



Claire Marchant
Ashford Borough Council
Civic Centre
Tannery Lane,
Ashford,
Kent,
TN23 1PL

25 January 2018
Our Ref: SHEP/17/3936

Dear Claire,

RE: 17/01443/AS - THE WHEEL INN PH, WESTWELL LANE, WESTWELL, ASHFORD, KENT, TN25 4LQ

Further to recent discussions with respect to the above referenced planning application, I write to set out the background to the latest revisions to the proposed access and parking arrangements from a highways perspective.

I enclosed a copy of the latest Proposed Site Plan (734 : P01, Revision C) prepared by CDP Architects, which has been prepared following ongoing discussions with Kent County Council (KCC), as Highway Authority. The enclosed plan seeks to address the previous concerns of KCC with respect to the provision of car parking to the rear of the properties and perceived concerns with potential on-street car parking.

The revised proposals illustrate the provision of driveway car parking beside each property in a tandem arrangement in line with the preferred strategy of both ABC, and KCC, which confirmed by way of its letter dated 3rd November 2017 that “any potential reverse manoeuvres with frontage parking would not lead to a safety issue”.

In addition, the Proposed Site Plan illustrates the provisions of two separate car parking spaces on the southern side of the main carriageway, positioned parallel to the carriageway edge. These spaces would function as visitor bays (on an occasional ad-hoc basis) whilst providing short-stay facilities for residents to switch cars around and/or load and unload.

This arrangement has been developed in accordance with KCC's email dated 9th January 2018, which confirms that:

...“whilst tandem car parking is not ideal as it can result in on street parking, we would be happy to accept this proposal. However, we would require 2 allocated visitor parking bays. These can be parallel to the road and would need to be 6 x 2.5m for each space. The justification is that our parking

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guidance states with tandem parking an additional 0.5 spaces should be allocated per property. Then an additional 0.2 spaces per property would also be required for visitor parking. This makes a total of 0.7 additional spaces per property, multiplied by 3 properties at this location = 2 additional spaces"...

The provision of 2 visitor spaces would therefore conform to the requirements of KCC. These spaces also conform to standard parallel bay dimensions and would be positioned completely off-carriageway to ensure that the main carriageway width is not reduced. I have enclosed drawing 2017/3936/003 illustrating our swept path assessment confirming a car accessing an egressing each parking bay safely. It is also considered that the proposed arrangement would deter any other on-street parking from occurring in close proximity.

I trust that this letter clearly explains the background to the revised proposals and their compliance with KCC's requirements. I therefore look forward to confirmation that the proposals would not constitute a severe impact in line with the NPPF and are therefore acceptable in highway terms.

If you have any further queries or require any further clarification on highway matters, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Stuart Jones', with a long horizontal flourish extending to the right.

Stuart Jones
RGP
Head Office

Encl.



Proposed Site Section A-A 1:200



Proposed Site Section B-B 1:200

Rev.	Description	Int.	Date
A	Minor amendments following comments from planning officer.	MW	Dec 2017
B	Minor amendments following comments from planning officer.	MW	Dec 2017
C	Minor amendments following comments from planning officer.	HW	Jan 2018

Materials :

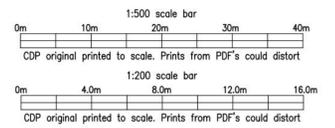
Roof - Plain tiles chosen to match existing public house roof. As indicated on drawings flat roofed membrane with powder coated aluminum trims, colour to be agreed.

Walls - Brickwork chosen to match existing public house walls.

Windows and Doors - Softwood painted joinery to match existing public house.

RWG's - Black gutters and down pipes chosen to match existing public house.

Note: All final materials and colours to be agreed with local authority.



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 22-23 North Lane
 Canterbury
 Kent
 CT2 7EE
 Tel 01227 458181
 Fax 01227 451543
 info@thinkcdp.com
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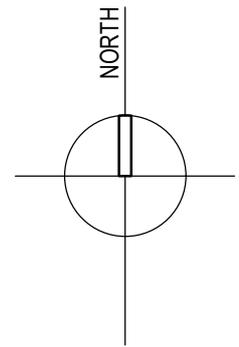
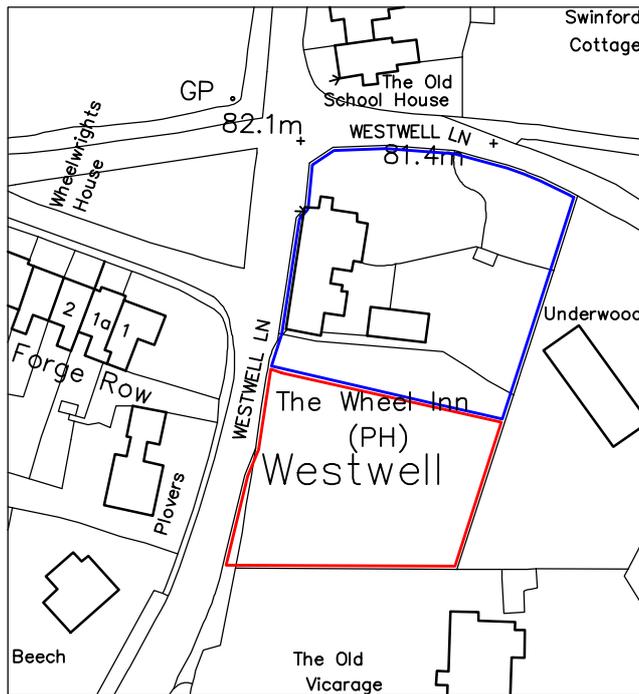
Client
SHEPHERD NEAME

Job Title
**PROPOSED DWELLINGS AT
 LAND TO THE SOUTH OF
 THE WHEEL, WESTWELL**

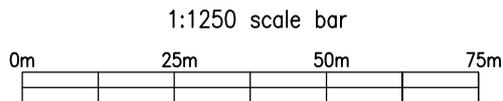
Drawing Title
**PROPOSED SITE PLAN &
 SITE SECTIONS**

Scale @ A1	1:200, 1:500	Preliminary	
Drawn	MW	Planning	
Date	AUG 2017	Building Regulations	
Checked		Tender	
		Construction	
		As built	

734 : P01 C



Site Location Plan 1:1250



CDP original printed to scale.
Prints from PDF's could distort.



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Client
SHEPHERD NEAME

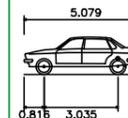
Job Title
**THE WHEEL
WESTWELL**

Drawing Title
SITE LOCATION PLAN

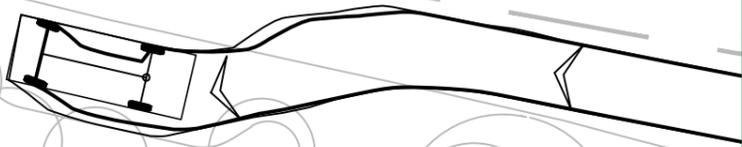
Scale 1:1250	Drawn MW	Date AUG 2017
Status	Checked	Date Checked

A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	R	S	T
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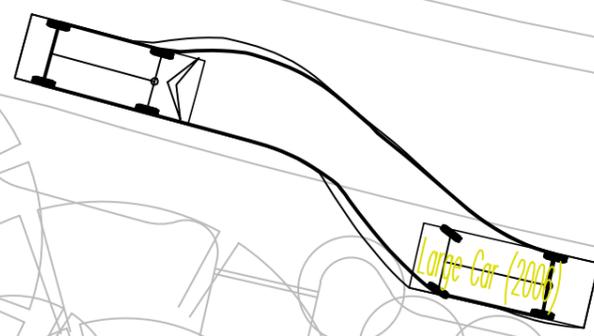
734 : P04



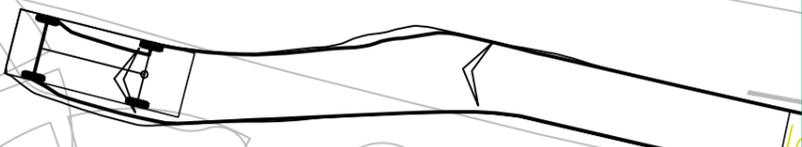
Large Car (2006)
 Overall Length 5.079m
 Overall Width 1.872m
 Overall Body Height 1.525m
 Min Body Ground Clearance 0.310m
 Max Track Width 1.831m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 5.900m



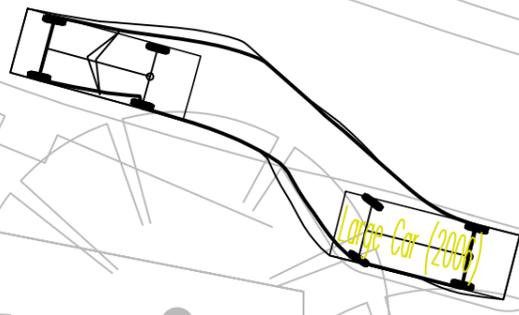
LARGE CAR ENTERING PARKING SPACE 1



LARGE CAR EXITING PARKING SPACE 1



LARGE CAR ENTERING PARKING SPACE 2



LARGE CAR EXITING PARKING SPACE 2

Plovers

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 This drawing is based upon Ordnance Survey mapping - RGP accept no liability for any inaccuracies with the data.

rgp
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Client	Shepherd Neame Ltd		
Project	The Wheel Inn PH, Westwell Lane, Westwell		
Drawing Title	Vehicle Swept Path Assessment		
Scale	1:200	Drawn By GSE	Checked By SAJ
Date	January 2018	Approved By CMB	Rev. -
		Drawing No. 2017/3936/003	

Stuart Jones

From: Fiona.Wiles@kent.gov.uk
Sent: 09 January 2018 14:54
To: Stuart Jones
Subject: RE: The Wheel Inn, Westwell

Dear Stuart,

Further to our telephone conversation this afternoon, whilst tandem parking is not ideal as it can result in on street parking, we would be happy to accept this proposal. However we would require 2 allocated visitor parking bays. These can be parallel to the road and would need to be 6m x 2.5m for each parking space.

The justification for this is our parking guidance states with tandem parking an additional 0.5 spaces should be allocated per property. Then an additional 0.2 spaces per property would also be required for visitor parking. This makes a total of 0.7 additional spaces per property, multiplied by 3 properties at this location = 2 additional spaces.

Please discuss with Claire and your clients, and I look forward to hearing from you in due course with hopefully revised plans.

Kind regards,

Fiona Wiles | Transport & Development Planner | Transport & Development Planning | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 | www.kent.gov.uk/highways



@KentHighways

Please consider the environment before printing this email

From: Stuart Jones [mailto:s.jones@rgp.co.uk]
Sent: 08 January 2018 17:37
To: Wiles, Fiona - GT HTW
Subject: RE: The Wheel Inn, Westwell

Dear Fiona,

Further to our various email communications we have been liaising further with the our client and the Case Officer to develop a suitable compromise that can be agreed by all parties.

I have attached a copy of the latest proposals that have been deemed acceptable to ABC, with a reduced scheme of three residential dwellings. The latest proposals fully remove the car parking to the rear of the site (which formed part of your early concerns) in favour of driveway parking, the principle of which was acceptable based on the low vehicle speeds across the site.

The proposals include the provision of two tandem car parking spaces per unit and in line with your previous comments of the 14th December 2017 provide an additional short-stay parking space parallel to Westwell Road to allow residents to park temporarily to swap cars around or load and unload clear of the highway.

Whilst we now have agreement from ABC that the layout and parking levels would be suitable, for completeness I should be most grateful for your formal view as to whether the proposals are acceptable from KCC's perspective.

If you would like to discuss the proposals please do not hesitate to call.

Kind Regards,

Stuart

Stuart Jones

Associate

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Transport Planning and Infrastructure Design Consultants

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From: Fiona.Wiles@kent.gov.uk [<mailto:Fiona.Wiles@kent.gov.uk>]
Sent: 14 December 2017 15:58
To: Stuart Jones <s.jones@rgp.co.uk>
Subject: RE: The Wheel Inn, Westwell

Dear Stuart,

Thank you for your e-mail.

We are concerned with tandem parking, as this leads to inconvenience in having to swap cars around and often results in on street parking. Also Ashford BC Residential Parking SPD states that when planning new sites an extra 0.5 visitor spaces is required where tandem parking is provided. So for the four properties an additional 2 parking spaces will need to be provided, most probably in the form of a layby parallel to the highway.

We remain concerned with any on street parking at this location, for reasons already stated in previous responses.

Kind regards,

Fiona Wiles |Transport & Development Planner | Transport & Development Planning | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD | 03000 41 81 81 |www.kent.gov.uk/highways



[@KentHighways](https://twitter.com/KentHighways)

Please consider the environment before printing this email

From: Stuart Jones [<mailto:s.jones@rgp.co.uk>]
Sent: 14 December 2017 12:00
To: Wiles, Fiona - GT HTW
Subject: The Wheel Inn, Westwell

Hi Fiona,

I just tried to call you and was advised to send you an email.

I just have a quick question relating to the above site. The client is seeking to provide frontage parking but due to the requirements of ABC to retain a green frontage and the limited space available, any such arrangement would require driveways beside each property with two tandem parking spaces. This would remove the attraction of frontage parking blocking the carriageway but may constitute the occasional change-over of vehicles. As discussed, given the results of the speed surveys and the lightly trafficked nature of The Street you suggested that you would be comfortable with vehicles reversing out onto the carriageway. I should be most grateful if you could confirm your in principle view on the suggested

approach so that we can present a suitable scheme to ABC (who has suggested that a tandem arrangement would be acceptable to them).

We feel that this approach provides a good compromise to both KCC's and ABC's concerns and requirements.

If you can provide me with a quick view that would be much appreciated.

Kind Regards,

Stuart

Stuart Jones

Associate

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Ashford Borough Council

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Tannery Lane
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TN23 1PL

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 3 November 2017

Application - 17/01443/AS

Location - The Wheel Inn, The Street, Westwell, Ashford, Kent, TN25 4LQ

Proposal - Erection of 2 pairs of 3 bedroom semi-detached houses, car parking, replanting of trees, hard and soft landscaping works, and other associated works

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

Having read the response from Stuart Jones on behalf of RGP, we note that they have used Kent Design Guide 2000 as the basis for the form and layout of the proposed access arrangement. We would point out that this is an old and obsolete design guide, the current one being Kent Design Guide 2006.

I note the speed survey data as provided which essentially proves that any potential reverse parking manoeuvres with frontage parking would not lead to a safety issue.

Should the application be implemented as proposed, as stated previously it is very likely to lead to on road parking in front of the properties which would be unacceptable. This would also block the visibility splays from the proposed rear parking court.

Our position remains unchanged regarding the proposed access. Should the applicant wish to discuss this in further detail with us, we can provide information on sites where this type of parking has not worked, and has resulted in the home owners parking on the road.

Yours faithfully

Fiona Wiles

Transport & Development Planner