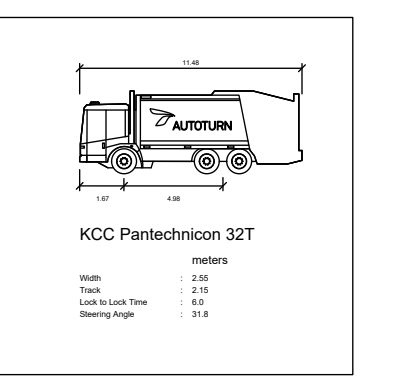


- NOTES**
1. Do not scale from this drawing. All dimensions are in meters unless stated otherwise.
  2. Spine Road alignment has been based on the approved Parameters Plan and PBA transport assessment proposals.
  3. This drawing must be read as indicative only and is subject to detailed development design. Typical parameters have been taken from Kent County Council's Design Guide "Making it Happen" in connection with a Local Distributor Road.
  4. Bus stop and traffic calming feature locations shown should be read as indicative only and are subject to consultation with Kent County Council, Canterbury District Council and local bus operators.
  5. In the absence of a CAD masterplan, major access road junction positions should be read as indicative only and may be subject to change. Awaiting masterplan layout from planning architects.



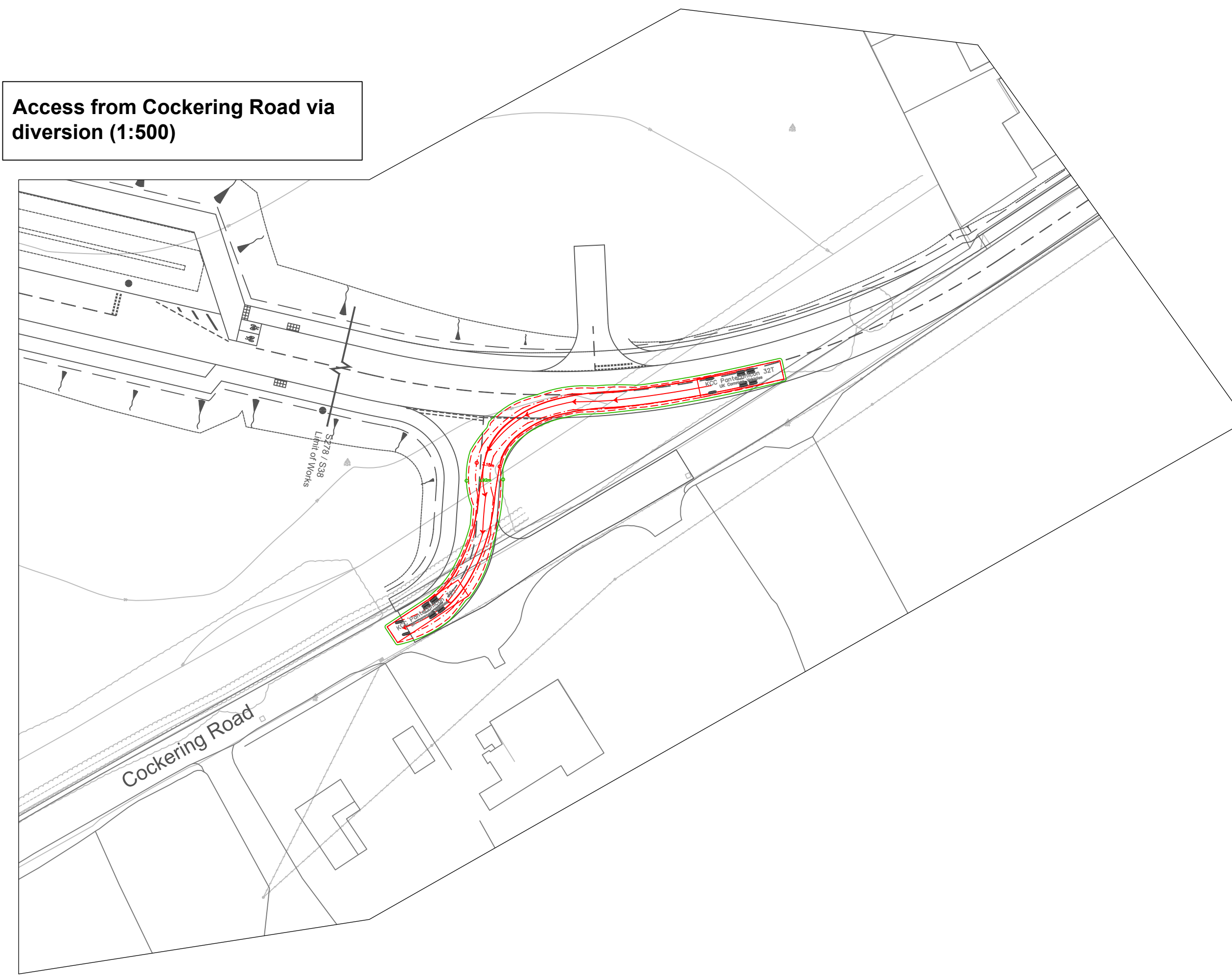
**PRELIMINARY DRAWING**  
Pending Highway Authority Approval

**FOR PLANNING PURPOSES ONLY**

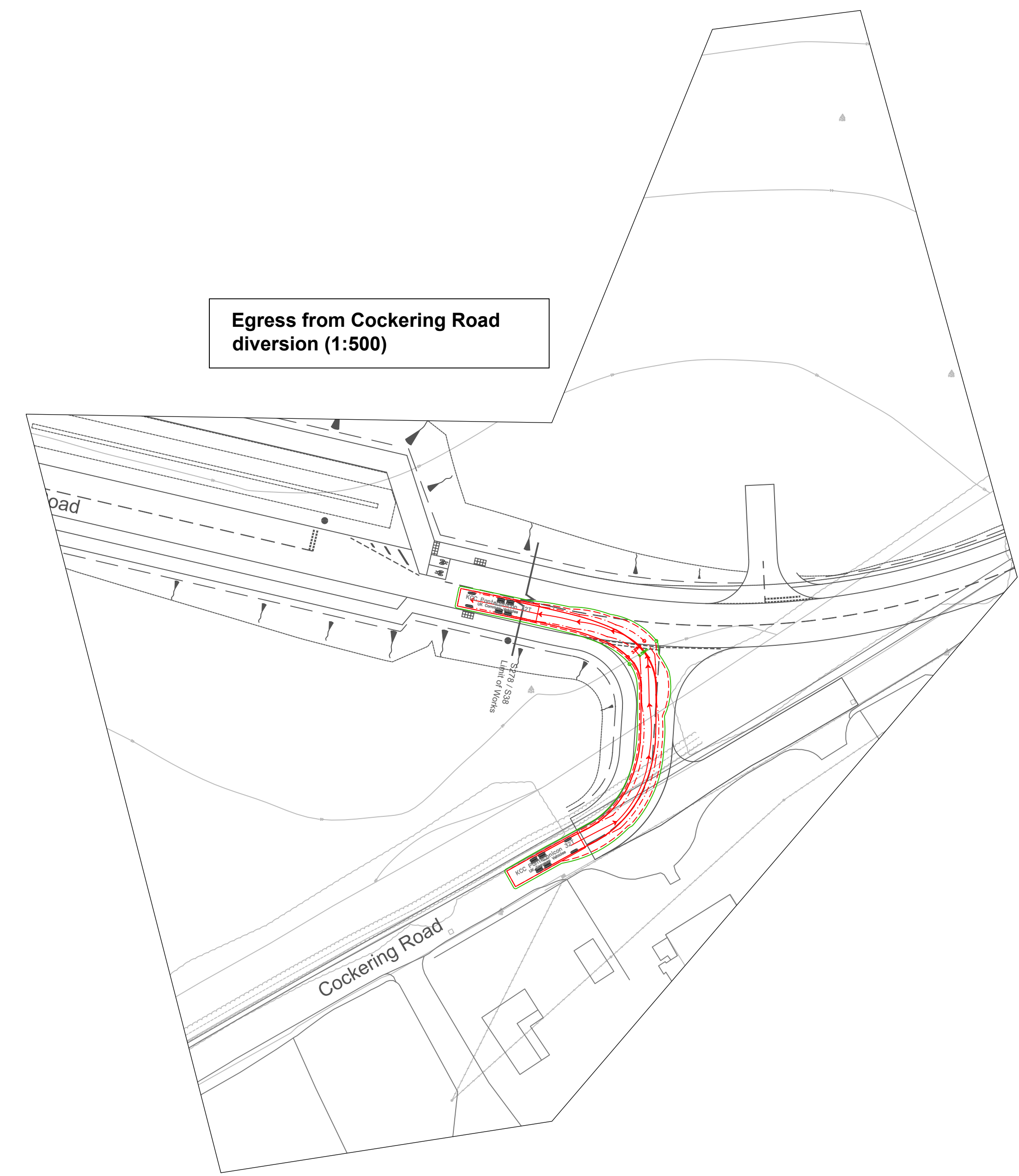
East and Westbound travel through Spine Road



Access from Cocking Road via diversion (1:500)



Egress from Cocking Road diversion (1:500)



Rev	Amendments	Des	Chk	Appr	Date

**Charles & Associates**

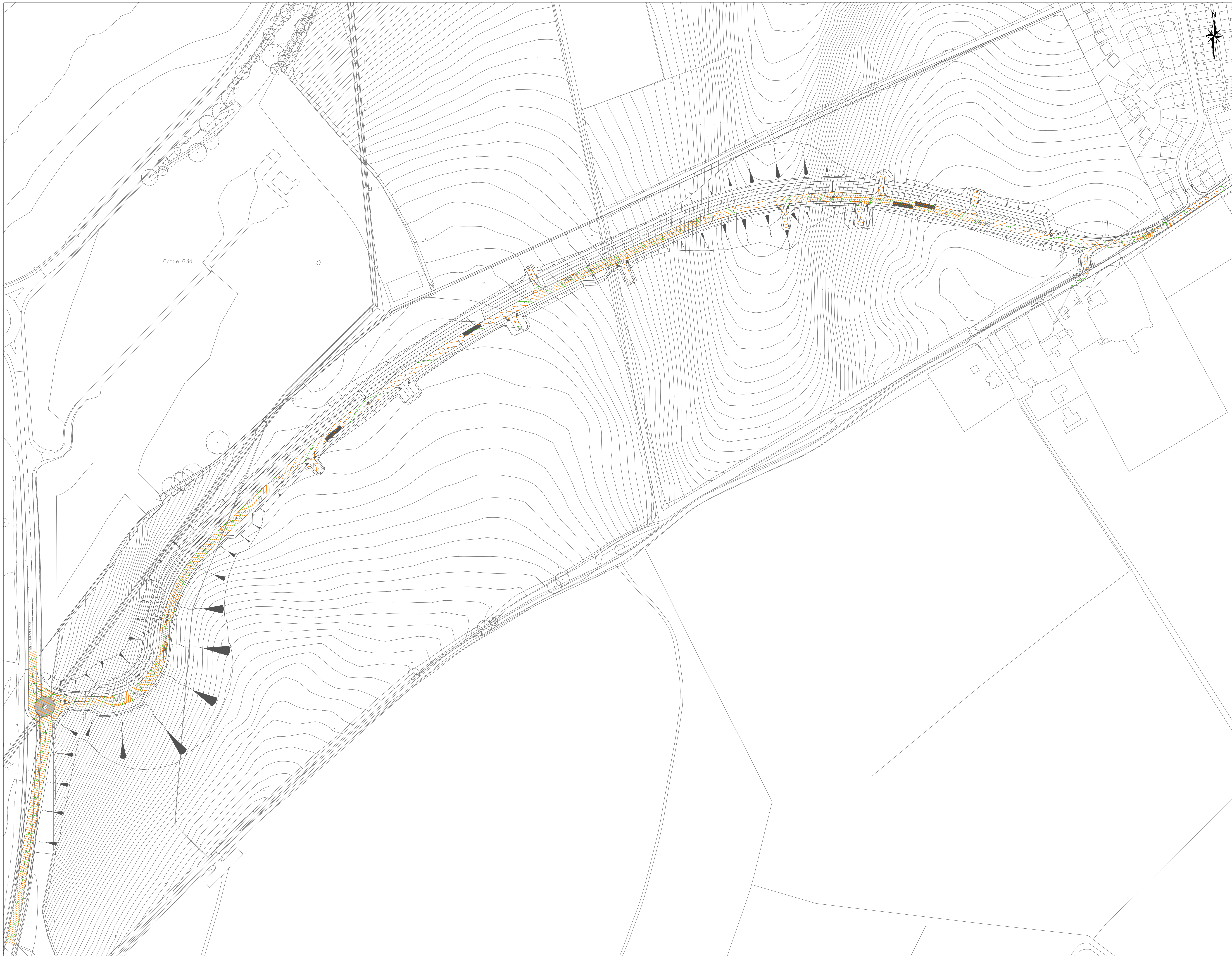
Landmark House  
100-102  
100-102  
100-102  
100-102

Lead by  
Paul Hedges  
01782 440000  
p.hedges@ca.co.uk

Park House  
100-102  
100-102  
100-102  
100-102

Job Title		
Cocking Road Thanington		
Drawing Title		
Reserved Masters Spine Road Refuse Vehicle Tracking		
Client		
Redrow Homes		
Scale	Date	Designed
1:1000 @A0	Jan 21	TGL
Drawn	Checked	Approved
TGL	GAC	GAC
Job No	Drawing No	Rev
18-058	18-058-135	-





- NOTES**
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  4. In the absence of a CAD masterplan, major access road junction positions should be read as indicative only and therefore may be subject to change.

**PRELIMINARY DRAWING**  
Pending Highway Authority  
Approval

**FOR PLANNING PURPOSES ONLY**

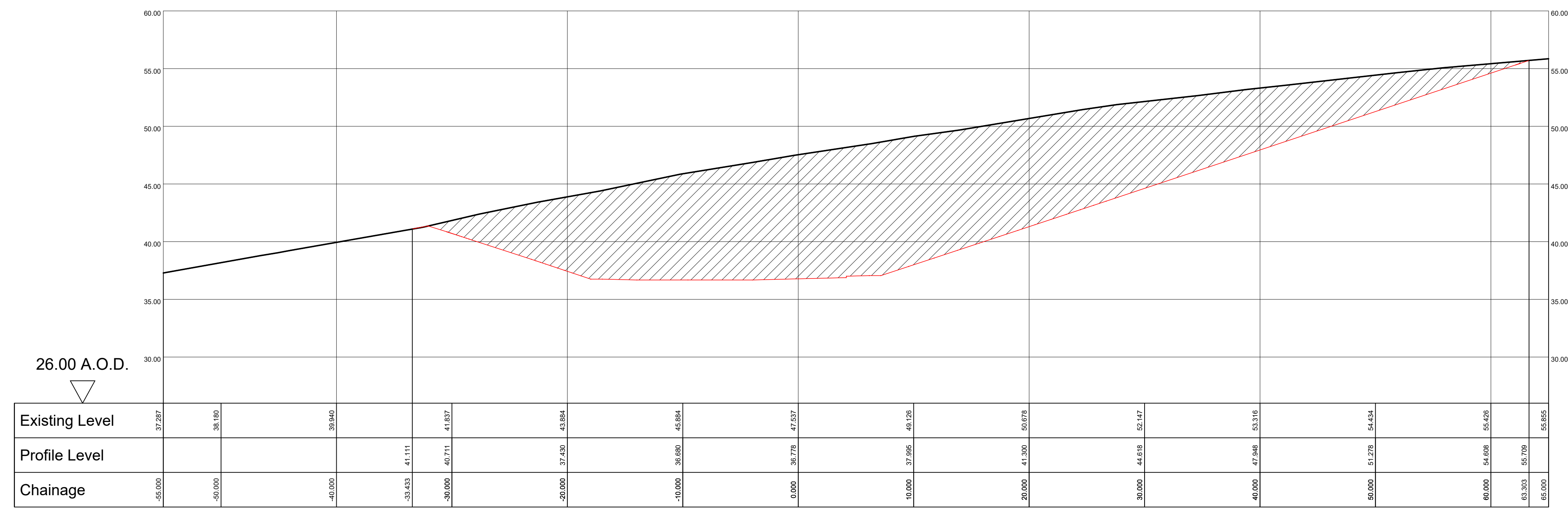
Rev	Amendments	Drawn	Checked	Appr	Date

**Charles & Associates**

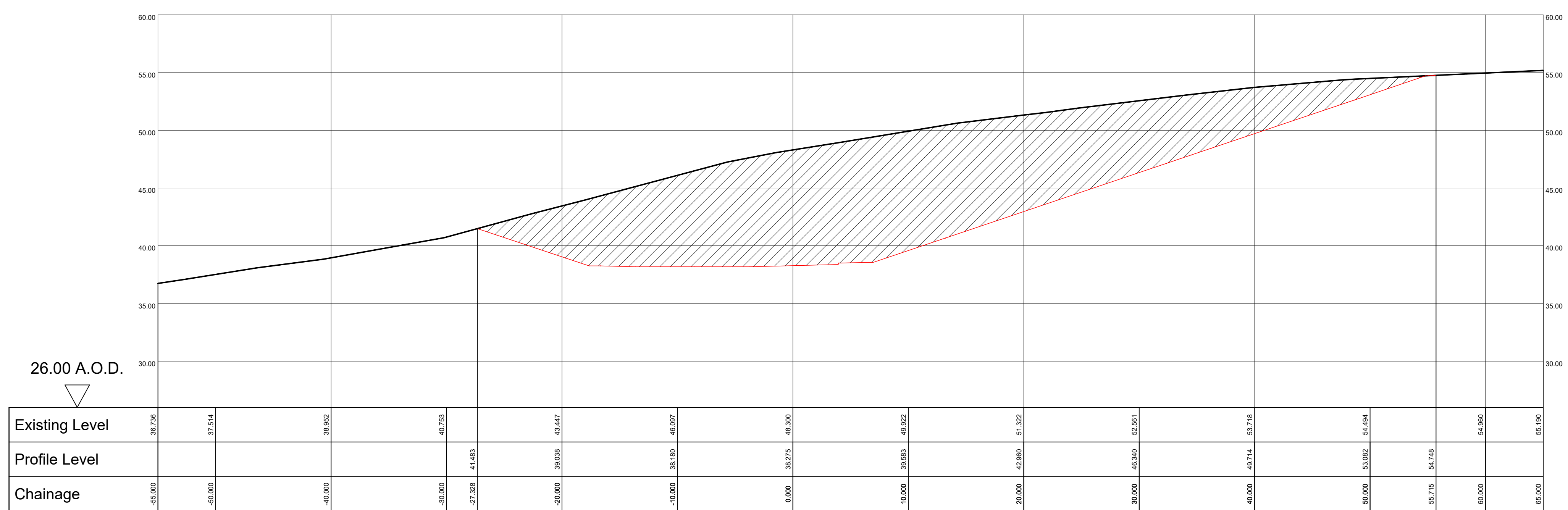
Landmark House  
 100 High Street  
 Maidstone, Kent ME14 2JF  
 01782 882000  
 info@charlesandassociates.co.uk  
 www.charlesandassociates.co.uk

Job Title		
Cocking Road Thanington		
Drawing Title		
Reserved Matters Spine Road Strategic Contours		
Client		
Redrow Homes		
Scale	Date	Designed
1:1000 @A0	Jan 21	TGL
Drawn	Checked	Approved
TGL	GAC	GAC
Job No	Drawing No	Rev
18-058	18-058-136	-

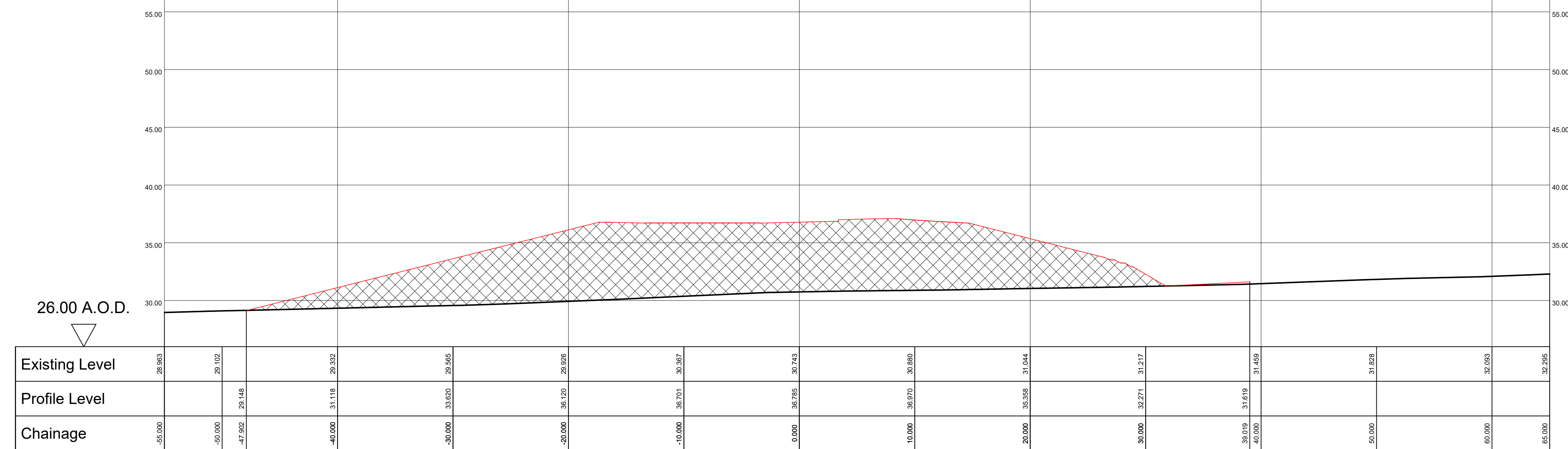




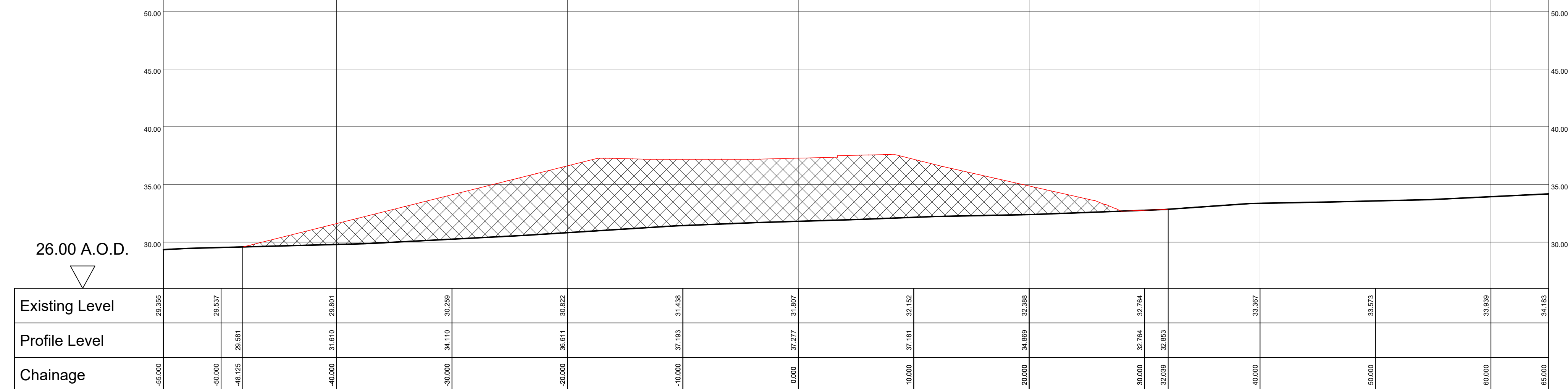
100.000  
Horiz. 1:250 Vert. 1:250



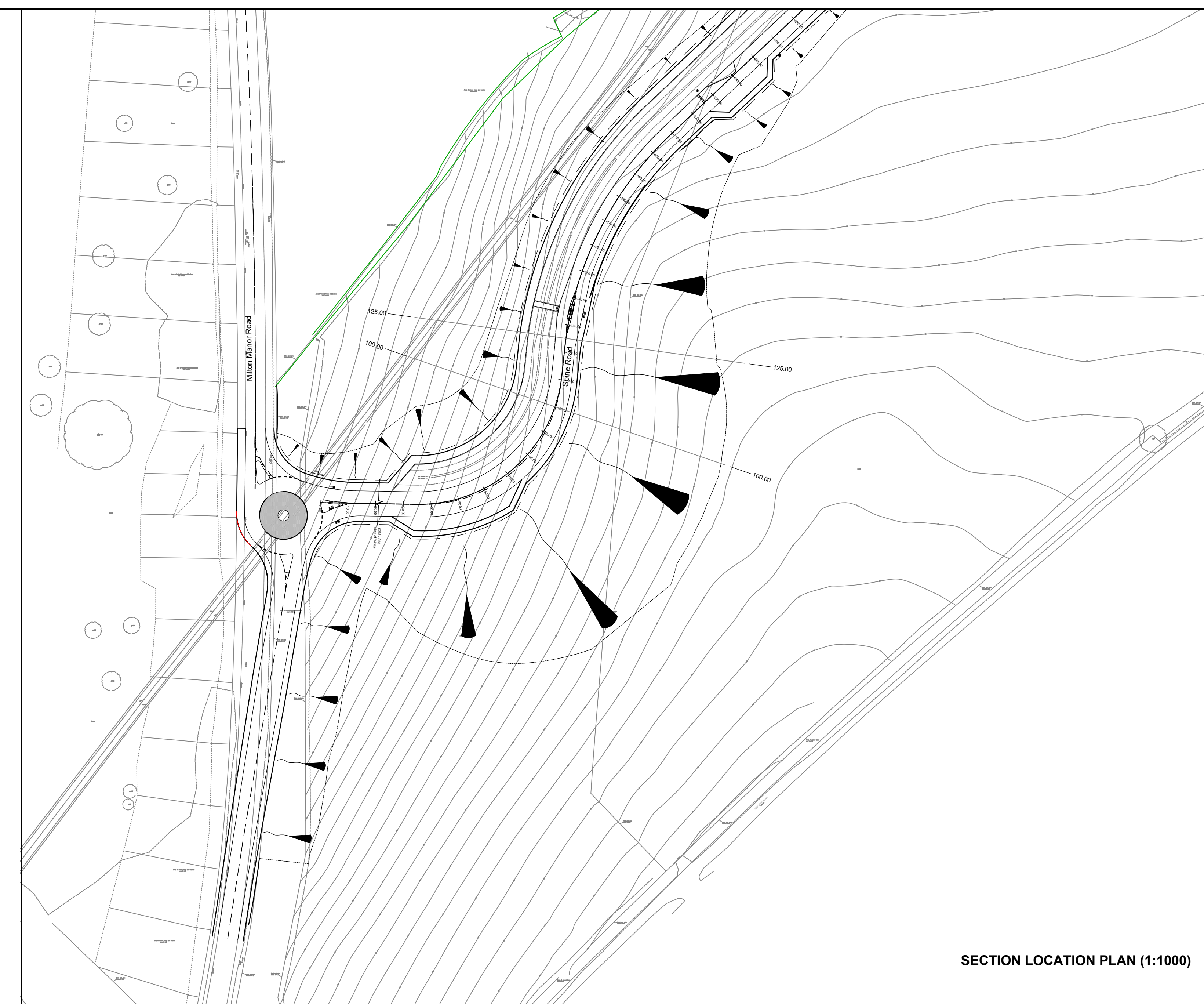
125.000  
Horiz. 1:250 Vert. 1:250



775.000  
Horiz. 1:250 Vert. 1:250



800.000  
Horiz. 1:250 Vert. 1:250



SECTION LOCATION PLAN (1:1000)



SECTION LOCATION PLAN (1:1000)

**NOTES**

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**ILLUSTRATIVE EARTHWORKS KEY:**

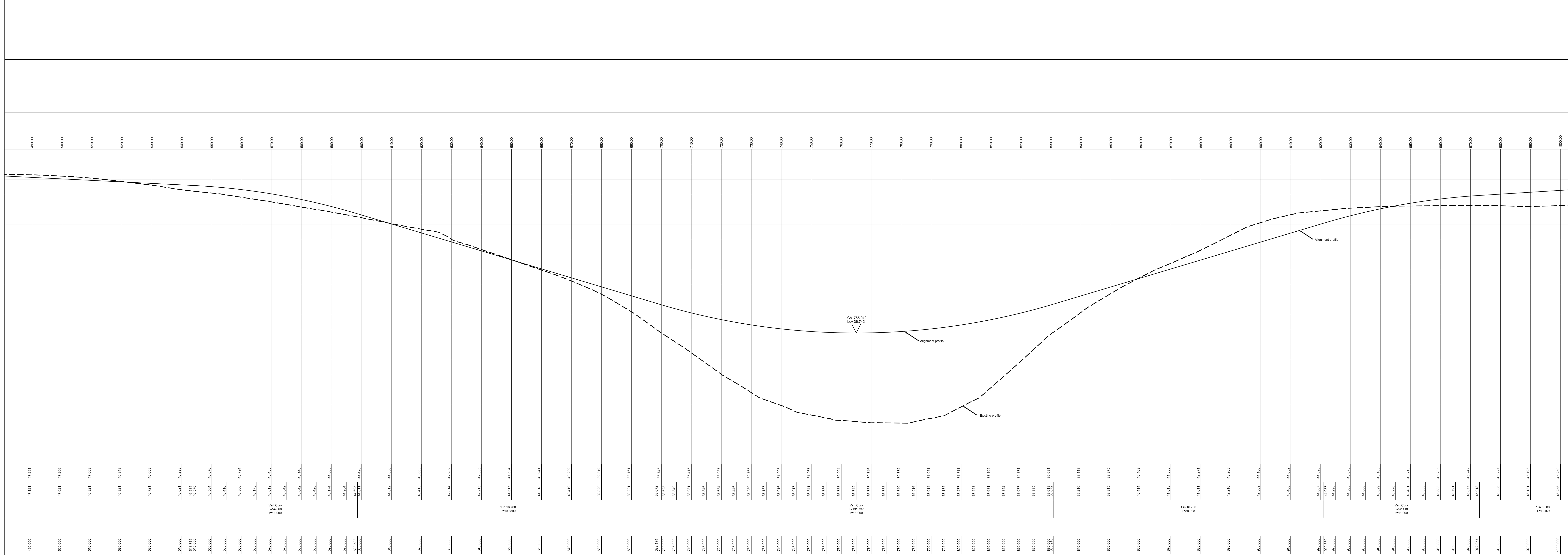
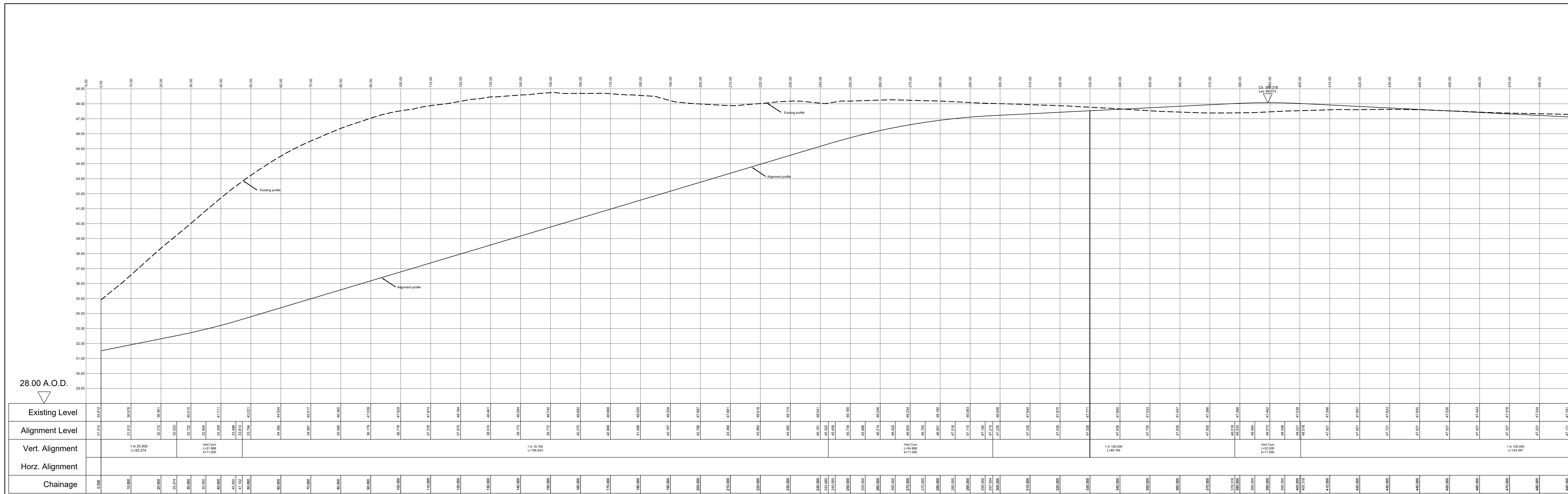
- Existing Ground Profile
- Proposed Finished Profile
- Areas of Fill from finished profile to existing levels
- Areas of Cut from finished profile to existing ground level

**PRELIMINARY DRAWING**  
Pending Highway Authority Approval

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Amendments	Drawn	Checked	Appr'd	Date
<b>Charles &amp; Associates</b>				
Leadwork Name	Issued to	Project Name		
Author		Client		
Scale	Drawn	Checked	Appr'd	Date
1:1000	TGL	GAC	GAC	18-05-2025
Job Title: <b>Cockering Road Thanington</b>				
Drawing Title: <b>Reserved Matters Spine Road Illustrative Cross Sections</b>				
Client: <b>Redrow Homes</b>				
Scale	Date	Designed		
As shown A0	Jan 21	TGL		
Drawn	Checked	Approved		
TGL	GAC	GAC		
Job No	Drawing No	Rev		
18-058	18-058-137	-		





Chainage	Existing Level	Alignment Level	Vert. Alignment	Horz. Alignment	Chainage
0+00	31.52	31.52			0+00
10+00	32.52	32.52			10+00
20+00	33.52	33.52			20+00
30+00	34.52	34.52			30+00
40+00	35.52	35.52			40+00
50+00	36.52	36.52			50+00
60+00	37.52	37.52			60+00
70+00	38.52	38.52			70+00
80+00	39.52	39.52			80+00
90+00	40.52	40.52			90+00
100+00	41.52	41.52			100+00
110+00	42.52	42.52			110+00
120+00	43.52	43.52			120+00
130+00	44.52	44.52			130+00
140+00	45.52	45.52			140+00
150+00	46.52	46.52			150+00
160+00	47.52	47.52			160+00
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180+00	49.52	49.52			180+00
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230+00	54.52	54.52			230+00
240+00	55.52	55.52			240+00
250+00	56.52	56.52			250+00
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270+00	58.52	58.52			270+00
280+00	59.52	59.52			280+00
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310+00	62.52	62.52			310+00
320+00	63.52	63.52			320+00
330+00	64.52	64.52			330+00
340+00	65.52	65.52			340+00
350+00	66.52	66.52			350+00
360+00	67.52	67.52			360+00
370+00	68.52	68.52			370+00
380+00	69.52	69.52			380+00
390+00	70.52	70.52			390+00
400+00	71.52	71.52			400+00
410+00	72.52	72.52			410+00
420+00	73.52	73.52			420+00
430+00	74.52	74.52			430+00
440+00	75.52	75.52			440+00
450+00	76.52	76.52			450+00
460+00	77.52	77.52			460+00
470+00	78.52	78.52			470+00
480+00	79.52	79.52			480+00

Spine Road  
 Horiz. 1:500 Vert. 1:100

**NOTES**

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**PRELIMINARY DRAWING**  
 Pending Highway Authority Approval

**FOR PLANNING PURPOSES ONLY**

Rev	Amendments	Drawn	Checked	Appr'd	Date

**Charles & Associates**

Leamington Spa  
 100, The Quadrant  
 CV32 9JF  
 01922 484400  
 01922 484401

Job Title: **Cockering Road Thanington**

Drawing Title: **Spine Road Longitudinal Section - Sheet 1**

Client: **Redrow Homes**

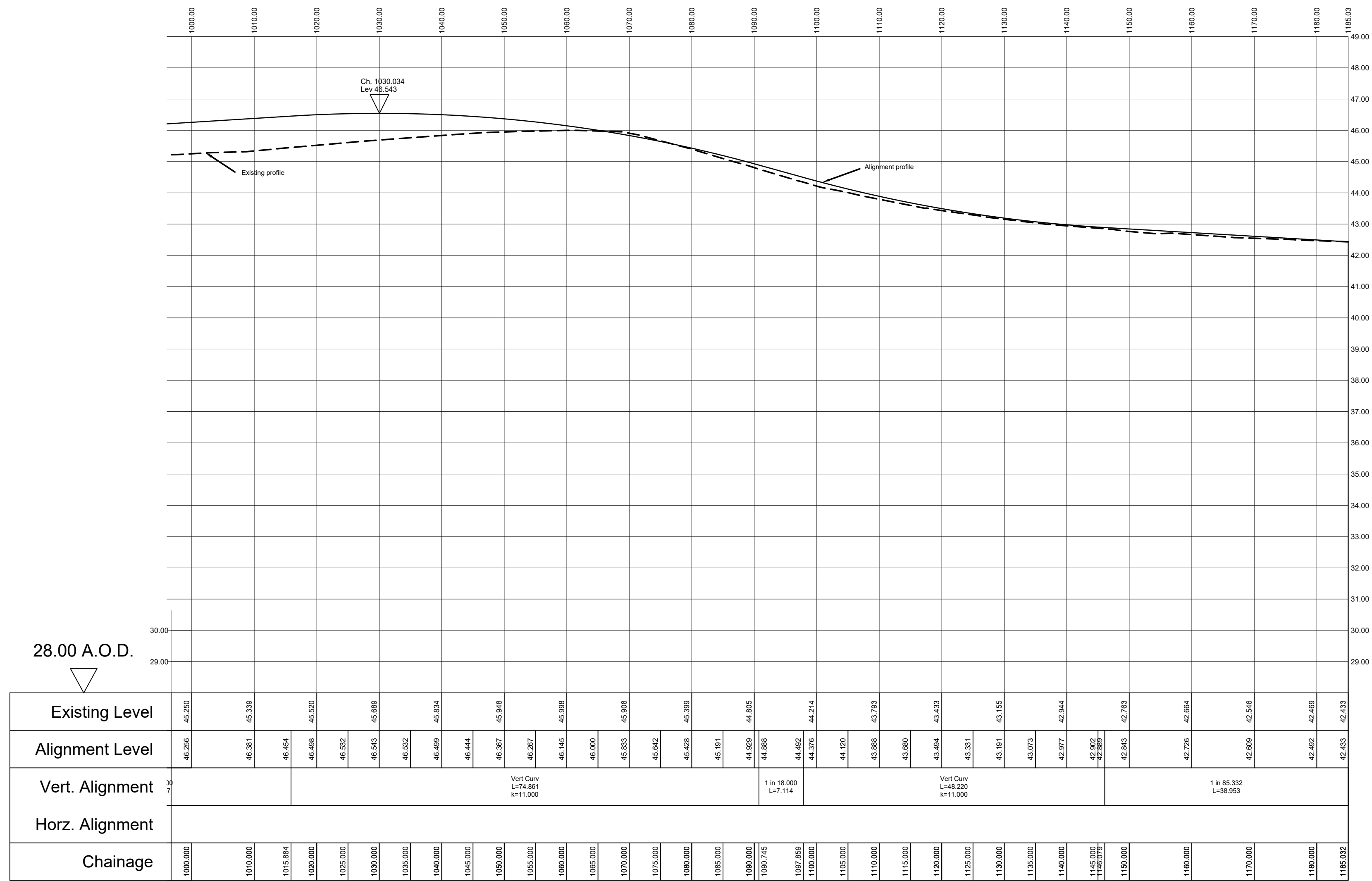
Scale	As shown A0	Date	March 21	Designed	TGL
Drawn	JH	Checked	TGL	Approved	GAC
Job No	18-058	Drawing No	18-058-139	Rev	-

NOTES

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**PRELIMINARY DRAWING**  
Pending Highway Authority  
Approval

**FOR PLANNING PURPOSES ONLY**



28.00 A.O.D.



Rev	Amendments	Drn	Chk	App	Date



Landmark House  
Station Road  
Holk  
Hampshire  
RG27 9HA  
01256 638428

Issued by

Park House  
Park Farm  
East Malling, Kent  
BR53 5NE  
Aylesford  
Kent  
ME20 6SN  
01732 448128

enquiries@c-a.uk.com  
www.c-a.uk.com

Job Title  
**Cockering Road  
Thanington**

Drawing Title  
**Reserved Matters Spine Road  
Longitudinal Section - Sheet 2**

Client  
**Redrow Homes**

Scale As shown A1	Date March 21	Designed TGL
Drawn JH	Checked TGL	Approved GAC

Job No 18-058	Drawing No 18-058-140	Rev -
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## Appendix B Correspondence

## Tafari Lewis

---

**From:** Peter.Morris@kent.gov.uk  
**Sent:** 29 August 2019 10:07  
**To:** Tafari Lewis  
**Cc:** Jamie.Hare@kent.gov.uk; colin.finch@kent.gov.uk; Glenn Charles; mark.heath@redrow.co.uk  
**Subject:** RE: Cockerling Road, Thannington

Hi Tafari,

In response to each of the points raised in your email below:

- A landscape/swale corridor would be acceptable in principle and on the basis that it is only taking highway surface water and adopted by KCC with commuted sums.
- We would not accept a carriageway edge without a kerb line. A kerb is needed to provide edge restraint and avoid the blacktop construction feathering off into the verge which would compromise the density/compaction and thus the lifespan of the material.
- With regards to stage 1 audit recommendations this would be a matter for Colin Finch to respond to. Colin may consult with us on technical matters in the audit, where necessary.

Kind regards,  
Peter

**Peter Morris** | Development Agreements Project Manager | KCC Highways, Transportation & Waste | Ashford Highways Depot, Henwood Industrial Estate, Ashford, TN24 8AD | Tel: 03000 413910 | [www.kent.gov.uk](http://www.kent.gov.uk) |

*KCC Highways, Transportation and Waste welcome feedback from our customers and we have designed our fault reporting tool so that you can quickly and easily let us know about any problems on the roads and footways or about any of our equipment such as streetlights that may not be working. You can do this by visiting [www.kent.gov.uk/highwayfaults](http://www.kent.gov.uk/highwayfaults). From here you can see all known issues, view any planned works, report multiple issues, upload photos as well as track any existing enquiries. It's really important that you provide us with all of the information requested so that we can provide the right response quickly and efficiently. We no longer offer a generic email service as the improved online fault reporting tool has been designed to ensure we capture all of the information that we need to quickly respond to any faults. You can still call us with any complex or urgent matters on 03000 418181 and speak to one of our trained highway specialists.*

The replies are given on the understanding that the council does not warrant the accuracy of any of the replies and on the basis that neither the council nor any officer, servant or agent of the council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised

---

**From:** Hare, Jamie - GT HTW <Jamie.Hare@kent.gov.uk>  
**Sent:** 29 August 2019 09:04  
**To:** Morris, Peter - GT HTW <Peter.Morris@kent.gov.uk>  
**Subject:** FW: Cockerling Road, Thannington

Regards,  
Jamie.

*KCC Highways, Transportation and Waste welcome feedback from our customers and we have designed our fault reporting tool so that you can quickly and easily let us know about any problems on the roads and footways or about any of our equipment such as streetlights that may not be working. You can do this by visiting [www.kent.gov.uk/highwayfaults](http://www.kent.gov.uk/highwayfaults). From here you can see all known issues, view any planned works, report multiple issues, upload photos as well as track any existing enquiries. It's really important that you provide us with all of the information requested so that we can provide the right response quickly and efficiently. We no longer offer a generic email service as the improved online fault reporting tool has been designed to ensure we capture all of the information that we need to quickly respond to any faults. You can still call us with any complex or urgent matters on 03000 418181 and speak to one of our trained highway specialists.*

The replies are given on the understanding that the council does not warrant the accuracy of any of the replies and on the basis that neither the council nor any officer, servant or agent of the council is legally responsible, either in contract or tort; with the exception of negligence, for any inaccuracies, errors or omissions herein contained. Any liability for negligence will extend to the person who raised the enquiries and the person on whose behalf they were raised

---

**From:** Tafari Lewis <[tlewis@c-a.uk.com](mailto:tlewis@c-a.uk.com)>

**Sent:** 28 August 2019 15:11

**To:** Hare, Jamie - GT HTW <[Jamie.Hare@kent.gov.uk](mailto:Jamie.Hare@kent.gov.uk)>

**Cc:** Finch, Colin - GT HTW <[colin.finch@kent.gov.uk](mailto:colin.finch@kent.gov.uk)>; Glenn Charles <[gcharles@c-a.uk.com](mailto:gcharles@c-a.uk.com)>; Mark Heath <[mark.heath@redrow.co.uk](mailto:mark.heath@redrow.co.uk)>

**Subject:** Cockerling Road, Thannington

Jamie,

Further to our recent conversation please find attached our current GA and tracking drawings for the Spine Road. I've also attached a copy of the SuDS concepts prepared by Lloyd bore for the scheme (work in progress) and a typical carriageway edge detail for your consideration.

As discussed, Redrow are seeking to provide an enhancement on landscape and ecology owing to the development and as such would like to provide a landscaped / swale corridor between the edge of carriageway and proposed shared footpath / cycleway. I've been advised that the current land take will be at minimum 10m. This is to allow for tree planting and a meandering swale (as illustrated within the attached Lloyd bore sketch).

I've discussed the potential future adoption of the corridor ahead of the reserved matters submission. Redrow have advised of their intention to retain the landscaping proposals (swale corridor) under a management company. (I assume that this would be under a landscape contract).

In regards to the carriageway edge, as discussed, Redrow have also expressed their desire not to have a formal kerbline adjacent the swale. Please see suggested detail attached.

To summarise, and to assist with us finalising the Spine Road proposals could you confirm whether,

- A 10m min. landscape / swale corridor would be acceptable in principle on the basis that it would be maintained under the developers appointed management company.
- KCC's position on not having a kerbline to delineate the carriageway edge (adjacent the swale corridor) as illustrated.

Finally, as discussed one of the comments which came back on the stage 1 audit suggested that the kerb radii on the junction of Cockerling Road (diversion) be increased to avoid the Pantechicon crossing the centreline. In this regard, we've already introduced a kerb radii at 10.5m which we believe is adequate and given the priority arrangements for the traffic calming do not see this as being a major issue.

Again I'd be grateful for your comments in this respect.

In the meantime please do not hesitate to contact me if you need clarification or require any further information.

Kind Regards

**Tafari Lewis**

mobile. 07944289852

t. 01732 449760

**Website**

**Kent.**  
Park House, Park Farm,

**Hampshire.**  
Landmark House,



East Malling Trust Estate, Bradbourne Ln.  
Aylesford, Kent, ME20 6SN  
tel. 01732 448 120

Station Road, Hook,  
Hampshire, RG27 9HA  
tel. 01256 630 420



Charles & Associates

Registered in England No. 08136641



## Tafari Lewis

---

**From:** colin.finch@kent.gov.uk  
**Sent:** 06 September 2019 10:53  
**To:** Tafari Lewis; Glenn Charles; John Wilde  
**Cc:** Peter.Morris@kent.gov.uk; mark.heath@redrow.co.uk; Stephen Whittaker; sally.benge@kent.gov.uk  
**Subject:** RE: Cockering Road, Thannington

Tafari, John, Glenn

Thank you for the emails. Could you reproduce the tracking plans for me as I'm afraid I am struggling with the clarity of those submitted.

In terms of dates I have a Public Inquiry next week but relatively available on the 16<sup>th</sup>, 17<sup>th</sup> and AM 19<sup>th</sup> of the week after if they were of any use to you and Peter.

With regards to the phasing questions I understand that you had an initial reply from Sally Benge in my absence confirming that I was not in favour of the proposals being suggested for phasing. Having considered the updated offer I'm afraid my opinion remains unchanged. There are a number of conditions that were agreed at the planning stage. There are a few conditions and 106 obligations that are relevant to the proposed changes;

- Steve has acknowledged that condition 28 requires the Spine Road to be open and available by 250 occupations and that this is unchanged by the phasing strategy.
- The first payment of the bus contribution is required at 200 dwellings.
- A Section 278 is required for the Eastern access prior to any occupation and the Western access prior to the 250<sup>th</sup>.

By inference therefore the Eastern Access was expected to be accessible for new occupants first and the bus operating shortly after the 200<sup>th</sup> occupation to aid those new residents further West. The original phasing strategy, conditions and obligations set in place a framework for sustainable access to be promoted from the outset. All amenities are to the East including schools, community buildings etc that need to be accessible by non vehicular mode. Although I have not measured it, I suspect that the distances to amenities and bus stops would be beyond the recommended standards. In addition the access road to the West is on a relatively steep slope. The mixture of construction traffic and residents on a steep slope subjected to the inevitable mud deposits is likely to lead to unnecessary safety risks. I'm afraid I remain unconvinced that this is an acceptable change.

Kind regards

Colin

**Colin Finch MIPROW** | Principal Transport & Development Planner (Canterbury & Swale) | Highways & Transportation | Kent County Council | Ashford Highway Depot, 4 Javelin Way, Henwood Industrial Estate, Ashford, TN24 8AD | Tel: 03000 413370



## Tafari Lewis

---

**From:** Tafari Lewis  
**Sent:** 16 October 2020 09:45  
**To:** matthew.bembridge@kent.gov.uk  
**Subject:** FW: Land North of Cockerling Road, Thanington - CA/20/01777  
**Attachments:** KCC\_HIGHWAYS-2938356.pdf; Cockerling Road, Thanington; RE: Cockerling Road, Thanington

Hi Matt,

I'm in receipt of your comments dated 12 October 2020 on the above application (as attached) and also enclose correspondence to Colin Finch and Peter Morris of your offices to give some background on the Spine Road General Arrangement drawing.

I'm aiming to address your comments in respect to highway matters so have listed below a brief reply on areas we believe may offer some relaxation.

***Comment: 'The applicant will need to ensure that the adoptable limit contains all visibility splays. Whilst adoptable limits are not agreed at this stage, there are some splays particularly at the eastern end that appear to be outside the layout they have currently defined.'***

We have reviewed this and are struggling to retain all splays within the adoptable limits (S38 or S278) due to the layout and position of junctions. The splays which straddle over the limits of adoption are those located within the S278 area (i.e Cockerling Road diversion and the shared private drive associated with Phase 1). There's not much we can really do about this. If we shift the limit of adoption further into the site, the Splay from the Phase 1 access then straddles into the S278 zone. I'm not sure that this would cause too much of an issue from a visibility standpoint as the S278 works would need to be built out first and it will be sometime before the Spine Road is opened due to phasing.

As such we would prefer to leave the potential adoption limits as shown for planning purposes and would be grateful if you could confirm if this would be acceptable.

***Comment: 'I would also recommend at least 4.8m width for the shared private accesses, in accordance with Kent Design'***

The 4.1m width was based on parameters within the Kent Design guide (i.e recommended parameter range for a shared private drive 2.4m / 4.8m with typical parameter width of 3.0m). The 4.1m width specified falls within this range and having undertaken tracking for a fire tender based on the emerging phase masterplan, it was proven that the width was sufficient to enable a fire tender to navigate these areas successfully. With the driving principle based upon manoeuvrability and compliance within the range criteria of the Kent design guide we would like to retain the 4.1m widths specified. Again, I'd be grateful if you could confirm if this is acceptable.

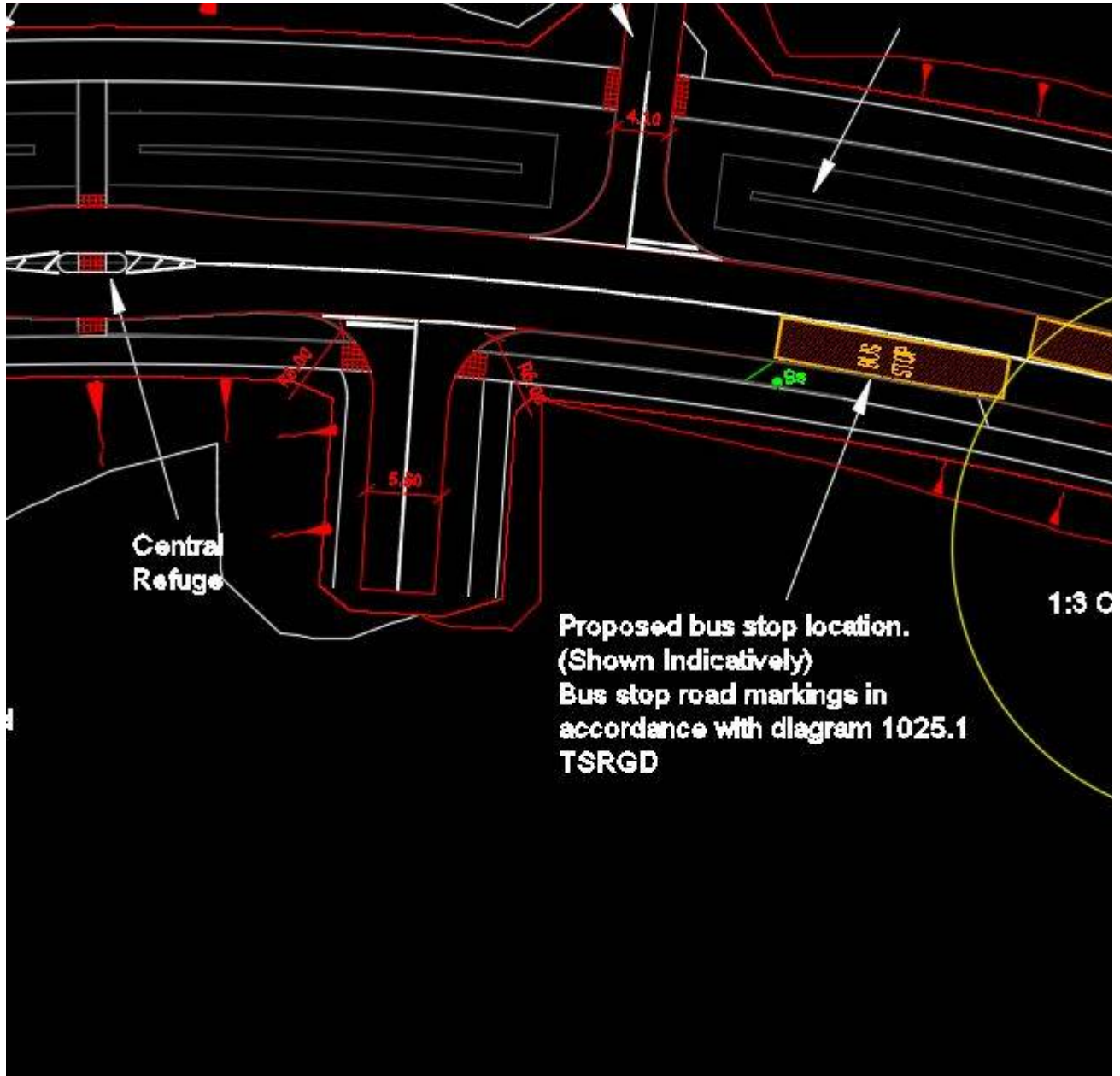
***Comment: 'We note the use of swales to drain the surface water, these would need to be exclusively for highway purposes if we are to adopt them. It would be useful if the applicant could explain the site strategy for drainage, including the outfall, so that the drainage can be better understood.'***

Noted. We shall be providing a technical note which covers the Spine Road drainage strategy and highway drainage design.

***Comment: 'Speed restraint measures are to be up to 150m apart as per Kent Design for a Local Distributor Road. There are a couple of places where the distance exceeds this, from west to east:'***



- **Between the junction with Milton Manor Road and the first pedestrian Island:** The speed control measure between this location was the horizontal bend. We'd designed it and tracked accordingly with this in mind. Would this be sufficient to cover this point?
- **Between the two pedestrian islands either side of the first eastbound bus stop. (+200m).** Noted. An additional westbound build out shall be added between these locations.
- **Between the last pedestrian island and the last build out.** We are currently reviewing this and given the density of junctions and the bus stops between these locations are finding it difficult to provide a suitable point to introduce a buildout without providing a vertical traffic calming feature instead. Colin was quite clear in our initial discussions to avoid the use of traffic calming measures on the LDR that included speed humps or other forms of vertical deflection. Below is a screenshot of the suggested position for the buildout.



I've repositioned the westbound bus stop to reflect your recommended 'tail to tail' arrangement meaning that the only logical position is to introduce the speed restraint is just before this location. We need to account for refuse vehicles exiting the eastern junction which means that the buildout is located immediately adjacent the eastbound bus stop location. I've measured the distance between the eastern advance warning sign buildout and the central refuge taper to the west which measures approximately 162m. In this instance would it be ok to relax the distances based upon the above criteria or would you prefer we introduce the speed restraint measure as per the screenshot above.

- **Between the last build out and the tie in with Cocking Road.** The Spine Road tapers from 6.75m down to 5.0m where adjoining Cocking Road. I'll add an additional westbound buildout if required.



Your point on stagecoaches preferred bus stop arrangements have been noted (as edited above).

Finally, in regards to pedestrian / cycle access, my colleague is looking into this.

In the meantime I'd be grateful if you could get back to me with your comments so I can finalise and update general arrangement drawing.

Kind Regards

**Tafari Lewis**

**mobile.** 07944289852  
**t.** 01732 449760

**Website**

**Kent.**

Park House, Park Farm,  
East Malling Trust Estate, Bradbourne Ln.  
Aylesford, Kent, ME20 6SN  
**tel.** 01732 448 120

**Hampshire.**

Landmark House,  
Station Road, Hook,  
Hampshire, RG27 9HA  
**tel.** 01256 630 420



**Charles & Associates**

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