

Mr L Brown BSc MSc, MCIHT CMILT
L Brown Associates Ltd
34 Fallowfield
Chatham
Kent
ME5 0DX
10.02.25
Our ref 1458

Mr S Clarke BA(Hons) DipUPI MRTPI
Graham Simpkin Planning
2 The Parade
Ash Road
Hartley
Longfield
Kent
DA3 8BG

Dear Steve,

**Proposed Change of Means of Access to Little Mockbeggar Farm, ME3 8EU.
Transportation Technical Note.**

Further to our commission, to undertake a review of the current access arrangements and following a site visit we set out below our assessment in relation to the vehicular access.

In summary by increasing the width of the access and roadway into the site it will improve access, will improve road safety plus will permit two-traffic into the site. Currently it is one way with oncoming traffic having to wait until the road is free.

Proposed Development

The proposal is to widen the access into the site so that two-way flows can be permitted for most vehicles that may use the access. The amended access design also avoids a BT/Openreach manhole cover and frame.

The Site and Local Highway Network

Means of access to the site from the primary, strategic and local highway network is via Town Road (B2000), linking to Hasted Road (A289) then onto the M2 at junction 1. A location plan is enclosed in *Appendix 1*, SK01, in the appendices.

The highway is 7.8m in width with a 2m footway on its eastern side. The highway verge on the western side is circa 4m in width. The local network has no highway street lighting but has 40mph repeater signs along its length. On the south side of the access the white lines on the carriageway hazard warning lines and from the access northwards the carriageway has double white lines signifying no overtaking.

Photographs of the road network is shown below.



Photo 1 looking Southbound



Photo 2 looking northbound

Site and Access

The farm access varies in width from 11.1m at the kerbline edge with dropper kerbs. The width reduces to 4.3m at the security electronic gated access into the farmyard. The details are shown on SK03, in *Appendix 2*. This shows an articulated HGV entering the site access. In practice HGV drivers use part of the other side of the carriageway when approaching from the south, so as to enter without damaging the timber baulks that are 1.2m in height on both sides of the roadway.

Sight Lines – To Current Access

Current Sight Lines accord with standards set out in DMRB as the highway verge is so wide and no trees impact upon the sight lines. No accidents have occurred along the route.

Traffic Generation – Farm Traffic

The farm grows fruit under polytunnels and it is stored on site in the warehouse before it is distributed to the market place. Various extensions have taken place to the warehousing due to the demand for the fruit produce.

During the site visit a number of vehicles left the premises. Photographs are shown below.



Photo 3 6 Axle articulated HGV.



Photo 4 Tractor plus trailer then left site northbound.

Proposed Alterations to the Access

Various HGV tracking options have been undertaken to determine if the access gate can remain in place as opposed to removing it. The preferred option is to widen the access road to 7.3m. This also includes from providing a 15m radius kerb on the northern side. This is typical in respect of designing industrial estate roads. It allows tractors with trailers plus 5 or 6 axle HGV's to leave without damaging verges or street furniture.

The tracking exercise in *Appendix 3*, drawing SK16 shows that two-way flows can be undertaken and the current electronic gateway can be used.

Planning Policy

NPPF December 2024.

The NPPF was updated at the end of last year. Policy 116 refers to highway policy.

116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

Proposed Development – SK16 – Access Road Widening.

This has been dealt with by the planning consultant GSPlanning Ltd. The farm produce, production and various extensions to the warehousing may increase HGV demand. To address the current shortcomings of the narrow access improvements to the access is proposed. It will reflect similar designs for industrial estates. The design also avoids BT/Openreach manholes and services.

The vehicle trip rates and traffic generation from the current farm will vary from season to season, will vary over the summer to winter months and any improvements will improve highway safety.

Therefore, from the above evidence base referring to: -

- The site access will be improved for two-way flows.

- Sight lines have never been an issue and widening the access will not change them.
- 5 and 6 axle articulated HGV's have been tracked and provides guidance in the design to the amended access.
- An application to KCC for the alterations to the crossover would be via Section 184 of The Highways Act 1980.

The development, by design has no impact upon the free flow of traffic in the area.

Summary and Conclusions

This Transport Statement has been prepared to assess the means of access to the site plus the proposed changes proposed. This has included a site visit, reviewing local traffic, local signs and lines plus undertaking HGV tracking manoeuvres.

The existing access can be significantly improved by design, then implemented under Section 184 of The Highways Act 1980.

In Local Plan and December 2024 NPPF terms there are no valid reasons to object in highway terms based on current evidence-based submissions. In NPPF terms policy 116 (Transport) the development, internal arrangements and subsequent impacts are de minimis hence the development should be approved.

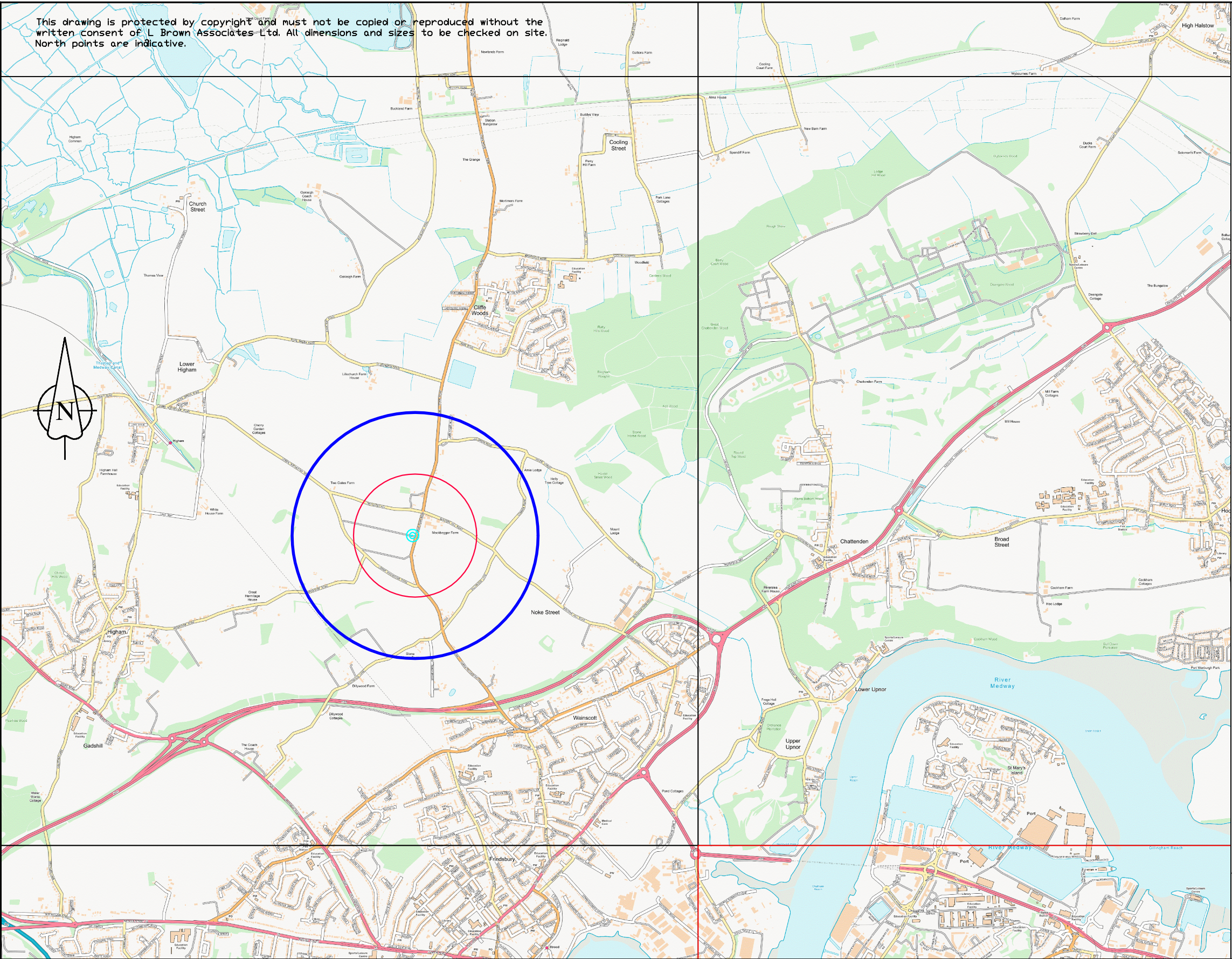
Yours sincerely

A handwritten signature in blue ink that reads "L Brown". The signature is written in a cursive, slightly slanted style.

Mr L Brown

Appendix 1

Location Plan SK01



NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ENGINEERS, ARCHITECTS AND SPECIALISTS DRAWINGS AND THE SPECIFICATION.
2. FOR PLANNING ONLY.
3. ALL SIGNS AND LINES ACCORD WITH THE TRAFFIC SIGNS MANUAL.
4. THE FARM ACCESS IS TO BE IMPROVED.

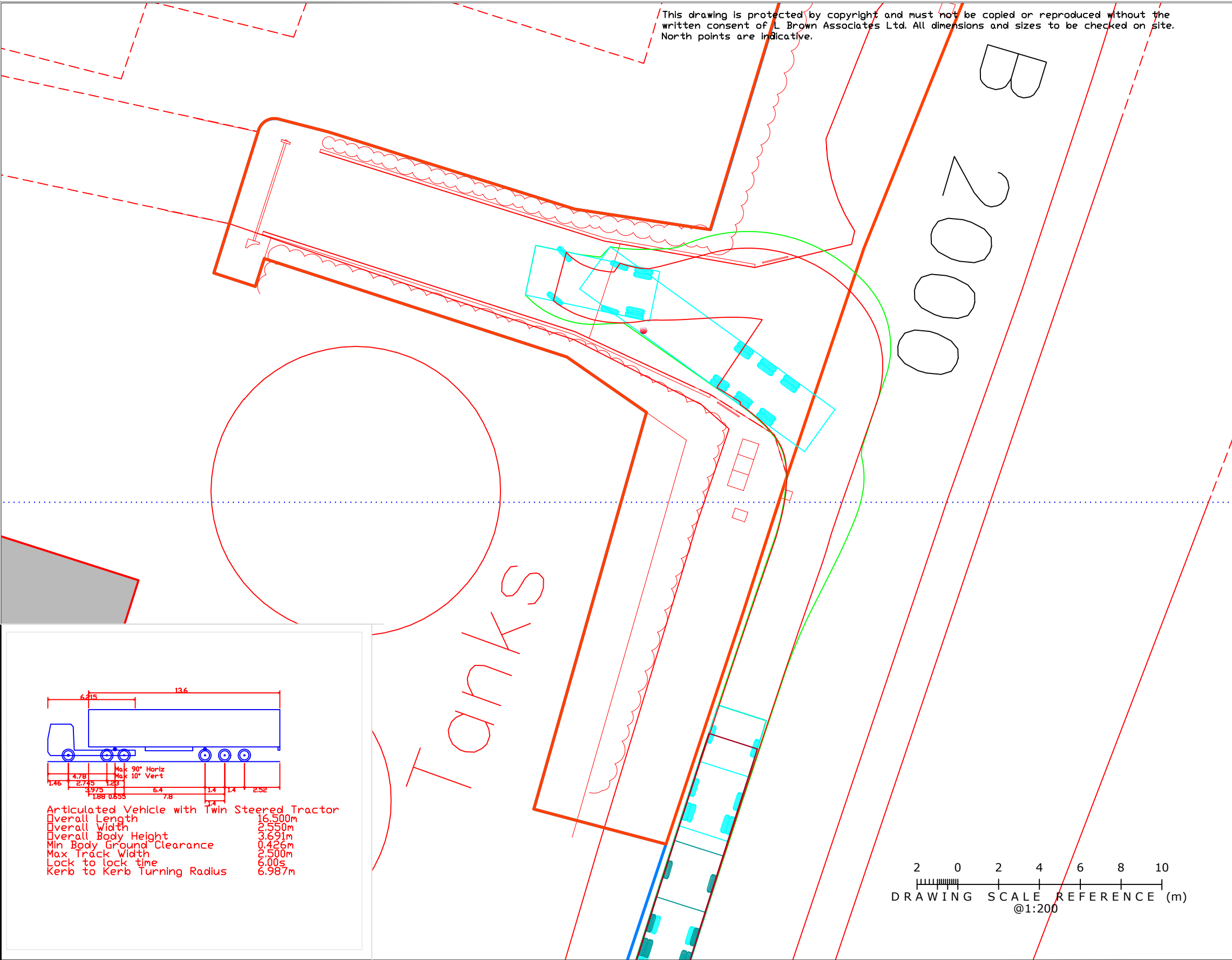
KEY

-  Site
-  BUS STOP.
-  STATION.
-  400M WALK DISTANCE.
-  800M WALK DISTANCE.
-  JUNCTION.

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											Client		WB CHAMBERS FARMS LTD.		Drawn/Design LAB		Checked LAB		Approved LAB		Date 30.01.2025	
					Project		LITTLE MOCKBEGGAR FARM, TOWN ROAD, HIGHAM, ME3 8ES.		Scales 1:10,000@ A3		Drg No. 1461 - SK01				Rev .							
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Rev	Date	Description	Made	Ckd																		

Appendix 2

Access to Site SK03

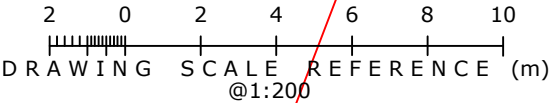


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- 3. ALL SIGNS AND LINES ACCORD WITH THE TRAFFIC SIGNS MANUAL.
- 4. THE DRAWING SHOWS A 6 AXLE ARTICULATED VEHICLE.

KEY

- Site
- BUS STOP.
- STATION.
- 400M WALK DISTANCE.
- 800M WALK DISTANCE.
- PARKING BAYS.
- PHOTOGRAPHS.



					Drawing Status: L B A L BROWN ASSOCIATES LTD DEVELOPMENT PLANNING, HIGHWAY AND TRANSPORTATION ENGINEERS 34 Fallowfield, Chatham, Kent, ME5 0DX Telephone 01634 301082.		Drg Title		MEANS OF ACCESS TO SITE VEHICLE AUTOTRACKING.		
							Client		WB CHAMBERS FARMS LTD.		
					Project		LITTLE MOCKBEGGAR FARM, TOWN ROAD, HIGHAM, ME3 8ES.			Drawn/Design LAB	Checked LAB
Scales 1: 200 @ A3		Drg No. 1461 - SK03			Rev .						
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Rev	Date	Description	Made	Ckd							

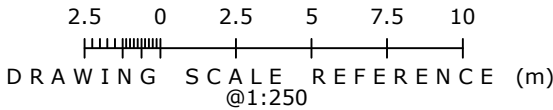
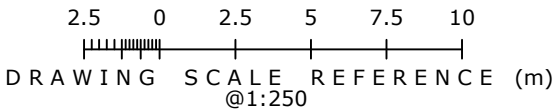
Appendix 3

HGV Tracking Exercise – SK16

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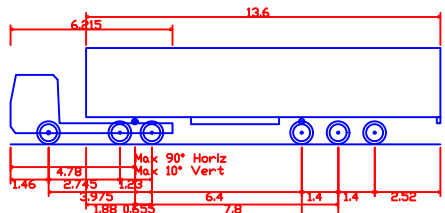
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- 3. ALL SIGNS AND LINES ACCORD WITH THE TRAFFIC SIGNS MANUAL.
- 4. THE DRAWING SHOWS A 6 AXLE ARTICULATED VEHICLE.
- 5. BOTH VIEWPORTS SHOW THE REAR OF THE ARTICULATED HGV LEAVES THE HIGHWAY CARRIAGEWAY. HENCE SHOULD A VEHICLE BE LEAVING SITE NO ROAD SAFETY ISSUE SHOULD OCCUR.



viewport No 1

viewport No 2



Articulated Vehicle with Twin Steered Tractor
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.591m
Min Body Ground Clearance 0.426m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.987m

LBA

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TRANSPORTATION ENGINEERS
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Telephone 01634 301082.

Drawing Status:

INFORMATION

Client

WB CHAMBERS FARMS LTD.

Project

LITTLE MOCKBEGGAR FARM, TOWN ROAD,
HIGHAM, ME3 8ES.

Drg Title

MEANS OF ACCESS TO SITE VEHICLE
AUTOTRACKING.

Drawn/Design

LAB

Checked

LAB

Approved

LAB

Date

10.02.2025

Scales

1:250 @ A3

Drg No.

1461 - SK16

Rev

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Rev	Date	Description	Made	Ckd