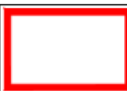
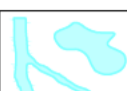
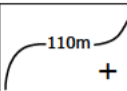





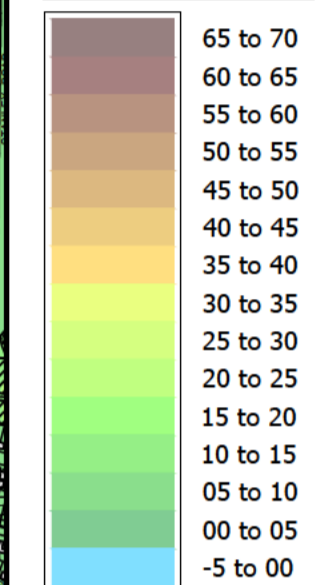
The scaling of this drawing cannot be assured

Revision _____ Date _____ Dm _____ Ckd _____

Legend

-  Site Boundary
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Ridgelines
-  Valleys
-  Existing Woodlands, Copses and Tree Belts ^

Elevation (AOD metres)



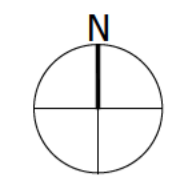
Source: ^ OS Mapping
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FIGURE 3



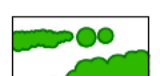


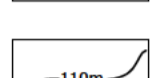
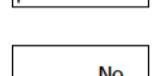
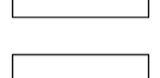



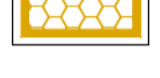



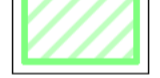
Project
**Bodkin Farm,
 Whitstable Kent**
 Drawing Title
Topographic Features Plan

Date 23.07.2021	Scale 1:10,000 @A1 1:20,000 @A3	Drawn by LH/OF	Check by LT
Project No 28788	Drawing No RG-LP-05	Revision -	





Legend

-  Site Boundary
-  Ancient Woodland #
-  Existing Woodlands, Copses and Tree Belts ^
-  Existing Scrub ^
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Public Rights of Way *
-  Cycle Route
-  Listed Buildings ~
-  Chestfield Conservation Area #/#/#
-  Sites of Special Scientific Interest #
-  Area of High Landscape Value ##
-  Green Gap ##
-  Open Space ##
-  Protection of Open Space ##
-  Location of Photographic Viewpoints (Site Context Photographs: 1-9)

Sources:
 * OS Mapping
 # National England GIS Data Set
 ^ Historic England National Monument Record GIS Data Set
 * Kent County Council Definitive Map
 + Substrans National Cycle Network GIS Data
 + Department of Transport Cycle Network Model
 ^ Department for Communities and Local Government GIS Data
 # Carbury City Council Local Plan Adopted 2017

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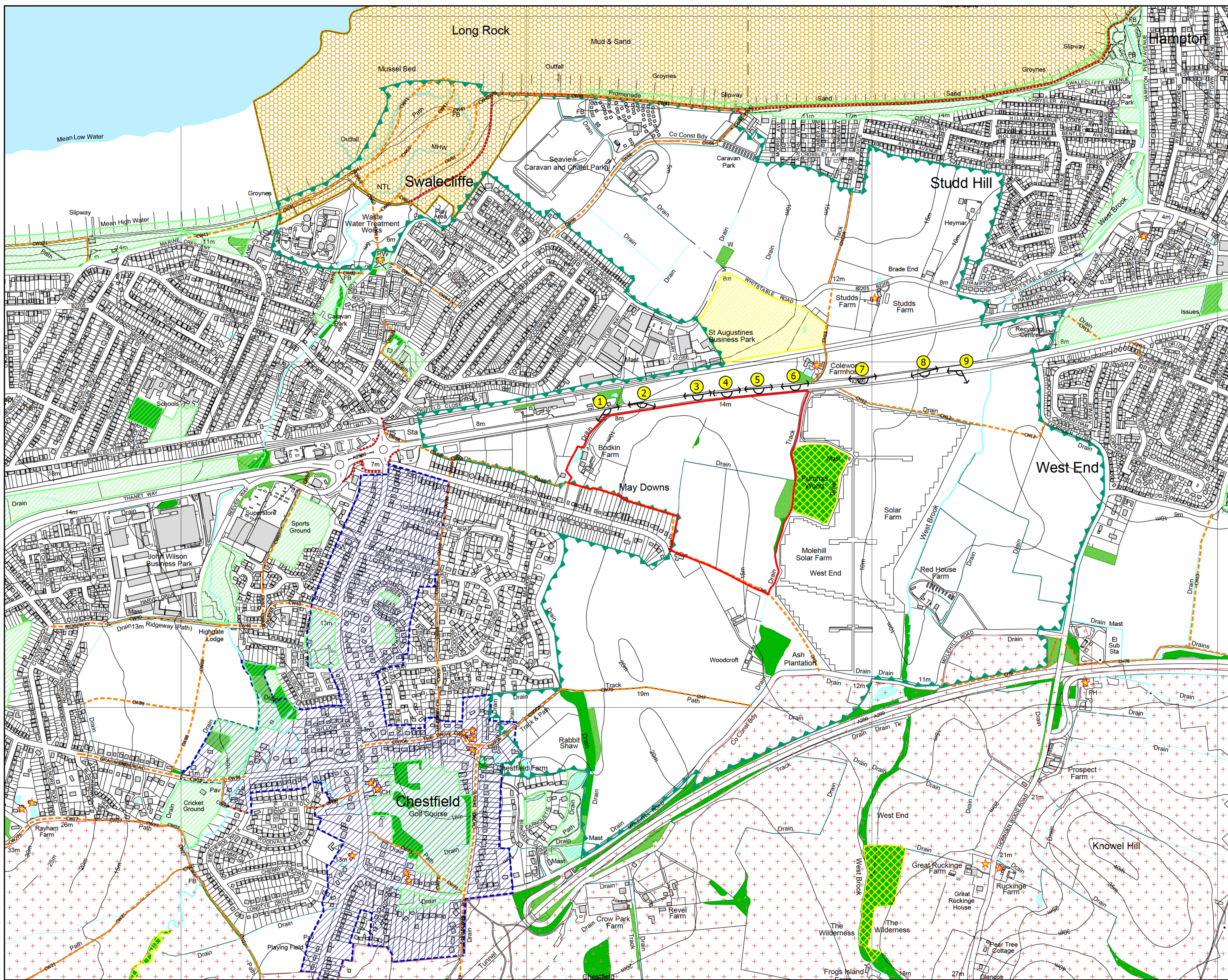


FIGURE 2
 Project
**Bodkin Farm,
 Whitstable Kent**
 Drawing Title
Site Context Plan

Date	Scale	Drawn by	Check by
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Project No	Drawing No	Revision	
28788	RG-LP-01	-	




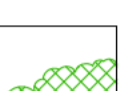

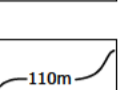

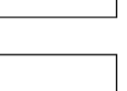
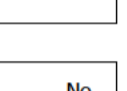
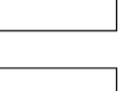










DRAFT WILLMORE

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Legend

-  Site Boundary
-  Ancient Woodland #
-  Existing Woodlands, Copses and Tree Belts ^
-  Existing Scrub ^
-  Existing Water Courses and Features ^
-  Contours/Spot Heights (Metres AOD) ^
-  Ridgelines
-  Valleys
-  Public Rights of Way *
-  National Trails / Long Distance Walks #
-  Sustrans Cycle Route +
-  Cycle Route
-  Listed Buildings ~
-  Conservation Area #/##
-  Scheduled Monument ~
-  Area of High Landscape Value ##
-  Sites of Special Scientific Interest #
-  Special Protection Area #
-  Local Nature Reserve #
-  Green Gap ##

Sources:
 # GIS Mapping
 * Natural England GIS Data Set
 ^ Historic England National Monument Record GIS Data Set
 # Kent County Council Definitive Map
 + Sustrans National Cycle Network GIS Data
 ++ Department of Transport Cycle Network Model
 +++ Department for Communities and Local Government GIS Data
 ## Canterbury City Council Local Plan Adopted 2017

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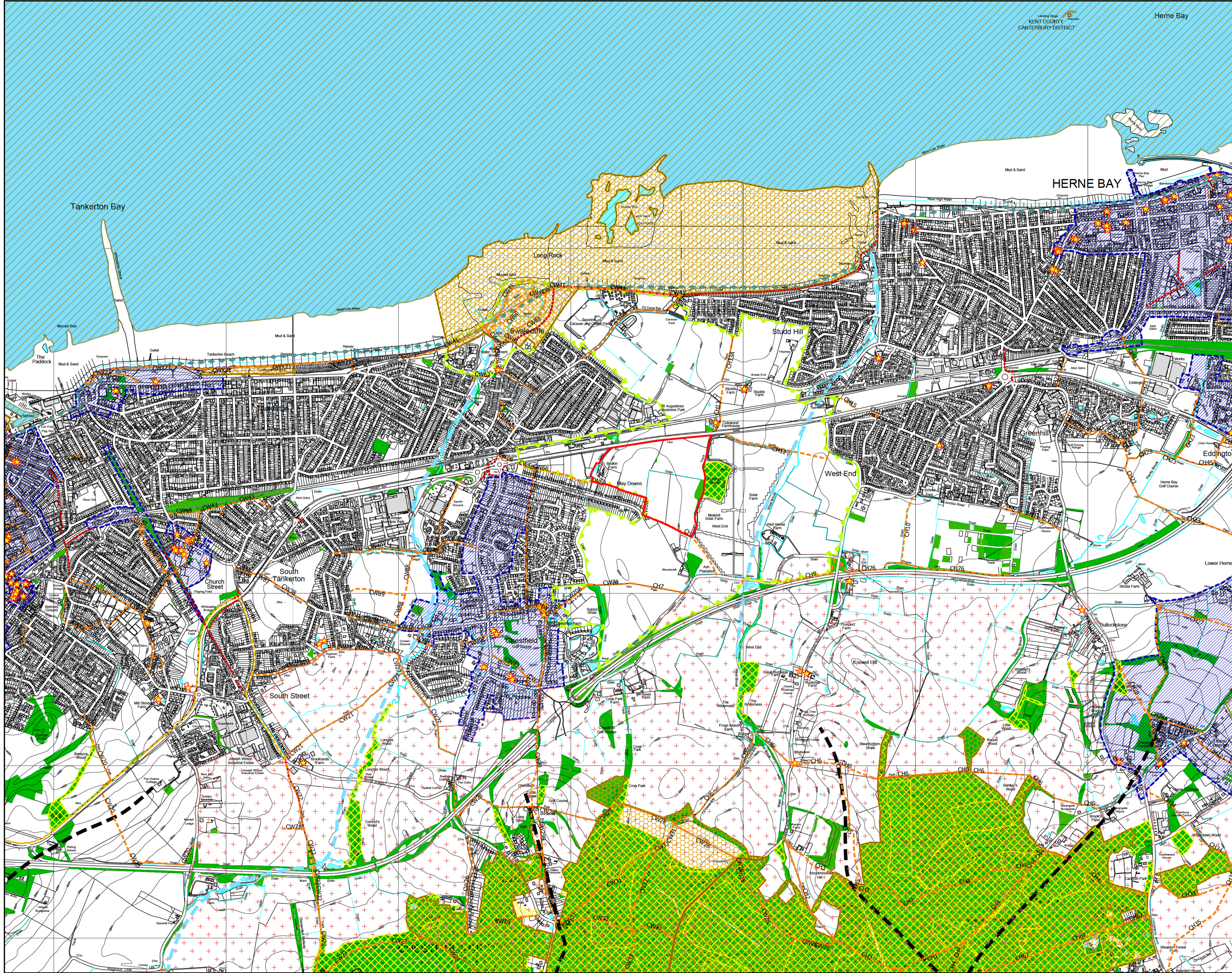
FIGURE 1

Project
**Bodkin Farm,
 Whitstable Kent**
 Drawing Title
Wider Site Context Plan

Date	Scale	Drawn by	Check by
23.07.2021	1:10,000 @A1 1:20,000 @A3	LH	LT
Project No	Drawing No	Revision	
28788	RG-LP-04	-	



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SITE CONTEXT PHOTOGRAPH 1: VIEW FROM THANET WAY, LOOKING SOUTH-EAST ACROSS THE WESTERN FIELD OF THE SITE



SITE CONTEXT PHOTOGRAPH 2: VIEW FROM THANET WAY, LOOKING SOUTH-WEST ACROSS THE WESTERN FIELD OF THE SITE



SITE CONTEXT PHOTOGRAPH 3: VIEW FROM THANET WAY, LOOKING SOUTH ACROSS THE WESTERN FIELD OF THE SITE

Approximate extent of the Site

Thanet Way

Purchas Wood



SITE CONTEXT PHOTOGRAPH 4: VIEW FROM THANET WAY, LOOKING SOUTH ACROSS THE EASTERN FIELDS OF THE SITE

Approximate extent of the Site

Thanet Way



SITE CONTEXT PHOTOGRAPH 5: VIEW FROM THANET WAY, LOOKING SOUTH ACROSS THE EASTERN FIELDS OF THE SITE

Approximate extent of the Site

Solar Farm

Purchas Wood

Thanet Way



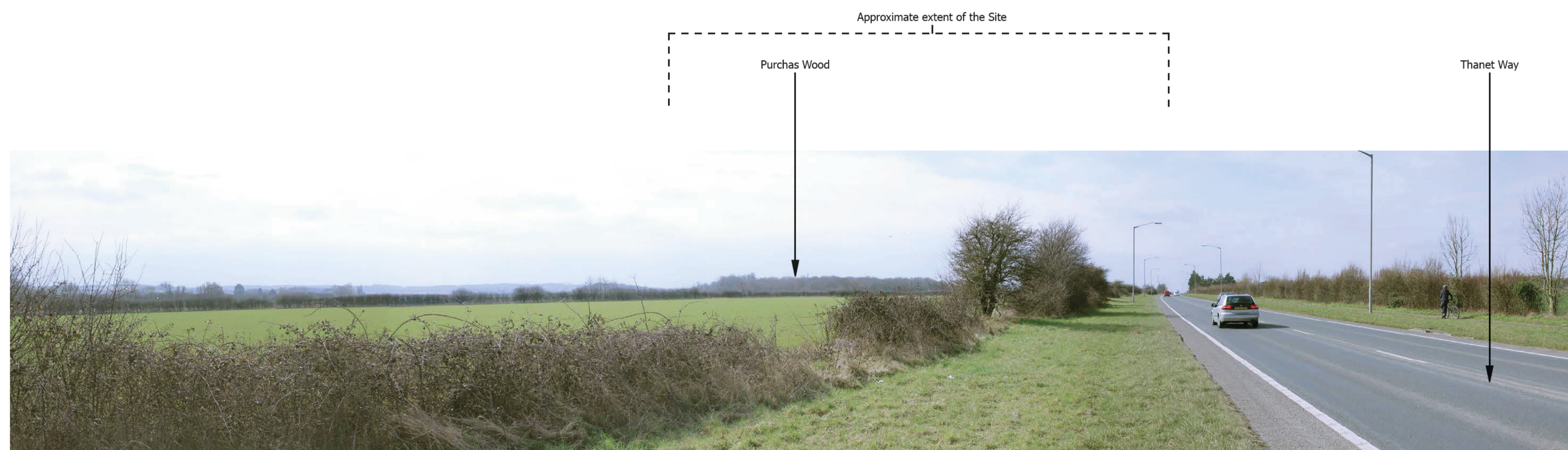
SITE CONTEXT PHOTOGRAPH 6: VIEW FROM THANET WAY, LOOKING SOUTH ACROSS THE EASTERN FIELDS OF THE SITE



SITE CONTEXT PHOTOGRAPH 7: VIEW FROM THANET WAY, LOOKING SOUTH



SITE CONTEXT PHOTOGRAPH 8: VIEW FROM THANET WAY, LOOKING SOUTH



SITE CONTEXT PHOTOGRAPH 9: VIEW FROM THANET WAY, LOOKING SOUTH-WEST

Bodkin Farm, Whitstable
Appendix 1
Planning Policy Extracts

1.0 LANDSCAPE POLICY CONTEXT

National Policy

National Planning Policy Framework (NPPF), 2021

- 1.1 The NPPF promotes a presumption in favour of sustainable development, defined as *“meeting the needs of the present without compromising the ability of future generations to meet their own needs”*, and providing it is in accordance with the relevant up-to-date Local Plan, and policies set out in the NPPF including those identifying restrictions with regard to designated areas.
- 1.2 The NPPF states that *“the purpose of the planning system is to contribute to the achievement of sustainable development”*.
- 1.3 Chapter 12 of the NPPF provides guidance on ensuring the delivery of good design. The NPPF requires development proposals to respond to local character and be visually attractive, as well as emphasising the need to integrate development proposals into the natural environment. Paragraph 130 of the NPPF states that planning policies and decisions should aim to ensure that developments:
 - *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
 - *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
 - *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
 - *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
 - *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks;*
 - *and f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.*

1.4 Chapter 15 of the NPPF provides guidance on conserving and enhancing the natural environment. Paragraph 170 sets out that:

“Planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);***
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;***
....
- c) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;***

Plans should: distinguish between the hierarchy of international, national and locally designated sites; allocate land with the least environmental or amenity value, where consistent with other policies in this Framework; take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure; and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.”

District Policy

Canterbury District Council Local Plan (adopted July 2017)

1.5 The Canterbury Local Plan was adopted by the Council in 2017 and sets out the key planning policies for the area whilst aiming to:

- “Create well-designed new communities, with good access to jobs and services***
- Make sure there is enough housing, and different types of housing, to meet the needs of local people and support new job creation***
- Protect sensitive landscape and wildlife areas, and other key environmental assets such as the World Heritage Site, the Area of Outstanding Natural Beauty and Conservation Areas***
- Make certain that new infrastructure, such as transport, schools and health facilities, are provided in parallel with development***
- Protect and strengthen town and village centres***
- Support the growth of the Universities and Colleges***

-
- *Support development of new and improved cultural and leisure facilities.”*

1.6 Policies of the Local Plan that are relevant to landscape and visual considerations include Policy SP4: Strategic approach to location of development, which states that:

“The urban areas of Canterbury, Herne Bay and Whitstable will continue to be the principal focus for development, with a particular focus at Canterbury, together with development at the rural service centres and local centres. Policy SP3 identifies the key sites for mixed-use development.

In addition to the development allocations set out in this plan:

1. *In the urban areas of Canterbury, Herne Bay and Whitstable, new housing development will be supported on suitable sites, where this would be acceptable in terms of environmental, transport and other planning factors, and would not result in the loss of sites identified for business and other specific uses;”*

1.7 Policy DBE3: Principles of Design, states that:

“The distinctive character, diversity and quality of the Canterbury District will be promoted, protected and enhanced through high quality, sustainable inclusive design, which reinforces and positively contributes to its local context creating attractive, inspiring and safe places.

Proposals for the development, which are of a high quality design, will be granted planning permission having regard to other plan policies and the following considerations:

- a. *The character, setting and context of the site and the way the development is integrated into the landscape;*
- b. *The conservation, integration, extension, connection and management of existing natural and historic features including trees, hedgerows, pathways and boundaries to strengthen local distinctiveness, character, habitats and biodiversity;*
- c. *The visual impact including the impact on local townscape character and landscape and the skyline;*
- d. *High quality design solutions appropriate to the site;*
- e. *The form and density of the development including: the efficient use of land, layout, landscape, density and mix, building heights, scale, massing, materials, finishing and architectural details including proposed lighting schemes;*
- f. *The provision of visually interesting frontages at street level;*

-
- g. The privacy and amenity of neighbouring buildings and future occupiers (including overshadowing, outlook and light);*
 - h. The provision of appropriate hard and soft landscaping;*
 - i. The impact of polluting elements, such as noise, dust, odour, light, vibration and air pollution from the development or neighbouring uses;*
 - j. The provision of appropriate amenity and open space;*
 - o. The compatibility of the proposed development with other adjacent uses."*

1.8 Policy DBE9: Outdoor Lighting, states that:

"Proposals for new outdoor lighting or new developments which include outdoor lighting will only be permitted where it can be demonstrated that:

- a. It has been designed to minimise light glare, light trespass, light spillage and sky glare through using the best available technology to minimise light pollution and conserve energy.*
- b. It does not adversely impact residential amenity;*
- c. It does not adversely affect sites of nature conservation interest and/or protected and other vulnerable species and heritage assets;*
- d. It does not adversely impact on protected landscapes or those areas where darks skies are an important part of the nocturnal landscape;*
- e. The lighting levels do not exceed the levels recommended by the ILE in the relevant environmental zone as set out in Appendix 5;*
- f. It does not have an adverse impact on long distance views or from vantage points.*

In addition the City Council will expect proposals to demonstrate that they have had regard to the checklist set out in paragraph 8.95. For large developments involving outdoor lighting or those developments in or adjacent to sensitive locations, the City Council may require a Lighting Strategy to be submitted."

1.9 Policy LB2: Areas of High Landscape Value, states that:

"The following Areas of High Landscape Value are defined on the Proposals Map and Inset Maps:

- a. The North Kent Marshes;*
- b. The North Downs;*
- c. Blean Woods;*
- d. Wantsum Channel;*
- e. Canterbury (the valley of the River Stour around Canterbury).*

Within these areas, development will be considered in relation to the extent to which its location, scale, design and materials would impact on or protect the local landscape character and enhance the future appearance of the designated landscape and its heritage and nature conservation interest. Development proposals that support the landscape character (including settlement character), and have no significant impact upon historic setting, archaeological or nature conservation interests, where relevant, will be permitted.

Within the Canterbury AHLV, development proposals should have particular regard to the historic setting of the City and the World Heritage Site."

1.10 Policy LB4: Landscape Character Areas, states that:

"Proposals for development, and associated land use change or land management, should demonstrate that they are informed by, and are sympathetic to, the landscape character of the locality. In considering development proposals, the City Council will take every opportunity to reinforce, restore, conserve or improve, as appropriate, the landscape character of the area in which development is proposed.

Development will be permitted if the following criteria are satisfied:

- a. Development would be appropriate to the economic and social wellbeing of the area;*
- b. The site selection can be adequately justified, with the siting of development minimising the impact;*
- c. Development would safeguard or strengthen tranquillity, features and patterns that contribute to the landscape character and local distinctiveness of the area;*
- d. The scale, design, materials and landscaping measures are appropriate and would lead to an enhancement of the character of the landscape; and*
- e. Development will promote maintenance, enhancement, and restoration of biodiversity as appropriate in accordance with policy LB9.*

All development should take into account the sensitivity of the particular landscape to accommodate change. Development, or associated land use change or land management, which does not significantly adversely affect the landscape character of an area, will normally be allowed. The development should have regard to the Canterbury Landscape Character and Biodiversity Appraisal to identify the character areas and features affected."

1.11 Policy LB8: Landscape Scale Biodiversity Networks, states that:

“New development will need to show how it will:

- a. avoid the fragmentation of existing habitats and support the creation of coherent ecological networks through both urban and rural areas; and*
- b. retain, protect and enhance notable ecological features of conservation value such as ancient woodland, neutral grassland, hedgerows, trees, wetlands, river corridors and other water bodies, and habitats that offer breeding or feeding sites of local importance to populations of protected or targeted species. Lighting that has been sensitively designed to minimise disturbance to protected species and their food sources (e.g. low level, directed, warm, tinted lighting) will be permitted.*
- c. protect opportunities for improving connectivity of habitats in strategically important Biodiversity Opportunity Areas.*

Strategic opportunities for biodiversity improvement will be actively pursued within the Biodiversity Opportunity Areas.”

1.12 Policy LB10: Trees, Hedgerows and Woodland, states that:

“Development should be designed to retain trees, hedgerows and woodland that make an important contribution to the amenity of the site and the surrounding area and which are important to wild flora and fauna. New development should incorporate trees in areas of appropriate landscape character, to help restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, help mitigate climate change and contribute to floodplain management. The value and character of woodland and hedgerow networks should be maintained and enhanced, particularly where this would improve the landscape, biodiversity or link existing woodland habitats. This will be achieved by:

- a. Incorporating tree planting as an integral element of landscaping schemes where this is in keeping with the landscape character of the area;*
- b. Protecting ancient woodland, ancient trees and ‘important’ hedgerows from damaging development and land uses;*
- c. Promoting the retention and effective management, and where appropriate, extension and creation of new woodland areas and hedgerows;*
- d. Promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source;*
- e. Promoting the growth and procurement of sustainable timber products; and*
- f. Promoting the retention, enhancement and extension of existing hedges.*

The City Council will refuse planning permission for proposals that would threaten the future retention of trees, hedgerows, woodland or other landscape features of importance to the site's character, an area's amenity or the movement of wildlife, unless:

- *The need for, and benefits of, the development in that location clearly out-weigh the loss; and,*
- *Adequate mitigation and compensation measures can be agreed with the City Council and are fully implemented by the developer."*

1.13 Policy OS6: Green Gaps, states that:

"Within the Green Gaps identified on the Proposals Map (see also Insets 1,3 and 5) development will be permitted where it does not:

- a. *Significantly affect the open character of the Green Gap, or lead to coalescence between existing settlements;*
- b. *Result in new isolated and obtrusive development within the Green Gap.*

Proposals for open sports and recreational uses will be permitted subject to there being no overriding conflict with other policies and the wider objectives of the Plan. Any related built development should satisfy criteria (a) and (b) above and be kept to a minimum necessary to supplement the open sports and recreation uses, and be sensitively located and of a high quality design."

1.14 Policy OS7: Herne Bay and Whitstable Green Gap, states that:

"Within the Herne Bay and Whitstable Green Gap identified on the Proposals Map (Insets 3 and 5), development will be permitted where it does not:

- a. *Result in a material expansion of the built up confines of the urban areas of Herne Bay or Whitstable; or*
- b. *Significantly affect the open character or separating function of the Green Gap; and*
- c. *Result in new isolated development within the Green Gap*

In those areas within the green gap where education, outdoor leisure uses or allotments are promoted, planning permission will be granted where in addition to the considerations set out in (a) to (c) above, built development shall be incidental, necessary to the function of those uses and located to have a minimal impact upon the open character of the green gap and provided there is no overriding conflict with other Policies of this Local Plan."

1.15 Policy OS8: Sports and Recreation in the Countryside, states that:

“Proposals for sports and recreation facilities in the countryside will be permitted where:

- a. They are well related to an existing settlement;*
- b. There is no detrimental impact on landscape interests, protected species, sites or features of nature conservation interest or on sites of archaeological or historical importance;*
- c. There is no adverse impact upon residential amenity;*
- d. Access and parking provisions are acceptable, the use does not significantly increase traffic to the detriment of the rural area or highway safety and the site is accessible by a range of transport modes;*
- e. Buildings and other related development are well designed, appropriate in scale and function to the use of the land and sensitively located to retain the openness of the area;*
- f. The rural character of the area is safeguarded.”*

1.16 Policy OS12: Green Infrastructure, states that:

“Proposals for new development should ensure that:

- a. Green infrastructure is planned, designed and managed to conserve and enhance the distinctive character and special qualities of, rural and urban landscapes, and the identity of settlements. Where feasible as part of all new developments and proposals, developers will need to establish and extend green space networks as corridors for movement by foot and cycle, as havens for wildlife and natural habitats and for leisure, amenity and recreational use. Where practicable green linkages should be encouraged from within existing settlements to the open countryside.*
- b. Existing open space is conserved and enhanced as part of these networks, which where possible, should extend through major new development sites and connect directly with community facilities, employment areas and transport hubs in order to deliver sustainable development and support the health and well-being of residents.”*

Green Gaps and Local Green Spaces Review, April 2021

1.17 Canterbury City Council have prepared a review of Green Gaps and Local Green Spaces, as part of the evidence base for the new Local Plan. The introduction sets out the following:

“The green gap policies were originally formulated in 2002 reflecting national objectives to restrain built development outside urban areas and in the countryside. Within the

Canterbury District there has been a gradual erosion of the open countryside and coalescence between built up areas due to development. Gradual coalescence can not only harm the character of the open countryside, but can also adversely impact the setting and special character of villages and the separate identity of the coastal towns.

The Green Gaps are intended to retain the separate identities of existing settlements by preventing their coalescence through development. The locations identified are considered to be important 'pinch points' where settlements are at particular risk of coalescence."

- 1.18 With review of Green Gaps and Local Green Spaces makes reference to comments made within the Inspectors Report on the adopted Local Plan (2017), and with regard to the Herne Bay and Whitstable Green Gap, Policy OS7, it notes the following comment:

"Urban areas of Herne Bay and Whitstable - the Inspector said '...somewhat different to elsewhere, particularly in terms of education, leisure and allotment uses. This reflects the character of these coastal settlements.'"

- 1.19 The review makes reference to the Canterbury District Green Infrastructure Strategy (2018), noting that:

"The council adopted the Canterbury District Green Infrastructure Strategy (2018) and associated documents, which includes green gaps within the context of the District's green infrastructure."

- 1.20 With regard to green infrastructure the review notes that:

"A key feature of green infrastructure is that networks are strategically planned and that spaces and places are connected; Green Gaps can be important components of this green infrastructure network. Green Gaps connect people in settlements to the natural environment surrounding them, as well as supporting a wide range of plants and animals. To ensure green infrastructure is strategically planned Geographic Information Systems (GIS) are often used to map areas spatially enabling assessment at a site- and district-wide level."

- 1.21 Then, with regard to the "Green Gap between the Urban Areas of Herne Bay and Whitstable", the review notes that the Green Gap:

- *"Identifies that the Blean BOA extends into the green gap, and seeks green infrastructure improvements which improves biodiversity, access to relieve recreational pressure and address deficits.*

- *Identifies that the green gap includes a few small fragments of ancient woodland.*
- *The action plan identifies an action to 'Tankerton Football Club – provision of football in Green Gap with biodiversity enhancements to the area''*

1.22 Appendix A sets out a description of the Green Gap between Herne Bay and Whitstable (Policy OS7), noting that the Green Gap is:

“263.8ha formed of various land uses:

- *Open fields, green spaces, playing fields, playground and ball court*
- *Multiple roads including Thanet Way and Whitstable Road*
- *Railway line*
- *Wastewater Treatment Works*
- *Waste and recycling facilities*
- *Caravan / Holiday Park - Coast and ponds*
- *Commercial / market space*
- *Dispersed dwellings*
- *Solar panels”*

1.23 The review goes on to provides a commentary on the “Intersection of LCA (Landscape Character Areas) and planning policies, recommendations” and notes:

“A2: Swalecliffe Coast Landscape has an important function as a Green Gap. Retain at existing extent.

C1: Chestfield Gap and Greenhill Landscape has an important function as a gap. Retain at existing extent.”

1.24 With regard to “Changes to boundary or built environment” the review notes that the Herne Bay and Whitstable Green Gap is:

“Adjacent to strategic allocation Site 6: Land at Greenhill.

Various planning applications have been granted - mainly around existing structures (such as dwellings, the Wastewater Treatment Works and the caravan park).”

1.25 With regard to “Other Evidence / Documents” the review notes that:

“Local Plan 2017 Inspector Report highlighted that this green gap was slightly different, in terms of education, leisure and allotment uses, but that it reflects the character of these coastal settlements.

Green Infrastructure Strategy (2018) seeks green infrastructure improvements, including biodiversity

enhancements associated with the provision of football by Tankerton Football Club."

- 1.26 Finally, the recommends that the Green Gap between the urban areas of Herne Bay and Whitstable, as set out in existing Policy OS7, is **retained as existing**.

Bodkin Farm, Whitstable
Appendix 2
Landscape Character Assessment Extracts

1.0 LANDSCAPE CHARACTER

National Landscape Character

1.1 As part of Natural England's responsibilities in delivering the Natural Environment White Paper, Biodiversity 2020 and the European Landscape Convention, Natural England has developed a series of National Character Area (NCA) profiles. These NCA profiles include an outline of the key characteristics that define broad landscape character areas. The Site is located within NCA 113: North Kent Plain, and the key characteristics of the NCA are set out below:

- *"An open, low and gently undulating landscape, characterised by high quality, fertile, loamy soils dominated by agricultural land uses.*
- *The area's geology is dominated by Palaeogene clays and sands, underlain by the Chalk.*
- *Geologically a chalk outlier – and historically an island separated from the mainland by a sea channel – Thanet forms a discrete and distinct area that is characterised by its unity of land use, arising from the high quality fertile soils developed in thin drift deposits over chalk.*
- *A diverse coastline (both in nature and orientation), made up of cliffs, intertidal sand and mud, salt marshes, sand dunes and shingle beaches. Much of the coastal hinterland has been built on, and the coast itself has been modified through the construction of sea walls, harbours and piers.*
- *Large arable/horticultural fields with regular patterns and rectangular shapes predominating, and a sparse hedgerow pattern.*
- *Orchards and horticultural crops characterise central and eastern areas, and are often enclosed by poplar or alder shelterbelts and scattered small woodlands.*
- *Woodland occurs on the higher ground around Blean and in smaller blocks to the west, much of it ancient and of high nature conservation interest.*
- *The Stour and its tributaries are important features of the eastern part of the NCA, draining eastwards into the North Sea, with associated wetland habitats including areas of grazing marsh, reedbeds, lagoons and gravel pits. The River Medway cuts through the NCA as it flows into the Thames Estuary.*
- *Other semi-natural habitats include fragments of neutral, calcareous and acid grassland, and also heathland.*
- *The area has rich evidence of human activity from the Palaeolithic period. Key heritage assets include Roman sites at Canterbury, Reculver and Richborough; the Historic Dockyard at Chatham; military remains along the coast; and historic parks and buildings.*
- *Large settlements and urban infrastructure (including lines of pylons) are often visually dominant in the landscape, with significant development around*

Greater London and the Medway Towns, as well as around towns further east and along the coast. Major rail and road links connect the towns with London."

County Landscape Character

The Landscape Assessment of Kent (2004)

- 1.2 The Site is located within the area covered by the North East Kent Character Area Assessment and is identified as forming part of The Blean. The characteristic features of The Blean are described as:
- *"Densely wooded, rounded hilltops with sparse nucleic settlements and few roads within the woodland.*
 - *Flat coastal plain.*
 - *Haphazard seaside and leisure development.*
 - *Neglected pasture near the coast- a high proportion of unfarmed land.*
- 1.3 The Blean is considered to have a condition described as 'Good', as although it presents a coherent pattern of landscape elements, development in the south of the area is piecemeal and unsympathetic land use interrupts woodland that is located on the rounded hills. The high level of coastal development in the north of the area detracts from some views and there are few links between the areas of stronger ecological value along the coast and the woodland (where access is limited). The unfarmed land near the coast illustrates that land use in the area is not intensive but development has a moderately negative impact on the area as a whole.
- 1.4 The Blean is considered to have a 'Moderate' sensitivity, as it contains one of the largest areas of ancient woodland within Kent. Although the tree cover is widespread on the hilltops, it stops abruptly on the lower slopes, allowing a moderate level of visibility. The type of tree cover in The Blean is distinctive but other historic features such as wet-fenced pastures on the coastal strip are becoming less distinct with recent built form also indistinct.
- 1.5 The Landscape Actions for The Blean are set out to be Conserve and Reinforce. The ancient characteristics of the woodland and limited access of the woodland lanes should be conserved, while the landscape pattern of the hedged farmland on the lower slopes should be reinforced with improved links to the woodland on higher ground so that the woodland character extends towards the coastal plain, encompassing the route of Thanet Way. Similarly, the natural features of the coastal plain such as open grassland and wet fencing should be reinforced and linked with the wooded characteristics of the southern Blean where there is natural drainage.

District Landscape Character

Draft Canterbury Landscape Character and Biodiversity Appraisal (2012)

1.6 The Site is located within the Urban Edge Landscape Character Type, as identified in Figure 12 of the draft Canterbury Landscape Character and Biodiversity Appraisal. More specifically, the Site is situated within Landscape Character Area 9: Chestfield Gap. The key characteristics of the district LCA are set out below:

- ***"Important area of open space separating the settlements of Swalecliffe, Chestfield, Studd Hill and Greenhill.***
- ***Gently undulating London Clay overlain with poorly drained heavy soils.***
- ***Open arable landscape mixed farming on Grade 3 agricultural land with small plots managed as pasture.***
- ***Occasional small blocks of woodland (some ancient), plantation and mature tree belt associated with minor valley feature of West Brook.***
- ***Crossed by transport corridors for London to Ramsgate Railway and the old Thanet Way A2990.***
- ***Key designations comprise a Local Wildlife Site."***

1.7 As identified within the draft Canterbury Landscape Character and Biodiversity Appraisal, the Chestfield Gap is considered to exhibit a poor condition due to the high level of fragmentation caused by transport corridors and the incoherent enclosure pattern with fragmented and poorly maintained hedgerows. The Chestfield Gap is considered to have a Moderate sensitivity due to its importance as a strategic buffer between the towns of Whitstable and Herne Bay, as well as being a highly visible landscape. Guidelines for the district LCA are to Restore and Improve. The guidelines set out in the draft Canterbury Landscape Character and Biodiversity Appraisal are:

- ***"Improve the overall visual quality of the area and promote its value as a green buffer between Herne Bay and Whitstable.***
- ***Develop an improvement strategy to create a positive image to the area itself, whilst separating and creating distinctive identities to the neighbouring urban areas of Chestfield, Greenhill and Studd Hill.***
- ***Assess new building proposals within and adjacent to the area to ensure that attractive edges are formed.***
- ***Improve the appearance of the transport corridor of the old Thanet Way and London to Ramsgate Railway.***
- ***Improve and enhance the visual and nature conservation interest of West Brook.***
- ***Enhance declining hedgerows with sustainable native species to replace dead or dying elm in the longer term.***
- ***Seek opportunities to create new woodlands around Purchas Wood."***

Appendix 3: Updated Transport Appraisal

**BODKIN FARM
CHESTFIELD
WHITSTABLE
KENT**

Updated Transport Appraisal

JNY10663-01
Updated Transport Appraisal
Version -
27 July 2021

Document Status

Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
-	Updated Transport Appraisal	Melanie A'Lee	Brian Plumb	Brian Plumb	27 July 2021

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Prepared by:

Prepared for:

RPS Consulting Services Ltd

Parker Strategic Land Ltd

Melanie A'Lee
Associate Director - Transport

20 Farringdon Street, London. EC4A 4AB.

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- APPENDIX A – PROW MAP
- APPENDIX B – WALK ISOCHRONE PLAN
- APPENDIX C – CYCLE ISOCHRONE PLAN
- APPENDIX D – ACCESSIBILITY PLAN

1 INTRODUCTION

Introduction

- 1.2 RPS Consulting Services Ltd are instructed by Parker Strategic Land Ltd., to provide highway and transportation advice with respect to potential development of land south of Thanet Way, Chestfield, Whitstable, Kent.
- 1.3 This Updated Transport Appraisal report has been prepared to consider the issues and opportunities available as part of this proposed development site within the context of the Canterbury City Council Local Plan “Call for Sites”.
- 1.4 The scope of the assessment is to consider the opportunities for access to the site for all modes of transport and the likely overall potential impact of the development on the local highway network. As part of this work, consideration will also be given to the opportunities to maximise sustainable travel from this location.
- 1.5 Accordingly, this report provides an overview of the assessment of the development in relation to highways and transportation matters, including a review of potential impact on the surrounding highway network. Clearly, more detailed transport assessments will be required in the future to support any future planning promotion of the site and ultimately a planning application. However, overall it is considered that suitable access can be provided to the site from the local road network, and that this proposed development represents a sustainable location that can offer access for all modes of transport.

Report Structure

- 1.6 **Section 2** of the report considers the site location in relation to the existing surrounding transport network and the local facilities. The report also identifies the opportunities to travel to and from the site by modes of transport other than the private car.
- 1.7 Within this section details are also provided of the local census data to understand the general travel modes and work-place destination of the existing local residents within the vicinity of the site.
- 1.8 **Section 3** of this report provides an overview of the development proposals and the potential access arrangements for the site. This section also identifies the opportunities for improvements to the local highway network, together with measures that could be provided to improve accessibility of the site and hence the potential for sustainable travel.
- 1.9 **Section 4** considers the potential traffic that could be generated by the site and the potential impact of the development on the local highway network based on the distribution identified in Section 2.
- 1.10 **Section 5** provides a summary and conclusion of the key issues and opportunities highlighted within the report.

Report Summary

- 1.11 The report concludes that subject to the detailed assessment of various junctions, the development of the site offers the opportunity to accommodate up to 500 dwellings in a sustainable location. Furthermore it has been identified that safe and suitable access can be provided to the development, and that the likely impact of the development on the local highway network is not considered to be severe.
- 1.12 In addition the site offers the potential to connect to adjacent land offering a wider and more comprehensive area of development to the east of Chestfield and providing access to these other areas of land which may otherwise not be able to provide suitable access for comprehensive development.

2 EXISTING SITE AND SURROUNDING TRANSPORT NETWORK

Introduction

- 2.1 This section of the report provides details of the site's location, the transport infrastructure in close proximity to the site and the site's accessibility to modes other than the private car.

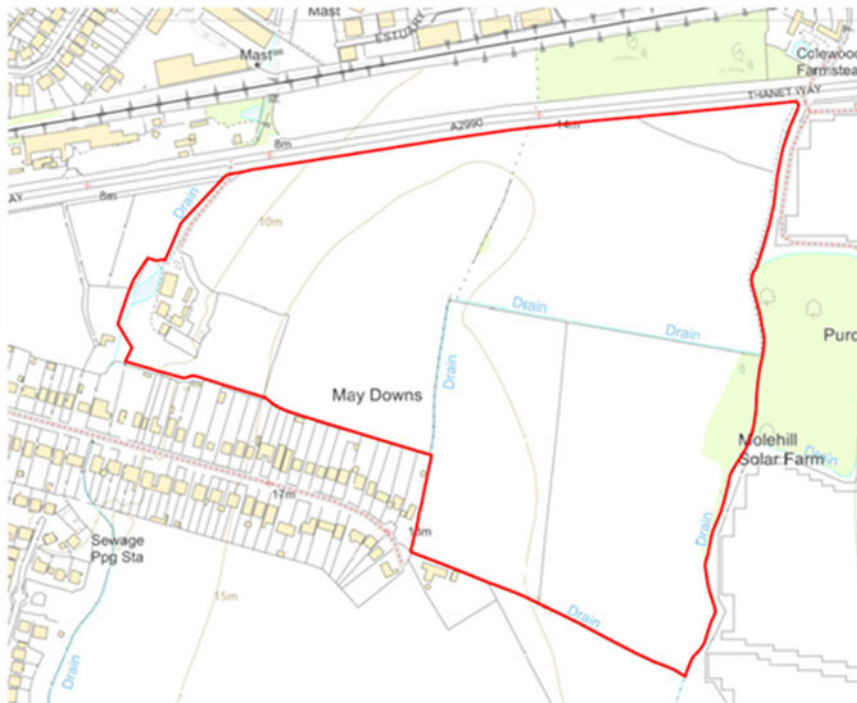
Site Context

- 2.2 The site is located on land south of A2990 Thanet Way between the towns of Whitstable and Herne Bay. The site is bound by Thanet Way to the north, residential dwellings off Maydowns Road to the southwest and agricultural land to the west, east and south. Details of the site's location is shown in **Figure 1** below together with a site plan shown as **Figure 2**.

Figure 1: Location Plan



Figure 2: Site Plan



2.3 The main route that runs nearby the site is Thanet Way (A2990) details of which are set out below.

Highway Network

Thanet Way

2.4 Thanet Way (A2990), as it passes the site, is a single carriageway with a footpath along its northern edge, which is partly overgrown reducing the width to approx. 1 – 1.5m. This section of Thanet Way is subject to the national speed limit reducing to 40mph as it enters the built up area of Herne Bay to the east. This section of Thanet Way is currently street lit.

2.5 To the west of the site (approx. 660m) are two roundabout junctions, the first provides access north into Swalecliffe via the B2205 and Chesterfield & Swalecliffe station and to the south existing residential areas of Chesterfield. The second roundabout, some 85m to the west, serves a service area and Sainsburys Food Store.

Walking and Cycling

2.6 In the context of acceptable walking and cycling distances, Local Transport Note 1/04 states at paragraph 3.10.3:

“There are limits to the distances generally considered acceptable for utility walking and cycling.

The mean average length for walking journeys is approximately 1 km (0.6 miles) and for cycling, it is 4km (2.4 miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey

purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Tables 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”

2.7 More recently published guidance is within Manual for Streets. This states in paragraph 4.4.1 that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

2.8 PPG13 has since been replaced by the National Planning Policy Framework, however this state under Core Planning Principles that planning should:

“actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.”

2.9 Accordingly, it is considered that walking offers a realistic alternative to the car for journeys up to 2.0km and for cycling for journeys up to 5km.

2.10 Thanet Way has a footway along its northern edge which continues west to the junction with B2205 where it widens to provide a segregated footway/cycleway. Beyond this junction the local area has a good provision of footways which are street lit, accordingly the proposed development site offers the opportunity to connect into the existing network of footways and enhance the existing cycle network provision.

2.11 The Public Rights of Way (PRoW) in the vicinity of the site is shown at **Appendix A**. This shows that there is an existing PRoW on the southern and western edge of the site boundary which continues from Thanet Way to Molehill Road.

2.12 The plan attached at **Appendix B** shows the indicative walking isochrones from the site, based on a walking speed of 80m per minute (circa 4.8mph), up to a maximum walking distance of 2km from the site.

2.13 The plan attached at **Appendix C** shows the indicative cycling isochrones from the site, based on a cycling speed of 200m per minute (circa 12mph), up to a maximum cycling distance of 5km from the site.

2.14 There are no dedicated cycle routes nearby the site apart from a short section of cycle lane at the Thanet Way / B2205 junction.

Public Transport

Bus

2.15 The nearest bus stop is situated on St. John’s Road B2205 which is approximately 850m from the site (Swalecliffe, Goodwin Avenue). This bus stop is served by route Triangle operated by Stagecoach.

- **Triangle:** Circular Route – Canterbury – Whitstable – Herne Bay – Canterbury

Days of Operation: 7 days a week

Frequency: Approx. 15min Mon – Sat (05:30 – 24:00) hourly Sun (06:30 – 08:30)

Key Direct Destinations identified: Canterbury Bus Station, Sturry Railway Station, Sainsbury’s, Herne Bay Railway Station, Herne Bay High School, Whitstable Railway Station, Blean School, St. Edmunds School, Innovation Centre, Keynes College, Canterbury East Railway Station.

- 2.16 The frequency of the Triangle route provides a good level of service connecting to key destinations and the bus stops are considered to be within a reasonable walking distance of the site.

Rail

- 2.17 The closest rail station to the site is Chestfield & Swalecliffe Station, which is approximately 700m from the site.
- 2.18 Chestfield & Swalecliffe Rail Station is managed by southeastern Railway although has no car park or cycle parking provision. The nearest stations with a greater range of facilities are either Whitstable or Herne Bay.
- 2.19 The main destinations that the station serves include Sheerness on Sea, London Victoria, London Charing Cross, Ashford International and Hastings. These regular rail services provide a good level of rail connections to the wider network.

Local Facilities

- 2.20 **Table 2.1** below identifies some of the key local facilities available within the surrounding area and the distances from the site. Distances and times have been obtained from google maps which takes into consideration local topography.

Table 2.1: Walking and Cycling Distances to Local Facilities

Facility	Distance from Site Access	Appropriate Journey Time (minutes)	
		Walking	Cycling
Educational Facilities			
Swalecliffe Community Primary School	1.5km	19min	5min
Local Facilities			
B&Q and Sainsbury's	1.2km	15min	4min
Swalecliffe Post Office	800m	10min	3min
Oyster Bed pub & restaurant / McDonald's	950m	12min	4min
John Wilson Business park	1.7km	22min	6min
St. Augustine's Business Park	1.9km	23min	7min
Johnson Garden Centre	130m	2min	1min
Ravens Stores	850m	11min	3min
Recreational Facilities			
Whitstable Rugby Club	900m	12min	3min
Chesterfield Recreation Ground	1.2km	15min	4min
Prime Performance Gym	2.0km	24min	7min
Plough Lane Park	1.4km	18min	5min
Whitstable Skate Park	1.7km	22min	7min
Swalecliffe Beach	2.1km	25min	7min
Chesterfield Cricket Club	2.0km	25min	7min
Health			
Chesterfield Medical Centre	1km	13min	3min
Whitstable and Tankerton Hospital	2.3km	29min	8min
Public Transport			
Bus Stops	850m	11min	3min
Chesterfield & Swalecliffe Railway Station	700m	9min	2min
Whitstable Railway Station	3.6km		12min
Herne Bay Railway Station	3.6km		11min

2.21 The above table demonstrates that there are a large range of facilities that are accessible from the site which are within walking/cycling distance, including education facilities, food stores, community facilities, recreation facilities and public transport. To improve accessibility to the local bus stops the opportunity exists to provide a stop on Thanet Way within close proximity to the site, detail of this is provided in Section 3.

Travel to Work Characteristics

2.22 The site lies within the Chesterfield & Swalecliffe Ward (Canterbury 005/ E02005014) and the 2011 Census data base has been reviewed to obtain modal split data for this area is shown below in **Table 2.2**, which is considered likely to demonstrate the modal split for journeys to work of the local residents.

Table 2.2: Journey to Work Mode Split (2011 Census)

Mode	Percentage Main Mode of Travel to Work
Train	3%
Bus, minibus or coach	3%
Motorcycle, scooter or moped	1%
Driving in a car or van	78%
Passenger in a car or van	5%
Bicycle	3%
On foot	6%
Other	1%
Total	100%

2.23 The census data shows that within the local area some 6% of residents use public transport to travel to work (3% train and 3% bus), with 9% travelling by foot/cycle resulting in 15% of existing residents currently travelling to work by sustainable modes.

2.24 To understand the reasons why 83% of residents drive by car to their work-place destination, it is necessary to establish where they travel to. Of the work place trips 87% of trips are within Kent with 63% being within the Canterbury District area. **Table 2.3** identifies the key destinations travelled to by local residents for their place of work within Canterbury District as the key destination.

Table 2.3: Work-Place Destinations from Whitstable (2011 Census)

Location of Employment	% of Residents (all Modes)
Canterbury Central	29%
Whitstable	26%
Chestfield	19%
Herne Bay	9%
North Canterbury	6%
West End	4%
Lower Herne	2%
East Canterbury	1%
Fordwich	2%
South Canterbury	2%

- 2.25 **Table 2.3** shows that the highest proportions of resident's work within Canterbury, Whitstable and Chestfield (74%) with Herne Bay accommodating a further 9%. All of these locations are either within cycling distance or accessible by bus.

Summary

- 2.26 In terms of sustainability, the site is within a reasonable walking distance of existing bus and train services, as well as being accessible to local facilities by walking and cycling. The main workplace destinations are Canterbury, Whitstable and Chestfield, all of which are accessible via the existing bus services, foot or cycle.
- 2.27 It is considered that the site's location provides residents with a realistic opportunity to travel by modes other than the private car which would be further enhanced through the provision of a Travel Plan. Further details of potential accessibility improvements are provided in **Section 3**.

3 DEVELOPMENT PROPOSALS

Introduction

- 3.1 This section of the report provides an overview of the potential development allocation together with the opportunities the site offers to improve accessibility and provide improvements to the local highway network.

Development Proposals

- 3.2 The site offers the potential for development of between 450 and 500 residential dwellings on land south of Thanet Way, Whitstable, together with associated uses. The form and quantum of development is at this stage indicative whilst discussions are held with the Council to inform the proposals.
- 3.3 Access to the site can be taken from Thanet Way through the introduction of a new junction on Thanet Way and allowing the closure of existing accesses. The new junction would most likely be in the form of a new roundabout junction to serve this level of development and suitable frontage to Thanet Way is available to achieve this to the necessary design standards.
- 3.4 Any access proposal to serve this development site can be delivered outside of any flood zone areas and allows the removal of the existing access which is within the existing flood zone areas.
- 3.5 The access is likely to be in the form of a 40m ICD roundabout ensuring that the necessary design standards are met in terms of visibility and geometry to the DMRB standard. An access in this form also offers the potential to connect Thanet Way to further development areas to the west and south of the site that may be promoted through the local plan process and avoid such development areas being reliant on access through the existing local road network within Chestfield. Hence the proposed junction arrangements would have the potential to address the capacity requirements beyond those of the promotion of the site.

Pedestrian / Cycle Access

- 3.6 Access to the development for pedestrians and cyclists will be via the proposed roundabout junction. The opportunity exists as part of this development, to review crossing provision on Thanet Way and a reduced speed limit to make it a more attractive route to walk and cycle. This would be reviewed in more detail as part of a Transport Assessment.
- 3.7 The plan included in **Appendix D** identifies potential accessibility improvements which could include widening of the existing footway along the northern side of Thanet Way to provide a footway/cycleway link which would continue to the roundabout junction with B2205.
- 3.8 Pedestrian and cycle infrastructure would be further developed within the development site to provide a comprehensive network of pedestrian and cycle links to facilities that could be included within the development area.
- 3.9 In addition to the access to Thanet Way, access from the site would be provided via the PROW to the areas to the south including Maydowns Road. This will allow pedestrian and cycle access to the wider area via this less trafficked route.

Public Transport

- 3.10 Whilst the distance to the existing bus stops is not considered unreasonable especially as part of the initial phase of development, the opportunity exists as part of this development to provide bus stops on Thanet Way close to the site which would be served by route 4/ Triangle which travels along this section of road, therefore no diversions to the existing service are necessary. Suggested locations are identified on the plan included in **Appendix D** although these would be subject to discussions with Stagecoach should this site be allocated for development.

Travel Planning Measures

- 3.11 Should the site be allocated, a Travel Plan would also be provided to support a planning application. A Travel Plan would include initiatives, targets and measures proposed to encourage residents of the site to use modes other than the private car. These measures may include, but not be limited to the following:
- Provide details of footway / suitable roads for cyclists and cycle parking locations;
 - Providing public transport information including bus stop locations, timetables etc;
 - Providing residents with bus taster tickets for local bus routes;
 - Providing links to web sites that enable residents to plan their journeys;
 - Provide a site-based website; and
 - Provide details of car sharing clubs.
- 3.12 The provision of a Travel Plan together with initiatives within the site and good connections to existing infrastructure would make it easier for residents of the site to be able to use non car modes of transport for trips to and from the development.

Summary

- 3.13 In summary, this section demonstrates that suitable access can be provided to serve a development of between 450 and 500 dwellings connecting the site to the main route network via a new roundabout junctions on Thanet Way. Furthermore, the development offers the potential to provide access to wider areas of development to the west and south of the site if desired by the Council. As part of these proposals' improvements would be made to the existing footway and cycleway provision and potentially include new bus stops on Thanet Way close to the site. These measures to ensure the site would have easy connections to local public transport and sustainable transport options for access to the local facilities.
- 3.14 Should the site be allocated for development, an application would be accompanied by a Transport Assessment and a Travel Plan which would identify measures to enhance the use of sustainable transport modes.

4 TRIP GENERATION AND DISTRIBUTION

Introduction

- 4.1 This section of the report considers the potential levels of traffic the development would generate specifically in the AM and PM peak hours, and also the potential distribution and impact of this traffic on the local road network. For the purpose of this initial review it is assumed that the site could potentially accommodate between 450 and 500 dwellings as part of the overall site allocation.

Trip Generation

- 4.2 To predict the vehicle trips that would be attributable to the proposed site, comparable TRICS sites for C3 private houses have been selected from the TRICS database which have then been applied to the likely development levels proposed.
- 4.3 These are set out in **Table 4.1** below.

Table 4.1: Vehicle Trip Generation, Circa 450 to 500 Dwellings

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Arr	Dep	Two-way	Arr	Dep	Two-way
Vehicle trip rate (per dwelling)	0.094	0.449	0.543	0.422	0.154	0.576
Vehicle Trips	45	213	258	201	73	274

- 4.4 **Table 4.1** demonstrates that a development of circa 450 to 500 residential dwellings could be expected to generate 258 two-way vehicle trips in the morning peak and 274 two-way vehicle trips in the evening peak.
- 4.5 This basis of assessment assumes the majority of facilities the residents of the development would access would be undertaken by car with little internalisation of trips. Travel planning measures would aid the reduction of trip rates below those shown above. Furthermore, if the development included primary school education, local shops and facilities these levels of trips would be further reduced.

Trip Distribution and Assignment

- 4.6 The 2011 Census provides detailed data regarding the location of usual residence and place of work for the Output Areas that covers the site. A summary of the place of work destinations that residents are likely to travel to/from the site is provided in Section 2 and based on this information it is predicted that 85% of residents would travel westward of the site and 15% eastward.

Predicted Traffic Impact

- 4.7 Based on the trips and distribution identified above, the key junctions that would require further investigation as part of a TA would include:
- Thanet Way / Chesterfield Road / B2205 roundabout;
 - Thanet Way / A2990 / Clapham Hill roundabout;

- Clapham Hill / A229 / A290 roundabout; and
- Thanet Way / Greenhill Road / Greenhill Bridge Road roundabout.

4.8 The impact on the A229 would also be reviewed as part of the TA work, however beyond this area the impact of the development traffic is considered to be minimal. Any mitigation at any of the above junction required to ensure the impact of the development is not severe will be considered in detail as part of a Transport Impact assessment. However, given the likely levels of traffic impacting on these key junctions, it is considered that if required suitable mitigation can be provided to address the overall impact of the development.

4.9 This area is a tourist location and will experience higher traffic movements during the summer holiday periods, therefore a review of impact would need to be undertaken during the busier summer holiday periods as well as during the off season periods. This would be agreed as necessary with the local highway authority as part of the scoping studies for the transport assessment work.

Summary

4.10 This section of the report identifies the potential traffic movements that would be generated by a development of circa 450 to 500 dwellings. The traffic movements associated with development on this site have been based on a vehicle trip generation assessment taken from the suitable surveyed sites from the TRICS database. The vehicle trip generation assessment predicts the development could generate circa 258 two-way vehicle movements in the morning peak hour, 274 two-way vehicle movements in the evening peak hour.

4.11 The distribution of external trips has been based on the 2011 journey to work census data which identifies that around 85% are likely to travel westward from the site and around 15% will travel to the east.

4.12 As a consequence of this level of traffic generation and distribution to the local highway network, it is considered that four junctions together with the A229 would need to be assessed to determine the impact of the proposed development traffic. However in reviewing these junctions and the levels of change in traffic as a result of the development, it is considered that suitable mitigation could be provided subject to the detailed assessment of these junctions.

4.13 Overall, this transport appraisal is considered robust as it is considered that the mode share does not reflect the full potential for sustainable trips for future residents of the development or allow for any internalised trips as part of the overall development.

4.14 Detailed assessment of the impact of the development traffic on the local highway network will be undertaken as part of a Transport Assessment should the site be allocated for development. However, it is considered that suitable mitigation can be provided if required.

4.15 Accordingly it is considered that safe and suitable access can be provided to the site. Furthermore, it is considered that residual cumulative impact of the development will not be severe in the context of the policies set out in NPPF.

5 SUMMARY AND CONCLUSION

- 5.1 In summary, this Updated Transport Appraisal report has been prepared to consider the issues and opportunities available as part of the proposed development of land to the south of Thanet Way, Chestfield, Whitstable, Kent, in the context of the Canterbury City Council Local Plan “Call for Sites”.
- 5.2 The scope of the assessment has considered the opportunities for access to the site for all modes of transport and the likely overall potential impact of the development on the local highway network. As part of this work, consideration has also been given to the opportunities to maximise sustainable travel from this location.
- 5.3 Whilst a more detailed transport assessment will be required in the future to support any future planning promotion of the site and ultimately a planning application, overall it is considered that suitable access can be provided to the site from the local road network, and that this proposed development represents a sustainable location for development that can offer access to all modes of transport.
- 5.4 The site offers the potential for development of between 450 and 500 residential dwellings on land south of Thanet Way, Whitstable, together with associated uses. Access to the site can be taken from Thanet Way through the introduction of a new junction on Thanet Way and allowing the closure of existing accesses. The proposed junction arrangements would have the potential to address the capacity requirements beyond those of the promotion of the site and offer access to development land to the west and south of the site if desired by the Council.
- 5.5 The new junction would most likely be in the form of a new roundabout junction to serve this level of development and suitable frontage to Thanet Way is available to achieve this to the necessary design standards. Any access proposal to serve this development site can be delivered outside of any flood zone areas and allows the removal of the existing access which is within the existing flood zone areas.
- 5.6 The site would be accessible to existing bus services, as well as being accessible to local facilities by walking and cycling. The main workplace destinations are Canterbury and Whitstable both of which are accessible via the existing bus services.
- 5.7 There are a good range of local facilities available within the local area that are within easy walking and cycling distance although as part of the larger development proposal, new local facilities are likely to be provided. It is considered that the site’s location provides residents with a realistic alternative in travel to the private car.
- 5.8 The distance to the existing bus stops is considered an acceptable walk distance, however the opportunity exists to provide bus stops on Thanet Way close to the site as part of the proposal.
- 5.9 Pedestrians and cyclists are anticipated to use the vehicular access junctions to access the site together with a crossing facility on Thanet Way to enable pedestrians to cross safely onto the existing footway that runs along the northern side of the road. As part of the development proposal, this route would be widened to 3m to provide a combined footway / cycleway link to join the existing footway/cycleway at the B2205 junction. A more detailed review will be undertaken as part of a TA to determine the most suitable form of crossing needed.
- 5.10 This report demonstrates that there is a good provision of pedestrian infrastructure adjacent to the site which a development would be able to easily link to. A more detailed review of pedestrian accessibility to local facilities will be undertaken as part of a detailed Transport Assessment should the site be allocated for development.

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- 5.11 The traffic movements associated with potential development on this site has been based on a vehicle trip generation assessment taken from suitable surveyed sites within the TRICS database. The vehicle trip generation assessment predicts the development could generate circa 258 two-way vehicle movements in the morning peak hour, 274 two-way vehicle movements in the evening peak hour.
- 5.12 The distribution of external trips has been based on the 2011 journey to work census data which identifies that the majority of local resident's work in Canterbury and Whitstable and therefore around 85% are likely to travel west of the site and 15% to the east.
- 5.13 Overall, this initial appraisal is considered robust as it is considered that the mode share does not reflect the full potential for sustainable trips for future residents of the development or allow for any internalised trips associated with the larger development proposal.
- 5.14 The predicted trip distribution from the site indicates four junctions would need to be assessed to determine the impact of the proposed development traffic, however a detailed assessment will be undertaken as part of a Transport Assessment. In addition, a Travel Plan would also be provided which will identify measures to encourage the use of modes other than the private car.
- 5.15 In reviewing these junctions and the levels of change in traffic as a result of the development, it is considered that suitable mitigation could be provided subject to the detailed assessment of these junctions.
- 5.16 Accordingly it is considered that safe and suitable access can be provided to the site. Furthermore, it is considered that residual cumulative impact of the development will not be severe in the context of the policies set out in NPPF.
- 5.17 In conclusion it is considered that subject to the detailed transport assessment of various junctions, the development of the site offers the opportunity to accommodate between 450 and 500 dwellings in a sustainable location. It has been identified that safe and suitable access can be provided to the development and the impact on the local highway network is not considered to be severe.

Appendices

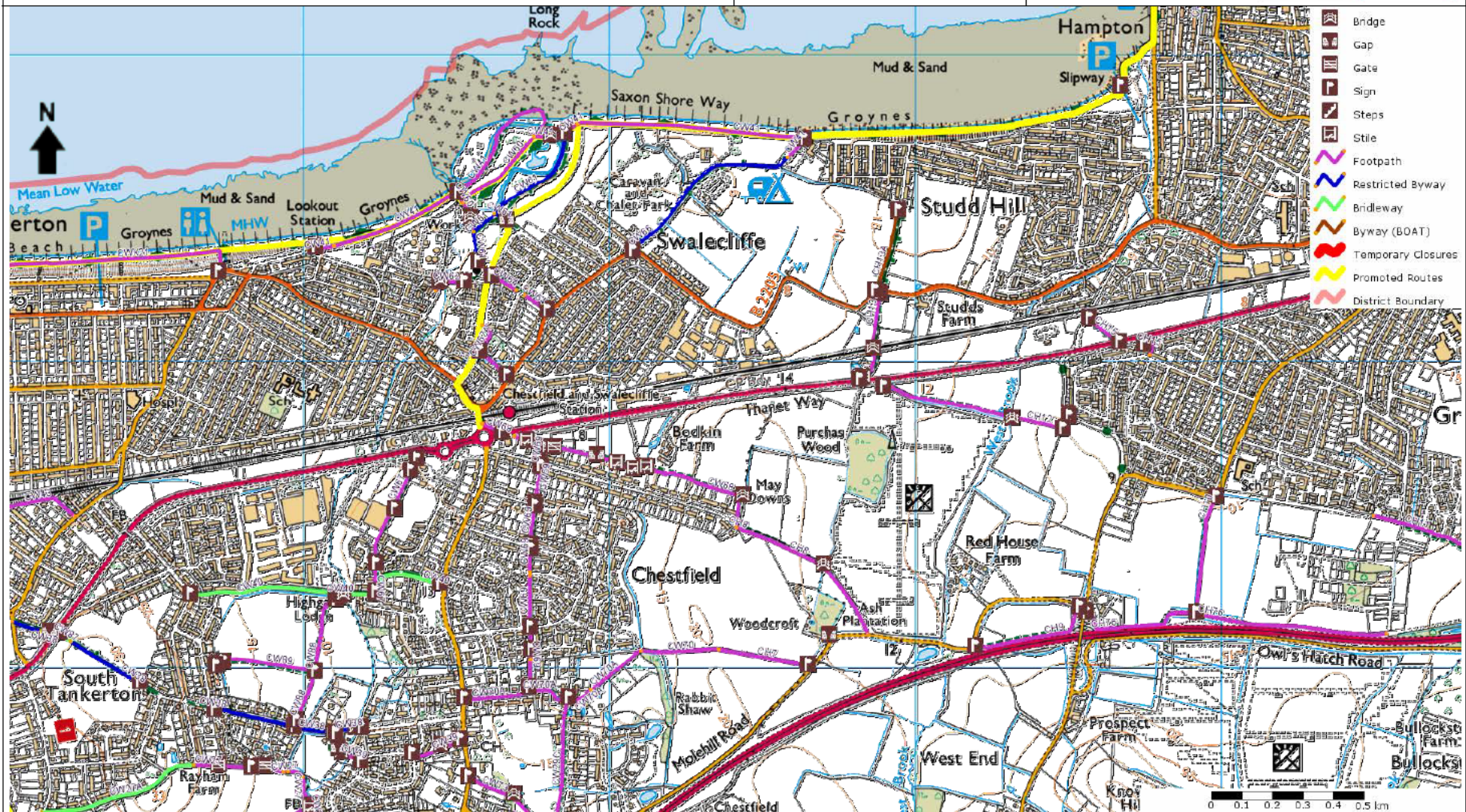
Appendix A – PROW Map

Public Rights of Way

Please note: this map is not the legal record of the alignment, status or existence of a Public Right of Way.

Date created: 16/07/2020

Kent County Council
County Hall
Maidstone
Kent
ME14 1XQ



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Appendix B – Walk Isochrone Plan