. In this respect, no objections have been raised by the Council's Heritage Officer, Environmental Health Officer, the Environment Agency or the Lead Local Flood Authority.

3. Landscape and Green Infrastructure

3(b) – Golden Plover

38. Policy W4 requires the green and blue infrastructure strategy to assess the site's potential to be functionally linked land in line with DS20. However, it is unclear for which species, but Policy W4 3.(c) of the Regulation 18b Consultation Plan specifically stated for golden plover. Policy DS20 (Habitats of International Importance) criterion 6, includes provisions to determine whether there is the potential for a site to be functionally linked land with an SPA, SAC and/or RAMSAR and assess the potential value of the site.
39. The Shadow Habitat Regulations Assessment that accompanies the application demonstrates that the requirement to assess the Site's potential for golden plover has been undertaken and the development of the Site would have a negligible impact. Therefore, the policy wording is now superfluous, and it is recommended that the Part 3(c) is omitted accordingly.

4. Access and Transportation

4a(i) Walking and cycling upgrades to CW21 and CW38; 4a(iii) Walking and cycling connections to Site 12 in Policy CF1; and 4a(v) Walking and cycling connections to Herne Bay via A2990 Thanet Way and downgrading Molehill Road to a green lane

40. Parts 4a(i), 4a(iii) and 4a(v) all require upgrades to walking and cycle connections to the CW21 and CW27, Site 12 in Policy CF1 and to Herne Bay respectively. These policy requirements are very broad in description at this stage, without detailed justification. Given the likely on-going nature of such discussions through the planning application, the policy could be modified to refer to upgrades as detailed in separate documents, such as the Council's IDP.
41. Nevertheless, the planning application demonstrates how the Proposed Development will:
- Enhance walking and cycling connections to Chestfield and the Crab and Crinkle Way through improvements to the CW21 which continues through the Site. Improvements to PRoW could be achieved but are not proposed to be upgraded as it crosses third party land.
 - Deliver a cycle crossing at the junction between Millstrood Road and Thanet Way to improvement connections between the Site and Site 12.

4(a)(ii) New and improved cycle connection to Whitstable via the Crab and Winkle Way

42. HLM fully support the requirements to deliver appropriate enhancements to cycle and pedestrian improvement networks noting the potential associated benefits for existing and future residents. HLM will be delivering improvements to the connections to the Crab and Winkle Way and other walking and cycling routes in Whitstable. This will provide a direct route from the Site to Whitstable Train Station and other connecting routes to the high street and the seafront. Enhancements to the route, as a whole, would be more beneficial than the delivery of a new bridge to Harbour Street, as envisaged by the Policy, which will only save circa 1 minute in travel time.
43. HLM have identified potential active travel improvements at the following locations:
 - a. Millstrood / South Street – dropped kerb and tactile paving
 - b. Junction at Millstrood / Bellevue – removal of guard rails and dropped kerb
 - c. Virginia Road / South Street - dropped kerb
 - d. Ham Shades Lane – dropped kerb and tactile paving
 - e. Church Street – dropped kerb and tactile paving
 - f. Clover Rise / Grasmere Road – dropped kerb
 - g. Richmond Road – dropped kerb and tactile paving
 - h. Ridgeway PRow – CIL funded upgrade
 - i. 143 Chestfield Road – dropped kerb and tactile paving
 - j. Radfall Recreational Ground – dropped kerb and tactile paving
 - k. Chestfield / Molehill – dropped kerb and tactile paving
 - l. Chestfield Barn – dropped kerb and tactile paving
 - m. 66 Chestfield Road – dropped kerb and tactile paving
 - n. Chestfield and Swalecliffe Station – new station cycle parking bays
44. However, HLM do not consider it is necessary to provide improvements in locations further away from the Site, where there is no robust justification. Specifically in reference to the pedestrian and cycle bridge from Old Bridge Road to Teynham Road and then off road to the harbour. The Infrastructure Delivery Plan indicates an estimated cost of £3.5m (Council's estimate) to complete the Crab and Winkle Way that is linked to Policy W4, however, there is not robust evidence of the need generated from Policy W4, the costs and why other developments in the area could not fund the works. The requirement for the development to complete the bridge has not been justified, and is not considered to be necessary to make the development acceptable in planning terms or directly related to the development and therefore do not meet the CIL Regulation 122 tests.
45. Brookbanks, on behalf of HLM, has reviewed the requirements for the Bridge (Appendix 1) and do not consider it to provide any material benefits. There are alternative railway crossing points in close proximity that provide a similar travel time (approximate 1-minute longer) to the harbour to that which would be provided through the erection of the Bridge.
46. Furthermore, any residents from the development making cycling and walking trips along the Crab and Winkle Way will have reached destinations (such as the secondary school, Whitstable rail station and places of work)

prior to reaching and needing to travel over the railway line, with few users needing to make trips to the town centre or to the harbour for their every day to day needs. As such, any travels beyond the railway line would likely be for leisure and infrequent, which is not considered to be proportionate to justify a new bridge or new off-road cycle routes. The Site provides a new bus route as a means of sustainable public transport to access amenities at a further distance such as Whitstable Town Centre.

47. Evidence is available demonstrating that the bridge has been in the pipeline for a long period of time, having received planning permission in 2006 but not delivered, which is clearly well-ahead of land at Brooklands Farm coming forward for development.
48. As such, HLM do not consider the new pedestrian and cycle bridge is required to make the development of Brooklands Farm acceptable.

5. Phasing and delivery

49. Part 5 of the allocation sets out the timing triggers for the delivery of on-site infrastructure. The Council anticipates the first completions to occur in 2030/31. Based on HLM's delivery trajectory outlined in above, it is evident that the development could deliver first completions earlier, with Q4 2028 representing a more realistic and achievable timeframe.
50. In light of this accelerated trajectory, it is important that infrastructure triggers, such as the timing of land transfer for the primary and SEND schools, are aligned with the actual phasing of development, as well as road construction and service provision. The current policy drafting is considered to be too precise and prescriptive and results in unnecessary potential conflict given that HLM is actively working with officers through the planning application process to establish appropriate infrastructure phasing. These triggers should reflect both the technical work undertaken and the evolving delivery programme, ensuring that obligations are proportionate and responsive to the pace of development.
51. Furthermore, it is considered that any planning permission issued would include a legal agreement and phasing condition to secure the triggers for the delivery of key on-site infrastructure.

5a – New access from the A299

52. HLM support the principle of delivering new access from the A299.
53. However, the Council's estimates show that the cost of the slip roads would be in the region of £20 million, a significant contribution for any scheme.
54. HLM understand that the slip roads are expected to be funded through proportionate contributions made from other developments in the local area, including Policy W5 (Land south of Thanet Way). Part 4(e) of the Regulation 18 consultation Local Plan, which required proportionate contributions to be made, however, this requirement has been omitted in the Regulation 19 Plan as the planning application for Policy W5 (Land South of Old Thanet Way (ref. CA/23/00379)) has been granted permission and does not include a contribution. As such, it does not appear that other developments are providing these contributions and HLM is concerned that the funding will rest solely in their hands.
55. Given the location of other new development sites in the area, their proximity and potential reliance on improved access infrastructure, HLM consider it reasonable that these allocations should also be required to make proportionate financial contributions toward the delivery of the slip roads.
56. In regard to the trigger for the delivery of the slip roads, the Policy requires these are provided at an early stage of the development, and in any case, prior to occupation of 50% of the total dwellings. Modelling undertaken by Brookbanks shows that the impact on the capacity highway network would not reach severe until circa 75% of the development is occupied (see paragraph 2.1.35 of the Brookbanks Technical Note 10709 15 Rv 2 submitted to the outline planning application in December 2025). HLM is not aware that the current policy trigger is

underpinned by clear evidence or that the Council has evidence to the contrary of that provided by HLM and therefore the trigger is not sound but in any event it is too prescriptive.

57. HLM suggest that the trigger is not defined in the policy but agreed through the planning application process, based on more detailed and robust evidence and secured through the Section 106 Agreement. Without this change, there is the distinct possibility an unnecessary conflict arises with this aspect of the policy, only to be justified by more update to date and detailed evidence at the time.

5(b) - The local centre to be delivered prior to occupation of 25% of the total dwellings. The eastern local centre shall be provided prior to the occupation of 80% of the total dwellings.

58. Notwithstanding the comments earlier regarding the requirements of the western and eastern community / local centre facilities, as has been demonstrated through various pre-application meetings, the Design Review Panel and the planning application, there is only one local centre proposed to be delivered. HLM is open to early delivery of the infrastructure, however, the policy must be worded with flexibility to ensure provision of the local centre is viable through sufficient footfall and attractive to end users, and not too early in the development. To this end, the Council's Development Management Officers have agreed for the marketing of the local centre by the occupation of 50% of the development, which will be secured through the Section 106 Agreement.
59. The policy should therefore be amended to reflect this.

5(c) – The business space should be provided as fully serviced land prior to the occupation of 50% of the total dwellings

60. The planning application demonstrates the majority of the proposed business space (3,000sqm of the 4,000sqm) would be located in the south-eastern part of the Site adjacent to the proposed A299 slips roads, with flexible working space proposed within the local centre (1,000sqm). It is envisaged that this standalone business space part of the development would be delivered at the later point of the build-out of the scheme to ensure it is necessary at the point of delivery, and due to servicing availability (which is proposed to be provided from the north-western part of the Site before moving into the north-eastern parcels).
61. In order to offer flexibility, the policy must be worded such that the trigger for delivery of the serviced parcel takes place at a time that is agreed and secured through the course of the planning application process.

5(d) – The primary school site and the SEND school site must be transferred prior to the occupation of 100 dwellings

62. HLM's previous representations identified there is capacity in the existing primary schools in the area and this is supported by the KCC Development Contributions consultation response to the planning application (dated September 2025) confirming "the education capacity assessment indicates sufficient primary school places within the planning group to accommodate the projected uplift in pupils from this development".
63. As such, providing the schools at an early stage is not considered to be necessary at this stage but plainly this is not something that remains static. HLM therefore acknowledge the additional wording included in the policy, which allows for the school to be transferred either prior to the occupation of 100 dwellings or as otherwise agreed (note: this tailpiece should be added to all triggers set out in the phasing and delivery sub-section of the Policy).
64. To this end, HLM has discussed the transfer of the school land with KCC as the Education Authority. KCC has confirmed that they would want to call the land to be transferred from the occupation of the 500th dwelling. HLM is happy to agree to such a trigger with KCC Education through the planning application, and it shall be secured through the Section 106 Agreement.

Proposed Changes

65. Noting all the above, we propose the following changes to Policy W4:

66. **Modification:** Policy W4 1(b)(v) should be amended as follows so that the provision of local centre and community facilities is not fixed on the eastern part of the Site:

Provision of local shopping and community facilities to meet local needs ~~on the eastern part of the site~~; and

67. **Modification:** Policy W4 3(b) should be omitted as the evidence provided within the planning application has demonstrated the Site is not functionally linked land and therefore the Policy is superfluous.
68. **Modification:** The triggers for delivery of on-site infrastructure, set out in part 5 (Phasing and Delivery), should be amended so that they are agreed through the planning application to ensure sufficient flexibility is built into the policy.
69. Without these changes, Policy W4 would not be justified as not all aspect of the policy are based upon an appropriate strategy and accordingly is unsound, having regard to paragraph 36 of the NPPF.

Appendix 1 – Brooklands Farm Accessibility Review

Brooklands Farm

Whitstable

Accessibility Review

Hallam Land Management

Document Control Sheet

Document Title Accessibility Review
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1 Introduction

- 1.1** Brookbanks is commissioned by Hallam Land Management to provide a sustainability appraisal for the land situated to the north and south of South Street, Whitstable, Kent, known as Brooklands Farm (referred to as 'the Site' in this report) which is being promoted through the emerging Canterbury Local Plan for a residential-led development.
- 1.2** Previously, Brookbanks completed several preliminary highway network reviews which considered the potential impact within the local road network. This was carried out in conjunction with Kent County Council and utilised the area wide traffic model. This demonstrated that the development could be delivered and would support local highway interventions. The highway interventions include the provision of east facing slip roads to connect with Chestfield Road, from the A299. A preliminary design for the slip roads arrangement has been completed and agreed in principle with KCC.
- 1.3** For sustainable development to be delivered, it is crucial to consider all modes of travel. This assessment considers the opportunities for the future residents to walk, cycle and use public transport. The purpose of this report is to highlight the sustainable credentials of the site and to provide a qualitative review of the options available for further improvement opportunities. This will add to the evidence-base related to the site and provide continual support for the emerging local plan.
- 1.4** This appraisal considers the following:
 - Review of the existing walking, cycling and public transport networks
 - Review of the existing facilities within Whitstable to identify key desire lines.
 - Consideration for future connections between the site and Whitstable to improve pedestrian links.
 - Consideration for future connections between the site and Whitstable to improve cycling links.
 - Consideration for future connections to improve public transport connectivity.
 - Delivering of facilities to support internalisation.
 - Identifying how a sustainable site will support modal shift towards environmentally friendly modes of travel.

2 Background

Site Location and Access

- 2.1 The development site is located north and south of South Street, Whitstable extending across an area of 78 hectares.
- 2.2 The site has highway frontage to South Street in the south, Chestfield Road in the west and Rayham Road/ Lismore Road to the north. Longtye Wood passes through the site north to south. The site can be accessed from numerous locations, including the PRoW route that crosses the site.
- 2.3 The extent of the site is indicated in **Figure 2-1** below.

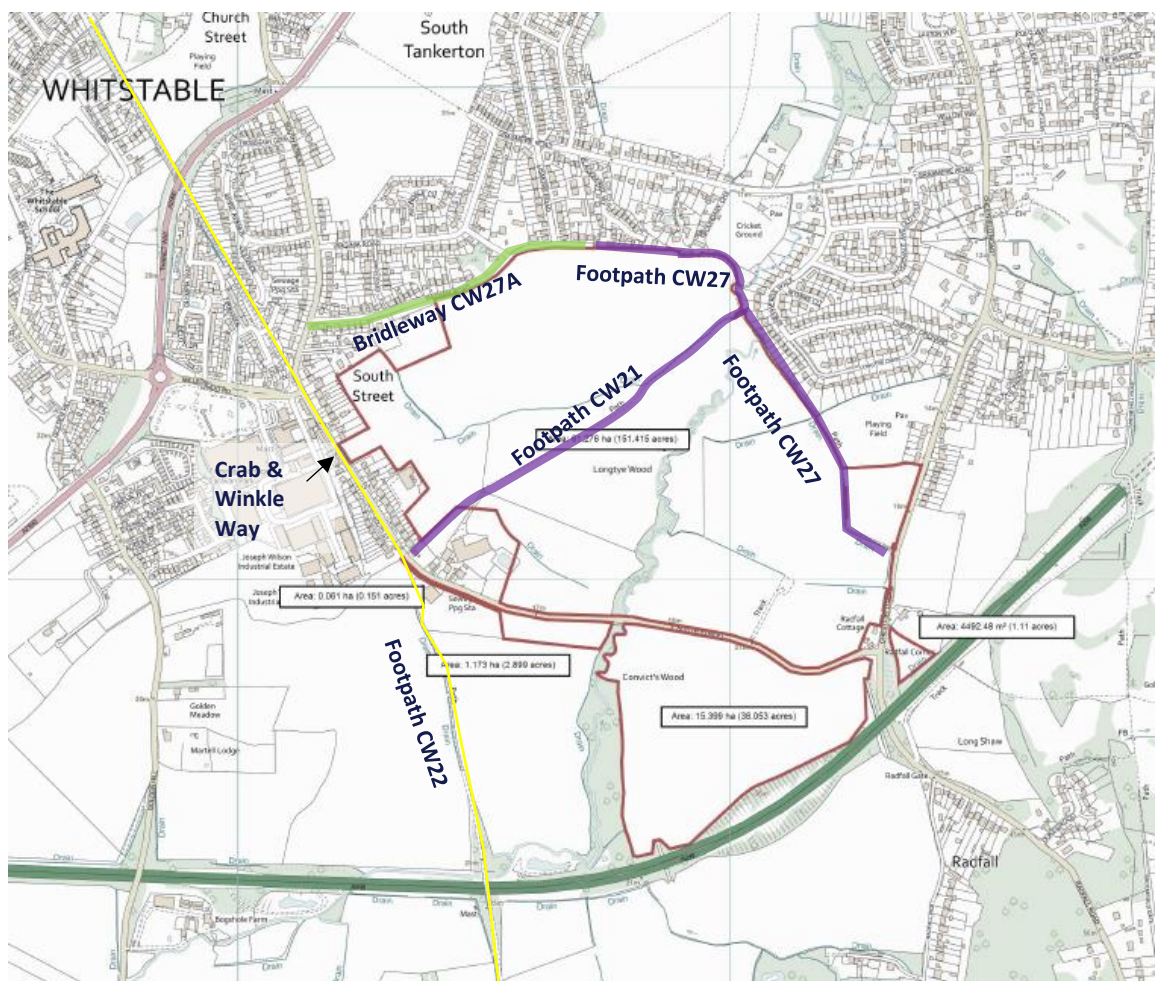


Figure 2-1: Development Site

Current Travel Patterns

- 2.4 The development site is situated within the Census Middle Super Output Area (MSOA) Canterbury 005.
- 2.5 To understand the travel patterns of the future residents, the mode share, extracted from Table QS702EW / TS061 from the Nomis website, for the identified MSAO will be presented, as indicated in **Table 2-1**. This will

present mode share information for 2011 and 2021.

- 2.6** Travel restrictions brought in due to the COVID-19 pandemic were active during the 2021 census which had an impact on the percentage of employees working from home. Therefore, the mode share information shown in **Table 2-1** presents two scenarios, in which working from home has been excluded from the second scenario.

	Includes Working from Home		Excludes Working from Home	
Method	2011	2021	2011	2021
Work mainly at or from home	13%	34%		
Underground, metro, light rail,	0%	0%	0%	0%
Train	6%	2%	7%	3%
Bus, minibus or coach	2%	2%	3%	3%
Taxi	0%	0%	0%	0%
Motorcycle, scooter or moped	1%	0%	1%	0%
Driving a car or van	66%	51%	75%	78%
Passenger in a car or van	4%	3%	5%	5%
Bicycle	2%	2%	2%	2%
On foot	6%	5%	7%	8%
Other method of travel to work	0%	1%	0%	1%
Total	100%	100%	100%	100%

Table 2-1: Modal split by 2011 & 2021 Census

- 2.7** It is noted that the number of people working from home increases significantly between 2011 and 2021. This is not unexpected due to the travel restrictions put into place during the COVID-19 pandemic. Following the exclusion of those people working from home, the mode choice for travelling to work are largely similar between 2011 and 2021. Notable difference is a decrease in people travelling to work via train, this suggests that there is a latent demand which a sustainable strategy could target.
- 2.8** This suggests that as people return to normal working practises, as identified within the 2011 statistics, the 2011 mode share is likely to be representative of the future travel habits.
- 2.9** The 2011 data (excluding working from home) shows that 19% of residents will travel by non-car modes to their place of work.

Workplace Destinations

- 2.10** To understand why residents travel by the modes that they do, key workplace destinations has been extracted from the 2011 Workplace Census Destination data for the MSOA area, these are summarised in **Table 2-2** below.

Workplace Location	%
Canterbury	66%
Swale	7%
London	5%
Thanet	5%

Medway	4%
Ashford	3%
Dover	3%
Maidstone	3%
Shepway	2%
Tonbridge & Malling	1%
Dartford	1%

Table 2-2: Workplace Destinations (All Modes)

- 2.11** **Table 2-2** shows that 66% of residents work within the Canterbury district, the district includes Canterbury, Whitstable, and Herne Bay as key workplace destinations. **Table 2-3** below provides a break down the main areas within the Canterbury District and the mode by which they travel.

%	Location	Mode						
		Train	Bus	Taxi	Motorcycle	Car (inc. Passenger)	Walk	Cycle
45%	Whitstable	1%	3%	0%	1%	70%	20%	5%
27%	Central Canterbury	0%	9%	0%	1%	85%	2%	3%
15%	Herne Bay	0%	3%	0%	1%	80%	10%	6%
12%	Outer Canterbury	0%	7%	0%	1%	88%	2%	2%

Table 2-3: Workplace Destinations within Canterbury district by mode

- 2.12** The above table shows that most residents that live in the Whitstable also work in Whitstable (45%) with Central Canterbury being the next key destination (27%). Those that work in Whitstable 29% travel by modes other than the private car, those that travel to Herne Bay for work, 20% will use non-car modes and those working in Canterbury travel by non-car modes reduces to 15/12%. It is evident that where accessibility by non-car modes is achievable, residents will use alternative modes to the private car.

Summary

- 2.13** The site is located on the edge of the existing urban area of Whitstable with good opportunities for connecting to the existing footway and cycling network. The existing residents within this part of Whitstable 81% travel to work by car/ Motorcycle and 19% by walking/cycling/ PT (2011 Census). In reviewing where residents work, 66% work within the Canterbury District of which 30% work in Whitstable, 17% within Canterbury central, 10% within Herne Bay and the remaining 9% within the outer areas of Canterbury.
- 2.14** Given the high number of residents living and working within Whitstable, there is the opportunity to encourage new residents to use more sustainable modes and increase the proportion of walking/cycling or PT as their main mode of transport.

3 Site Accessibility

Introduction

- 3.1** This section assesses the developments' location and accessibility to all non-car modes and the proximity of the site to local facilities, schools, shops and health care etc.
- 3.2** Section 2 considered the modes by which residents travel to their place of work, however over a typical day residents make many other trips. A review of the National Travel Survey (NTS) data Table NTS0504b identifies the typical trips made by residents living in England in 2022 over a typical week by purpose, the results of which are summarised in **Table 3-1** below.

Trip Purpose	Monday - Friday	Saturday	Sunday
Commuting/ business	28%	13%	13%
Education/ Escort Education	26%	11%	8%
Shopping	16%	26%	21%
Visiting Friends	10%	21%	24%
Sport/ Entertainment	7%	10%	8%
Holiday	3%	8%	10%
Other including just walking	10%	11%	16%
	100%	100%	100%

Table 3-1: Trip Purpose by day of the week

- 3.3** **Table 3-1** shows that Monday – Friday 54% of trips are associated with Working and Education although 46% are associated with other trips such as shopping and visiting friends. On the weekend, trips associated with work and education are circa 20% with the rest being other trips associated with shopping, visiting and recreational type activities. Therefore, whilst the emphasis is work and education related trips as these are the predominate movements in the peak hours, overall, throughout the day the trips associated with shopping and leisure activities also need to be considered in an aim to reduce the daily movements of vehicles from a site. To do this a detailed review of access to local facilities has been carried out.

Local Amenities

- 3.4** Below are the distances to key local facilities & amenities from the development site together with maps highlighting the distances from each facility. The distances identified in the tables are taken from Google Maps route planner which considers the best routes and local topography and taken from the edge of the site. To the centre of the site would be an additional 400m (+5mins walk time).
- 3.5** In terms of accessibility, LTN 1/20 states in para 2.2.2

'Two out of every three personal trips are less than five miles in length (8km)- an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For Schoolchildren the opportunities are even greater: three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk of a primary school.'

Manual for Streets states in para 4.4.1

'Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.'

- 3.6** Typically, a 2km walking distance takes approximately 25mins (80m per min), therefore based on the above, facilities that are within a 25min walking or cycling distance are considered to be within a reasonable distance to be able to be accessed by new residents.

Education

- 3.7** **Table 3-2** below identifies the location and distance of the nearest Secondary School and Primary Schools to the site by walking and cycling. **Figure 3-1** below shows the 800m catchments (10min walk) of existing primary schools including the proposed primary school on the site and 1600m catchment (20min walk) for the Secondary Schools.

Local amenity	Location	Distance (m)	Walking time	Cycling time
Education				
The Whitstable Secondary School & 6 th Form & Day Nursery	Bellevue Road	1.0Km (from South Street)	15min	4min
St. Marys Catholic Primary School	Northwood Road	2.0Km (South St)	27min	6min
Swalecliffe Community Primary School	Bridgefield Road	2.1Km (Rayham Road/ Lismore Road)	28min	8min
Whitstable Junior & Infant School	Oxford Street	2.1Km (South Street)	30min	10min

Table 3-2: Local education facilities & distance

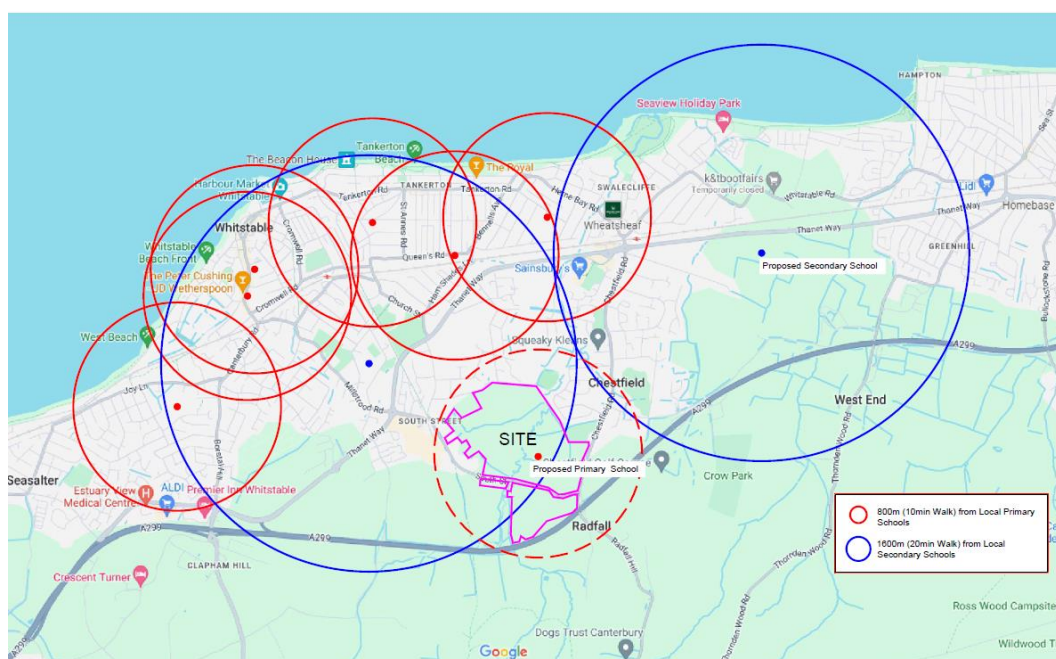


Figure 3-1: Catchments of existing & proposed education facilities within Whitstable

- 3.8** **Figure 3-1** shows that in terms of walking, a new Primary School on the site will be within a 10min walk for all new residents. The existing Secondary School will be within a 20min-25min walk of the site or within a 6-7min cycle which will ensure that the site meets the standard distances identified in LTN1/20 and therefore able to encourage the use of non-car modes for education type trips.
- 3.9** The provision of the new Primary School will not only facilitate new residents on the site but will also benefit existing residents who are currently located more than a 10min walk from the existing Primary Schools which are primarily located to the north of Thanet Way. The new school will therefore assist in reducing car trips associated with peak hour school journeys from both new and existing residents.

Health & Retail

- 3.10** **Table 3-3** below identifies the location of the key Health and retail facilities that are within a reasonable walking or cycling distance from the site and **Figure 3-2** below identifies the 800m catchment for the various health and retail facilities including the proposed local centre within the site.

Local amenity	Location	Distance (m)	Walking time	Cycling time
Health				
Chestfield Medical Centre	Reeves Way	1.8Km (From Rayham Rd)	23min	5min
Chestfield Dental Practice	Chestfield Road	1.4Km (From Chestfield Rd)	18min	4min
Whitstable & Tankerton Hospital	Northwood Road	1.5Km (From Rayham Road/ Lismore Road)	20min	6min
Food stores				
Tesco Food Store inc. Pharmacy & Opticians	Millstrood Road	450m (From South St)	7min	2min
Sainsbury's Food Store	Reeves Way	1.6km (From Rayham Rd)	22min	5min
Other Facilities				
Whitstable Post Office	Cromwell road	1.8Km (From Rayham Rd)	24min	8min
Swalecliffe Post Office	Herne Bay Road	1.9Km (From Chestfield Rd) 2.1Km (From Rayham Rd)	26min 29min	6min 7min
Whitstable High Street	High Street	2.2Km (From South St)	30min	9 min
Harbour Market – Whitstable	Harbour Street	2.6Km (From Rayham Rd/ South St)	34min	9min

Table 3-3: Local Health and Facilities & distance

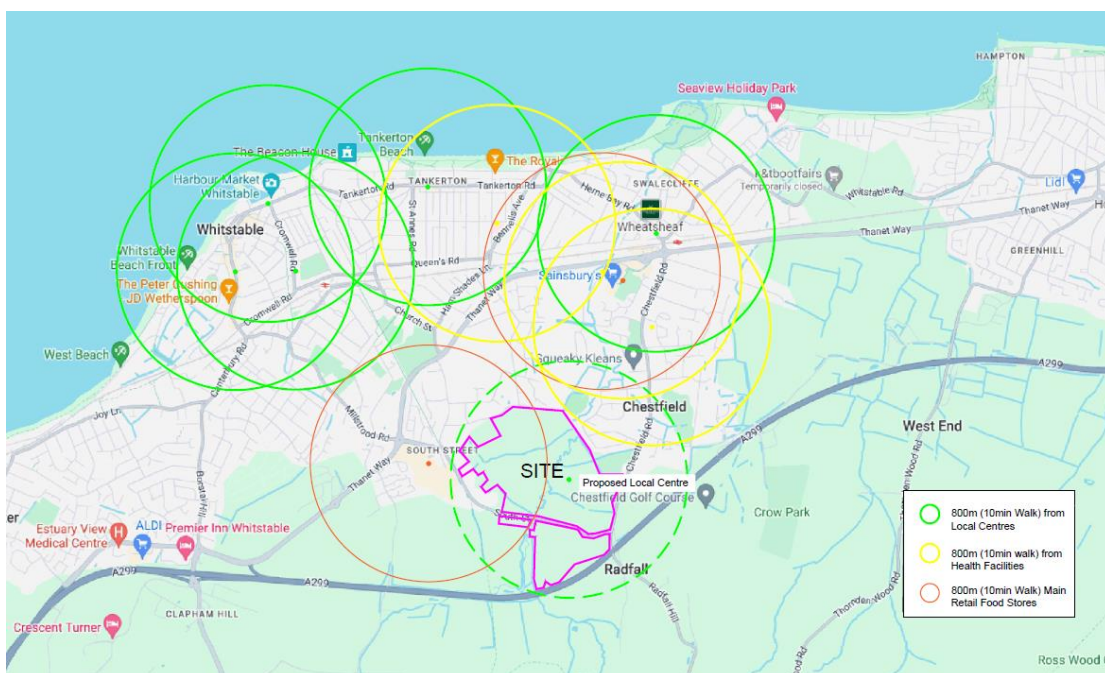


Figure 3-2: 800m catchment of existing health and food store facilities

- 3.11** The above shows that whilst the local health facilities are beyond a 10min walk of the site, they are within the 2km walking distance and well within an acceptable cycling distance of the site. In terms of food stores, the site is within an easy walking/cycling distance of the Tesco store and will benefit from on-site local facilities which will be within a 10min walk for new residents, and a short distance from existing residents.

Public Transport

- 3.12** **Table 3-4** below identifies the location of the local bus and train services to the site and the distance and time taken to travel by foot or by cycle.

Local amenity	Location	Distance (m)	Walking time	Cycling time
Public Transport				
Whitstable Train Station	Old Bridge Road	1.7Km (From South Street)	22min	6min
Chestfield & Swalecliffe Train Station	Herne Bay Road	2.1Km (From Rayham Road/ Chestfield Road)	28min	7min
Bus Stops (5,914,915, 916)	Grasmere Road/ Clover Rise	210m (From Rayham Road)	3min	1min
Bus Stops (5,916)	Millstrood Road	280m (From South Street)	4min	2min
Bus Stops (5,914,915, 916,917)	Chestfield Road	400m (From Chestfield Road)	5min	1min

Table 3-4: Local Public Transport Facilities and distances

- 3.13** The nearest bus route to the site is Route No.5, **Figure 3-3** below identifies the location of the bus stops served by Route No.5 within the local area and the catchment from each stop that is within a 5min walk / 400m. **Figure 3-3** also shows other existing bus stops served by other routes including The Triangle and the proposed Park and Ride facility on Thanet Way. The distances from the local train stations are shown as 1600m (20min walk).

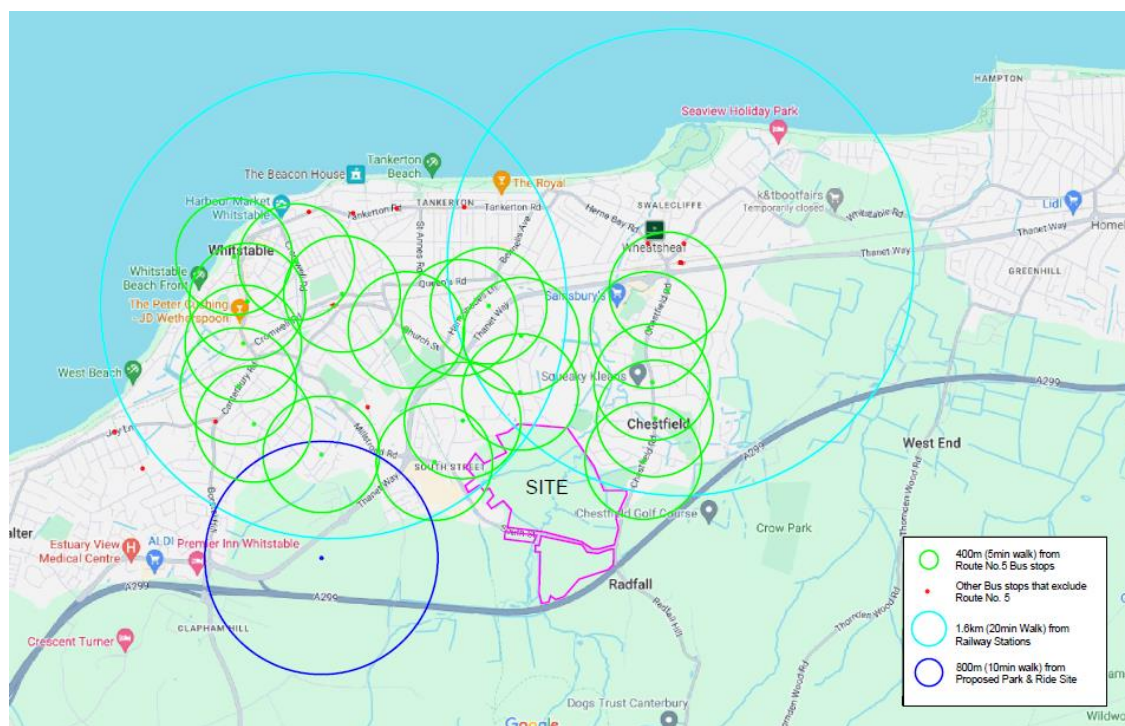


Figure 3-3: Catchments of existing Public Transport facilities & Proposed Park & Ride.

- 3.14** The above shows that part of the site is within a 5min walk of the existing bus services and within a 20min walk of the existing railway stations. For commuting, distances greater than 2km will typically be made by walking although the existing stations are also within easy cycling distance. The bus stop catchments show that many local facilities available in Whitstable are within close proximity to the local bus stops. Further measures to improve PT access are covered in Section 6.

Recreational & Leisure facilities

- 3.15** **Table 3-5** below identifies the location of the existing recreational and leisure facilities to the site and the distance and time taken to travel by foot or by cycle.

Local amenity	Location	Distance (m)	Walking time	Cycling time
Recreational				
Chestfield Cricket Ground	Grasmere Road	700m (From Rayham Road)	9min	2min
Radfall Recreation Ground	Chestfield Road	290m (From Chestfield Road)	4min	1min
Chestfield Golf Course	Chestfield Road	750m (From Chestfield Road)	10min	2min
Whitstable Sports Centre/ PLYR Football Academy	Bellevue Road	1.0Km (from South Street)	14min	4min
Whitstable Town Football Club	Grimshill Road	1.6Km (From South Street)	22min	7min

Table 3-5: Walking / cycling access to existing recreational and leisure facilities

- 3.16** The development proposal will also include new open recreational areas and play areas which will be within 800m of new residents.
- 3.17** The above figures and tables demonstrate that the site benefits from being within reasonable walking/cycling

distance to existing local facilities many of which are within a 2km walk or 5km cycle. The development site will also include several on site facilities which will be within 800m of properties including a new primary school and shops making it a walkable neighbourhood.

- 3.18** Trips made by residents throughout a typical day, will be for a variety of different purposes and the above table demonstrates that the site is not only accessible to public transport, large food stores and schools but also to local recreational areas and sports facilities ensuring a wide range of facilities are accessible by non-car modes.

Public transport facilities

Bus

- 3.19** Whitstable is served by a range of public transport services, which mainly serve the town centre and connect with Herne Bay and Canterbury. The closest services to the site are located on Chestfield Road, Grasmere Road and Millstrood Road which are all served by Route No.5 operated by Stagecoach. Route No.5 operates between Canterbury and Seasalter, calling at Whitstable train station and Chestfield & Swalecliffe Station. Route No. 5 provides an hourly service Monday to Saturday with four services on Sunday.
- 3.20** The bus stops local to the site also include several other services including 914,915 & 916 which are all school bus services providing single pick up and drop off journeys.
- 3.21** A notable bus service that is operated by Stagecoach is known as the 'triangle' route. This provides a circulatory route between Canterbury, Whitstable, and Herne Bay although the closest bus stop to the site that serves the triangle route is located on Harwich Street which is a 30min walk from South Street or a 9min cycle. This service operates a frequency of 1 bus every 15 minutes Monday to Saturday and every 20 minutes on Sunday. The existing bus services are identified on **Figure 3-4** below.



Figure 3-4: Existing Bus services in Whitstable.

Rail

- 3.22** Whitstable train station is the closest station and is 1.7Km from the site (South Street) operated by southeastern railways and is located on Old Bridge Road. This station provides the following onward connections.
- Margate - two services per hour having a journey time of 23 minutes.
 - Faversham – two services per hour having a journey time of 8 minutes.
 - London Victoria - one service per hour having a journey time of 1hr 36 minutes (some journeys require change at Faversham)
 - London St Pancras - one service per hour with a journey time of 1hr 14 minutes (some journeys require a change at Faversham)
- 3.23** The facilities available at Whitstable Station include:
- 32 Cycle Stands
 - Taxi Rank
 - 43 Car Parking Spaces
- 3.24** To the northeast of the site is Chestfield & Swalecliffe Station, this station is also operated by southeastern railways located off Herne Bay Road 2.1km from the Chestfield Road/ Rayham Road accesses to the site.
- Margate - two services per hour having a journey time of 23 minutes.
 - Faversham – two services per hour having a journey time of 11 minutes.
 - London Victoria - one service per hour having a journey time of 1hr 40mins (some journeys require change at Faversham)
 - London St Pancras - one service per hour having a journey time of 1hr 28 minutes (some journeys require change at Faversham)
- 3.25** There are no cycle or car parking facilities at the Chestfield & Swalecliffe station and access to the platforms is by steps only.

Summary

- 3.26** This section identifies that over a typical day, the type of trips made by residents will vary and whilst in the peak hours the higher proportion of trips will be attributed to working and education type trips, throughout the day other trips such as shopping, leisure, holidays and visiting will take place.
- 3.27** Distances from the site have therefore been reviewed to access existing local facilities within Whitstable including schools, retail, public transport, leisure, employment, and recreational facilities that are within a 2km walk or a 5km cycle. The results show that within 2Km walk of the site, many existing facilities will be available for new residents although a wider range will be accessible by cycle. The existing Secondary School is within an acceptable walking/cycling distance and the development site will include several new facilities including a new primary school and local centre which will be within an 800m (10min) walkable neighbourhood.
- 3.28** The above demonstrates that the site is in a location that is accessible to both existing and new local facilities by modes other than the private car.

4 Walking and Cycling Route Review

Introduction

- 4.1** Section 3 identifies that there a range of facilities local to the site and also some further afield towards the town centre or to the north/east of the site which would be accessed from Rayham Road or Chestfield Road.
- 4.2** This section therefore includes a more detailed review of the routes that residents are likely to use to access the existing local facilities which for the purpose of this TN includes:
- Whitstable Town Centre – shopping facilities
 - Train Stations
 - Whitstable Train Station
 - Chestfield & Swalecliffe Train Station
 - Education
 - Whitstable Community College
 - Proposed Secondary School off Thanet Way
 - Primary Schools
 - Supermarkets
 - Tesco Food store
 - Sainsbury's Food Store
 - Employment
 - John Wilson Industrial Estate
 - Medical
 - Whitstable and Tankerton Hospital
 - Chestfield Medical Centre
- 4.3** The primary routes considered to be used to access the above facilities includes South Street & Millstrood Road (West of the Site), Virginia Road/ Lismore Road & Clover Rise (North of the Site) and Chestfield Road (East of the Site). A detailed assessment of these routes is provided in this section which is based on a review of Google Maps and a recent site visit attended on 12th February 2024 which involved walking the routes identified.

Cycling in Whitstable

- 4.4** Whitstable benefits from having a good range of cycling routes within the town that serve both Whitstable but also the neighbouring towns of Herne Bay and Canterbury. Below is an extract from the Draft Local Cycling and Walking Implementation Plan (LCWIP) which includes the aims and aspirations of increasing the trips made by walking and cycling.



Figure 4-1: Whitstable existing and proposed cycle network – Extract from LCWIP

- 4.5** Figure 4-1 shows that there are a number of strategic routes within close proximity to the site. Route W12 is the closest to the site identifying a proposed route through the site to join the Crab & Winkle Way and a route via Grasmere Road and onto Molehill Road.

Crab & Winkle Way

- 4.6** The Crab & Winkle Way is a 7.6mile cycle ride between Canterbury and the harbour in Whitstable and takes its name from the six-mile railway line which ran between the towns of Canterbury and Whitstable. The route from Whitstable to Claves Wood is shown in Figure 4-2 below.



Figure 4-2: Crab and Winkle Way

- 4.7** The Crab and Winkle Way is a shared footway/ cycleway route which is off road from its junction with South Street/ Millstrood Road. The route continues along South Street as an on-road route and continues as a mix of on-road and off-road along its length. The photo below is the start of the Crab and Winkle off road route at the South Street/ Millstrood Road junction.



Photo 01- View from South Street/ Millstrood Road junction

- 4.8** Connection opportunities to the Crab and Winkle Way are reviewed in Section 5.

Walking and Cycling Route Review

Route 1 – To Whitstable Town Centre

- 4.9** The Town Centre is a 30min walk from the edge of the site, so may be too far for some residents to walk but would be suitable for cycling as it is only 9min (from South Street) via the Crab & Winkle Way. The route is identified on **Figure 4-3** from Google Maps below.

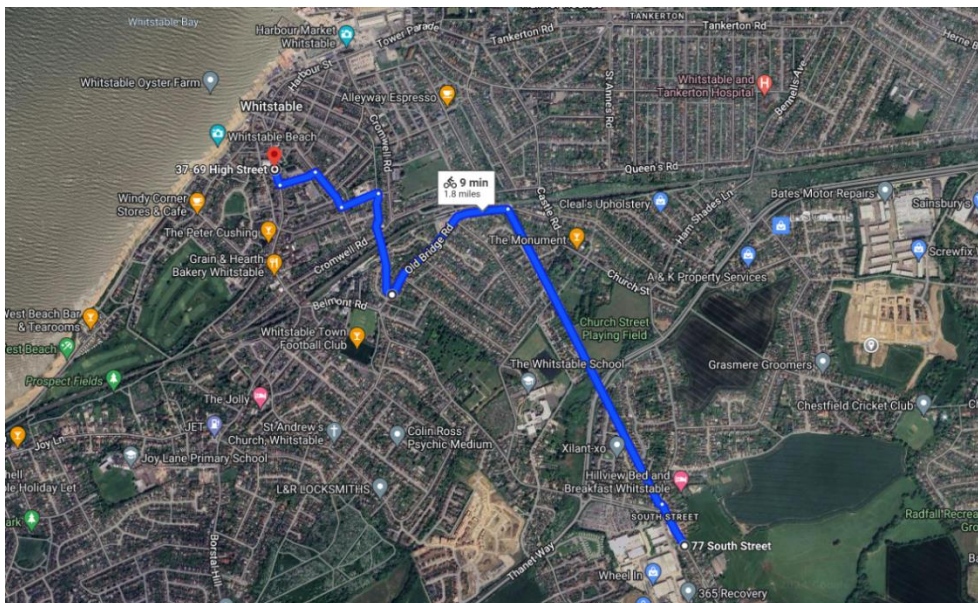


Figure 4-3: Cycling Route to Town Centre - Google Maps

- 4.10** The off-road section of the Crab & Winkle Way through Whitstable from South Street includes street lighting

and residents will be able to use this route from South Street up to Old Bridge Road to access Whitstable Station and town centre. Cyclists are directed from South Street onto the Crab & Winkle Way via a short sections of on-road cycle route and dropped kerbs. The route then continues under Thanet Way via a subway (see photo 2 below).



Photo 02 – Crab & Winkle Way passing beneath Thanet Way

- 4.11** At Old Bridge Road, there is an advisory on road cycle route (approx. 1-1.5m wide) on both sides of the carriageway leading to Whitstable Station, the route for cyclists then continues off road all the way to Stream Walk, using the existing underpass beneath the railway line which comes out onto Cromwell Road.
- 4.12** The route then continues off road to Hamilton Road where, cyclists can continue off-road to Stream Walk or continue on-road along Hamilton Road and Regent Street which are residential roads. Access onto High Street is made via Gladstone Road which is a no-through road serving a few residential properties and a public car park, again suitable for on road cycling.

Route 2 – To Whitstable Train Station

- 4.13** The route to Whitstable Train Station via Crab & Winkle Way from South Street and would take around 22mins to walk or 6 mins to cycle. The route is shown in **Figure 4-4** below.

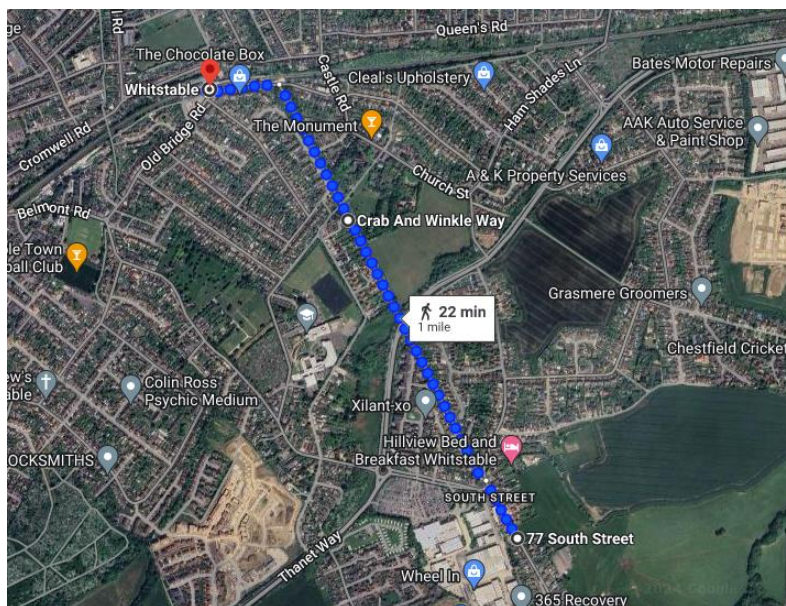


Figure 4-4: Pedestrian Route to Whitstable Train Station - Google Maps

- 4.14** South Street from the proposed site access, has a footway provision on the western side of the road which varies in width between 1.5m – 2m. The road is subject to a 30mph speed limit and has street lighting.
- 4.15** The junction of Millstrood Road with South Street does not include any dropped kerbs so residents with Prams or wheelchairs would have difficulty in crossing at this point.
- 4.16** Old Bridge Street, at the northern end of the Crab & Winkle Way, is a residential road with footways approximately 2m wide on both sides of the carriageway and is street lit.
- 4.17** The junction of Old Bridge Road and Whitstable Station is a tabletop junction arrangement which acts as a traffic calming feature as well as enabling easy access for walking and cycling to the station.

Virginia Road/ South Street/ Church Street

- 4.18** For those living at the northern side of the site, the route to the Station would be via Virginia Road (26min walk/ 8min cycle). This route joins South Street to the west continuing north to cross Thanet Way and then onto Church Street as illustrated in **Figure 4-5** below.

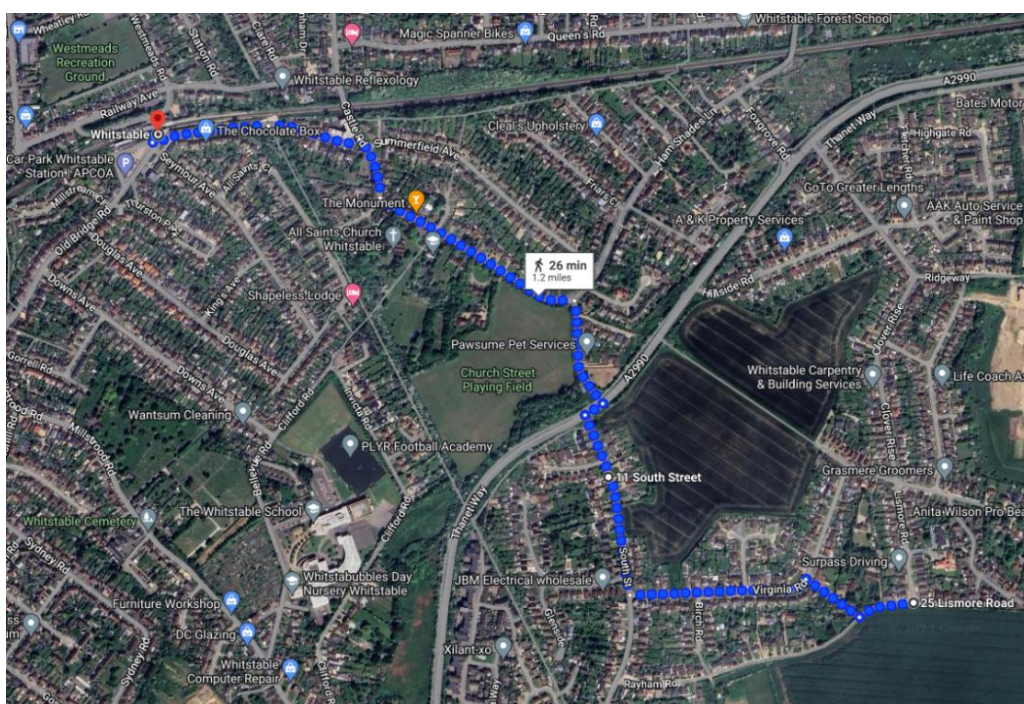


Figure 4-5: Northern route to Whitstable Train Station - Google Maps

- 4.19** Virginia Road is a residential road with footways provided on both sides of the carriageway and has street lighting. There are, however, no dropped kerbs on Virginia Road close to the junction with South Street. This route has low vehicle movements and speeds and therefore would be suitable for on-road cycling.
- 4.20** South Street north of Virginia Road is a no through road and includes a footway provision on the western side of the road of approximately 1.5m wide. This road is Street lit and as it is a cul-de-sac, the vehicle movements and speeds are low suitable for on-road cycling. There are dropped kerbs and tactile paving provided at various key locations where pedestrians will need to cross on this section of South Street.
- 4.21** To cross Thanet Way and join Church Street on the north side, there is an uncontrolled crossing in the form of a pedestrian refuge island which includes dropped kerbs and tactile paving. This is also identified as a cycle route.
- 4.22** On Church Street from Thanet Way, the footway is on the eastern side of the road and a short section of footway is provided on the western side (from the crossing point on Thanet Way). To enable pedestrians to cross onto the eastern footway dropped kerbs and tactile paving are provided. This road is subject to a

30mph speed limit and includes street lighting and considered suitable for on-road cycling.

- 4.23** Continuing along Church Street, at the junction of Ham Shades Lane, there are no dropped kerbs to facilitate pedestrians across. In addition, the footway on the eastern side of Church Street terminates approximately 25m to the west of Ham Shades Lane requiring pedestrians to cross. There are no formal crossing points to facilitate this movement.
- 4.24** The footway continues along the southern side of Church Street and is approximately 1.5m – 2m wide although narrows close to All Saints Nursery School and at which point pedestrians would need to use the front area of the All Saints Nursery School, which is open for pedestrians to use although not a formal footway, or they would need to cross to the northern side of Church Street, although the northern footway is limited and stops at the Junction with Juniper Close at which point the footway on the southern side of Church Street continues.
- 4.25** At the junction of Ivy House Road dropped kerbs are provided to facilitate north-south movements although these do not include tactile paving.
- 4.26** The road continues north as Castle Road with footway widths of 1.5m – 2m. At the junction with The Bridge Approach, which provides access to Whitstable station entrance, there are footways on both sides of the carriageway which are approximately 2m in width.
- 4.27** Along this route the improvements that are considered appropriate are in the form of dropped kerbs and tactile paving at various locations.

Route 3 – To Tesco/ Whitstable School / Primary Schools

- 4.28** The Tesco Extra food store is served off Millstrood Road which includes a pedestrian footway. The route that residents from South Street would take would be via the existing footway provision that is provided on South Street and Millstrood Road which in turn leads into the access for the store (7min walk/ 2min cycle). For residents walking/cycling from the northern part of the site, the most direct route would be along Rayham Road or Virginia Road (13min walk/ 3min cycle).
- 4.29** Virginia Road is described in detail above (Route 2). Rayham Road is an unsurfaced shared road forming part of a PRow/ Bridleway and serves a small number of residential properties. This route is close to the sites northern boundary however this route is not level so may not be a suitable route for all especially during the wet weather seasons. This route is also unlit.
- 4.30** South Street, south of Virginia Road, has a footway of approximately 2m along its eastern side which continues up to the junction with Rayham Road, at which point the footway continues along the western side. There are several dropped kerbs associated with driveways which would allow pedestrians with prams/ wheelchairs to be able to cross although there are no designated crossing points. South Street is Street lit and a residential road with low vehicle movements and speeds making it suitable for on road cycling.
- 4.31** Millstrood Road includes a pedestrian crossing point although this is west of the Tesco access and not on the desire line for those accessing the store from the northern side of the site/ northern part of South Street. As advised earlier dropped kerbs and tactile paving are required on Millstrood Road close to the junction with South Street.
- 4.32** The route to Whitstable School would continue along Millstrood Road as illustrated in **Figure 4-6** below, from South Street access this route would take residents 15mins to walk or 4mins to cycle. From the northern edge of the site, it would take residents around 22mins to walk or 6min to cycle.

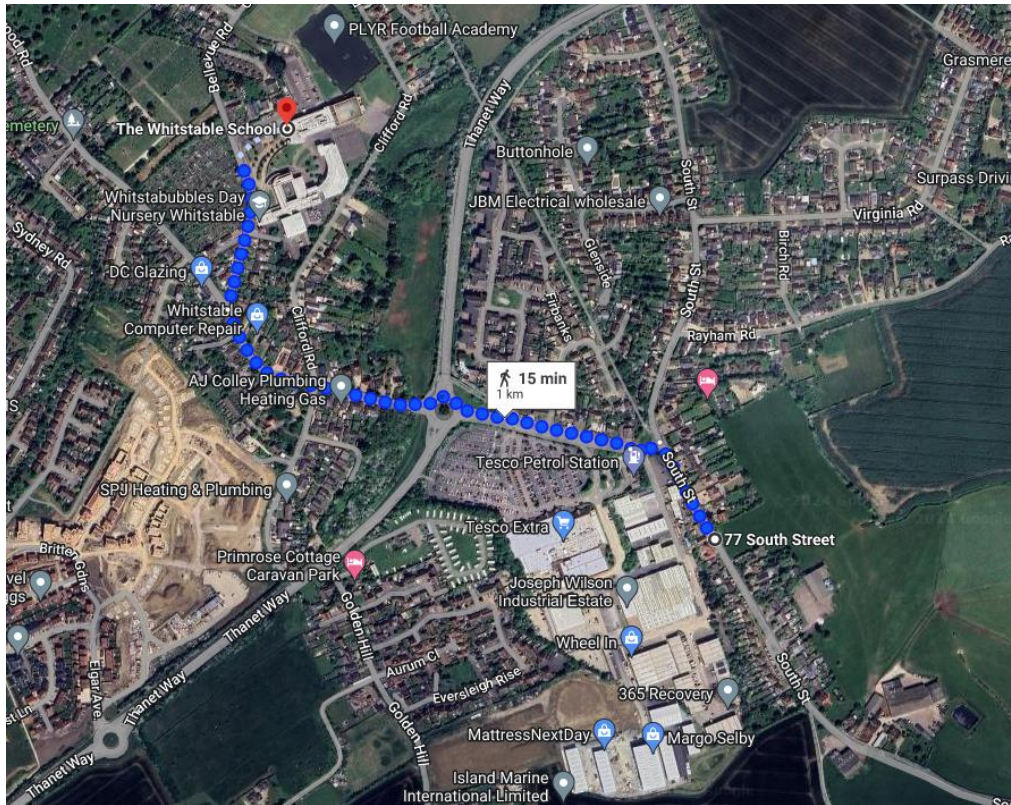


Figure 4-6: Route from South Street to Whitstable School - Google Maps

- 4.33** Along Millstrood Road (east of Thanet Way) the footway on the southern side stops adjacent to Olympia Way where dropped kerbs and a pedestrian refuge island are provided. On the northern side of Millstrood Road, dropped kerbs and tactile paving together with a pedestrian refuge island are provided to facilitate movements across Olympia Way.
- 4.34** To cross Thanet Way, there is a pedestrian footbridge although it has steps and would not be suitable for cyclists. Millstrood Road west of Thanet Way, has a footway along the northern side which is 1.5m -2m in width. This section of Millstrood Way is predominantly residential and street lit. At the junction of Clifford Road there are dropped kerbs but no tactile paving.
- 4.35** At the junction of Bellevue Road which serves Whitstable School, there is no formal crossing point and the footway on Bellevue Road is only provided along the western side. If walking on the northern side of Millstrood Road, pedestrians would not be able to cross over to the western side of Bellevue Road as there is guard railing restricting this movement, pedestrians would instead be required to walk in the road before being able to join the footway. The footway on the western side of Bellevue Road is however 3m in width as a shared footway/cycleway route. For access into the school, pedestrians and cyclists would need to cross Bellevue Road.
- 4.36** Prior to the junction with Bellevue Road, pedestrians could alternatively use Clifford Road (unsurfaced shared road) and use the PRow that continues through to the school, although this route is relatively narrow and not overlooked or lit.
- 4.37** Along this route dropped kerbs and tactile paving are required at the junction of Millstrood Road/ South Street and improvements to the junction of Millstrood Road/ Bellevue Road.
- 4.38** The nearest primary schools to the site are at least 2km from the site which would be considered too far for many to walk although they are only a 6-10min cycle which may be acceptable for staff. The development proposal however includes for an on-site Primary School which will be easily accessible within a 10min walk.

Route 4 – Sainsbury's/ John Wilson Business Park/ Chestfield Medical Centre

- 4.39** The route to Sainsbury's / John Wilson Business Park & Chestfield Medical Centre is likely to be made from the north of the site (22min walk/ 4 min cycle) or the east via Chestfield Road (see Route 5). The potential route from north of the site is shown in **Figure 4-7** below.

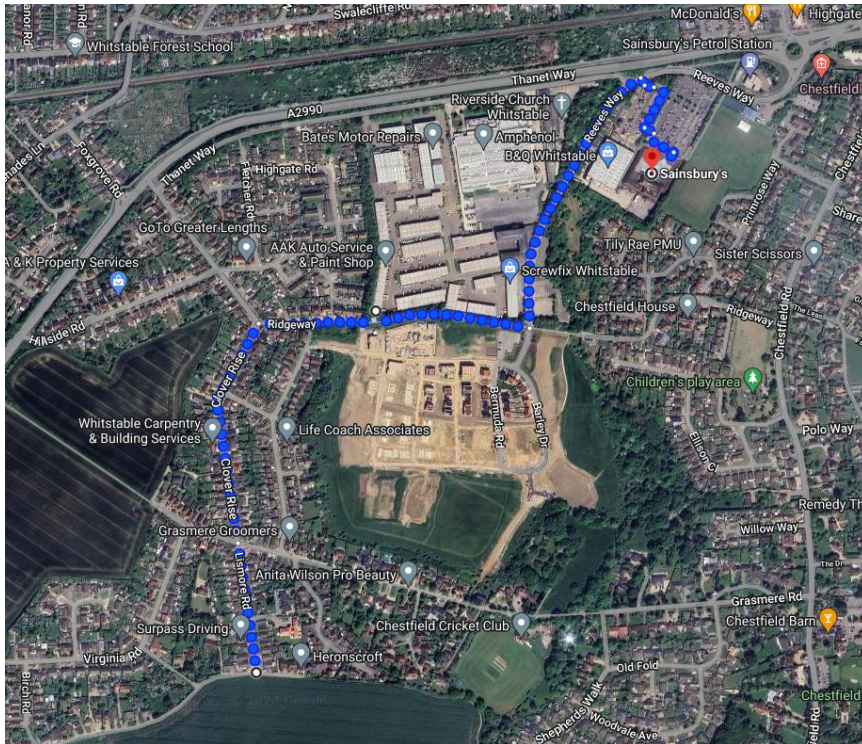


Figure 4-7: Route from northern edge of the site to Sainsbury's - Google Maps

- 4.40** From the north of the site, the route would be via Lismore Road which is a residential road with footways provided on both sides of the carriageway approximately 2m wide and a 30mph speed limit together with street lighting. This route would be considered suitable for on-road cycling. The route continues north crossing Grasmere Road onto Clover Rise, however no dropped kerbs to facilitate the north-south route are provided at this junction.
- 4.41** Clover Rise is also a 30mph residential Road, with 2m wide footways on both sides of the carriageway and street lighting. On the eastern side of the road at the junction with Richmond Road there are no dropped kerbs provided to facilitate the north-south movement.
- 4.42** To access the John Wilson Business Park and Sainsbury's food store the route via the Ridgeway would be the quickest route. Ridgeway is a PRow and Bridleway which from Clover rise to Reeves Way is a surfaced route. The Draft Local cycling and walking Implementation Plan identifies the Ridgeway to be upgraded to facilitate cyclists (W20) which will be CIL funded, this is shown in **Figure 4-1**.
- 4.43** Reeves Way has footways on both sides of the carriageway and a shared footway/cycleway along the eastern side joining both Sainsbury's and John Wilson Business Park. This route is subject to a 30mph speed limit and has street lighting.

Route 5 – Chestfield and Swalecliffe Station

- 4.44** Residents from the northern edge of the site accessing the Chestfield and Swalecliffe Station would use route 4 as advised above and continue onto Thanet Way. At this point a controlled staggered pedestrian crossing is provided allowing safe passage across Thanet Way and joining with the Thanet Way off-road cycle route which continues from Clapham Hill junction in the west to Eddington Junction to the east.
- 4.45** Chestfield & Swalecliffe Station is on the eastern side of Herne Bay Road which can be crossed using the

existing controlled pedestrian crossing.

- 4.46** As an alternative to using the above routes, pedestrians/ cyclists could also use the Byway via Grasmere Road which links to Chestfield Road. This route is identified in the draft local cycling and walking implementation plan as an on-road route proposed from the northern boundary of the site to Chestfield Road.
- 4.47** For residents to the eastern side of the site Chestfield Road would be the route used, this road has a 1.5m-2m wide footway on the eastern side until 106 Chestfield Road when footways are provided on both sides of the carriageway. The footway on the eastern side stops at 143 Chestfield Road, and whilst there are dropped kerbs associated with private driveways there are no formal crossing points. The footway on the eastern side continues north of property 139 separated from the road by a wide verge.
- 4.48** The western footway continues up to the access that serves the Radfall Recreation Ground car park at which point pedestrians will need to cross Chestfield Road to the eastern side although there are no crossing points other than use of existing driveways to facilitate this movement.
- 4.49** North of the recreation field, the footway continues along the eastern side of Chestfield Road only until Chestfield Barn. Prior to this, at the junction with Molehill Road pedestrians need to cross a forked priority junction arrangement although only one dropped kerb is provided. (see photo below)



Photo 03 – Chestfield Road/ Molehill Road junction

- 4.50** North of Molehill Road the footway continues along the road edge on the eastern side of Chestfield Road varying in width from 1.5m – 2m. At Chestfield Barn pedestrians are required to cross to the western side where the footway provision is set back from the carriageway by a wide verge. There are no formal crossing points to facilitate this movement.
- 4.51** At the junction with Grasmere Road dropped kerbs are provided at this junction to facilitate the north-south movement along Chestfield Road. North of Grasmere junction footways are provided on both sides of Chestfield Road until No.66 Chestfield Road where the footway on the western side stops. The eastern footway continues although again there are no formal crossing points provided to cross back onto the eastern side.
- 4.52** The footway on the eastern side continues crossing Polo Way where dropped kerbs are provided. The footway on the western side appears in short sections but is not continuous. The eastern footway continues to Thanet Way and dropped kerbs are provided at the various junctions along this route.
- 4.53** At the Thanet Way junction, pedestrians can either cross onto the western side of Chestfield Road via the existing refuge island at the roundabout junction and then walk further west to use the controlled signal crossing and then continue back east to use the signal crossing on Herne Bay Road to access the station or alternatively use the pedestrian refuge island on the Thanet Way eastern arm which is a much shorter route. Crossing via the refuge island on Thanet Way is however difficult due to the high volume of vehicles and

speeds approaching and departing from the junction.

- 4.54** For this route dropped kerbs and tactile paving at key crossing points are required.
- 4.55** As part of application Ref: 24/00224 – Land at Bodkin Farm, Whitstable which includes for circa 300 dwellings and a new secondary school and an 80-bed care home, a new footway is proposed along the southern side of Thanet Way from the Herne Bay junction to the Bodkin Farm site which will also include new signal-controlled crossing facilities as illustrated in **Figure 4-8** below. This facility will assist future residents accessing the proposed Secondary School and also facilitate pedestrians across Thanet Way to Chestfield and Swalecliffe Train Station.

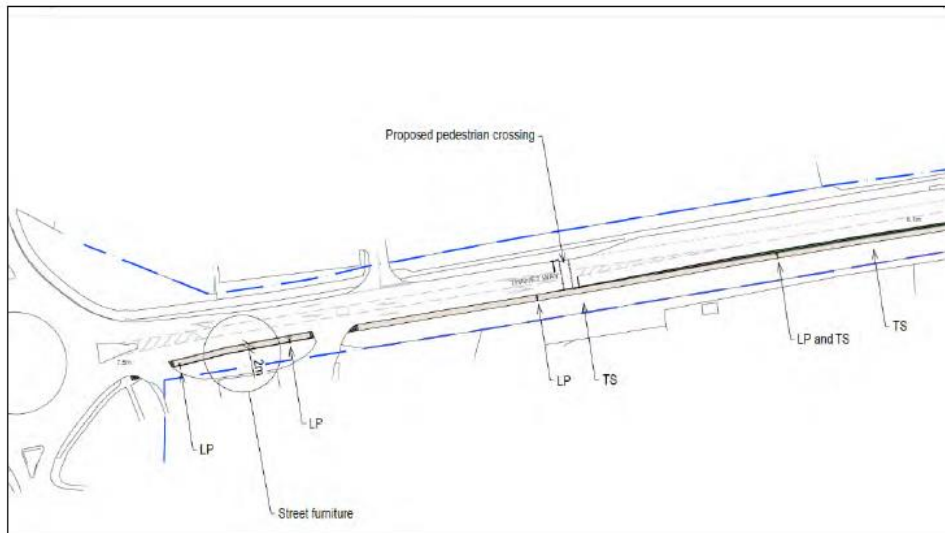


Figure 4-8: Proposed footway and controlled crossing on Thanet Way east of Herne Bay/ Chestfield – Extract from RPS TA dated 1st February 2024 for app ref: 24/00224

Route 6 - Whitstable and Tankerton Hospital

- 4.56** The Whitstable and Tankerton Hospital is situated to the north of the site which accessed from the northern edge of the site would be 1.5km (20min walk) or a 6min cycle. The quickest route would be via Lismore Road and Clover Rise to Thanet Way, Lismore Road, and Clover Rise up to Ridgeway have been described in detail in Route 4. North of Ridgeway, Clover Rise has footway provision on both sides of circa 1.5m – 2m wide and street lighting. This is a 30mph residential road and therefore considered suitable for on-road cycling. At the junction of clover Rise / Thanet Way, there is an existing foot bridge which includes ramped access making it suitable for cyclists. The route to the Hospital continues along Foxgrove Road which is a 30mph residential Road with footway provision of circa 1.5m on both sides of the carriageway and is street lit.
- 4.57** At the junction of Foxgrove Road and Ham Shades Lane, the route continues north-eastward across the railway line. The bridge across the railway line is narrow and as such has traffic signal control. The approach on the southwestern side has an on-road marked footway with a solid white line on the southern side of the road which is approximately 1-1.5m wide which is over a short distance before it joins to a footway that continues across the bridge. The section across the bridge includes wooden bollards which is expected to protect pedestrians from vehicles, however these bollards reduce the footway width and given that this is signal controlled it is considered that the provision of these bollards is unnecessary.
- 4.58** The footway on the eastern side continues across the bridge and onto Bennells Avenue, where, as with the southern side of the bridge, there is a short section of on-road footway marked by a solid white line approximately 1-1.5m wide. This then joins a footway up to its junction with Swalecliffe Road/ Queens Road/ Pier Avenue at which point pedestrians will be required to cross the road to continue along Piers Avenue. Dropped kerbs are provided to enable pedestrians to cross Bennells Avenue onto Pier Avenue, although it uses a dropped kerbed access on one side.
- 4.59** Along Pier Avenue, there are footways provided on both sides of the carriageway of 1.5m-2m in width

separated from the road by a wide verge, this road is a residential road subject to a 30mph speed limit and therefore suitable for on-road cycling. Piers Avenue joins Northwood Road which also includes footways of circa 2m on both sides and provides access to the Whitstable and Tankerton Hospital. This route is identified in **Figure 4-9** below.

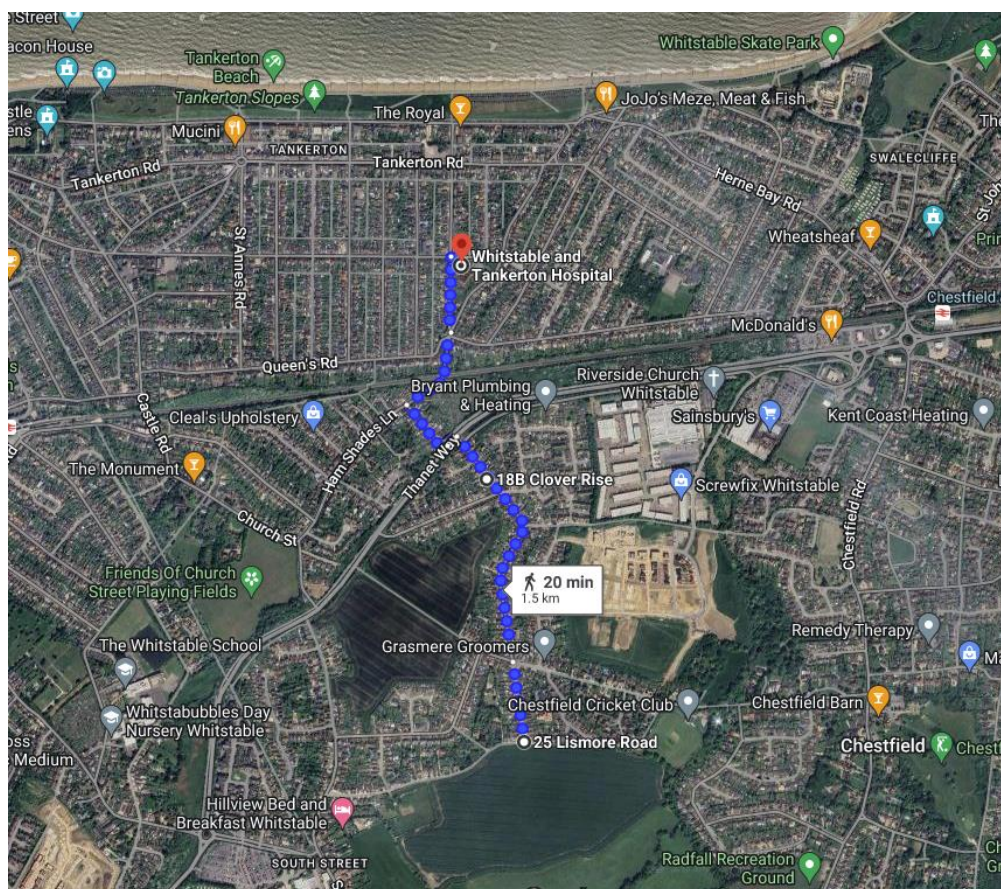


Figure 4-9: Route from northern edge of the site to Whitstable & Tankerton Hospital - Google Maps

- 4.60** It is considered that this route is suitable for both walking and cycling and no improvements are considered necessary.

Summary

- 4.61** In summary, there are several locations where the provision of dropped kerbs and tactile paving should be provided to facilitate pedestrian movements across various roads. The overall footway widths and conditions of footway along the routes assessed is however considered good and there is also a good level of street lighting is provided.
- 4.62** Access to Whitstable Secondary School is acceptable by foot although to cycle students will need to use the Crab & Winkle Way although improvements will be required to provide a connection from the Crab & Winkle Way. Potential improvements are identified in Section 5.
- 4.63** Whilst there is footway provided along Chestfield Road the provision is not continuous and requires pedestrians to change from one side to the other at various times along the route. Improvements to facilitate these movements through the provision of uncontrolled crossings and dropped kerbs with tactile paving is required.
- 4.64** Cycling to access local facilities is generally considered to be achievable using the local residential road or via

the existing off road/ on road cycle route network.

- 4.65** Chestfield Road is subject to a 30mph speed limit along much of its length and would be considered suitable for on-road cycling, however further investigation in terms of potential improvements to calm vehicle speeds and / or on-road cycle lanes should be undertaken.
- 4.66** A plan illustrating the key measures identified is provided in **Figure 4-10** below.

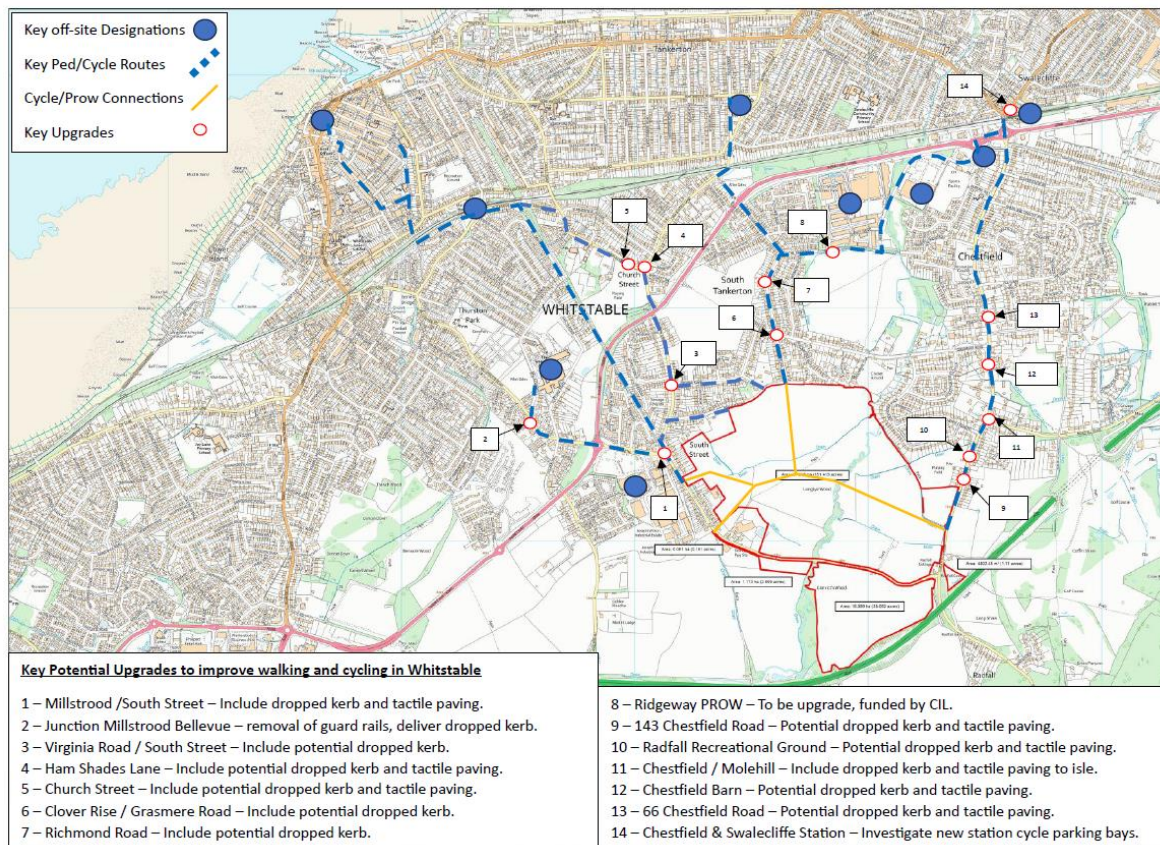


Figure 4-10: Key off-site improvements.

5 Walking and Cycling Improvements

The Proposed Site Network

- 5.1** The proposed masterplan for the site includes a comprehensive network of walking and cycling routes. This will embed a hierarchy into the onsite sustainable network. The objective of the on-site network is to facilitate the safe movement of pedestrians and cyclists within the development and to provide connections into the wider hinterland.
- 5.2** The primary route will commence from the site access points and provide the main spine through the site. The masterplan will include a range of character areas and the design of the primary route will vary depending on the character of the area. The primary sustainable route is likely to mirror the main vehicular route and to reflect the higher traffic flows the design of the primary route will include segregated walking and cycling paths.
- 5.3** Extending outwards from the primary route, the secondary routes will provide access to the wider development. The design of the secondary routes is likely to be varied, having a greater mix of on road cycling and off-road pedestrian/cycle routes.
- 5.4** The third-tier routes will extend from the secondary routes and penetrate the individual housing clusters. The design will reflect the reduced speed of vehicles and will include sections off on carriageway routes. The Concept Opportunities illustrated in **Figure 5-1** below provides the access opportunities to the site.



Figure 5-1: Concept Opportunities Plan

- 5.5** The proposed development will include a range of onsite facilities including a Primary School, SEND School, Local Centre, local employment, inclusive open space and recreational areas, enabling residents to be able to complete shorter trips (instead of accessing some of the destinations discussed in Section 4), within the site area by walking or cycling or use of the proposed bus services.

Detailed Review of Off-Site Connections

- 5.6** To deliver a sustainable development it is vital to ensure there are no barriers that could inhibit the attractiveness of walking and cycling. A review of the desirable facilities has been carried out which indicates that the future desire line is likely to be predominantly to the western and northern sides of the site.
- 5.7** The review included in Section 4 identifies that there are several suitable routes for pedestrians and cyclists beyond the site area which will provide access to existing facilities including the railway stations, secondary schools, supermarkets, employment, and medical facilities.
- 5.8** Improvements to these routes are primarily provision of dropped kerbs and tactile paving where pedestrians need to cross from one side of the road to the other due the footways terminating or at junctions. The footway widths are generally considered suitable width and condition and all routes are street lit. **Figure 4-10** identifies the locations of some of these upgrades, but a couple of key areas that are considered necessary to be reviewed in more detail include:
- Cycle link to Whitstable Secondary School
 - Crossing facilities on Chestfield Road & potential traffic calming.

Cycle Link to Whitstable School

- 5.9** From the site, there are two potential routes that students attending the Whitstable Secondary School can take, this would be via the Crab & Winkle Way or via Millstrood Road. As advised in Section 4, Millstrood Road and the crossing of Thanet Way is not suitable for cyclists as the existing bridge across Thanet Way is a stepped footbridge.
- 5.10** The Crab & Winkle Way is the safest route as it is an off-road route and therefore more suitable for school children. There is an existing footway connection between Clifford Road and Invicta Way onto the Crab & Winkle Way, this appears to be around 2-3m in width although is bound by fences on either side as shown in Photo 04 below.



Photo 04 – Existing PRoW connection between Invicta Way & Crab & Winkle Way

- 5.11** This route is identified in the Draft Local Cycling and Walking Implementation plan (2022) as being improved (W6) through CIL funding. On the basis that this upgraded this would provide an off-road cycle link to Whitstable School. The potential cycle route is identified in **Figure 5-2** below.



Figure 5-2: Potential cycle link to Whitstable School via Crab & Winkle Way

- 5.12** To facilitate cycle movements along Millstrood Road and Thanet Way extensive improvements would be necessary which would include the provision of a shared footway/cycleway along Millstrood Road and a new at grade-signal controlled crossing on Thanet Way as identified in **Figure 5-3** below.

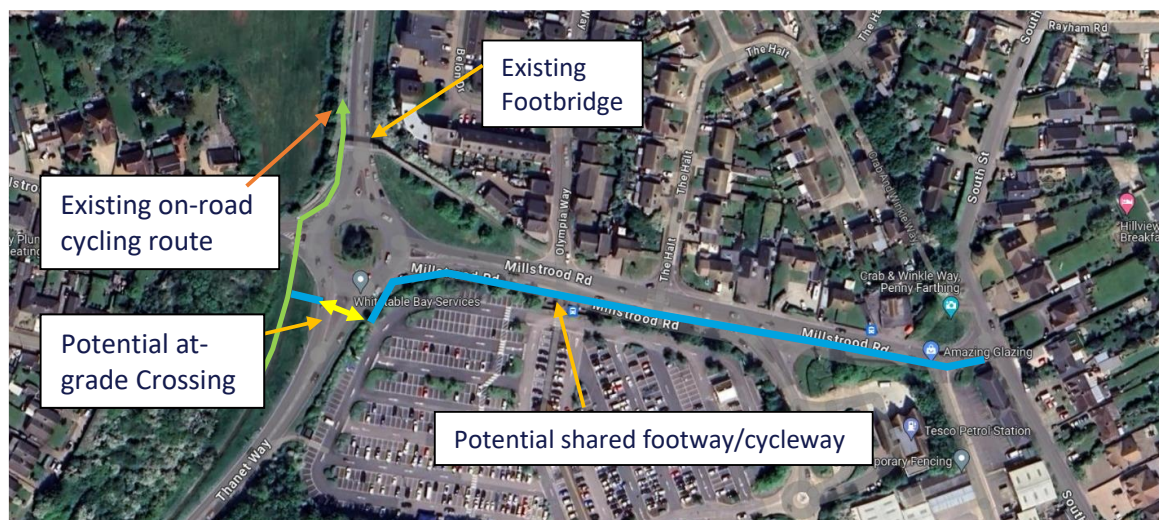


Figure 5-3: Potential Footway/cycleway improvements – Millstrood Road/ Thanet Way

- 5.13** The improvements identified in **Figure 5-3** would however be subject to a review of land ownership and may not all be deliverable. In addition, whilst improvement may be provided on the eastern side, students accessing the school would need to continue cycling on-road along Millstrood Road to the west side of Thanet Way, therefore it is considered that the majority of students cycling to school would prefer to use the Crab & Winkle Way and we would advise that the upgrades to improve the PRow(identified in Figure 5-2) would be undertaken to provide a safer, primarily off road, route.

Chestfield Road Improvements

- 5.14** Access to the site will include a new access onto Chestfield Road from which a new Primary School and local facilities will be served. In addition, on the eastern side of the development area access to the proposed SEND school and employment uses are also proposed.
- 5.15** Chestfield Road has a 30mph speed limit and footway provision along its length, although this provision varies from being on one side and sometimes on both sides of the road. To assist residents both from the site travelling to the local facilities outside of the development and those accessing the new facilities from outside of the site, the following improvements are considered necessary.
- Provide safe crossing facilities.
 - Provide traffic calming to slow vehicle speeds.
- 5.16** The predominate footway along Chestfield Road is on the eastern side of the road with only two sections where the footway is terminated namely at 143 Chestfield Road and at Chestfield Barn. The development proposal will provide a new pedestrian/cycle link from the site onto the western side of Chestfield Road which is likely to be close to 108 Chestfield Road where there is an existing footway.
- 5.17** The footway on the western side however only continues up to the Radfall Recreation Ground access and therefore it is recommended that a new centre refuge island is provided to enable residents to easily cross the road, this could alternatively be a controlled signalised crossing. To facilitate a 2m wide refuge island the road will need to be widened at this location, however it is considered that this can be achieved within the extent of public highway.
- 5.18** From this point, the footway on the eastern side continues up to Chestfield Barn where pedestrians need to cross to the western side, but then cross back to the eastern side shortly after as the footway on the western side stops at Willow Way. There are no formal crossing points at this location, and it is considered that these are provided to aid pedestrians across the road in this location as illustrated in **Figure 5-4** below.

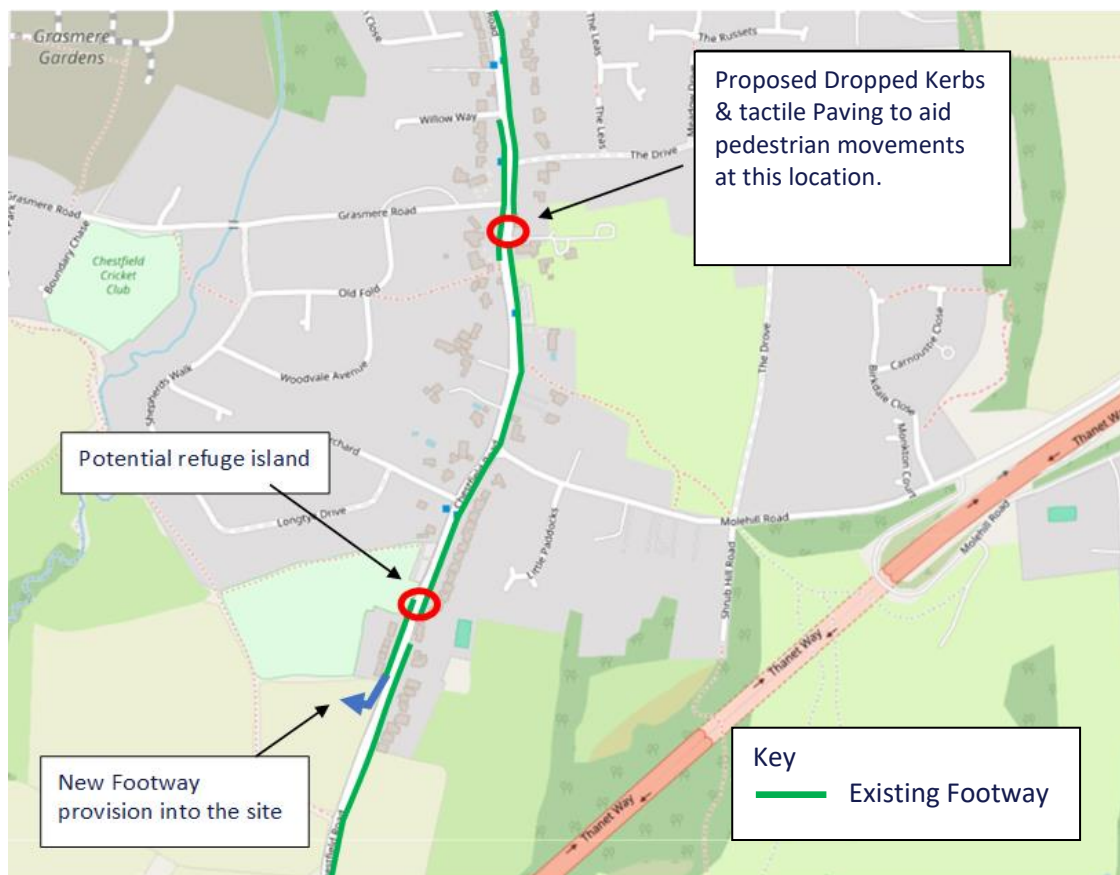


Figure 5-4: Potential crossing facilities on Chestfield Road

- 5.19** In addition to the above pedestrian crossing facilities, the opportunity to reduce vehicle speed is also considered appropriate as part of these proposals which could be in the form of priority working arrangements. The type and number of measures will be considered in more detail as part of a Transport Assessment.

Potential Cycle Connections

- 5.20** In addition to the above, the opportunity exists to contribute towards the provision of an East-West (Crab & Winkle Way to Herne Bay) route which would require the provision of an on-road cycle route from the site along Chestfield Road up to Molehill Road. Molehill Road would be downgraded to a Quiet Lane/ Green Way enabling on-road cycling up to Thornden Wood Road at which point there would be a short section of an on-road cycling to join Hawthornden Street that serves a new residential development where it is likely that either a segregated cycle route is available, or on-road cycling would be considered suitable. The route would then continue north along Greenhill Road which is a residential road and considered likely to be suitable for on-road cycling. The route would continue up to Thanet Way where via an existing controlled crossing east of Lidl, cyclists could then join the existing cycle route along Thanet Way.
- 5.21** The route would continue through the site and on the western side of the site, the route would join with the existing Crab & Winkle Way. A plan illustrating this route is identified in **Figure 5-5** below.

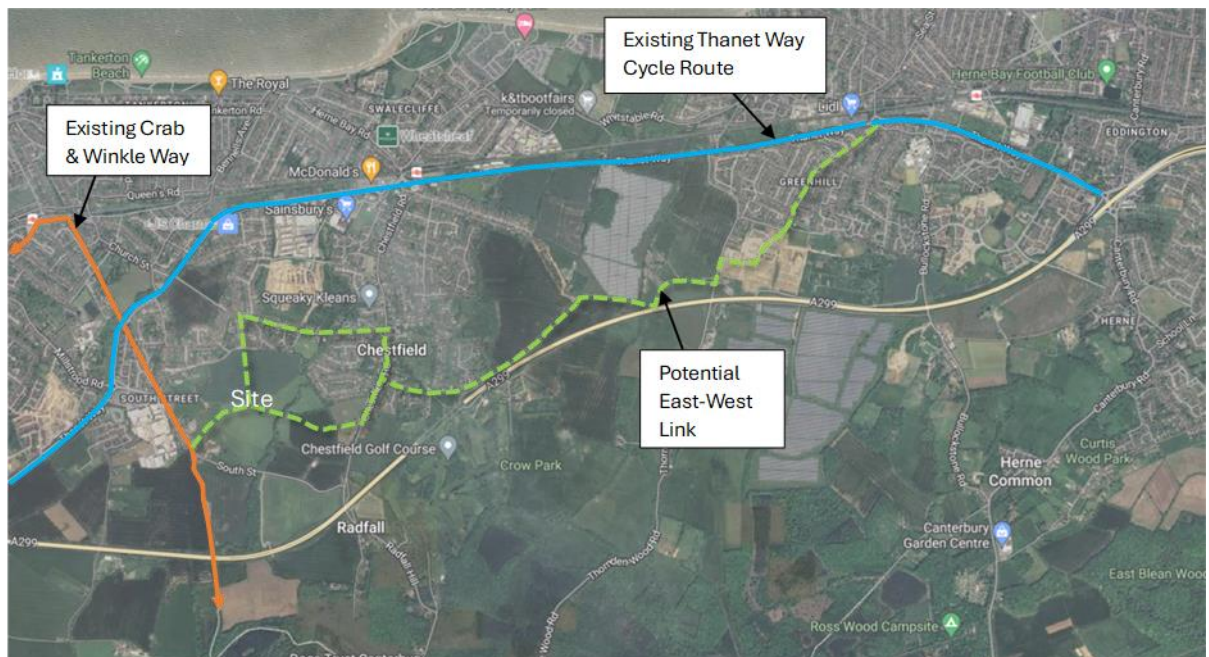


Figure 5-5: Potential strategic Cycle Routes

- 5.22** The above takes into consideration the proposals identified in the Draft Local Cycling and Walking Implementation plan (LCWIP) which identifies the downgrading of Molehill Road to make it suitable for on-road cycling. The LCWIP also includes for an on-road route along Chestfield Road north of Molehill Road to join Grasmere Road which in turn joins Lismore Road into the proposed site.
- 5.23** This is a strategic route benefiting the wider community and as such as part of this proposal it is considered that a contribution is provided for much of the scheme with the measures close to the site including the on-road cycle route on Chestfield Road to Molehill and South Street to the Crab & Winkle Way being implemented as part of the development proposal.

Summary

- 5.24** This section considers the proposed facilities to be provided as part of the site and the off-site improvements that could be implemented to improve accessibility to the site by walking and cycling.
- 5.25** The on-site facilities will include a network of footways and cycleways to provide a high level of connectivity to the existing networks and the facilities proposed on the site. The facilities on site will include Primary School, SEND School, Local Centre, local employment, inclusive open space, and recreational areas which will be within 800m of new residents providing a walkable neighbourhood. These new local facilities would also provide additional amenities and facilities to the existing residents adjacent to the Site, improving the opportunity for these existing residents to make short walks or cycling trips.
- 5.26** For access to local existing facilities a review of the routes that would be most regularly used by residents was undertaken in Section 4 and it was concluded that apart from improved formal crossing points, there are two key measures that are reviewed in more detail, these include:
- Cycle link to Whitstable Secondary School
 - Crossing facilities on Chestfield Road & potential traffic calming.
- 5.27** The conclusion is that for cycle access to Whitstable Secondary School the safest route would be via the Crab & Winkle Way, as this is an off-road route and there is a proposed link to Invicta Way which will enable a continued cycle route for student to use, the proposal for this link upgrade is identified in the LCWIP. For students walking to the school, this can be safely accommodated along Millstrood Road and via the existing footbridge.
- 5.28** On Chestfield Road, improvements are proposed to aid pedestrian movements which could include the provision of formal un-controlled or signal controlled crossings, in addition the opportunity exists to provide traffic calming measures to reduce vehicle speeds along this road.
- 5.29** Other potential measures to which the development could contribute towards would be an east-west cycle link that would connect the Crab & Winkle Way to Greenhill/ Herne Bay.
- 5.30** The measures identified will assist in making accessibility to the existing facilities in the local area more accessible to both new and existing residents.

6 Public Transport Improvements

Introduction

- 6.1 Public transport is fundamental to delivering a sustainable development, providing opportunities for mass transit to locally important service centres.
- 6.2 This section considers the opportunities available to divert existing bus services into the site and/or provide a new service, this section also considers potential accessibility improvements to the railway stations.
- 6.3 A review of the potential bus trips generated by the development site has been carried out based on the census data. This has determined that sufficient bus patronage to support a bespoke new service may be provided which would link the development site to the facilities within Whitstable.
- 6.4 The delivery of the development will be based on a strategy to encourage sustainable trips. A package of measures will be introduced to maximise trips by sustainable modes.

Bus Service Opportunities

- 6.5 The existing bus route that passes closest to the site is Route No.5, the opportunity therefore exists to potentially divert this service into the site. Given the routing of this service, it is considered that a diversion could not go through the site, but instead provide a diverted service from Chestfield Road as illustrated in Figure 6-1 below.



Figure 6-1: Potential Diversion of Bus Route No. 5

- 6.6 The benefits of utilising route No.5 is that its route includes all of the key destinations that residents are likely to travel to and also continues to Canterbury where a high proportion of work-related trips are made.
- 6.7 Alternatively, the opportunity exists to provide a new service to the site that could provide a loop service to

include key off site facilities within Whitstable including Tesco food store, Whitstable School, Whitstable Train Station, Sainsbury's/ local employment area & Chestfield & Swalecliffe Train Station. This route is illustrated in **Figure 6-2** below.

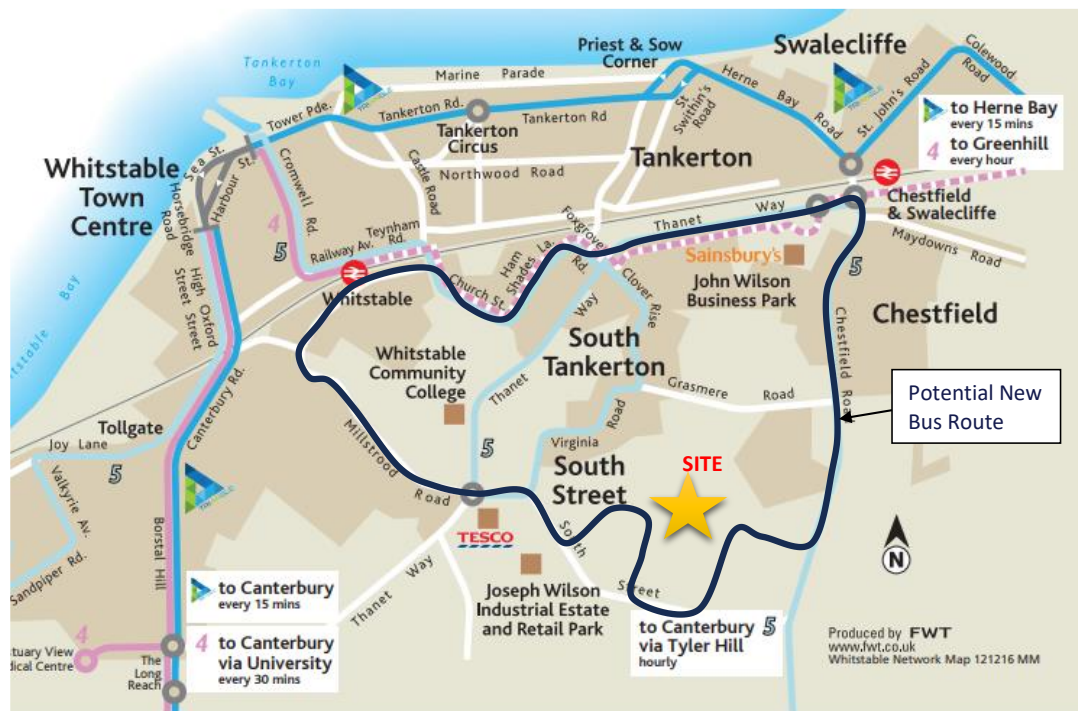


Figure 6-2: Potential New Bus Route

- 6.8** The diversion of route No.5 would be considered the most viable option as this is an existing service and includes a wider catchment area that would be of a greater benefit to new residents. The service is currently operating as an hourly service Monday to Saturday, the opportunity exists to increase the frequency of this service to provide a 30min service making it a more attractive means of travel.
- 6.9** The provision of a new local bus service, whilst could provide a frequent service, the benefits would be only to those accessing the local area and in the long term unlikely to remain a viable service. The new route could potentially continue to Canterbury although this could reduce the frequency of the service and would also effectively be duplicating the route that bus service No.5 takes and therefore a diversion into the site is likely to be most viable option.
- 6.10** Initial discussions are currently underway with Stagecoach to consider if the option of diverting the existing service into the site from Chestfield Road is achievable.

Railway Accessibility Improvements

- 6.11** The measures identified in Sections 4 & 5 of this report include a variety of improvements to aid walking and cycling from the site. Both Whitstable Station and Chestfield & Swalecliffe Station are accessible by foot and cycle, and at Whitstable Station there are 32 Cycle Stands available, however at the Chestfield & Swalecliffe Station, there is currently no cycle parking available and access to the station platforms are via steps. To encourage residents to cycle to Chestfield & Swalecliffe Station, the opportunity exists to contribute towards the provision of cycle parking on the existing public highway outside the station as illustrated in **Figure 6-3** below.



Figure 6-3: Potential location for cycle parking at Chestfield & Swalecliffe Station

Summary

- 6.12** This section considers the opportunities available to improve accessibility to public transport. For access to bus services, the opportunity exists to potentially divert existing bus route No.5 into the site from Chestfield Road. An alternative would be to provide a new bus service, although it is considered that this would effectively mirror the route that Route No.5 makes and therefore may not be viable in the long term.
- 6.13** For access to the railway stations, access by foot and cycle is easily achievable with the improvements identified in Sections 4 and 5 although at Chestfield & Swalecliffe Station, there are currently no cycle parking facilities and therefore the opportunity exists to provide cycle parking at the steps that lead to the eastbound platform.
- 6.14** The provision of these Public Transport improvements will further enhance the accessibility options available to the site reducing the need to travel by private car.

7 Site Sustainability Policy Review

Transport Strategy

7.1 The development will be built upon a sustainable strategy that encompasses the following objectives:

- Objective one: Reducing the need to travel.
- Objective two: maximise sustainable modes.
- Objective three: mitigate residual impacts.

Objective One: Reducing The Need to Travel

7.2 The fundamental objective of a sustainable strategy is to reduce the unsustainable movement of people, typically characterised as a single occupancy trip. The encouragement of sustainable movement of people within the development is the first objective of a sustainable development.

7.3 The Emerging Draft Canterbury District Local Plan to 2040 holds a list of policies that will form the Local Development Framework for the District. Policy W4 – Land at Brooklands Farm will allocate the site for development. The policy requires the design and layout of the site to create a complete, compact, and well-connected neighbourhood, where every day needs can be met within a 15-minute walking or short cycle to support the local economy, promote health, wellbeing, and social interaction. This will address climate change by reducing car dependency.

7.4 The careful consideration of the land uses delivered on-site can fundamentally affect the travel characteristics of the future residents. The future residents will have a range of demands that need to be addressed. In relation to journey purpose, this can be broken down into a broad spectrum. Typically, journey to school and commuting will represent the greatest proportion of trips, especially in the morning and evening peak periods. This is then followed by shopping, which is typically carried out outside the peak periods of trouble demand. However, when considering all the possible journey purposes other a whole day shopping accounts for the greatest single journey purpose, equating to 18% of all trips as identified within the National Travel Survey (NTS).

7.5 This demonstrates that by delivering a range of facilities within the confines of the development, a significant portion of the daily demands of the future residents can be addressed.

7.6 The development will deliver primary school provision at a level that will provide sufficient headroom to ensure every child will have a place. The NTS (National Travel Survey) identifies that in the morning peak 49% of trips are associated with education and the provision of a primary school within the development will remove a significant need to travel externally.

7.7 As demonstrated within the method of travel to work statistics, indicating within **Table 2-1**, the Covid 19 pandemic significantly increased the number of people working from home. The periods of national lockdown have long since gone but the effect on travel characteristics remain, with companies now acknowledging the many benefits of that flexible working arrangements can bring. To facilitate homeworking, the flexibility of the housing types delivered will consider, providing opportunities for home office space.

7.8 The development would also include a local centre that will provide shopping opportunities for the future residents together with a Transport Mobility Hub. A Mobility Hub concentrates ethos of sustainable movement in one place, providing an interchange between modes of travel. The onsite walking and cycling routes will provide strong connections into the hub which shall coincide with the central bus stop location. The Mobility Hub could also include additional office space to maximise the availability to work locally.

Objective Two: Maximise Sustainable Modes

- 7.9 The next objective is to recognise that after catering for daily demands internally within the development, there will always be a need for some trips to be carried out externally. The next objective is to encourage those trips that are necessary to be carried out by a sustainable mode.
- 7.10 A Transport Topic paper, including modelling, informs the transport policies for the emerging local plan. It shows that without intervention vehicle queuing and delay at the A299/Long Reach Interchange will worsen. The modelling also shows that town centre congestion and residential parking usage will worsen without intervention.
- 7.11 Therefore, the paper suggests a reduction in non-residential parking and an out-of-town car park. It supports the Park and Ride facility on Thanet Way west of the site. These interventions will also improve the site's connection to the town centre without the use of motor car.
- 7.12 The report also proposes cycle route improvements which will improve accessibility for residents of the site to walk and cycle to the town centre and also with an East-West route movements between Crab & Winkle Way to Herne Bay.
- 7.13 The draft Cycle and Walking Implementation Plan includes a list of actions that will improve the local cycle and walking infrastructure. These will improve walking and cycling permeability in the local area and embed the site in the active travel network.
- 7.14 As identified previously the development could provide a financial contribution towards the delivery of a bespoke bus service or increasing the frequency of an existing service that runs nearby the site. This will provide a strong connection between the site and the facilities available within Whitstable and the opportunities to continue their travel by non-car modes.

Objective Three: Mitigate Residual Impacts

- 7.15 After reducing the need to travel outside the development and maximising the opportunities for sustainable travel, the final step in a transport strategy is to mitigate any residual impacts.
- 7.16 The application for the development will be supported by a Transport Assessment (TA). This will assess the residual impact development and identify a range of highway interventions necessary to mitigate the impact.
- 7.17 In support of the local plan, Brookbanks have already carried out initial assessments on the likely impact of the development, which identifies a range of locally sensitive junctions that may need to be improved together with the delivery of the eastbound on-off slip roads at the new Chestfield Road junction.
- 7.18 The initial assessments have demonstrated that improvements to the road network can be carried out to ensure the development will not have a significant impact. Furthermore, the delivery of the slip roads will have a greater benefit to the operation of the local road network beyond just serving the needs of the development.

Policy W4 – Land at Brookbanks Farm

- 7.19 Within the Draft Canterbury District Local Plan 2040, the site identified as Policy site W4 identifies potential measures to improve accessibility to the site for non-car modes which are reviewed in **Table 7-1** below.

Policy Site W4 – Access and Transportation (Non-car modes policies)	
A) Provide safe and convenient pedestrian and cycle connectivity including:	Brookbanks Policy Compliance Review
i) Walking and cycle connections to Chestfield and to the Crab and Winkle Way including upgrade of CW21 and upgrade of CW38;	PRoW route CW21 continues through the site and will be improved as part of the development site. PRoW route CW38 starts from a point off Chestfield Road close to South Street junction and continues eastward across the Chestfield Golf Course. It is considered that this route could potentially be improved but not upgraded as it crosses third party land.
ii) New and improved cycle connections to Whitstable via the Crab & Winkle Way including extension of the Crab & Winkle Way traffic free route to the harbour and pedestrian/cycle bridge from Old Bridge Road to Teyham Road;	Potential improvements to the Crab & Winkle Way are identified in Sections 4 & 5. The existing Crab & Winkle Route currently uses a route called Stream Walk which provides a more direct route from the site to the facilities in the town centre. The time to cycle from the point where the Crab & Winkle joins Old Bridge Street to the centre of High Street or to Harbour Street via Stream Walk is currently 3mins. Via a new bridge as suggested would reduce the time to Harbour Street by potentially 1min but would provide no difference to the High Street. It is considered that improvements to the existing routes would be far more beneficial.
iii) New and improved walking and cycle connections to Site 12 in Policy CF1;	The primary route for walking and cycling to Site 12 would be along Thanet Way although a crossing would be required at the junction with Millstrood Road for cyclists.
iv) New and improved walking and cycling connections to school locations, both within the site and surrounding communities;	Improvements will be made to connect to the Secondary School and a new Primary School & SEND School will be provided on site including connections for both future and existing residents. Details of walking routes to the Secondary school are included in Sections 4 & 5.
v) New and improved walking and cycling connections to Herne Bay via A2990 Thanet Way and including the investigation of downgrading Molehill Road to a green lane; and	See proposals in Sections 4 and 5 (crossing of Thanet Way). Investigations to downgrade Molehill Road would be made See Section 5.
vi) Improvements to the PRoW network crossing and around the site as required.	As above
B) Provide good public transport facilities through the site with a new bus route connecting residential areas and the community hub to adjacent local areas and Whitstable town centre.	See section 6
D) Provide pedestrian and cycle only access from Rayham Road.	Access onto Rayham Road would only be suitable for walking as it is an unsurfaced route and may not be suitable for cyclists.

Table 7-1: Policy Site W4 - Access and Transportation

- 7.20** It is considered that the site has the potential to deliver the improvements identified as part of the planning policy with an exception to the provision footway/cycleway bridge from Old Bridge Road to Teyham Road which is not considered to provide any material benefit to the development site and other improvements identified in this report are considered to be of greater benefit.

8 Potential for Modal Shift

- 8.1** This report has identified the existing modes used by residents for their journeys to work, the key workplace destinations and the typical trip purpose made by residents throughout a typical week. In addition, this report considers the key routes that residents accessing facilities outside of the site would use and where improvements to these routes should be provided to make accessibility easier.
- 8.2** This report also identifies the key facilities that will be provided on site making the site a walkable neighbourhood and the opportunities to provide bus services into the site which will ensure that the majority of residents and proposed facilities are within approximately a 5min walk of a bus service. All sustainable routes and services will link to the onsite Mobility Hub which will facilitate other modes such as hiring of electric scooters or cycles and electric car hire. Other measures identified include potential offsite controlled crossing provisions and new cycle routes.
- 8.3** A Transport Assessment and Travel Plan will be prepared to support a planning application on the site and will consider in more detail the opportunities for modal shift, however based on the findings of this report it is considered that the greatest opportunity for modal shift will be during the peak periods. Currently around 80% of people travel to work by car (2011 Journey to work Census) although around 57% work within Whitstable, Herne Bay or Central Canterbury which can be accessed by PT or cycle. Therefore, it is considered that with the measures identified in this report there is the potential to provide a significant shift in modes which is likely to result in an increase in PT and cycling.

9 Summary and Conclusions

Summary

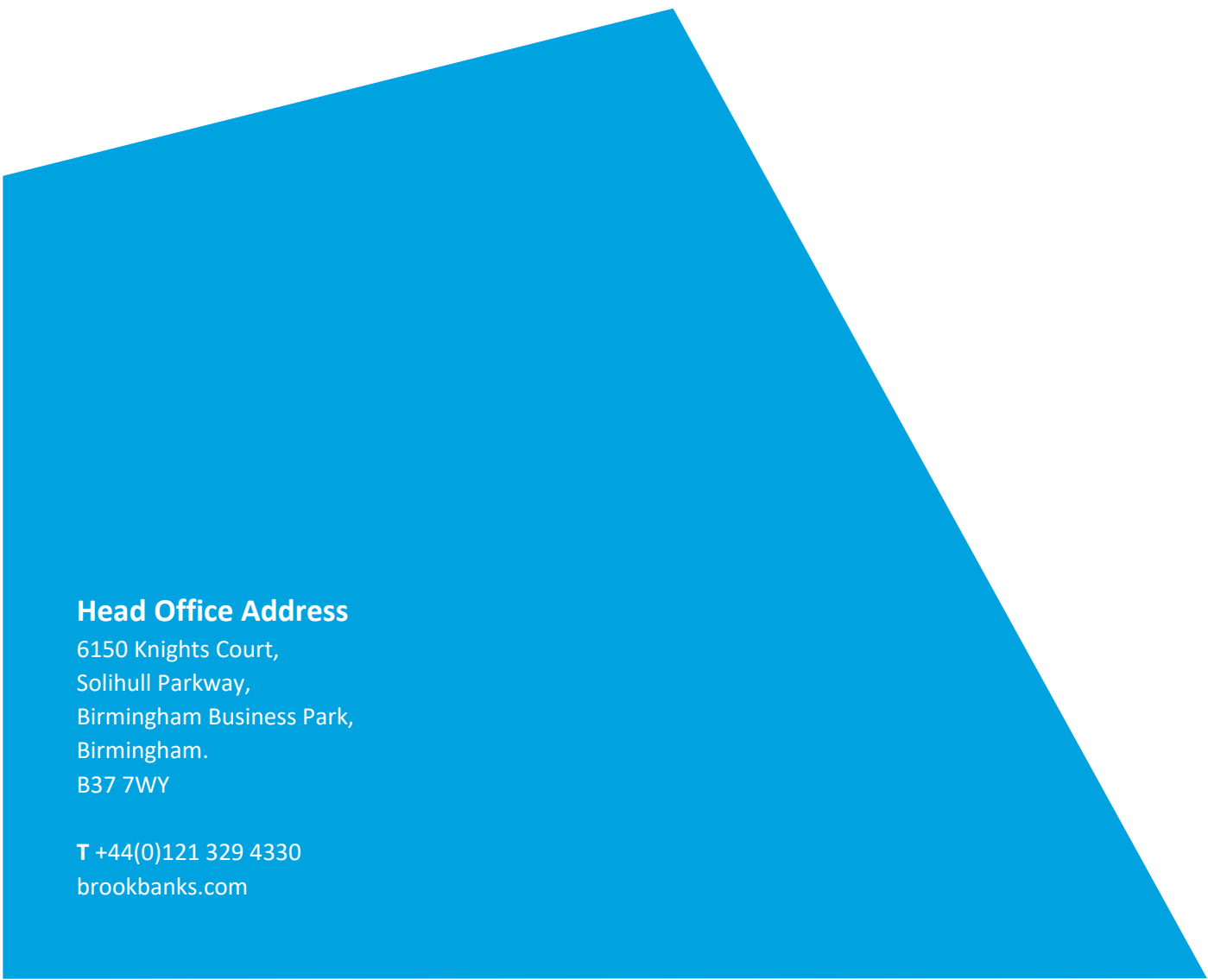
- 9.1** This report has been prepared to demonstrate the proposed site allocation on Brooklands Farm is in an accessible location to access existing facilities within Whitstable by non-car modes and that access to areas for work related trips can be achieved by modes other than the private car.
- 9.2** The site is situated to the southern edge of the existing urban development of Whitstable and access from the site is achievable from various locations including South Street/ Chestfield Road and Lismore Road/ Rayham Road, enabling residents to be able to easily access the wider area of Whitstable.
- 9.3** Based on the 2011 census data, around 80% of residents travel to work by car, although 30% work within Whitstable, 10% in Herne Bay and 17% within Central Canterbury which are accessible by walking, cycling or Public Transport.
- 9.4** This report therefore reviews the key routes that residents are likely to use to access local facilities within Whitstable to ensure that connectivity can be easily made by walking or cycling. This review concludes that the improvements needed include the provision of formal crossing locations which will primarily be in the form of uncontrolled crossings and potential traffic calming along Chestfield Road to reduce vehicle speeds.
- 9.5** Other measures identified may include new cycle links and contributions towards the measures identified within the Draft Local Cycling and Walking Implementation Plan (LCWIP).
- 9.6** In addition to the main walking routes to local facilities, the opportunity exists to contribute towards an east-west link from the Crab & Winkle Way on South Street to the existing cycle route along Thanet Way at Herne Bay. This route would incorporate an on-road route along South Street, Chestfield Road, Molehill Road and Greenhill Road in Herne Bay. This route forms part of the aspirations identified within the LCWIP although the provision of this route would be subject to further detailed assessment.
- 9.7** This report also considers accessibility by public transport. The walking/cycling routes are considered suitable for access to the existing train stations within Whitstable although the opportunity exists to contribute towards new cycle parking at the Chestfield & Swalecliffe Station to encourage cycle use to this station. The opportunity also exists to divert bus route No.5 into the site from Chestfield Road, subject to discussions with Stagecoach. An alternative would be to provide a new bus service through the site which would serve the local area, although it is considered that the route would be similar to Bus Route No.5 and may not be viable in the long term.
- 9.8** The proposed development will include a range of onsite facilities including a Primary School, SEND School, Local Centre, local employment, inclusive open space, and recreational areas, enabling residents to be able to complete shorter trips within the site area by walking or cycling or use of the proposed bus services.
- 9.9** The development proposal will ensure that the site is a walkable neighbourhood through the provision of a comprehensive network of footways and cycleways and access to bus services will be within a 5min walk of the majority of residents. All sustainable routes and services will also link to the onsite Mobility Hub which will facilitate other modes such as hiring of electric scooters or cycles and electric car hire.
- 9.10** A Transport Assessment to support an application for this site will include a more detailed review of the potential measures identified within this report and the likely levels for modal shift supported by a residential Travel Plan.

Conclusions

- 9.11** This report demonstrates that the site is within an area that can be easily accessed by non-car modes and that access to existing local facilities can easily be made by walking and cycling. The opportunities also exist

to further improve accessibility through the provision of bus services, new cycle routes and improved crossing facilities.

- 9.12** The development site will also include several on-site facilities which will be connected within the residential area through a strategic network of footways and cycleways.
- 9.13** Overall, the site is well located to achieve the aims and objectives of the draft Local Cycling and Walking Implementation Plan and the Central Governments aims and objectives to increase the level of walking and cycling made reducing the need to travel by the private car.



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