

Technical Note

Project No: ITL09289
Project Title: Land at Appledore Road, Tenterden
Title: Planning Application 3rd Highways Response
Ref: NM/BC/ITL09289-025a TN
Date: 6 May 2020

SECTION 1 **Information**

- 1.1.1 This note has been prepared following Kent County Council's (KCC) highways consultation response letter (dated 16th April 2020) to the planning application on the Land between Woodchurch Road and Appledore Road, Tenterden, Kent (reference: 19/01788/AS).
- 1.1.2 The comments provided by KCC are further to those dated 16th January 2020 and 4th March 2020 to which i-Transport prepared technical note responses (ITL09289-023d TN and ITL09289-024b TN)).
- 1.1.3 In keeping with KCC's letter format, the main comments that have been addressed as part of this note fall into three headings:
- Highway Trees;
 - Woodchurch Road Pedestrian Crossing; and
 - Bus Stops.

SECTION 2 Highway Trees

2.1 CAVAT Tree Values

2.1.1 Kent County Council has re-calculated the full CAVAT value of the street trees to be removed as follows:

- Tree Reference 43: £34,213
- Tree Reference 110: £48,213
- Tree Reference 111: £12,915
- Total £95,342.

2.1.2 The applicant is agreeable to the above figure being included in the Section 106 Legal Agreement in the event that planning permission is granted at the local level.

SECTION 3 **Woodchurch Road Pedestrian Crossing**

- 3.1.1 Drawing No. ITL9289-GA-044E provide with the previous response demonstrated that visibility for 85th percentile speeds up to 40mph of 80m (in accordance with DfT Traffic Signs Manual) to the nearside edge of the carriageway can be achieved on both sides at the proposed pedestrian crossing to Woodchurch Road. KCC has confirmed this is acceptable to ensure a safe and suitable access is provided in this location.
- 3.1.2 The applicant is agreeable to the above being included within a suitably worded condition relating to the development being consented in accordance with the submitted plans (i.e. Drawing No. ITL9289-GA-044E).

SECTION 4 Buses

4.1 **Woodchurch Road Bus Stops**

- 4.1.1 The KCC response references that all dwellings should be within 400m of a bus stop to meet the Kent Design Guide. The previous i-Transport response noted that whilst most dwellings would be within 400m of a bus stop, some would be up to 600m. That measurement is based on the walking distance along the highway from the bus stop, and then a straight line distance within the site (as the actual distances within the site are unknown due to the outline nature of the proposal).
- 4.1.2 As a result, KCC has requested that new bus stops be delivered on Woodchurch Road in the vicinity of the new site access, to ensure that all future residents should be within 400m of a bus stop. This is an additional request to the new Tenterden bound bus stop proposed on Woodchurch Road in the vicinity of the Beacon Oak Road junction set out within the previous i-Transport Technical Note.
- 4.1.3 Figure 1 (attached) provides a simple graphical understanding of those areas of the outline masterplan that are within 400m of the existing bus stops¹, and the areas that will be brought within 400m of a bus stop by the introduction of new stops on Woodchurch Road. It is clear that new bus stops on Woodchurch Road will ensure that the 20-30% of dwellings that would have been beyond 400m (but within 500-600m) of a bus stop would be brought within KCC's preferred 400m distance.
- 4.1.4 As noted within the previous i-Transport note, and acknowledged within the KCC response, the development is anticipated to generate a demand for five additional bus passengers in each of the peak hours, and approximately three passengers per hour outside of the peaks.
- 4.1.5 As the new bus stops on Woodchurch Road are only provided to cater for the 20-30% of future dwellings that would have beyond KCC's preferred 400m walking distance, the additional demand at these stops would equate to only one-two bus passengers in each of the peak hours, and one per hour outside of the peaks. Such a demand is very low. Whilst we would question whether this justifies any additional bus stop provision, we definitely consider any provision beyond a simple bus stop flag and raised kerbs is unnecessary.

¹ Distance measured is shortest walking route along existing highways from bus stop to proposed access points, and then straight line distance within the site (due to the outline nature of the masterplan application).

4.1.6 The KCC request for a bus shelter does not reflect facilities provided elsewhere in Tenterden, where no bus shelters are provided other than at a single town centre stop. Further, many of the existing stops are likely to have a higher patronage than that proposed on Woodchurch Road.

4.1.7 In addition, the applicant's landscape architect (Rummey Design) has considered the request, and commented as follows:

“Woodchurch Road is an early 20th Century expansion of Tenterden; historic maps show significant development from the 1840s onwards and there is evidence of former farm buildings and a rural landscape of remnant hedgerow trees which are all important in the street scene. The urban design of the road draws on different principles from the historic core of the town but nevertheless it could be said that it incorporates and interprets some of its character. The houses are of mixed age (including Listed buildings) and are set behind hedges, walls and in some cases mature trees; a reminder of the landscape's former function for farming. In some places, footpaths are segregated behind generous grass verges. The comparative generosity of space, segregated footpaths in some places and the containment provided by sporadic but large scale mature trees give this road a sylvan, relaxed quality. The proposals have sought to respect this by close attention to the site's connecting footpaths, and vegetated edge adjacent to the eastern portion of Woodchurch Road beside the site. The key to all of this is the avoidance of unjustified road-related 'clutter' and street furniture which can have an urbanising effect and detract from the street scene and should be minimised wherever possible. For this reason, two new bus shelters are unjustified, and inappropriate for the surrounding area, but two new simple bus stop flag stops in the vicinity of the new access to Woodchurch Road could be provided without overall detriment.”

4.1.8 It should be noted that should these two new bus stops be provided, then the applicant will no longer deliver the new bus stop further south on Woodchurch Road, towards Beacon Oak Road as set out in the previous response. Future occupiers of the site would have to walk further, or past, existing and/or proposed bus stops in order to reach that stop, and therefore it is not necessary to facilitate the development and would therefore not meet the three tests set out in the Community Infrastructure Levy (CIL) regulations 122.

SECTION 5 Summary

5.1.1 This response is in relation to KCC consultation letter dated 16th April 2020, to summarise:

- The total CAVAT value calculated by KCC as a result of doing a 'full' valuation and after discussion with the applicant's arboriculturist is quoted as £95,342.00. This is agreed for the S106 if the application is agreed at the local level. The applicant is agreeable to this being secured by a planning obligation;
- An updated drawing has been prepared with increased pedestrian visibility at the proposed Woodchurch Road crossing showing that the increased visibility splays can be achieved, this is in line with Manual for Streets guidance for the existing speed limit and Department for Transport guidance for 85th percentile speeds of 40mph. The applicant is agreeable to this being secured by a planning condition;
- Two new bus stops can be delivered on Woodchurch Road in the vicinity of the site access, consisting of a bus stop flag and raised kerbs. Bus shelters are considered unnecessary due to the low passenger numbers generated and the negative impact on the streetscene; and
- The previously proposed new bus stop on Woodchurch Road in the vicinity of the junction with Beacon Oak Road is no longer necessary due to any demand for its use being superseded by the proposed new stops closer to the Woodchurch Road access.

FIGURE



KEY

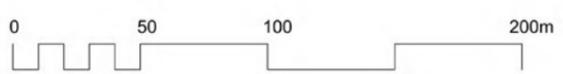
-  EXISTING BUS STOP
-  PROPOSED BUS STOP
-  400m ISOCHRONES
-  AREA NOW WITHIN 400m OF A BUS STOP

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TITLE:
**TENTERDEN
BUS STOP ISOCHRONES**

FIGURE No:
FIGURE 1



FILE REF:
ITL9289

REV:
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