

TECHNICAL NOTE

Job Name: Kingsnorth Green, Kingsnorth, Ashford
Job No: 30292/5515
Note No: 5515/TN005
Date: August 2020
Prepared By: Jason Lewis
Subject: 15/00856/AS, Implications of Site S3 access through Site S5

1. Introduction

- 1.1. Stantec is acting for Pentland Homes and Jarvis Homes in relation to planning application 15/00856/AS Land at Kingsnorth Green, Ashford. This technical note is prepared in relation to Site S5 and sets out the implications of allowing direct access from Site S3 through Site S5 onto Ashford Road at the Site S5 access junction.
- 1.2. By way of background, at the time of the Ashford Local Plan Examination in Public representations were made to the Examination Inspector outlining the potential adverse implications of allowing direct access from Site S3 through S5 to Ashford Road, and the impacts that this would have on traffic movements, junction performance, congestion and access infrastructure form. This concluded that were a direct connection to be provided from S3 through S5, with unrestrained all vehicle access, there would be significant adverse impacts on the Ashford Road junction with Site S5, the junction of Ashford Road with Magpie Hall Road and Steeds Lane and the proposed signalised junction of Ashford Road with Church Road and Pound Lane.
- 1.3. Following the above representations the promotor of the Site S3, and their transport consultants Brookbanks, revised their access strategy to direct traffic only onto Pound Lane to the north, and not through Site S5, along with wider route promotion utilising Britannia Lane and onwards to the Avenue Jaques Fauchaux / Forestall Meadow roundabout, thus avoiding the Kingsnorth crossroads. Review of correspondence on Site S3 confirms further reliance has later been made on the Magpie Hall Road route westwards to the A28 from where access to M20 Junction 9 can be gained.
- 1.4. This Technical Note provides a brief summary of the above previously reported issues and the effects that direct access from Site S3, through Site S5 would have on the local highway network. Stantec's professional opinion is then given on the potential implications from Site S3's latest suggestion of access through Site S5 onto Ashford Road.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
30292/55015/TN	-	17.08.20	JSL	JSL	FM	JSL

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2. Site S3 Implications reported to EiP

- 2.1. Peter Brett Associates (PBA), now Stantec, carried out analysis of the potential implications of Site S3 accessing through Site S5 onto Ashford Road in a Technical Note (April 2018) that was issued to the Examination, with discussion taking place with KCC Highways and Transportation and ABC prior to the EiP sessions. As above, this analysis sought to ascertain what extent of Site S3 development could route to Ashford Road northwards through the Pound Lane / Church Road junction whilst maintaining acceptable impact and junction delay levels.
- 2.2. The April 2018 technical note reported the following key findings:
 - The S3 access strategy at the time divided site traffic flows equally between the A28 route to the west and Ashford Road to the east and north;
 - On that basis it was found that 950 houses could not be delivered with a 50/50 traffic distribution due to the Church Road crossroads and Site S5 access forecast traffic capacity issues (both junctions would be well above 100% Ratio of Flow to Capacity (RFC) in 2030);
 - That for the 50/50 access strategy to work for Site S3 that site would need to be constrained to deliver only 528 dwellings, of which a maximum of 264 dwellings could be accommodated through the Ashford Road corridor (note: not necessarily through Site S5 but shared over a number of routes) whilst maintaining capacity at no greater than 95% RFC, a level that may be acceptable to KCC;
 - The effect of 950 dwellings at 50/50 traffic distribution would have implications on the Site S5 junction with Ashford Road, necessitating a right turn lane type junction as a minimum which otherwise would not be required to serve Site S5 and a link to Pound Lane.
- 2.3. The April 2018 PBA Technical Note can be found at Appendix A.

3. Site S3 Later Access Strategy Reporting

- 3.1. Review has been undertaken of technical submissions and KCC consultation responses for the current Site S3 Court Lodge planning application to update the position in relation to traffic distribution and assignment and give a view on the implications in respect of the April 2018 PBA reporting. It should be noted that the various submissions by Brookbanks (transport consultant) for Site S3 are extensive and appear to utilise technical traffic flow data that is not fully reported in the public domain. This review is therefore limited to the information available.
- 3.2. It is understood that at the time of the EiP Brookbanks gained agreement with KCC to route development traffic via a third direction northwards via Britannia Lane and onwards to the Forestall Meadow roundabout. This strategy necessitated works on Britannia Lane with respect to parking and traffic/pedestrian management through the existing community.
- 3.3. The Brookbanks Technical Note dated 19 December 2019, point 6, highlighted prior KCC concerns over routing Site S3 traffic eastwards to Ashford Road via Pound Lane, whereby it would pass through Site S5 and onwards to Ashford Road. The concern relates to the pinch point in Pound Lane at the north west corner of the S5 site, due to a narrow stream bridge which is land constrained to the north and south. This narrow bridge leaves only 4.1m carriageway space, which is inadequate to provide for pedestrians and two way vehicle movement, and effectively creates a throttle to high traffic numbers passing eastwards through the Site S5 northern link with Pound Lane. It is noted that the Brookbanks response on this point confirmed their strategy to deliver Site S3 independently and not be reliant on Site S5 for access.
- 3.4. The last documented discussion on this point is set out below in the extract from the 19 December 2019 Brookbanks technical note:

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KCC Observation 6 5th September: KCC Highways and Transportation would welcome further discussions with both Ashford Borough Council and the Applicants for the Court Lodge site and the Land south of Pound Lane site regarding the provision of a direct vehicular link between these two sites. As discussed previously KCC has significant concerns with the use of Pound Lane as a vehicular link between both sites given the sub-standard width of Pound Lane especially at the point of the bridge over the watercourse where the carriageway width is only 4.1 metres from site observations.

BCL Response 6 5th September: This needs wider discussions to resolve but the principal is supported by the Court Lodge Applicant.

KCC Observation 6 13th November: KCC Acknowledge that the applicant can only agree from their own perspective to move this forward. therefore observation 6 is resolved for this application.

- 3.5. It is apparent from the above that Brookbanks assessment maintains restricted access via Pound Lane with the stream bridge acting as a throttling device for trips eastwards to Ashford Road.
- 3.6. Of note are the predicted traffic flows for Pound Lane S3 access reported by Brookbanks in their November 2018 Transport Assessment, Appendix F, Figure 5a and 5p. In the AM peak hour Brookbanks are assuming only west bound flows into S5, at 45 vehicles. In the PM peak Brookbanks have predicted zero vehicles using Pound Lane to/from Ashford Road. Each figure shows 50% of total S3 traffic passing through Britannia Lane and 50% heading south to Magpie Hall Road, from where 25% heads west to A28 and 25% east to Ashford Road (the majority then heading north through the Church Road signal junction upgrade).
- 3.7. In conclusion it is apparent that at the current time Brookbanks have predicted very little traffic passing through Site S5 to / from Ashford Road.

4. Current Assessment of Potential Implications

- 4.1. Based the extent of data available outlining the potential traffic effects of the S3 site it is apparent that very little, if any S3 traffic is forecast to pass through Site S5 onto Ashford Road. Brookbanks have predicted that 25% of total development traffic would pass north/south along Ashford Road, though the Church Road junction and onwards to M20 Junction 10 /10a and Ashford town centre. The remainder would head west to the A28 (25%) and onwards to M20 Junction 9 and north via Britannia Lane (50%) to M20 Junction 10 /10a and Ashford town centre. Some 75% of traffic is predicted to take north and north east routes.
- 4.2. From the Brookbanks assessment to date it is apparent that the majority of traffic would choose to route to the north and north east to gain access to the town centre and strategic highway network. The attraction of this route is likely to be emphasised following the recent delivery of M20 Junction 10a and other route improvements being proposed by KCC where contributions from others are already starting to be secured. The Brookbanks assessment in their original TA, which provides the only traffic data available in the public domain for that site, looks to avoid putting traffic through Site S5. Brookbanks in later submissions suggest a link to S5 can be offered, although they are not expecting any or very little traffic to use it. The need is not therefore demonstrated.
- 4.3. The April 2018 PBA technical note highlights the issues and harm to traffic capacity and delay that could arise from directing significant amounts of S3 traffic to Ashford Road, and this is backed up by the Brookbanks assessment which limits that site traffic to 25% of the total, shared by Magpie hall Road, site S4 and minimally Pound Lane. Review of the submissions between KCC and Brookbanks appears to maintain that access via S5 should be desired and maintained as an aspiration.
- 4.4. It is apparent that either intentionally or by accident the narrow width throttle on Pound Lane would act to keep S3 traffic flows through the Church Road / Ashford Road junction to a reasonably low level, thus keeping its operation within reasonable capacity limits.

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- 4.5. However, the effect of this throttle would be lost if a full traffic link from S3 to S5 to be made, and this could result in a stronger desire line for traffic looking to access the town centre and strategic highway network. Assuming the existing Pound lane route and throttle the distance between the S3 site centre and the Ashford Road / Church Road junction is 1.2 kilometres, however a direct route through S5 would shorten this by a third (to 800 metres) and being unconstrained this would significantly increase the attractiveness of the route.
- 4.6. Such an increase in traffic would almost certainly give rise to a requirement for a different form of Ashford Road junction serving S5, either a right turn lane priority type junction or even a roundabout, both consuming considerably more land. Furthermore, as has already been assessed by PBA in April 2018 the overall effect of more S3 traffic on this route would be a measurable increase in delay and queuing on the Ashford Road / Church Road junction and other junctions, such that the highway network could be significantly over capacity.
- 4.7. It is concluded that technically there is no justification for a full vehicle link to be made from Site S3 to Site S5, and that such a link is not supported by assessment carried out by the Court Lodge transport consultant. It is our opinion that by opening up such a link significant adverse impacts would arise, both to the Site S5 applicant and local traffic conditions that would be so significant as to result in policy non-compliance in terms of impacts and potentially safety.

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Job Name: Kingsnorth Green
Job No: 30292
Note No: 30292-5514-002
Date: 27th April 2018
Prepared By: Chad Nwanosike
Subject: **Accommodating Development at Court Lodge**

1. Introduction

Kent County Council were consulted by Ashford Borough Council as part of the statutory consultation process for the application to amend the existing application 15/00856/AS - Kingsnorth Green.

KCC's consultation response is set out in a letter to ABC dated 5th January 2018. In the letter, KCC provided comments on the Supplementary Transport Assessment that accompanied the application. The comments essentially constituted a 'holding object' from KCC and needed to be addressed.

All comments/points raised by KCC in their consultation response and at subsequent meetings with PBA have been satisfactorily addressed. This is confirmed by KCC in an email dated 19th April 2018 and contained in Appendix A of this note. The situation now is that Kingsnorth Green application is compliant with the requirements of KCC and HE.

This note sets out the outcomes of our traffic assessment of proposed development at Court Lodge. The assessment was carried out on the following 3 Key junctions:

- Kingsnorth Green Area 1 site access on Ashford Road;
- Magpie Hall Road (proposed realignment)/Ashford Road;
- Pound Lane/Church Hill/Ashford Road proposed signalisation.

2. Kingsnorth Green Development (550 Houses) and Court Lodge Development (950 Houses) Traffic Assessment

A traffic assessment was carried out at the above 3 junctions in the am and pm peak periods for the following scenarios:

- Traffic growth to 2030 + Committed development + Kingsnorth Green development;
- Traffic growth to 2030 + Committed development + Kingsnorth Green development + Court Lodge development.

Table 1 below sets out the results of the traffic assessment and shows the following:

- With Kingsnorth Green development (550 houses) traffic, the 3 junctions are operating within the standard target of 85% capacity (Degree of saturation);
- With the addition of Court Lodge development (950 houses) all three junctions have capacity issues with Pound Lane/Church Hill/Ashford Road junction the worst affected.

Capacity issues at the Area 1 site access can be specifically addressed by introducing a right turn lane on Ashford Road.

Capacity issues at Magpie Hall Road (proposed realignment)/Ashford Road can be specifically addressed by introducing a standard roundabout as proposed in the abovementioned existing planning application.

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No viable layout changes can be made to improve capacity at the Pound Lane/Church Hill/Ashford Road junction and no further traffic signal timing and phasing can be made to provide the required capacity improvement. This junction is therefore the most critical of the 3.

Table 1 – Traffic Assessment Results

2030 + Committed Developments + Kingsnorth Green							2030 + Committed Developments + Kingsnorth Green + Court Lodge						
Pound Lane/Church Hill/Ashford Road Signalisation	AM			PM			Pound Lane/Church Hill/Ashford Road Signalised	AM			PM		
	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)		Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)
Ashford Road (N)	59.5%	19.3	15	73.6%	19.3	23	Ashford Road (N)	63.5%	18.6	17	77.8%	17.0	26
Church Hill	85.2%	67.4	14	79.3%	63.5	12	Church Hill	94.6%	99.4	18	106.0%	220.4	26
Ashford Road (S)	84.5%	30.6	29	78.9%	42.4	16	Ashford Road (S)	95.5%	48.2	43	109.8%	235.4	50
Pound Lane	17.5%	71.2	1	9.5%	69.9	0	Pound Lane	17.5%	71.2	1	9.5%	69.9	0
Cycle Time (Seconds)	120			120			Cycle Time (Seconds)	120			120		
PRC (%)	5.6%			13.5%			PRC (%)	-6.1%			-22.0%		
Site Access - Area 1	AM			PM			Site Access - Area 1	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Left/Right Turn from Site	1	11.82	0.35	0	7.55	0.19	Left/Right Turn from Site	2	25.78	0.67	0	9.42	0.30
Right Turn into Site	2	8.89	0.52	3	7.93	0.60	Right Turn into Site	5	16.38	0.73	29	77.69	0.99
Magpie Hall Road (realigned)/Ashford Road	AM			PM			Magpie Hall Road (realigned)/Ashford Road	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Left turn from Magpie Hall Road	2	22.74	0.69	0	9.10	0.20	Left turn from Magpie Hall Road	11	90.46	0.97	0	10.72	0.31
Right turn from Magpie Hall Road	2	37.52	0.61	1	23.70	0.46	Right turn from Magpie Hall Road	6	143.70	0.94	1	35.51	0.57
Right turn from Ashford Road South	0	4.44	0.02	0	4.70	0.02	Right turn from Ashford Road South	0	4.44	0.02	0	4.68	0.02
Left/Right turn from Steeds Lane	0	13.31	0.25	0	10.50	0.07	Left/Right turn from Steeds Lane	0	13.56	0.25	0	10.64	0.07
Right turn from Ashford Road North	1	10.37	0.50	3	15.77	0.72	Right turn from Ashford Road North	2	12.84	0.60	9	40.88	0.90

With no viable layout or traffic signal control solution to the capacity issues at the Pound Lane/Church Hill junction, an assessment was carried to ascertain the number of houses that can be viably accommodated on Court Lodge.

3. Number of Houses Viable at Court Lodge

Assumptions made in assessing the number of houses viable at Court Lodge include:

- Brookbanks advised 50:50 (47:53 to be precise) split between traffic distribution to the east (M20 Junction 10 and 10a, Ashford Road, A2070 etc.) and west (M20 Junction 9, Drovers roundabout, A28 etc.);
- Brookbanks traffic distribution and assignment approved by KCC;
- Junction operating at no worse than 95% capacity which KCC have indicated would be acceptable at the Pound Lane/Church Hill junction.

The result of the assessment is that the number of houses on Court Lodge cannot exceed 528 to enable the Pound Lane/Church Hill junction to operate at no worse than 95% capacity. This takes account of the abovementioned 50:50 traffic distribution split. It should therefore be noted that traffic from Court Lodge going through Area 1 site access, Ashford Road/ Magpie Hall Road (realigned) and Pound Lane/Church Hill/ Ashford junctions is generated by 264 houses (50% of the total 528 houses). This is the traffic distribution to the east (M20 Junction 10 and 10a, Ashford Road, A2070 etc.). The other 50% as previously mentioned heads west (M20 Junction 9, Drovers roundabout, A28 etc.).

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4. Kingsnorth Green Development (550 Houses) and Court Lodge Development (528 Houses) Traffic Assessment

The traffic assessment results for 550 houses at Kingsnorth Green and 528 houses at Court Lodge are shown in Table 2 below.

Table 2 – Results of Traffic Impact Assessment

2030 + Committed Developments + Kingsnorth Green							2030 + Committed Developments + Kingsnorth Green + Court Lodge						
Pound Lane/Church Hill/Ashford Road Signalisation	AM			PM			Pound Lane/Church Hill/Ashford Road Signalised	AM			PM		
	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)		Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)	Deg Sat (%)	Av Delay (s/pcu)	Mean Max Queue (pcu)
Ashford Road (N)	59.5%	19.3	15	73.6%	19.3	23	Ashford Road (N)	61.6%	18.7	16	76.3%	18.0	25
Church Hill	85.2%	67.4	14	79.3%	63.5	12	Church Hill	91.2%	83.8	16	92.6%	98.5	15
Ashford Road (S)	84.5%	30.6	29	78.9%	42.4	16	Ashford Road (S)	91.2%	37.3	36	94.8%	73.2	23
Pound Lane	17.5%	71.2	1	9.5%	69.9	0	Pound Lane	17.5%	71.2	1	9.5%	69.9	0
Cycle Time (Seconds)	120			120			Cycle Time (Seconds)	120			120		
PRC (%)	5.6%			13.5%			PRC (%)	-1.3%			-5.3%		
Site Access - Area 1	AM			PM			Site Access - Area 1	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Left/Right Turn from Site	1	11.82	0.35	0	7.55	0.19	Left/Right Turn from Site	1	17.37	0.53	0	8.56	0.25
Right Turn into Site	2	8.89	0.52	3	7.93	0.60	Right Turn into Site	3	11.91	0.64	8	19.30	0.83
Magpie Hall Road (realigned)/Ashford Road	AM			PM			Magpie Hall Road (realigned)/Ashford Road	AM			PM		
	Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC		Queue (Veh)	Delay (s)	RFC	Queue (Veh)	Delay (s)	RFC
Left turn from Magpie Hall Road	2	22.74	0.69	0	9.10	0.20	Left turn from Magpie Hall Road	5	42.67	0.84	0	9.84	0.26
Right turn from Magpie Hall Road	2	37.52	0.61	1	23.70	0.46	Right turn from Magpie Hall Road	3	65.18	0.75	1	29.49	0.52
Right turn from Ashford Road South	0	4.44	0.02	0	4.70	0.02	Right turn from Ashford Road South	0	4.44	0.02	0	4.69	0.02
Left/Right turn from Steeds Lane	0	13.31	0.25	0	10.50	0.07	Left/Right turn from Steeds Lane	0	13.43	0.25	0	10.57	0.07
Right turn from Ashford Road North	1	10.37	0.50	3	15.77	0.72	Right turn from Ashford Road North	2	11.71	0.56	6	25.00	0.82

Table 2 shows the following with 528 houses:

- The Pound Lane/Church Hill junction is operating at no worse than at 95% capacity;
- The capacity issues at Area 1 site access have gone away, so a right turn lane is no longer warranted although KCC may still insist on one;
- The capacity issues at Magpie Hall Road (proposed realignment)/Ashford Road have gone away, so a roundabout is no longer needed.

It should again be noted that traffic from Court Lodge going through Area 1 site access, Ashford Road/ Magpie Hall Road(realigned) and Pound Lane/Church Hill/ Ashford junctions is generated by 264 houses (50% of the total 528 houses). This is the traffic distribution to the east (M20 Junction 10 and 10a, Ashford Road, A2070 etc.). The other 50% as previously mentioned heads west (M20 Junction 9, Drovers roundabout, A28 etc.).

Drawing 30292_5514_003 in Appendix A shows the queue lengths from the Pound Lane/Church Hill junction with 550 houses at Kingsnorth Green and 528 Houses on Court Lodge, 264 of which generates traffic through Area 1 site access, Ashford Road/ Magpie Hall Road(realigned) and Pound Lane/Church Hill/ Ashford junctions. This should be read in conjunction with Table 2, as the more spare capacity there is at the junction the more manageable the traffic queues.

Appendix A

Kent County Council Email

Chad Nwanosike

From: Matt.Hogben@kent.gov.uk
Sent: 18 April 2018 13:29
To: Chad Nwanosike
Subject: RE: Kingsnorth Green - KCC Consultation Response

Hi Chad

Thank you for the e-mail.

In relation to point 1, I am prepared to accept the visibility given the small increase in vehicle movements out of Steeds Lane and the improvements to the Magpie Hall Road junction.

The double yellow line extension on Ashford Road is noted and the crash report is also noted.

I am therefore informally happy for the updated information to be signed off subject to it being presented in full in a technical note submitted to Ashford Borough Council in due course.

Regards

Matthew Hogben | Principal Transport and Development Planner | Ashford and Shepway | Highways and Transportation | Kent County Council | Ashford Highway Depot, 4 Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk

From: Chad Nwanosike <cnwanosike@peterbrett.com>
Sent: 18 April 2018 11:45
To: Hogben, Matt - GT KH <Matt.Hogben@kent.gov.uk>
Subject: RE: Kingsnorth Green - KCC Consultation Response

Hi Matt

Attached are the two drawings with your comments incorporated.

Point 1 – The drawing shows the achievable visibility from Steeds Lane based on posted speed as agreed. Other visibility splays for the junction (Magpie Hall Road/Steeds Lane/Ashford Road) have been based on posted speed for consistency.

Point 4 – The drawing shows the double yellow lines extended to the stop lines on Ashford Road North and South.

Attached is the 3 years PIC data up to 30.09.2017 confirming the supplementary crash search has been undertaken.

I trust we have now provided you with the information required for an informal sign off. I would appreciate it if you can also confirm the process for a formal sign off. Many thanks.

Kind regards,

Chad Nwanosike

Associate

For and on behalf of Peter Brett Associates LLP - [Ashford](#)



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From: Matt.Hogben@kent.gov.uk [<mailto:Matt.Hogben@kent.gov.uk>]
Sent: 18 April 2018 09:12
To: Chad Nwanosike <cnwanosike@peterbrett.com>
Subject: RE: Kingsnorth Green - KCC Consultation Response

Hi Chad

Thank you for the e-mail.

In relation to point 1 please can you confirm what visibility can be provided out of Steeds Lane from a 2.4 metre set back. The splay can be drawn out to 0.5 metres from the edge of the carriageway. I will then be able to make a recommendation to yourself as to whether or not the proposed splay is acceptable, taking into account the improvements to the Magpie Hall Road junction that you are proposing.

In relation to point 4 please can the double yellow lines be extended to the stop lines on Ashford Road North and South?

Can you confirm if you have undertaken the supplementary crash search?

Regards

Matthew Hogben | Principal Transport and Development Planner | Ashford and Shepway | Highways and Transportation | Kent County Council | Ashford Highway Depot, 4 Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk

From: Chad Nwanosike <cnwanosike@peterbrett.com>
Sent: 17 April 2018 16:27
To: Hogben, Matt - GT KH <Matt.Hogben@kent.gov.uk>
Subject: Kingsnorth Green - KCC Consultation Response

Hi Matt

Many thanks for meeting us yesterday.

The following points were raised at the meeting:

1. Visibility out of Steeds Lane;
2. Moving northbound bus stop on Ashford Road;
3. Liaising with Jamie hare on Section 228 for the strip of land at the Pound Lane/Church Hill Junction;
4. Show extent of proposed double yellow line at the Pound Lane/Church Hill Junction;
5. Bollards/other to implement proposed closure on Pound Lane;
6. Existing drainage issue (ponding) on Pound Lane;

We agreed that points 2 and 5 will be secured by condition of planning so no more needs to be done at this stage.

We agreed Point 3 should be carried out and in place ahead a decision on the planning application but will not delay informal or formal sign off on all your consultation comments.

We agreed that Point 6 is an existing problem and is not for Kingsnorth Green development to resolve exiting highway problems.

This leaves two points 1 and 4.

Point 4

Attached is the revised drawing for the proposed signalisation of Pound Lane/Church Hill junction. It now shows double yellow line on all arms near the junction. This addresses the concern raised in the Safety Audit as well as your comments.

Point 1

At the meeting I made the point that Steeds Lane/Ashford Road is an existing junction and therefore the characteristics including visibility are an existing. Your replied that whilst this is the case there will be intensification of use at the junction.

We have check the comment on intensification of use and ask you to note that Kingsnorth Green generates only 13 additional vehicle movements in the am peak and 5 in the pm peak. It should also be noted that realignment of Magpie Hall Road has as agreed by all improved visibility and safety at this location.

Our case therefore is that the additional trips generation are not significant at all and the improvements at the junction more than makes up for this small increase in movement. We are therefore providing a betterment at this junction.

Providing 91m visibility would require further realignment of Ashford Road and the take up of some Area 2 land and we do not wish to go to this level of improvement if that is OK with you.

I trust we have met all your requirements and ask that you informally sign off on your comments as discussed at the meeting. Can you also confirm that a technical note with amended drawings should be sent to ABC and when consulted on the amendments by ABC you will then be in a position to give the formal sign off.

Many thanks.

Kind regards,

Chad Nwanosike

Associate

For and on behalf of Peter Brett Associates LLP - [Ashford](#)



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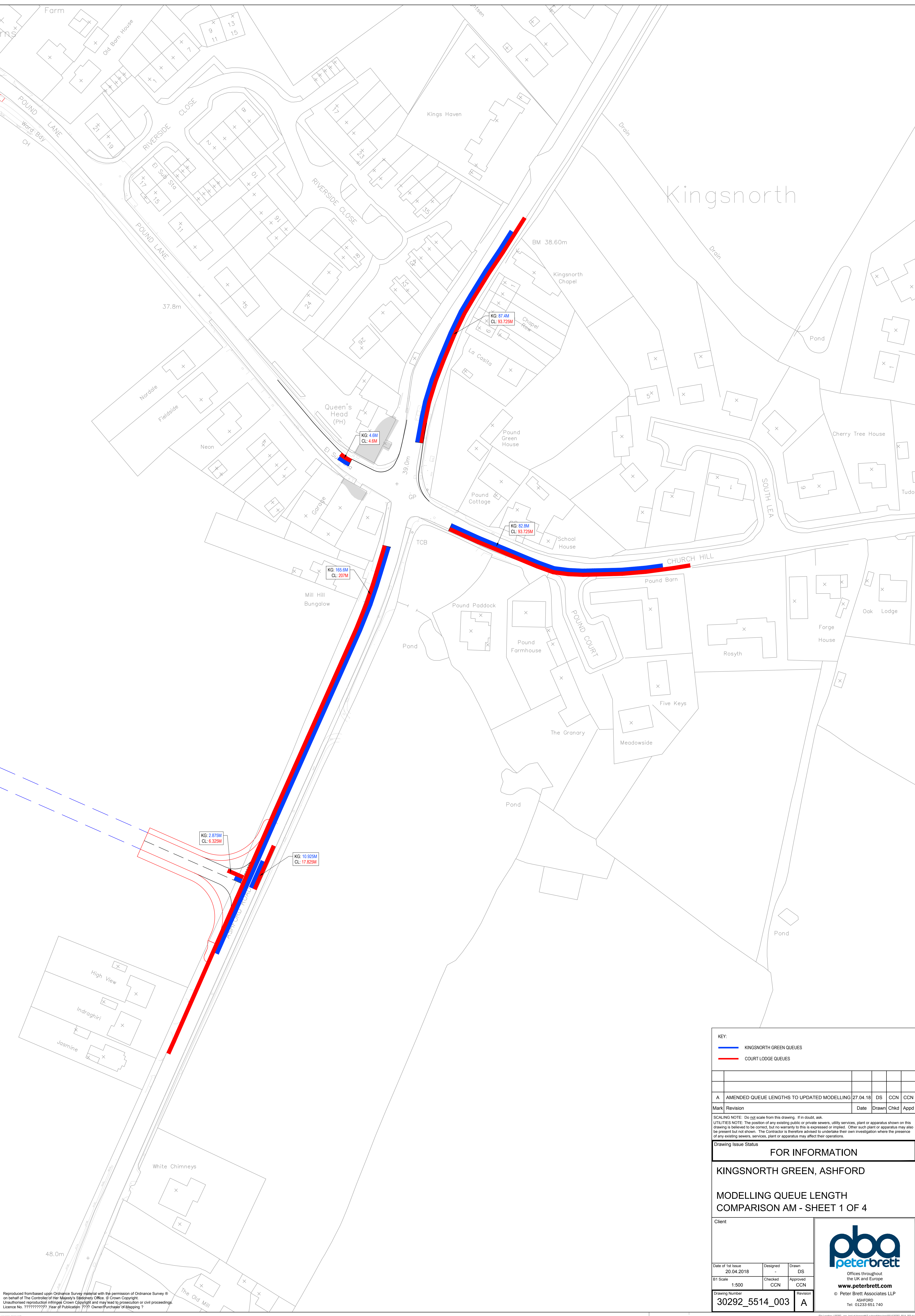
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Appendix B

Queue Length Plans



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KEY:

KINGSNORTH GREEN QUEUES

COURT LODGE QUEUES

A	AMENDED QUEUE LENGTHS TO UPDATED MODELLING	27.04.18	DS	CCN	CCN
Mark	Revision	Date	Drawn	Chkd	Appd

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UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

Drawing Issue Status

FOR INFORMATION

KINGSNORTH GREEN, ASHFORD

MODELLING QUEUE LENGTH
COMPARISON AM - SHEET 1 OF 4

Client

Date of 1st Issue
20.04.2018

Designed
-

Drawn
DS

B1 Scale
1:500

Checked
CCN

Approved
CCN

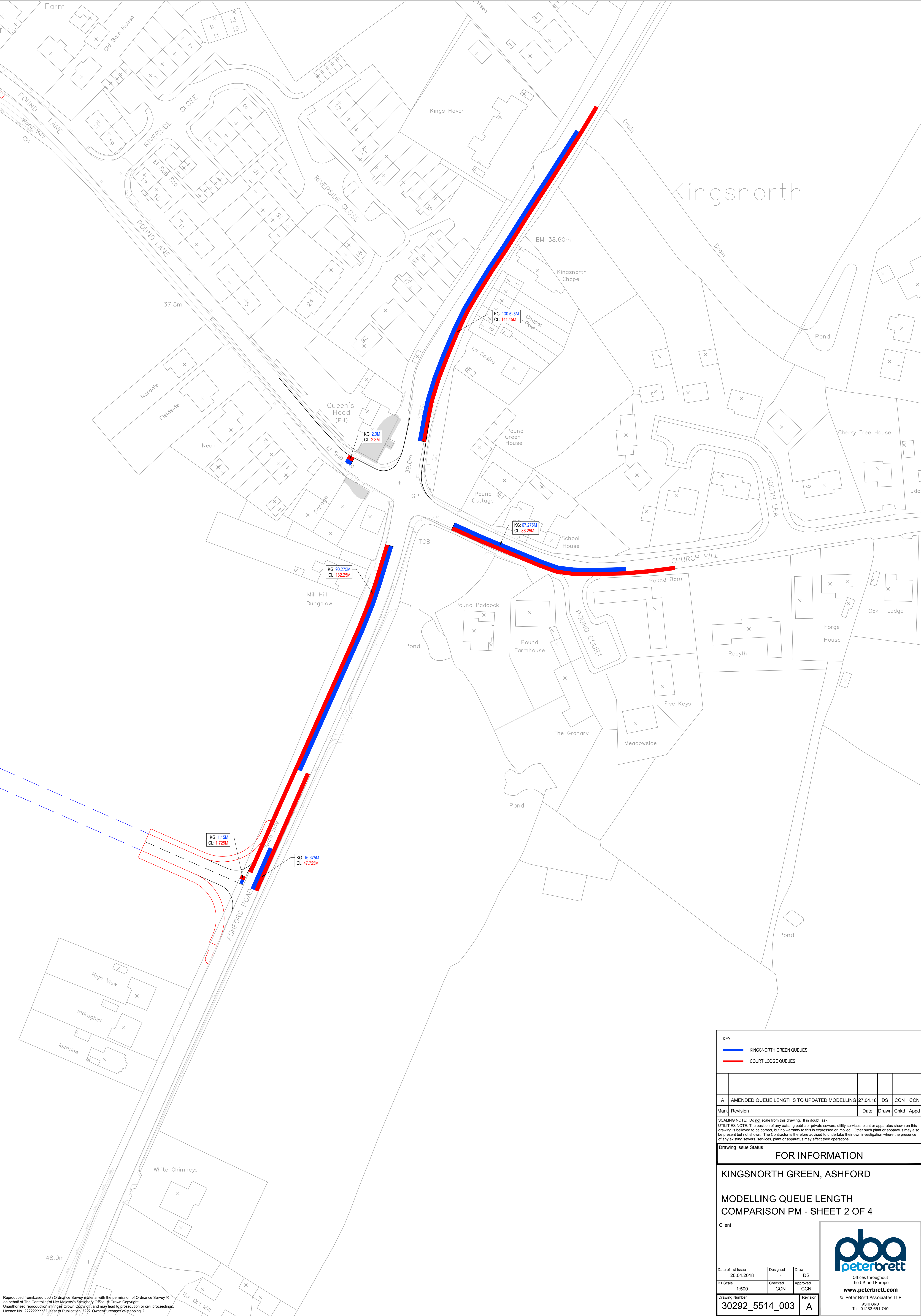
Drawing Number
30292_5514_003

Revision
A

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KEY:

KINGSNORTH GREEN QUEUES

COURT LODGE QUEUES

A	AMENDED QUEUE LENGTHS TO UPDATED MODELLING	27.04.18	DS	CCN	CCN
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status

FOR INFORMATION

KINGSNORTH GREEN, ASHFORD

MODELLING QUEUE LENGTH
COMPARISON PM - SHEET 2 OF 4

Client

Date of 1st Issue
20.04.2018

Designed
-

Drawn
DS

B1 Scale
1:500

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CCN

Approved
CCN

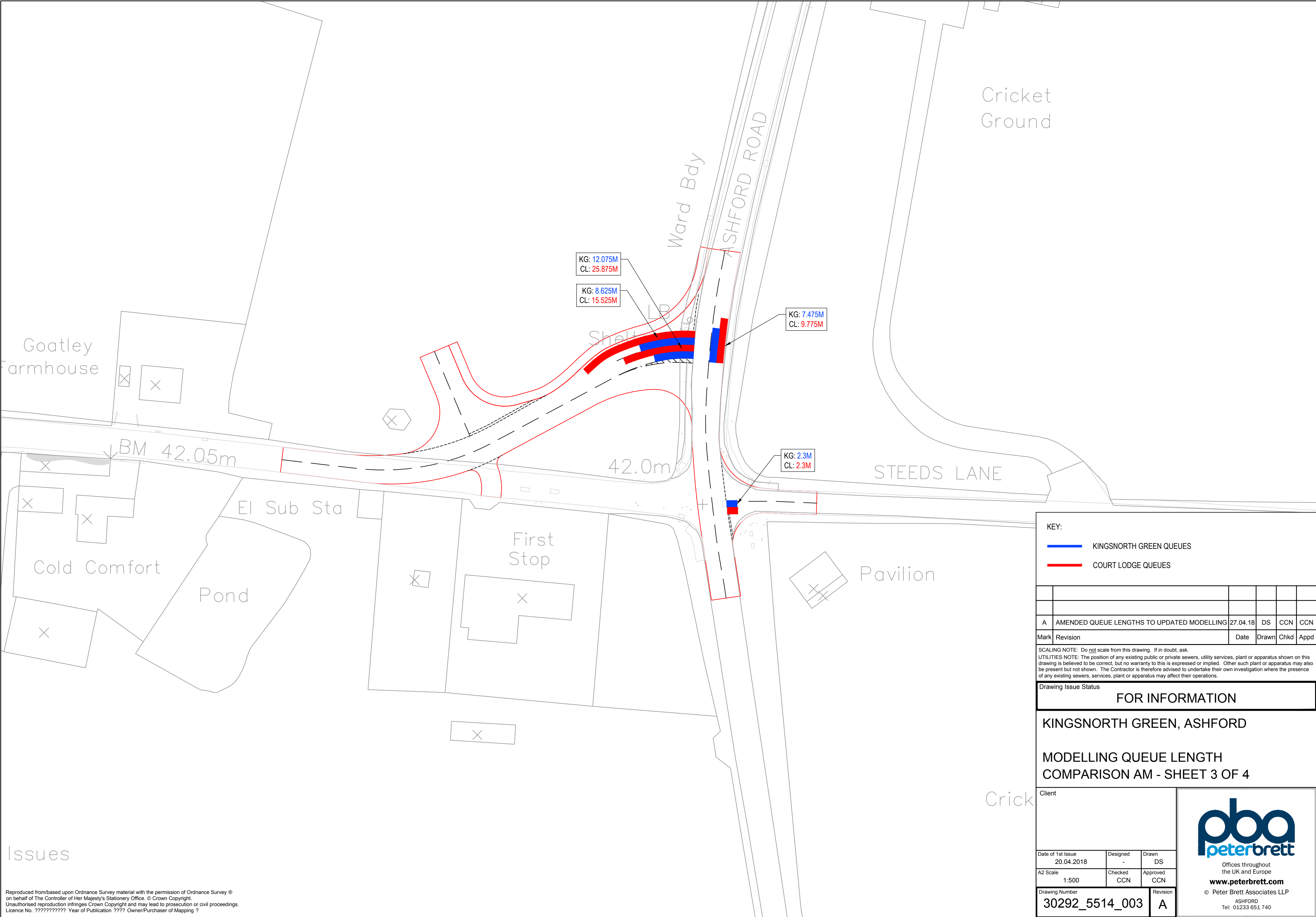
Drawing Number
30292_5514_003

Revision
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KEY:					
<div><div></div> KINGSNORTH GREEN QUEUES</div>					
<div><div></div> COURT LODGE QUEUES</div>					

A	AMENDED QUEUE LENGTHS TO UPDATED MODELLING	27.04.18	DS	CCN	CCN
Mark	Revision	Date	Drawn	Chkd	Appd

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Drawing Issue Status
FOR INFORMATION

KINGSNORTH GREEN, ASHFORD

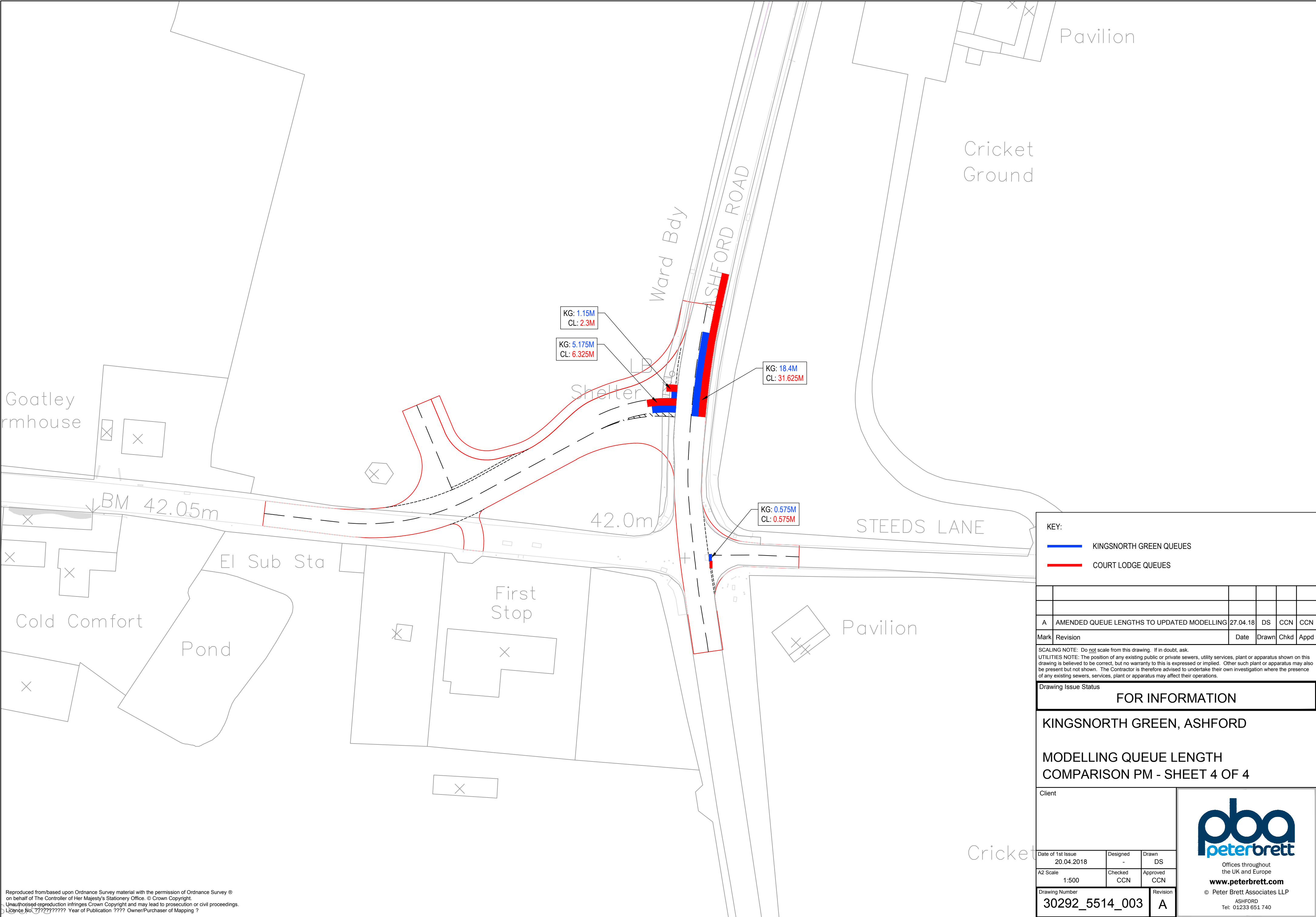
MODELLING QUEUE LENGTH
COMPARISON AM - SHEET 3 OF 4

Client		
Date of 1st Issue	Designed	Drawn
20.04.2018	-	DS
A2 Scale	Checked	Approved
1:500	CCN	CCN
Drawing Number	Revision	
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KEY:

— KINGSNORTH GREEN QUEUES

— COURT LODGE QUEUES

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Mark	Revision	Date	Drawn	Chkd	Appd

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FOR INFORMATION

KINGSNORTH GREEN, ASHFORD

MODELLING QUEUE LENGTH
COMPARISON PM - SHEET 4 OF 4

Client

Date of 1st Issue	Designed	Drawn
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