



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: 4 March 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.

Dear Mark,

Thank you for the consultation on the additional information / amended plans as dated Tuesday 3rd March 2020 on the Ashford Borough Council planning web-site. I have the following comments to make in respect of highway matters:-

Appledore Road

The confirmed CAVAT value as previously quoted in my consultation response for the amenity value of loss of the 3 highway horse chestnut trees on Appledore Road has been calculated from a site assessment of the 3 trees in questions by colleagues in KCC's soft landscaping team and is therefore correct. The tree on the southern side of Appledore Road opposite 13 Appledore Road should also be removed due to the limited life expectancy of that tree and that this tree is in effect a pair tree with the tree on the opposite side of the road which has to be removed as result of the development proposals.

Should the applicant not be willing to agree to the CAVAT value that KCC Highways and Transportation has calculated then KCC Highways and Transportation will have no choice to recommend refusal of the planning application as it does not provide suitable replacement funding for the amenity loss of these trees in order to provide these two access points into the site. Without the removal of these highway trees there is no way that the site can be accessed. The applicant is of course welcome to contact my colleague Barry McKenna in the soft landscaping team at KCC Highways and Transportation to discuss this matter in further detail.

Woodchurch Road

A Stage 1 Road Safety Audit has now been submitted for the proposed pedestrian crossing facility across Woodchurch Road. A designers response to the audit has also been submitted.

The Automatic Traffic Count that has been undertaken for Woodchurch Road demonstrates an 85th percentile speed of 38.3mph. Based on the stopping site distances in Manual for Streets 2 this equates to a visibility splay requirement of 93 metres rather than the 61 metres as currently suggested. The drawing (ITL9289 Revision D) should therefore be re-drawn demonstrating how 93 metre visibility splays can be provided in both directions from the pedestrian crossing location. The visibility splay should also be re-drawn to the nearside carriageway on both sides of Woodchurch Road as they are currently drawn incorrectly.

Footway and Bus Stop

Since KCC Highways and Transportation originally commented on the application we have now met with the local bus operator, Stagecoach East Kent regarding bus stop improvements and service improvements. The proposed dwellings within the north eastern part of the development site will be more than 400 metres walking distance from the new and improved bus stops close to the junction of Woodchurch Road and Appledore Road. Stagecoach therefore request 2 new stops close to the proposed pedestrian access onto Woodchurch Road 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.

The other two stops on Woodchurch Road both require 31 metre bus stop clearways to prevent inappropriate parking, new shelters. The new stop will also require a bus stop pole and a raised kerb.

Please therefore request the applicant to provide plans showing these new and improved bus stop facilities will be provided.

In order to encourage further modal shift from the development away from the private car and to give improved access to public transport from the development an improvement to the frequency of the 2A route is required as result of this development. The 2A is currently operating hourly in the peak periods but runs two-hourly in the off-peak periods between Ashford and Tenterden. The 2A service should be improved to hourly in both directions and therefore the developer is required to enter into a funding agreement with Stagecoach East Kent to provide this improved service upon the occupation of the 50th dwelling for a 5 year period. This service improvement should be secured through any Section 106 Legal Agreement in the event that planning permission for the proposals is granted.

Please note that there are no proposals by Stagecoach East Kent to increase the frequency of the route 2A in April 2020.

I would also ask that you consult Stagecoach East Kent directly to formally confirm their requirements for bus stop and service improvements.

Additional information should therefore be submitted by the applicant to address the above concerns before KCC Highways and Transportation is able to provide a formal response on the application.

Yours faithfully

Matt Hogben

Principal Transport & Development Planner