

APP/U2235/W/24/3351435

Town and Country Planning Act 1990
Planning and Compulsory Purchase Act 2004
Appeal by Catesby Strategic Land Ltd

Land at Moat Road, Headcorn

Transport Statement of Common Ground between the Appellant
(Catesby Strategic Lane Ltd) and the Local Planning Authority
(Maidstone Borough Council)

Prepared by Dave Neale FIHE
on behalf of the Appellant

PINS Ref: APP/U2235/W/24/3351435

LPA Ref: 23/504471/OUT



Transport Planning Consultants



1.0 Introduction and Submitted Documents and Drawings

1.1 The planning application (LPA reference number 23/504471/OUT) sought outline planning permission, with all matters reserved apart from access for up to 115 dwellings. The final plans and documents relating to transport matters considered by planning committee were as follows:

- a) Transport Assessment – document reference DN/RT/20472-04d dated 25/09/2023 (core document CD1.33)
- b) Travel Plan – document reference DN/RT/20472-05b dated 25/09/2023 (core document CD1.34)
- c) Transport and Highways Technical Note 2 – document reference DN/RT/20472-10a dated 13th December 2023 (core document CD1.35)
- d) Drawings provided with the above submissions:
 - i. Proposed highway and footway scheme - drawing reference 20472-03 Revision D dated September 2023
 - ii. Proposed site access vehicle tracking – drawing reference 20472-03-1 Revision D dated September 2023
 - iii. Proposed visibility splays drawing reference 20472-03-2 Revision D dated September 2023
 - iv. Proposed visibility splays (with highway boundary) drawing reference 20472-03-3 Revision D dated September 2023
 - v. Proposed pedestrian crossings drawing reference 20472-04 Revision A dated November 2023
 - vi. Proposed northern emergency access details drawing reference 20472-05 dated December 2023

1.2 It is agreed that the above documents were subject to public consultation and that all parties, stakeholders and consultees, were afforded adequate opportunity to comment on the submitted documents.



1.3 The various highway improvements and access strategy can be summarised as proposing:

1. Construction of a new standard priority bellmouth junction onto Moat Road which would provide for the primary vehicular access to the development.
2. A new footway scheme would be delivered along Moat Road, to link the site to the existing footway network to the east of the site. The scheme includes a formalised narrowing of the Moat Road carriageway over the bridge structure.
3. New pedestrian crossing facilities within the existing Kings Road/ Moat Road/ A274 signalised junction to assist with crossing the southern and eastern arms facilitating safer access to the primary school.
4. A separate route to the north of the site is a track connecting the northern boundary of the site with the A274 Maidstone Road. This is a private right of way that is proposed for use as a second point of access to and from the appeal site by pedestrians and cyclists at all times.
 - a. The use by vehicles will be controlled at all times with the final control measures to be agreed during any future reserved matters application. The agreed measures will be on land owned/controlled by the appellant.
 - b. It is further proposed to be used as vehicular access for residents, deliveries and their visitors during times when Moat Road cannot be safely used at times of flooding.
 - c. The land is owned by a third party therefore the appeal scheme does not propose any change to the dimensions or surface of the track at any point in time nor to adding lighting.
5. The separate route is not in the ownership of the appellant. However they do have an established right of access.



2.0 Points of Agreement between the Appellant and MBC as Local Planning Authority.

- 2.1 The proposed offsite works will provide a continuous pedestrian route between the site and nearby attractors including the primary school.
- 2.2 The site is located within a reasonable walking distance of bus stops, the railway station, primary school and other local shops and facilities albeit distance is not the only factor in assessing the acceptability of walking routes.
- 2.3 Headcorn is provided with a regular bus service to Maidstone (No 12 bus service is half hourly during the central part of the day and hourly at other times) and the rail links provide access to other retail and employment areas such as London.
- 2.4 Policy LPRSA310 sets out the following requirements in relation to access, highways and transport:

17. Vehicular access shall be via Moat Road, with junctions and sight lines designed to appropriate capacity and safety standards.

18. Development will be subject to the provision of acceptable and safe off-site pedestrian and cycle connectivity along Moat Road to the A274. Any new footways shall be designed to ensure that there are no adverse or ecological impacts and maintain the rural character of Moat Road.

19. Development shall respect and enhance the setting of any Public Rights of Way within or adjacent to the site.

20. Appropriate safe pedestrian access onto Maidstone Road will be required via the northern boundary of the site.

21. Development must ensure appropriate access for emergency vehicles.

- 2.5 That the proposed access works as presented on the submitted drawings meet the requirements of point 17.
- 2.6 That Kent County Council as Local Highway Authority and statutory consultee made a consultation response dated 9th January 2024 (CD 3.27).



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- 2.7 That the impact of the forecast traffic generated by the development can be accommodated on the local and wider highway network and would not result in an unacceptable impact.
- 2.8 That, as set out in the submitted transport assessment, there are no existing road safety issues along Moat Road in terms of recorded collisions for any travel mode.



3.0 Points of Dispute between the Appellant and KCC.

- 3.1 The Council's position is that distance is not the only factor in assessing the acceptability of walking routes.
- 3.2 The LPA's position is that the track leading to Mill Bank is not appropriate for use as an emergency access.
- 3.3 Whether safe and appropriate pedestrian and cycle access will be provided via the private right of way between the site and Mill Bank (A274) in the event of a flood situation, whereby access to Headcorn along Moat Road is unavailable.
- 3.4 Whether the use of Moat Road for cyclists is safe and meets local and national policy.
- 3.5 The LPA's position is that highway scheme(s) presented in support of the allocation in the Local Plan Review were not analysed in detail during the Examination because this must be analysed in detail at the development management stage, not the Local Plan making stage.

Signed on behalf of the Appellant

Date: 20.01.25

Name: Dave Neale

Position: Associate Director, DTA Transportation Ltd on behalf of Catesby Strategic Land


Signed on behalf of Maidstone Borough Council

Marion Geary

Date: 20.01.25

Name: Marion Geary

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