



# ACCESS DESIGN STATEMENT

THE PLOUGH INN, LEES ROAD, BRABOURNE LEES, TN25 6QB

Proposed Residential Development

Date: October 2017

Ref: 2017/SHEP/3909/TN01

## 1 INTRODUCTION

- 1.1 RGP has been commissioned by Shepherd Neame to advise on highway and transport planning matters in relation to the proposed development of land to the rear of The Plough Inn Public House, located on Lees Road, Brabourne Lees.
- 1.2 The proposals seek to develop land to the rear of the existing Public House to provide a residential scheme of 4 houses. A copy of the proposed site layout prepared by CDP Architecture is attached at **Appendix A**.
- 1.3 The proposed development would be served via an existing access to the south of the Public House, currently serving open land (to be occupied by the proposed development) and existing allotment gardens further to the rear. The existing access, car parking and servicing arrangements for the Public House would remain unchanged and would be unaffected by the proposals.
- 1.4 Whilst the modest level of development proposed would not result in a material increase in traffic, further consideration has been given to improvements to the existing access road and its vehicle crossover with Lees Road to both improve manoeuvrability and maximise visibility for emerging traffic.
- 1.5 Drawing **2017/3909/001** attached hereto illustrates the proposed access arrangement, which has been designed with consideration of the design requirements of Kent County Council (KCC), as Highway Authority, and the criteria within their 'Kent Design Guide'.
- 1.6 This Technical Note has been prepared to summarise the proposed access arrangements for the site and their appropriateness in the context of existing highway conditions.

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## 2 EXISTING HIGHWAY CONDITIONS

- 2.1 The development site is located on the western side of Lees Road, a local distributor road serving the village of Brabourne Lees. From the south of the site and up to the Public House, Lees Road serves the village centre and surrounding residential catchment. Further north from the Public House, the carriageway width of Lees Road reduces and becomes more rural in nature, serving sporadic residential and agricultural uses. As such, Lees Road is reasonably lightly trafficked across the site.
- 2.2 Lees Road is subject to a 30mph speed limit across the development site and is designed as a single-lane carriageway with a varying width between 5.5 and 6.5 metres. Lees Road permits unrestricted on-street parking along its length which occurs in several locations, contributing to low and controlled vehicle speeds.

## 3 REVIEW OF DESIGN CRITERIA

- 3.1 As detailed in Section 1, the form and layout of the proposed access arrangements have been considered in accordance with the design requirements KCC's 'Kent Design Guide' (2000) for the level of development proposed and existing conditions on the highway network.
- 3.2 The proposed access arrangements as illustrated on attached drawing **2017/3909/001** would be constructed with similar criteria to a 'shared private drive', in accordance with the requirements within the 'Kent Design Guide' for residential developments of between 2 and 5 dwellings. These criteria have been considered suitable for the proposed access road and the level of vehicle movements that would be generated by the site.

## 4 VISIBILITY REQUIREMENTS

- 4.1 As stated above, Lees Road is subject a 30mph posted speed limit. The level of visibility required from the site access has therefore been considered based on guidance within Manual for Streets (MfS), which provides guidance on Stopping Sight Distances (SSD) where 85<sup>th</sup> percentile speeds are up to 60kph (37mph).
- 4.2 In accordance with the requirements of MfS, for the 30mph speed limit the proposed development would be required to provided (Y-distance) visibility splays of 43 metres in both directions, as the appropriate stopping sight distance.
- 4.3 With respect to the 'minor road distance' (X-distance), the Kent Design Guide and Manual for Streets confirm that a 2.0m setback would be acceptable in constrained locations. Manual for Streets 2 (MfS2) confirms that:

- 4.4 ...“a minimum figure of 2 metres may be considered in some slow speed situations when flows on the minor road are low, but using the value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic”...
- 4.5 The above situation is considered to be typical of lightly trafficked residential access points such as this, where the major road also benefits from low traffic flows and speeds.
- 4.6 The proposed access arrangements have therefore been considered in relation to visibility splays of 2.0 x 43 metres, measured to the nearside vehicle track in both directions.

## 5 PROPOSED ACCESS ARRANGEMENTS

- 5.1 Drawing **2017/3909/001** attached hereto illustrates the proposed access arrangement. The proposed access would be retained as a vehicle crossover, with a 4.1 metre width suitable for two-way traffic. This proposed width is greater than that specified by KCC for a 'Shared Private Drive' (minimum width 3.0 metres) to allow for two-way vehicle movements.
- 5.2 The internal layout would allow all vehicles within the site to manoeuvre such that they would exit onto Lees Road in a forward gear.
- 5.3 In order to maximise visibility from and to the access, a formalised build-out would be provided on either side, constructed as footway to provide additional refuge for pedestrians. This arrangement would tie in with the existing informal areas of car parking to the south of the site would retain a carriageway width on Lees Road of 5.5 metres equivalent to the minimum carriageway width currently on Lees Road and suitable to allow for all two-way vehicle movements, commensurate with Manual for Streets requirements.
- 5.4 As illustrated by the drawing, visibility splays of 2.0 x 43 metres are available in both directions, considered suitable for the conditions of traffic on both the access road and Lees Road (the proposed buildout would also increase visibility for an emerging vehicle observing a vehicle exiting the development site access). It is noteworthy however, as illustrated on the drawing, that the proposed arrangement would provide extended visibility well in excess of the 43 metres require in both directions when observing an approaching vehicle.
- 5.5 The formation of the proposed build-out is likely to also benefit adjacent access points with additional visibility.
- 5.6 The proposed access arrangement is therefore considered to be wholly in accordance with relevant design guidance and provides an overall betterment in highway safety terms that would more than offset the impact from the proposed development.