

EMAIL FROM ABC ON 16/04/2012:

I will try to respond to all the points made, although I am still awaiting answers to some. I will use the same numbering as you for ease of reference.

1 Highways have commented: - Overall the data shows that traffic flows from the Ashford direction on the A28 have decreased significantly. This is where the site traffic will come from which shows that traffic levels from this approach have actually decreased since the 2007 report. Overall have calculated that for the two peaks from the Parish Council's traffic counts (7-9am and 4.30-6.30pm) overall traffic levels at the whole Bagham junction have actually slightly decreased. With regards to problems with traffic using Branch Road and Bagham Road, the development does not have any impact on these two junctions and so cannot be expected to resolve any of the problems at these junctions.

For information some of the Ashford schools did not break for Easter until the following week.

In summary therefore KCC Highways are satisfied with the highway information submitted and have not requested a further survey. This being the case, there is no reason for ABC to request such a survey

The Inspector commented in the Tenterden and Rural Sites DPD report that

'There is no firm evidence that housing development at CHIL1 would generate such an increase in traffic over an employment use of the site that a need for further junction improvements would be directly related to the allocation, or that traffic light would be the best solution to any identified hazard. However, criterion (c) of the policy requires only investigation of the situation, and any further provision only if justified'

2.1- This is something that has already been suggested to the agent

2.2 -A central reservation and ghost island is not required as the development will not generate 500 vehicle movements a day which is the requirement for a right turn lane as set out in Department of Transport- Design Manual for Roads and Bridges (DMRB).

2.3-It is of the opinion of KCC Highways that traffic lights will significantly worsen the traffic flows at this junction and worsen the queuing levels. Furthermore traffic lights are not suitable for a rural location such as this.

2.4 and 2.5-The creation of a pedestrian refuge will require alterations to the A28 via a Section 278 Highway Agreement in the form of widening to get this crossing point in. The refuge will need to be 3m by wide by 1.8m in depth in order to cater for bicycles. The pedestrian refuge could be lit in the form a street light in the refuge island depending on utility connections

2.6-The width of the access road into the site is 5m. This is in accordance with the relevant standards for highway design as set out in the Kent Design Guide for developments of up to 100 dwellings

2.7-The access meets requirements of sightlines of 2.4m by 90m for a 40mph design speed.

3.1- A Section 106 legal agreement can ensure the provision of the commuter car parking spaces comes forward as part of any permission for housing on the sawmills site

3.2- The agents have been informed about this and I believe will be looking at amending the scheme.

3.3-As 3.2. At the moment there is nothing to stop residential parking in Station approach. For the sawmill site there is a need to ensure that there is adequate car parking on site to serve the development and that car parking is in a convenient location for the occupiers.

4.1- Awaiting comments from KCC's agents – Mouchel

4.2- The surgery would not have been consulted in the normal course of events, though they are able to comment like anyone else, on the scheme. The Primary Care Trust have been consulted and their comments are awaited

5.1 KCC Highways have requested further details of the applicant and are waiting to hear from them regarding this.

5.2 Highways have commented: - Regarding the speed limits these have to be in accordance with the Government circular 01/06 and the parish councils requests do not meet these requirements. The requirement for a 40mph speed limit is as follows:

Should be considered where there is a high number of bends, junctions or accesses, substantial development, where there is a strong environmental or landscape reason or where there are considerable numbers of vulnerable road users.

We can therefore only really consider a 40mph speed limit in the vicinity of the Bagham junction. The Highway Authority will be looking at adopting a speed limit for a distance of 400-500m south of the Bagham Junction on the A28 and for a distance of 400m west of the Bagham junction on the A252 and 400m east of the Bagham junction on the A28.

The requests by the Parish Council do not meet the tests of the rest of the circular I am afraid and therefore the Highway Authority cannot accept their requests

5.3 The interactive warning signs for the Bagham junction on the A28 will be permanent

6.1 The agents have already been informed about this and I believe will be looking at amending the scheme

6.2- There has been no design for the play area- at present it is an area of open space.

6.3 The agents have already been informed about this and I believe will be looking at amending the scheme

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6.5 The agents have already been informed about this and I believe will be looking at amending the scheme

6.6 The Local Planning Authority need to consider and determine any submitted planning application. Obviously we will need to consider as part of the proposal whether this is too much development for the site bearing in mind comments already received. I assume that the developer has submitted the application for more houses on the site as the railway car park is shown off the site.

6.7 Many houses in Chilham have very small front gardens with houses fronting onto the road. This theme has been picked up in the Chilham Parish Design Statement. From a design issue it is far better to have an active road frontage with surveillance rather than having houses backing onto a road- especially in this instance a main road, when there will be views of washing/ domestic paraphernalia etc if the rear gardens faced the road. In addition in my view it is preferable to have rear gardens and the rear of houses away from the road to protect residents from noise. In addition the rear gardens will face south making the most of sunlight/ daylight opportunities.

6.8 As with all schemes of this size if planning permission is granted it will be subject to a number of conditions. One of these will be the need to submit details for approval of materials for the site

7- Noted

With schemes such as this there are on going discussions with the agents to resolve the issues raised by consultees –e.g. Southern Water and Environment Agency to try and resolve the issues prior to the application being reported to Committee.

Carol Ridings
Fast Track Manager
Planning and Development Unit

EMAIL FROM ABC ON 02/05/2012:

This is the reply I have just this moment received re education needs.

There is little KCC Education can do in the way of addressing the need in Chilham School itself. Chilham is a rural location and the children will have to be accommodated where they can by expansion, including at neighbouring village schools, as the additional demand is directly related to the development here.

In the short term the Sawmills children would be dispersed amongst other local schools. Over time, existing Chilham school pupils living further away will naturally leave or take up places in other village schools nearer their home. This natural re adjustment will enable Sawmill pupils to attend Chilham as their local school, subject to parental choice. The extra homes do create extra demand for school places, hence the request and the need to meet the impact of the development.

Carol Ridings
Fast Track Manager
Planning and Development Unit