

TABLED PAPERS Keycol Farm
Planning Working Group



Swale Borough Council
Swale House
East Street
Sittingbourne
Kent
ME10 3HT

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 20 July 2015

Application - SW/15/500330/FULL/EM
Location - Keycol Farm, Keycol Hill, Bobbing, Kent ME9 8NA
Proposal - Change of use of land for the stationing of four mobile homes with associated parking.

Dear Emma

I have obtained the most recent crash data for this stretch of the A2, as I understand from you that Members requested the information at their site meeting earlier this week, and I have attached this for your records. The statistics are up to date as far as the 30th April 2015. Anything after that date will not have been validated yet to confirm the accuracy of the stated location or any of the specific details of the incident, so newer incidents are not made available. The records show that in the past year, only 1 accident occurred nearby, and this involved a driver of an HGV losing control of his vehicle on Boyces Hill after being hit in the face by a bird that had flown through their open window.

There have been no accidents involving vehicles using accesses in the local vicinity over the past year, but a review of accidents over a longer period shows 2 accidents involving vehicles leaving accesses on this stretch of the A2 between Keycol Hill and Boyces Hill in 2013. The first occurred at the main access to Keycol Farm House at the top of Boyces Hill, some 160m west of the current application site access. However, this was attributed a vehicle pulling out into the path of a motorcycle that had not been seen, as it was camouflaged against the colour of another vehicle travelling further behind it. The second accident happened at almost the same spot, but this time was due to a vehicle pulling out into the path of a vehicle travelling at excessive speed that had overtaken two other vehicles moments earlier. Both these accidents were therefore due to driver error.

I also understand that the question of previous refusals on this site was raised, and what was different now from a highway perspective from when those decisions were issued in the 1980's. An inspection of the planning history shows that the most recent application was refused in 1989, for B1 business use on the site, and this was refused on highway grounds. However, this was against officer advice at the time, as the development had been recommended for approval, but was refused by Members. No Appeal was made by the applicant, so the decision was never challenged. Given the potential traffic generation from that development proposal, and the limited numbers likely to be generated by the current application, I would consider that the professional highway advice given for both are consistent.

There was also an earlier refusal on this site for the conversion of the oast building into residential use. Unfortunately, the only documentation on file that survives is the appeal decision, so I am unable to confirm what highway advice was given at the time, but I suspect due to the minimal movements generated by a single dwelling, the Highway Manager would not have objected. Whilst the appeal was upheld, the Inspector based his refusal on concerns that sightlines of only 90m were available, when the standards at that time sought a distance of 120m. Current guidance is less onerous than before, as research into stopping distances, reaction times and vehicle braking performance has shown that previous standards were excessive, and the calculated sight stopping distance at 40mph would now be around 65m. This is far shorter than the 90m that the Inspector confirmed was available, so his concern over the sightline availability would no longer be valid had he been considering it under current visibility standards.

It is noted that there are numerous vehicle accesses within a short distance of the site access, many of which have sub-standard visibility or lack turning facilities, but there is no evidence to suggest that the use of these have decreased highway safety along this part of the A2. Given the historic use of the access in question, the vehicle movements that could lawfully be generated by it, the absence of any crash history associated with its use, the small scale of the proposed development, previous officer recommendations and the NPPFs presumption in favour development where it cannot be demonstrated that the impact would be severe, I would not advise Members to include Highway objections to the application.

I trust the above comments provide further reasoning behind the Highway Authority's response to this application.

Yours faithfully

Alun Millard
Development Planner



Crash Severity

●	Slight
■	Serious
▲	Fatal

Location: A2 Keycol Hill, Bobbing

3 years personal injury crash data up to 30/04/2015

KCC Ref number: INT/351/15

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Date: 17-July-2015

Time: 09:28:17

Title: A2 Keycol Hill

Requested output: D - Print Crash Report

Date: 17-July-2015

Accident Date BETWEEN '01-May-2014' AND '30-Apr-2015'

There was 1 reported crash resulting in injury

D-PRINT CRASH REPORT

17-Jul-2015
09:28:17

A2 Keycol Hill

Accident Date BETWEEN '01-May-2014' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A2 Section 283	Grid 586693E Ref 164598N	24/06/2014	3	15:06	L	Dry	Fine			HGV
A2 Boyces Hill, Sittingbourne, Kent											
Veh 1 was Travelling Along the A2 in the Direction of Sittingbourne when a Bird Flew into the Cab of the Vehicle Causing Driver Not to Travel in the Direction of the Road. the Bird Hit the Driver in the Nose the Driver Crossed the Central White Line and Before the Driver Could Rectify Vehicle it Collided with Veh 2 Who was Travelling in the Opposite Direction.											
Veh1, goods > 7.5t, W -> E Veh2, car, E -> W											
Casualties 1 Vehicles 2											

Key

Involved
 PED Pedestrian
 HGV Heavy Goods Vehicle
 GV Goods Vehicle
 M/C Motor Cycle
 P/C Pedal Cycle
 PSV Bus/Coach

Street Lighting
 L Day/light
 STL Street Lights
 USL Street Lights Unlit
 NSL No Street Lights
 STU Street Lights Unknown

FACTORS
 +VE R. TURN
 O/TAKE
 S. VEH

Positive Breath Test
 Right Turn Manoeuvre
 Overtaking Manoeuvre
 Single Vehicle

Special Conditions
 ATS OUT Traffic Lights Not Working
 ATS DEF Traffic Lights Defective
 SIGNS Road Signs Defective or Obscured
 RD WRKS Road Works
 Surface Road Surface Defective

Date: 17-July-2015

Time: 09:14:48

Title: A2 Keycol Hill

Requested output D - Print Crash Report

Date: 17-July-2015

Accident Date BETWEEN '01-May-2012' AND '30-Apr-2015'

There were 6 reported crashes resulting in injury

D-PRINT CRASH REPORT

A2 Keycol Hill

Accident Date BETWEEN '01-May-2012' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
1	Road No A2 Section 283 Grid 586797E Ref 164562N A2 Boyces Hill, 100M West of Boyces Cottage, Newington	SLIGHT	20/06/2012	4	08:41	L	Dry	Unknown			GV
	Veh1 Trav from Newington Towards Sittingbourne. Veh1 Veered into Oncoming Traffic Hitting Veh3 Along the Offside then Head on with Veh2.										
	Veh1, goods < 3.5t, W -> E Veh2, car, E -> W Veh3, car, E -> W										
2	Road No A2 Section 288 Grid 587285E Ref 164470N A2 Keycol Hill, 100 Metres West of J/W Rocks View, Sittingbourne, Kent	SLIGHT	08/08/2012	4	20:56	DRK STL	Dry	Fine			Casualties 3 Vehicles 3
	V2 was Stationary as it Had Come to a Halt Due to V3 Siz and Position. V1 then Hit V2 to the Rear Offside, V1 then Hit V3 Head On.										
	Veh1, car, E -> W Veh2, car, E -> W Veh3, agric veh, W -> E										
3	Road No A2 Section 286 Grid 587076E Ref 164496N Keycol Hill O/S Bryngwyn, Sittingbourne Kent	SERIOUS	02/09/2012	1	08:26	L	Dry	Fine		O/TAKE	HGV P/C
	Whilst Travelling in an Easterly Direction Along the A2 Keycol Hill a Cyclist Attempted to Overtake a Parked Stationary Car, as he was Overtaking a Foreign Lorry Overtook and the Cyclist Panicked Before Cycling in to the Rear of the Parked Car.										
	Veh1, pedal cycle, W -> E Veh2, car, P -> P Veh3, goods > 7.5t, W -> E										
	Casualties 1 Vehicles 3										

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A2 Keycool Hill

Accident Date BETWEEN '01-May-2012' AND '30-Apr-2015'

No	Location	Severity	Date	Day	Time	Street Lighting	Road Surface	Weather	Pedestrian Direction	Factors	Involved
4	Road No A2 Section 284 Grid 586912E Ref 164536N	SLIGHT	01/02/2013	6	07:45	L	Wet/Damp	Rain/Wind		R TURN	MIC
A2 Boyces Hill J/W Unmade Road, Sittingbourne, Kent											
Veh 1 was Pulling out of Unmade Road onto A2 Boyces Hill. the Driver Has Not Seen a Motorbike Coming Towards it Due to it Being Camouflaged by a Similar Colour Car Behind It, Veh 1 Has then Pulled out into the Path of the Veh 2 Causing the Collision.											
5	Road No A2 Section 284 Grid 586918E Ref 164535N	SLIGHT	04/03/2013	2	12:38	L	Dry	Fine		R TURN	Casualties 1 Vehicles 2
A2 Boyces Hill J/W Westways, Sittingbourne.											
V2 Travelling A2 Towards Sittingbourne. V1 was turning right out of Driveway to ' West Ways ' V1 Pulled out as V2 Approached and V2 Could Not Stop in Time. V2 Had Made a 2 Vehicle Overtake at Speed Before Collision, However Skid Marks at Scene Showed V2 to Be on Correct Side of Road at Point of Collision.											
6	Road No A2 Section 283 Grid 586693E Ref 164598N	SLIGHT	24/06/2014	3	15:06	L	Dry	Fine			HGV
A2 Boyces Hill, Sittingbourne, Kent											
Veh 1 was Travelling Along the A2 in the Direction of Sittingbourne when a Bird Flew into the Cab of the Vehicle Causing Driver Not to Travel in the Direction of the Road. the Bird Hit the Driver in the Nose the Driver Crossed the Central White Line and Before the Driver Could Rectify Vehicle it Collided with Veh 2 Who was Travelling in the Opposite Direction.											

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