
1 INTRODUCTION

1.1.1 Prime Transport Planning (Prime) prepared a Transport Assessment (TA) and Travel Plan (TP), both dated September 2019, on behalf of Dean Lewis Estates Ltd in support of their hybrid application on land off Old Ashford Road, Lenham, comprising of an (amended description):

(i) Outline application (all matters reserved except for access) for up to 100 dwellings with incidental open space, equipped play area, sports pavilion and related car park (with various off site Highways works) with or without associated wetland scheme for nutrient reduction (ii) Full application for change of use of agricultural land for public sports and recreation including at least 1 Senior Football Pitch.

1.1.2 Both documents were prepared following pre-application scoping discussions with Kent County Council (KCC), the local highway authority.

1.1.3 Following submission, KCC provided a consultation response dated 31st December 2019, raising a holding objection until a number of key issues had been addressed, as follows:

- rationalisation of the site access proposals to achieve an arrangement that is commensurate with the scale of development proposed and minimises the potential for conflict with existing access junctions on Old Ashford Road;
- submission of vehicle tracking to demonstrate that the access junction layouts will suitably accommodate the manoeuvres of the largest vehicles that could use them;
- submission of proposals in relation to the proposed 30mph speed limit extension and gateway features on Old Ashford Road;
- submission of proposals to achieve footway connectivity to Ashmill Business Park and Northdown Close;
- submission of proposals in relation to the proposed bus stops on Old Ashford Road, including associated footway arrangements;
- confirmation on the dates the traffic surveys were undertaken; and
- submission of vehicle tracking to demonstrate that the proposed modification to the eastern A20 Ashford Road/Old Ashford Road junction can accommodate the manoeuvres of the largest vehicles expected to use the junction.

1.1.4 Maidstone Borough Council (MBC), the local planning authority, also raised issues related to the access dimensions and requested the development be brought closer to Old Ashford Road.

- 1.1.5 The above matters were largely addressed in Technical Note 1 (TN1) prepared by Prime in January 2020. Additional correspondence with KCC and MBC continued regarding the proposed access arrangement and off-site highways contributions, with these matters agreed in 2020 and 2021 respectively.
- 1.1.6 Given the passage of time, during which on-site constraints have been addressed meaning that the application is now ready to be heard at MBC's Planning Committee, MBC has raised several points related to highways and transportation matters for update and clarification.
- 1.1.7 This Technical Note 2 (TN2) provides an update to these queries. The following section addresses each point in turn.

2 RESPONSE TO MBC

2.1 Revised Access Arrangement

- 2.1.1 MBC has queried whether any reports accompanied the current version of the proposed access arrangement shown in Drawing P19013-001K which has been included in Appendix 1 of this TN2, along with Drawings P19013-201D and P19013-202D which present the supporting swept path analysis of a refuse collection vehicle and a coach respectively. Both swept paths, in conjunction with designing to adoptable standards, demonstrates that the proposed access arrangement is suitable.
- 2.1.2 Revisions were made to the proposed access arrangement following TN1, when KCC's consultation response expressed a preference for a single point of access rather than the two proposed. This was a view supported by MBC. Direct discussions with KCC then took place via email; a supporting report or TA Addendum was not prepared at the time. It was the intention of Prime, on behalf of the applicant, to reach an agreed position with KCC prior to formally submitting revised drawings to MBC.
- 2.1.3 Revision I of the drawing presented the single access arrangement and was sent to KCC via email on 12th February 2020. KCC responded the same day accepting the location of the single access but suggested an amendment related to the potential guardrails at the junction and requested further details of the pedestrian accesses, specifically whether either one would be suitable for emergency vehicle use.
- 2.1.4 Revision J of the drawing was provided to KCC via email on 13th February 2020 which removed reference to the potential guardrails and detailed an emergency access at the north-western corner of the site. KCC responded on the same day confirming that the arrangements were acceptable but also stated their required dimensions for emergency access, which led to the final Revision K of the drawing which was emailed to KCC as part of a final drawing package on 13th February 2020. The email chain between Prime and KCC is provided in Appendix 2.

2.2 Bus Stops

- 2.2.1 MBC has queried whether there would be scope for slimline bus shelters.
- 2.2.2 Drawing P19013-004A sent to KCC via email on 13th February 2020 and included in Appendix 1 details indicative locations for a pair of bus stops to the west of the site. The locations were accompanied by the caveat that they were indicative and would be subject to discussions with KCC. The exact locations can be agreed at the detailed design stage following a reserved matters submission.
- 2.2.3 Should MBC and/or KCC prefer these stops to include shelters, it will be logical for the shelters to be slimline (cantilever) given the limited verge width. The exact form of shelter will be subject KCC's specification and confirmed at the detailed design stage.

2.3 Street Lighting

- 2.3.1 MBC has queried whether streetlights will be added to the west of the site towards the new streetlights provided as part of the Abbey Homes (Tanyard Farm) development.
- 2.3.2 It is expected that the section of Old Ashford Road between Tanyard Farm and the proposed site access will be illuminated to accompany the extension of the 30mph speed limit. A suitable street lighting strategy can be presented at the reserved matters stage.

2.4 Cycleway

- 2.4.1 MBC has queried whether a westbound cycleway will be provided.
- 2.4.2 Drawing P19013-001K in Appendix 1 details a 3m wide shared cycleway running westbound along Old Ashford Road from the A20 Ashford Road, entering the site at the north-eastern corner, continuing inside the site's northern boundary to maximise hedgerow retention, and continuing to the proposed emergency access at the north-western corner of the site. Cyclists will need to join the carriageway at that point as there is insufficient highway land to continue cycle infrastructure further west, however, the road will be subject to an extended 30mph speed limit which should be conducive to safe cycling within the carriageway.
- 2.4.3 The cycleway arrangement was accepted by KCC.

3 SUMMARY AND CONCLUSION

3.1 Summary

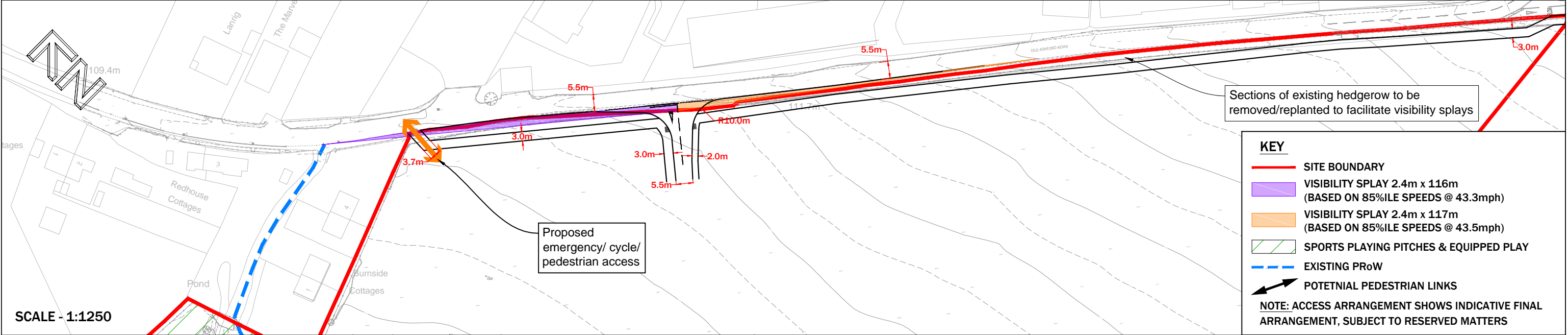
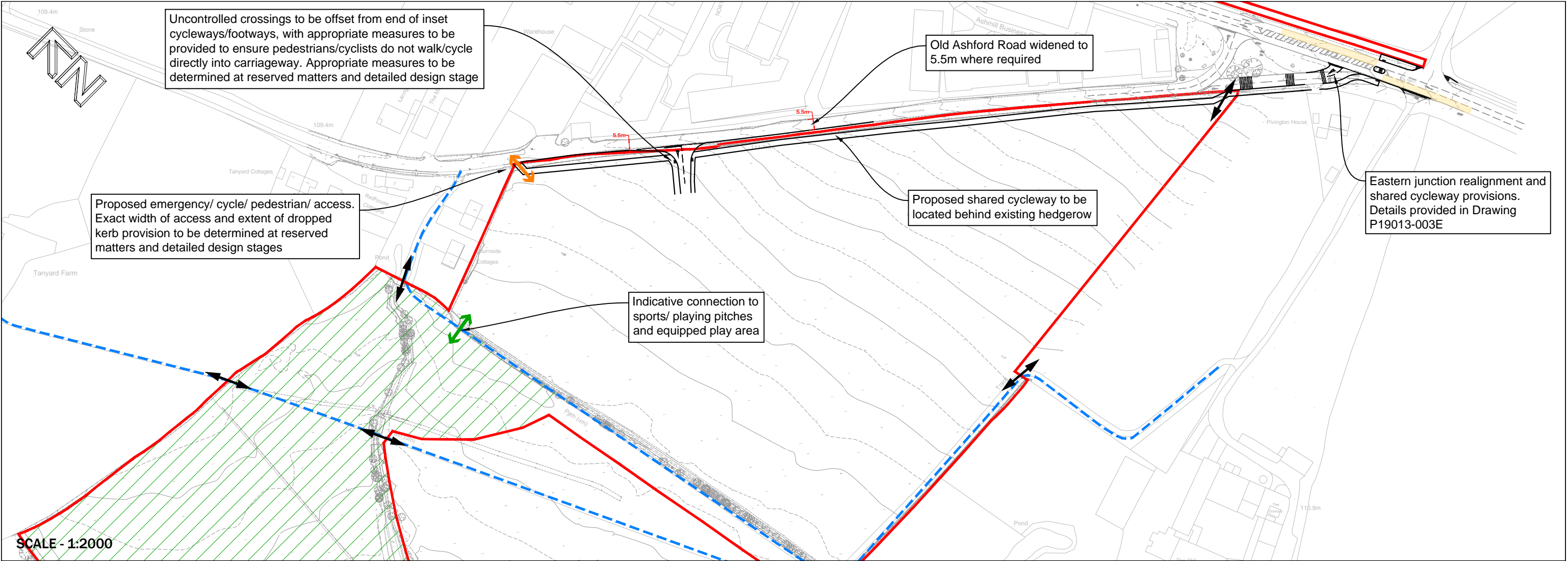
- 3.1.1 This TN2 has responded to queries raised by MBC. The queries relate to the evolution of the proposed access design, specifically the single access, along with confirmation of the suitability of slimline bus shelters, street lighting and cycleway provision.

3.2 Conclusion

- 3.2.1 To reiterate the conclusion of the TA and TN1, the proposed development would not result in an *‘unacceptable impact on highway safety’* nor have a *‘severe’* impact on the operation of the highway network in terms of capacity.
- 3.2.2 As the proposal complies with local and national planning policy and guidance with respect to sustainable accessibility, safety and impact on the highway network, there are no highways or transportation related reasons why planning permission should not be granted.

APPENDIX 1


TECHNCIAL DRAWINGS

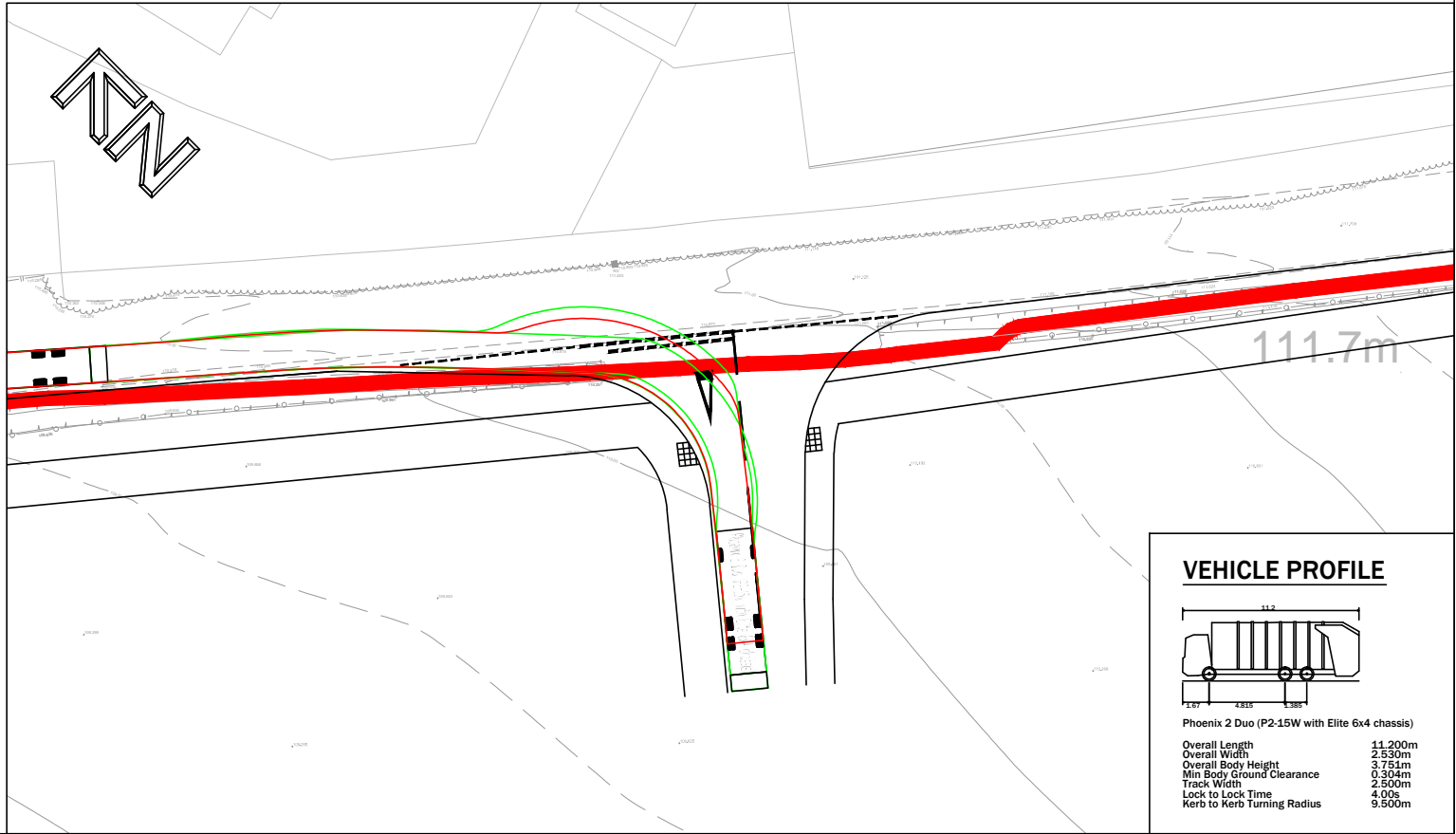
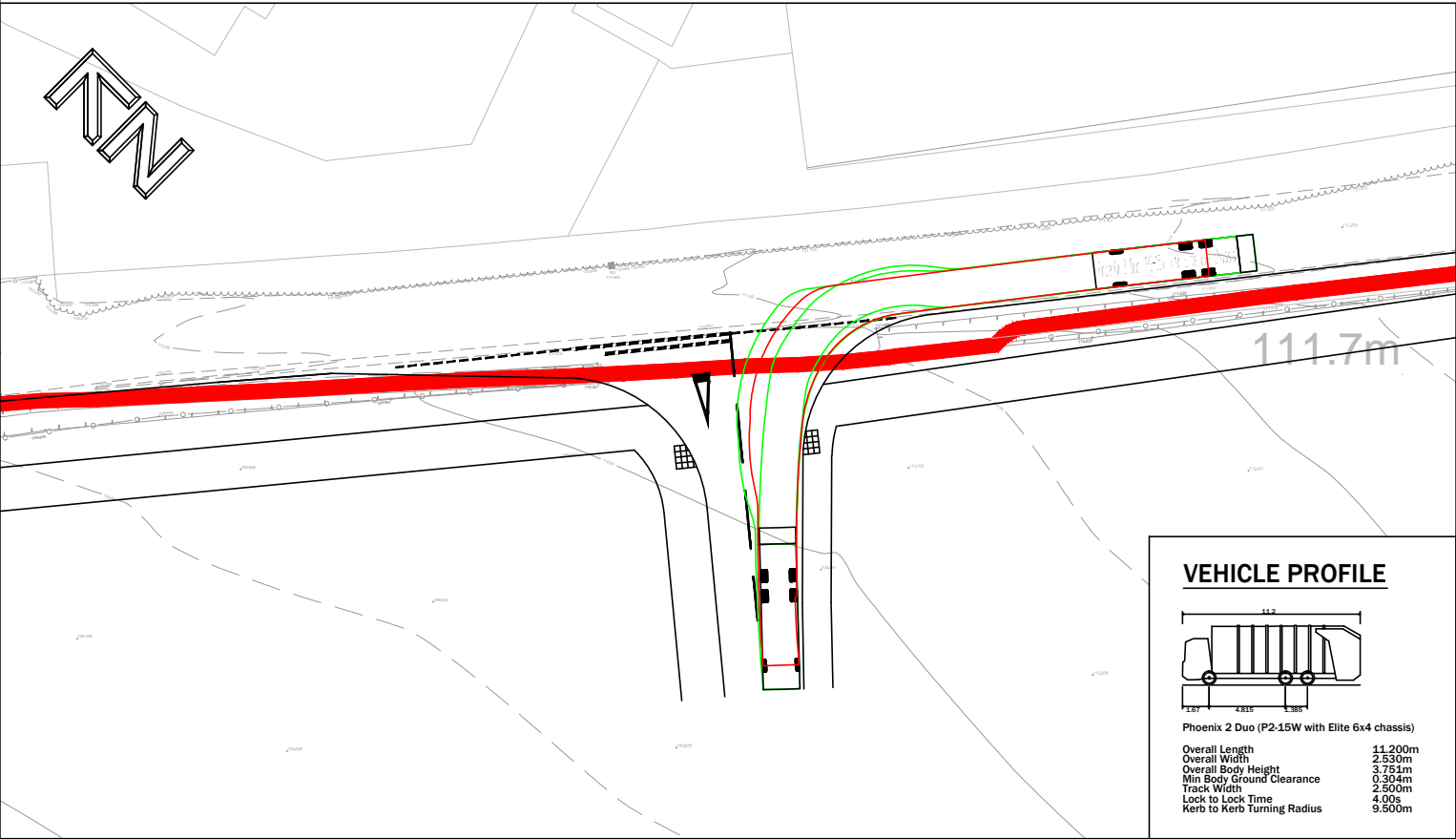
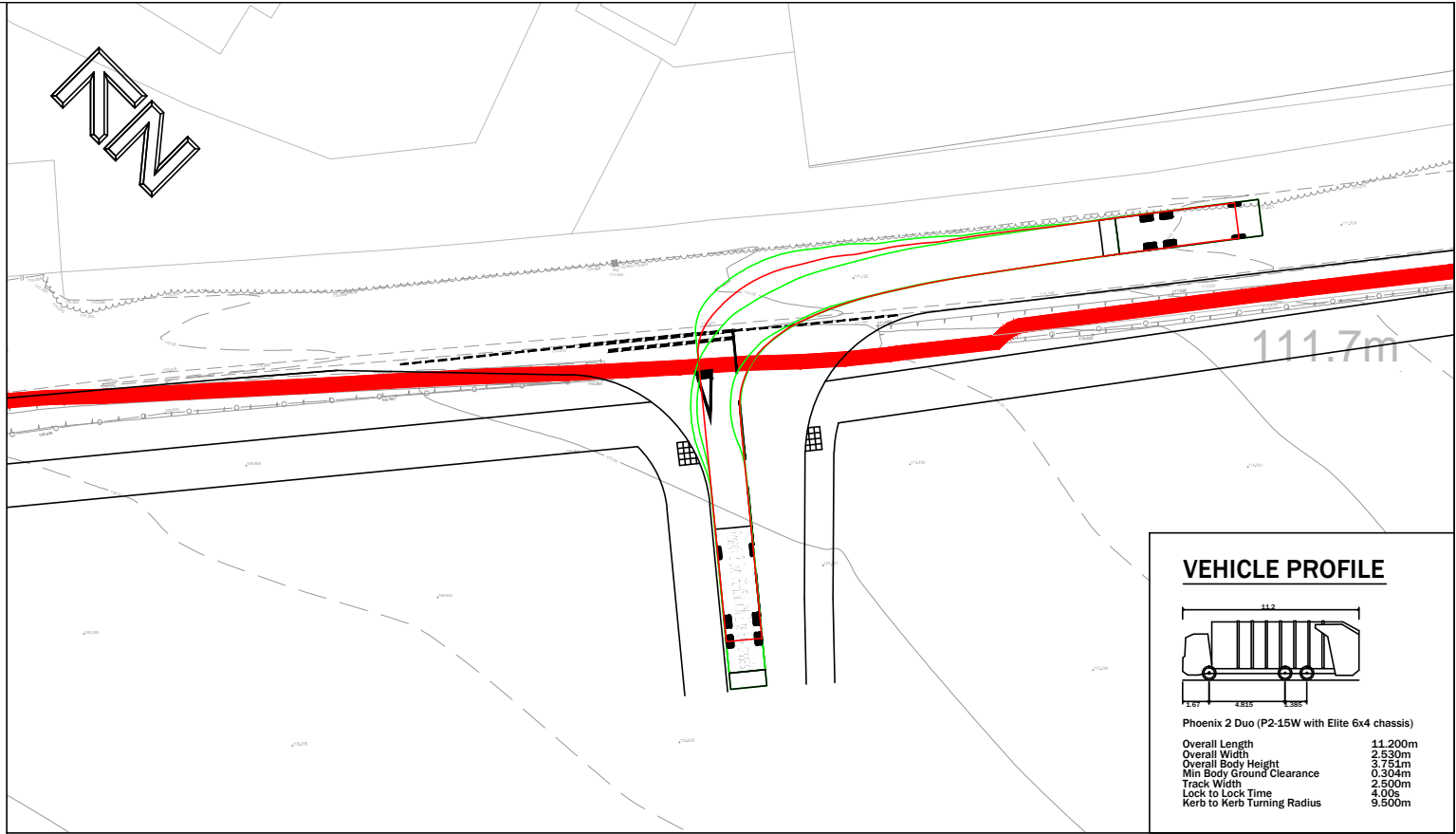
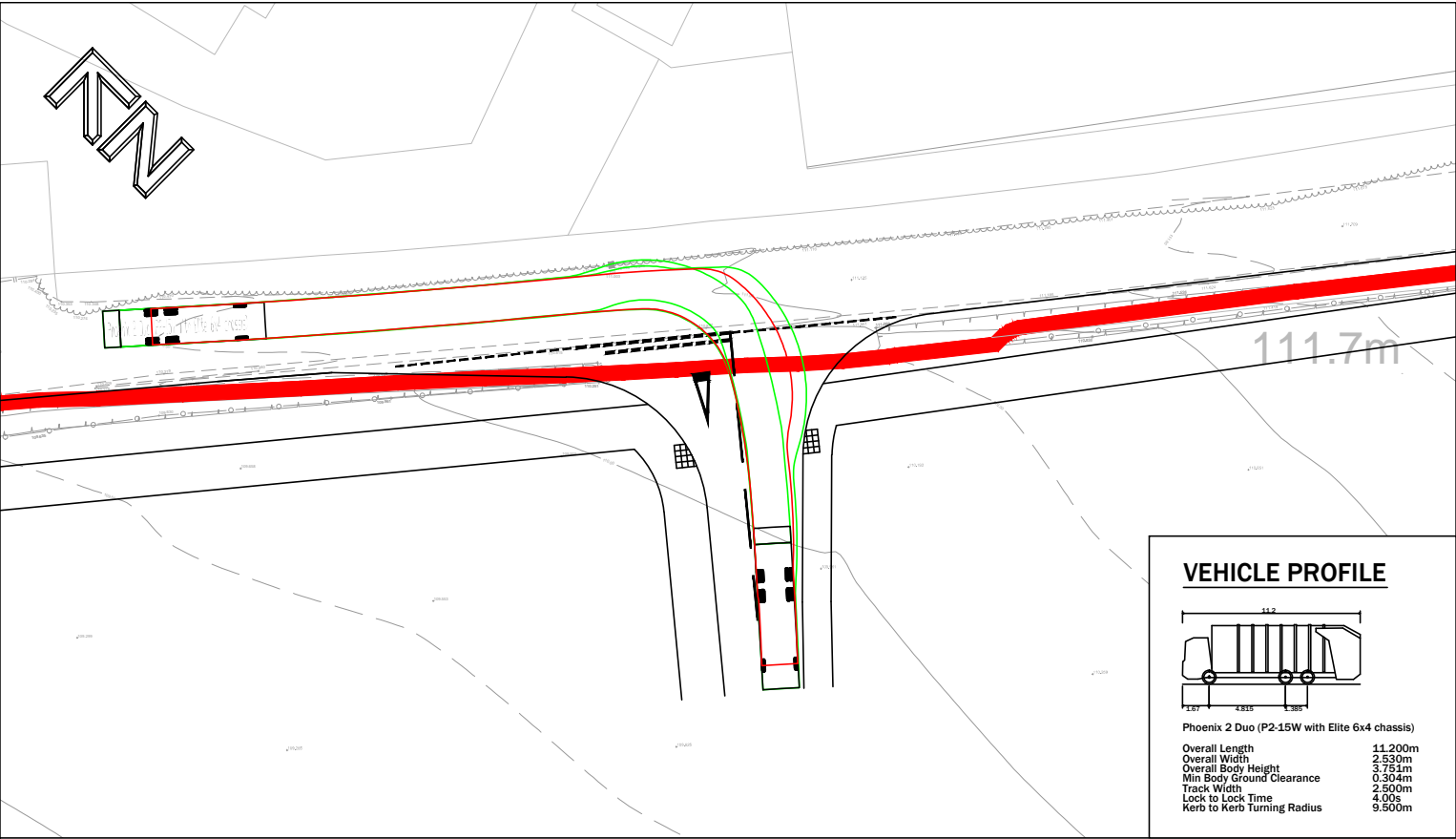


KEY

- SITE BOUNDARY
- VISIBILITY SPLAY 2.4m x 116m (BASED ON 85%ILE SPEEDS @ 43.3mph)
- VISIBILITY SPLAY 2.4m x 117m (BASED ON 85%ILE SPEEDS @ 43.5mph)
- SPORTS PLAYING PITCHES & EQUIPPED PLAY
- EXISTING ProW
- POTETNIAL PEDESTRIAN LINKS

NOTE: ACCESS ARRANGEMENT SHOWS INDICATIVE FINAL ARRANGEMENT, SUBJECT TO RESERVED MATTERS

| | | | | | | | | |
|---|----------|----------|---|----------------------------------|---------|--------------------------------|---------------------------|--------------------------------|
|  <p>9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860</p> | K | 13.02.20 | VB | UPDATE TO EMERGENCY ACCESS | Project | OLD ASHFORD ROAD, LENHAM, KENT | Drawn by VB | Issue date 26 SEP 2019 |
| | J | 13.02.20 | VB | EMERGENCY ACCESS | | | | |
| | I | 11.02.20 | VB | UPDATED TO SINGULAR ACCESS POINT | | | | |
| | H | 08.01.20 | VB | CHANGES FOLLOWING SCC COMMENTS | | | | |
| | G | 26.09.19 | AM | RED LINE BOUNDARY UPDATE | | | | |
| F | 12.09.19 | VB | CHANGES FOLLOWING SIX:TEN RSA COMMENTS | Scale(s) | | | 1:2000 @A3 1:1250 @ A3 | |
| E | 02.09.19 | VB | FOOTWAY UPDATES | | | | | |
| D | 15.08.19 | VB | FINAL PROPOSALS | | | | | |
| C | 01.07.19 | VB | UPDATES TO ACCESS WIDTH AND FOOTWAYS | | | | | |
| B | 01.04.19 | VB | UPDATED ACCESS WIDTH | Title | | | PROPOSED ACCESS STRATEGY | Drawing No P19013-001 K |
| A | 26.02.19 | VB | NEW RED LINE BOUNDARY AND CHANGES TO ACCESSES | | | | | |
| Rev | Date | By | Revision notes | | Status | FINAL | | |



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

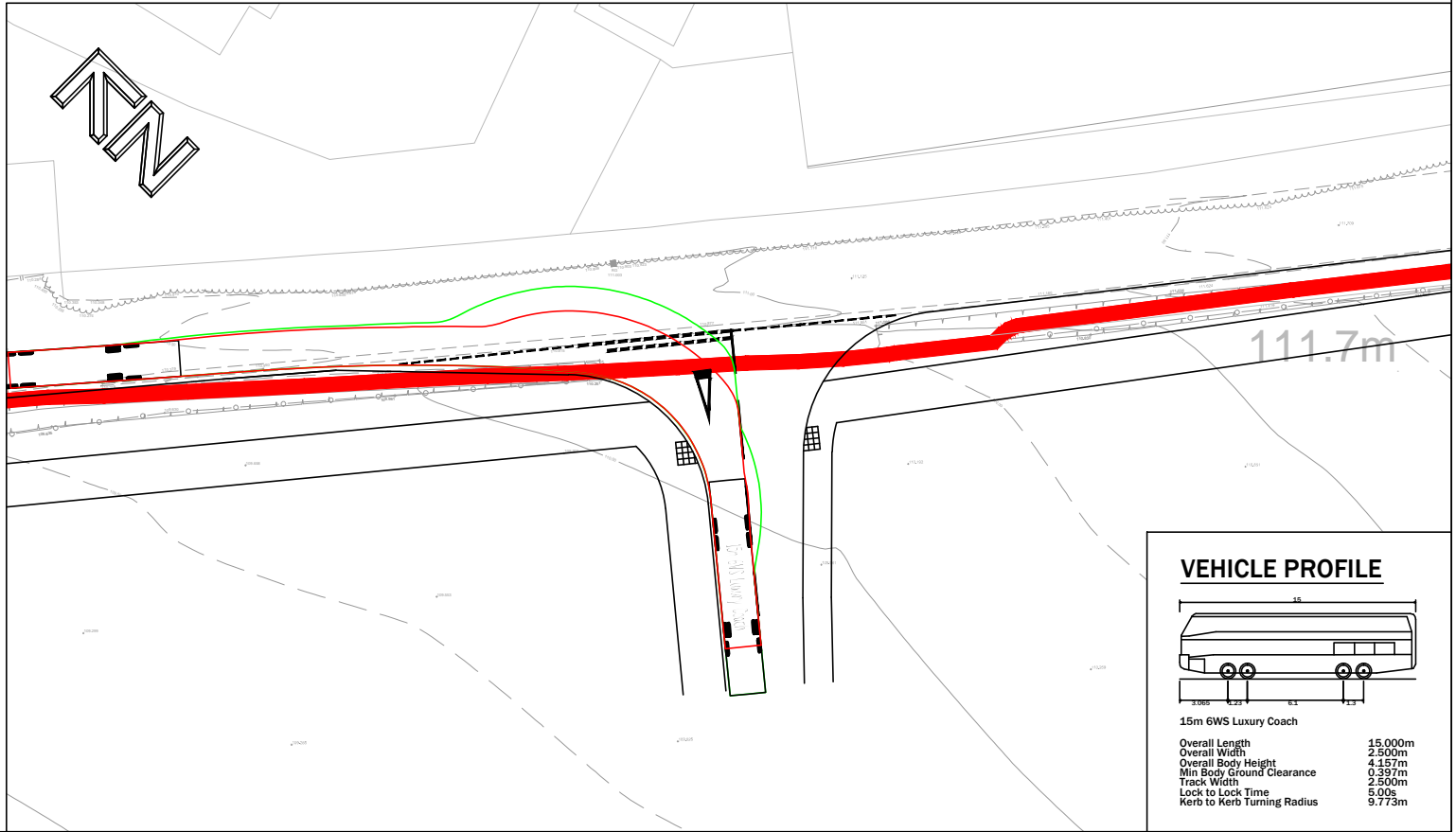
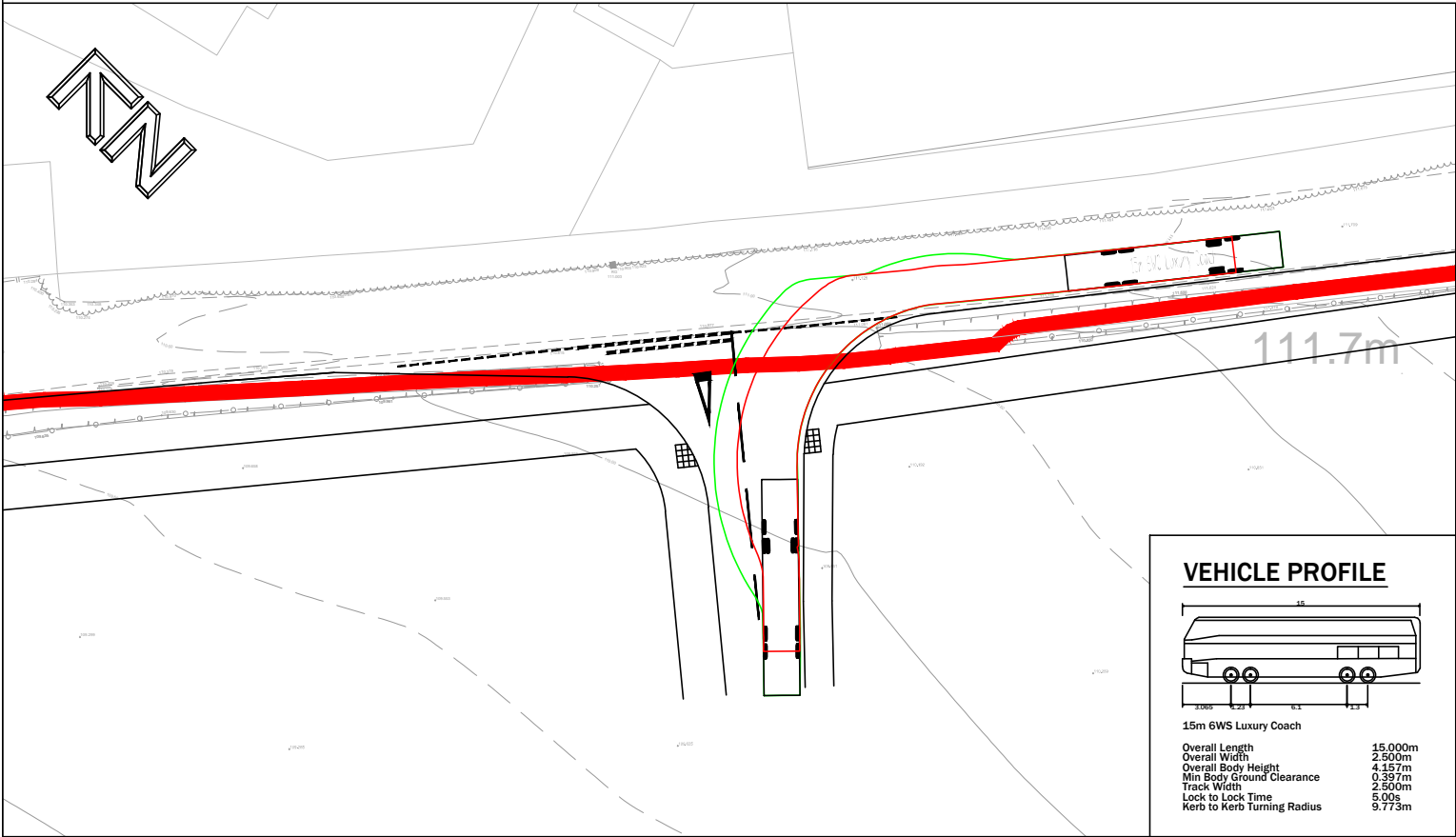
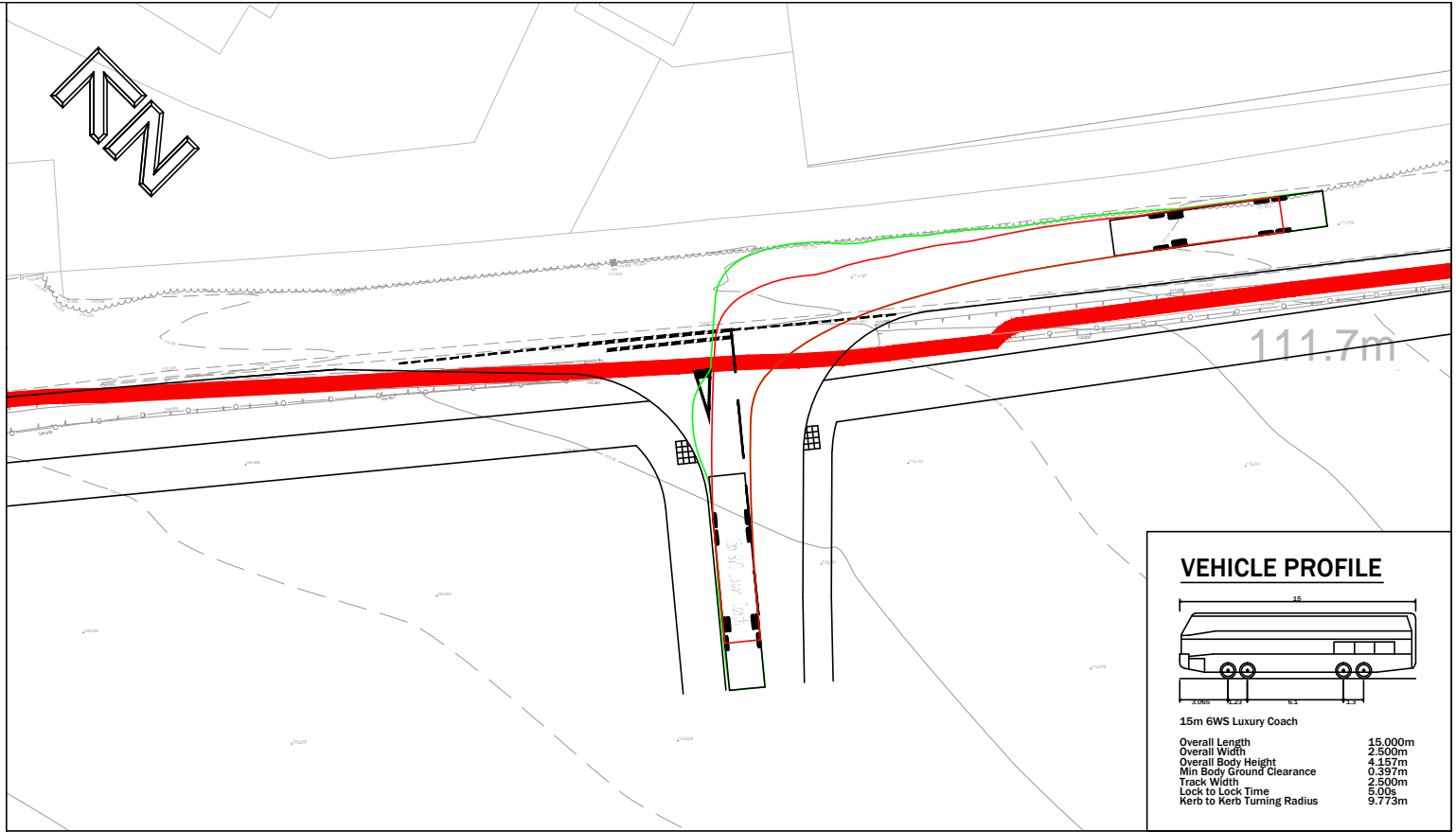
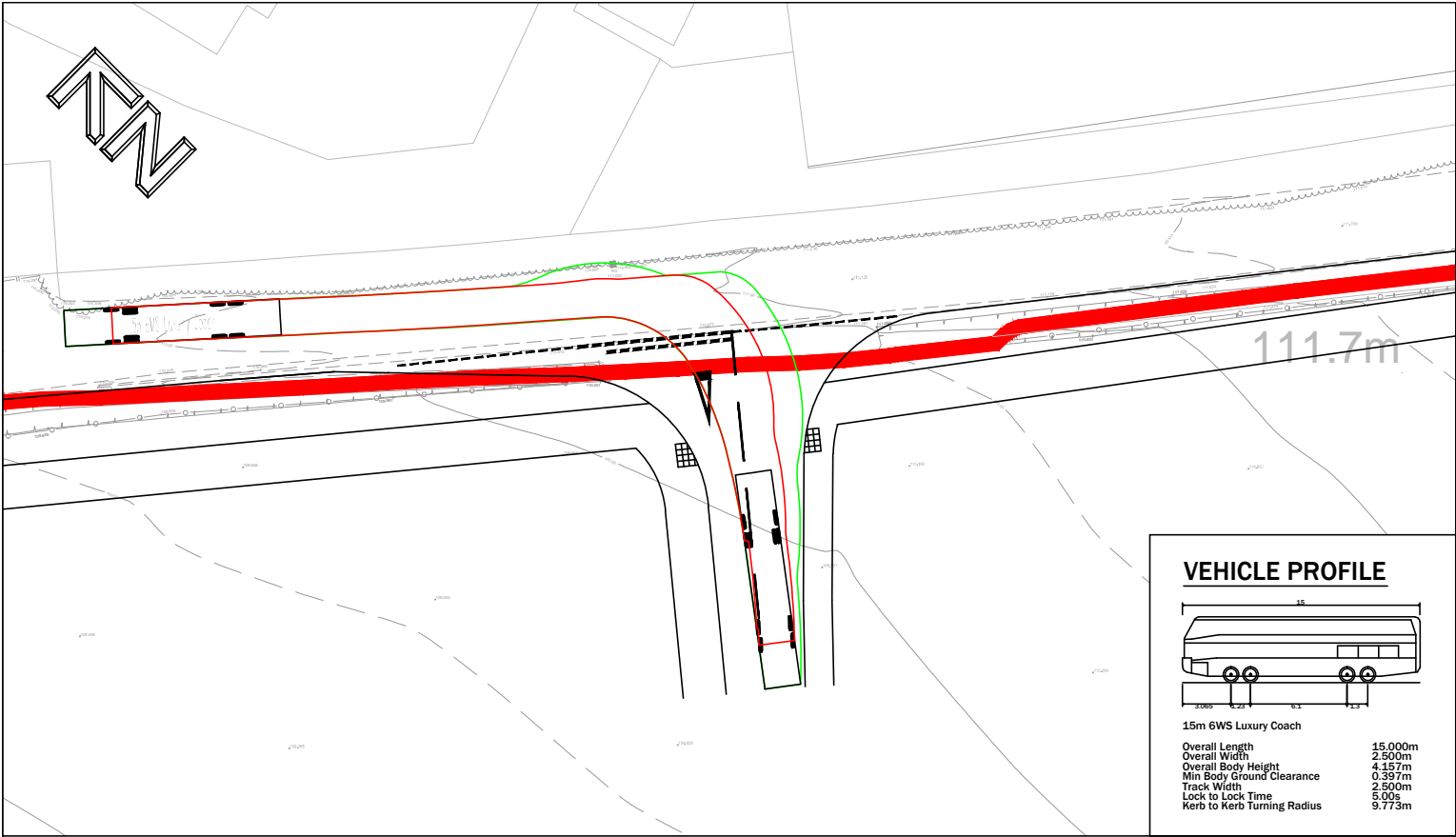
| D | 13.02.20 | VB | SINGULAR ACCESS POINT |
|--------|----------|----|--|
| C | 08.01.20 | VB | CHANGES FOLLOWING SCC COMMENTS |
| B | 27.09.19 | VB | RED LINE BOUNDARY UPDATE |
| A | 12.09.19 | VB | CHANGES FOLLOWING SIX:TEN RSA COMMENTS |
| Rev | Date | By | Revision notes |
| Status | | | |

INFORMATION

| | |
|---------|--------------------------------------|
| Project | OLD ASHFORD ROAD, LENHAM, KENT |
| Title | SWEPT PATH ANALYSIS - REFUSE VEHICLE |

| | |
|----------------|---------------------------|
| Drawn by VB | Issue date 16 AUG 2019 |
| Scale(s) | 1:500 @ A3 |

| | |
|------------|-------------|
| Drawing No | P19013-201D |
|------------|-------------|



9 Hurricane Court
Liverpool International Business Park | Estuary Boulevard | Liverpool | L24 8RL
www.primetp.co.uk | 0151 728 1860

| D | 13.02.20 | VB | SINGULAR ACCESS POINT |
|-----|----------|----|--|
| C | 08.01.20 | VB | CHANGES FOLLOWING SCC COMMENTS |
| B | 27.09.19 | VB | RED LINE BOUNDARY UPDATE |
| A | 12.09.19 | VB | CHANGES FOLLOWING SIX:TEN RSA COMMENTS |
| Rev | Date | By | Revision notes |

Status

INFORMATION

Project

OLD ASHFORD ROAD, LENHAM, KENT

Title

SWEPT PATH ANALYSIS - 15m COACH

Drawn by
VB

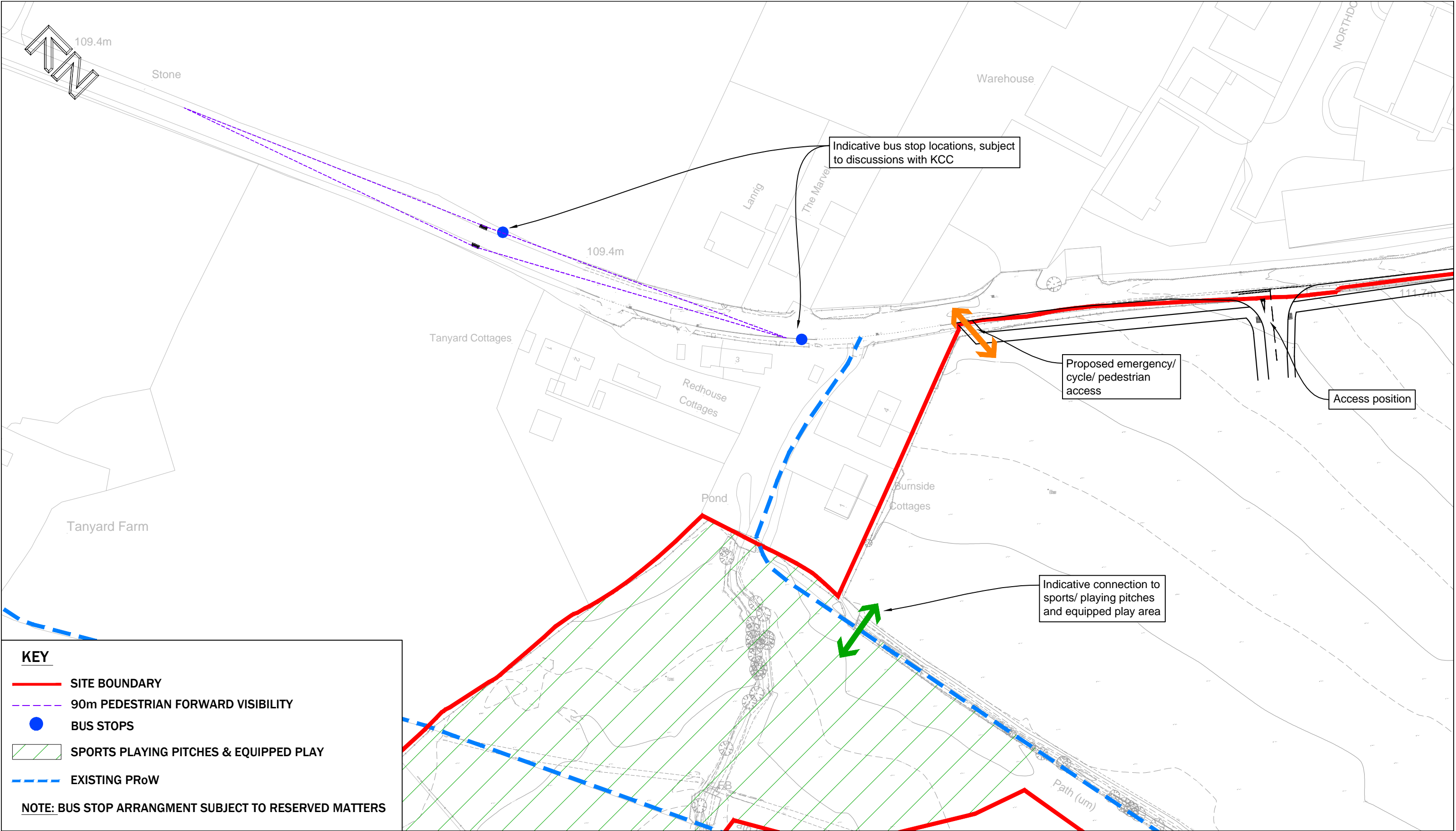
Issue date
16 AUG 2019


Scale(s)

1:500 @ A3

Drawing No

P19013-202D



| | | | | | | | |
|---|-----|----------|----|-----------------------|--|---|--------------------------------------|
| <div><p>9 Hurricane Court Liverpool International Business Park Estuary Boulevard Liverpool L24 8RL www.primetp.co.uk 0151 728 1860</p></div> | | | | | Project OLD ASHFORD ROAD, LENHAM, KENT | Drawn by AM | Issue date 09 JAN 2019 |
| | A | 13.02.20 | VB | SINGULAR ACCESS POINT | | Title INDICATIVE BUS STOP LOCATIONS | Scale(s) 1:1000 @A3 |
| | Rev | Date | By | Revision notes | Status PRELIMINARY | | Drawing No P19013-004A |
| | | | | | | | |
| | | | | | | | |

APPENDIX 2

EMAIL CORRESPONDENCE WITH KCC

From: [Vanessa Blackburn](#)
To: ["Brendan.Wright@kent.gov.uk"](mailto:Brendan.Wright@kent.gov.uk)
Cc: tim@deanlewisstates.co.uk; [David Stoddart](#); Jonathan.Lee@hobbsparker.co.uk
Subject: RE: Lenham Application 19/504724
Date: 13 February 2020 14:02:39
Attachments: [image001.png](#)
[image002.png](#)
[P19013-001K.pdf](#)
[P19013-003E.pdf](#)
[P19013-004A.pdf](#)
[P19013-201D.pdf](#)
[P19013-202D.pdf](#)
[P19013-203A.pdf](#)
[P19013-204.pdf](#)
[image006.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image014.png](#)
[image015.png](#)
[image017.png](#)

Afternoon Brendan,

Many thanks for your quick response and confirmation of acceptance.

With regards to the emergency access, I have now widened the initial section at the western corner to 3.7m with a note to suggest the details of the emergency access can be discussed at the detailed design stages. I trust this is now fully acceptable.

Please find attached all of our updated plans for your reference.

The following drawings have all been amended to reflect the singular access position and emergency access changes:

- P19013-001K – Proposed Access Strategy
- P19013-004A – Indicative Bus Stop Locations
- P19013-201D – Swept Path Analysis – Refuse Vehicle
- P19013-202D – Swept Path Analysis – 15m Coach

With the following drawings of the mitigation proposals at the A20/ Old Ashford Road junction included for completeness:

- P19013-003E – A20/ Old Ashford Road Mitigation
- P19013-203A - A20/ Old Ashford Road Swept Path Analysis
- P19013-204 - A20/ Old Ashford Road Swept Path Analysis – Articulated Vehicle & Refuse Vehicle

Thanks again.

Kind regards,

Vanessa

Vanessa Blackburn
Transport Planner
Prime Transport Planning

DD: +44 (0)151 728 1861
www.primetp.co.uk

From: Brendan.Wright@kent.gov.uk <Brendan.Wright@kent.gov.uk>
Sent: 13 February 2020 12:16
To: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Cc: tim@deanlewisestates.co.uk; David Stoddart <D.Stoddart@primetp.co.uk>
Subject: RE: Lenham Application 19/504724

Vanessa

Thank you for the drawing.

The access arrangements shown are acceptable.

With regard to the emergency access, a minimum width of 3.7m is ordinarily required. A lesser width could only be acceptable if Kent Fire & Rescue agreed to it.

Regards

Brendan Wright | Principal Transport and Development Planner | KCC Highways and Transportation | Ashford Depot | Javelin Way | Henwood Industrial Estate | Ashford | TN24 8AD | Internal: 419930 | External: 03000 419930

From: Vanessa Blackburn <V.Blackburn@primetp.co.uk>
Sent: 13 February 2020 10:28
To: Wright, Brendan - GT HTW <Brendan.Wright@kent.gov.uk>
Cc: 'tim@deanlewisestates.co.uk' <tim@deanlewisestates.co.uk>; David Stoddart <D.Stoddart@primetp.co.uk>
Subject: RE: Lenham Application 19/504724

Morning Brendan,

Further to your correspondence with Dave Stoddart with regards to Old Ashford Road, Lenham, we have updated the drawing to show an emergency access located in the north western corner of the site and have also removed particular reference to the guardrails at the access.

I would be grateful if you could confirm that the access arrangement now meets your requirements for an approval, and we can issue a set of final drawings to the LPA?

Kind regards,

Vanessa

Vanessa Blackburn
Transport Planner
Prime Transport Planning

DD: +44 (0)151 728 1861

www.primetp.co.uk

From: David Stoddart <D.Stoddart@primetp.co.uk>
Sent: 12 February 2020 17:23
To: 'Brendan.Wright@kent.gov.uk' <Brendan.Wright@kent.gov.uk>
Cc: 'tim@deanlewisestates.co.uk' <tim@deanlewisestates.co.uk>
Subject: RE: Lenham Application 19/504724

Thanks Brendan,

I appreciate your prompt response. I'm inclined to agree with you regarding the guardrail, we'll update the note on our drawing but the most appropriate measure can be determined at RM/detailed design.

Regarding the emergency access, would you be happy with a width of 3m which would accommodate the 2.75m width of a fire appliance between Old Ashford Road and an internal road or would you insist on the traditional operational width of 3.7m? If the former, one of the points where the cycleway punches through the hedgerow could be used, with probably the western one being the most suitable.

Kind regards

Dave

David Stoddart
Associate Director
Prime Transport Planning

DD: +44 (0)151 728 1864 M: +44(0) 7944 446528
www.primetp.co.uk

From: Brendan.Wright@kent.gov.uk <Brendan.Wright@kent.gov.uk>
Sent: 12 February 2020 16:31
To: David Stoddart <D.Stoddart@primetp.co.uk>
Cc: tim@deanlewisestates.co.uk
Subject: RE: Lenham Application 19/504724

Dave

Thank you for the drawing.

The access position looks fine. It is a suitable stagger distance from the car wash and you are showing that the requisite visibility splays can be achieved.

I note that you have retained the reference to guardrails at the junction. These could, to some extent, impede visibility and I am not convinced they are necessary at this location. It would be better to use kerb heights as a means of influencing the crossing line taken by pedestrians/cyclists.

Can you please confirm whether either of the pedestrian accesses onto Old Ashford Road will be suitable for use by emergency vehicles. Our comments on the application specified that there should be one all-purpose access plus an emergency access.

Regards

Brendan Wright | Principal Transport and Development Planner | KCC Highways and Transportation | Ashford Depot | Javelin Way | Henwood Industrial Estate | Ashford | TN24 8AD | Internal: 419930 | External: 03000 419930

From: David Stoddart <D.Stoddart@primetp.co.uk>
Sent: 12 February 2020 15:36
To: Wright, Brendan - GT HTW <Brendan.Wright@kent.gov.uk>
Cc: Tim Dean <tim@deanlewisestates.co.uk>
Subject: RE: Lenham Application 19/504724

Good afternoon Brendan,

Following our discussions yesterday we have produced the attached single access arrangement. We have placed the access between the two previous accesses but with a greater stagger distance between it and the car wash access.

I would be grateful for your initial thoughts. The masterplanners are currently revising their plans to match and we will formally issue a full suite of drawings with swept paths to the LPA in the next day or so.

Kind regards

Dave

David Stoddart
Associate Director
Prime Transport Planning

DD: +44 (0)151 728 1864 M: +44(0) 7944 446528
www.primetp.co.uk

From: Tim Dean <tim@deanlewisestates.co.uk>
Sent: 11 February 2020 15:40
To: Brendan.Wright@kent.gov.uk; David Stoddart <D.Stoddart@primetp.co.uk>
Subject: RE: Lenham Application 19/504724

Brendan,

Than you for setting out the position clearly.

David,

Please prepare the single access revision drawings ASAP. Thank you.