



**Ashford Borough Council**

Civic Centre  
Tannery Lane  
Ashford  
Kent  
TN23 1PL

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 16 April 2020

**Application - 19/01788/AS**

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

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

Thank you for the consultation on the transport technical note as dated Wednesday 15th April on the Ashford Borough Council planning web-site. I have the following comments to make in respect of highway matters:

**Highway Trees on Appledore Road**

The applicant's arboriculturist contacted Barry McKenna in the soft landscaping team at Kent County Council Highways and Transportation to arrange a site meeting to discuss the appropriate value of these trees. Unfortunately this was not able to happen due to government advice regarding the covid-19 outbreak. However a further discussion did take place between both parties regarding the correct full CAVAT values of these trees.

Kent County Council officers are insistent that Tree no. 111 on the SJA report must be included in CAVAT compensation. This tree will be impacted upon by the development due to its proximity to the primary site entrance. The western entrance will take approximately two thirds of the site traffic and Tree no. 111 can not be protected from the increase in vehicle traffic. It is likely larger than usual vehicles will use this entrance on a frequent basis and may park-up or runover the footway causing damage to the tree roots in addition to potential damage to lower branches in the crown.

Kent County Council has re-calculated the full CAVAT value of these trees as follows:

Tree Reference 43: £34,213

Tree Reference 110: £48,213

Tree Reference 111: £12,915  
Total £95,342.

It is understood that the applicant is agreeable to the above figure being included in the Section 106 Legal Agreement in the event that planning permission is granted for the proposals.

### **Woodchurch Road Pedestrian Crossing**

The technical note has reviewed the recent guidance from the Department for Transport in respect of Chapter 6 of the Traffic Signs Manual. For an 85th percentile speed of up to 40mph a stopping sight distance of 80 metres is required and therefore Kent County Council Highways and Transportation require the provision of 80 metre pedestrian visibility splays in both directions. The technical note has shown how these visibility splays can be provided in revised drawing ITL9289-GA-044E and they have now been drawn to the nearside edge of the carriageway on both sides. This is acceptable to Kent County Council Highways and Transportation and these visibility splays should be conditioned in the event that planning permission is granted for the proposals.

### **New Bus Stops on Woodchurch Road**

Further discussions have taken place with the local bus operator, Stagecoach East Kent. They have re-affirmed their position that an additional pair of bus stop is required close to the pedestrian access on Woodchurch Road. The 400 metre distance previously quoted by Kent County Council Highways and Transportation should be seen as a maximum figure rather than a target. It appears that the applicant has measured the distance to an existing bus stop from the development site as a straight line distance but this does not take into account the eventual layout of the development and buildings and roads (which is not known at present as the application is in outline form for the proposed residential dwellings) which will mean that the actual walking distance will be greater than that quoted.

The Kent Design Guide which is Kent County Council's adopted planning guidance in respect of the layout of new developments states the following, 'current criteria requires that no property should be further than 400 metres from a bus stop, although it is desirable to give good access to all residential properties.' Furthermore the government's Inclusive Mobility Guide also confirms that bus stops in residential areas should be located within a 400 metres walking distance of residential dwellings.

Therefore the two new bus stops on Woodchurch Road are required together with a new section of footway on the southern side of Woodchurch Road to provide suitable access to this stop. The 2 new stops should also include bus stop poles, raised kerbs and shelters in order to provide adequate waiting facilities for bus passengers.

The other two stops on Woodchurch Road both require 31 metre bus stop clearways to prevent inappropriate parking (to make these stops accessible due to an increased demand in the use of these stops as result of the proposed development) and new shelters. The new stop will also require a bus stop pole and a raised kerb.

The above suggested improvements are required to make the site sustainable in accordance with the National Planning Policy Framework which states that development should be, 'facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services.'

I would ask you to confirm that you have consulted Stagecoach East Kent on this latest technical note. If they have not been consulted then they should be consulted in due course to

confirm their views on the application.

### **Increased Frequency of Bus Route 2A**

Kent County Council Highways and Transportation notes the response from the applicant regarding likely expected level of bus users associated with the proposed development in accordance with the travel mode split based on the 2011 census data. It is suggested that there will be 5 bus users in each of the AM and PM peak hour periods. Outside of the peak hour periods this equates to approximately 3 bus users per hour. Stagecoach East Kent will be able to confirm whether or not there is capacity within the existing 2A service to accommodate the expected level of bus users.

Additional information should therefore be submitted by the applicant to address the above concerns regarding bus stops on Woodchurch Road before Kent County Council Highways and Transportation is able to provide a formal response on the application.

Yours faithfully

**Matt Hogben**

Principal Transport & Development Planner