



Transport Technical Note

Site: No.8 The Street, Ash, Dover

Client: Mr J Thatcher

Prepared by: DHA, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, ME14 3EN

Date: December 2019

1.1 Introduction

- 1.1.1 This Transport Technical Note has been prepared with respect to the proposed residential development at No.8 The Street, Ash. The site currently contains one dwelling which is accessed via a private drive to the north of The Street. The proposals comprise the demolition of the existing dwelling and the development of eight units, with access achieved via the existing private drive. This note has been produced to review the existing access and its suitability to serve the proposals.

1.2 Existing Situation

- 1.2.1 The site is located to the north of The Street, within the village of Ash, approximately 13.5 kilometres east of Canterbury city centre. The site is shown in its local context in Figure 1 below.



Figure 1: Site Location Plan (Courtesy of Google Earth)

- 1.2.2 The site is bound to the north and east by residential dwellings, to the south by The Street and to the west by Molland Lane.
- 1.2.3 Access to the site is achieved via The Street which routes in a general east / west alignment, is approximately 6.7 metres in width and is subject to a 30mph speed restriction in the vicinity of the access. It is noted that cars park on the southern side of The Street and therefore the flow of traffic is restricted to one way movements at any one time.
- 1.2.4 To the east The Street provides a connection with Ash village centre before continuing east to meet Sandwich Road which connects with the A257, Ash Bypass. To the west The Street meets with Guilton which continues west connecting with Pedding Hill. Pedding Hill continues west providing a further connection with the A257, Ash Bypass.
- 1.2.5 The A257 provides a connection with the A256 to the east and to the west provides a route towards Canterbury. The A256 provides a connection with the A299 to the north and a connection with the A2 to the south.
- 1.3 Development Proposals**
- 1.3.1 As noted the proposals comprise the demolition of the existing residential dwelling and the development of 8no. three and four bedroom units. Vehicular access to the site will continue to be achieved via the existing access to the north of The

Street. It is noted that the vegetation to the east and west of the access will be removed to enable the access to be widened to accommodate a fire tender and for the required visibility splays to be achieved.

- 1.3.2 Pedestrian access will be achieved to the east of the site via the existing gate which leads onto the footpath which runs along the eastern boundary of the site. A plan showing the site layout can be found attached at **Appendix A**.
- 1.3.3 The proposals will provide two parking spaces per dwelling and two visitor parking spaces, a total of 18 parking spaces. The proposals will also provide adequate space to accommodate a minimum of one cycle parking space per bedroom.

1.4 Site Visit

- 1.4.1 A site visit was undertaken on Thursday 5th September 2019 to review the existing highway conditions and to take all necessary visibility splay measurements. During the site visit it was noted that roads surrounding the site are currently lightly trafficked and it is considered, from that which could be observed, that most vehicles were travelling within the speed limit. As far as it is possible to tell, there were no abnormal activities taking place on the day of the site visit which would have affected that witnessed.

1.5 Access and Layout

- 1.5.1 As noted access to the site is achieved via the private drive to the north of The Street. This access will be retained with the vegetation to the east and west removed to allow the access to be widened to accommodate a fire tender and to ensure that the required visibility splays can be achieved.
- 1.5.2 The access will be provided with kerb radii of 6.0 metres to the west, the bellmouth will measure 23 metres and the access road will measure 4.1 metres in width. The levels appear to comply with standards however this will be subject to further assessment at the detailed design stage.
- 1.5.3 As noted above, visibility at the site access was recorded during the site visit. This demonstrated that a splay of 2.4 metres x 43 metres to the east and to the west could be achieved once the vegetation in the vicinity of the access is removed and the banks have been regraded to ensure there were no obstructions over 0.6 metres. This is deemed to be in accordance with the standards outlined within Manual for Street (MfS) for a 30mph road. A visibility splay drawing can be found attached at **Appendix B**.
- 1.5.4 To ensure that all necessary vehicle types can gain access to the dwellings proposed, swept path analysis has been undertaken for a large estate car and fire tender. The associated drawings are included at **Appendix C**.
- 1.5.5 It is considered that a refuse vehicle and pantechnicon will be able to serve the dwellings on street. The refuse store has been located within a 25 metre drag distance of the highway to adhere to guidance. It is acknowledged that the refuse

store is outside the standard drag distance for residents, however this is not deemed to be a material concern given the rural setting of the site.

1.6 Transport Policy

National Planning Policy Framework (NPPF)

- 1.6.1 The NPPF has recently been updated and sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other developments can be produced. The NPPF is a material consideration in planning decisions.
- 1.6.2 Paragraph 109 states that: *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or if the residual cumulative impacts on the road network would be severe"*.

Dover District Council Core Strategy (2010)

- 1.6.3 The Dover District Core Strategy Development Plan Document (DPD) was adopted in February 2010, and is the District Council's principle document within its Local Development Framework (LDF). The Core Strategy sets out the main planning policy objectives for the District up to 2026. The aim of the Core Strategy is:

"To transform Dover into a leading town in the region and regenerate the District so that economically and socially it equals or out-performs the region."

- 1.6.1 Core Policy DM11 considers the location of development and managing travel demand:

"Planning applications for development that would increase travel demand should be supported by a systematic assessment to quantify the amount and type of travel likely to be generated and include measures that satisfy demand to maximise walking, cycling and public transport. Development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Development that would generate high levels of travel will only be permitted within the urban areas in locations that are, or can be made to be, well served by a range of means of transport."

Kent Parking Policy

- 1.6.2 Parking policy is set out in the Kent Design Guide: Interim Guidance Note 3 (2008) for residential development. For sites in 'Suburban Edge/Village/Rural' locations the guidance sets minimum parking standards based on dwelling type. A summary of the standards is provided below:
- 1 and 2 bed houses – 1.5 space per unit (allocation of 1 space possible);
 - 3 bed houses – 2 spaces per unit (allocation of 1 or both spaces possible); and

- 4+ bed houses – 2 independently accessible spaces per unit (allocation of both spaces possible).
- 1.6.3 Further to this an additional 0.2 spaces per unit should be provided on-street for visitor parking. It is also noted that the allocated parking as required above should be in addition to those spaces provided within garages.
- 1.6.4 Cycle parking requirements are set out in the 2006 Kent and Medway Structure Plan: Supplementary Planning Guidance 4 (SPG4), which is retained by KCC in terms of cycle parking provision. The minimum requirement for individual dwellings is one space per bedroom, which is normally provided within the dwelling curtilage.

Policy Compliance

- 1.6.5 The proposed development is seen to comply with all levels of transport planning policy. The site is easily accessible by sustainable means, with local facilities within a short walk distance and a bus stop located within the near vicinity, with frequent services provided throughout the day.
- 1.6.6 IGN3 parking standards stipulate that the proposals should provide two vehicle parking spaces per dwelling and two visitor parking spaces. The proposals should also provide a minimum of one cycle space per bedroom to accord with SPG4 standards. The proposals will provide two parking spaces per dwelling and two visitor parking spaces, a total of 18 parking spaces to comply with standards. The proposals will also provide adequate space within the curtilage of each dwelling to accommodate a minimum of one cycle parking space per bedroom.
- 1.6.7 The proposals will result in a minimal uplift in trips and it is therefore considered that the proposed development is not expected to cause 'severe' residual road impacts, as per paragraph 109 of the NPPF.

1.7 Conclusion

- 1.7.1 This Transport Technical Note has been prepared on behalf of Mr J Thatcher, with respect to the residential development at No.8 The Street, Ash, Dover.
- 1.7.2 Access to the proposals will be achieved via the existing private drive to the north of The Street. Pedestrian access will be achieved via the existing gated entrance which leads onto the footpath which bounds the site to the east.
- 1.7.3 A visibility splay drawing has been prepared which demonstrate that a splay of 2.4 x 43 metres could be achieved to the east and west of the access once the vegetation is removed and the banks have been regraded to ensure there were no obstructions over 0.6 metres.
- 1.7.4 Swept path analysis has been undertaken to ensure that a large estate car and fire tender can gain access to the dwellings proposed. It is considered that a refuse vehicle and pantechinon will be able to serve the dwellings from on street as per the current time.

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- 1.7.5 The proposals will provide 16 vehicle parking spaces and two visitor parking spaces, a total of 18 parking spaces which is deemed to be an acceptable provision of parking. Cycle parking will also be provided with a minimum of one space per bedroom to comply with SPG4 standards.
- 1.7.6 It is therefore concluded that the access is suitable to serve the proposals and there should be no highway based objections to the proposals.

APPENDIX

A



DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS ARE TO BE CHECKED ON SITE. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL CONSULTANTS INFORMATION.

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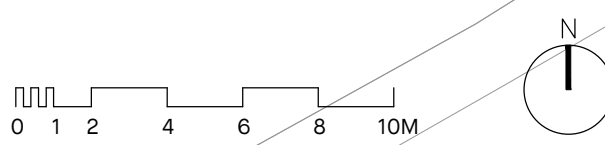
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1902_TSJT
8, The Street, Ash
Proposed Residential Development

DRAWING TITLE:
Proposed Roof Site Plan

SCALE: 1:200 @ A1	DRAWN BY: 12
DATE DRAWN: 11.10.2019	CHECKED BY: 03

STATUS:
PLANNING

DRAWING NUMBER: 1902_102	REVISION:
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APPENDIX B

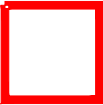




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- Notes:
- Drawing is based on OS Data, Topographical Survey and an architects plan provided by TaylorHare Architects on 6th November 2019.
 - Visibility splay lengths have been based on standards set out in Manual for Streets for a 30mph speed restriction.
 - Visibility splays are subject to detailed design where the bank may need to be regraded to achieve splays in the vertical plane.

 Extent of highway land based on highway definition plans provided by KCC.

P1	13.11.19	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD

client
MR J THATCHER

project
NO.8 THE STREET, ASH

title
VISIBILITY SPLAYS

project	14034	dwg	H-01	rev	P1
Drawn	JM	Checked	CS	Approved	CS
scale @ A3	1:500	date	13.11.19		

status
FOR INFORMATION
P



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CAD Reference: A3

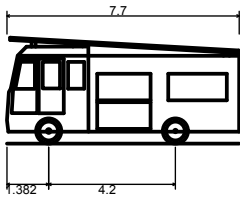
APPENDIX C





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Dennis Sabre Fire Tender (LWB)	
Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock-to-lock time	5.00s
Curb to Curb Turning Radius	7.400m

- Notes:
- Drawing is based on OS Data, Topographical Survey and an architects plan provided by TaylorHare Architects on 6th November 2019.

P1	13.11.19	JM	First Issue	CS	CS
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REV	DATE	BY	DESCRIPTION	CHK	APD
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client
MR J THATCHER

project
NO.8 THE STREET, ASH

title
VEHICLE SWEPT PATH ANALYSIS FIRE TENDER

project	drwg	rev
14034	T-01	P1

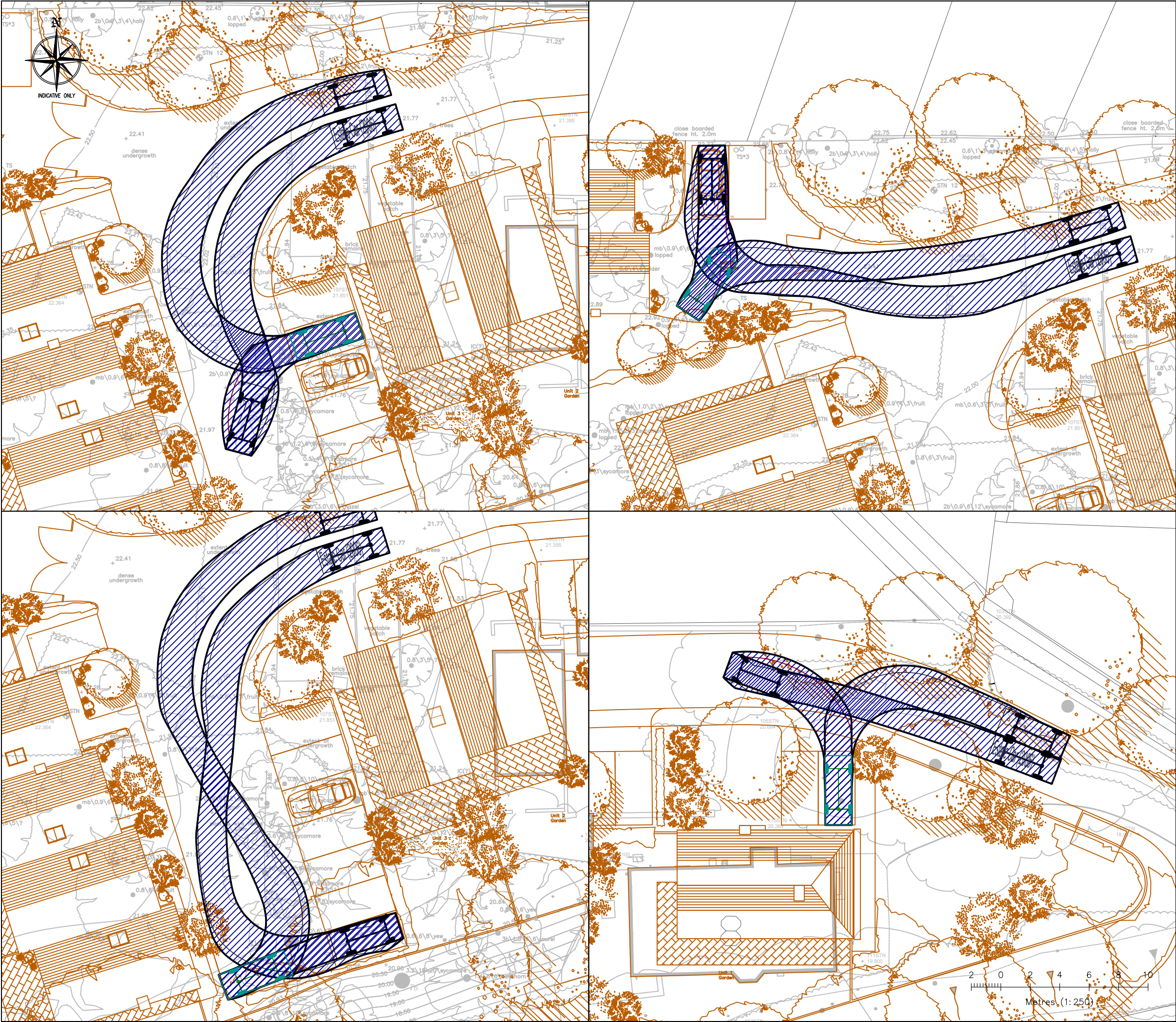
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JM	CS	CS	1:500	13.11.19

status
FOR INFORMATION
P



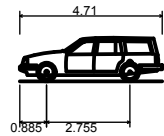
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CAD Reference: A3



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Estate Car (2006)	
Overall Length	4.710m
Overall Width	1.804m
Overall Body Height	1.442m
Min Body Ground Clearance	0.207m
Max Track Width	1.756m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5.950m

- Notes:
- Drawing is based on OS Data, Topographical Survey and an architects plan provided by TaylorHare Architects on 6th November 2019.

P1	13.11.19	JM	First Issue	CS	CS
REV	DATE	BY	DESCRIPTION	CHK	APD
client					
MR J THATCHER					
project					
NO.8 THE STREET, ASH					
title					
VEHICLE SWEEP PATH ANALYSIS ESTATE CAR					
project 14034		drwg T-02		rev P1	
Drawn JM	Checked CS	Approved CS	scale @ A3 1:250	date 13.11.19	
status				P	
FOR INFORMATION					
					
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CAD Reference:					A3