



Ashford Borough Council
Civic Centre
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Ashford
Kent
TN23 1PL

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 10 August 2017

Application - 17/00944/AS

Location - land at Orchard Farm, Canterbury Road, Kennington, Kent

Proposal - Outline application for the erection of 25 dwellings with associated access onto Canterbury Road. All matters reserved with the exception of the means of access onto Canterbury Road.

Dear Sir

I refer to the above planning application, and would comment as follows in respect to highway matters:

It is acknowledged that the proposed development site does form part of the larger allocated site covered by Policy S2 within the emerging Local Plan for up to 700 dwellings. The policy envisages a secondary/emergency access being created onto Canterbury Road for the allocation, with the primary access being provided from Willesborough Road. Whilst the access proposed with the current application will form the primary access for this particular parcel of the development, it is appreciated that it will be restricted to serving just 25 dwellings of the entire S2 site allocation, and will in effect be the secondary access for site S2.

The proposed access will be 4.8m wide, which the Kent Design Guide confirms is suitable for use as a shared surface route giving direct vehicle and pedestrian access for up to a maximum of 25 dwellings, as will be the case here. Further pedestrian and cycle access is proposed through the existing farm track adjacent to The Croft Hotel.

Given the limited amount of dwellings to be served by the proposed access, it is considered that a simple priority junction is the appropriate form to be used at this location, as right turn movements will be relatively infrequent. This is as directed by the design criteria contained in the junction parameters matrix illustrated in TD 42/95 of the Design Manual for Roads & Bridges. There is therefore no requirement for a ghost island junction with right-turn lane that would have been required for a busier junction to ensure the free flow of northbound traffic along Canterbury Road. In addition, the PICADY assessment that has been undertaken to model the proposed junction suggests that it would operate at RFCs of just 0.039 and 0.034 during the AM and PM peak periods respectively. This is well below the desirable maximum RFC of 0.85, indicating that there would be plenty of reserve capacity for the junction to operate efficiently.

Swept path analysis demonstrates that vehicle movements in and out of the proposed vehicular access can be accommodated, for the range of vehicles anticipated to use the junction on a regular basis. The width of the access is sufficient to maintain 2-way traffic, and as stated

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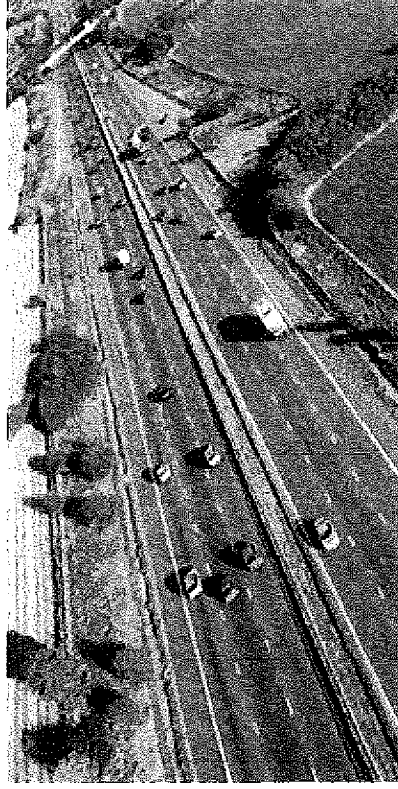
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of turning facility will have regard to topographical difficulties encountered and typical layouts are shown in the standard details. Carriageway width will be a minimum of 5.5 metres. Footways of at least 2.0 metres shall be provided along each side of the carriageway. Where there is single sided development throughout the length of the road, a verge or surfaced margin between 1.0 and 1.8 metres in width may be substituted for one of the footways, subject to the approval of the County Borough Council.

- 3.3.4 The standards applied to this category will be related to:-
- (a) The length of the street (cul-de-sac type in the main) measured from the junction with the approach road or housing estate distributor road and
 - (b) The number of dwellings served at any point along the road, or combination of roads, leading to that point.

3.4 Private Access Roads, Private Accesses, Shared Private Drives

- 3.4.1 The vehicular access to communal garages is to be a minimum of 2.75m. in width with a possible passing bay requirement depending on the overall length of the access and the extent of the parking. These private roads and the aprons of communal garage areas (which shall be of an approved construction) will not be maintainable by the County Borough Council.
- 3.4.2 Shared private drives off approach roads or access roads serving not more than three dwellings should be a minimum of 3.65 metres in width to allow for adequate vehicular, pedestrian, and emergency vehicle, access criteria. Consideration will be given to the possibility of up to 5 dwellings being served by a shared private drive subject to the developer being able to satisfy the parameters in the illustrations on the standard drawings which include, inter alia, a widened driveway of 4.5m. for the first 10m. from the junction to allow the passage of two vehicles.
- 3.4.3 Where any private access is located on a bend the forward vision requirements appropriate to the speed of the road will need to be provided. Such provision may require the footway to be widened to incorporate the vision zone. This is particularly relevant where the access is on the inside of the bend.

3.5 Shared Surface Roads, Mews Courts or Access Ways less than 50 metres long

- 3.5.1 Any shared surface roads must be subject to a maximum gradient of 1 in 12 (8.3%).
- 3.5.2 The informal atmosphere intended in Mews Court is to be achieved by introducing appropriate finishes. A 2.0 metre wide footway should be provided along one side of the road and extended around the turning head. A rumble strip should be constructed at the inside tangent point of the junction radii. The non-continuing footway shall be terminated 2.0 metres beyond the rumble strip into the shared surface.
- 3.5.3 Statutory Undertakers apparatus should be located within the limits of the footway. The carriageway must be a minimum width of 5.5 metres. When the road serves as an access to 5 properties or less and is a maximum of 40 metres in length no footways are required.

Speed Limit (km/h)	8	16	24	32	40	48	80	90	110
Speed (miles/h)	5	10	15	20	25	30	50	60	70
Safe stopping distance (metres)	6	14	23	33	45	60	160	215	295

TABLE 9

6.5 Access Roads

6.5.1 Road Widths and Alignment

In the light of problems experienced with 4.5 metre wide access roads, particularly with regard to gaining access to drives and the inability to pass parked vehicles, all access roads must be a minimum of 5.5 metres wide, in accordance with the recommendation contained in paragraph 3.15 and 3.16 Design Bulletin 32. The road widths are shown in Table 10.

Description	Overall Width	Carriageway Width	Footway Widths	Verge/Margin Widths
Cul de sac (or loop road), a maximum of 200 metres long, giving access to up to 150 dwellings from any point along its length.	E. 9.5m. (See para. 6.5.2)	5.5m. (See para. 6.5.2)	2 x 2.0m.	Nil.

TABLE 10

- 6.5.2 Overall width and carriageway width shall be increased by a total of 0.55 metres if, in the opinion of the highway authority, the road is likely to form part of a bus route.
- 6.5.3 Minimum centre line radius of 20 metres.
- 6.5.4 In order to keep traffic speeds to 15 mph or less a variety of measures shall be used, as indicated in paras. 3.1.5 and 3.1.6. Straight or gently curved sections of carriageway shall be no longer than 40 metres between bends. The definition of a bend in this context shall be where a vehicle changes direction by not less than 70 degrees within a distance of 32 metres (i.e. a bend with a radius of 26 metres - see Fig 4. Further guidance is given in DB32, paragraphs 2.29 to 2.63 inc. and specific advice on appropriate measures is available from the County Borough Council.

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VEHICLE / TRACK DETAILS



Standard Design Vehicle (SDV)
Overall Length: 4.8m
Overall Width: 2.0m
Overall Height: 2.0m
Min Body Ground Clearance: 0.1m
Max Body Height: 2.0m
Wheelbase: 2.8m
Track: 1.8m
Worst Case Turning Radius: 10.0m

NOTE:

1. Blue line denotes edge of body / wheels.

NOTES:

- Based on Topographical Survey Data
J.C.White Geomatics Ltd 1500210 - Oct 2015
- Subject to Highway Boundary, Stage 1 Safety Audit (if required) and Council Approval.

PRELIMINARY



Transport Planning

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**PROPOSED SITE ACCESS
SWEEP PATH ASSESSMENT**

Client: **A FIRMIN** Drawn: **GJK**

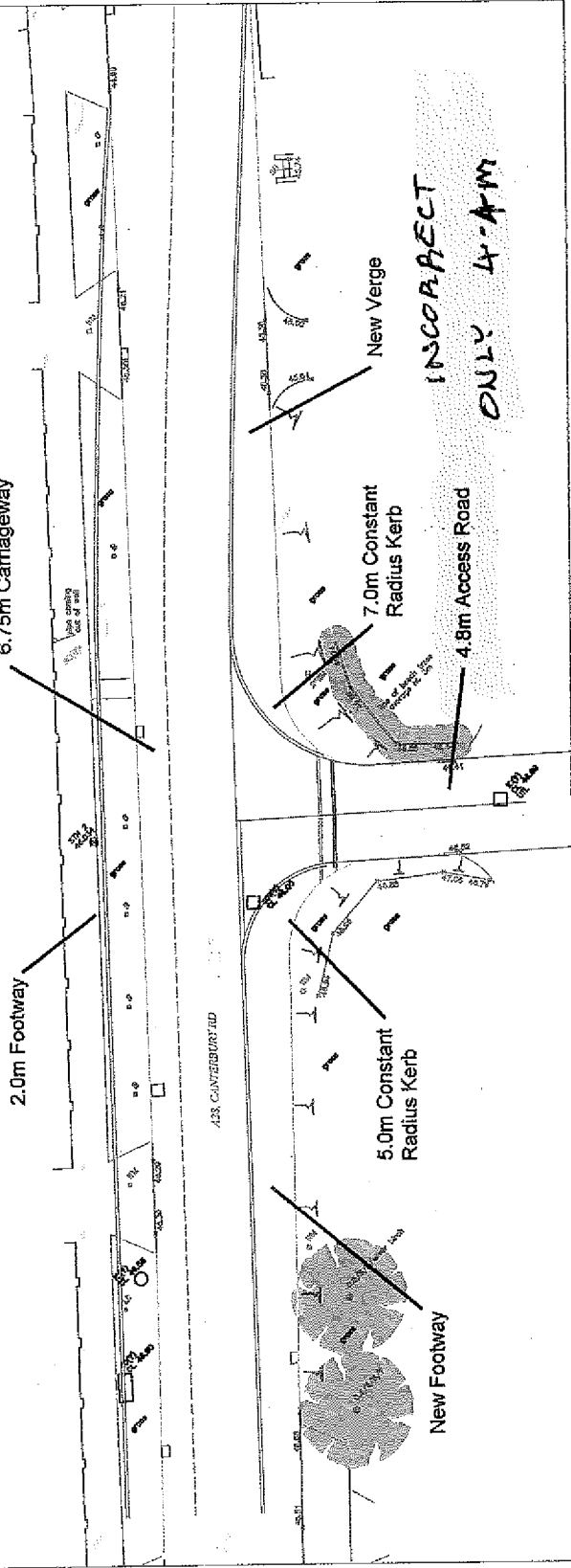
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Drawing No: **14115/09B**

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6.75m Carriageway

2.0m Footway



1 Proposed Access Layout.

2. Design vehicle (standard car) turning right to the site access road from Canterbury Road.

3. Design vehicle (standard car) turning left to the site access road from Canterbury Road.

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