



Technical Note

To: Swale Borough Council
From: Iceni Projects Ltd
Date: 25.02.2020
Title: Land at Stones Farm, Bapchild, Kent

LAND AT STONES FARM, BAPCHILD, KENT – TECHNICAL NOTE

a. Introduction

1. Iceni Projects Ltd have been appointed by Swale Borough Council (The Client), to provide a response to the letter provided by Chartway Group relating to a proposed development at Land at Stones Farm, Bapchild, in Kent (the Site) (Planning Reference: 18/505151/REM).
2. Iceni Projects were previously commissioned to undertake a review of the site layout in which a number of comments were provided relating to the: construction details; parking requirements; road layout; junction and forward visibility; servicing arrangements; and emergency access.
3. An updated set of drawings have been provided by Chartway Group (produced by Ardent Consulting Engineers) with an accompanying letter on the 11th February 2020 which describes the amendments that have been made.
4. This Technical Note (TN) has been produced to review the additional work undertaken by Chartway Group and assesses the internal road layout to ensure that it meets the required design standards.

b. Construction Details

5. An additional review of the specification in which the roads will be constructed to has been undertaken again by an external consultant (Steve Haswell Associates). The updated set of drawings take into consideration some of the comments that were previously made, with additional comments now provided and included on the drawings in **Appendix A1**. A summary has also been provided below:
 - It is unclear as to what the asterisk refers to after "sub-base" and therefore this needs further clarification.
 - The carriageway and footway build ups for both a Major Access Road and Minor Access Road need additional consideration with suggested depths and materials included on the drawings.
 - The sub-base on drawing reference: 180400-0082 for a Minor Access Road should be 420mm, not 480mm as this would be relevant to a Major Access Road.

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- It is recommended that a note is included on each drawing as to what has been assumed for the subgrade CBR (California Bearing Ratio) as this is unclear.

6. It is therefore recommended that an updated set of drawings are submitted, which need not be undertaken now, assuming the more detailed layout points in this report are addressed.

c. Parking Requirement

7. Icenl confirm that the points raised have now been satisfied within the updated layout in relation to parking. This includes an accessible parking bay associated with the commercial element of the development as well as a 0.5m setback provided where parking spaces abut a footway or carriageway.

d. Road Layout Review

8. Icenl confirm that the majority of points raised have now been satisfied in relation to the road layout review.

9. The spine road has been widened to 6.1m in order to future-proof the site. The access road to Lansdown Primary School has also been widened to 4.8m. Vehicle swept path analysis of two large cars passing each other at this location is included in **Appendix A2**. This demonstrates that widening the carriageway still does not allow two large cars to pass simultaneously. It is therefore suggested that the lateral shift is extended marginally in order to allow the manoeuvre to be undertaken without encroaching onto the opposite side of the carriageway. The arrangement would usually be acceptable if two-way vehicle movements were low. Due to this route providing access to Lansdown Primary School, it is anticipated that relatively high levels of vehicle movements will occur during pick-up/drop-off periods therefore increasing the likelihood of conflicts. In order to accommodate the manoeuvres, the footway outside of Plot 67 will need to be moved west. A drawing showing the updated arrangement is included in **Appendix A3** which also demonstrates that vehicles are able to pass as well as still achieving the required visibility splays.

10. The layout now includes a 2.5m footpath on the western side of the local distributor road. A footway has also been provided on southern side of Orchard Way which increases the accessibility to Lansdown Primary School, as such, Icenl are now satisfied that the comments relating to footways have been resolved.

11. It is noted that it is not possible to provide a footpath between Plots 75 and 137 due to the differences in levels.

e. Visibility

12. Icenl confirm that both junction and forward visibility is achievable across the site. This has been achieved through minor amendments to the plots as well as a build-out being introduced. The verges and private properties adjacent to the visibility splays will need to be kept clear of obstructions to ensure that the visibility is maintained (0.6m maximum height of planting). A right of view will need to be maintained for perpetuity or ideally the areas will be removed from private property and brought into estate management.

f. Servicing

13. Icenl confirm that refuse collection vehicles are able to manoeuvre throughout the site effectively. This also ensures that refuse vehicles are able to get to within the required 25m dragging distance for bins. It is noted that the refuse tracking is a robust scenario as vehicles are usually smaller than 11.997m in length.

APPENDIX 5

14. It is noted that the north-western section of the site has been reconfigured in order to ensure that refuse collection can take place effectively.
15. The widening of Stones Square now allows for a 10m rigid vehicle to access/egress the loading bay, as such, this is now deemed acceptable.
16. As mentioned previously, the widening of the spine road to 6.1m has been undertaken, this now allows a bus to pass along the loop road without encroaching onto the opposite side of the carriageway and therefore vehicles are still able to pass in the opposite direction. There is no margin for error at the bend outside Plot 17 and therefore it would be beneficial to widen the road in this location to assist with the manoeuvre. However, this is not uncommon and will only occur on infrequent occasions with any oncoming vehicles giving-way and is therefore not a necessity.

g. Emergency Access

17. Iceni are now satisfied that the changes have been made to the junction to the east of Plot 181 which allows a fire tender to manoeuvre effectively.
18. Within Paragraph 35 of the response, it states that the kerb radii adjacent to Plot 21 would be altered in order to assist with manoeuvres. This is not the case as the kerb radii appears to remain as previously proposed and therefore needs to be adjusted accordingly.

h. Additional Comments

19. As a result of the widening of various carriageways and footways across the layout, in some areas the site now falls outside the red line boundary. It is understood that this land is still within the Developers control however this will need to be taken into consideration with regard to planning. The areas to which this occurs have been highlighted on a drawing included in **Appendix A4**.

i. Conclusion

20. This TN has reviewed the updated site layout and accompanying letter provided by Chartway Group.
21. It is concluded that if the points raised in paragraphs 5, 9 and 18 of this TN are resolved, then Iceni Projects have no further comments to improve the site.