



TECHNICAL NOTE

Job Name: Lynsted Lane, Teynham
Job No: 332410730
Note No: TN02
Date: 9th May 2022
Prepared By: Gareth Elphick
Subject: Land off Lynsted Lane, Teynham (planning ref: 21/502609/OUT) - Response to Project Centre Report (1000007836)

1. Introduction

- 1.1. Stantec has been appointed by Eden (Teynham) Limited to provide transport support in relation to a planning application for a proposed housing development east of Lynsted Lane, Teynham (Swale District).
- 1.2. This site has been submitted to Swale Borough Council (SBC) under application 21/502609/OUT¹ for (up to) ten dwellings. As part of the planning process SBC commissioned Project Centre to write a highways opinion. This has been provided as Report 1000007836 (Issue 02) dated 12th April 2022.
- 1.3. This note (TN02) has been written to respond to the points in the note produced by Project Centre and provide assurance to SBC that there are no substantive concerns in highways or access terms.
- 1.4. Whilst not mentioned in the Project Centre report, Stantec understand that there are no outstanding concerns raised by KCC Highways, and also note that both options for Lynsted Lane have been subject to a Road Safety Audit Stage 1. These reports and correspondence are lodged on the SBC Planning portal under the 21/502609/OUT reference.²
- 1.5. The Road Safety Audits were undertaken by Road Safety Answers, an independent audit company, under reports 440 and 489. We also understand that updated KCC Highways information has been previously provided by SBC officers to the members at the Planning Committee and the Planning Working Group, with the SBC case officer maintaining ongoing dialogue with KCC Highways. KCC Highways consultation responses of 26th October 2021 and 22nd December 2021 are noted as not offering any objection.
- 1.6. Stantec understand the required updates are for completeness but do note that certain elements such as visibility splays have already been demonstrated, but not necessarily shown on the drawings for both options being considered for pedestrian accessibility. Therefore, the drawings have been updated to so both reflect:
 - The new footway on Lynsted Lane
 - The pedestrian access via the NE corner of site
- 1.7. Project Centre have listed their commentary in sub-sections. Some of these sub-sections seem to be included for completeness only as either no, or minimal, points, are raised: The sub-sections are:

¹ Outline application for the erection of up to 10no. residential dwellings with associated landscaping, road layout and parking. (Access being sought). | Land To The East Of Lynsted Lane Lynsted Kent ME9 9QN
² <https://pa.midkent.gov.uk/online-applications/simpleSearchResults.do?action=firstPage>



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- Policy Context
- Site Access
- Refuse Collection and Servicing Tracking
- Lynsted Lane (no comments on the proposed pedestrian crossing points)
- Parking Surveys (no substantive comments on parking beat surveys, and points summarised as expected planning condition)
- Impacts to Existing Bus Route (no points raised)
- Trip Generation and Distribution (no points raised)

1.8. The points raised by Project Centre are minor and the conclusion states:

'For the most part, the development proposal is considered appropriate in principle'.

1.9. However, any requests for further information are addressed in this note.

1.10. These points are not substantive in the context of an outline planning application. However, we appreciate that members are seeking more surety at this time and thus Stantec have addressed the Project Centre points to a satisfactory conclusion.

2. Requested Updates

2.1. These requests are listed based on the Project Centre conclusion, and cross-referenced to sub-sections, with completed/required actions as:

Policy Context

2.2. Project Centre state that the application should:

'Demonstrate the suitability of the development in relation to national and local policy, as highlighted throughout this TN'

2.3. Response:

2.4. Policy points regarding safety, notably the access, are responded to later in this document with the specific points addressed.

2.5. With regards the remaining narrative, Stantec note the policies listed by Project Centre have been cited in the Stantec Transport Statement (49905/8545). Whilst these policies have detailed sub-elements, it does not seem proportionate for a ten dwelling site proposal to explore any further than just affirming the site has been deemed sustainable in transport terms and that all reasonable efforts have been made to promote sustainable modes (public transport and active travel) and discourage car usage. Furthermore, the completion of a Road Safety Audit and agreement of the Highway Authority confirms that there should not be any conflict against policy in terms of safety and traffic capacity. This is outlined in the Policy Response section of the TS 2.9.



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- 2.6. This response does not aim to dismiss the policy points listed by Project Centre, but to emphasise that the documents LTP4, Swale Local Plan and KCC Active travel strategy are high level policy documents which acknowledge that some trips will still be car-based, but that efforts towards sustainable modes are important to promote. Notwithstanding this high-level response, Stantec would point out that the bus and train accessibility for Teynham, as well as close access to shops and services, and thus the proposal site, has been addressed in the Transport Statement in Section 3. The walk to the train station, and to the bus stops, also contribute to active travel. This was noted within the TS at paragraph 2.4.3.

Site Access 1

- 2.7. Project Centre state that the application should:

'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,'

'Demonstrate that suitable SSD can be achieved on approach to the Lynsted Lane give way control'

- 2.8. **Response:**

- 2.9. Please see updated drawing 49905/5501/005E which has confirmed visibility splays and SSD. These meet the requirement of Manual for Streets (MfS), Kent Design Guide and also considered DMRB CD109. The SSD is shown as 70m, using DMRB for a 30mph/50kph road but this is a robust overapplication, and 43m is sufficient commensurate with the agreed approach with KCC Highways for the site access visibility splays (as per MfS and 30mph). This approach itself is deemed particularly robust because the nature of the road, parked cars and approaching/leaving a junction would result in a speed under the 30mph posted.

Site Access 2

- 2.10. Whilst not in the conclusion we note that paragraph 2.11 has a further suggestion as:

'The proposed double yellow lining should extend for the full length of the required SSD visibility splay,'³ 'notably to the south on the eastern side of Lynsted Lane, to ensure visibility splays are not obstructed.'

- 2.11. **Response:**

- 2.12. In terms of extending the yellow lining to the south on the eastern side of the road (access visibility splay side), as suggested as the most pertinent, this is clearly not problematic but is also likely unnecessary as parking alongside the hedgerow is unlikely and not witnessed in the parking beat survey. Nonetheless Drawing 49905_5501_004 has been updated to so show this extra 'eastern side' lining. This drawing is appended (49905_5501_004B)
- 2.13. Stantec would also likely reaffirm that the design approach to the south had been 'corner-protection', and this had been deemed sufficient in previous dealings with KCC Highways and the Road Safety Auditor.

Refuse Collection and Servicing Tracking

- 2.14. Project Centre state that the application should:

³ Stantec have assumed this sought the visibility splay of 43m from access rather than the DMRB SSD of 70m from the priority working.



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'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.'

2.15. **Response:**

- 2.16. Please see updated drawing 49905/002E, where parked cars have been added for context for the movement of the refuse freighter. The start position is also clearly shown in a 'realistic' position. This drawing addresses the points in Figure 4 and Figure 5 of the Project Centre. Clearly a fire tender is a much smaller vehicle and thus can also access the site. The double yellow lines remain unchanged, on the western side, and a large car is shown parked at the immediate cessation of the markings.

Parking Surveys

- 2.17. Project Centre state that the application should:

'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.'

2.18. **Response:**

- 2.19. In terms of additional parking spaces within the site, the outline application, which is informed by the Transport Statement and Parking Beat Survey (accepted by KCC Highways and SBC as accurate) suggests 3 compensation spaces are appropriate. Please refer to drawing 49905_5501_004 within the application documentation (appended to this document for convenience)
- 2.20. This quantum was discussed and justified in the TS (paragraphs 4.6.6, 4.6.7 and 4.6.8). The TS considered what was observed in terms of parking (in particular Lynsted Lane itself), and also the possible, but unused parking, for both near the A2 (eastern side of Lynsted Lane) and further south on Lynsted Lane (western side). A conclusion was reached in paragraph 4.6.10
- 2.21. In addition, Table 4.1 (p18 of TS) showed the parking beat summary. This was for the full radius of the Lambeth Methodology and is replicated below (with the 'very low' parking stress⁴ added for context), with an additional smaller analysis of just Lynsted Lane. This is shown as a total and also disaggregated further between the eastern and western sides. This extra disaggregation is for completeness. However, a parking beat analysis should be at the area level.

	Whole radius (including A2)	
	23 Feb 21	28 Feb 21
Total Number of Spaces	76	76
Peak Occupancy	30	28
Empty Spaces	38	40

⁴ 90% is deemed the indication that parking stress is becoming apparent.



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Stress	39%	37%
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Table 1: Parking beat survey results (reproduced and extended from TS)

	Lynsted Lane		Eastern side (near A2)		Western side (further south)	
	23 Feb 21	28 Feb 21	23 Feb 21	28 Feb 21	23 Feb 21	28 Feb 21
Total Number of Spaces	24	24	9	9	15	15
Peak Occupancy	7	7	4	4	3	3
Empty Spaces	17	17	5	5	12	12

Stress	29%	29%	44%	44%	20%	20%
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Table 2: Parking beat survey results (Lynsted Lane only)

- 2.22. Even if the yellow lines are extended on the western side of Lynsted Lane (albeit not proposed as noted above) the narrative in the TS (para 4.6.10), albeit a slightly longer distance and updated to two parking observations, is still valid and replicated, with minor changes below.
- 2.23. *There is no significant disbenefit to users (two only seen in the parking beat survey) who park opposite the proposed access or within 43m to the south, as the double yellow lines do not extend excessively south, and parking can easily relocate to the area outside of the proposed lining' (bold is amended text) –*
- 2.24. For convenience the parking beat survey plans that were presented in the TS (as Appendix D) have been reappended. In addition to any compensation parking provided within the site, circa 10 spaces are available south of the promoted double yellow lines, which provides parking within a reasonable walking distance of any lost 'potential' parking. As shown above parking stress of well below 90% is noted on Lynsted Lane.
- 2.25. The Project Centre reference to Lambeth Methodology and two weekdays as standard is noted. However, KCC Highways find one weekday and one weekend more suitable for their consideration, noting differences between Kent and London.
- 2.26. The final level of compensation parking would be a Reserved Matter and we would therefore suggest that this is dealt with at Reserved Matters stage. However, we have confirmed with the scheme architect, OSG Architecture, that several additional compensation parking spaces can be made readily available on the site with little change to the current indicative layout (and could easily be accommodated on the western side of the site). It is considered that 5 compensation parking spaces can be accommodated within the site and this can be secured by planning condition and dealt with in detail at reserved matters stage.



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3. Conclusion

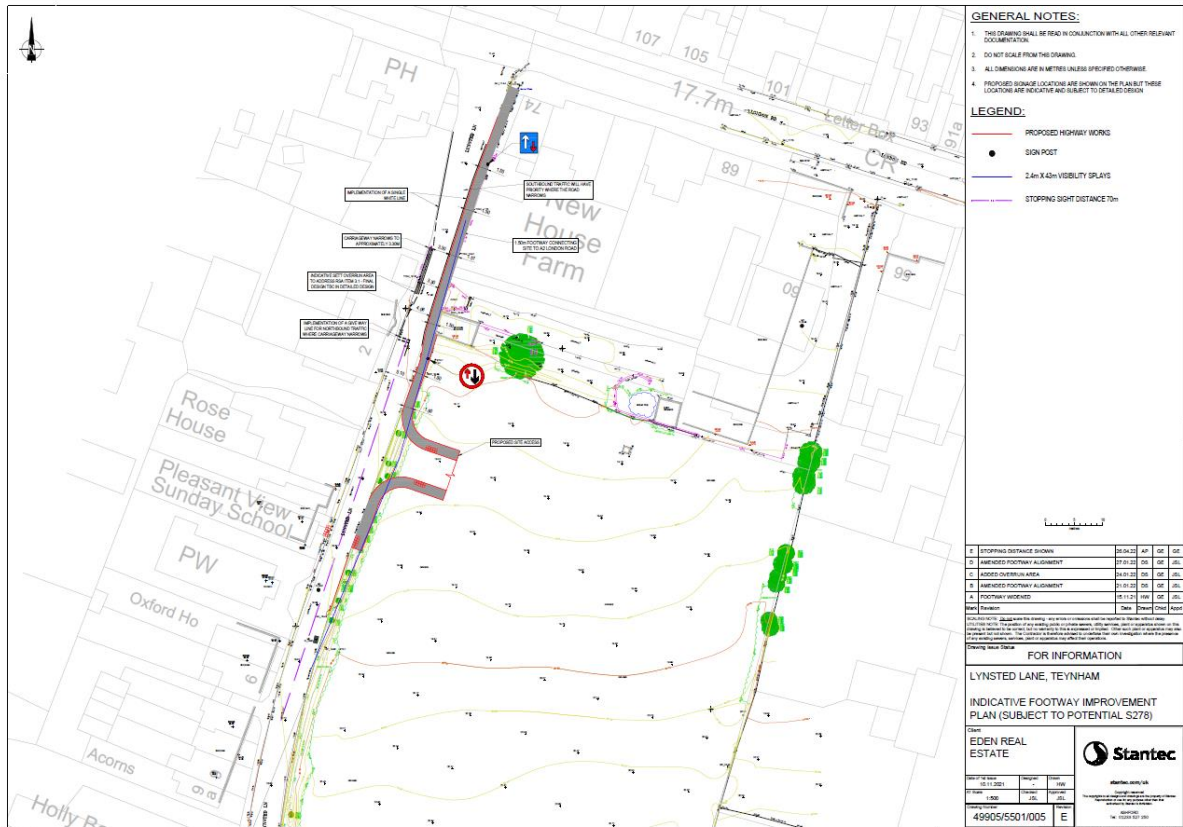
- 3.1. Stantec have noted the points and requests within the Project Centre report 1000007836 (Issue 02), dated 12th April 2022.
- 3.2. The report stated that '*For the most part, the development proposal is considered appropriate in principle*', but some minor requests for further information have been addressed.
- 3.3. Updated drawings are appended. The conclusion of the TS is reaffirmed with the final point of that section (6) reiterated.

'In overall terms the development is not anticipated to result in severe transport or traffic capacity issues on the local networks, in accordance with the key test in Paragraph 109 of the NPPF.'
- 3.4. Safety has been deemed considered with the 2 RSA Stage1 provided in the application.

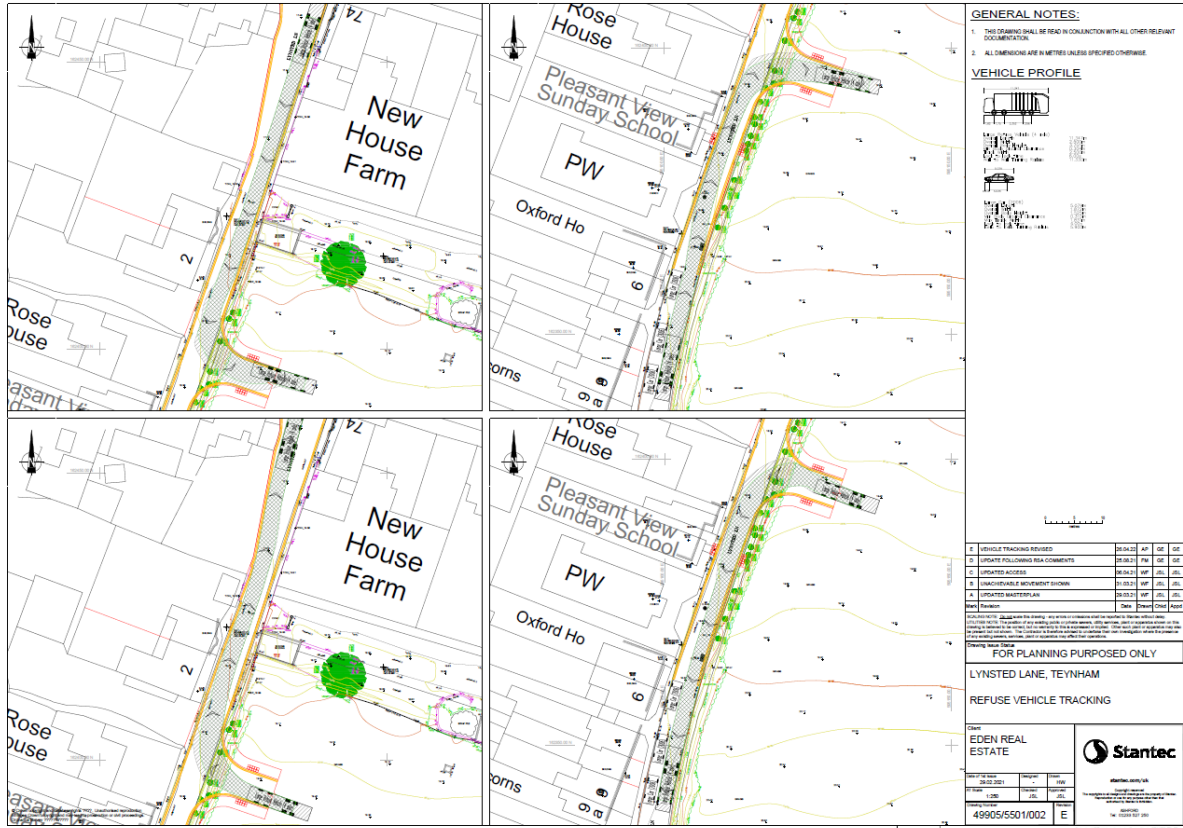
TECHNICAL NOTE



Appendix A Stantec Drawing 49905_5501_005E – updated to confirm visibility splays and SSD



APPENDIX 2

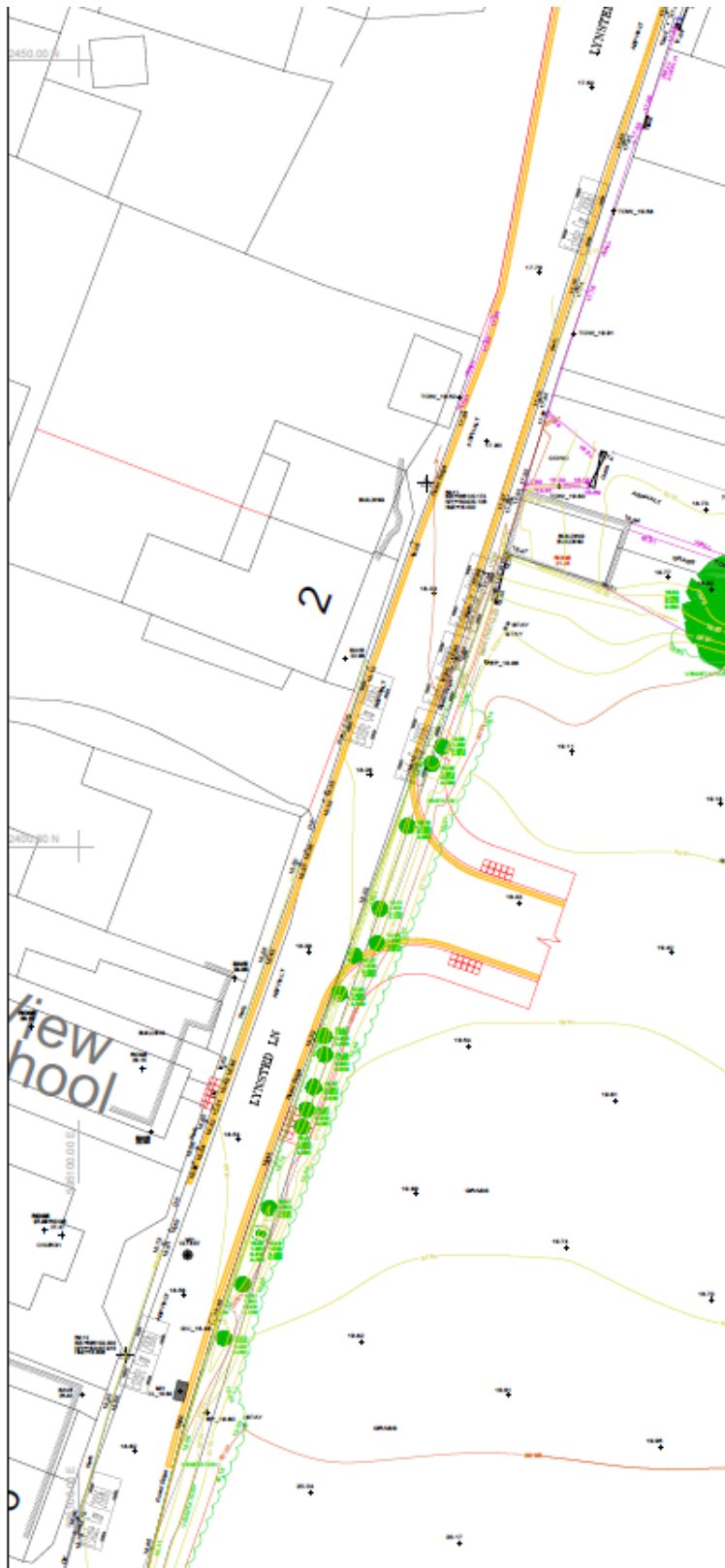


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Appendix B 49905_5501_004 and 49905_5501_004B – double yellow line markings with parking heat survey information

APPENDIX 2



GENERAL NOTES:

1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DOCUMENTATION.
2. ALL DIMENSIONS ARE IN METRES UNLESS SPECIFIED OTHERWISE.
3. PARKING BEAT SURVEY UNDERTAKEN ON TUESDAY 23RD FEBRUARY AND SUNDAY 28TH FEBRUARY. BOTH SURVEYS SHOW SAME NUMBER AND SIMILAR LOCATION OF PARKED CAR ALONG LYNSTED LANE.
4. THERE IS 1 CAR WHICH WOULD BE EFFECTED BY THE PROPOSED INTRODUCTION OF YELLOW LINES, A FURTHER 4 ARE PARKED WITHIN THE EXTENT OF THE YELLOW LINES BUT THIS IS UNAUTHORISED PARKING ON THE BANK.

W	DOUBLE YELLOW EXTENSION	04.05.22	AP	GC	JSL
A	LAYOUT UPDATING	03.05.22	AP	GC	JSL
Mark	Revision	Date	Drawn	Check	Appd

NOTICE: This drawing is for planning purposes only. It is not to be used for any other purpose. The Contractor is to be held responsible for any errors or omissions. The Contractor is to be held responsible for any errors or omissions. The Contractor is to be held responsible for any errors or omissions.

FOR PLANNING PURPOSES ONLY

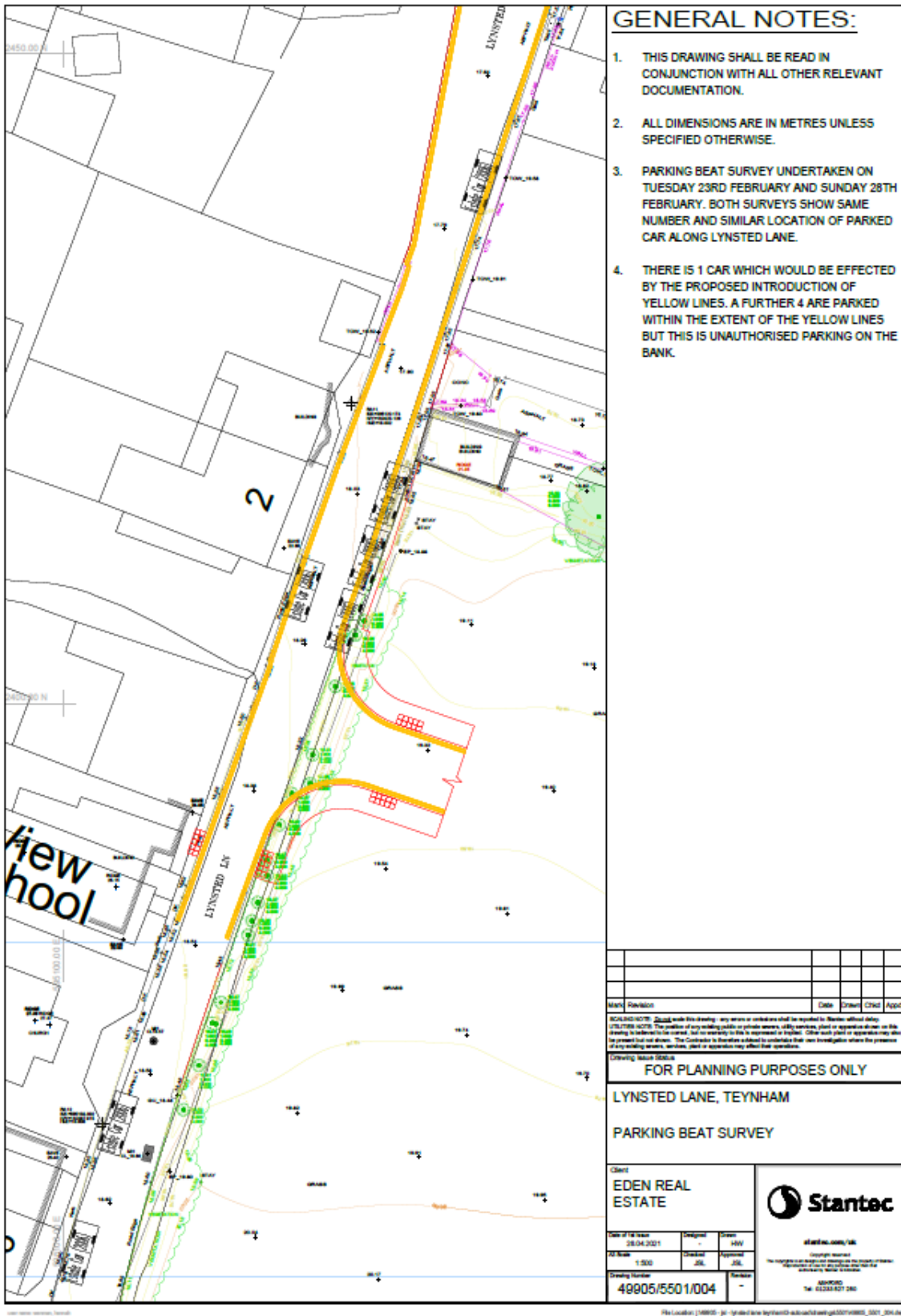
LYNSTED LANE, TEYNHAM
PARKING BEAT SURVEY

Client
EDEN REAL ESTATE



stantec.com/uk
 Group number
 The position of the company is subject to change without notice.
 49905/5501/004
 B

Date of release	05/04/2022	Design	AP
Scale	1:500	Drawn	JSL
Drawing number	49905/5501/004	Check	JSL
		Issue	B



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SCALE: 1:500
 DATE: 28.04.2021
 DRAWN BY: HW
 CHECKED BY: JSA

FOR PLANNING PURPOSES ONLY

LYNSTED LANE, TEYNHAM
PARKING BEAT SURVEY

Client
EDEN REAL ESTATE

Date of Issue: 28.04.2021
 Design: HW
 Scale: 1:500
 Drawing Number: 49905/5501/004

Stantec

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File Location: \\SRV02\p1\49905\5501\5501_004.dwg



TECHNICAL NOTE

Appendix C Parking beat survey plans for the two days

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
49905/5501/TN002	-	25 Apr 22	GE	HW	JL	JL

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J:\49905 - JSL - Lynsted Lane Teynham\BRIEF 5501 - Transport\TECHNICAL NOTES\49905_TN02_Response to Project

K&M TRAFFIC SURVEYS

DATE : TUESDAY 23RD FEBRUARY 2021

LOCATION : LYNSTED LANE, TEYNHAM, KENT

00:40 HOURS



K&M TRAFFIC SURVEYS

DATE : SUNDAY 28TH FEBRUARY 2021

LOCATION : LYNSTED LANE, TEYNHAM, KENT

00:30 HOURS

