



Technical Note

Highways Review

Project	Land to the East of Lynsted Lane, Teynham	Job No	1000007836
Subject	Highways Review – Technical Note	Issue	02
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Approved by	Ben Meekings	Date	12/04/22

Introduction

- 1.1 Swale Borough Council (SBC) has commissioned Project Centre (PCL) to provide a Technical Note (TN) reviewing highway matters relating to:
 - Land To the East of Lynsted Lane, Teynham - Outline application for the erection of up to 10 no. residential dwellings with associated landscaping, road layout and parking.
- 1.2 Detailed matters of appearance, landscaping, layout and scale are to be established at reserved matters stage with access to be determined at outline planning stage.
- 1.3 We note that a Transport Statement (TS) was submitted in support of the application in May 2021 for up to 10 dwellings with access onto Lynsted Lane. The TS details pedestrian and vehicular access along with details relating to the site.
- 1.4 We have reviewed the submitted information in relation to this application.
- 1.5 Further information is required before the proposal can be fully supported, which is summarised as part of this TN's conclusion.



Policy Context

National Policy

- 2.2 We have reviewed the TS in relation to national planning policies, noting:
- National Planning Policy Framework (NPPF)
 - Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location (para. 110);
 - We note that the TS outlines there are infrequent bus services throughout the week, which may be unattractive for those residing at the site.
 - Safe and suitable access to the site can be achieved for all users (para. 110);
 - We note that the suitability of the access is not supported until further evidence has been provided, as requested in this TN.
 - The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code (para. 128);
 - All detailed matters are reserved for subsequent approval except for access to Lynsted Lane. Additional information is required relating to the access, as discussed.
 - Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (para. 104).
 - Vehicle trip generation for the site is anticipated to be low, in relation to a development yield of 10 dwellings.
 - The applicant has identified that there is an on-going network issue in the area, including the junction of Lynsted Lane and A2.
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- We acknowledge that traffic generated by the site during the AM and PM peaks is unlikely to be severe in relation to junction capacity and operation.
 - In NPPF (para. 111); *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.
 - Further evidence is required to deem the site access is suitable for purpose and therefore the proposal cannot be supported on highway grounds.
 - National Planning Practice Guidance (NPPG)
 - NPPG notes how Transport Statements can positively contribute to different transport and highway improvements. The TS should therefore outline how the development contributes to:
 - Encouraging sustainable travel,
 - Lessening traffic generation and its detrimental impacts,
 - Reducing carbon emissions and climate impacts,
 - Creating accessible, connected, inclusive communities,
 - Improving health outcomes and quality of life,
 - Improving road safety; and;
 - Reducing the need for new development to increase existing road capacity or provide new roads.
 - We do not consider the development adheres to critical national policies, notably those relating to the suitability of the site access, which should be addressed at this stage.
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Local Policy

2.3 We have reviewed the TS in relation to local planning policies, noting:

- Local Transport Plan for Kent (LTP4)
 - It is acknowledged that the site sits between Sittingbourne and Faversham and no policies directly relate to Teynham, however, LTP 4 relates to Kent as a whole and therefore the applicant should demonstrate how the development meets the 5 outcomes outlined in Paragraph 2.3.5 of the TS.
 - KCCs Active Travel Strategy
 - We acknowledge that the proposed development is located within proximity of existing public transport facilities, however, existing services are infrequent and may be unattractive for future residents.
 - We acknowledge the applicant proposes to enhance pedestrian connectivity on Lynsted Lane which will improve connectivity to existing public transport services.
 - Further information is required detailing how the development adheres with KCC active travel strategies.
 - The Swale Borough Local Plan
 - The applicant draws on policies outlined in the SBC Local Plan, however, provides no explanation to how the development will adhere to these local policies, notably those relating to transport strategies and core policies.
 - The applicant should demonstrate how the proposal will meet the key aims and objectives outlined in Section 2.5 of the TS, notably how public transport will be promoted as an increasingly attractive alternative to private car use and increased use of local bus services.
 - Swale Transport Strategy
 - Section 2.6 of the TS outlines the key aims for the Swale Transport Strategy, however, the applicant has not demonstrated
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how the development site adheres to these aims, which should be demonstrated.

- SBC Parking Policy
 - We have reviewed the proposed vehicle parking provisions and note that 2 parking spaces per dwelling is proposed, which is compliant with SBC Parking Policies., although it is also noted that precise details of parking spaces will be considered at the reserved matters stage.

2.4 Based on the above, we do not consider the development to adhere to critical national and local policies at this stage. Further information if required demonstrating how the development adheres to the policies discussed above.

Site Access

2.5 Access to the proposed site is as follows:

- 5.5m wide carriageway,
- 6m junction radii, and
- 2m footpath widths at the site access point.
- Extension of the proposed footpath north towards the A2 on the eastern side of Lynsted Land, measuring approximately 1.5m in width.

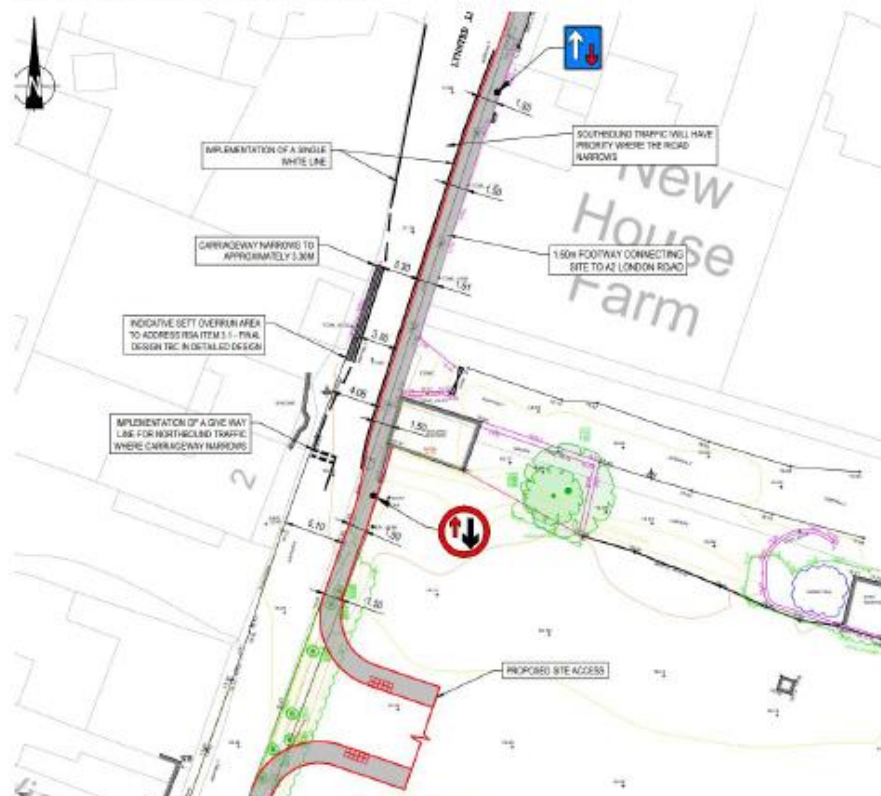
2.6 It is noted that we have not reviewed any drawing files at the time of this review (PDF copies only provided) and cannot confirm these geometries.

2.7 Plans submitted to support the application (Drawing number: 49905/5501/001) show visibility splays of 2.4m x 43m in both directions on Lynsted Lane. We acknowledge that these splays are compliant with Manual for Streets (MfS) requirement for 30mph roads.

2.8 The submitted transport statement notes the above visibility splays can be achieved in both directions; however, significant vegetation will have to be removed for this to be obtainable. Whilst not a highways issue, the impact of this from ecology and amenity perspectives should be considered.

- 2.9 There has been no update to the outline TS report discussing the proposed changes to Lynsted Lane (shown in Figure 1), which involves a priority give way control just north of the proposed site access.
- 2.9 The visibility splay plans should be updated with the required visibility splays in relation to the revised layout. This should demonstrate sufficient safe stopping sight distance (SSD) can be achieved on approach to the give way control.

Figure 1: Revised Layout on Lynsted Lane



- 2.10 A site visit was conducted by PCL staff in March 2022 which confirmed that vehicles informally park on both the western and eastern sides of Lynsted Lane, as shown in Figure 2 and Figure 3, respectively.

Figure 2: Parking on Lynsted Lane, Eastern Side



Figure 3: Parking on Lynsted Lane, Western Side



- 2.11 The proposed double yellow lining should extend for the full length of the required SSD visibility splay, notably to the south on the eastern side of Lynsted Lane, to ensure visibility splays are not obstructed.

- 2.17 In addition, the left turn movement out of the site appears to show the wheels of the refuse vehicle striking the proposed eastern kerb line, south of the access point.
- 2.18 As we have seen no carriageway measurements in this location, we also question whether a refuse vehicle could turn out of the site in this direction and pass parked vehicles on Lynsted Lane.

Figure 5: Unsupported Vehicle Tracking (Left Turn Egressing Site)



- 2.19 The vehicle tracking for this movement should be rerun demonstrating no kerbs will be struck by servicing vehicles. The plans should also demonstrate that there is enough carriageway width for servicing vehicles to undertake this manoeuvre and pass parked vehicles on the western side of Lynsted Lane.



- 2.20 The applicant notes that fire tender swept paths have been undertaken at the proposed site access point but have not been provided. It is requested that these plans are provided at the outline planning stage to ensure the proposed access can accommodate emergency vehicle access.

Lynsted Lane

- 2.21 We have no comments on the proposed pedestrian crossing points and footpath widening on Lynsted Lane, as agreed with KCC.
- 2.22 As mentioned above, visibility plans should be updated demonstrating that sufficient SSD can be achieved on approach to the proposed give way control.

Parking Surveys

- 2.23 We have reviewed the submitted parking methodology and surveys, as requested by SBC. The applicant has primarily focused details of the parking survey which relate primarily to Lynsted Lane, which is rural in nature and has limited attractors apart from a small church.
- 2.24 We note that the survey methodology is not fully compliant with the Lambeth Parking Survey Methodology, noting a weekday and a weekend day was surveyed, instead of two weekdays.
- 2.25 From the parking survey information provided by the applicant in Appendix D of the TS, it is not clear how much parking is proposed to be removed on Lynsted Lane as a result of the proposal, to accommodate the proposed site access.
- 2.26 With that said, it appears that if the 11 identified parking spaces on Lynsted Lane, close to the junction with the A2, were removed, these spaces could be accommodated elsewhere on Lynsted Lane, given the parking stress identified.
- 2.27 We ask the applicant to provide additional evidence that any loss of on street parking can be accommodated. We acknowledge that the applicant aims to provide three overspill parking spaces within the site to accommodate a loss of parking on Lynsted Lane, which should be secured as part of a planning condition.



Impacts to Existing Bus Routes

2.28 We have reviewed the existing bus service information for routes operating on Lynsted Lane as per the TS, noting:

- 345 Service:
 - 5 services per day, Monday to Friday,
 - 1 service on a Saturday.
- 662 Service – School service, with one bus arriving in the AM and PM.

2.29 Given the infrequent services on Lynsted Lane, we have not seen any evidence that the proposed give way control on Lynsted Lane, or the proposed development in general, will have an adverse impact on existing bus services.

Trip Generation and Distribution

2.30 We have reviewed the submitted trip generation and distribution methodology, notably Appendix E.

2.31 We consider the TRICS site selection suitable for the development, for the most part. We do note that some of the selected sites are considerably larger than the proposal (>50 dwellings, with some sites up to 112 dwellings). Nevertheless, we note that the development is only anticipated to generate 11 two-way person movements in the AM peak and 10 two-way person movements in the PM peak, and we are satisfied the development is not going to have a material impact on the local highway network.

Conclusions

3.1 To conclude:

- PCL have reviewed highways matters relating to an outline planning application for a residential development at Lynsted Lane,
- For the most part, the development proposal is considered appropriate in principle, however, further information is required before the proposal can be fully supported at the outline stage, which include:

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- o Demonstrate the suitability of the development in relation to national and local policy, as highlighted throughout this TN,
- o Determine the extent of parking restrictions required on Lynsted Lane, so that visibility is not obstructed at the site access. We note this should be included on the revised layout for Lynsted Lane which proposes give way controls on Lynsted Lane,
- o Demonstrate that suitable SSD can be achieved on approach to the Lynsted Lane give way control,
- o Update the vehicle tracking assessment, ensuring there is a realistic start location for vehicles when accessing and egressing the proposed site. This should also include swept paths for fire tender vehicles, to ensure the proposed access arrangement is suitable for emergency access.
- o Demonstrate that any loss of parking on Lynsted Lane can be accommodated elsewhere along the road, within a suitable walking distance.
 - Overspill parking within the site boundary, as proposed by the applicant should be secured as part of a planning condition.