

## Hannah Keyte

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**Subject:** RE: MBC/23/504471/OUT - Land at Moat Road, Headcorn

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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** 22 January 2025 09:49  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: MBC/23/504471/OUT - Land at Moat Road, Headcorn

Hi Dave,

Thanks for the below and attached. The revised drawings seem fine to me and I have no comments to make in respect of them.

It is the expectation that the emergency access is not available for general vehicular use all the time, it is simply required in the event that the primary access is blocked, for example due to a flood. The access should suitably protected e.g. via the use of collapsable bollards during times when it is not required.

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** 17 January 2025 16:43  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** RE: MBC/23/504471/OUT - Land at Moat Road, Headcorn

Hi Tom,

I hope all is well. I'm not sure the number at the bottom of this email chain is correct, so I thought I'd drop you this email.

It was just a quick one. We previously internally updated our access drawings (to Rev E) to show pedestrian visibility splays where the footway crosses Moat Road near to the cottages and to correct the western splay at the site access so that it was within the public highway (as it was before we updated it for Rev D and the revised speed survey).

The physical works and site access geometry etc are identical between Rev D and E. I just want to ensure you're happy with the minor amends.

We are just seeking to agree the change in the statement of common ground with MBC and we just want to ensure you're happy.

Finally, one query that Marion has asked in relation to the statement of common ground is whether the emergency access is required at all times and not just should Moat Road be flooded? My response to the team is that I don't think it does in terms of development quantum and layout, however, I just want to check your position on that, as I don't think it is something that is explicit in your response or our TA.

I look forward to hearing from you. If you'd like to chat anything through please give me a bell on the mobile number below.

Have a good weekend.

Dave Neale



Transport Planning Consultants

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Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW

Tel: 01564 793598

Mob: 07825 266391

<http://www.dtatransportation.co.uk>

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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** 08 January 2025 13:49

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: MBC/23/504471/OUT - Land at Moat Road, Headcorn

Hi Dave,

I have discussed this with the case officer at MBC, who has also sought the advice of their barrister. As we are not party to the appeal, I do not consider the need for a SOCG. Our consultation responses to the planning application are publicly available on the MBC portal, so if the inspector is unclear as to our position, they simply need to refer to them.

Thanks,

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Sent:** 08 January 2025 11:14

**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Subject:** RE: MBC/23/504471/OUT - Land at Moat Road, Headcorn

Morning Tom,

I hope all is well and you had an enjoyable festive period. I'm going to ask you to cast your mind back to the development in Headcorn, for which the most recent discussion between us was regarding the delivery of pedestrian facilities into the signals at Moat Road/ Kings Road.

Whilst your authority had no objections to the development, Maidstone Borough Council refused the application with one of the reasons relating to pedestrian and cycle access to the north in times of flooding and cycle access to the A274 along Moat Road. I have attached the LPA's statement of case which presents the RfR on page 6.

As you'll see from the case management conference notes, the inspector has asked us to seek statements of common ground regarding transport with both KCC and MBC. I have drafted the attached SoCG 20472-12a for your consideration, comment and hopefully agreement.

For context I have also attached 13b which is being sent to the LPA for agreement.

Could I please ask that you (or a colleague if appropriate) consider the attached and let me have any comments? If you have no comments and are content, could you please digitally sign it and return it to me? Unfortunately, the timescales are quite short as we have until the 15<sup>th</sup> Jan to return these to PINS.

Any issues/ queries please let me know.

Kind regards

Dave Neale



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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** 18 December 2023 11:48

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: Quick Question Headcorn

Hi Dave,

Thanks for this. I have no comments to make in respect of it, please submit it to MBC so they can reconsult us in the normal fashion.

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Sent:** Thursday, December 14, 2023 5:21 PM

**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Subject:** RE: Quick Question Headcorn

Hi Tom,

I hope all is well.

We have now received the RSA back, which has raised no issues and I have drafted the attached note to submit back to the LPA in response to the two points you have raised. Before I submit, I would like to ensure I have covered what you're expecting to see.

I'd, therefore, be grateful, if you could have a skim of the attached and let me know whether you're "happy" with the note, or if there's anything further you need.

As always, if you need anything else just shout.

Kind regards

Dave Neale



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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** Monday, November 27, 2023 2:44 PM

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: Quick Question

Hi Dave,

I have shared the revised drawing with our signals team and they are generally now more comfortable with the crossing. However, as the works would now involve widening of the footway and narrowing of the carriageway to achieve the crossing they ask that the scheme is subject to a stage 1 RSA. Would you be able to arrange this?

Thanks,

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Sent:** Monday, November 27, 2023 11:02 AM

**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Subject:** RE: Quick Question

Kind regards

Dave Neale



Transport Planning Consultants

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---

**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** Monday, November 27, 2023 10:48 AM

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: Quick Question

Hi Dave,

Apologises, my error getting my wires crossed.

Perhaps it might be easier to quickly talk this through over the phone rather a continuous back and forth on email?  
If so, I can call you just after 11.

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Sent:** Monday, November 27, 2023 10:37 AM

**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Subject:** RE: Quick Question

Hi Tom,

We're already proposing a crossing point by the pub matey. I thought the concern was crossing Kings Road?

We would have the same issue on Mill Bank. We could look at dropped crossing with a build out in the centre of the car parking opposite the school to get people more safely across the road.

We could look at the vehicle tracking of the junction to see if we could build the junction out to fit in a crossing point, as per the snip below.



Kind regards

Dave Neale



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---

**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** Monday, November 27, 2023 10:24 AM

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: Quick Question

Hi Dave,

Following consulting further with our signals team they retain concerns about the location of the controlled crossing facility where suggested. Essentially, they do not consider that it could physically be provided without the footway being widened to fit all the necessary equipment.

Having looked at our own mapping system the footway is wider outside the White Horse pub. Please could you investigate the feasibility of providing the controlled crossing facilities at this location?

Thanks,

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Friday, November 24, 2023 2:48 PM  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** RE: Quick Question

Thanks Tom,

Just thinking if we can, then we don't make anything any worse because the carriageway width isn't what I'd call generous, so we can't really pinch any of it. Otherwise, I feel we're looking at a separate dropped tactile crossing point by the school, that would probably lose a parking space to reduce the crossing distance.

Kind regards

Dave Neale



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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** Friday, November 24, 2023 2:44 PM  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: Quick Question

Hi Dave,

Thanks for the below.

RE: using the existing signal equipment, I'll ask the question and come back to you.

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Friday, November 24, 2023 2:43 PM  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** RE: Quick Question

Hi Tom,

Thanks for your email.

On the first point there isn't any additional highway outside the back of the footway, so we're pretty restricted, hence my comment about using the existing signal equipment to deliver the crossing aspects and buttons. Would this be possible?

The other two points are readily resolved and I'll get those done.

Kind regards

Dave Neale



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---

**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** Friday, November 24, 2023 2:36 PM  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: Quick Question

Hi Dave,

Thanks for the attached, which I have shared with our signals team. They have some comments/requests before they take a view on the suitability of the scheme. They are as follows:

- There is some concern about the suitability of the footway widths to accommodate the necessary additional signal equipment and access the crossing. They highlight the narrowness of the footway on the northern side of Kings Road, which after installing the equipment would only leave 400mm, assuming a 0.56 set back for the pole and push button. I have asked what the minimum footway width they would require is and they state an absolute minimum of 1.5 meters and desirable minimum of 1.8 meters. Please could you



investigate the feasibility of widening the footway to achieve a minimum width of 1.5 meters ? It would also be helpful if the drawing could be annotated to confirm the available widths at all other locations where the additional facilities are proposed.

- They also require the maximum extendable pedestrian clearance times being used in order to give a robust worse case scenario, therefore the intergreen times (particularly the leaving pedestrian phase intergreen times) need increasing accordingly. Please can the modelling be amended to reflect this?
- Lastly, they also request that the tactile paving is amended so that the stem is on the left hand side.

Thanks,

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Thursday, November 23, 2023 4:21 PM  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** RE: Quick Question

Hi Tom,

I hope all is well. We have updated the LINSIG to include the two crossing, with an all red stage

I have also shown the two crossings on the attached drawing. The eastern one would ideally be tied into the existing signal poles, however, it would put the tactiles across the property access, so I have offset it slightly. I assume this would be a S278 detailed design point?

I welcome your confirmation that this would be sufficient to address your concerns about securing pedestrian connectivity between the site and school.

Kind regards

Dave Neale



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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** Tuesday, November 14, 2023 11:13 AM  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: Quick Question

Hi Dave,

Yes that makes sense. Once received I can share it with our signals team.

Tom

---

**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Tuesday, November 14, 2023 10:01 AM  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** Re: Quick Question

Thanks Tom,

I'll crack on with a drawing and updated LINSIG and get that over to you for initial thoughts before we formally submit if that's ok?

Kind regards

Dave Neale



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Transport Planning Consultants

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---

**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Sent:** 14 November 2023 09:21

**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Subject:** RE: Quick Question

Hi Dave,

Yes, a drawing and updated Linsig model in accordance with what you've described below is the additional information we would be seeking.

Regarding the delivery mechanism our recommendation to the LPA would be for the works to be delivered via S278 given how the works are directly related to your development. Essentially we require you to demonstrate how trips to/from the school would be accommodated so a crossing point on one arm may be acceptable. I can speak to our signals team to see if they have an indicative cost for previous similar works; or alternatively you could provide an estimate you us to take a view upon.

Thanks,

Tom

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**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>

**Sent:** Monday, November 13, 2023 5:13 PM

**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>

**Subject:** RE: Quick Question

Hi Tom,

Thanks that helps clarify, which I assumed was the case the way your response was worded.

Looking at the current phasing and staging of the signals it would need to be an all red. There is plenty of capacity in the signals the way it's set up (which is based on the received controller spec). We would need to include a crossing point over the southern arm which would link to our scheme, including tactiles etc.

I can provide a drawing showing the principle and an updated LINSIG to show this. My client's preference would be to make a payment via a S106. However, would you want this via a S278?

I'm not sure it would be reasonable for us to include crossing points (tactiles, push buttons poles etc) on all arms. However, I have spoken to my client and depending on cost it is something they would be willing to consider it. If this were to be the case, then I think they would certainly be seeking a S106 to cap their exposure.

Are you (eg KCC) able to provide an indicative cost based on previous schemes?

Kind regards

Dave Neale



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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** Monday, November 13, 2023 4:49 PM  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: Quick Question

Hi Dave,

Sorry no I don't have time for a quick call now; however, regarding the Kings Road/Mote Road crossing the requirement as follows. As out in the consultation response to MBC sets out the existing junction configuration lacks-controlled crossing facilities. Consequently, pedestrians including those travelling to/from the primary school would have to take a detour to the village centre to access suitable facilities. These facilities are not on the desire line. The request is therefore that you investigate the implications and feasibility of installing controlled facilities in the junction configuration.

I hope that the above is clear. If not, then I would be happy to schedule a short MS Teams meeting to expand.

Tom Harris  
Development Planner  
Telephone- 03000 415997  
Kent County Council, Ashford Depot, Javelin Way, Henwood Industrial Estate, Ashford, Kent, TN24 8AD.

---

**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Monday, November 13, 2023 4:21 PM  
**To:** Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** RE: Quick Question

Ah perfect. Do you have 5 mins for a quick chat? My mobile number is 07825266391 or I can give you a call?

Kind regards

Dave Neale



Transport Planning Consultants

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**From:** [Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk) <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Sent:** Monday, November 13, 2023 4:17 PM  
**To:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Subject:** RE: Quick Question

Dear Dave,

That would be myself.

Tom

---

**From:** Dave Neale <[DN@dtatransportation.co.uk](mailto:DN@dtatransportation.co.uk)>  
**Sent:** Monday, November 13, 2023 4:15 PM  
**To:** Matt Hogben - GT TRA <[Matt.Hogben@kent.gov.uk](mailto:Matt.Hogben@kent.gov.uk)>; Fiona Wiles - GT TRA <[Fiona.Wiles@kent.gov.uk](mailto:Fiona.Wiles@kent.gov.uk)>; Tom Harris - GT TRA <[Tom.Harris@kent.gov.uk](mailto:Tom.Harris@kent.gov.uk)>  
**Subject:** Quick Question

Hi All,

Could you please confirm who the officer dealing with Moat Road in Headcorn is please? - MBC/23/504471/OUT

There's no obvious name on the consultation response.

I'd just like a very quick chat about the Moat Road to Kings Road crossing point.

Kind regards

Dave Neale



Transport Planning Consultants

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