



Ashford Borough Council

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Highways and Transportation

Ashford Highway Depot
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Tel: 03000 418181

Date: 16 January 2020

Application - 19/01788/AS

Location - Land between Woodchurch Road and, Appledore Road, Tenterden, Kent

Proposal - a) Outline application for the development of up to 250 residential dwellings (40% affordable) including the creation of access points from Appledore Road (all modes) and Woodchurch Road (pedestrian and cycle only), and creation of a network of roads, footways, and cycleways through the site. Provision of open space including children's play areas, community orchards, sustainable urban drainage systems, landscape buffers and green links all on 12.35 ha of the site. (Matters for approval: Access) b) Full planning permission for the change of land use from agricultural land to land to be used as a country park (8.66 ha), and land to be used as formal sports pitches (3.33 ha), together with pavilion to serve the proposal and the surrounding area. Including accesses, ancillary parking, pathways, sustainable urban drainage systems and associated landscaping.

Thank you for the consultation on the above planning application. This planning application has been subject to extensive pre-application discussions between the applicant and Kent County Council Highways and Transportation to agree the scope of the submitted Transport Assessment, access arrangements for the proposed site, trip generation associated with the proposals, traffic distribution and assignment and extent of junction capacity assessments. Nonetheless I have the following comments to make on the application.

Transport Assessment

Development Proposals - The two proposed site access points onto Appledore Road are acceptable and meet appropriate design standards as set out in the Kent Design Guide. The proposed western access (land adjacent to 13 Appledore Road as shown in drawing number ITL9289-GA-030B) will require removal of a highway horse chestnut tree along Appledore Road. Advice on this matter has been sought from KCC's soft landscape team who have also stated that the horse chestnut tree directly opposite should also be removed. KCC has a process in place to calculate a value for the loss of amenity trees known as CAVAT (Capital Asset Valuation of Amenity Trees). The cost of replacement of these trees is £86,697.92 (13 Appledore Road) and £75,530.99 (opposite side of the road). The replacement value of these trees should be secured through the required Section 106 Legal Agreement for this site. This access has adequate visibility splays based on the proposed 30mph speed limit and has been tracked for an 11.4 metre long refuse vehicle.

The proposed eastern access (Appledore Road Sport Pitch as shown in drawing number

ITL9289-GA-033B) again will require removal of a horse chestnut tree. The total cost of the replacement of this tree is £68,745.28. This replacement value should again be secured through the required Section 106 Legal Agreement for this site. The total CAVAT value of the replacement of all three trees is £230,956.19. This Section 106 funding will allow KCC to plant a significant number of replacement trees within the local area.

Again this access has adequate visibility splays based on the proposed 30mph speed limit and has been tracked for an 11.4 metre long refuse vehicle.

To support the proposals a reduction in the speed limit along Appledore Road from 40mph to 30mph is proposed together with traffic calming features in the form of traffic build-outs and a new zebra crossing across Appledore Road (as shown in drawing number ITL9289-GA-036A). Full details of the traffic calming measures can be found in the various submitted plans in the Transport Assessment. A series of swept path analysis has been undertaken to ensure access and egress is retained for cars using existing residential driveways adjacent to the build outs. As part of this process Kent Police were consulted by the applicant's agent, i-Transport to seek their agreement to the proposals and to then undertake a Stage 1 Road Safety Audit. Kent Police agree to these traffic calming measures as part of a long term signed speed reduction along Appledore Road. KCC Highways and Transportation also support these proposals and these proposals should be secured prior to the occupation of any dwelling on site or the sports pitches hereby brought into use (whichever is earliest) in the event that planning permission is granted for this site.

Adequate pedestrian access points are being proposed into the site using the two vehicle access points onto Appledore Road and also a new access for pedestrians and cyclists onto Woodchurch Road. The pedestrian and cycle access onto Woodchurch Road (as shown in drawing number ITL9289-GA-044B) includes a bollard to prevent vehicles accessing it together with an uncontrolled crossing with dropped kerbs and tactile paving across Woodchurch Road. This is acceptable to KCC Highways and Transportation in principle. It is however not clear if a Stage 1 Road Safety Audit has been provided for this crossing point and this should be supplied as part of the planning application.

The proposed internal link to the Sports Pitches (as shown in drawing number ITL9289-GA-046A) meets the requirements of a major access road as set out in the Kent Design Guide. This internal link is suitable for adoption by KCC Highways and Transportation.

The proposed car parking for the sports pitches is acceptable based on standards as set out in SPG4: Kent Vehicle Parking Standards (2006).

It should be noted that the most up to date version of TRICS has not been used to estimate the potential trip generation from the site (TRICS 7.6.4). TRICS 7.5.1 has been used and this version of TRICS is considerably out of date. However, I have undertaken my own TRICS analysis using the most up to date version of TRICS and it is considered that both the multi-modal and vehicle trip rates are acceptable. It is predicted that the development will generate 115 vehicle movements in the AM Peak and 127 vehicle movements in the PM Peak.

The proposed trip rates for the sports pitches based on a first principles approach is acceptable. It is predicted that the development will generate 34 vehicle movement in the PM Peak. The overall trip rates for the proposals is 115 vehicle movements in the AM Peak and 161 vehicle movements in the PM Peak.

KCC Highways and Transportation have also requested that the applicant undertakes a sensitivity test on the local highway network based on the trip rates that were agreed as part of the Tilden Gill planning application Transport Assessment that is currently being built out by Redrow Homes.

The proposed traffic distribution and assignment is acceptable based on local Middle Super Output Area (MSOA) of Ashford 013 which includes most of Tenterden and St Michaels to the north of the site. The quickest (most desirable routes) between the proposed development site and other MSOA and local authority area destinations has been determined using route-planning software such as Google Maps. 95% of development traffic is expected to turn right out of the site accesses along Appledore Road westbound towards the junctions of East Hill and Beacon Oak Road and also towards the junction with Ashford Road (A28) and Beacon Oak Road. The remaining 5% of development traffic would be expected to travel east from the site along Appledore Road. The same distribution has been used for the proposed sports pitches.

Junction capacity assessments have been undertaken at six existing junctions as well as the two proposed site access points in order to determine the impact of the proposed development as well as including committed developments and background traffic growth. The following junctions have been assessed as part of the Transport Assessment:

- High Street / East Cross / Recreation Ground Road - three arm signal controlled junction
- Ashford Road / Beacon Oak Road - three arm priority junction
- Oaks Road / East Hill / Golden Square - three arm priority junction
- Beacon Oak Road / Golden Square / Woodchurch Road - staggered four arm priority junction
- Beacon Oak Road / East Hill / Appledore Road - three arm priority junction
- Appledore Road / Shrubcote - three arm priority junction
- Western site access
- Eastern site access

Future years of 2021 and 2024 have been used for the junction capacity assessments for all of the above junctions and also included are the committed developments known as Taylor Wimpey / Dandara scheme (TENT1) and Tilden Gill scheme, Redrow. The potential traffic from TENT 1b (allocated for 225 units) has also been included in the junction capacity assessments as requested by KCC Highways and Transportation as a sensitivity test. Traffic growth factors have also been included in the junction capacity assessments.

A28 High Street / East Cross / Recreation Ground Road

This signalised junction is predicted to go over capacity with a degree of Saturation of 92.5% on the A28 High Street east Left, Ahead arm in a 2021 AM Peak scenario with committed developments and the proposed development. The proposed development will worsen capacity on this arm by just over 3% together with a three vehicle queue increase. Overall the capacity of the junction will worsen by 2%. The junction will operate within capacity in a 2021 PM Peak scenario. In a 2024 AM Peak scenario with committed developments and the proposed development the capacity will worsen to 95.6% on the Recreation Ground Road Right and Left arm and 95.2% in the A28 High Street east Left, Ahead arm resulting in an increase in queues of two and three vehicles respectively. Although this is a slight worsening in capacity an increase in queuing of three vehicles is not considered to be severe in accordance with the National Planning Policy Framework. The sensitivity test with the higher trip rates demonstrates a further slight worsening in capacity to 95.8% on the A28 High Street east Left, Ahead arm.

The applicant is however suggesting to increase the cycle times from 100 to 112 seconds in the morning peak hour and 90 to 100 seconds in the evening peak hour to mitigate the impact of the proposed development. By increasing these cycle times the highest degree of saturation reduces from 95.8% to 91.7% and provides a nil-detriment scenario and is therefore acceptable to KCC Highways and Transportation. The practical capacity improves by 1% in the AM Peak compared to a without development scenario and also 1% in the PM Peak. These changes to

the cycle times should be secured prior to the occupation of any dwelling on site or the sports pitches hereby brought into use (whichever is earliest) in the event that planning permission is granted for this site.

A28 Ashford Road / Beacon Oak Road Junction

The proposed Tilden Gill development is delivering a roundabout at this junction in order to provide extra capacity for the Beacon Oak Road arm of this junction. The consented roundabout scheme has been assessed for all the above future year scenarios. The results demonstrate that the roundabout will have ample capacity to accommodate development traffic associated with this proposal and all arms will operate within capacity with a maximum queue of four vehicles in both the AM and PM peaks on the Ashford Road North arm in a 2024 future year scenario. Should the Tilden Gill site not come forward in a timely manner then the proposed development will be required to deliver this junction improvement. The status of the roundabout upgrade works will be confirmed prior to the formal consideration of the planning application.

All other four other existing junctions and the two proposed site access junctions will operate with plenty of spare capacity in a 2024 future year scenario.

Improvements to bus stops and services

Discussions have taken place with KCC's public transport team regarding required improvements to bus stop facilities in the local area. Both stops on Woodchurch Road should be upgraded with raised kerbs, bus stop poles and shelters. A new section of footway on Woodchurch Road is also required to provide a pedestrian access to the new formal stop for buses going in a Tenterden direction. There is existing highway verge that can be replaced to provide this new section of footway. Full details of these required improvements should be submitted for assessment by KCC Highways and Transportation as these works will require Section 278 Highway alterations approval from KCC Highways and Transportation.

There is potential to improve the existing 2A bus service that runs from Tenterden to Ashford calling at the two stops on Woodchurch Road as a result of this development. Discussions are due to take place shortly with Stagecoach East Kent regarding the potential for these improvements and you will be informed of the required Section 106 financial contribution from this development for these improvements.

I provide full and final comments on the application once the Stage 1 Safety Audit is submitted for the proposed informal crossing across Woodchurch Road and a plan is provided showing the required improvements to bus stop facilities on Woodchurch Road.

Notes

KCC Highways and Transportation have been made aware by local residents of an error within the "The Access and Design Movement Appendix I" document. On page 14 of this document it is stated there are existing directional signs. The signs were previously in the private land by the footpath opposite East Hill and were removed by KCC Highways and Transportation in the second half of 2016. The document should therefore be amended accordingly.

Yours faithfully

Matt Hogben

Principal Transport & Development Planner