



Land between Woodchurch Road and Appledore  
Road, Tenterden, Kent

Proof of Evidence of Neil Marshall

Client: Wates Developments Ltd

Appeal Ref: APP/E2205/W/21/3284479

Date: 10 January 2022

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## FIGURE

**FIGURE NSM1**      **Route to Town Centre**

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## Section 1 Introduction

### 1.1 Qualifications and Experience

1.1.1 My name is Neil Simon Marshall. I am a Chartered Transport Planner, being a Chartered Member of the Chartered Institute of Logistics and Transport and a Member of the Chartered Institution of Highways and Transportation. I have an honours degree (BSc) in Geography from the University of Southampton. I am a Partner at i-Transport LLP, a specialist transport and highways planning consultancy of 85 Gresham Street, London, EC2V 7NQ.

1.1.2 I have worked in the transport, highways, and infrastructure fields for over 20 years, all in private practice in a development planning role. I am responsible for managing a wide variety of transport, environmental, and infrastructure planning projects across the UK. My experience covers transport impact and accessibility studies for residential, educational, commercial, retail, hotel, and leisure developments. I am experienced in giving evidence at public inquiries (including those decided by the Secretary of State ('SoS')). A summary of my relevant experience is attached at Appendix A.

1.1.3 I have worked on numerous development sites across Kent, Essex, East Sussex, and other home counties. I am currently working on residential schemes in other boroughs and districts of Kent, including Canterbury, Dover, Thanet, Swale, and Tonbridge and Malling.

1.1.4 I have been involved in this project since early 2014, supporting the site through the Local Plan Examination, and through two planning submissions, as well as post-submission negotiations. I am fully familiar with the Appeal site and the surrounding transport network having visited on a number of occasions at different times of the day, week, and year.

### 1.2 Appeal Scheme

1.2.1 My evidence relates to the transport and highways matters of the Wates proposal:

***a) Outline application for the development of up to 145 residential dwellings (50% affordable) including the creation of access points from Appledore Road (1 x all modes and 1 x emergency, pedestrian and cycle only), 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. (Save for access, matters of appearance, landscaping, layout & scale reserved for consideration') 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.***

1.2.2 The Appeal Scheme is located wholly within the planning jurisdiction of Ashford Borough Council (ABC), with the local highway authority (LHA) responsible for the surrounding network being Kent County Council (KCC).

## 1.3 Summary of Evidence

1.3.1 Overall, I will demonstrate in my evidence that:

- The site is situated in a location that is genuinely sustainable with realistic opportunities to be accessed by modes of transport other than the private car; in fact it is one of the most accessible greenfield sites of this size and nature that I have worked on in over 20 years of professional practice;
- It fully accords with all the key transport policy tests at both national and local level;
- It has been agreed with KCC as the LHA that the adjacent highway network will be able to satisfactorily accommodate the predicted peak flow increases that will be generated by the development proposal;
- The LHA, KCC, agrees that the proposed accesses onto Appledore Road and Woodchurch Road will provide safe and suitable access for the type and quantum of land uses proposed;
- The existing public right of way footpath through the site (AB12) is improved in terms of its treatment, and that the proposed circular public footpath AB70 only connects with footpath AB12 and no other part of the public highway network or other public rights of way – therefore pedestrian connectivity with the wider network and propensity to travel by foot are actually increased by the Appeal scheme; and

- All transport matters are agreed with the LHA which has raised no objection to the application. Further, the ABC Officer's Committee Report (dated 15<sup>th</sup> September 2021) also agrees with this position, with it concluding that the site is within easy walking distance to day to day services and would have access to a sustainable transport and raised no highways objections to the proposal.

1.3.2 Overall, I will conclude that in the absence of any robust technical evidence to the contrary, there are no sound transport or highway reasons to preclude the development from proceeding in accordance with NPPF paragraph 111.

## 1.4 Scope and Nature of Evidence

1.4.1 Transport and highways matters for the Appeal Scheme have been thoroughly scrutinised and found acceptable by KCC as the LHA, i.e. the statutory consultee appropriately qualified to comment on such matters. KCC has no objection to the Appeal Scheme. My Proof will set out the detailed assessment work that has been undertaken to enable KCC to come to this conclusion, as well as establishing the wider benefits to all highway users that will come about as a result of the Appeal Scheme proceeding.

1.4.2 ABC's Decision Notice dated 27<sup>th</sup> September 2021 sets out nine Reasons for Refusal. My transport and highways evidence considers the highways and transport matters relating to Reason 8, which states:

***"An Order has been made to record a new footpath AB70 within the site that is subject to a forthcoming Planning Inquiry. The proposals fail to show the impact of the scheme on the AB70 footpath within the site or any acceptable diversion to it, if it is approved by the Secretary of State. The AB70 footpath would clearly have a significant impact on the spatial layout of the development that is proposed and change the dynamic of the footpath experience itself to that of passing through a built up residential area rather than a series of fields as at present. The proposals are therefore contrary to policies SP1 and TRA5 of the adopted Ashford Local Plan 2030 and National Planning Policy Framework advice. The proposal fails to consider or acceptably incorporate the AB70 footpath within the scheme. It therefore does not demonstrate how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network and proactively, connect with and enhance public rights of way whenever possible, encouraging journeys by foot."***

1.4.3 Further, a number of third party submission have been made. Whilst many and varied, the main submissions in relation to highways and transport can be summarised as follows (in alphabetical order):

- Mr Brooks:
  - perceived concerns on traffic congestion resulting from the Appeal scheme.
- Cllr Crawford (for Tenterden Town Council):
  - Perceived concerns relating to failure to meet the requirements of Policy SP1, SP2, HOU5 (b), and HOU5 (d), as well as the reality of use of public transport/cycles and the need to commute to Ashford for employment and retail.
  - Perception that policy HOU5 (c) relating to highways impact is not met.
  - Views that the use of TRICS is flawed resulting in failure to meet Policies TRA7 and TRA8 relating to estimating trips from the site and their impact.
- Mr Hammond:
  - Considers that the site requires an additional vehicular access to Woodchurch Road.
- Mrs Phillips:
  - Has concerns over usage of cycle paths and traffic congestion.
- Ms Reed (for Limes Land Protection Group):
  - Has (mistakenly) requested the TA be updated to account for the Appledore Green application and new junction at Beacon Oak Road.
  - Concerns relating to highway safety of new bus stops on Woodchurch Road and reasoning of KCC Highways.
  - Bus frequency and routing concerns.
  - Concerns relating to the detail of the various access point proposed in terms of their ability to accommodate their anticipated use.
- Mr Harvey:
  - Concerned about additional traffic flows on East Hill, Oaks Road, and Golden Square.
- Shrubcote and Tilden Gill Residents Group:

- Concerns about traffic flow on Appledore Road following implementation of traffic calming.
  - A (mistaken belief of a) need for assessment of future traffic flows.
  - Tenterden Town Council:
    - Concerns relating to perceived failure of the site to meet HOU (b), (c), and (d) polices, particularly in relation to distances to facilities.
    - Belief that there is a lack of alternatives to the private car.
- 1.4.4 My evidence will directly address the ABC Reason for Refusal as well as the various interested parties' submissions. It will demonstrate that all of the points have been fully considered as part of the planning application alongside relevant mitigation measures, and have been agreed with KCC as the statutory highway authority.
- 1.4.5 To seek to assist the Inspector, this proof of evidence summarises the various items of transport work that have been undertaken, as well as the consultation responses of KCC and the ABC committee report, to provide a comprehensive review of the transport acceptability of the Appeal Scheme.
- 1.4.6 In particular, it brings together the various strands of transport analysis and comment to identify whether the Appeal Scheme complies with the three key transport tests that are identified in paragraph 110 of the National Planning Policy Framework (NPPF), i.e.:
- Will there be appropriate opportunities for new residents to take up sustainable modes of transport?
  - Will safe and acceptable access be provided for all users?
  - Will the traffic impact be acceptable?
- 1.4.7 My evidence demonstrates that the response to all of these questions is 'yes' and that this view is shared by KCC.
- 1.4.8 My evidence should be read in conjunction with the proofs of evidence produced by Mr Asher Ross (planning), Mr Jeremy Smith (landscape), Mr Tim Goodwin (ecology), Mr Simon Jones (arboriculture), Mr Richard Grady (sports facilities), Mr Martin Taylor (housing land supply), Mr Clive Maynard (flood risk), Ms Gail Stoten (heritage), and Ms Nikki Cook (historic landscape),

alongside the various transport reports produced by i-Transport LLP in support of the application and cross referenced throughout my evidence.

1.4.9 The remainder of my evidence is structured as follows:

- Section 2 identifies the key characteristics of the existing highway and transport networks;
- Section 3 summarises the development proposal and access strategy;
- Section 4 summarises the positions of the authorities with respect to transport matters;
- Section 5 briefly reviews relevant policy relating to transport matters;
- Section 6 comprises my analyses of the relevant parts of the Reason for Refusal;
- Section 7 considers matters raised by the third parties; and
- Section 8 sets out my conclusions.

## 1.5 **Statement**

1.5.1 The evidence that I have prepared and provide for the Appeal in this proof of evidence is true and has been prepared and is given in accordance with the guidance of my professional institutions and I can confirm that the opinions expressed are my true and professional opinions.

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## Section 2 Existing Transport and Highways Situation

2.1.1 This section of my Proof reviews the baseline transportation conditions in the vicinity of the site. This includes a review of the present opportunities for walking and cycling and local public transport provision.

### 2.2 Site Description

2.2.1 The Appeal site is located to the south west of Ashford (approximately 14.5km straight line distance) and is northeast of Tenterden town centre, between Appledore Road (B2080) and Woodchurch Road (B2067). The site extends to 24.34 ha and comprises 14 parcels of land; some of these are used for occasional grazing, and one is a sports pitch.

2.2.2 The Appeal site is at the built up edge of Tenterden, with residential properties located to its northwest and southern boundaries; the east of the site is open countryside. The site is therefore bound by existing residential properties to its western edge and partially along its northern and southern edges. The northern edge of the site meets Woodchurch Road, and the eastern edge is to agricultural fields.

2.2.3 Public Right of Way (PRoW) footpath (AB12) runs broadly northwest-southeast through the site.

### 2.3 Walking and Cycling

#### Walking Facilities

2.3.1 I provide a detailed review of the extensive range of pedestrian facilities around the site in the following sub-sections. I assess the user experience and the practicalities of the use of this network in later sections, when determining how future residents of, and visitors to, the site will utilise this infrastructure.

#### *Appledore Road*

2.3.2 Appledore Road to the southern boundary of the site provides a south east to north west link connecting with East Hill towards Tenterden Town Centre. It also provides connections to local bus stops between Shrubcote (west) and Limes Close. It is street-lit, with footways of approximately 1.8m in width on both sides in the vicinity of the site's western end. The footways follow the edge of the carriageway eastwards along Appledore Road until Limes Close where

they become separated from the carriageway by grass verges. The southern footway meets and terminates at the junction with Shrubcote (east). The northern footway continues east past the existing Homewood School sports pitch north of Appledore Road.

- 2.3.3 There is a dropped kerb uncontrolled formal pedestrian crossing with tactile paving and a central refuge island provided to the west of the site to facilitate the safe crossing of Appledore Road towards East Hill and Golden Square. No other formal pedestrian crossing provision is provided across Appledore Road to enable crossing of the carriageway between the residential properties on either side.

#### **East Hill and Oaks Road**

- 2.3.4 East Hill is a short residential road that is street-lit with footways on both sides of the carriageway. The footways measure approximately 2m on the northern side and 1m on the southern side. The northern footway is set back from the carriageway by a wide verge and trees along the majority of its length. Where East Hill joins Oaks Road to the west, the footway on the southern side widens to circa 2m.

#### **Woodchurch Road**

- 2.3.5 Woodchurch Road is another residential road that borders the proposed development site to the northwest. It has street lighting and a footway on the northern side of the carriageway separated from the carriageway by a grassed verge. The footway extends from the junction with Knockwood Road to the crossroads junction with Beacon Oak Road and Golden Square where a bus stop is located. There is no footway provision east of Knockwood Road. There are no formal pedestrian crossing facilities along Woodchurch Road at present to aid movement between the residential properties fronting both sides.

#### **High Street**

- 2.3.6 The High Street is well lit and has good quality wide footways on both sides of the road, measuring approximately 2.2m at its narrowest point and up to 8m at its widest.
- 2.3.7 There is a traffic signal controlled junction at the junction of Recreation Ground Road / High Street that incorporates a controlled pedestrian crossing of Recreation Ground and the southern High Street arm. Both crossings have tactile paving to assist pedestrians.

- 2.3.8 Approximately 150m southwest of the High Street/Recreation Ground Road signal controlled junction there is a further pedestrian crossing of High Street with tactile paving and drop kerbs.

#### **Public Rights of Way (PRoW)**

- 2.3.9 An extensive PRoW network in Tenterden provides many opportunities to access the local area via foot from the site. Part of this network is footpath (AB12) which runs broadly northwest-southeast through the site that provides a key desire line towards Homewood School and Sinden Theatre, from the northern section of the Site across Woodchurch Road and along Knockwood Road.
- 2.3.10 Where the PRoW meets Woodchurch Road, there is no onward footway provision on either side of the carriageway, the road is not street lit, and there are no crossing facilities. Where the PRoW meets Appledore Road, adjacent to the current sports pitch accesses, a direct connection to the footway is provided.
- 2.3.11 The footpath through the site is unmade, narrow, unlit, and wet underfoot in places. It would fulfil recreational walking purposes only, other than during prolonged periods of dry weather in summer months, when the surface may be more suited to journeys for other purposes. There is a raised boardwalk across a pond broadly central to the site.

#### **Cycling**

- 2.3.12 The site has access to National Cycle Route 18, approximately 1.8km from the site, which provides a 61-mile long route from Canterbury to Royal Tunbridge Wells. There is also a link to Route 18 from Tenterden High Street which routes up Ashford Road and Ox Lane, where it joins with the east-west section of the route along Swain Road.
- 2.3.13 Lightly trafficked roads surrounding the site are conducive to on-street cycling. Furthermore, as detailed in later sections, the proposal includes a suite of traffic calming measures and a reduced speed along Appledore Road (from existing 40mph to 30mph) which will assist in the promotion of cycling as a travel mode for existing residents in the area, as well as residents of, and visitors to, the proposed development.

#### **Summary**

- 2.3.14 It is clear that the site is extremely well catered for in terms of access to a well connected series of footways on surrounding roads towards all everyday services and facilities. I consider the

ability for future site occupiers and existing road users to safely use the existing links and crossing in the area throughout the remainder of my evidence.

2.3.15 Similarly, local roads are residential in nature, and broadly suitable for use by cyclists to use to local destination.

2.3.16 Furthermore, as set out in the planning submission documents, and detailed later in my evidence, the Appeal scheme will materially improve the situation for both pedestrians and cyclists, by introducing new crossing facilities on Woodchurch Road and Appledore Road, and also implementing traffic calming measures on Appledore Road to support a reduced speed limit.

## 2.4 Public Transport

### Bus

2.4.1 A wide range of buses, serving both local and regional destinations, are available within an 800m walk of the site. There is at least one service per hour to and from the main settlements of Ashford and Maidstone.

2.4.2 The nearest existing bus stop on Woodchurch Road is located within a short walk from the site - circa 250m from the proposed site access adjacent to No. 13 Appledore Road, as well as some 300m from the proposed shared pedestrian/cycle access on Woodchurch Road. It is served by bus routes; 2A with a two-hourly service to Ashford, AS2 which provide a route to The Norton Knatchbull School, and 963 and HS2 which provide routes to Homewood School. Other services can be accessed from Appledore Road, just 150m from the site access adjacent to No. 13 Appledore Road, provided by bus routes 293, 297, AS1, and the Tenterden Hopper Route C. A summary of local bus services is provided in Table NSM1 below. Note that Tenterden Hopper Route A passes along Woodchurch Road in a southwest direction only, but does not stop due to lack of bus stop provision in this direction.

2.4.3 The same site access is also located 800m from the bus stops on Ashford Road (south of the junction with Beacon Oak Road), with the centre of the Site being located circa 1km from that bus stop. These distances are not unduly onerous and services on routes 2, 12, 294, 295, 518, and AS3 are likely to also be attractive to some new residents. The services from this location are summarised in Table NSM1.

2.4.4 Furthermore, the bus stops on Tenterden High Street are located approximately 1km from the proposed site access on Appledore Road approximately a 12-minute walk. Bus stop 'The Vine' along the High Street provides services for bus routes 2, 2A, 12, 27X, 292, 293, 294, 295, 297, 299, 312, 518, AS1, AS3 and the Tenterden Hopper. The services from this location are also summarised in Table NSM1.

**Table NSM1: Summary of Local Bus Services**

Route		Stop Location	Typical Frequency (shown for one direction)		
			Mon-Fri	Sat	Sun
2	Tenterden - Ashford	Ashford Road	Every 2 hours	Every 2 hours	-
2A	Tenterden - Woodchurch - Ashford	Woodchurch Road	Every 2 hours	Every 2 hours	Every 2 hours
12	Tenterden - Headcorn - Maidstone	Ashford Road	Hourly (every 30 minutes between 10:00-14:00)	Hourly	Hourly
27X	Tenterden – Rolvenden – Benenden	Tenterden, Town Hall	1 per day	-	-
292	Hawkhurst- Sandhurst- Rolvenden- Tenterden	Tenterden, The Vine	1 per day (Friday only)	-	-
293	Tunbridge Wells – Hawkhurst – Tenterden - Appledore - Rye	Appledore Road	1 per day (Thursday only)	-	-
293	Lydd - Tenterden Homewood School	Tenterden, The Vine	1 per day	-	-
294	Peasmarsh - Northiam - Rolvenden Layne - Homewood School	Tenterden, The Vine	1 per day	-	-
295	Hawkhurst - Sandhurst - Benenden - Homewood School	Tenterden, The Vine	1 per day	-	-
297	Tenterden - Tunbridge Wells Railway Station	Appledore Road	Every 2 hours	Every 2 hours	-
299	Tonbridge – Pembury – Lamberhurst – Hawkhurst - Tenterden	Tenterden, The Vine	1 per day (Friday only)	-	-

Route		Stop Location	Typical Frequency (shown for one direction)		
			Mon-Fri	Sat	Sun
312	Tenterden - Rye	Tenterden, The Vine	Every 2 hours	Every 2 hours	-
518	Maidstone Road, Highworth School - Tenterden	Tenterden, The Vine	1 per day (Monday to Friday School term only)	-	-
963	Chartfields - Homewood School	Woodchurch Road, Lime Hill	1 per day (Monday to Friday School term only)	-	-
Tenterden Hopper <sup>1</sup>	Route A: High Halden - Shirkoak - Woodchurch - Rare Breeds Centre - Tenterden	Tenterden, The Vine	2 per day (Monday to Friday only)	-	-
Tenterden Hopper <sup>1</sup>	Route B: Tenterden – Rolvenden – Small Hythe - Tenterden	Tenterden, The Vine	2 per day (Monday to Friday only)	-	-
Tenterden Hopper <sup>1</sup>	Route C: Tenterden – Stone – Appledore - Tenterden	Appledore Road	2 per day (Monday to Friday only)	-	-
HS2	Homewood School Grounds, Tenterden – Bromley Green – Addington	Woodchurch Road, Lime Hill	1 per day (Monday to Friday School term only)	-	-
AS1	Appledore - Rolvenden - Tenterden - Highworth School	Appledore Road	1 per day (Monday to Friday School term only)	-	-
AS2	Appledore - Tenterden - The Norton Knatchbull School (Ashford)	Woodchurch Road, Lime Hill	1 per day (Monday to Friday School term only)	-	-

<sup>1</sup> The Tenterden Hopper service is a public transport pilot scheme which initially ran for 12 months from June 2019. Kent has since secured funding for supported bus services which will allow these pilots to continue into 2021 and beyond.

Route		Stop Location	Typical Frequency (shown for one direction)		
			Mon-Fri	Sat	Sun
AS3	Appledore - Wittersham - Tenterden - The Norton Knatchbull School (Ashford)	Ashford Road	1 per day (Monday to Friday School term only)	-	-

Source: bustimes.org. Obtained December 2021. Note that service timetable may be adjusted due to Covid-19 travel restrictions.

- 2.4.5 There are frequent local buses, including an hourly service towards the centre of Tenterden from the site boundaries, as well as the main centres of employment, retail, and leisure in Ashford, Maidstone, and Tunbridge Wells. As noted later in this Proof, the Appeal site will provide additional bus stop facilities on Woodchurch Road, to the benefit of existing residents and future occupiers of the Appeal site to enable services towards Tenterden to stop here.

### Rail Services

- 2.4.6 Ashford International station is located some 14.5km north of the site, and therefore beyond a reasonable walk or cycle distance. However, it is accessible via bus services Nos. 2/2A from Woodchurch Road in a journey time of circa 50 minutes. Rail links to London are provided from Ashford, it being served by high speed services with a journey time less than 40 minutes, with high speed rail links to other areas of Kent and London.
- 2.4.7 Headcorn railway station is located circa 14.2km north west of the site, and similar to Ashford station is beyond a reasonable cycle distance. Headcorn station is accessible from bus service No. 12 from Ashford Road (A28) in approximately 30 minutes. Headcorn station is managed by Southeastern, it provides services to London Charing Cross (two trains per hour), Dover Priory and Ramsgate via Canterbury West.
- 2.4.8 Located circa 9km to the east of the site, and therefore at the upper limits of an acceptable cycle distance (30 minutes), Appledore station is on the Brighton to Ashford line, calling at Hastings and Eastbourne en route. It provides two services in each direction in the morning and evening peaks, and an hourly daytime service. The journey time to Ashford is circa 10 minutes, Hastings is circa 30 minutes, Eastbourne circa 60 minutes, and Brighton circa 100 minutes. The station is managed by Southern and has four covered cycle parking spaces with CCTV and a pay and display 24-hour car park.

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### Summary

- 2.4.9 There is an extensive network of public bus services in the vicinity of the site, with stops adjacent to the site on Appledore Road, or within a short and reasonable walking distance on Woodchurch Road, Ashford Road, and in the town centre. These provide frequent services towards Tenterden town centre, as well as higher order settlements including Ashford, Maidstone, and Tunbridge Wells. Connections to Ashford and Headcorn railway stations are also provided, for longer distance journey purposes.
- 2.4.10 In addition, and as detailed later in my evidence, the Appeal scheme will also provide two new bus stops in a safe location on Woodchurch Road adjacent to the site access to provide both additional and supplementary bus stops for existing and future residents to utilise. These will provide a material enhancement to existing infrastructure.

## 2.5 **Local Highway Network**

### Appledore Road (B2080)

- 2.5.1 The B2080 Appledore Road is approximately 4.5km in length, from the junction with East Hill in the west to the hamlet of Reading Street to the east. The western 900m of the road is suburban in nature, with direct residential accesses on both sides, street lighting and a two-way single carriageway subject to a 40mph speed limit (with the exception of short stretch of circa 25m at its western end in the vicinity of the junction with East Hill where a 30mph speed limit is in force).
- 2.5.2 East of Collison Place, the character of the road changes to a rural nature, subject to a 50mph speed limit, with no direct frontage, street lighting, or footway provision.
- 2.5.3 The B2080's name changes from Appledore Road to Beacon Oak Road at its junction with East Hill (where Beacon Oak Road and Appledore Road form the major arms of a three-arm ghost island priority junction).

### Woodchurch Road (B2067)

- 2.5.4 Woodchurch Road is circa 2.5km in length, from the junction with the B2080 Beacon Oak Road, to where the road name changes to Brook Road. Its eastern end is rural in nature, and subject to the national speed limit. At a point circa 100m east of the junction with Knockwood Road, the urban area speed limit of 30mph is in place. The 100m section east of Knockwood Road has no footway provision or streetlighting. To the west of the junction, streetlighting is present, as is a

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footway on the northern side of the carriageway, and direct residential access is provided to both sides.

#### **Oaks Road (B2067)**

- 2.5.5 Oaks Road is a two way single carriageway road with on-street parking along the northside of the carriageway. There are footways on both sides of the road, with the northern footway primarily separated from the carriageway by a grass verge. The street is lit and offers tactile paving at the uncontrolled crossing at the junction with Hales Close.

#### **Ashford Road (A28) / High Street**

- 2.5.6 Ashford Road (A28) / High Street is a two way single carriageway road and is street lit. There is on-street parking on the northside of Ashford Road and the southside of the High Street. Footways are on both sides of the road. There are two signal-controlled pedestrian crossings on the High Street with tactile paving, one of which is incorporated as part of the High Street/Recreation Ground Road junction and has a pedestrian refuge island.

#### **B2080 Appledore Road / B2080 Beacon Oak Road / East Hill Junction**

- 2.5.7 The junction of the B2080 Beacon Oak Road / B2080 Appledore Road / East Hill is a ghost island three arm priority junction. There are uncontrolled pedestrian crossings across Appledore Road and across East Hill, both of which have tactile paving, drop kerbs and refuge islands. The junction is well signposted and street lit.

#### **B2080 Beacon Oak Road / B2067 Woodchurch Road / B2067 Golden Square Junction**

- 2.5.8 The B2080 Beacon Oak Road / B2067 Woodchurch Road / B2067 Golden Square is a staggered priority junction (with a stagger distance of approximately 11m between centres). Beacon Oak Road is the major arm with Woodchurch Road and Golden Square ceding priority. The junction is well signposted and street lit. There are footways on both sides of all approaches and tactile paving with drop kerbs for pedestrian crossing on the Golden Square approach and across Beacon Oak Road, north of the junction.

#### **A28 Ashford Road / B2080 Beacon Oak Road Junction**

- 2.5.9 This junction has recently (early 2021) been upgraded to a three arm 28m diameter roundabout with over-runnable kerbs on the southern side and an over-runnable central island. A dropped

kerb pedestrian crossing with tactile paving is provided on the Beacon Oak Road arm and southern A28 arm.

## 2.6 Road Safety Review

### Overview

2.6.1 Personal Injury Accident (PIA) data has been obtained for the highway network in the vicinity of the site for the most recent five-year period available at the time of the request (01/10/2015 to 30/09/2020) when the TA was prepared. Subsequent PIA data has been obtained for the latest available (up to 30/06/2021), therefore the data covers a total of five years and nine months. A total of 12 PIAs were recorded on the network, of which 11 were slight and one was serious.

2.6.2 Table NSM2 summarises the recorded PIAs. Further descriptive detail on the recorded accidents is set out in the following paragraphs.

**Table NSM2: Personal Injury Accidents Summary**

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
<b>JUNCTIONS</b>							
Appledore Road/Shrubcote east	-	-	-	-	1	-	1
Appledore Road/Shrubcote west	-	-	-	-	-	-	-
Appledore Road/William Judge Close	-	-	-	-	-	-	-
Appledore Road/Collison Place	-	-	-	-	-	1	1
Beacon Oak Road/Appledore Road/East Hill	-	-	-	-	-	1	1
Woodchurch Road/Golden Square/Beacon Oak Road	-	-	2	-	-	-	2
Golden Square/Oaks Road/East Hill	-	-	1	-	-	-	1
Beacon Oak Road/Craythorne	-	-	-	-	-	-	-
Beacon Oak Road/Ashford Road	-	-	1	-	-	-	1
<b>LINKS</b>							
Appledore Road	-	-	1	-	-	-	1

Location	Vehicles			Pedestrians and Cyclists			Total
	Fatal	Serious	Slight	Fatal	Serious	Slight	
Beacon Oak Road	-	-	-	-	-	-	-
Ashford Road	-	-	1	-	-	1	2
Oaks Road	-	-	-	-	-	-	-
East Hill	-	-	-	-	-	-	-
Golden Square	-	-	-	-	-	-	-
Woodchurch Road	-	-	2	-	-	-	2
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>12</b>

Source: Kent County Council.

### Junctions

#### **Appledore Road / Shrubcote (East)**

- 2.6.3 One PIA was recorded in the vicinity of the Appledore Road/Shrubcote (east) junction, within the analysed time period. At the junction of Shrubcote (east) and Appledore Road a vehicle attempted to overtake a group of cyclists, but overtook too closely whilst manoeuvring to turn left, knocking a rider off and causing serious injuries.

#### **Beacon Oak Road / Ashford Road**

- 2.6.4 One PIA was recorded at the Ashford Road/Beacon Oak Road junction. A vehicle turning out of the junction did not see a bus pulling away from a bus stop and collided with the side. It was raining at the time of the PIA; the road surface was wet/damp and it was dark. The casualty was a passenger on the bus who was standing and sustained slight injuries.

#### **Beacon Oak Road / Appledore Road / East Hill**

- 2.6.5 One PIA was recorded at this junction, whereby a vehicle turning right out of East Hill collided with a cyclist traveling northwest on Appledore Road. The cyclist fell from their bicycle into the road which resulted in slight injuries. This PIA occurred during daylight hours and the weather was fine.

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**Woodchurch Road / Golden Square / Beacon Oak Road**

2.6.6 Two PIAs were recorded at the Woodchurch Road, Golden Square, Beacon Oak Road crossroad junction during the requested five-year period, as detailed below:

- A bus was travelling along the road when the window blew out and a passenger was hit by flying glass resulting in slight injuries.
- A vehicle was travelling east on Golden Square and came to a stop at the junction before pulling out to continue along Woodchurch Road. It then collided with the nearside of a motorcycle that was travelling north on Beacon Oak Road resulting in slight injury.

**Appledore Road / Collison Place**

2.6.7 One PIA was recorded at this junction whereby a driver did not look right and failed to give way, thus turning out of the junction into the path of an oncoming cyclist, which resulted in slight injuries. This PIA occurred during daylight hours and the weather was fine.

**Golden Square/Oaks Road/East Hill**

2.6.8 One PIA was recorded along Oaks Road (B2067) at the junction with East Hill. A mobility scooter rider was travelling along the footway heading northeast. The scooter tipped over on uneven footway, and the rider hit their head on the passenger door of a passing car. Due to the low speed of the incident, only a slight injury occurred. The weather conditions were recorded as fine and the road surface was dry.

**Links****Appledore Road**

2.6.9 One PIA occurred at the access to a building site on the western side of Appledore Road, approximately 70m to the south of the junction with East Hill. A vehicle was stationary and indicating to turn into the building site when another vehicle collided with the rear. The weather conditions were rainy, and the road surface was wet. This resulted in slight injury.

**Ashford Road**

2.6.10 Two PIAs were recorded on Ashford Road during the requested five-year period, as detailed below:

- One PIA was recorded on Ashford Road some 60m southwest of the junction with Beacon Oak Road, whereby a driver mistook the controls of their automatic vehicle and collided with a neighbouring property wall. This occurred during daylight and the weather was fine. It resulted in slight injuries.
- A PIA occurred approximately 80m to the north of the junction with Beacon Oak Road. A pedestrian tripped on the kerb and stumbled into the road into the path of an oncoming vehicle whose driver did not have time to react. This resulted in slight injury.

### **Woodchurch Road**

2.6.11 Two PIAs were recorded on Woodchurch Road during the requested five-year period, as detailed below:

- A vehicle travelling east left the carriageway and collided with a tree resulting in slight injury. The driver was under the influence of alcohol and weather conditions were dry.
- A goods vehicle attempted to overtake another vehicle but its driver misjudged the speed and road layout, hitting the vehicle and taking both vehicles off the road. This resulted in slight injury.

### **Summary**

2.6.12 A review of the PIA data in the vicinity of the site for the latest period available has been analysed. Whilst any incident is regrettable, the cause and locations of the incidents do not suggest a reoccurring highway safety problem on the local highway network, with only seven recorded PIAs across nine junctions in five years, and five recorded PIAs on nearly 2.5km of roads away from junctions (none of which are attributed to road alignment). The TA carefully assessed the impacts of the development to ensure any adverse highway safety implications are adequately mitigated. In particular, a number of incidents have been recorded along Appledore Road, in which the proposal to reduce the existing speed limit of 40mph to 30mph with appropriate traffic calming measures and addition of a zebra crossing, is anticipated to make Appledore Road a safer link for pedestrians and cyclists.

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## 2.7 Base Traffic Flows / Traffic Surveys

### Junction Turning Counts

2.7.1 Subsequent to a scoping meeting with KCC in March 2018, i-Transport commissioned a third-party traffic survey company (Intelligent Data Collection Ltd) to undertake classified vehicle turning count surveys at key junctions on the local highway network. As part of the application being considered at this Appeal, it was agreed with KCC that the previous traffic surveys obtained in 2018 could still be used for assessment purposes with relevant growth factors applied as they were less than three years old at the time of the request. In addition, collection of newer surveys/traffic data was not accepted by KCC due to the current impact of the Covid-19 pandemic and temporary alterations it has had on traffic volumes.

2.7.2 The following turning count surveys were undertaken on a neutral weekday, 15 May 2018:

- High Street/Ashford Road/Oaks Road/Recreation Ground Road – signalised junction (Oaks Road is priority);
- Ashford Road/Beacon Oak Road – priority junction (now a roundabout);
- Oaks Road/East Hill/Golden Square – priority junction;
- Beacon Oak Road/Golden Square/Woodchurch Road – staggered priority junction;
- Beacon Oak Road/East Hill/Appledore Road – priority junction;
- Appledore Road/Shrubcote (north) – priority junction; and
- Appledore Road/Shrubcote (south) - priority junction.

2.7.3 These junctions were surveyed between the hours of 07:00-10:00 and 16:00-19:00. The turning counts indicate that the network AM and PM peak hours on the day surveyed are 08:00-09:00 and 16:45-17:45.

2.7.4 The turning counts at each of the junctions during the surveyed AM and PM peak hours were used to inform the junction capacity assessments used for the impact assessment of the Appeal site.

2.7.5 Queue length and lane saturation (signalised approaches) data was also collected concurrently with the turning count surveys so that any junction capacity models can be calibrated against surveyed queue lengths.

### Traffic Link Flows and Speeds

- 2.7.6 i-Transport also commissioned a third-party traffic survey company to undertake Automatic Traffic Counter (ATC) surveys for a seven-day period, during May 2018. Two ATC's were placed across Appledore Road; one to the west of the western Shrubcote access and the other in the vicinity of the playing fields. The full ATC data, which includes traffic flows and speeds is provided in the TA. Following feedback from a public consultation exercise in May 2019 and the EIA Screening opinion, an additional ATC was undertaken on Woodchurch Road between properties known as "Greenways" and "Willow Cottage", some 75m west of the junction with Knockwood Road for a seven day period in November 2019.
- 2.7.7 The speeds are calculated using the Design Manual for Roads and Bridges (DMRB) CA185 (Vehicle Speed Measurement) methodology, as released in November 2019.
- 2.7.8 The average weekday peak hour speeds, as well as the average daily weekday speeds, recorded on Appledore Road at each proposed access point are provided in **Table NSM3**.

**Table NSM3: Appledore Road Average Weekday Speeds (mph)**

Time	Land Adjacent to Number 13 Appledore Road		Sport Pitch Appledore Road	
	Northbound	Southbound	Westbound	Eastbound
08:00-09:00	31.9	33.4	36.7	37.2
17:00-18:00	32.7	31.9	37.4	38.5
00:00-24:00	32.3	32.1	36.4	36.6

Source: Intelligent Data Surveys (2018)

- 2.7.9 Appledore Road is subject to a 40mph maximum speed limit. The data recorded and provided in Table NSM3 indicates, on average, vehicles travel along Appledore Road within the speed limit.
- 2.7.10 The 85th percentile speeds have also been extracted from the ATC data; these are detailed in **Table NSM4**.

**Table NSM4: Appledore Road Weekday 85<sup>th</sup> Percentile Speeds (mph)**

Time	Land Adjacent to Number 13 Appledore Road		Sport Pitch Appledore Road	
	Northbound	Southbound	Westbound	Eastbound
08:00-09:00	37.7	39.0	41.3	43.3
17:00-18:00	38.5	38.3	42.5	43.7
10:00-12:00 & 14:00-16:00	36.8	38.0	39.9	40.3
00:00-24:00	38.3	38.9	41.6	42.3

Source: Intelligent Data Surveys (2018). Note times 10:00-12:00 & 14:00-16:00 for DMRB visibility calculation.

2.7.11 The summary of results in Table NSM4 demonstrates that the 85th percentile speeds along Appledore Road to the west (at land adjacent to number 13 Appledore Road) are within the speed limit. The recorded 85th percentile speeds along the eastern end of Appledore Road at the location close to the existing sport pitch are slightly over the speed limit.

2.7.12 The average weekday traffic flows recorded on Appledore Road, at each proposed access point are provided in **Table NSM5**.

**Table NSM5: Appledore Road Average Weekday Traffic Flows**

Time	Land Adjacent to Number 13 Appledore Road		Sport Pitch Appledore Road	
	Northbound	Southbound	Westbound	Eastbound
08:00-09:00	330	228	207	192
17:00-18:00	260	327	200	206
00:00-24:00	3,400	3,410	2,395	2,389

Source: Intelligent Data Surveys (2018)

2.7.13 The average weekday peak hour speeds, as well as the average daily weekday speeds, recorded on Woodchurch Road between properties known as “Greenways” and “Willow Cottage” are provided in **Table NSM6**.

**Table NSM6: Woodchurch Road Average Weekday Speeds (mph)**

Time	Between Greenways and Willow Cottage	
	Eastbound	Westbound
08:00-09:00	33.3	32.4
17:00-18:00	32.7	32.3
00:00-24:00	33.5	33.2

Source: K&M (2019)

2.7.14 Woodchurch Road is subject to a 30mph maximum speed limit. The data recorded and provided in Table NSM6 indicates, on average, vehicles travel along Woodchurch Road at circa 10% higher than the posted speed limit.

2.7.15 The 85th percentile speeds have also been extracted from the ATC data; these are detailed in **Table NSM7**.

**Table NSM7: Woodchurch Road Weekday 85<sup>th</sup> Percentile Speeds (mph)**

Time	Between Greenways and Willow Cottage	
	Eastbound	Westbound
08:00-09:00	38.0	37.4
17:00-18:00	37.9	37.5
10:00-12:00 & 14:00-16:00	38.3	38.3
00:00-24:00	38.7	38.7

Source: K&M (2019). Note times 10:00-12:00 & 14:00-16:00 for DMRB visibility calculation.

2.7.16 The summary of results in Table NSM7 demonstrates that the 85th percentile speeds along Woodchurch Road are greater than the posted speed limit. The free flow, off-peak time periods

show the 85<sup>th</sup> percentile (the speed at which the majority of vehicles travel at or below) is 38.3mph.

## 2.8 Access to Local Services and Facilities

2.8.1 Following on from my earlier analysis of the walking routes in the area, this section demonstrates the wide range of everyday services and facilities available to future occupiers of the site by active modes, and the high quality link available to access them.

2.8.2 A review of National Statistics identifies the reasons as to why people make a journey, as summarised in Table NSM8 below. The main reasons for travelling include leisure, shopping, commuting/business and education/escort education trips. Together these account for over 80% of the reasons for making a journey.

**Table NSM8 – Journey Purpose**

Journey Purpose	Proportion of Trips
Commuting/Business	17.6%
Education (inc. Escort)	13.1%
Shopping	19.0%
Personal business and other Escort	18%
Leisure	25.9%
Other (including just walk)	6.4%

Source: Table NTS0409 of National Travel Survey 2019, published August 2020

2.8.3 The accessibility of the site with respect to these facilities and other key destinations by walking, cycling and public transport is detailed in the following paragraphs.

2.8.4 It is generally accepted that walking and cycling provide important alternatives to the private car, and should also be encouraged to form part of longer journeys via public transport. The Institute of Highways and Transportation (IHT) has published guidance that provides advice with

respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- Most people will walk to a destination that is less than one mile (approx. 2km) (Planning for Walking, 2015); and
- The bicycle is a potential mode of transport for all journeys under five miles (approximately 8km) (Planning for Cycling, 2015).

2.8.5 This correlates well with other data in the National Travel Survey which found that walking was the most frequent mode for short trips in 2019, where 80% of trips under one mile (c. 1,600m), and 31% of trips between one and two miles (c. 3,200m) were by walking. The most trips by bicycle were also made to destinations 2 to 5 miles from the origin of the trip. (*Ref: NTS Table 0308*).

2.8.6 Residents of the site can easily access the town centre by walking - the north-eastern end of the High Street retail offering is circa 650m from the main pedestrian and cycle access to the site to Appledore Road (an approximate nine minute walk or three minute cycle). The main pedestrian route would include routing along Appledore Road and East Hill, onto Oaks Road, which leads to the town centre via East Cross and the High Street as shown in Figure NSM1. The retail area centred on the High Street includes a wide range of local facilities (including over 110 retail stores, restaurants, cafes, banks, and hairdressers). These include, but are not limited to:

- two main supermarkets;
  - Waitrose & Partners supermarket (circa. 1,400sqm) providing a full range of products, and including bakery, deli counter (with fresh fish, meat and cheese), and a click and collect service; and
  - Tesco Superstore supermarket (circa 2,750sqm) providing a full range of products, including Tesco mobile unit, tobacco and lottery counter, with Timpson located outside including dry cleaning service, shoe repairs, phone repairs, watch repairs, key cutting, engraving, photo ID;
- convenience and comparison retail shops (including Boots, M&Co, WHSmith, Holland and Barrett, Waterstones, and Vision Express);
- Cafes and restaurants (including a range of independent and chains offerings);
- Banks and a post office;

- Hair and beauty services; and
- a medical centre, and a dentist.

2.8.7 These, plus a selection of leisure and employment areas, are detailed along with the approximate walking and cycling distance in Table NSM9; a full list of the current local facilities is included in Appendix B.

2.8.8 In addition, Shrubcote Stores (Premier) provides local convenience retail within a shorter distance of the site (circa 350m) – less than a five minute walk or two minute cycle from the proposed eastern Appledore Road access.

2.8.9 Bus stops are located on Appledore Road and Woodchurch Road which can both be easily accessed by walking from the site. As set out in later sections, new/improved bus stops are also to be provided on Woodchurch Road, leading to a new access to the site, as part of the proposal.

2.8.10 Lightly trafficked roads surrounding the site are conducive to walking along and frequent crossing, away from formal crossing provision. Furthermore, as detailed in later sections, the proposal includes a suite of traffic calming measures and a reduced speed along Appledore Road (from existing 40mph to 30mph), a formal controlled zebra crossing on Appledore Road, and a formal uncontrolled dropped kerb crossing on Woodchurch Road. These will all assist in the promotion of walking as a travel mode for existing residents in the area, as well as residents of the proposed development.

**Table NSM9: Summary of Local Facilities**

Purpose	Destination	Distance	Approximate Journey Time (mins)	
			Walking	Cycling
Community and Leisure	Tenterden Recreation Ground	750 m	10 mins	4 mins
	Trinity Baptist Church	750 m	10 mins	4 mins
	St Andrew's Catholic Church	800 m	10 mins	4 mins
	Tenterden Leisure Centre	1,000 m	13 mins	5 mins
	The Sinden Theatre	850 m	11 mins	4 mins
	Saint Mildred's Church	1,000 m	13 mins	5 mins
	Tenterden Town Station	1,300 m	17 mins	6 mins
	Tenterden Museum	1,200 m	15 mins	5 mins
	Tenterden Library	1,100 m	14 mins	5 mins

Purpose	Destination	Distance	Approximate Journey Time (mins)	
			Walking	Cycling
Retail	Shrubcote Stores	350 m	5 mins	2 mins
	Tenterden Town Retail Area (edge of)	650 m	9 mins	3 mins
	Waitrose Supermarket	900 m	12 mins	4 mins
	Tenterden Post Office	1100 m	14 mins	5 mins
	Tesco Supermarket	1200 m	15 mins	5 mins
	Boots	750 m	10 mins	4 mins
	M&Co	750 m	10 mins	4 mins
	WHSmith	800 m	10 mins	4 mins
	Holland and Barrett	800 m	10 mins	4 mins
	Santander Bank	900 m	12 mins	4 mins
	Nationwide Building Society	900 m	12 mins	4 mins
	Waterstones	950 m	12 mins	4 mins
	Vision Express	1,000 m	13 mins	5 mins
	This Ancient Boro Alehouse and Tapas Bar	700 m	9 mins	3 mins
	Caffé Nero	750 m	10 mins	4 mins
	White Lion Pub and hotel	900 m	12 mins	4 mins
	The Lemon Tree restaurant	900 m	12 mins	4 mins
	Education	Hoof & Hook restaurant	900 m	12 mins
Tenterden C of E Junior School		900 m	12 mins	4 mins
Tenterden Infant School		1,000 m	13 mins	5 mins
Health	Homewood School and Sixth Form Centre	800 m	10 mins	4 mins
	Ivy Court Surgery	850 m	11 mins	4 mins
	Boots Pharmacy	750 m	10 mins	4 mins
	Easysmile Dental Care	750 m	10 mins	4 mins
Employment	Paydens Pharmacy	1,000 m	13 mins	5 mins
	Tenterden Town Centre (centre of High Street)	850 m	11 mins	4 mins

**Key:**



Within Manual for Streets 'walkable neighbourhood' 800m distance

Within 1600m (1 mile), i.e. within a distance where 80% of journeys are on foot

**Notes:** Approximate journey times are rounded up. Shortest distance permissible by each travel mode. Distances all measured from closest site access point. Walking time based on 1.4m/s and cycling time based on 4.1m/s.

2.8.11 The Appeal site proposal also includes a country park and sports pitches, ensuring leisure facilities are adjacent to future occupiers.

2.8.12 There are two main routes that both pedestrians and cyclists could take from the site to reach either Homewood School or Sinden Theatre. Both routes start on Knockwood Road, with one route continuing onto Homewood Road after circa 310m, whilst the other route involves remaining on Knockwood Road (and utilising the pedestrian and cycle pathway) and then Ingleden Park Road. Both routes lead onto Ashford Road. At present, these routes can only be accessed from the residential areas of Shrubcote to the south of the site via the unmade footpath AB12 through the site, or via walking around Appledore Road and Woodchurch Road. The site would provide a new paved route through to Woodchurch Road to the benefit of existing surrounding residents.

2.8.13 The routes to Homewood School and the Sinden Theatre are residential streets with footways on both sides of the carriageway, are street lit, and subject to an urban area 30mph speed limit.

2.8.14 In my experience, the range of services and facilities available within Tenterden, all of which are within a reasonable walking and cycling distance of the site, is in excess of many towns of a much larger size. All demands for everyday retail, health, leisure, and education appear to be catered for, across a range of independent and chain stores, ensuring that the needs for travel beyond the town are limited. However, as identified earlier, should access to a wider range of larger comparison retail facilities be called upon, the bus services within the vicinity of the site, provide at least an hourly service to the higher order settlements of Ashford and Maidstone, further ensuring that travel by car is not essential to facilitate most journey demands.

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## Section 3      Development Proposal Access Strategy

3.1.1 The Appeal site is to be accessed from five locations – the retention of the existing Footpath AB12 to Woodchurch Road and Appledore Road, and new accesses consisting of all modes access to the eastern end of Appledore Road, as well as pedestrian and cycle only access to the western end of Appledore Road and to Woodchurch Road.

3.1.2 Full details are set out in the Transport Assessment, including detailed drawings of all new accesses.

### 3.2      Site Vehicular Access Arrangements

3.2.1 Vehicular access is proposed to be taken from a single point of access on the land currently occupied by the playing fields (field F13) (eastern site access). It has been designed as a simple priority junction, and includes a 5.5m wide carriageway, 6m radii with Appledore Road and 2m wide footways on either side to tie in with the existing footpath along the northern side of Appledore Road. An uncontrolled pedestrian crossing is shown across the site access, this will include dropped kerbs and tactile paving. The access is designed to meet the local design standards, and has been agreed to be suitable for adoption by KCC as the LHA.

3.2.2 The location of the proposed site access has been determined based on both highway design principles, as part of the masterplan design, and the desire to retain as many street trees as possible, being designed alongside arboriculture expertise. The access visibility splay requires the removal of a single single horse chestnut street tree (T43).

3.2.3 This access will serve all the residential dwellings on the site (with the outline masterplan showing a possible primary internal road network) and the sports pitches and country park. The link to the primary internal road network will be confirmed via future reserved matters applications. The internal road alignment to the pavilion and sport pitches is in detail and discussed later in this section.

#### **Visibility Splays**

3.2.4 Visibility splays have been shown for a 30mph speed, at a 2.4m setback by 43m along the kerb line, in line with Manual for Streets guidance. These visibility distances require a speed reduction

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on Appledore Road from the existing 40mph to 30mph. This is to be secured by way of a suite of traffic calming measures as detailed individually further in this section.

- 3.2.5 This access point also provides an all modes route through the site to the location of the sports pitches and country park car park which will be delivered by way of the detailed element of the application. The alignment of this internal route is detailed later in this section of my evidence.

### 3.3 **Speed Reduction Measures along Appledore Road**

- 3.3.1 To support the development proposal, a reduction in the maximum speed limit of 40mph to 30mph along Appledore Road is proposed. This will facilitate pedestrian and cycle activity along the road and relates well to the road's existing continuous residential frontage. Given the existing built up nature of the road with continuous direct residential accesses on both sides, footway provision throughout, streetlighting, and the need for 40mph repeater signs to ensure drivers are aware they are within a 40mph area (as the footways and streetlighting mean that the default speed limit is 30mph unless otherwise signed), a speed reduction to 30mph is considered ideal to improve safety and the environment for pedestrians and cyclists.
- 3.3.2 Due to the existing observed 85th percentile speeds being recorded in the vicinity of 40mph, KCC has requested that any reduction in the speed limit would need to be accompanied by physical measures to slow vehicles.
- 3.3.3 It is proposed to extend the length of the 30mph limit on Appledore Road from its current location some 30m of the junction with East Hill, to the junction with William Judge Close. A suite of different traffic calming measures spaced approximately 100m-155m apart are proposed along Appledore Road. The features are all positioned so as to avoid existing residential driveways.
- 3.3.4 The proposed traffic calming measures are detailed below along with the relating drawing references. The minimum required road markings and signs as per Chapter 5 of the Traffic Signs Manual and The Traffic Signs Regulations and General Directions (2016) have been considered. The traffic calming measures were agreed in principle with KCC highways subsequent to the pre-application scoping discussions as part of the first planning application.

- A one-way priority shuttle working (located east of the junction with East Hill) with eastbound traffic ceding priority to westbound movements. This includes associated build out, road markings, reflective bollards, and signage;
- A one-way priority shuttle working (located east of the Shrubcote (West) junction) with westbound traffic ceding priority to eastbound movements. This includes associated build out, road markings, reflective bollards, and signage;
- The central section of Appledore Road includes a single zebra crossing (located west of Limes Close) with drop kerbs, and tactile paving;
- A one-way priority shuttle working (located west of the proposed site's vehicular access) with eastbound traffic ceding priority to westbound movements. This includes associated build out, road markings, reflective bollards, and signage;
- A one-way priority shuttle working (located east of the proposed site's vehicular access) with westbound traffic ceding priority to eastbound movements. This includes associated build out, road markings, reflective bollards, and signage; and
- A 30mph gateway feature including 30mph road marking roundel, red surfacing, white picket fencing, and 30mph signs to the east of the junction with William Judge Close.

3.3.5 Due to the introduction of buildouts for the traffic calming shuttle working on Appledore Road, a series of swept paths have been undertaken to ensure access and egress is retained for cars using the existing residential driveways adjacent to the build outs. These include the new constructed residential properties on the southern side of Appledore Road, west of Shrubcote.

3.3.6 Due to it relating to a change in road speeds, and the need for enforcement, Kent Police was also consulted, who responded to:

***"agree to the proposed traffic calming measures as part of a long term signed speed reduction".***

3.3.7 Therefore, given the Kent Police response a Stage 1 Road Safety Audit was commissioned. This is detailed later in this section.

3.3.8 KCC has confirmed that the extent, form, and location of the traffic calming measures supporting this Appeal site are acceptable.

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## 3.4 Pedestrian and Cycle Site Access

3.4.1 There are three new access points into the site proposed for pedestrian and cyclists, two from Appledore Road and one from Woodchurch Road.

### Appledore Road (east)

3.4.2 The site access at the sports pitches includes 2m wide footways connecting with the existing footway of Appledore Road.

3.4.3 The eastern access makes no alterations to the alignment of PRoW AB12, other than providing an additional footway connection to it. Where the eastern access continues through the site, and towards the sports pitch and country park car park, it crosses PRoW AB12 in the vicinity of the proposed new pavilion. In this location, the existing alignment of the PRoW is maintained, and surface treatment introduced so as to prioritise pedestrian movements over vehicular routes.

### Appledore Road (west)

3.4.4 In addition, a pedestrian, cycle, and emergency vehicle access is to be provided at the western end of the site, adjacent to No. 13 Appledore Road and circa 20m west of the Shrubcote (west) / Appledore Road junction. This provides a 3.75m wide access for use by pedestrian and cyclists only. Existing vehicle access into No. 11 and 13-15 Appledore Road is also to be retained at this location. A bollard with emergency key is located beyond the retained driveway accesses, to ensure it can also provide a secondary emergency access into the site. No street tree removal is required to facilitate the access, which involves only slight kerb realignments to the existing vehicular crossover to Appledore Road in this location and will not result in any additional vehicular movements (the emergency access would only need to be utilised in the exceptional circumstances that the main vehicular access was to be blocked).

3.4.5 A new zebra crossing of Appledore Road between the two accesses is proposed as part of the suite of traffic calming measures, to enhance safe crossing for pedestrians to and from the site, and a net benefit to existing residents.

3.4.6 The internal streets of the development will be designed to ensure a slow speed situation and will be ideal for cyclists.

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### **Woodchurch Road**

- 3.4.7 The existing PRoW through the site will be upgraded between Woodchurch Road and the proposed sports pavilion. However, as noted previously, the PRoW joins Woodchurch Road at a location where there is no pedestrian provision, or crossing facilities, and within an unlit section in proximity of the boundary with the national speed limit.
- 3.4.8 Therefore, as an additional provision, and to meet the identified desire line to the northwest to and from the site, an alternative access for pedestrians and cycles is to be provided to Woodchurch Road, between properties known as “Greenways” and “Willow Cottage”, some 75m west of the junction with Knockwood Road. This includes a bollard to prevent vehicles accessing the site from Woodchurch Road as well as an uncontrolled crossing with dropped kerbs and tactile paving across Woodchurch Road tying in with the existing footpath along the northern side of Woodchurch Road. The internal site layout will be designed to direct pedestrians and cycles to the new access. It is likely that use of the PRoW will be minimal, although it will be retained.
- 3.4.9 Whilst not condoning high vehicle speeds, the submitted drawing also demonstrates as a worst case, that a forward visibility of 80m, which is suitable for vehicles approaching at the 85<sup>th</sup> percentile of 40mph, can be achieved, this is in accordance with the Department for Transport’s (DfT) Chapter 6 of the Traffic Signs Manual (2019) which details recommended visibility distances for pedestrian crossings (Table 15-1).
- 3.4.10 It is therefore considered that the proposed form and location of access and crossing is fully appropriate for a safe pedestrian crossing.

### **3.5 Woodchurch Road Footway and Bus Stops**

- 3.5.1 Provision of a footway on the southern side of Woodchurch Road from the proposed access towards Appledore Road has been considered. There is currently no footway on the southern side, but there is a footway on the northern side.
- 3.5.2 Taking the proposed masterplan into account and the possible walking routes into the town centre, the shorter most logical route is for residents to travel through the site onto Appledore Road (approximately 1.1km vs 1.3km via Woodchurch Road). However, it is acknowledged that a number of residents situated in the dwellings at the far north of the site (5% for assessment purposes) may access the town centre and bus stops via Woodchurch Road; this would equate

to one to two two-way trips in both the morning and evening peak hours. Due to the low expected demand, it is therefore deemed unnecessary to provide a dedicated footway on the southern side of Woodchurch Road.

3.5.3 Alternatively, as detailed previously, a pedestrian crossing is proposed across Woodchurch Road allowing access to the existing footpath on the northern side of Woodchurch Road which leads to the existing bus stops as well as Knockwood Road northwards towards Homewood School and the Sinden Theatre. Given the low number of pedestrians likely to use the link across Woodchurch Road from the site, an uncontrolled crossing facility is appropriate to meet the expected demand.

3.5.4 It should be noted that circa 80% of the site is located within 400m of an existing bus stop on either Woodchurch Road, Appledore Road, or Shrubcote. 100% of the residential element of the development is within 600m of one of these bus stops. Notwithstanding there being a level of ambiguity regarding the national application of a 400m distance to bus stops, and that such a small area of the site is beyond 400m (but still within 500m-600m of an existing bus stop), as some parts of the site will be located more than 400m from the existing and proposed bus stops on Appledore Road and Woodchurch Road, the proposal will provide two bus stops on Woodchurch Road. This is as a result of a direct request from KCC.

3.5.5 These stops will consist of a pole and flag (with no shelter) in common with other bus stops and the character of the existing streets, including along Appledore Road, Oaks Road, Ashford Road (A28), and the High Street.

## 3.6 **Stage 1 Road Safety Audits**

3.6.1 Alterations are proposed to the local highway network where new accesses are proposed to Appledore Road and to Woodchurch Road, as well as the suite of traffic calming measures on Appledore Road. These have all been considered as part of Stage 1 Road Safety Audits undertaken by independent third party road safety audit specialists. Where issues are raised, these have been addressed in Designer's Responses, and designs updated accordingly. All designs submitted with the application and considered at this Appeal include any updates, and have been approved as acceptable to maintain a safe highways network by KCC.

### 3.7 Internal Link to Sport Pitches

3.7.1 The application includes the internal route from the eastern access to the sport pitches and pavilion as a detailed element. It provides for the following:

- A 5.5m wide carriageway from Appledore Road (in accordance with Kent Design Guide – Major Access Road), with 2m wide footways on either side;
- A raised pedestrian crossing with block paving and tactile paving, providing a pedestrian connection to the existing PRoW AB12;
- The road alignment continues towards the sport pitches where a priority junction with raised table and block paving is proposed. This includes uncontrolled pedestrian crossing points with tactile paving; and
- A junction is proposed into the sport pitch parking/pavilion area which changes to a more rural appearance with carriageway widths varying between 4.8m and 5.5m to allow refuse/emergency vehicles and cars to pass. On passing the PRoW AB12 the carriageway reduces to 3.7m wide to give priority to pedestrians. Vehicles would operate as one-way in and out of the car park.

3.7.2 The main internal street through the site within the area of the detailed planning application is proposed to be adopted. This follows the general principles of a Major Access Road as defined in the Kent Design Guide, which is suitable for servicing a development of between 50 and 300 residential dwellings.

## Section 4 Position of the Authorities

### Introduction

4.1.1 This section of my evidence summarises the positions of the various authorities on transport matters under the headings of the LHA (KCC) and the LPA (ABC).

### The Local Highway Authority – Kent County Council

4.1.2 Extensive negotiations were undertaken with officers at KCC both prior to and post the application relating to this Appeal being submitted, and the previous application on the site. These resulted in officers at KCC being satisfied with the technical analyses and raising no objection to the proposal.

4.1.3 The discussions with KCC to date are detailed below in chronological order for both the original planning application and second application in which this Appeal applies:

- i-Transport LLP produced an access scoping technical note (Ref: *ITL9289-001 TN*) dated 14 February 2014, to facilitate initial scoping discussions with KCC and an in-principle agreement to the proposed access strategy was sought;
  - KCC provided an email response dated 25 February 2014 in relation to the above note, which raised six main points.
- i-Transport LLP produced a new access scoping technical note (Ref: *ITL9289-004a TN*) dated 9 July 2014, to address the six main points raised by KCC, however, no further correspondence was made between the parties following the submission of the note;
- i-Transport LLP was re-engaged on the project and produced a new site access arrangements technical note (Ref: *ITL9289-006 TN*) dated 15 September 2016. This note superseded technical note (Ref: *ITL9289-004a TN*).
- i-Transport LLP then produced a site specific Transport Assessment Scoping Note (Ref: *ITL9289-009 R*) dated 19 March 2018. This was prepared to provide an overarching document, which included revised access designs. It superseded the previous access scoping note response, but took onboard previous comments made by KCC. The TA Scoping Note was a comprehensive document aimed to agree the full scope of assessment with KCC highways.

- Following the pre-application submission of the above TA Scoping Note, i-Transport LLP undertook pre-application scoping discussions with highways officers at KCC as part of the first planning application proposals (the scoping meeting was held at KCC offices on Monday 26 March 2018). This meeting included i-Transport LLP, a representative from SJA Trees (Arboricultural planning consultants) and KCC. Follow up meeting minutes were circulated and agreed between all parties.
- Following the March 2018 scoping discussions with KCC highways a technical note (Ref: *ITL9289-011 TN*) dated and issued on 23 May 2018 was prepared detailing proposed traffic calming along Appledore Road.
  - The highways officer of KCC responded via email dated Thursday 24 May 2018. This included in principle agreement to the proposed access arrangement and suggested changes to the traffic calming features.
- Following KCC comments on the traffic calming features, a new technical note (Ref: *ITL9289-013 TN*) dated 20 June 2018 was produced by i-Transport LLP and submitted to KCC on the same day. The new note set out revised proposal of traffic calming measures to take onboard KCC's comments.
  - KCC responded to the above, noting that they were satisfied in principle that the proposals are acceptable, subject to agreement from Kent Police and then an independent Stage 1 Road Safety Audit (RSA).
  - i-Transport subsequently received a positive response from Kent Police on the traffic calming proposal, where they *"agree to the proposed traffic calming measures as part of a long term signed speed reduction."*
- A further scoping meeting was undertaken between i-Transport LLP and KCC highways on Thursday 4 April 2019. This meeting was in relation to the first planning application in particular regarding an update to the proposal of the design of the route into the site (towards the pavilion and sport pitches) as this was to form a detailed element of the planning application submission.
  - Minutes of the above meeting were agreed between i-Transport LLP and KCC via email dated Monday 8 April 2019.

- A planning application was submitted in December 2019 (*application reference: 19/01788/AS*). The first proposal was for up to 250 residential dwellings with two points of access for all modes from Appledore Road and a pedestrian/cycle access from Woodchurch Road. The planning submission included a Transport Assessment with RSAs and a Travel Plan Statement. The original planning application was refused at ABC planning committee with the notification of decision including eight reasons for refusal. None of these objections were based on transport or highways, and KCC, as the LHA, raised no objection.
  - The first consultation response letter from KCC in relation to the December 2019 application was dated 16 January 2020.
    - A note was prepared by i-Transport LLP (Ref: *ITL09289-023D*) dated 26 February 2020 in response to KCC's consultation letter above, to address matters such as access, vehicle trip generation & traffic impact, and revisions to the Design and Access Statement. It also included a Designers Response to the Stage 1 RSA of the proposed pedestrian and cycle access onto Woodchurch Road.
  - The second consultation response letter from KCC in relation to the December 2019 application was dated 4 March 2020.
    - A note was prepared by i-Transport LLP (Ref: *ITL09289-024B*) dated 14 April 2020 in response to KCC's second consultation letter above to address matters such as CAVAT tree values along Appledore Road, the proposed site access and pedestrian crossing on Woodchurch Road, new bus stops along Woodchurch Road and frequency of bus route 2A.
  - The third consultation response letter from KCC in relation to the December 2019 application was dated 16 April 2020.
    - A note was prepared by i-Transport LLP (Ref: *ITL09289-025A*) dated 6 May 2020 in response to KCC's third consultation letter above to address matters such as, highway trees, Woodchurch Road pedestrian crossing, and new bus stops.
  - The fourth consultation response letter from KCC in relation to the December 2019 application was dated 14 May 2020.

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- A note was prepared by i-Transport LLP (Ref: *ITL09289-026A*) dated 23 June 2020 in response to KCC's fourth consultation letter above to address the final matter related to the proposed Woodchurch Road bus stops.
  - The fifth consultation response letter from KCC in relation to the December 2019 application was dated 7 July 2020. It confirmed that KCC no longer had objections to the planning application subject to planning conditions / Section 106 Legal Agreement being attached to any planning permission granted.
  - A telephone discussion with the KCC highways officer in early 2021 confirmed that the traffic surveys obtained in 2018 could still be used for assessment purposes with relevant growth factors applied. This is due to the data being less than three years old and the fact that KCC considered that collection of newer surveys/traffic data is unlikely to be possible until at least September 2021 due to the current impact of the Covid-19 pandemic and the temporary alterations it has had on traffic volumes.
  - A second planning application was registered on 13 May 2021 (*application reference: 21/00790/AS*). This included revised proposals with the number of dwellings reduced from 250 to 145. The planning submission included a Transport Assessment and a Travel Plan Statement.
    - KCC highways produced a consultation response letter dated 20 May 2021 that noted the traffic impact of the proposals is considerably reduced to that previously agreed by KCC Highways and Transportation. KCC had no objections to the planning application subject to planning conditions / Section 106 Legal Agreement being attached to any planning permission granted.
  - Following the lodging of the Appeal, i-Transport issued a draft Transport and Highways Statement of Common Ground to KCC via email. However, on 18<sup>th</sup> November 2021, and again on 22<sup>nd</sup> November 2021 (following a request for clarification), KCC confirmed that they will not enter into a Statement of Common Ground, stating ***"KCC Highways and Transportation has not objected to the planning application and we do not enter into Statement of Common Grounds where we do not object to planning applications."*** A copy of this email corresponded is provide as Appendix C to my evidence.

4.1.4 It is therefore clear that the KCC, as the LHA, has thoroughly considered the impact of the development, over a number of years, and taken account of all matters relating to access to and from the site by all modes, to come to its recommendation of no objection subject to conditions and obligations. This matter has not been considered lightly, and therefore considerable weight should be placed on their conclusion.

4.1.5 As KCC has not raised an objection, and no reason for refusal on transport, highways, and access has been made by ABC, KCC has advised that they will not enter into a Statement of Common Ground as their position is clear from their lack of objection.

#### **The Local Planning Authority – Ashford Borough Council**

4.1.6 The Planning Officer's views are set out in the report to the Committee (15<sup>th</sup> September 2021). The Officer's report states clearly that the Borough Council had no objections on highways grounds.

4.1.7 Section 3 of my evidence reviews the accessibility of the site and I have concluded that the site is sustainable and well related to existing and future local facilities via an extensive pedestrian infrastructure network. This conclusion is supported by the LPA, in the Committee Report which states at paragraph 63 that **"...in view of the extent of service provision in Tenterden, I consider that for the purposes of this strand of Policy HOU5 the site would be within easy walking distance of basic day to day services and would have access to sustainable transport to access a range of services. Therefore, I consider the proposal would satisfy criterion (b) of Policy HOU5."**

4.1.8 This point is repeated in the officer's conclusion, stating, at paragraph 157, that **"The site would be within easy walking distance of basic day to day services and so would satisfy criterion (b) of Policy HOU5 of the ALP 2030."**

4.1.9 The application for the site was supported by a robust and thorough Transport Assessment and Travel Plan, and as result KCC as the LHA raised no objection. In their report, the ABC LPA officer has also reviewed the details accompanying the planning application, alongside the views of the LHA, and concludes, at paragraph 112 that **"... there is no highway objection to the proposals, or conflicts with policies TRA7 and HOU5 (c) of the ALP 2030"**. Again, within the conclusions of the committee report, it is stated that **"there are no highways objections"** (paragraph 162).

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- 4.1.10 Despite this, the Committee Report goes on to state that there are objections in relation to impact on the PRow network. Whilst it is agreed that ***“The proposals would not interfere with the existing established footpath AB12 running through the centre of the site in a north-south direction”*** (paragraph 115 – my emphasis), an Order to record a new public footpath (AB70) circulating the site was made in December 2020. The Order has to be determined by the Secretary of State (as an objection was received) and therefore it is unknown if the Order is confirmed or not. ABC’s position is that this cannot be left to the Reserved Matters stage and that the Appellant has not demonstrated how the route, if confirmed, can be incorporated into the layout. As a result, ABC considers the proposal to be ***“contrary to policies SP1 and TRA5 of the ALP 2030 and NPPF advice as it fails to show how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network. It does not proactively connect with and enhance public rights of way. It fails show how an attractive and well-designed walking network can be provided that is safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards”*** (paragraph 120).
- 4.1.11 The point is repeated in the conclusions section of the report (at paragraph 161), and it is included as one of the recommendations for refusal at the end, stating ***“The proposal fails to consider or acceptably incorporate the AB70 footpath within the scheme. It therefore does not demonstrate how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network and proactively, looks to connect with and enhance public rights of way whenever possible, encouraging journeys by foot”*** (recommendation for refusal no. 8).
- 4.1.12 Subsequently, Members voted at the Committee Meeting to refuse the application and to include within the Reasons for Refusal a repeat of the position regarding the unconfirmed PRow.

## Section 5 Policy Context

### 5.1 Introduction

5.1.1 As set out in the previous section, it is clear that ABC has considered the acceptability of the Appeal site against various national and local transport policy tests. Within this section of my Proof, I detail further these policies to aid an understanding of how the Appeal site complies with the relevant tests.

### 5.2 National Planning Policy Framework (NPPF – 2021)

5.2.1 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. It provides overarching guidance for local planning authorities and decision makers both in drawing up plans and in determining planning applications and focuses on the delivery of sustainable development.

5.2.2 Paragraph 73 recognises that policy making authorities should identify suitable locations for development and in doing so, they should ensure the size and location will support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access.

5.2.3 Paragraph 130 notes planning policies and decisions should ensure development, amongst other things, 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.

5.2.4 The specific transport policies are contained within Section 9 of the NPPF. The NPPF requires all developments that generate significant amounts of movement to provide a travel plan, and to be supported by either a Transport Statement or Transport Assessment. In this case, the following documents have been prepared:

- Transport Assessment, ref: ITL9289-029F; and
- Travel Plan Statement, ref: ITL9289-030E.

5.2.5 As set out in my Section 4, extensive liaison and negotiations regarding this site with KCC has occurred since 2014. In my experience the amount of transport work for the Appeal Scheme is above the level normally required to satisfy the highway authority on transport and highways matters. This demonstrates that KCC put the Appeal Scheme to particular scrutiny and did not reach their position of no objection quickly or lightly.

5.2.6 Paragraph 110 of the NPPF states:

***“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:***

***a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;***

***b) Safe and suitable access to the site can be achieved for all users;***

***c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and***

***d) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”***

5.2.7 The NPPF therefore identifies the ‘three transport tests’, i.e.:

- Will there be appropriate opportunities for new residents to take up sustainable modes of transport?
- Will safe and acceptable access be provided for all users?
- Will the traffic impact be acceptable?

5.2.8 I deal with each of these tests within my evidence, providing an overall summary within my conclusions. A fourth test relates to design matters, to which I consider relate to future detailed design elements of the scheme rather than the broad principles of the acceptability of the development.

5.2.9 I also note that the NPPF sets a very high bar for preventing development from coming forward for transport reasons. Paragraph 111 states that development ***“should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”***

5.2.10 There is no definition in the NPPF of what level **'severe'** is because it should be based on local circumstances. The Department for Communities and Local Government (DCLG) letter dated 23 August 2016 identifies that there is no national definition of severe because the NPPF is designed to be interpreted and applied locally. The DCLG letter also sets out that:

***"local authorities are best placed to decide whether the particular impacts of a development on the road system will be severe, taking into account local circumstances."***

5.2.11 In this case, the local authority/statutory consultee appropriately qualified to comment on transport and highways matters is Kent County Council who raise no objection to the Appeal Scheme. Significant weight should be given to their opinion in this case.

5.2.12 Notwithstanding this, I demonstrate that the Appeal Scheme will have a much less than severe, and therefore acceptable, impact on the local highway network in Section 7 of my evidence.

## 5.3 Regional Policy

### Kent Local Transport Plan 4

5.3.1 This is the fourth Local Transport Plan (LTP4) for Kent and sets out KCC's strategy and implementation plans for local transport investment. The LTP4 has five overarching outcomes: economic growth and minimised congestion, affordable and accessible door-to-door journeys, safer travel, enhanced environment and better health and wellbeing.

5.3.2 The document sets a number of strategic, countywide, and local priorities. One strategic priority includes working with bus operators to encourage modal shift which will provide for increased access to jobs, education, and health. Countywide priorities include enhancing road safety, encouraging active travel and the KCC public right of way network.

5.3.3 Transport priorities are listed for Ashford borough. The majority relate to areas of the borough that will not be directly influenced by this proposal, mainly in the centre of Ashford.

## 5.4 Local Policy

### Ashford Local Plan (February 2019)

5.4.1 The Ashford Borough Council Local Plan 2030 was adopted on the 21 February 2019. In relation to transport, highways, and accessibility, key policies are a number of the strategic policies in

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Chapter 2, and the transport policies in Chapter 8. These in particular ensure that an effective and sustainable transport network is delivered and maintained across the borough.

- 5.4.2 Policy SP1 on strategic objectives sets out a vision for the borough. Its first test is ***“a. To focus development at accessible and sustainable locations which utilise existing infrastructure, facilities and services wherever possible and makes best use of suitable brownfield opportunities;...”***. As I set out in Section 3, and details later in Section 7, the location of the site in the context of Tenterden clearly meets the accessibility test.
- 5.4.3 Supporting text to the policy states, in relation to development at Tenterden that ***“Tenterden is the second largest settlement in the borough and its only other town. It plays a main rural service centre role for much of the south-western part of the borough. It is an attractive, historic town which is relatively well served by shops and services and is an important tourist destination which contributes greatly to the rural economy of the borough”*** (paragraph 2.49).
- 5.4.4 Relevant transport policies from Chapter 8 are TRA3, TRA4, TRA5, TRA6, TRA7, and TRA8. For the sake of brevity, I do not report all of the policy text here, unless specifically relevant to the position.
- 5.4.5 Policy TRA3 (a): Parking Standards for Residential Development establishes parking for new residential developments, which the outline layout of the site shows broad alignment with.
- 5.4.6 The requirement for applications to demonstrate whether modal shift in favour of public transport can be achieved through existing bus services or improvements to the network as a key determinant of the scheme’s sustainability is set out in Policy TRA4. Enhancements could include the delivery of bus priority measures, the provision of a new service or the alteration/expansion of an existing service, contributions towards bus related infrastructure and operational subsidy for the service in the early years of occupation of the development. The Appeal site is providing new bus stop infrastructure on Woodchurch Road to meet this test.
- 5.4.7 The need for development proposals to demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network is established in Policy TRA5. It sets out that opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot. Similarly, TRA6 confirms that provision for cycling should be accounted for, ensuring

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provision is given in the site and safe, convenient, and attractive connections to the borough wide network be provided. This has been detailed in previous sections and is considered in greater detail in the remaining sections of my Proof.

5.4.8 Policy TRA7: The Road Network and Development confirms that development that would generate significant traffic movements must be well related to the primary and secondary road network. New accesses and intensified use of existing accesses onto the road network will not be permitted if a clear risk of road traffic accidents or significant traffic delays would be likely to result. The Appeal site has demonstrated a compliance with this requirement, as confirmed by the lack of objection from KCC.

5.4.9 Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts. In some case, this may require exploring the delivery of mitigation measures prior to the occupation of a development. Consideration of mitigation and impact will be assessed through the fulfilment of the requirements of Policy TRA8 to provide a Transport Assessment and Travel Plan, both of which supported the application.

5.4.10 As the site is not allocated in the Local Plan, Policy HOU5 of the adopted Local Plan in relation to residential windfall development in the countryside adjoining or close to the existing built up confines of settlements is of relevance to this site in Tenterden. Residential development proposals will be acceptable under this policy providing that all of the set criteria are met. In relation to transport, the following parts of the tests are of relevance:

- a. "...
- b. ***The site is within easy walking distance of basic day to day services in the nearest settlement, and/or has access to sustainable methods of transport to access a range of services;***
- c. ***The development is able to be safely accessed from the local road network and the traffic generated can be accommodated on the local and wider road network without adversely affecting the character of the surrounding area;***
- d. ***The development is located where it is possible to maximise the use of public transport, cycling and walking to access services;***
- e. ..."

5.4.11 The supporting text to the policy states that ***"For larger schemes, the importance of good accessibility to local services and facilities will be of particular importance taking account***

*of the quality and number of such services and the ability to either benefit or be accommodated by such services” (paragraph 6.57). It continues (at paragraph 6.58) “Although some reliance on the private car is inevitable in rural locations, the availability of good public transport links, cycling and walking routes can help to reduce that reliance and enable better accessibility to services that may only be available in higher-order rural settlements or Ashford itself. Basic day to day services such as a grocery shop, public house, play / community facilities and a primary school should be within a generally accepted easy walking distance of 800 metres in order to be considered sustainable, although the specific local context may mean a higher or lower distance would be a more appropriate guide.”*

5.4.12 It is clear that access to services and facilities by sustainable modes is crucial, and that access to higher order rural settlements such as Tenterden (which is the second largest settlement in the borough) by public transport, walking and cycling is important. It acknowledges that an 800m distance to such facilities is a guide, due to local circumstances.

5.4.13 The Transport Assessment and Travel Plan supporting the application ensured compliance with Policy TRA8, and included full evidence of the Appeal site’s compliance with Policies TRA3, TRA4, TRA5, TRA6, TRA7, and HOU5. This is clear from Sections 2 and 3 of this Proof of Evidence.

5.4.14 In addition, Policy ENV12 is in relation to sustainable transport, vehicle emissions and air quality, which states:

***“All major development proposals should promote a shift to the use of sustainable low emission transport to minimise the impact of vehicle emissions on air quality.***

***Development should be located where it is accessible to support the use of public transport, walking and cycling...”***

5.4.15 As will be demonstrated in later sections of this TA, the development is situated in an ideal location to encourage use of low emissions sustainable transport (walking, cycle and public transport).

## 5.5 Summary

5.5.1 In accordance with the requirements of the NPPF, and local policy, the planning application was accompanied by a number of reports that set out how the Appeal Scheme complies with each of the three key transport tests identified by paragraph 110 of the NPPF, i.e.:

- Will there be appropriate opportunities for new residents to take up sustainable modes of transport?
- Will safe and acceptable access be provided for all users?
- Will the traffic impact be acceptable?

5.5.2 These matters are dealt with throughout my evidence, which summarises the work undertaken to enable KCC Highways to raise no objection to the Appeal Scheme. In my experience the amount of transport work undertaken is above the level normally required to satisfy the highway authority, and this demonstrates that KCC put the Appeal Scheme to particular scrutiny and did not reach their position of no objection quickly or lightly.

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## Section 6 Consideration Of Reason For Refusal

### 6.1 Introduction

6.1.1 This section of my evidence considers the eighth Reason for Refusal as set out in ABC's Decision Notice dated 27th September 2021, which states:

***"An Order has been made to record a new footpath AB70 within the site that is subject to a forthcoming Planning Inquiry. The proposals fail to show the impact of the scheme on the AB70 footpath within the site or any acceptable diversion to it, if it is approved by the Secretary of State. The AB70 footpath would clearly have a significant impact on the spatial layout of the development that is proposed and change the dynamic of the footpath experience itself to that of passing through a built up residential area rather than a series of fields as at present. The proposals are therefore contrary to policies SP1 and TRA5 of the adopted Ashford Local Plan 2030 and National Planning Policy Framework advice. The proposal fails to consider or acceptably incorporate the AB70 footpath within the scheme. It therefore does not demonstrate how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network and proactively, connect with and enhance public rights of way whenever possible, encouraging journeys by foot."***

6.1.2 The ability of the site layout to incorporate AB70, and the experience of using that route, is considered in the evidence of Mr Ross and Mr Smith.

6.1.3 My evidence deals with AB70's connections to the wider movement network, how it is facilitated by the site's layout, and encouraging journeys on foot.

6.1.4 An appraisal of how this relates back to Local Plan Policy TRA5 and the NPPF is then made.

6.1.5 For ease of reference, Policy TRA5 states

***"Policy TRA5 - Planning for Pedestrians***

***Development proposals shall demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network. Opportunities should be proactively taken to connect with and enhance Public Rights of Way whenever possible, encouraging journeys on foot."***

### 6.2 Access Arrangements

6.2.1 The site access at the sports pitches includes 2m wide footways connecting with the existing footway of Appledore Road. It makes no alterations to PRoW AB12, other than providing an additional footway connection to it. Where the eastern access continues through the site, and

towards the sports pitch and country park car park, it crosses PRow AB12 in the vicinity of the proposed new pavilion. In this location, the existing alignment of the PRow is maintained, and surface treatment introduced so as to prioritise pedestrian movements over vehicular routes.

- 6.2.2 The existing PRow through the site will be upgraded between Woodchurch Road and the proposed sports pavilion. However, as noted previously, the PRow joins Woodchurch Road at a location where there is no pedestrian provision, or crossing facilities, and within an unlit section in proximity of the boundary with the national speed limit. It also requires access by a set of steps directly into the highway, in a location where pedestrian visibility to oncoming vehicles is poor.
- 6.2.3 Therefore, as an alternative provision, to meet the identified desire line to the northwest across Woodchurch Road, a new uncontrolled crossing with dropped kerbs and tactile paving across Woodchurch Road tying in with the existing footpath along the northern side of Woodchurch Road is proposed. This allows access to the existing footpath on the northern side of Woodchurch Road which leads to the existing bus stops as well as Knockwood Road northwards towards Homewood School and the Sinden Theatre. The internal site layout will be designed to connect pedestrians and cycles to the new access and the existing PRow. It is likely that use of the PRow will be minimal, although it will be retained.
- 6.2.4 In addition, a pedestrian, cycle, and emergency vehicle access is to be provided at the western end of the site, adjacent to No. 13 Appledore Road and circa 20m west of the Shrubcote (west) / Appledore Road junction. This provides a 3.75m wide access to use by pedestrian and cyclists only and follows the main desire line from future residents towards the centre of Tenterden to the southwest.
- 6.2.5 A new zebra crossing of Appledore Road between the two accesses is proposed as part of the suite of traffic calming measures, to enhance safe crossing for pedestrians to and from the site, and a net benefit to existing residents.
- 6.2.6 AB70 consists of two semi-circular walks, to the east and west of AB12. It is wholly contained within the Appeal land. It provides no additional links to the public highway network or to other PRows. Access to AB70 can only be taken via AB12. It is solely of use for circular, recreational movements, as opposed to any wider connections or journey purposes. Whilst the submission plans are not determined, an approximate overlay suggests that part of the AB70 route would pass through the proposed country park car park, before joining with the existing AB12

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alignment. As this car park is a matter for detailed consent, should the Order be made, how the path would route through the car park, or how an acceptable diversion to it can be made, is a consideration.

## 6.3 Analysis

6.3.1 ABC has objected to the development on the basis that it is alleged that the scheme does not demonstrate how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network, or connect with and enhance public rights of way whenever possible, and encouraging journeys by foot. It is therefore alleged the proposals are contrary to policies SP1 and TRA5 of the adopted Ashford Local Plan 2030 and National Planning Policy Framework.

6.3.2 However, there is no evidence in front of this Inquiry to support any of these alleged failures, with the ABC Committee Report confirming so at the following paragraphs:

- Paragraph 104: Kent Highways and Transportation raise no objection to the proposals commenting that only one vehicular access is now being proposed to the east of the site off Appledore Road together with an emergency / pedestrian / cycle access in the location of the previously submitted western access point on Appledore Road. This is acceptable as the access points meet the parameters of a Major Access Road in the Kent Design Guide.
- Paragraph 105: A footway / cycleway connection is also being promoted as per details submitted previously onto Woodchurch Road together with the provision of two new bus stops which, again, is acceptable to KCC Highways and Transportation.
- Paragraph 110: 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.
- Paragraph 115: The proposals would not interfere with the existing established footpath AB12 running through the centre of the site in a north-south direction; this is incorporated within the scheme to which KCC PROW and Access Service has no objection.

6.3.3 As set out in Section 3, the proposed accesses to Appledore Road, and to Woodchurch Road, meet all necessary design criteria, follow the likely desire lines, and have passed independent

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road safety audits. The proposal incorporates, and enhances, the existing PRoW through the site.

- 6.3.4 Where AB12 currently meets Woodchurch Road, visibility is restricted, there are level differences to overcome, there are no connecting pedestrian facilities, and the road is close to the national speed limit section. The proposal brings forward a new access to Woodchurch Road, where visibility is good, a flat, level route is provided, pedestrian crossings to connect to the existing network are provided, is street lit, and subject to a 30mph speed limit – this meets the desire line towards the school, theatre, and bus stop.
- 6.3.5 Where AB12 meets Appledore Road, this will link to an enhanced pedestrian network on Appledore Road, with reduced traffic speeds and a new pedestrian (zebra) crossing.
- 6.3.6 In addition, a new pedestrian access will be provided to the western end of Appledore Road, into the centre of the site, and following the desire line to the southwest of the site for access to the centre of Tenterden.
- 6.3.7 AB70 consists of two semi-circular walks, to the east and west of AB12. It is wholly contained within the Appeal land. It provides no additional links to the public highway network or to other PRoWs. Access to AB70 can only be taken via AB12. It is solely of use for circular, recreational movements, as opposed to any wider connections or journey purposes. Therefore, as KCC has no objection to the treatment of AB12 within the application land, which is the only link from AB70 to the wider network, the proposal proactively connects to the wider movement network, enhances public rights of way, and encouraging recreational journeys by foot.
- 6.3.8 Whilst the PRoW network is designed for local use, should residents from further away, with mobility impairments, or wishing to make a linked trip, wish to drive to the area, to either walk along AB12 or AB70 (should the order be made) for recreational purposes, there are no appropriate locations to park their vehicles at present. I have, on a number of occasions, observed drivers parking on the crossover to the sports pitches at the southern end of AB12 to Appledore Road.
- 6.3.9 The detailed element (b) of the Appeal site provides a country park and associated car park (including enlarged parking spaces for blue badge holders) within the site, with a new vehicular link from Appledore Road. The car park is directly adjacent to AB12, with improved and direct links to it. The car park will also provide direct access to route AB70 (should the Order be made).

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Again, the application therefore enhances the rights of way and encourages recreational journeys by foot.

- 6.3.10** It may be that if the Order is made, it aligns the route of AB70 through the car park but away from any spaces to ensure no obstruction to users. Whilst it is possible to provide a diversion around the car park should it be considered necessary, the routing of a footpath through a public and/or country park car park will not create a highway safety issue. It is a slow speed no-through route environment, with a layout no different to numerous other public and country parks across the UK.
- 6.3.11** For example, there are nine country parks in the county managed by KCC. Of these, six have a PRoW or a county “Promoted Route” directed either through the car park, or along or across the route to the car park, as identified in my Appendix D. Whilst PIA data is not available on these private roads/car parks, it is within the gift of KCC as the LHA as well as the country park managers to provide alternative routes should the safety of pedestrians along these routes be considered an issue. As no such provision is given, it would suggest that the County is content that pedestrians on both PRoWs and Promoted Routes can safely share country park car parks and the access routes with slow moving vehicular traffic.
- 6.3.12** Similarly, within Tenterden itself, there is a PRoW Footpath (No. AB16) routing through the middle of the public car park for Tenterden Town railway station (tourist attraction), museum, and brewery. This provides car parking for circa 150 cars, with PRoW AB16 forming the main footpath link between Tenterden and St Michaels away from the roads. There is no material demarcation of the PRoW through the car park, and cars can unintentionally park on and obstruct the route (unlike the route of AB70 through the Appeal site which would be clear from parking spaces should the Order be made). The signed route through the car park and its alignment are also shown in my Appendix D. Again, this has been in places for a number of years (the land has been used for car parking at least since the early 1990s), and the land owners and/or KCC could have applied for a diverted route around the edge of the car park should there have been safety concerns relating to the shared use between car park users and those on the PRoW. That no diversion (or even informal signing) has been implemented suggests to me that there are no underlying safety concerns about such a shared arrangement locally.
- 6.3.13** The proposal provides new accesses into the site from the western end of Appledore Road and Woodchurch Road, in locations towards the main settlement of Tenterden and St Michaels. As

detailed previously, these are supported by high quality connections to the existing public footways alongside both roads, with additional pedestrian crossing facilities. Within the site, these will connect, via a network of dedicated footways, to the existing PRoW AB12. Should the Order be made for AB70, then these will also provide direct, safe, pedestrian links to the western semi-circle of AB70 to the existing public footway network, closer to the main centre of residential areas, and therefore encouraging journeys on foot.

## 6.4 Summary

6.4.1 This section of my evidence establishes that:

- the access proposals ensure a safe and efficient network of pedestrian routes are provided, connecting to the existing and potential PRoWs within the site.
- By way of new pedestrian accesses and a country park car park, the development proposals demonstrate how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network, with opportunities proactively taken to connect with and enhance Public Rights of Way whenever possible.
- Should the Order be made and path AB70 routes through the country park car park, this is a slow speed environment with such a treatment consistent with other country park car parks in the county as well as public car parks in Tenterden.
- There is no evidence before the Inquiry to suggest that the Appeal scheme will discourage journeys on foot in any way, and will only provide new opportunities, in agreement with Policy TRA5.

6.4.2 It is therefore clear that the Appeal site will meet all of the policy tests in relation to sustainable access that it is alleged to have failed at the eighth reason for refusal as follows:

- It has demonstrated that it provides appropriate opportunities to promote sustainable transport modes (including walking) given the type of development and its location and that safe and suitable access to the site can be achieved for all users in compliance with paragraph 110 of the NPPF.
- It focuses development at accessible and sustainable locations which utilise existing infrastructure in accordance with ABC Local Plan Policy SP1;

- It has demonstrated how safe and accessible pedestrian access and movement routes will be delivered and how they will connect to the wider movement network in accordance with ABC Local Plan Policy TRA5; and
- All opportunities have been taken to connect with and enhance PRow whenever possible, encouraging journeys on foot to and through the site, as required by Policy TRA5.

6.4.3 It is therefore concluded that the Appeal site fully accords with the relevant transport policy requirements, and this element of the reason for refusal is unsound.

## Section 7 Consideration of Issues Raised by Third Parties

### 7.1 Introduction

7.1.1 A number of transport and highways matters have been raised by third parties. These are summarised under the following headings:

- Traffic impact assessment, including trip rates and methodology – Mr Brooks, Cllr Crawford, Mr Harvey, Mrs Phillips, Ms Reed, and Shrubcote and Tilden Gill Residents Group;
- Accessibility to services, facilities, and public transport – Cllr Crawford, Mrs Phillips, Ms Reed, and Tenterden Town Council; and
- Access locations, form, and highway safety – Mr Hammond and Ms Reed.

7.1.2 I address each of these in more detail under each heading.

### 7.2 Traffic Impact Assessment

#### Trip Rates

7.2.1 The purpose of the TRICS database is to determine potential trip rates for a proposed land use utilising a robust methodology from a range of similar sites in broadly comparable locations across the UK. This ensures that a robust rate is presented, rather than one particular outlier site influencing the results. This point is well known to KCC, as a founding signatory to the TRICS system.

7.2.2 The most recent version of the TRICS Good Practice Guide 2022 (December 2021) provides a detailed analysis of the methodology of correct site section by region, location type, and other data fields. This confirms that regional information only has limited impact on trip rates, and it is the location type that has the greatest correlation with vehicular trip rates. Once constructed and occupied, the Appeal Site will fall somewhere between a suburban and edge of town location, and therefore use of both location types should be utilised. The guide also confirms that filters such as car ownership is a more relevant for a food superstore than a residential development, and that an inclusive rather than exclusive approach should be taken, so that sites should not be deselected based on local populations where this would compromise the selected data set.

- 7.2.3 In this instance, the Appellant's trip rates were selected from all regions of England (excluding Greater London) from suburban and edge of town locations. Analysis of a single or small number of local sites would not be representative, as it would not account for internalised trips that would occur within the site as a result of its complementary land uses (sports pitches and country park). Neither would it account for the investment being made by the appellant to promote sustainable travel, including all the measures set out in the Travel Plan, as well as the new bus stops.
- 7.2.4 Notwithstanding the robust methodology used to determine an appropriate trip by the appellant, during the scoping process, KCC requested that a slightly higher trip rate be applied based on those agreed for the nearby Tilden Gill development (now known as Appledore Green). This was based on a different sample of TRICS sites, including many of a much smaller size than that proposed and of an older survey date (over 10 years). Whilst such a methodology is flawed as it fails to account for the internal linked trips that occur within larger (often mixed use) sites and changes in travel behaviour over time (such as a growth in home working enabled by improved home internet access, and an increase in home shopping from the internet), it was agreed (on a without prejudice basis) to assess the impact of the development utilising these rates as a sensitivity test.
- 7.2.5 All assessments within the submitted reports that have been confirmed as acceptable by the LHA have been based on the sensitivity tests. This calculates that the overall development (residential and sport pitches) will generate some 89 two-way 'vehicle trips' in the morning peak hour and some 124 two-way 'vehicle trips' in the evening peak hour on the external highway network– i.e. circa 18 more in the AM peak hour and 17 more in the PM peak hour than calculated using the more recent and comparable data set.
- 7.2.6 Clearly, if the highway network can be shown to operate effectively using these higher predicted trip rates, then the more realistic trip rates calculated by the Appellant would enable the network to operate even more efficiently.
- 7.2.7 I have been utilising the TRICS database throughout my career and am therefore fully conversant of how to apply it to various sites. I appeared as an Expert Witness at a Public Inquiry in March 2021<sup>2</sup> for an Appeal site in Herne Bay in the Canterbury District of Kent. Similar to this Appeal,

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<sup>2</sup> PINS reference: APP/J2210/W/20/3260611

the site was supported by KCC Highways (again using a higher sensitivity rate of their choosing), but a number of third parties raised queries with the choice of TRICS sites.

- 7.2.8 The Appeal was upheld in November 2021 following a call-in by the Secretary of State (SoS) for Levelling Up, Housing & Communities. The Inspector, and subsequently the SoS, at that Inquiry agreed with my method of using the TRICS database, stating (at paragraph 120 of his decision) ***“The Trip Rate Information Computer System (TRICS) was interrogated as part of the work in calculating residential trip generation, and I agree that it was appropriate to refer to a range of similar sites rather than rely on a potentially smaller number of sites within Kent. In any event, higher traffic flows calculated using the LHA’s preferred trip rates were used in the assessment...”***
- 7.2.9 All highway assessments presented with the Appellant’s planning submission document clearly provided results utilising KCC’s preferred higher trip rates. KCC’s overall analysis in coming to agree a series of planning conditions and obligations that ensures no objection to the proposal was based on the worst case higher trip rates preferred by KCC.
- 7.2.10 KCC reviewed the methodology used to determine the overall likely vehicle trips generated by the proposal, as well as its distribution and assignment across the network, and found them to be robust and suitable for forming a basis for assessment.
- 7.2.11 Therefore, the traffic assessments presented to this Inquiry are an extremely robust determination of the likely impact of the proposal on the highway network, and that in reality, represent an absolute worst case scenario.
- 7.2.12 Therefore, the concerns of Cllr Crawford are unfounded, and the Appeal scheme has accurately determined the potential vehicle flow of the development. It is clear that the Cllr is not fully conversant with the use of TRICS, as he refers to TRICS as not being able to “model gridlock of traffic flows” or “model of halting of traffic at pedestrian crossings”. This is clearly not the purpose of TRICS which is purely a tool for estimating the trip rates of development – it is not a tool for assessing the impact of a development on the highway network (which is the purpose of junction modelling software as I consider elsewhere).

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### **Background Flows and Committed Developments**

7.2.13 A number of the third parties raised concerns that the impact assessment work should be updated to account for the Appledore Green development to the south, other local developments, and the recently upgraded junction of the A28/ Beacon Oak Road.

7.2.14 Again, this points to a lack of understanding by the third parties of the assessments presented in the documents submitted with the planning application. As set out in Section 7 of the submitted Transport Assessment, the following was accounted for in the assessment presented:

- Taylor Wimpey, Dandara scheme (TENT1 – Three Fields) which was being constructed, but unoccupied, at the time of surveys (planning ref: 14/00757/AS). This site includes up to 250 residential units;
- The Tilden Gill Road (Appledore Green) scheme that had been approved at Appeal (planning ref: 14/01420/AS) with Reserved Matters application (planning ref: 18/00448/AS) submitted in March 2018. This site includes up to 100 residential units.
- An uplift in the TENT1 traffic flows to allow for up to a further 225 dwellings at the site in accordance with the the Ashford Local Plan TENT 1 (Tenterden Southern Extension Phase B) allocation

7.2.15 The relevant Transport Assessment reports for each of the above schemes were examined and the development traffic flows extracted were then applied to the local highway network in the future year assessments as Committed Developments. This process and the selected sites was agreed as acceptable with KCC as the LHA.

7.2.16 In order to calculate background growth traffic up to a future year, local growth factors are to be used, derived from National Transport Model (NTM) with adjustments made for local factors, derived from the latest TEMPro software (version 7.2, and most recent RTF Scenario 1 - Reference Dataset). The geographical 'Super Output Area' (mid layer) of 'Ashford 014', within which the Site is located, as well as the area 'Ashford 013' which includes the area west of the Site, including Tenterden and St Michaels have been used to calculate the relevant growth factors, and 'principal road type' has been selected. Again, this methodology has been agreed as acceptable by KCC as the LHA.

7.2.17 It is noted that outline planning permission was granted in July 2019 for 30 residential dwellings at Land to the South of Sicklefield House, Ashford Road, St Michaels (Ref: 18/00759/AS). This

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site is allocated in the adopted Ashford Local Plan under Policy S60 with an indicative capacity of 50 dwellings. The traffic generation of this development has been considered within the general background traffic growth via Tempro software.

**7.2.18** Full planning permission was granted in September 2016 for demolition of an existing sheltered housing scheme, four bungalows and former St. John's Ambulance building, erection of a sheltered housing scheme consisting of 34 apartments, four bungalows at Danemore, Beachy Path, Tenterden (Ref: 15/01160/AS). The net increase in development is five units. The net increase in traffic generation resulting from this development during the network peak hours would be negligible on the local highway network and was not considered further as a committed development within the TA.

**7.2.19** It is therefore clear that all assessment work presented with the planning submission and reviewed by KCC allowed for a robust analysis of future traffic conditions and therefore the concerns of those parties who believed that other developments are not accounted for on the road network are unfounded.

### **Junction Modelling and Highway Congestion**

**7.2.20** As requested by KCC Highways, the junctions of the A28 with Recreation Ground Road and Beacon Oak Road have been assessed for the future years with and without development to determine the potential impact of the development proposal and to identify whether any mitigation is required.

**7.2.21** A number of the third parties also point to upgrades in the road network that they consider have not been taken account of, most notably the redesign of the A28 Ashford Road / Beacon Oak Road junction to provide a roundabout which was completed in April 2021. Again, as set out in the submitted Transport Assessment, all assessments presented were based on full build out and traffic flows from the Appledore Green development and its associated upgrade to the junction. Therefore, the completed roundabout improvement scheme has been assessed for all scenarios.

**7.2.22** Also, at the request of KCC, the impact of the development has been assessed at the junctions of Oaks Road / East Hill / Golden Square, Beacon Oak Road / Golden Square / Woodchurch Road, and Beacon Oak Road / East Hill / Appledore Road.

7.2.23 KCC has reviewed all the assessment work, and confirmed that all impacts on the highways network have been correctly modelled and effectively mitigated. This is confirmed in the Committee Report at paragraph 108 that states, ***“for the A28 High Street / East Cross / Recreation Ground Road Overall the junction capacity will worsen by 2%. 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”*** and at paragraph 109 that states ***“The constructed 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...”***.

7.2.24 The impact of the development has therefore been considered in detail by KCC Highways, who found no objection subject to agreeable conditions (limited to some minor alterations to the traffic signal timings at the junction of the A28 with Recreation Ground Road).

7.2.25 Overall, the Committee Report concludes, at paragraph 112, that ***“... there is no highway objection to the proposals, or conflicts with policies TRA7 and HOU5 (c) of the ALP 2030”***. Again, within the conclusions of the committee report, it is stated that ***“there are no highways objections”*** (paragraph 162).

## 7.3 **Accessibility**

### **Walking and Cycling Infrastructure**

7.3.1 The site delivers two new accesses to Appledore Road – a vehicular access with adjacent pedestrian provision at the eastern end, and a dedicated pedestrian and cycle access at the western end to provide for the main active modes desire line from the site towards the town centre. In addition, a further pedestrian and cycle only access is provided to Woodchurch Road to support the desire line to the Homewood School/Sinden Theatre and access to the existing and new bus stops.

7.3.2 The western access to Appledore Road consists of a pedestrian, cycle, and emergency vehicle access adjacent to No. 13 Appledore Road and circa 20m west of the Shrubcote (west) / Appledore Road junction. This provides a 3.75m wide access to use by pedestrian and cyclists only and follows the main desire line from future residents towards the centre of Tenterden to the southwest.

- 7.3.3 A new zebra crossing of Appledore Road between the two accesses is proposed as part of the suite of traffic calming measures, to enhance safe crossing for pedestrians to and from the site, and a net benefit to existing residents.
- 7.3.4 At Woodchurch Road a new pedestrian and cycle access is provided, alongside an uncontrolled crossing with dropped kerbs and tactile paving across Woodchurch Road tying in with the existing footpath along the northern side of Woodchurch Road. New bus stops are also provided in this location, at the request of KCC Highways.
- 7.3.5 All of these accesses, including the bus stops at Woodchurch Road, and the traffic calming on Appledore Road, have been assessed by independent Stage 1 Road Safety audits in terms of their ability to ensure safe passage for all road users. As a result, they have been agreed as fit for purpose and suitable for construction within the extent of the adopted highway by KCC Highways.
- 7.3.6 Therefore, the proposals ensure safe connectivity with the wider pedestrian and cycle infrastructure, towards the main destinations of demand, and are therefore in accordance with ABC Local Plan Policies TRA5 and TRA6.

#### **Public Transport Infrastructure**

- 7.3.7 Circa 80% of the site is located within 400m of an existing bus stop on either Woodchurch Road, Appledore Road, or Shrubcote. 100% of the residential element of the development is within 600m of one of these bus stops. Notwithstanding there being a level of ambiguity regarding the national application of a 400m distance to bus stops<sup>3</sup>, and that such a small area of the site is beyond 400m (but still within 500m-600m of an existing bus stop), the proposal provides two additional bus stops, at the request of KCC Highways, in the vicinity of the Woodchurch Road access.
- 7.3.8 These stops will consist of a pole and flag (with no shelter) in common with other bus stops and the character of the existing streets, including along Appledore Road, Oaks Road, Ashford Road (A28) and the High Street.

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<sup>3</sup> The CIHT walking guidance identifies a desirable 400m walking distance to a bus stop but is also clear that such distances should not be slavishly adhered to and the quality of service has a significant bearing on the likelihood of using buses. This has been recognised in several appeal decisions.

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- 7.3.9 These supplement the existing provision in the area. The nearest existing bus stop on Woodchurch Road is located within a short walk from the site - circa 250m from the proposed site access adjacent to No. 13 Appledore Road, as well as some 300m from the proposed shared pedestrian/cycle access on Woodchurch Road. This is served by bus routes 2A (with a two-hourly service to Ashford), AS2, 965, and HS2 which provide routes to two schools (The Norton Knatchbull School and the Homewood School). Other services can be accessed from Appledore Road, just 150m from the site access adjacent to No. 13 Appledore Road, provided by bus routes 293 and 297. Note that the Tenterden Hopper currently operates westbound on Woodchurch Road, but due to a lack of bus stop provision, does not stop here. The provision of new bus stops will enable the service to stop in the vicinity of the site, to the benefit of existing and new residents.
- 7.3.10 The same site access is also located 800m from the bus stops on Ashford Road (south of the junction with Beacon Oak Road), with the centre of the Site being located circa 1km from that bus stop. These distances are not unduly onerous and services from these stops are likely to also be attractive to some new residents.
- 7.3.11 Furthermore, the bus stops on Tenterden High Street are located approximately 1km from the proposed site access on Appledore Road approximately a 12-minute walk. Bus stop 'The Vine' along the High Street provides services for bus routes 2, 2A, 12, 27X, 292, 293, 294, 295, 297, 299, 312, 512, AS1, AS3, and the Tenterden Hopper.
- 7.3.12 There are frequent local buses, including an hourly service towards the centre of Tenterden, as well as the main centres of employment, retail, and leisure in Ashford. The additional bus stops on Woodchurch Road will equally benefit new and existing residents of the area.
- 7.3.13 Data from the 2011 Census shows that the main employment destinations that existing residents in the local area access by bus/coach are Tenterden (30%); Ashford (28%); and Tunbridge Wells (20%), demonstrating that the existing bus services offer an attractive modal choice for the existing populations.
- 7.3.14 Therefore, the scheme's current access to public transport facilities, and its enhancement to provision via the delivery of two new bus stops, ensures full compliance with ABC Local Plan policy TRA4.

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### Distances and Available Facilities

- 7.3.15 The supporting text to ABC Local Plan Policy HOU5 states (at paragraph 6.58) that ***“Although some reliance on the private car is inevitable in rural locations, the availability of good public transport links, cycling and walking routes can help to reduce that reliance and enable better accessibility to services that may only be available in higher-order rural settlements or Ashford itself”***. It is therefore clear that there is support for access to higher order rural settlements (of which Tenterden is the principal example in the borough), and being on the edge of this settlement, easily accessible by walking and cycling and without reliance on the need for public transport, is a key policy aim, and will assist in reducing the need to travel by private car.
- 7.3.16 It continues (also at paragraph 6.58) ***“Basic day to day services such as a grocery shop, public house, play / community facilities and a primary school should be within a generally accepted easy walking distance of 800 metres in order to be considered sustainable, although the specific local context may mean a higher or lower distance would be a more appropriate guide.”***
- 7.3.17 It is clear that access to services and facilities by sustainable modes is crucial, and that access to higher order rural settlements such as Tenterden (which is the second largest settlement in the borough) by public transport, walking and cycling is important. It acknowledges that an 800m distance to such facilities is a guide, due to local circumstances.
- 7.3.18 The actual purpose of the journey as well as distance will clearly influence mode choice to some degree, with a weekly food shop likely to either be delivered, or collected via a private car or taxi irrespective of distance from such a facility. Small top-up shopping trips can be expected to be undertaken by walking or cycling over reasonable distances. In addition, I have confirmed that all of the major supermarket chains (Asda, Morrisons, Sainsbury’s, Tesco, and Waitrose) deliver groceries to this area of Tenterden, and therefore the need to drive to a supermarket for a “large” shop is further reduced.
- 7.3.19 Section 3 of my evidence provides full detail of the vast array of services and facilities available within Tenterden, all within a reasonable walking distance from the site. Having considered the range available, I am not aware of single regular trip purpose that cannot be accounted for, with a full range of convenience and comparison retail, cafes, restaurants, public houses, primary schools, secondary schools, community facilities, and leisure facilities all available within a

reasonable walking distance of the site along high quality and safe route (with the site itself also provide extensive new leisure opportunities). Only occasional, larger retail trips need be catered for by trips towards Ashford, which can be accessed by direct bus service should occupiers choose to do so.

**7.3.20** Taking measurements from the site access to Appledore Road, to the closest part of the town centre, my Figure NSM1 demonstrates this to be circa 650m. Whilst distances will clearly increase as one enters the site, and for destinations at the opposite end of the town, the route taken is an important factor. Again, as shown in Figure NSM1, the route from the site to the town centre is ideally laid out to promote journeys on foot. Pedestrians will be able to cross Appledore Road utilising either the new zebra crossing or the existing uncontrolled formal crossing just east of East Hill. From here, pedestrians can walk along the southern side of East Hill, which provides full pedestrian priority with no accesses or side roads to cross. When the route joins Oaks Road, again the pedestrian journey is of a high quality, with only two lightly trafficked cul-de-sac side roads of Hales Close and Enfield to cross and the private access to Hales Place. Once in the town centre, controlled pedestrian crossing facilities of both Recreation Ground Road and High Street are provided.

**7.3.21** I therefore consider that the local context for an acceptance that the 800m walking distance can be a greater distance (as quoted in Policy HOU5) is met in this location due to the high quality route and the huge range of facilities available. I am sure that future occupiers will determine the walking route be attractive and safe for everyday use.

**7.3.22** The site is therefore extremely well located to a range of everyday services and facilities within walking distance, therefore reducing the need to travel by car. This is agreed by ABC's planning officer, in the following paragraphs of the Committee Report:

***"The applicant's case is that (a) the current scale of existing services provision in Tenterden would be suitable to meet the needs arising from the proposal in combination with other development and (b) the development would generate additional infrastructure requirements which could be dealt with through section 106 planning obligation contributions as requested by consultees such as for primary education, community learning, youth services, libraries, social care, allotments and additional capacity in general practice health premises. I do not dispute that suggestion and so I have no objection to the proposal in terms of the ability to meet criterion HOU5 (a)".***  
(paragraph 61)

*“The applicant’s covering statements outline distances from services and facilities such as retail, community and leisure, education, health, employment and transport. The retail high street is around 600m away from the proposed development at its nearest point and the other facilities within the town are located within 800m or 1 km of the site and further as the high street continues westwards. While these distances will vary and will be slightly longer for those proposed dwellings that would be located further into the site interior from Appledore Road, in view of the extent of service provision in Tenterden, I consider that for the purposes of this strand of Policy HOU5 the site would be within easy walking distance of basic day to day services and would have access to sustainable transport to access a range of services. Therefore, I consider the proposal would satisfy criterion (b) of Policy HOU5.” (paragraph 63)*

7.3.23 It is therefore clear that ABC also agrees that appropriate opportunities to promote sustainable transport modes can be taken up, given the type of development and its location, in accordance with the NPPF and policy HOU 5 of the ABC Local Plan and the concerns of the third parties about the ability for future occupiers to access facilities are unfounded. Whilst some residents may choose to drive by car, such use is not essential and there are significant opportunities to travel by active modes or public transport.

## 7.4 Accesses

### Location and Form

7.4.1 The proposal is supported by a new all modes access to Appledore Road at its eastern end, and two further pedestrian and cycle only accesses; one to the western end of Appledore Road (which also serves as a secondary emergency access), and one to Woodchurch Road (with access to new bus stops).

7.4.2 All accesses have been considered by an independent Stage 1 RSA and confirmed by KCC Highways as safe and suitable for use.

7.4.3 The vehicular access has been modelled as part of the assessment supporting the application, and demonstrated to enable a safe and efficient access to be provided, in accordance with the requirements of paragraph 110 of the NPPF.

7.4.4 This is agreed by the ABC officer, who states, at paragraph 97 of the Committee Report: ***“The proposals would involve a new western pedestrian/cycleway access to the Appledore Road that would run between the curtilages of existing dwellings and involve pedestrian/cyclist movements into and from the development. There would also be a new footpath/cycleway to the Woodchurch Road between existing residential dwellings. Neither of these I consider***

---

***would be objectionable in terms of their impacts on residential amenity. The new eastern vehicular access would involve a far greater vehicular use than at present as this serves the sports use that takes place here but would not result in any adverse amenity loss to neighbouring dwellings and neither would the use of the playing fields, country park and pavilion give rise to any such harm.”***

- 7.4.5 As set out in the review of the PIA data in Section 3, over a distance of in excess of 850m along Appledore Road, there were only two recorded PIAs across more than 5.5 years of data, associated with a turning manoeuvre along Appledore Road. These were also a result of driver error (failure to look or judge speed) as opposed to any deficit in road layout. Therefore, the form and layout of the access meets all necessary standards, including visibility splays, as well as the proposal delivering a reduction in vehicle speeds through physical measure and a Traffic Regulation Order on Appledore Road. Therefore, the access will ensure a continued safe and efficient operation of the local highway network, a point agreed with KCC Highways, following scrutiny, and utilising much higher vehicular trip rates than are considered to occur in reality. The concerns of the third parties in relation to highway safety of the access and traffic calming on Appledore Road are therefore without basis.

### **Alternatives**

- 7.4.6 Mr Hammond has suggested that a new vehicular access to Woodchurch Road should be provided. Notwithstanding that the applicant does not control sufficient frontage to Woodchurch Road (within the built form area) to secure such an access, as demonstrated by the highway modelling, and agreed with KCC Highways, a single point of vehicular access is sufficient to safely accommodate the Appeal scheme. The western access to Appledore Road also forms a secondary emergency access to the site should the main access be blocked for any reason. Such an access as requested would therefore likely not fulfil a journey purpose.

## Section 8 Summary and Conclusions

8.1.1 I summarise my evidence as follows:

- There are no transport or highways objections to the proposal from the Local Highway Authority, Kent County Council who have, in my professional opinion, considered the scheme in more detail than is common for a site of this scale, and therefore have not come to their conclusion lightly.
- The findings of the TA and other supporting submission documents are agreed with KCC.
- All transport matters are agreed with the LHA which has raised no objection to the application. Further, the Officer's Committee Report raised no highways objections and recommended conditional approval subject to a S106 legal agreement.
- The Appeal site is well located to encourage future residents to take up the local frequent public transport facilities, which will be further enhanced by way of additional bus infrastructure.
- The Appeal site is located in a highly sustainable location to provide genuine and realistic opportunities to travel by modes of transport other than the private car to a wide range of retail, education, employment, leisure, and health purposes in accordance with national and local planning policy.
- All site accesses and off-site highway improvements necessary to mitigate the impact of the development have been agreed with the LHA as safe and suitable for the proposed type and quantum of land uses.
- The Appeal site will materially benefit the already good quality pedestrian network in the area, by introducing new pedestrian crossing facilities on Woodchurch Road and Appledore Road.
- A series of traffic calming measures are to be introduced on Appledore Road to support a reduction in the posted speed limit to 30mph, further enhancing highway safety for existing and future road users (pedestrians, cyclists, and motor vehicle drivers and passengers). These measures have been agreed as acceptable by both KCC Highways and the Kent Policy Constabulary.

- The Appeal site improves the condition of footpath AB12 and its onward links, to which all links to the claimed footpath AB70 connect, and therefore any concerns that the Appeal site would not promote journeys on foot are unfounded.
- The potential routing of AB70 through the proposed country park's car park is not unusual, with the low speed environment and drivers anticipating recreation walkers being no different to a scenario common to such facilities elsewhere in Tenterden and the County.
- The local highway network will be able to satisfactorily accommodate the daily flow increases that will be generated by the development proposal, background growth, and other potential developments in the area with appropriately agreed mitigation measures where necessary, which have been agreed between the Appellant and the LHA.
- The Appeal site fully accords with the relevant tests in the NPPF (paragraph 110), and the ABC Local Plan policies TRA 3-8 and HOU 5 (b-d).

8.1.2 I therefore conclude that in the absence of any robust technical evidence to the contrary, there are no sound transport or highway reasons to preclude the development from proceeding in accordance with NPPF paragraph 111. Indeed, there are wider benefits, which weigh in favour of the grant of consent.

FIGURE



DISTANCE FROM WESTERN SITE  
ACCESS TO EDGE OF TOWN CENTRE  
AREA CIRCA 650M/ 9 MINUTE WALK

- KEY**
- SITE BOUNDARY
  - TOWN CENTRE AREA
  - BUS STOP
  - WALKING ROUTE FROM SITE TO TOWN CENTRE
  - PUBLIC ROAD CROSSING
  - PRIVATE DRIVE CROSSING
  - PROPOSED ZEBRA CROSSING
  - ➔ PROPOSED SITE ACCESS

**i-Transport**

85 Gresham Street, London  
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Tel: 020 3705 9215  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
**APPLEDORE ROAD, TENTERDEN  
WALKING ROUTE TO TOWN  
CENTRE**

FILE REF:  
**ITL9289**

REV:  
-

Images taken from latest Google Street View dated April and July 2021



FIGURE No:  
**FIGURE NSM1**

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# APPENDIX A Summary of Experience of Neil Marshall (CMILT MIHT)

I have been / am involved in the following relevant projects (inter alia)

## Public Inquiries

- Vale Avenue, Borehamwood – Proof of Evidence written and exchanged in relation to an application for deregistration and exchange of Common Land in Borehamwood. Will appear as an expert witness between January and March 2022 in relation to accessibility to the land.
- Land at Sweechbridge Road, Hillborough, Kent – appeared as highways witness at the SoS recovered appeal for 900 new homes on greenfield land in Herne Bay. SoS agreed with all matters of the case, and appeal was allowed in November 2021.
- Catford Timber Yard, Lewisham – appeared as highways witness on a mixed use scheme of 42 flats and commercial space in the centre of Catford. Appeal allowed.
- Land at Cockaynes Lane, Alresford, Essex – appeared as highways witness on behalf of appellant on a 145 dwellings scheme on greenfield land in Essex. Appeal allowed.
- Land at Sewardstone, Epping Forest, Essex – appeared as highways witness on behalf of the appellant on a 45 unit and community centre scheme on greenfield land. Appeal dismissed, but highways not a reason.
- Land at Bentfield Green, Stanstead Mountfitchet, Essex – appeared as highways witness on behalf of appellant on a 160 unit scheme on greenfield land. Inspector agreed with the transport and highways case, but appeal dismissed on conservation area matters.
- Equity Point Hotel, Westminster – appeared as a highways witness on behalf of the appellant on an enforcement appeal related to whether the premises operated as a hotel or a hostel.

## **APPENDIX B** Tenterden Local Facilities

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
Community and Leisure	Recreation Ground Road	Tenterden Recreation Ground with children's play area	750	10 mins	4 mins
	Ashford Road	Trinity Baptist Church	750	10 mins	4 mins
	Ashford Road	St Andrew's Catholic Church	800	10 mins	4 mins
	Recreation Ground Road	Tenterden Leisure Centre (Gym, 25m lane swimming pool, fun pool area with waves, shallow beach area, workout classes, 4 badminton courts, 5-a-side pitch, sports hall and creche)	1000	13 mins	5 mins
	Ashford Road	The Sinden Theatre (Auditorium with seating capacity of 231, 12m x 8.5m stage, with 4m wide lowering projection screen)	850	11 mins	4 mins
	Church Road	Saint Mildred's Church	1000	13 mins	5 mins
	Rogersmead	Tenterden Town Station	1300	17 mins	6 mins
	Station Road	Tenterden Museum	1200	15 mins	5 mins
	Manor Row	Tenterden Library	1100	14 mins	5 mins
	High Street	Tenterden Town Hall	900	12 mins	4 mins
	Church Road	Tenterden Social Hub	1000	13 mins	5 mins
	High Street	Place of Worship	1100	14 mins	5 mins
	Highbury Lane	Highbury Hall	1100	14 mins	5 mins
Retail	Shrubcote	Shrubcote Stores including (Breakfast, off license, local convenience store)	350	5 mins	2 mins
	High Street	Tenterden Town Retail Area (edge of)	650	9 mins	3 mins
	Sayers Lane	Waitrose & Partners Supermarket including bakery, deli counter (fresh meat, cheese and fish), self service and click and collect	900	12 mins	4 mins
	High Street	Tenterden Post Office	1100	14 mins	5 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	Smallhythe Road	Tesco Superstore Supermarket including scan as you shop, self service, Tesco Mobile unit, tobacco and lottery counter. Timpson outside (dry cleaning, shoe repairs, phone repairs, watch repairs, key cutting, engraving, photo ID)	1200	15 mins	5 mins
	East Well	Boots	750	10 mins	4 mins
	High Street	M&Co	750	10 mins	4 mins
	High Street	WHSmith	800	10 mins	4 mins
	High Street	Holland and Barrett	800	10 mins	4 mins
	High Street	Santander Bank	900	12 mins	4 mins
	High Street	Nationwide Building Society	900	12 mins	4 mins
	Sayers Lane	Waterstones	950	12 mins	4 mins
	High Street	Vision Express	1000	13 mins	5 mins
	East Cross	This Ancient Boro Alehouse and Tapas Bar	700	9 mins	3 mins
	High Street	Caffé Nero	750	10 mins	4 mins
	High Street	White Lion Pub and hotel	900	12 mins	4 mins
	High Street	The Lemon Tree restaurant	900	12 mins	4 mins
	High Street	Hoof & Hook restaurant	1000	13 mins	5 mins
	The Fairings	Permanent Damp Solutions	600	8 mins	3 mins
	The Fairings	Knight Hair & Beauty	600	8 mins	3 mins
	The Fairings	Advantec Computing	600	8 mins	3 mins
	The Fairings	AJ barbers	600	8 mins	3 mins
	The Fairings	Mobile Inc	600	8 mins	3 mins
	The Fairings	Elwick Dry Cleaners	600	8 mibs	3 mins
	The Fairings	Electric Palace Records	600	8 mins	3 mins
	East Cross	Beau Boutique	700	9 mins	3mins
	East Cross	The Bathroom Shop	700	9 mins	3 mins
	East Cross	Potters Home Digital	700	9 mins	3mins
	East Cross	Amy's Pantry Café	700	9 mins	3 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	East Cross	Country Clothes Menswear	700	9 mins	3 mins
	East Cross	Bridal Boutique	750	10 mins	4 mins
	High Street	Phase Eight	750	10 mins	4 mins
	High Street	Tackle & Gun	750	10 mins	4 mins
	High Street	Master Cutters	750	10 mins	4 mins
	High Street	Savannah Café	800	10 mins	4 mins
	High Street	Woofaloo Pet Zone	800	10 mins	4mins
	High Street	Temporary Art Gallery	800	10 mins	4 mins
	High Street	Fat Face	800	10 mins	4 mins
	High Street	Farm Butcher	800	10 mins	4 mins
	High Street	Oxfam	800	10 mins	4 mins
	High Street	The Original Factory Shop	800	10 mins	4 mins
	High Street	Costa	800	10 mins	4 mins
	High Street	Kagu Home	800	10 mins	4 mins
	High Street	Cancer Research Charity Shop	800	10 mins	4 mins
	High Street	Mini Velvet	850	11 mins	4 mins
	High Street	Space NK	850	11 mins	4 mins
	High Street	Bond Street (handbag shop)	850	11 mins	4 mins
	High Street	Rising Star Gifts	850	12 mins	4 mins
	High Street	Whitehead Monckton	900	12 mins	4 mins
	High Street	Majestic Wine	900	12 mins	4 mins
	High Street	The Snug (interior design)	900	12 mins	4 mins
	High Street	Tenterden Grill	900	12 mins	4 mins
	Sayers Lane	Nutmeg Deli	950	12 mins	4 mins
	Sayers Lane	Moretto's (Italian BBQ)	950	12 mins	4 mins
	Sayers Lane	Woodcocks Home Furniture	950	12 mins	4 mins
	Sayers Lane	Between the lines Cards	950	12 mins	4 mins
	Sayers Lane	Mr Bean Coffee House	950	12 mins	4 mins
	Sayers Lane	N.9 Hair Salon	950	12 mins	4 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	Sayers Lane	Love Figis Boutique (Ladies' Clothes Shop)	950	12 mins	4 mins
	Sayers Lane	Tenterden Tailoring	950	12 mins	4 mins
	High Street	Demelza Charity Shop	900	12 mins	4 mins
	High Street	Crew Clothing	900	12 mins	4 mins
	High Street	Blossom	900	12 mins	4 mins
	High Street	Judges Bakery	900	12 mins	4 mins
	High Street	Santander Bank	900	12 mins	4 mins
	High Street	Nationwide Bank	900	12 mins	4 mins
	High Street	Mostyn Mackenzie	900	12 mins	4 mins
	High Street	The Cranbrook Baker & Delicatessen	900	12 mins	4 mins
	High Street	Beer Bottle Shop	900	12 mins	4 mins
	High Street	Bill Skinner (Jewellery Store)	900	12 mins	4 mins
	High Street	Webbs of Tenterden (Kitchen Supply Shop)	950	12 mins	4 mins
	High Street	Waterstones	950	12 mins	4 mins
	High Street	Hospice in the Weald Charity Shop	950	12 mins	4 mins
	High Street	Barclays Bank	950	12 mins	4 mins
	High Street	Pilgrims Charity Shop	950	12 mins	4 mins
	High Street	Webbs Ironmongers	950	12 mins	4 mins
	High Street	William-Charles hair	1000	13 mins	5 mins
	High Street	Prezzo	1000	13 mins	5 mins
	High Street	Nail Expert	1000	13 mins	5 mins
	High Street	Natwest	1000	13 mins	5 mins
	High Street	White Stuff	1000	13 mins	5 mins
	High Street	Barry Jones Florist	1000	13 mins	5 mins
	High Street	French Deli	1000	13 mins	5 mins
	High Street	Central Garage	1000	13 mins	5 mins
	High Street	Elizabeth Rose (Ladies' Clothes Shop)	1000	13 mins	5 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	High Street	Tenterden Antiques	1000	13 mins	5 mins
	High Street	Sue Ryder Charity Shop	1000	13 mins	5 mins
	High Street	WUD Tenterden (Men's Clothes Shop)	1000	13 mins	5 mins
	High Street	Antiques	1000	13 mins	5 mins
	High Street	Keith Frances Hair	1100	14 mins	5 mins
	High Street	Vine Inn	1100	14 mins	5 mins
	High Street	Montalbano Restaurant	1100	14 mins	5 mins
	Station Road	Tenterden Fish & Chips	1100	14 mins	5 mins
	Highbury Lane	Bottega Montalbano Gelato	1100	14 mins	5 mins
	High Street	Ladbrokes	1100	14 mins	5 mins
	High Street	Dyson Brown Hair	1100	14 mins	5 mins
	High Street	Bourbon Rose Int Décor	1100	14 mins	5 mins
	High Street	White's Jeweller	1100	14 mins	5 mins
	High Street	Honeybeez Café	1100	14 mins	5 mins
	Manor Row	Manor Row Interior Decorators	1100	14 mins	5 mins
	Coombe Lane	Susans Linen Haber	1100	14 mins	5 mins
	Coombe Lane	Indulgence Coffee Shop	1100	14 mins	5 mins
	Coombe Lane	Spoonful of Sugar - Play & Party Lounge	1100	14 mins	5 mins
	Coombe Lane	V V Worthy Gift Shop	1100	14 mins	5 mins
	High Street	Green Room Hairdressing	1200	15 mins	5 mins
	Manor Row	Banjara Restaurant	1200	15 mins	5 mins
	High Street	Ace Performance Golf Clubs	1200	15 mins	5 mins
	High Street	MK Beauty Salon	1200	15 mins	5 mins
	High Street	Peggotty's Café	1200	15 mins	5 mins
	High Street	Ozgur Restaurant	1200	15 mins	5 mins
	High Street	Eaton and Jones Jeweller	1200	15 mins	5 mins
	High Street	The Silvermine	1200	15 mins	5 mins
	High Street	Chocolate Shop	1200	15 mins	5 mins
	Weavers Yard	Flowercraft Workshop	1200	15 mins	5 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	High Street	Avalon Flooring	1300	17 mins	6 mins
	High Street	Mazi's Barber Shop	1300	17 mins	6 mins
	West Cross	Badsha Indian Cuisine	1400	18 mins	6 mins
	West Cross	Tenterden Oak & Pine Furniture Shop	1400	18 mins	6 mins
	West Cross	William Caxton Pub	1400	18 mins	6 mins
Education	Recreation Ground Road	Tenterden C of E Junior School	900	12 mins	4 mins
	Recreation Ground Road	Tenterden Infant School	1000	13 mins	5 mins
	Ashford Road	Homewood School and Sixth Form Centre	800	10 mins	4 mins
Health	Recreation Ground Road	Ivy Court Surgery	850	11 mins	4 mins
	East Well	Boots Pharmacy	750	10 mins	4 mins
	High Street	Easysmile Dental Care	750	10 mins	4 mins
	High Street	Tenterden Opticians	750	10 mins	4 mins
	High Street	Wilson, Wilson & Hancock Opticians	800	10 mins	4 mins
	High Street	Paydens Pharmacy	1000	13 mins	5 mins
	Weavers Yard	Wellbeing Centre	1200	15 mins	5 mins
	High Street	Wide Eye Skin Care	1200	15 mins	5 mins
	High Street	The Dental Centre	1300	17 mins	6 mins
Employment	High Street	Tenterden Town Centre (centre of High Street)	850	11 mins	4 mins
	High Street	Gravity Office - Lakehurst House	1100	14 mins	5 mins
Other	The Fairings	Hobbs Parker Estate Agent	600	8 mins	3 mins
	East Cross	Philberts Estate Agent	650	9 mins	3 mins
	East Cross	Warner Gray Estate Agent	700	9 mins	3 mins
	East Cross	Baldwins Travel	700	9 mins	3mins
	High Street	Jago and Jago Estate Agents	800	10 mins	4 mins
	High Street	Whitehead Monckton	900	12 mins	4 mins

Purpose	Street	Destination	Distance (metres)	Approximate Journey Time (mins)	
				Walking	Cycling
	High Street	Ward Estate Agents	1000	13 mins	5 mins
	High Street	Gibbons Mannington & Phipps Accountant	1100	14 mins	5 mins
	High Street	Rush Witt & Wilson Estate Agent	1100	14 mins	5 mins
	High Street	Hunters Estate Agent	1200	15 mins	5 mins

Note: All correct at time of site visit on 2<sup>nd</sup> December 2021.

## **APPENDIX C** Correspondence with KCC

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**From:** Matt.Hogben@kent.gov.uk  
**Sent:** 22 November 2021 13:08  
**To:** Neil Marshall  
**Cc:** Ben Chadwick; kate.beswick@kent.gov.uk  
**Subject:** RE: Appledore Road, Tenterden - Appeal

Dear Neil,

Thank you for the email. I currently see no reason why KCC Highways and Transportation would wish to enter into a Statement of Common Ground given the fact that KCC Highways and Transportation has not objected to the planning application and we do not enter into Statement of Common Grounds where we do not object to planning applications. The reason for refusal below is Public Right of Way related and so you should discuss this matter directly with my colleague Kate Beswick in the PROW Team as she advises on PROW issues and not myself. She is probably better placed to enter into a Statement of Common Ground.

KCC Highways and Transportation would not attend an inquiry even if highway matters are raised by independent parties as our recommendation on the application to Ashford Borough Council is quite clear and we have no statutory duties to attend public inquiries where we are not objecting to planning applications.

Regards

**Matthew Hogben** | Principal Transport and Development Planner | Ashford / Folkestone and Hythe | 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](http://www.kent.gov.uk)

---

**From:** Neil Marshall <neil.marshall@i-transport.co.uk>  
**Sent:** 19 November 2021 13:08  
**To:** Matt Hogben - GT HTW <Matt.Hogben@kent.gov.uk>  
**Cc:** Ben Chadwick <ben.chadwick@i-transport.co.uk>  
**Subject:** RE: Appledore Road, Tenterden - Appeal

Hi Matt,

I was hoping to discuss on the phone, but after 10 mins on the switchboard number I've decided to revert back to email.

Our planning consultant spoke to our Counsel on this matter late yesterday. The advice is that as the SoCG would be to assist the Inspector, then it would be incredibly useful to have an agreed position between us.

One of the 8 Reasons for Refusal does touch on transport matters, stating "The proposals are therefore contrary to policies SP1 and TRA5 of the adopted Ashford Local Plan 2030 and National Planning Policy Framework advice. The proposal fails to consider or acceptably incorporate the AB70 footpath within the scheme. It therefore does not demonstrate how safe and accessible pedestrian access and movement routes will be delivered and connect to the wider movement network and proactively, connect with and enhance public rights of way whenever possible, encouraging journeys by foot."

We will therefore be presenting evidence on this point. We are also anticipating a number of Rule 6 parties on this one, a large number of which are likely to push a traffic congestion matter (Tenterden town council have been making this point previously).

The Inspector has an engineering background, and may focus more than others on highways matters.

Appreciate that workloads are high and resources are stretched, but if we could agree a SoCG it would be beneficial, and should ensure there is no risk of you / KCC being called to the Inquiry should Rule 6 parties raise matters.

I would do all the drafting, which would really just be a repeat of the TA, and therefore would seek to minimise inputs/time from yourself to the bare minimum.

Can you let me know if this information changes your position?

Please call if you wish to discuss.

Kind regards,  
Neil



**Neil Marshall**  
Partner  
for i-Transport LLP

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**From:** [Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk) <[Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)>

**Sent:** 18 November 2021 15:11

**To:** Neil Marshall <[neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)>

**Cc:** Ben Chadwick <[ben.chadwick@i-transport.co.uk](mailto:ben.chadwick@i-transport.co.uk)>

**Subject:** RE: Appledore Road, Tenterden - Appeal

Hi Neil,

No its not a change in stance. I think that one might have been because Canterbury had tried to refuse it on highway matters, whereas I'm not aware that Ashford have actually refused this application on highway grounds.

Regards

**Matthew Hogben** | Principal Transport and Development Planner | Ashford / Folkestone and Hythe | 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](http://www.kent.gov.uk)

---

**From:** Neil Marshall <[neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)>

**Sent:** 18 November 2021 14:49

**To:** Matt Hogben - GT HTW <[Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)>

**Cc:** Ben Chadwick <[ben.chadwick@i-transport.co.uk](mailto:ben.chadwick@i-transport.co.uk)>

**Subject:** RE: Appledore Road, Tenterden - Appeal

Thanks Matt,

Is this a change in stance then? I was at Appeal in Canterbury (Herne Bay) earlier this year with no objections from KCC Highways and agreed a SoCG with Colin Finch.

Kind regards,

Neil



**Neil Marshall**  
Partner  
for i-Transport LLP

E: [neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)

W: [www.i-transport.co.uk](http://www.i-transport.co.uk)

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We use the word "partner" to refer to a member of i-Transport LLP or an employee or consultant with equivalent standing and qualifications.

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**From:** [Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk) <[Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)>  
**Sent:** 18 November 2021 14:32  
**To:** Neil Marshall <[neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)>  
**Cc:** Ben Chadwick <[ben.chadwick@i-transport.co.uk](mailto:ben.chadwick@i-transport.co.uk)>  
**Subject:** RE: Appledore Road, Tenterden - Appeal

Hi Neil,

Yes I'm all good thanks and you? Yes I was aware that ABC had refused this scheme.

KCC doesn't get involved in Statement of Common Grounds if we are not objecting to a planning application as we don't want to get drawn into any appeal. I'd suggest you need to speak with ABC therefore with a view to getting a Statement of Common Ground with them.

I'm not aware of any changes in policy at this stage although KCC is consulting on the new Kent Design Guide, see link below:

[Kent Design Guide | Let's talk Kent](#)

Regards

**Matthew Hogben** | Principal Transport and Development Planner | Ashford / Folkestone and Hythe | 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](http://www.kent.gov.uk)

---

**From:** Neil Marshall <[neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)>  
**Sent:** 18 November 2021 14:25  
**To:** Matt Hogben - GT HTW <[Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)>  
**Cc:** Ben Chadwick <[ben.chadwick@i-transport.co.uk](mailto:ben.chadwick@i-transport.co.uk)>  
**Subject:** Appledore Road, Tenterden - Appeal

Hi Matt,

Long time no speak – trust all still good with you?

Not sure if you're aware, but Ashford refused the most recent 145 unit application at this site.

Wates has appealed, and PINS has given a very quick turnaround for an Inquiry – it starts on 8<sup>th</sup> Feb 2022.

I'd like to produce a statement of common ground with KCC Highways, as I believe all matters are agreed between us.

Would it be OK if I send a draft to you in the next couple of weeks?

Are there any new policies/guidance from KCC that I should be aware of whilst I'm drafting?

Kind regards,

Neil



**Neil Marshall**

Partner  
for i-Transport LLP

E: [neil.marshall@i-transport.co.uk](mailto:neil.marshall@i-transport.co.uk)

W: [www.i-transport.co.uk](http://www.i-transport.co.uk)

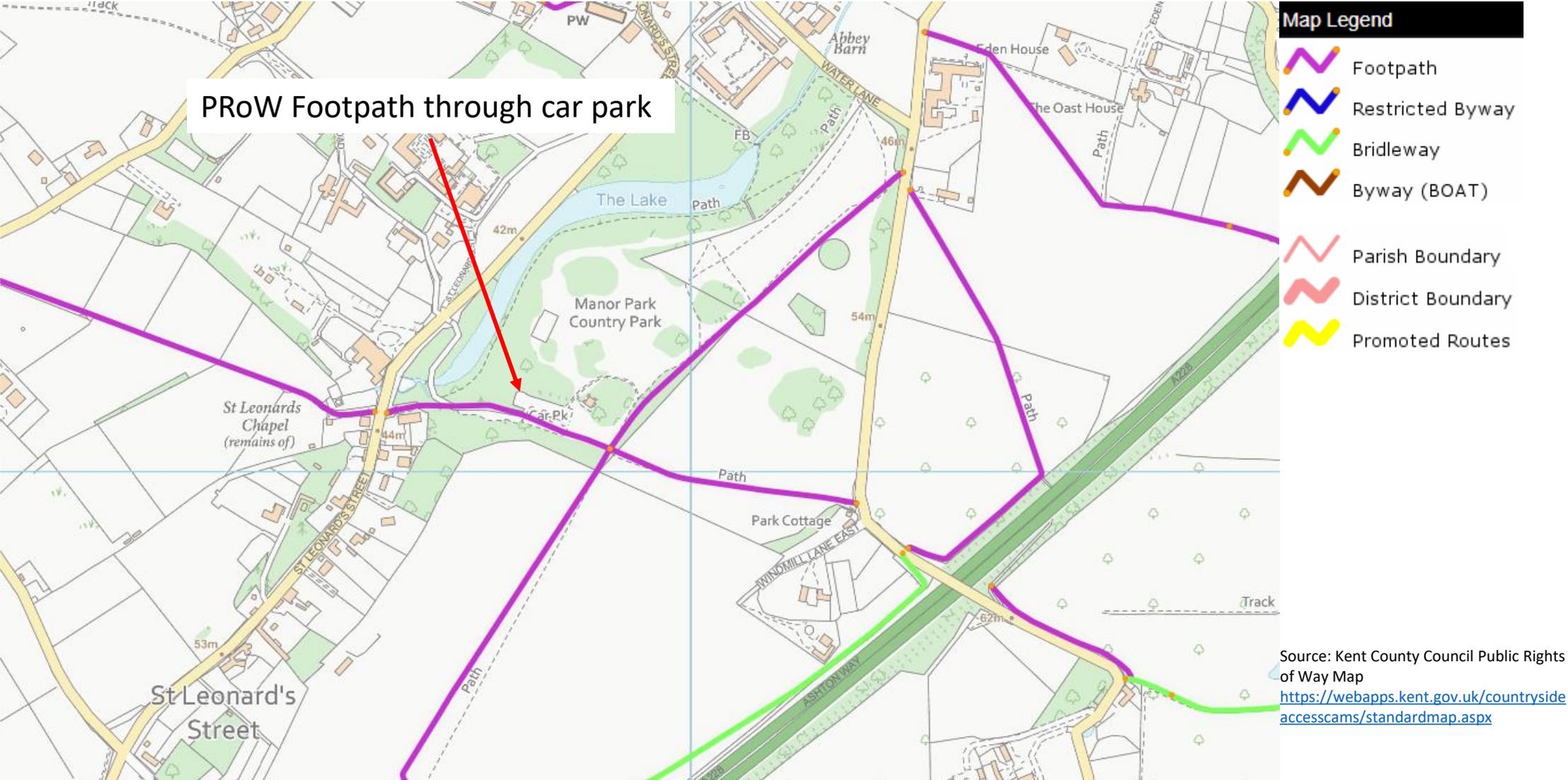
London Office: 85 Gresham Street, London. EC2V 7NQ

T: 020 3705 9215 M: 07557 924064

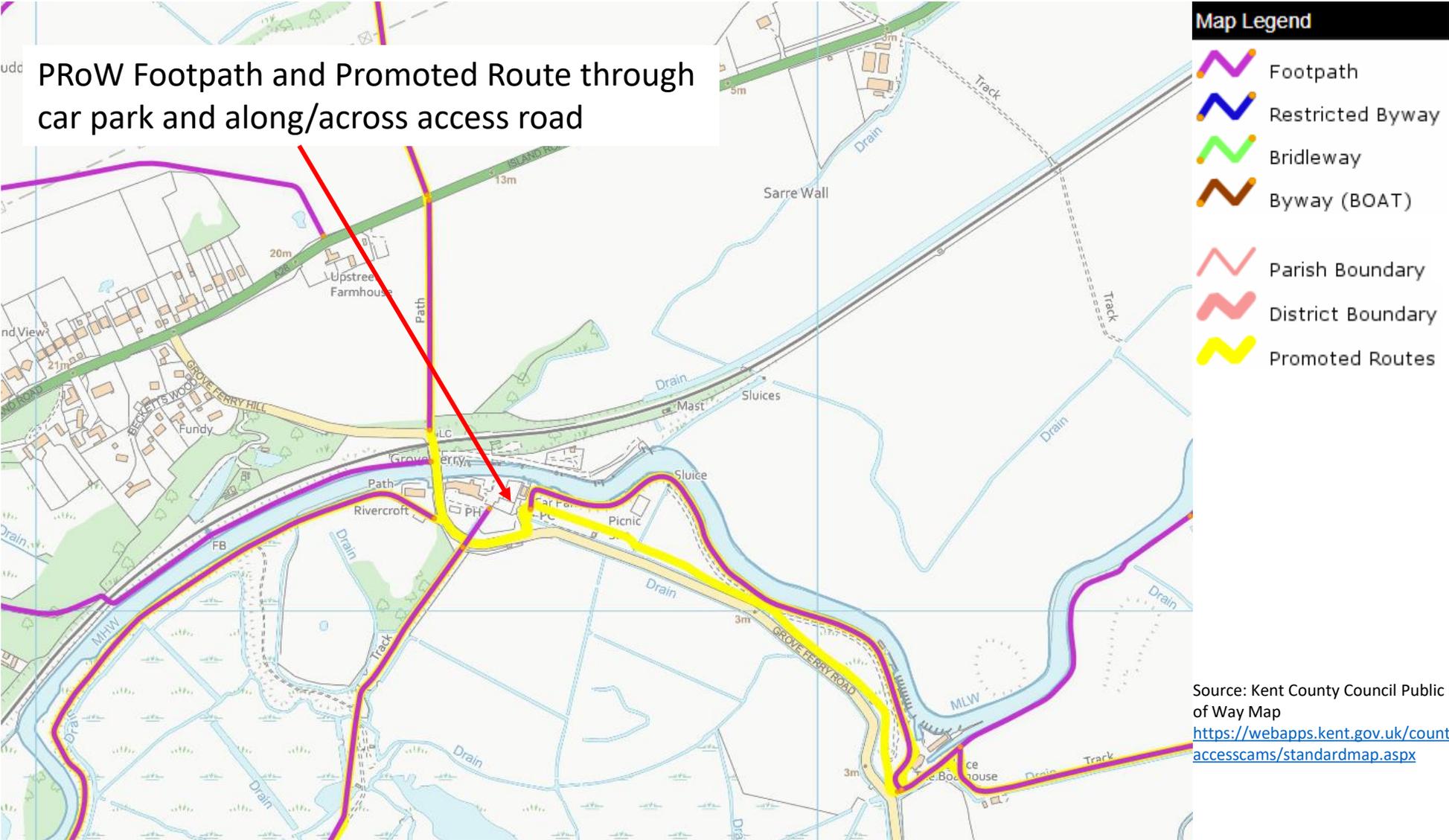


## **APPENDIX D** KCC Country Park Car Parks

# Manor Park Country Park



# Grove Ferry Country Park

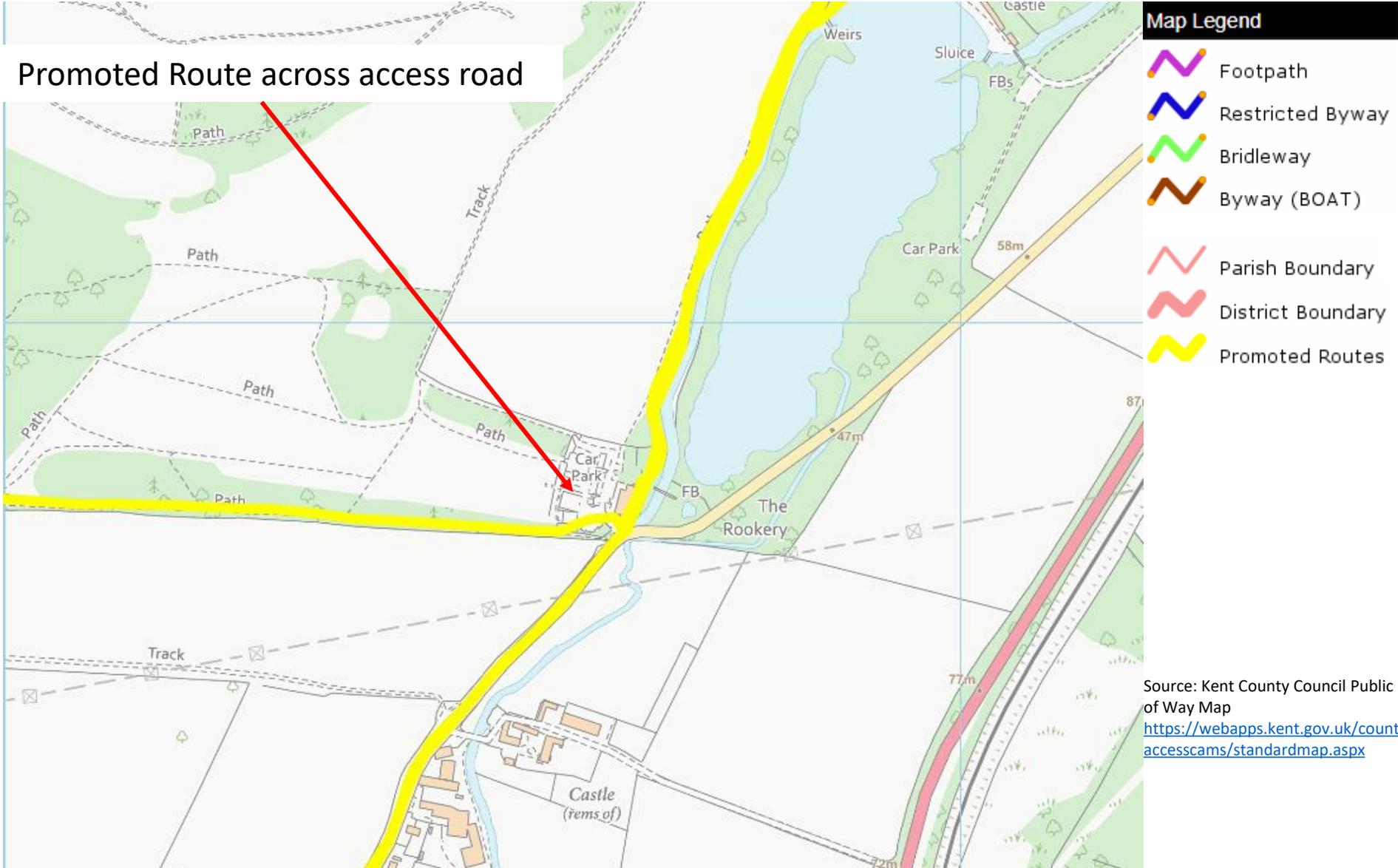


# Pegwell Bay Country Park



Source: Kent County Council Public Rights of Way Map  
<https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx>

# Lullingstone Country Park

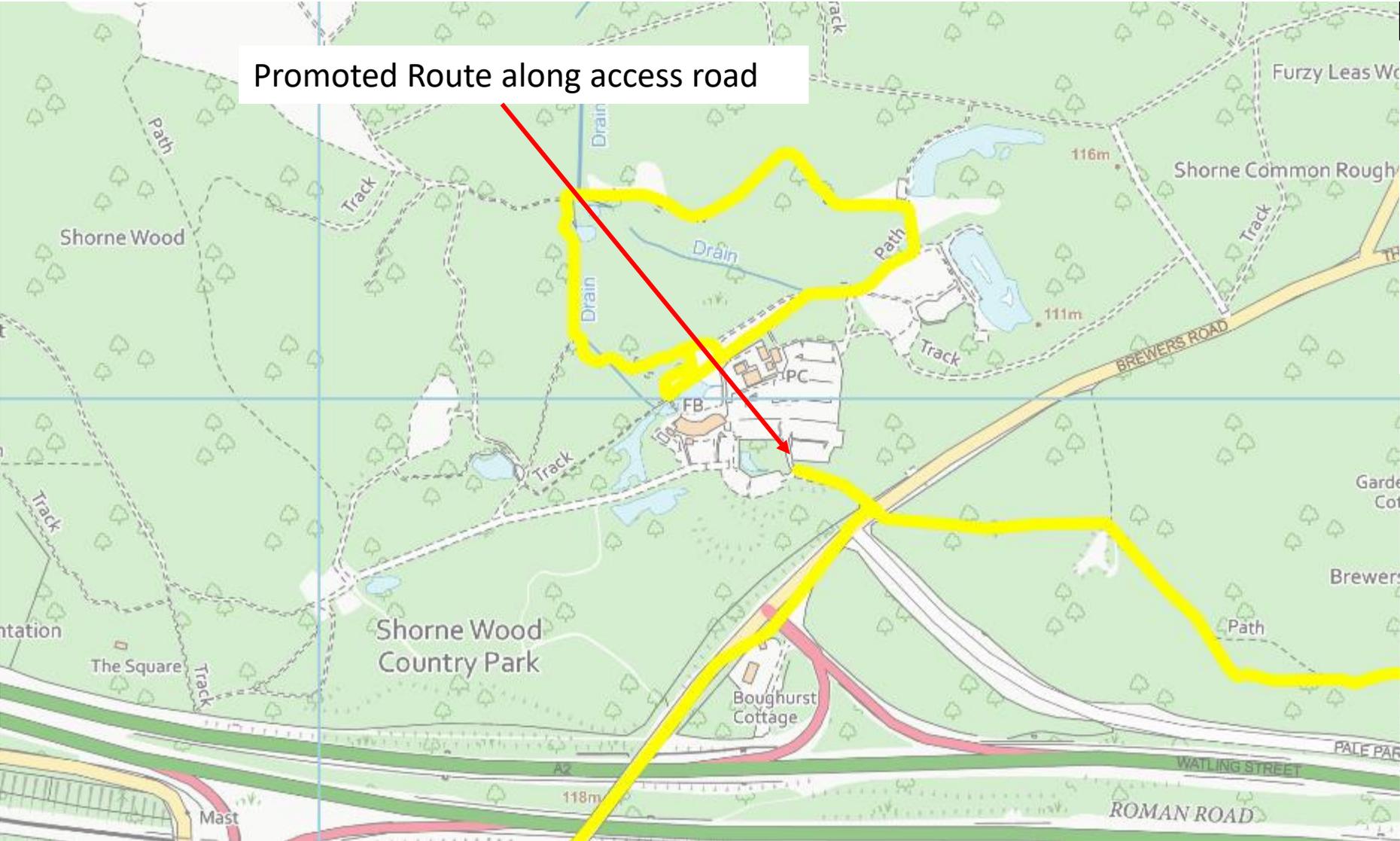


Source: Kent County Council Public Rights of Way Map  
<https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx>

# Brockhill Country Park



# Shorne Wood Country Park



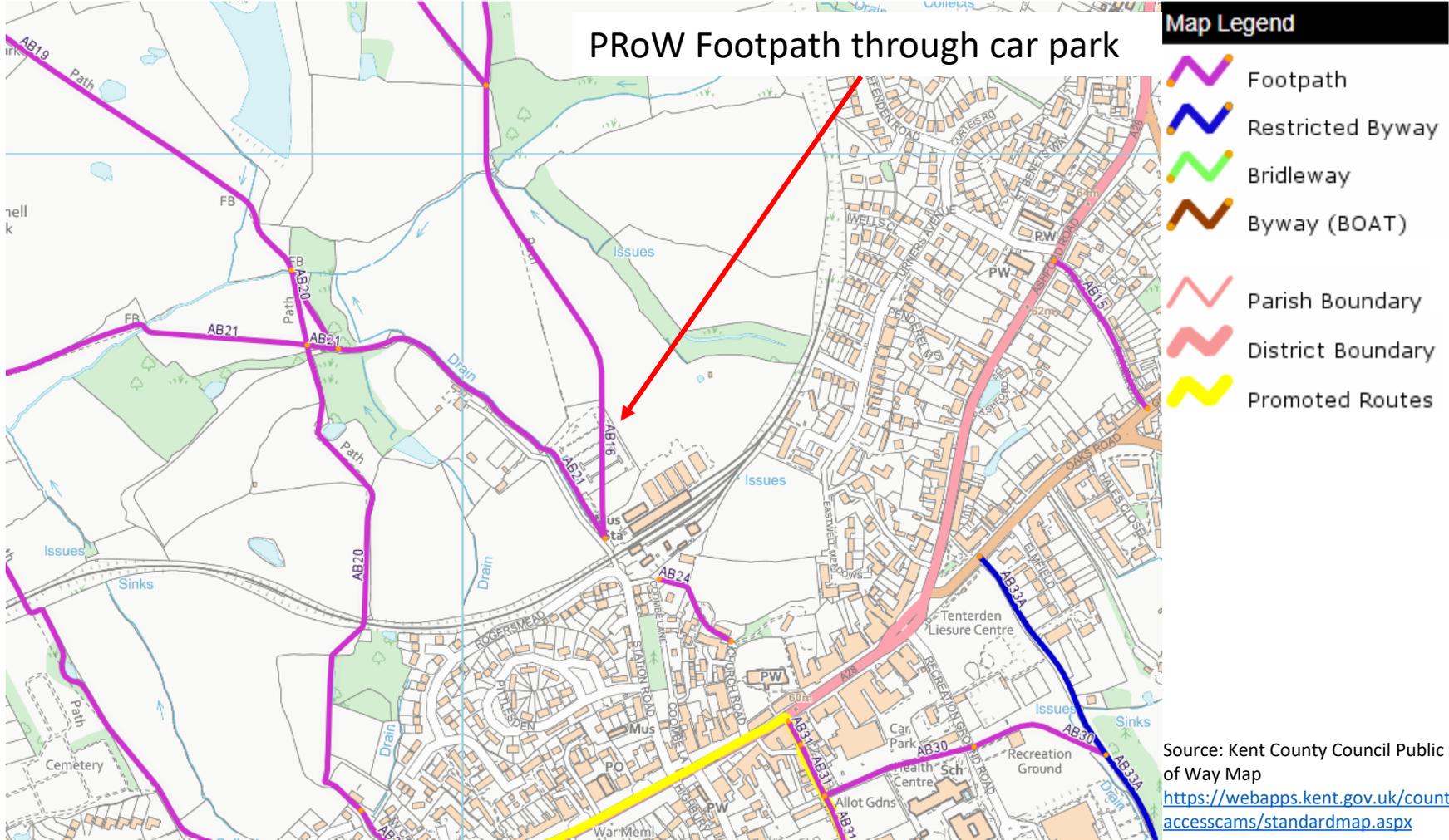
Promoted Route along access road

## Map Legend

- Footpath
- Restricted Byway
- Bridleway
- Byway (BOAT)
- Parish Boundary
- District Boundary
- Promoted Routes

Source: Kent County Council Public Rights of Way Map  
<https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx>

# Tenterden Town Station Car Park



Source: Kent County Council Public Rights of Way Map  
<https://webapps.kent.gov.uk/countrysideaccesscams/standardmap.aspx>



