

MINUTES OF THE PLANNING, MAJOR DEVELOPMENTS, TRANSPORTATION AND ENVIRONMENT COMMITTEE HELD AT THE COUNCIL OFFICES, THE GROVE, SWANSCOMBE ON WEDNESDAY 16 JANUARY 2019 AT 7.00PM

PRESENT:
Councillor B R Parry (Chairman)
Councillor Ms L M Cross (substituting for Councillor B E Read)
Councillor P M Harman (substituting for Councillor Dr J M Harman)
Councillor P C Harris
Councillor J A Hayes
Councillor Ms L C Howes
Councillor D J Mote

ALSO PRESENT:
x1 Member of the public
Graham Blew – Town Clerk

ABSENT:
Councillor K G Basson
Councillor Ms L Manchester
Councillor A S Reach
Councillor S J Ryan

411/18-19. ARRANGEMENTS AND CONSTRAINTS REGARDING FILMING OR RECORDING THE MEETING.

The Chairman explained the arrangements and constraints relating to the filming or recording of the meeting.

412/18-19. APOLOGIES FOR ABSENCE.

Apologies for absence were received from Councillors' Dr J M Harman, K M Kelly and B E Read.

413/18-19. SUBSTITUTES.

Councillor Ms L M Cross substituted for Councillor B E Read.
Councillor P M Harman substituted for Councillor Dr J M Harman.

414/18-19. DECLARATIONS OF INTEREST IN ITEMS ON THE AGENDA.

There were none.

The Chairman gave the opportunity for the meeting to be adjourned at this point to accept questions from the public.

The member of the public present raised concerns regarding the amended land levels contained in Addendum Note – EDC/18/0086 and the Town Clerk advised he would contact Camland to invite them to meet with the Committee regarding this issue.

415/18-19. ITEMS DEEMED URGENT BY THE CHAIRMAN / MATTERS ARISING FROM PREVIOUS MINUTES AND THEIR POSITION ON THE AGENDA.

There were none.

416/18-19. TO CONFIRM AND SIGN THE MINUTES OF THE MEETING HELD ON 19 DECEMBER 2018

Recommended: The Minutes of the meeting held on 19 December 2018 were confirmed and signed.

TOWN PLANNING:

417/18-19. PLANNING APPLICATIONS SUBMITTED BY DARTFORD BOROUGH COUNCIL / EBBSFLEET DEVELOPMENT CORPORATION FOR MEMBERS' OBSERVATIONS.

DA/18/01631/FUL	<p>Installation of replacement plant units.</p> <p>The Co-Operative Group, 29 - 31 High Street, Swanscombe.</p>
OBSERVATIONS:	<p>No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.</p>
DA/18/01637/FUL	<p>Conversion of garage into habitable room together with associated alterations to front elevation (retrospective application)</p> <p>78 Pentstemon Drive, Swanscombe.</p>
OBSERVATIONS:	<p>The Town Council objects to this application as the proposed development would result in the loss of a parking space which could not be replaced within the curtilage of the site and would be likely to result in undesirable on-street parking in an area with limited on street parking provision contrary to Policies B1 and T23 of the adopted Dartford Local Plan and the Local Planning Authority's standards.</p> <p>It is also noted that the Google Street View shows part of the small front garden is occupied by a mature tree which adds an attractive contribution to the streetscape.</p> <p>The Planning Authority are requested to seek advice from their Planning Enforcement officers regarding this application as it is understood that it was previously</p>

	<p>refused under application DA/14/00838/FUL <i>(The proposal would result in the under provision of off street parking, contrary to Dartford's SPD Parking Standards and Local Plan policies B1 and T23.)</i></p>
DA/19/00032/ADV	<p>Display of 1 No. internally illuminated fascia (only the co-op logo illuminates), 3 No. non illuminated wall mounted flat aluminium panels 1 No. non illuminated post office panel (fitted to main fascia).</p> <p>The Co-Operative Group, 29 - 35 High Street, Swanscombe.</p>
OBSERVATIONS:	<p>No observations, please ensure all neighbouring properties are consulted prior to the decision of the application.</p>
EDC/18/0190 DA/18/01659/EDCCON	<p>Application for the change of use of rear two thirds of the detached garage into a habitable space retaining the front third as a garage/storage area, and installation of patio doors to side elevation of the garage to enable access from the garden.</p> <p>5 Ekman Close, Weldon, Ebbsfleet Valley.</p>
OBSERVATIONS:	<p>The Town Council request confirmation that this application meets the Planning Authorities parking standards and would ask that were the application to be approved a condition be included to prevent the proposed habitable space being used as a separate dwelling.</p>
EDC/18/0186/ RE-CONSULTATION	<p>Erection of single storey rear extension including partial conversion of garage to a habitable room, and erection of 2no. dormer windows to rear and 2no. roof lights to front.</p> <p>5 Mercer Avenue, Castle Hill, Ebbsfleet Valley.</p>
OBSERVATIONS:	<p>No further observations.</p>
EDC/18/0091	<p>Application for approval of part condition 14 (a) pursuant to outline planning permission reference no. EDC/17/0048 relating to an archaeological field evaluation report and written timetable.</p> <p>Central and Western Village, Eastern Quarry, Watling Street, Swanscombe.</p>
OBSERVATIONS:	<p>The Town Council endorse the comments and observations submitted, by email to the EDC on 10 January 2019, by Mr G Baker <i>(these are attached for reference)</i>.</p>

<p>EDC/18/0195 DA/19/00009/EDCCON</p>	<p>Application for the approval of conditions 19 & 20 attached to planning permission reference no. EDC/17/0048 relating to Submission of an Area Masterplan and Area Design Code for the Alkerden area.</p> <p>Alkerden, Eastern Quarry, Watling Street, Swanscombe.</p>
<p>OBSERVATIONS:</p>	<p>The parking management document seems to be an attempt to reduce the importance of the Dartford Borough Council parking standards SPD (2012). We note from previous applications that Dartford Borough Council states that the SPD should adhered to unless firm justification is provided for a lower provision.</p> <p>A survey of parking in Castle Hill is included with the application as justification, however this is a new development and we consider that the parking patterns are not yet established. We expect that this demand could change over the next five, ten or twenty years. Ingress Park, Greenhithe is an example of this as it is a similar development. Kent County Council decided that there was no demand for the proposed school but now, due to demand, additional class rooms have been added to two local schools to cater for the need. Likewise with parking, early residents tended to commute by public transport but now many are working locally and travel by car. Families have started to grow and the demand for a second family car has increased. There is then also a need for visitor spaces for child carers. The situation in Ingress Park regarding parking and traffic management has reached the point that it is now the most common item residents are complaining top local councillors about.</p> <p>The Town Council endorse the comments and observations, submitted by email to the EDC on 15 January 2019, by Mr G Baker (<i>these are attached for reference</i>).</p>
<p>EDC/18/0196 DA/19/00010/EDCCON</p>	<p>Application for the discharge of conditions 19, 20 & 21 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area Masterplan, Area design code and Air Quality Monitoring.</p> <p>Ashmere (Western Village), Eastern Quarry, Watling Street, Swanscombe.</p>
<p>OBSERVATIONS:</p>	<p>The parking management document seems to be an attempt to reduce the importance of the Dartford Borough Council parking standards SPD (2012). We note from previous applications that Dartford Borough Council states</p>

	<p>that the SPD should adhere to unless firm justification is provided for a lower provision.</p> <p>A survey of parking in Castle Hill is included with the application as justification, however this is a new development and we consider that the parking patterns are not yet established. We expect that this demand could change over the next five, ten or twenty years. Ingress Park, Greenhithe is an example of this as it is a similar development. Kent County Council decided that there was no demand for the proposed school but now, due to demand, additional class rooms have been added to two local schools to cater for the need. Likewise with parking, early residents tended to commute by public transport but now many are working locally and travel by car. Families have started to grow and the demand for a second family car has increased. There is then also a need for visitor spaces for child carers. The situation in Ingress Park regarding parking and traffic management has reached the point that it is now the most common item residents are complaining top local councillors about.</p> <p>The Town Council are concerned that the re-naming of areas, such as Ashmere, seems to be happening without consultation or discussion.</p>
EDC/18/0197	<p>Application for the discharge of conditions 5 and 6 attached to planning permission reference no. EDC/18/0009 relating to the archaeological evaluation of phases 1 and 2.</p> <p>Land West of Springhead Road (Springhead Park), Springhead Road, Northfleet.</p>
OBSERVATIONS:	Out of area, no observations.
EDC/19/0004 DA/19/00035/EDCCON	<p>Consultation on Housing Implementation Strategy pursuant to S106 attached to outline planning permission EDC/17/0048 within Ebbsfleet Development Corporation.</p> <p>Eastern Quarry Watling Street Swanscombe.</p>
OBSERVATIONS:	No observations

**418/18-19. GRANTED NOTICES SUBMITTED BY DARTFORD BOROUGH COUNCIL /
EBBSFLEET DEVELOPMENT CORPORATION FOR MEMBERS' INFORMATION.**

The following granted decision notices were noted.

DA/18/01188/FUL	Provision of a pitched roof over existing flat roof of detached garage. 28 Childs Crescent, Swanscombe.
DA/18/01290/FUL	Demolition of existing rear extension and erection of a two storey side extension and front porch. 144 Knockhall Road, Greenhithe.
DA/18/01398/FUL	Erection of a single storey rear extension with balcony over and ground floor flank window. 49 Pentstemon Drive, Swanscombe.
DA/18/01478/RCON	Application for removal of condition 1 (allowing temporary permission for 1 year) of planning permission DA/17/01402/COU (change of use to a micro-brewery) to allow the permission to be permanent. No Frills Brewery 50 Wakefield Road (Rear Of 20 To 20A Knockhall Road), Greenhithe.

**419/18-19. REFUSED DECISION NOTICES SUBMITTED BY DARTFORD BOROUGH
COUNCIL / EBBSFLEET DEVELOPMENT CORPORATION FOR MEMBERS'
INFORMATION.**

The following refused decision notices were noted.

DA/18/01631/FUL	Provision of a dormer window in side elevation and roof lights in front and rear elevation in connection with providing additional rooms in the roof space 49 Pentstemon Drive, Swanscombe.
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There being no further business to transact, the Meeting closed at 7.55 pm.

Signed: _____
(Chairman)

Date: _____

PTE 6/2/19

Graham Blew

From: Sarah.Rogers@kent.gov.uk
Sent: 16 January 2019 10:09
Subject: Ingress Park Avenue
Attachments: Waiting Restrictions- Ingress Park Avenue.pdf; Bus Only - Ingress Park Avenue.pdf

Dear Councillors,

Please find attached the intends deposit documents for Variation 39 for waiting restrictions and introduction of a bus only section in Ingress Park Avenue, Stonley Crescent and Tiltman Avenue, in the Borough of Dartford. This order will be on public deposit from 25 January until 18 February and will be advertised in the Kent extra week ending Friday 4 January 2019.

Please send any written comments of support or objection to The TRO Co-Ordinator, Schemes Planning & Highway Delivery Team, Highways, Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD or by email to TRO@kent.gov.uk All comments need to be received by 12 noon on Monday 18 February 2019.

Kind regards
Sarah Rogers

Total Control Panel

[Login](#)

To: graham.blew@swanscombeandgreenhithetowncouncil.gov.uk Message Score: 1
From: sarah.rogers@kent.gov.uk My Spam Blocking Level: Medium

High (60): Pass
Medium (75): Pass
Low (90): Pass

[Block this sender](#)
[Block kent.gov.uk](#)

This message was delivered because the content filter score did not exceed your filter level.

* sent to all @ 16/1/19.

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**DOCUMENTS
on DEPOSIT**



**These documents should remain
available for public inspection
until 18 February 2019**

In the District of Dartford

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, DARTFORD)
(WAITING RESTRICTIONS AND STREET PARKING PLACES)
(AMENDMENT No. 39) ORDER 2019**

Road Traffic Regulation Act 1984

Please return to:

Schemes Planning and Delivery Team
Kent County Council Highways, Transportation & Waste
Ashford Highway Depot
Javelin Way
Ashford
TN24 8AD

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PUBLIC NOTICE



In the District of Dartford

**THE KENT COUNTY COUNCIL (VARIOUS ROADS, DARTFORD)
(PROHIBITION OF WAITING) CONSOLIDATION
(AMENDMENT No. 39) ORDER 2019
Road Traffic Regulation Act 1984**

Notice is hereby given that KENT COUNTY COUNCIL intends to make the above Order under sections 1(1), 2 (1) to (3), 3 (2), 4 (1) and (2), 32 (1), 35 (1), 44, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 (hereinafter called "the Act") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, hereby propose to make the following order:-

The effect of the proposed named Order will introduce or amend existing waiting restrictions DYL means no waiting at any time in the following length of roads:-

Roads in Dartford

INGRESS PARK AVENUE – (1) DYL. On both sides from a point in line and opposite 1 metre north east of the common boundary of No.72/73 Ingress Park Avenue to the junction with Stonley Crescent

STONLEY CRESCENT – (1) DYL. On the north-western side from a point 5 meters south of the junction with Wainwright Avenue for a distance of 30 metres in a north-easterly direction. (2) DYL from a point in line with the building line of No1 Stonley Crescent for a distance of 18 metres in a south easterly direction. (3) DYL. On the north-eastern side from a point 2 meters south of No.1/2 Stonley Crescent in an easterly direction for a distance of 82 meters.

TILTMAN AVENUE – (1) DYL On the northern side from the junction with Ingress Park Avenue for a distance of 210 metres in an easterly then southerly direction. (2) On the southern side from the junction with Ingress Park Avenue for a distance of 250 metres in an easterly then southerly direction.

A statement of the Council's reasons for making the proposed Order, a map indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, and at The Kent County Council, Kent Highway & Transportation, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD during normal office hours or viewed online at www.consultations.kent.gov.uk

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team, Highways,

Transportation & Waste, Kent County Council, Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by 12 noon Monday 18th February 2019

Simon Jones

Director of Highways Transportation & Waste

**THE KENT COUNTY COUNCIL
(VARIOUS ROADS, DARTFORD)
(PROHIBITION OF WAITING) CONSOLIDATION
(AMENDMENT No.39) ORDER 2019**

ROAD TRAFFIC REGULATION ORDER ACT 1984

The KENT COUNTY COUNCIL intends to make the above Order under sections 1(1), 2 (1) to (3), 3 (2), 4 (1) and (2), 32 (1), 35 (1), 44, 45, 46, 49 and 53 of the Road Traffic Regulation Act 1984 (hereinafter called "the Act") and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act, hereby proposes to make the following order

Revocation, Modification and Amendments

1. The Kent County Council (Various Roads, Dartford (Stopping, Waiting, and Loading Prohibitions and Restrictions, Parking Places and Controlled Parking Zones) (Consolidation) Order 2009 ('the Order of 2009') to be amended as follows:-
2. The Order of 2009 shall have effect as though
 - (i) In Schedule 1 thereto, the lengths of road specified in the Schedule to this Order were inserted:

In the Schedules to the Order of 2009:

**SCHEDULE
STREET OR LENGTH OF STREET
WHERE WAITING IS PROHIBITED AT ANY TIME**

Roads in Greenhithe in the Borough of Dartford

In Schedule 1 of the Order of 2009 the following shall be inserted in the correct alphabetical order

INGRESS PARK AVENUE

- (1) On both sides from a point in line and opposite 1 metre north east of the common boundary of No.72/73 Ingress Park Avenue to the junction with Stonley Crescent

STONLEY CRESCENT

- (1) On the north-western side from a point 5 meters south of the junction with Wainwright Avenue for a distance of 30 metres in a north-easterly direction.
- (2) From a point 2.5 metres south of the common boundary of Nos.1/2 Stonley Crescent for 18 metres in a south easterly direction.
- (3) On the north-eastern side from a point 2 meters south of No.1/2 Stonley Crescent in an easterly direction for a distance of 82 meters.

TILTMAN AVENUE

- (1) DYL On the northern side from the junction with Ingress Park Avenue for a distance of 210 metres in an easterly then southerly direction.
- (2) On the southern side from the junction with Ingress Park Avenue for a distance of 250 metres in an easterly then southerly direction.

CITATION AND COMMENCEMENT

3. This Order maybe cited as "The Kent County Council (Various Roads, Gravesham) (Stopping, Waiting, and Loading Prohibitions and Restrictions, Parking Places and Controlled Parking Zones) (Amendment No.39) Order 2019" ("this Order") and shall come into force on the XX day of XXXXXX 2019.

GIVEN under the Common Seal of The Kent County Council

This day of 2019

THE COMMON SEAL OF THE
KENT COUNY COUNCIL

was hereunto affixed
in the presence of: -

Authorised Signatory

STATEMENT of REASON



In the District of Dartford

THE KENT COUNTY COUNCIL (VARIOUS ROADS, DARTFORD) (PROHIBITION OF WAITING) CONSOLIDATION (AMENDMENT No. 39) ORDER 2019

Road Traffic Regulation Act 1984

The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety

- For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.
- For preserving or improving the amenities of the area through which the road runs.
- For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).

Dated: 25/01/2019

Nikola Floodgate
Schemes Planning and Delivery Manager
Highways, Transportation & Waste



1. Name of Project: Secondary Stage of Access
 2. City/Township: ...
 3. Proposed: ...
 4. Scale: 1:500
 5. Date: ...
 6. Drawing No.: ...

Section of Highway to be "Base Only"
 Extension of Double Yellow Lines

1. Title Block	2. North Arrow	3. Scale	4. Date	5. Drawing No.



1:500

**DOCUMENTS
ON DEPOSIT**



**These documents should
remain available for
public inspection
until
18 February 2019**

**In the District of Dartford
THE KENT COUNTY COUNCIL
(INGRESS PARK AVENUE, THE DISTRICT OF DARTFORD) (BUS
LANES AND RESERVED ROUTES) ORDER 2019
Road Traffic Regulation Act 1984**

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**PUBLIC
NOTICE**



In the District of Dartford

**THE KENT COUNTY COUNCIL
(INGRESS PARK AVENUE, DARTFORD)
(BUS LANES AND RESERVED ROUTES)
ORDER 2019**

Road Traffic Regulation Act 1984

Notice is hereby given that The KENT COUNTY COUNCIL acting as the Local Traffic Authority and in exercise of its powers under sections 1, 2, 2(1) to 3(2) and 4(1) of the Road Traffic Regulation Act 1984, (hereinafter called "the Act"), and of all other enabling powers and after consultation with the Chief Officer of Police in accordance with Part III of Schedule 9 to the Act, proposes to make the following Order:-

The effect of the proposed named Order will introduce a reserved route for buses only

INGRESS PARK AVENUE

From a point 7 metres north east from the junction of Stoney Crescent for a distance of 36 metres in a north-easterly direction.

A full statement of the Council's reasons for making the proposed Order, a plan indicating the location and the effect and a copy of any other Orders which will be amended by the proposed Order may be examined on Mondays to Friday at The Kent County Council, Sessions House, Maidstone, ME14 1XQ, and at The Kent County Council, Kent Highway & Transportation, Ashford Highway Depot, Henwood Industrial Estate, Unit 4 Javelin Way, Ashford, Kent TN24 8AD during normal office hours or viewed online at www.consultations.kent.gov.uk

If you wish to offer support or object to the proposed Order you should send the grounds in writing to The TRO Co-ordinator, Schemes Planning & Delivery Team | Highways, Transportation & Waste | Kent County Council | Ashford Highway Depot, Henwood Industrial Estate, Javelin Way, Ashford, TN24 8AD or by email to TRO@kent.gov.uk by 12 noon Monday 18th February 2019.

Simon Jones

Director of Highways, Transportation & Waste

**THE KENT COUNTY COUNCIL
(INGRESS PARK AVENUE)
(BUS LANES AND RESERVED ROUTES)
ORDER 2019**

The Council to the County of Kent in exercise of their powers under sections 1(1) and (2), 2(1) to (3), 3(2) and 4(1) of the Road Traffic Regulation Act 1987 and of all other enabling powers, and after consultation with the chief officer of police in accordance with Part III of Schedule 9 to the Act, propose to make the following order:-

**PART A
General**

CITATION, COMMENCEMENT AND REELOCATIONS

1. (1) This Order may be cited as The Kent County Council (Ingress Park Avenue) (Bus lanes and Reserved Routes) Order 2019 and shall come into force on XX XX 2019.

INTERPRETATION

2. (1) In this Order, except where the context otherwise requires, the following expressions have the meanings hereby respectively assigned to them:

"the Act of 1984" means the Road Traffic Regulation Act 1984;

"the Council" means The Kent County Council

"carriageway" means a way constituting or comprised in a highway, being a way over which the public have right of way for the passage of vehicles;

"local bus" means a public service vehicle used for the provision of a local service not being an excursion or tour.

"local service" has the same meaning as in section 2 of the Transport Act 1985;

"Pedal cycle" has the same meaning as in the Traffic Signs Regulations 2002;

- 3 (1) In this Order the "Bus Lane" means the area bounded by

(a) the edge of the carriageway of a road or length of road described in an item in the First Schedule to this Order, and

(b) a traffic sign consisting of a longitudinal single white line on the same side of the road as the edge of the carriageway (such a white line being referred to in this Order as "the single white line")

- 4 (1) In this Order, unless the context otherwise requires, any reference to a numbered Article is a reference to the Article being the number on this order.

(2) The prohibitions imposed by this Order shall be in addition to and not in derogation of any restriction, prohibition or requirement imposed in any other enactment and any exception or exemption from the provisions of this Order us without prejudice to the provisions of any other enactment.

(3) Any reference in this Order to any enactment shall be construed as a reference to that enactment as amended by any subsequent enactment and any subordinate legislation within the meaning of the Interpretation Act 1978;

(4) The interpretation Act 1978 shall apply for the interpretation of this Order as it applies for the interpretation of an Act of Parliament.

BUS LANE

5. Save as provided in Articles 6 to 8 of this Order, no person shall cause or permit any vehicle to enter or proceed in a bus lane.

EXEMPTIONS FOR EMERGENCY SERVICES

6. Article 5 of this Order shall not apply to any vehicle on an occasion when it is being used for fire brigade, ambulance, or police purposes if the observance of any provision of this Order would be likely hinder the use of the vehicle for the purpose for which it is being used on that occasion.

OTHER EXEMPTIONS

7. Nothing in this order shall apply to anything done –
- (a) With the permission if at the direction of a police constable in uniform; or
 - (b) in accordance with any indication given by a traffic sign which has been

Placed pursuant to section 66 or 67 of the Road Traffic Regulation Act 1984

8. Article 5 of this Order shall not apply to a vehicle being used in connection with
- (a) any building operation or demolition;
 - (b) the removal of any obstruction to traffic
 - (c) the maintenance, improvement or reconstruction of any road;
 - (d) the laying, erection, alteration or repair of any sewer or of any main pipe or apparatus for the supply of gas, water or electricity, or any telecommunications apparatus as defined in Schedule 2 to the Telecommunications Act 1984 in or near the road;
 - (e) the placing, maintenance or removal of any traffic sign; or
 - (f) any statutory powers or duties of a local authority;
 - (g) the maintenance to the landscape adjacent to the bus lane,

Provided that in all the circumstances it is reasonably necessary for the vehicle to enter the bus lane.

- 9 A person who causes or permits a vehicle to enter or to proceed in a bus lane shall not contravene Article 5 of this Order if he does so in order to prevent an accident and vehicle leaves the bus lane as soon as it is practicable.

**SCHEDULE
BUS LANES
(ARTICLE 5)**

1	2	3	4
Item	Location	Direction	Specified Length of Carriageway
01	A point 7 metres north east from the junction of Stonely Crescent and Ingress Park Avenue	Both	For a distance of 36 metres

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STATEMENT of REASON



In the District of Dartford

**THE KENT COUNTY COUNCIL
(INGRESS PARK AVENUE, DARTFORD)
(BUS LANES AND RESERVED ROUTES)
ORDER 2019**

Road Traffic Regulation Act 1984

The Kent County Council acting as the Local Traffic Authority intends to make the Order referred to above and as shown on the drawings accompanying this document in the interest of public safety

- **For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising.**
- **For preserving or improving the amenities of the area through which the road runs.**
- **For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).**

Dated: 25/01/2019

Nikola Floodgate
Schemes Planning and Delivery Manager
Highways, Transportation & Waste



Section of Highway to be "Busse Only"
 Extent of Double Yellow Lines



1. Name of the Project (Secretary, Ministry of Public Works and Urban Planning)
 2. Date of Issue
 3. Project Name (Regulation Draw)
 4. Scale
 5. Drawing No. (1/2000)
 6. Drawing Date (2008.08.18)
 7. Drawing No. (1/2000)
 8. Drawing Date (2008.08.18)



MİLLÎ EĞİTİM BAKANLIĞI

1. No. (1/2000)
 2. No. (1/2000)
 3. No. (1/2000)
 4. No. (1/2000)
 5. No. (1/2000)
 6. No. (1/2000)
 7. No. (1/2000)
 8. No. (1/2000)

Graham Blew

From: Reynolds, Charlotte <Charlotte.Reynolds@hertsmail.com>
Sent: 16 January 2019 16:43
To: Graham Blew
Cc: svc_A2BEDFCSI_PW
Subject: A2 Bean NMU Improvements - Designated Funds Project - Draft Concepts
Attachments: Concepts_draft01.3.pdf

Dear Graham,

I am writing to let you know about a feasibility study for improvements to walking, cycling and horse riding routes around the A2 between Bean and Ebbsfleet. Highways England have commissioned Atkins to produce a feasibility study for eight schemes in this area, which should they go on to attract funding, would complement the larger A2 Bean and Ebbsfleet junction improvements scheme which you will have been made aware of already.

This Designated Funds project is completely separate to the larger A2 Bean and Ebbsfleet junction improvements scheme. The eight proposals in this project came out of the consultation on the junction improvements scheme including the non-motorised user workshop in May 2018, where stakeholders made suggestions for local improvements. It is a feasibility study which will look into how deliverable each scheme may be, and in no way guarantees that the schemes will be funded and built. Designated Funds are used by Highways England to carry out projects outside of their normal day to day remit, in this case to enable people to move around near to their road network and improve provision for non-motorised road users. This is why this study looks at local links for people to walk, cycle and horse ride in the vicinity around the Highways England A2 road.

The eight schemes will be subject to economic appraisal to consider the cost and the benefits of each one. As there is no funding yet awarded to deliver these schemes, we would welcome any contribution you may be able to make or suggestions you may have for other organisations who may be in a position to contribute or support in other ways.

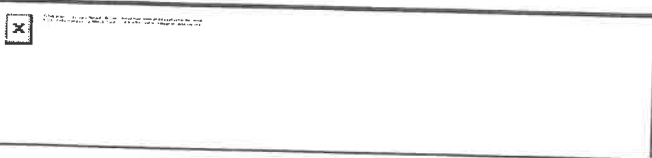
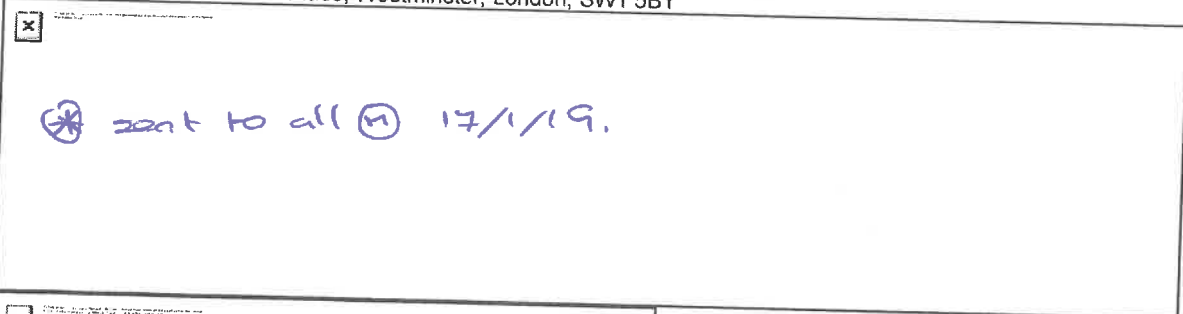
I am pleased to be able to share the attached draft concepts with you. These will evolve into feasibility designs over the coming two months which we will also share with you. **In the meantime, we would welcome your comments on these draft concepts by 12pm Friday 8th February.**

Kind regards,

Charlotte Reynolds MA (Hons) MSc
Senior Transport Planner, Transportation
UK & Europe
Engineering, Design and Project Management



Nova North, 11 Bressenden Place, Westminster, London, SW1 5BY



Company

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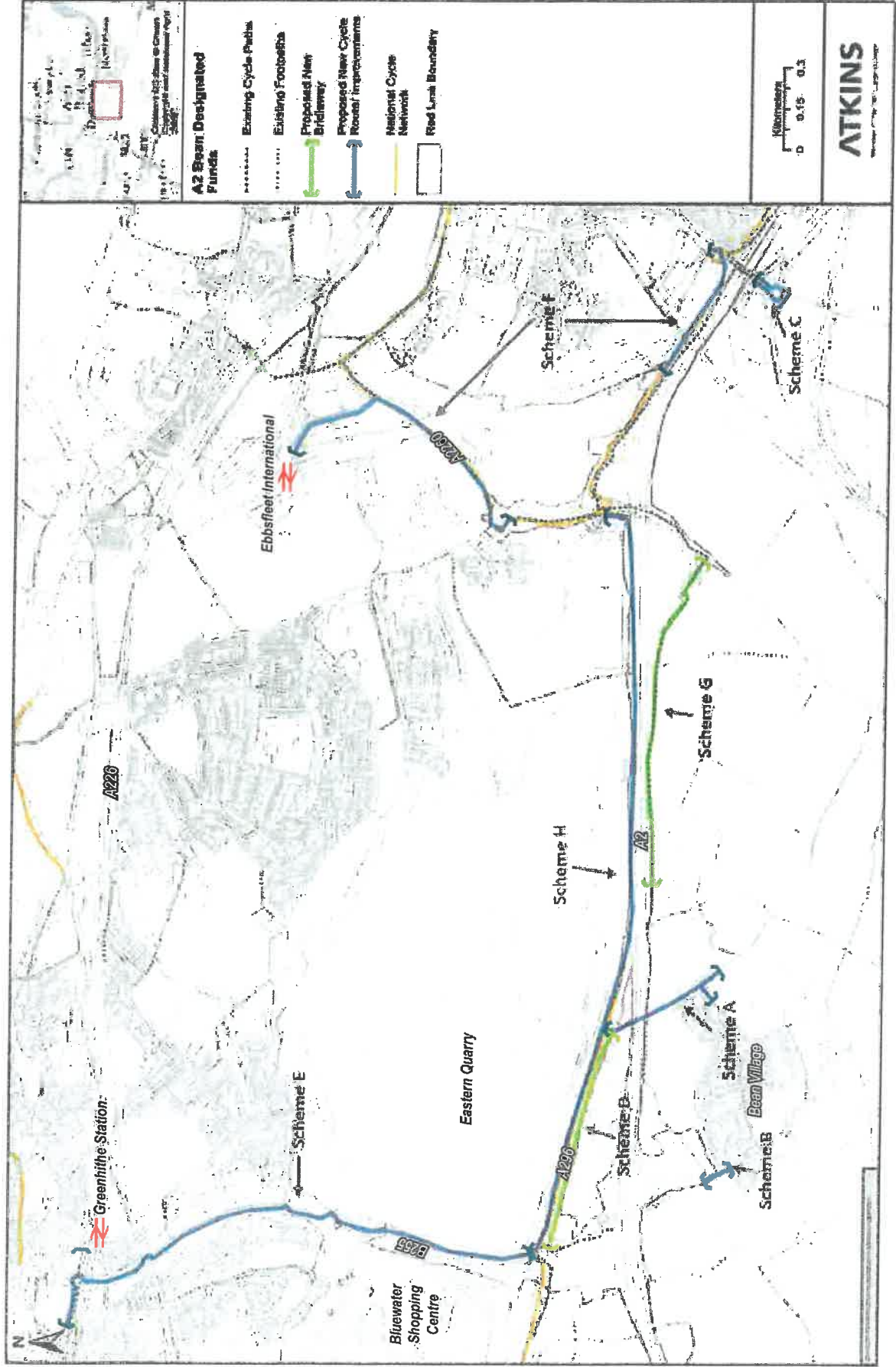
A2 Bean Designated Funds for Non-Motorised User Improvements Scheme Concepts

Status: Work in Progress Draft
Document Reference:



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Introduction

This document outlines the draft improvement concepts for the A2 Bean Designated Funds Non-Motorised Users (NMFU) Feasibility Study schemes. The development of the concept designs was based on the assessment of existing issues and constraints along each route, as well as review of the Highways England (HE) Designated Funds Project Summary Form.

Concept design is an initial phase of the design and evaluation process and do not indicate whether a given scheme will be funded or built. The concepts will provide the basis for feasibility design, where constraints will be evaluated to assess whether the schemes can be physically implemented. The concepts aspire to provide high-quality facilities for NMFUs; however, they are subject to constraints.

For several schemes, more than one concept is presented. These are intended as options for consideration during feasibility design and assessment. Following the feasibility assessment, only one of the options will be selected to advance for further design development.

The area has been divided into 8 separate schemes as listed below and illustrated on the map on the opposite page:

- » Scheme A: Sandy Lane from its junction with School Lane in Bean to Watling Street (A296)
- » Scheme B: From Hope Cottages to Bean Cycle Route
- » Scheme C: Pepper Hill Roundabout, linking to the existing cycle route
- » Scheme D: A Shared Path between Sandy Lane and B255 Roundabout
- » Scheme E: Bean and Eastern Quarry to Greenhithe Station
- » Scheme F: From Pepper Hill Roundabout to Ebbsfleet International
- » Scheme G: A bridleway between Swanscombe Footbridge and Ebbsfleet Junction
- » Scheme H: National Cycle Route, A2 between Bean Lane and A2260 junction

Methodology

[ADD TEXT]

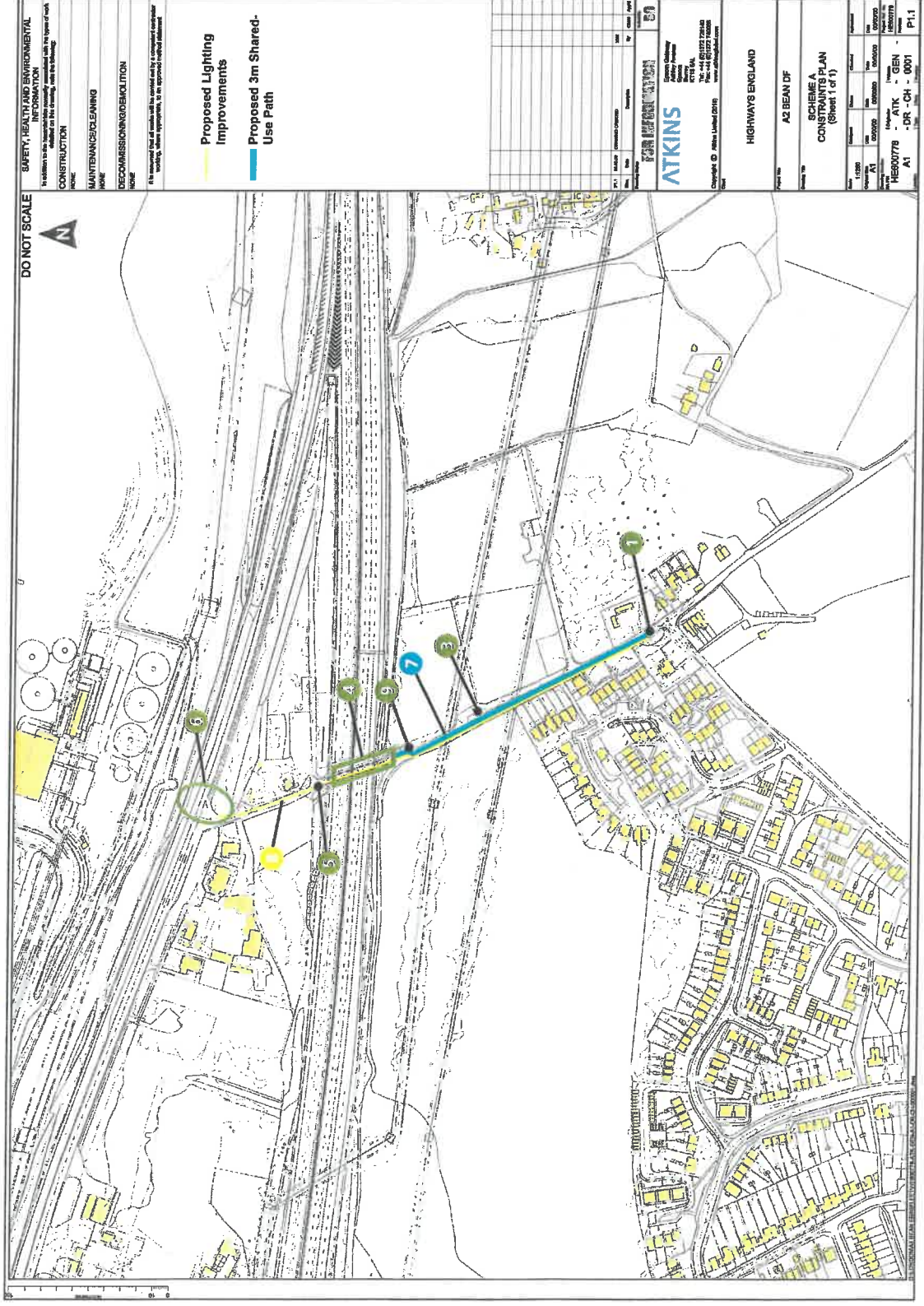
Scheme Concepts

[ADD TEXT - Intro/brief overview of scheme concepts, reference to scheme location plan/scheme concept plans]

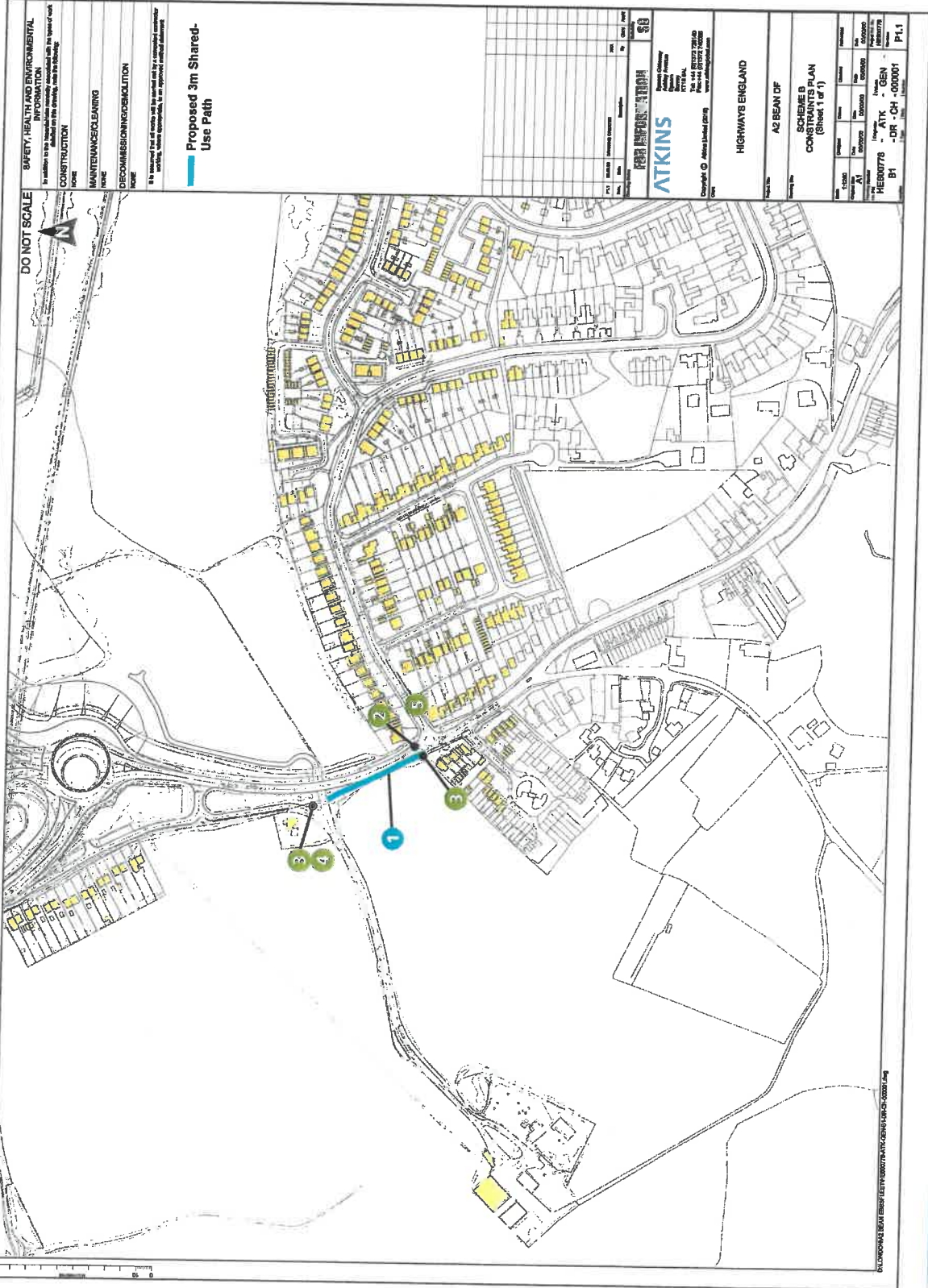
Scheme A: Sandy Lane

Scheme Concept

1. Replace existing gate with NMU-friendly alternative and associated signage
2. Consistent and continuous wayfinding signage along entire route
3. Consider introduction of bench at opening overlooking agricultural fields; consider additional street furniture (e.g., benches, litter/dog waste bins) along path (location(s) TBD)
4. Subway improvements:
 - Add signage
 - Remove/replace disused lamp column
 - Install mounting blocks for horse riders to dismount each side of subway
 - Replace bollards to allow maintenance vehicles up until the underpass (spec TBD)
 - Upgrade lighting (spec TBD)
 - Add mural
 - Add coloured, soft edge for horses on underpass entries (spec TBD)
 - Consider removing raised footway to reduce subway to one level
 - Explore further excavation of material to improve headroom (where practical)
 - Relax gradient on south approach
5. Introduce NMU-friendly gate/bollards and associated signage
6. Install crossing where road reduces to one-way, including (design details TBD):
 - build outs on both sides
 - tighten kerb radius
 - delineate cycle/ped space on south approach to crossing
 - signalised toucan crossing
7. Resurface path and establish consistent 3m-wide shared-use path through maintenance, vegetation clearing, and minor widening
8. Install lighting along path - bollard or ground lighting recommended o/s subway
9. Replace, realign bollards to improve ped/cyclist permeability (bollard line perpendicular to direction of travel)



Scheme B: Hope Cottages to Bean Cycle Route



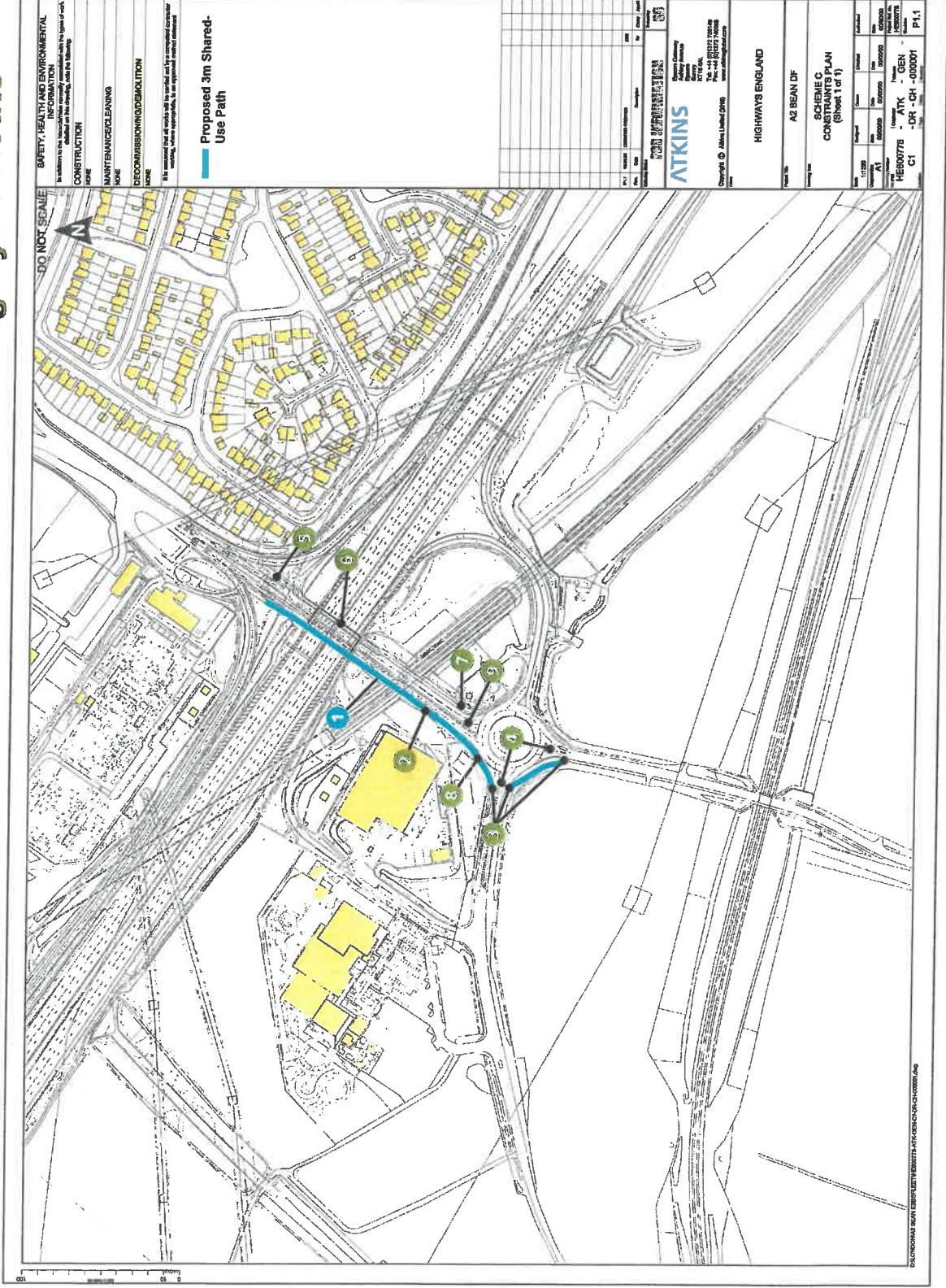
Scheme Concept

- Widen existing path to consistent 3m-wide shared path on west side of road. Strategies include:
 - Remove/trim vegetation/maintenance
 - Widen to west by cutting into slope towards fence line
 - Widen to east into carriageway, potentially realigning carriageway and reducing width of east footway
 - Lamp columns/utility poles relocated if feasible, otherwise remain as pinch points
- Provide crossing at north arm of roundabout
 - Modify island to provide refuge island for pedestrians and cyclists. Existing width too narrow for cyclists; widen island to 3m or create angled path through refuge to accommodate waiting space for bicycles.
- Install consistent and continuous wayfinding signage along entire route
- Install signage to enhance visibility and awareness of path crossing of access point and minimise potential conflicts between path users and vehicles / agricultural equipment
- Liaise with local highway authority (LHA) to identify opportunities for continuation of route beyond Beacon Drive

Scheme C: Pepper Hill Roundabout and Link to Existing Cycle Route

Scheme Concept 1

- Widen/create shared footway with a consistent 3m width along west side of roundabout connecting to path network north of A2 bridge. Maintain minimum 0.5m separation from running lanes (striped if verge not practical). Reposition/remove street furniture to increase available width. Carriageway could be shifted east and east footway narrowed, if necessary.
 - Minimal demand for NMU provision on east side of roundabout because east arm provides A2 access only (NMUs prohibited) and no NMU path provision on east side of New Barn Road bridge south of roundabout
- Keep cyclists on shared footway, remove cyclists' dropped kerb to carriageway
- Introduce dropped kerbs and a footrest for cyclists waiting at crossing (spec TBD)
- Extend raised island and utilise as cycle/pedestrian crossing refuge (min width 3m). Include footrest for waiting cyclists. May require highway realignment to accommodate.
- Install signage to encourage cyclists to use existing toucan to cross to the improved west shared footway and discourage use of east footway
- Narrow existing east shared footway to a pedestrian footway only (if necessary to accommodate west shared footway improvements)
- Install cyclists dismount sign at existing crossing
- Remove guardrail to provide additional space for path widening and reduce risk of nearside collision between cyclists and vehicles
- Widen refuge island to accommodate cyclists (3m); may require highway realignment to accommodate
- Liaise with LHA to identify opportunities for continuation of route south and west of roundabout

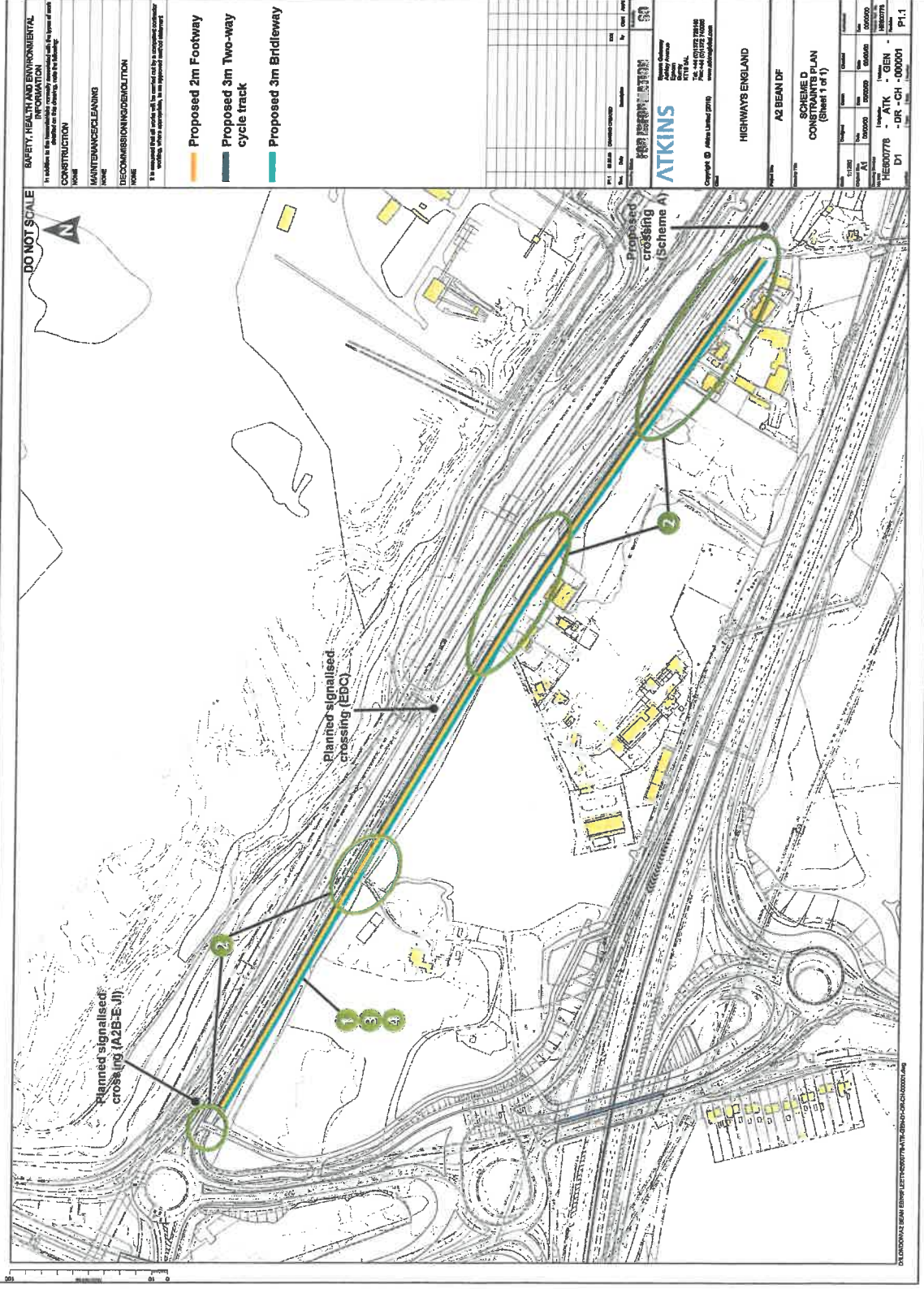


Scheme C: Pepper Hill Roundabout and Link to Existing Cycle Route



- ## Scheme Concept 2
- Widen/create shared footway with a consistent 3m width adjacent to roundabout and connecting to existing shared footways to the north on A2 overpass structure. Maintain minimum 0.5m separation from running lanes (striped if verge not practical). Reposition/remove street furniture to increase available width. Realign/narrow reduce carriageway, if necessary/feasible.
 - Keep cyclists on footway level, remove cyclists' dropped kerb to carriageway
 - Introduce dropped kerbs and a footrest for cyclists waiting at crossing (spec TBD)
 - Extend raised island and utilise as cycle/pedestrian crossing refuge (min width 3m). Include footrest for waiting cyclists. May require highway realignment to accommodate.
 - Widen refuge island to accommodate cyclists (3m). Include footrest for waiting cyclists. May require highway realignment to accommodate.
 - Remove guardrail to provide additional space for path widening and reduce risk of nearside collision between cyclists and vehicles
 - Liaise with LHA to identify opportunities for continuation of route south and west of roundabout

Scheme D: Shared Path between Sandy Lane and B255 Roundabout

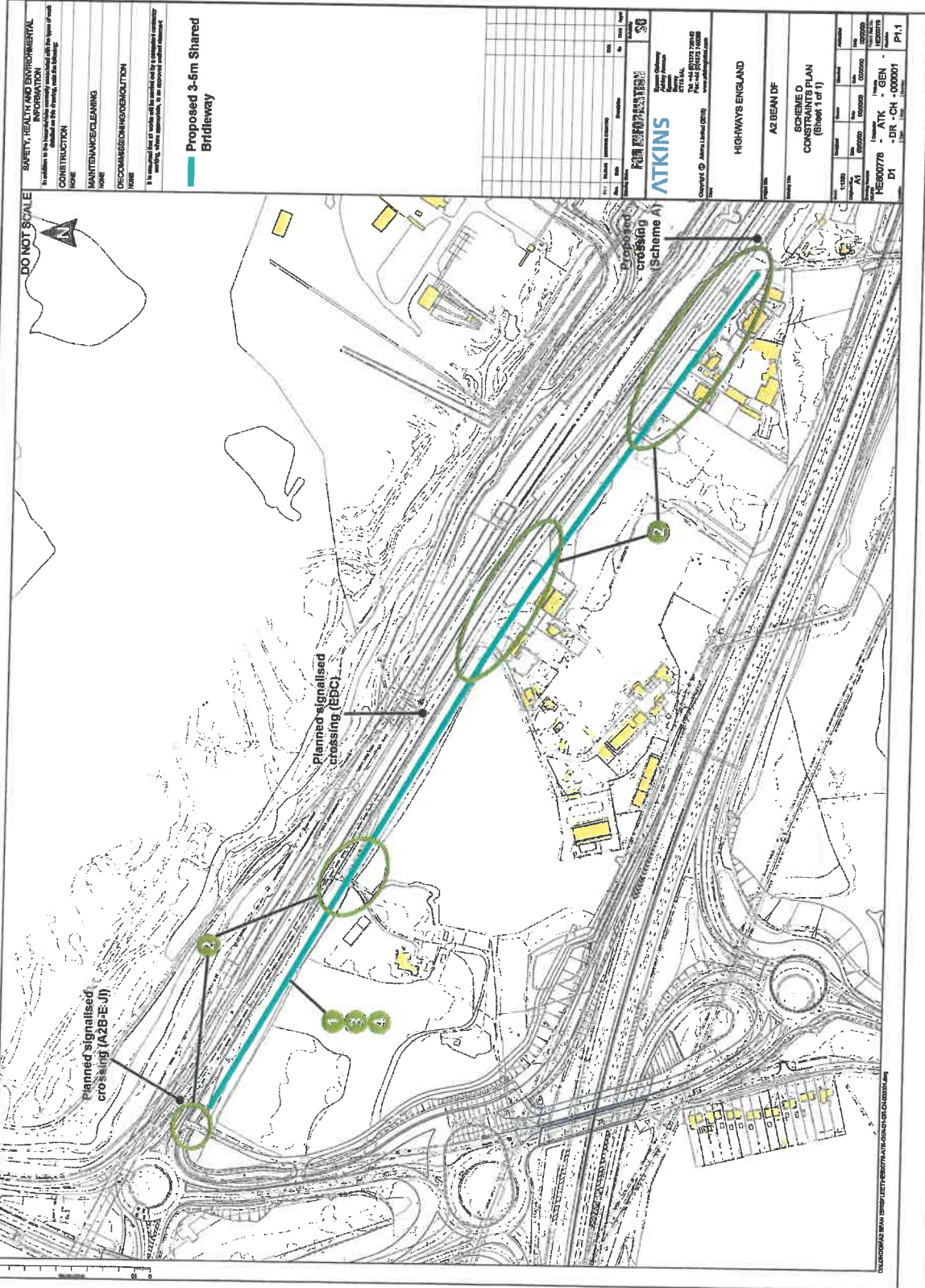


Scheme Concept 1

Segregated pedestrian, cycle, and equestrian facility (as per brief)

1. Introduce new segregated footway, cycle track, and bridleway within HE highway boundary
 - min 1.5m verge (wider desired)
 - 2.0m footway (KCC standard and 90/05) - asphalt
 - 3.0m two-way cycle track (195/176) - asphalt
 - 3.0m bridleway (KCC standard) - soft surfacing
 - footway/cycle track separated by line/stripping only
2. Consolidate vehicle access at forecourts/crossovers by narrowing the entrance widths and revising highway alignment to restrict/control vehicle movements, reduce crossing distance for NMUs, and reduce potential conflicts between vehicles and NMUs
3. Consider continuous fence or hedgerow to provide screening between bridleway and carriageway - full length of proposed path [note this may cause issues with visibility and the perception of safety]
4. Introduce avenue of trees to reinforce route and improve separation from carriageway - full length of proposed path (also complementary of scheme H concept on north side)
5. Liaise with LHA to identify opportunities for continuation of route(s) and crossing provision of highways

Scheme D: Shared Path between Sandy Lane and B255 Roundabout

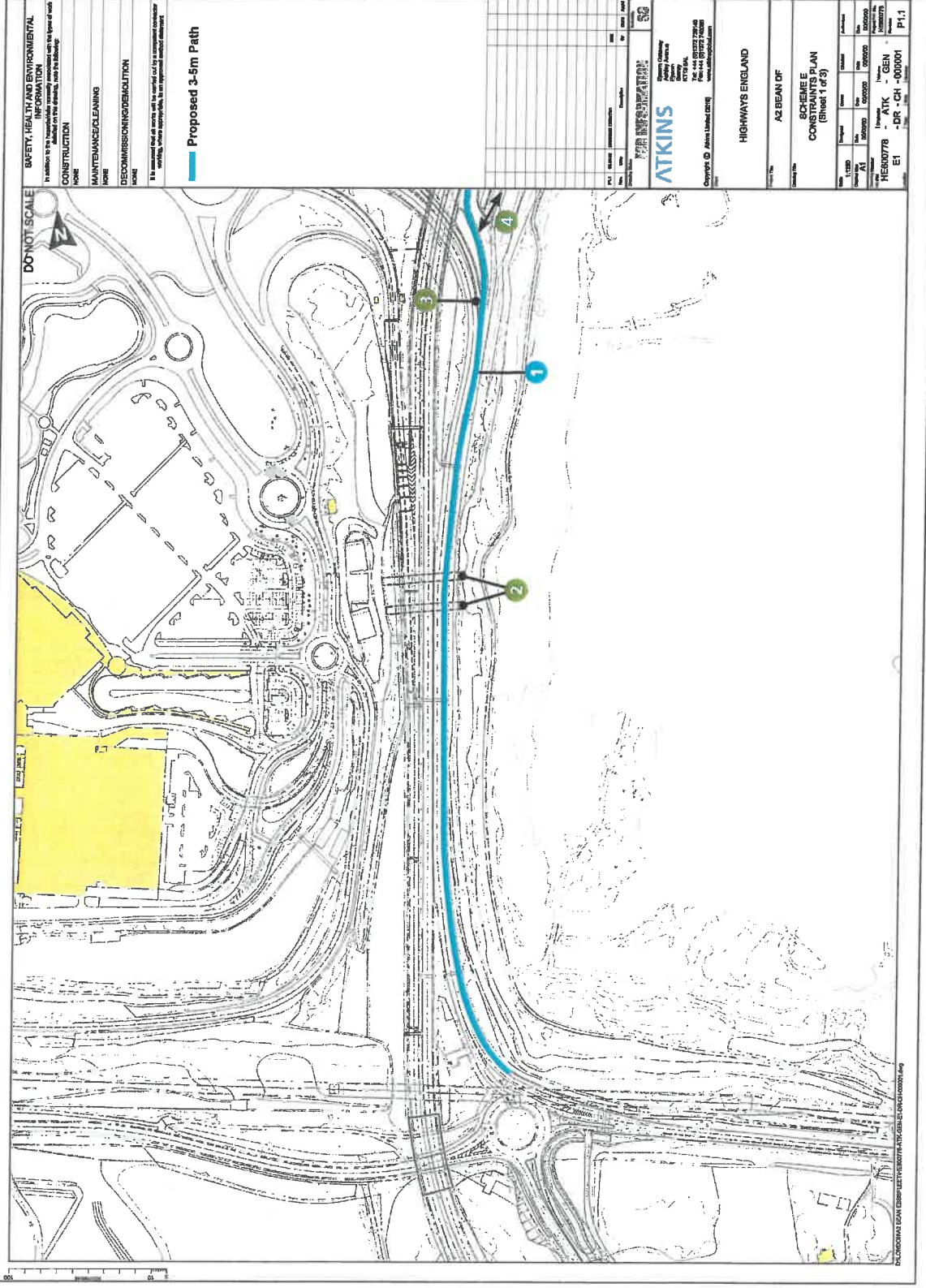


Scheme Concept 2

Shared-use bridledway

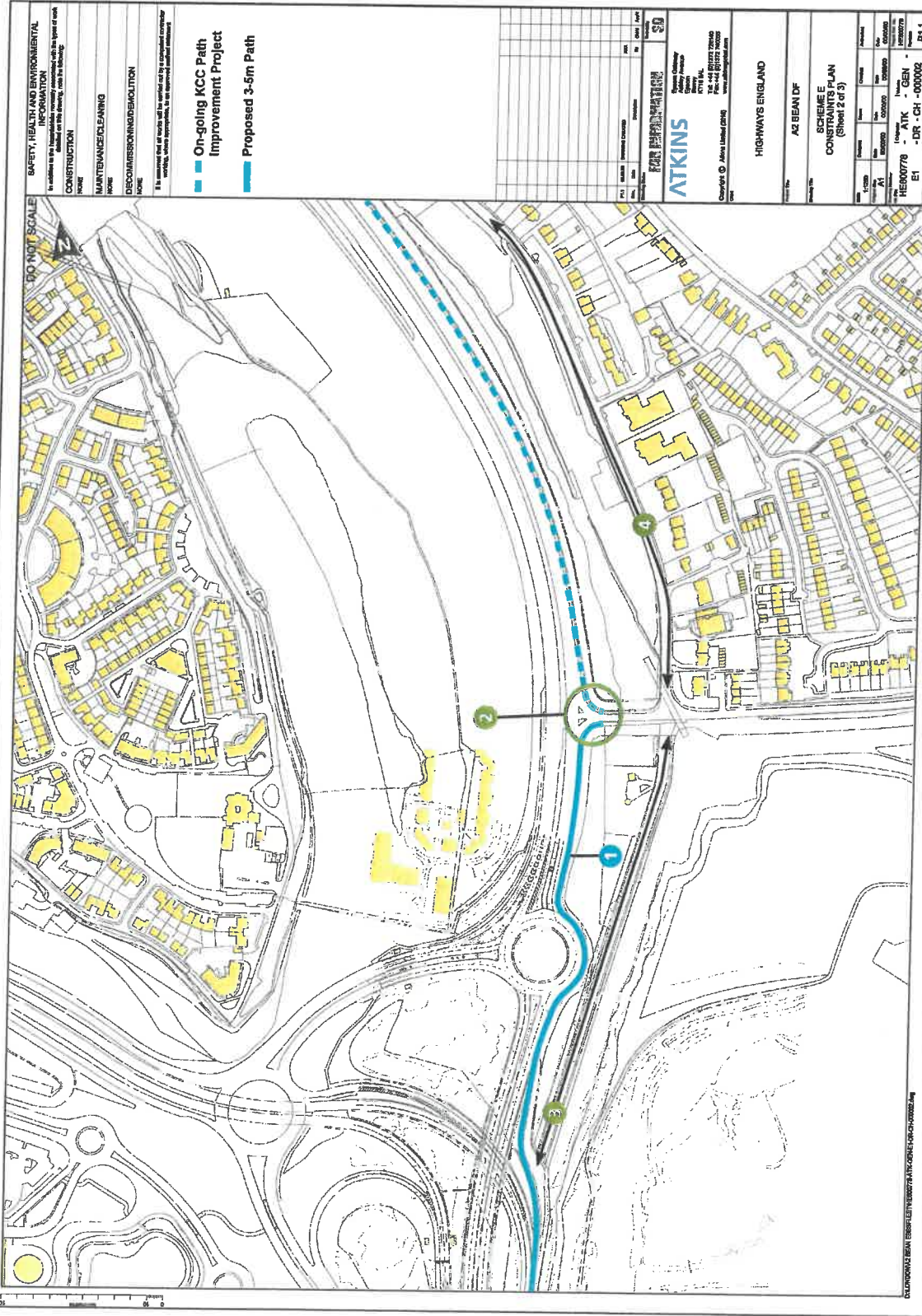
1. Introduce new shared bridledway for all NIMU users within HE highway boundary
 - min 1.8m verge (wider desired; 90/05 for equestrian route)
 - 5.0m asphalt shared bridledway [3.0m minimum if insufficient space (90/05)]
 - note - consider designing for cycle/ped only after further steer from stakeholders? [3m width?]
2. Consolidate vehicle access at forecourts/crossovers by narrowing the entrance widths and revising highway alignment to restrict/control vehicle movements, reduce crossing distance for NMUs, and reduce potential conflicts between vehicles and NMUs
3. Introduce continuous fence or hedgerow to provide screening between bridledway and carriageway - full length of proposed path [note this may cause issues with visibility and the perception of safety]
4. Introduce avenue of trees to reinforce route and improve separation from carriageway - full length of proposed path (also complementary of scheme H concept on north side)
5. Liaise with LHA to identify opportunities for continuation of route(s) and crossing provision of highways

Scheme E: Bean and Eastern Quarry to Greenhith Station (segment 1)



- ### Scheme Concept
- Widen to minimum 3-5m total width with min. 1.5m separation from carriageway (absolute minimum for 50mph carriageway). Wider width preferred to allow segregation between cyclists and pedestrians. May require:
 - relocation of safety rail, lamp columns, street furniture
 - removal of vegetation
 - reduction in carriageway width/use of spare carriageway for shared footway
 - stats diversions
 - Liaise with EDC to consider links to proposed Fastrack routes reusing of existing tunnel as walking/ cycling connection under the B255 between Bluewater and Ebbsfleet Development
 - Improved wayfinding signage to clarify various routes and access to Bluewater
 - Interconnect B255 cycle route and existing parallel quiet route (depends on levels). Liaise with EDC to provide future connections between these routes and the Eastern Quarry development network and tunnels to Bluewater (item #2)

Scheme E: Bean and Eastern Quarry to Greenhithe Station (segment 2)

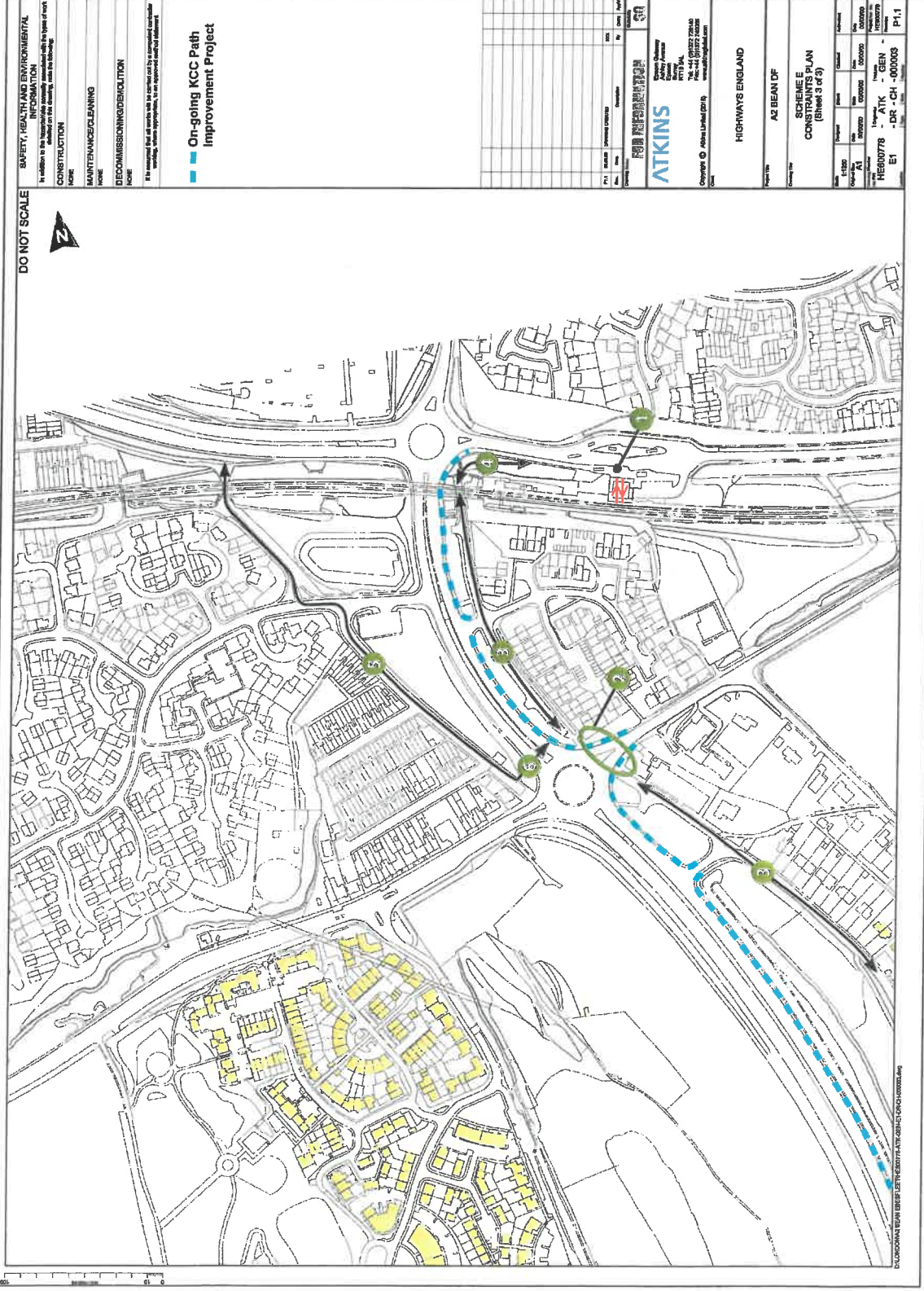


Scheme Concept

Note: No proposed changes north of Mounts Road (A206) as this area falls under an upcoming KCC scheme

- Widen to minimum 3-5m total width with min. 1.5m separation from carriageway (absolute minimum for 50mph carriageway). Wider width preferred to allow segregation between cyclists and pedestrians. May require:
 - relocation of safety rail, lamp columns, street furniture, relocate/remove guardrail
 - removal of vegetation
 - reduction in carriageway width/use of spare carriageway for shared footway
 - stats diversions
- Reconfigure junction signalling with Mounts Road to provide a controlled pedestrian/cycle crossing along the B255 [note: liaise with KCC to review on-going path improvements and if crossing improvements are already planned]
- Interconnect cycle routes (depends on levels) and consider quiet route via access to Ebbsfleet Development from Mounts Road (already signed for Greenhithe Station)
- Consider enhancements to Bean Road as a cycle quiet route through signage and pavement markings. Ensure gaps at appropriate intervals

Scheme E: Bean and Eastern Quarry to Greenhith Station (segment 3)

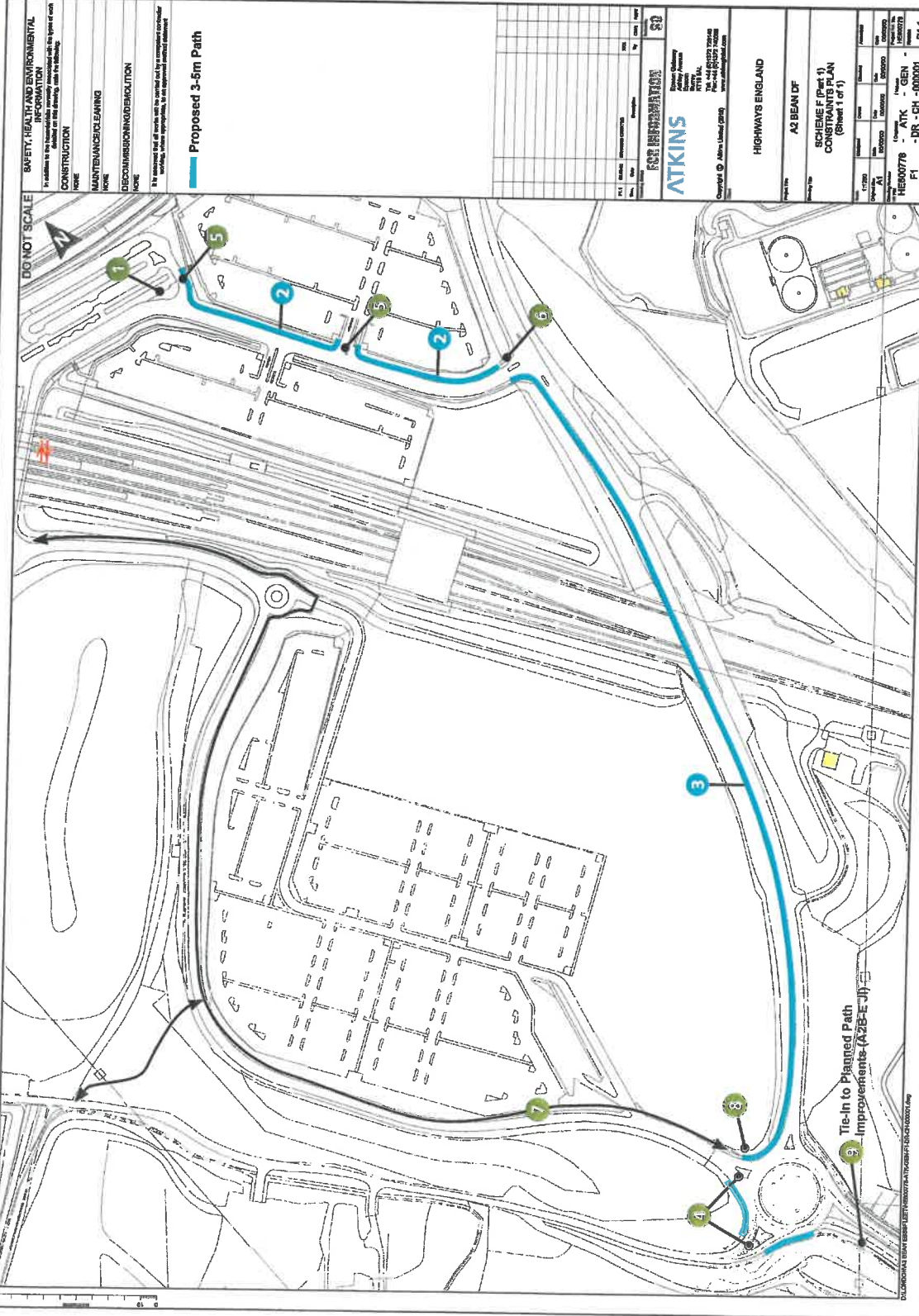


Scheme Concept

Note: No proposed changes north of Mounts Road as this area falls under an on-going KCC scheme

1. Cycle hub recently installed at Greenhith Station by KCC; additional cycle parking capacity required if Ebbsfleet Development generates significant flows (specific location TBC)
2. Improve links for the quiet route from Bean Road to Ivy Villas [note: liaise with KCC to review on-going roundabout/path improvements and if crossing improvements are already planned]
3. Consider enhancements to Bean Road, Ivy Villas, and Station Road as a cycle quiet route through signage and pavement markings (liaise with KCC)
4. Provide step-free access between Station Road and Greenhith Station forecourt to enhance the connection to the cycle quiet route
5. Consider enhancements to King Edwards Road as a cycle quiet route through signage and pavement markings, providing a quiet route connection to the Asda and the Thames Path north of the A206 (liaise with KCC)
6. Enhance crossing of the A206/ B255 roundabout for pedestrians and cyclists to improve network connectivity [note: liaise with KCC to review on-going roundabout/ path improvements and if crossing improvements are already planned]

Scheme F: Pepper Hill Roundabout to Ebbsfleet International (north segment)



Scheme Concept

1. Relocate existing cycle parking closer to station and increase capacity; additionally, provide cycle parking on the west side of the station (locations TBD)
2. Widen footway on International Way to 3-5m, wider width preferred to allow segregation between cyclists and pedestrians (considering any barriers, assumed east side is more feasible than west)
3. Widen footway on A2260 to 3-5m and provide minimum verge/separation from carriageway of 1.5m (min. standard for 50mph carriageway); wider width preferred to allow segregation between cyclists and pedestrians. May require:
 - Realign/narrow carriageway
 - Third party land acquisition
4. Upgrade crossings at the roundabout (design details TBD)
5. Improve cycle/pedestrian crossing at car park entry/exit, such as:
 - move closer to desire line (reduce setback from shared use path)
 - remove cyclists dismount signs
 - improve cycle/pedestrian priority with raised crossing
 - consider parallel zebra crossing
6. Cycle/pedestrian wayfinding signage to be more conspicuous
7. Consider alternative alignment to Ebbsfleet Station
8. Introduce signage for alternative route to Ebbsfleet Station
9. Tie-in to planned A2 Bean and Ebbsfleet Junction Improvement project

DO NOT SCALE

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
It is advised to consult with the appropriate authority before using this information.

CONSTRUCTION
NAME: _____

MAINTENANCE/CLEANING
NAME: _____

DISCOUNTS/REDEMPTION
NAME: _____

It is advised that all services will be covered out by competent contractors working to the appropriate standards. The appropriate standard is indicated.

Proposed 3-5m Path

REV	DATE	DESCRIPTION	BY	CHK	APP
1					
2					
3					
4					
5					
6					
7					
8					
9					

FOR INFORMATION
SD

ATKINS
Atkins Limited
11th Floor, 110 Bishopsgate, London EC2N 3DL, UK
Tel: +44 (0)20 7323 2000
www.atkins.com

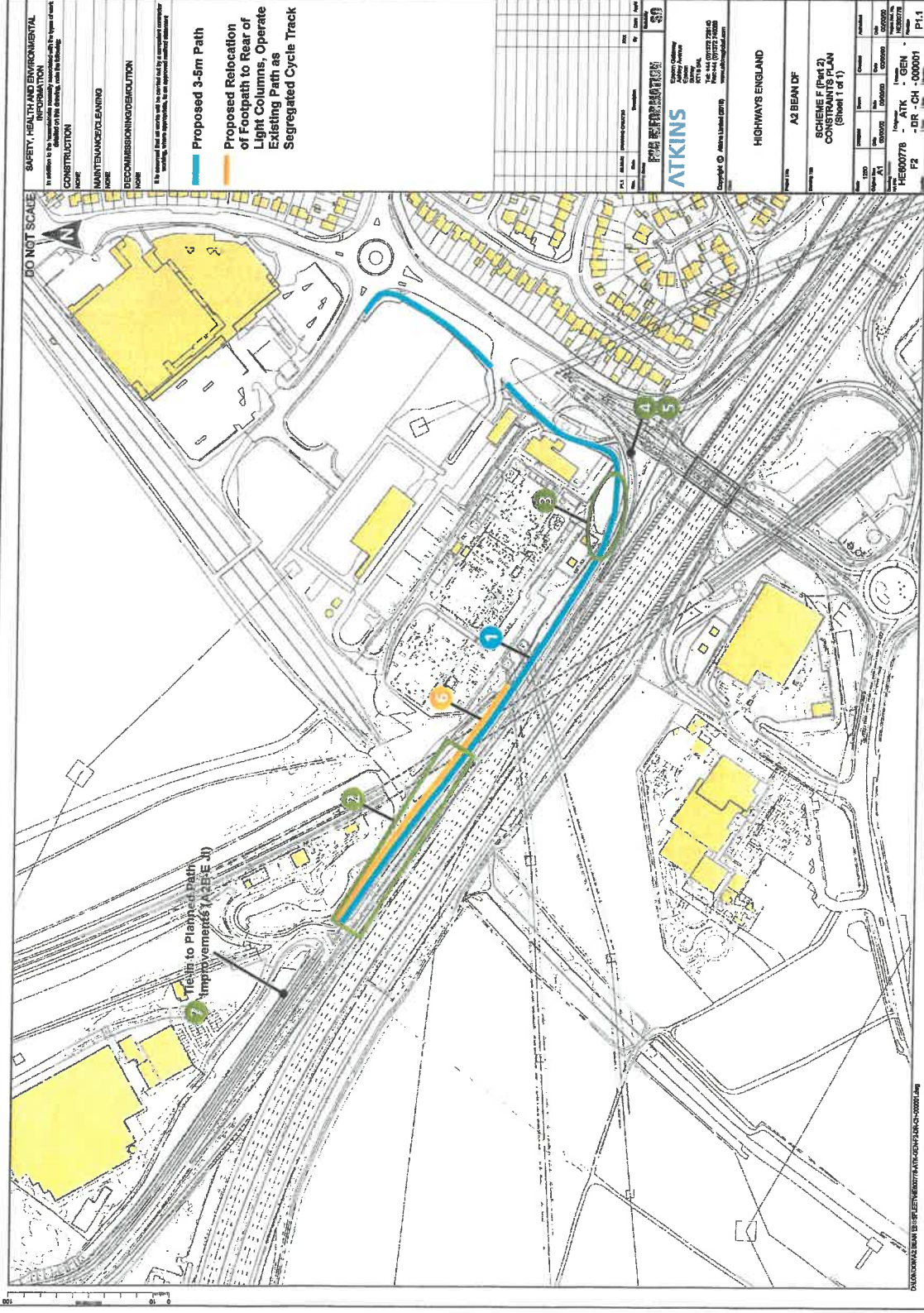
HIGHWAYS ENGLAND

A2 BEAN DF
SCHEME F (Ch 1)
CONSTRAINTS PLAN
(Sheet 1 of 1)

REV	DATE	DESCRIPTION	BY	CHK	APP
1					
2					
3					
4					
5					
6					
7					
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HE000778 - ATK - GEN - P1
DR - CH - 000001
P1.1

Scheme F: Pepper Hill Roundabout to Ebsfleet International (south segment)



Scheme Concept

1. Widen the footpath to 3-5m. Wider width preferred to allow segregation between pedestrians and cyclists. Resurface and address drainage issues. May require:
 - Relocation of light columns (to west or onto Gabion walls (with a reduced height)
 - encroach into slope to east/north of footway
 2. Consider introducing barriers along the A2 slip road to enhance separation from the carriageway
 3. Prune vegetation to improve visibility of the slip road crossing
 4. Improve signage for wayfinding and driver awareness of slip road crossing
 5. Consider signalised toucan crossing at slip road
 6. Consider providing footway behind lighting columns and operate front section as segregated cycleway from the A2260 roundabout to Gabion Walls, with signage designating user types on the light columns
- Notes on A2B-E JI section
7. Provide 3-5m path, consistent with Designated Funds NMU scheme. Consider providing footway to rear of lighting columns and operate front section as segregated cycleway (see item #6)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
In addition to the information shown on this drawing, refer to the following:

CONSTRUCTION
NAME: _____ DATE: _____

MAINTENANCE/CLEANING
NAME: _____ DATE: _____

DECOMMISSIONING/DISPOSAL
NAME: _____ DATE: _____

Proposed 3-5m Path

Proposed Relocation of Footpath to Rear of Light Columns, Operate Existing Path as Segregated Cycle Track

ATKINS
Company Name: _____
Address: _____
Tel: +44 (0)1223 742000
Fax: +44 (0)1223 742000
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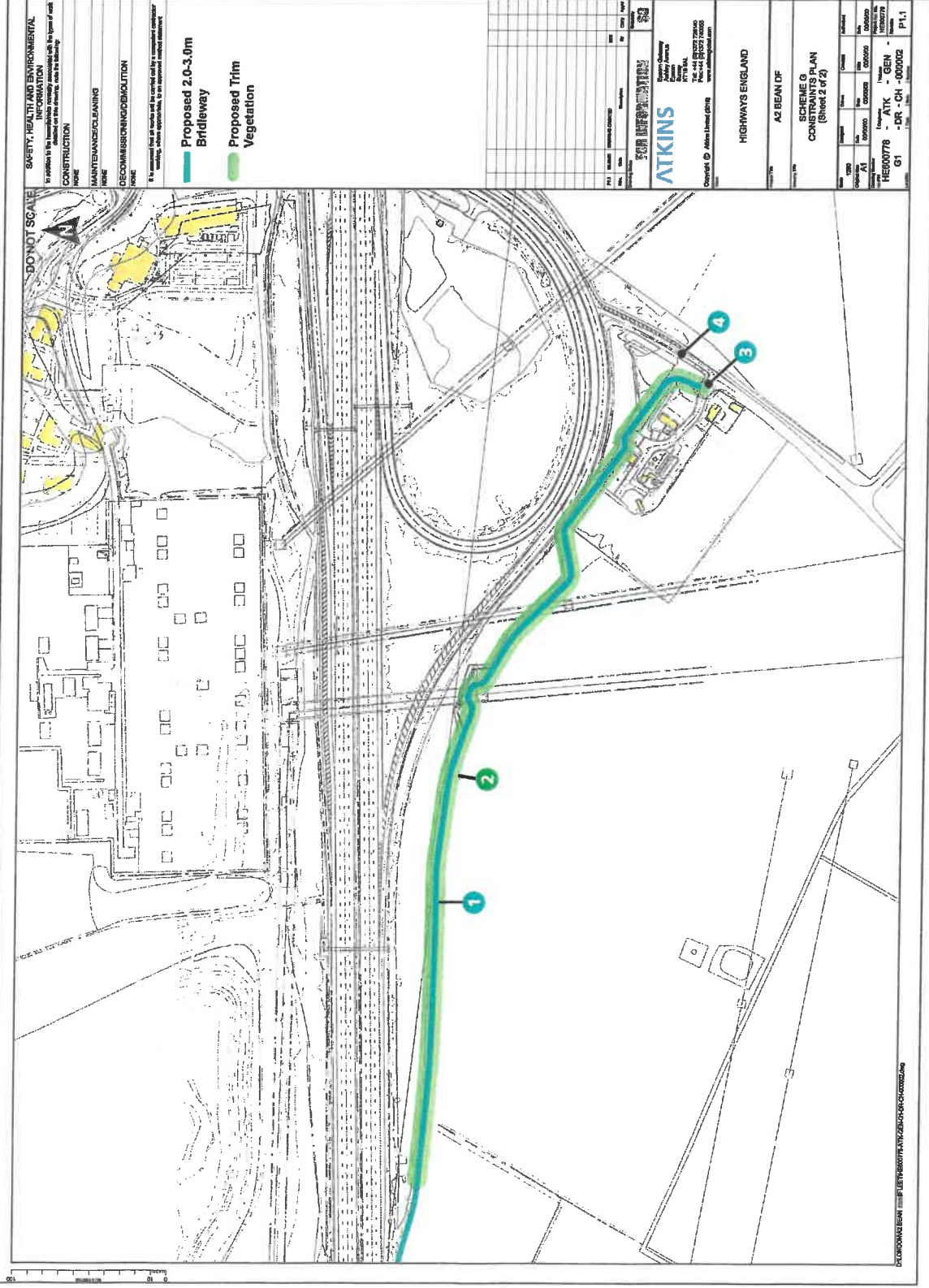
HIGHWAYS ENGLAND
Project No: A2 BEAN DF

SCHEME F (Pw1.2) CONSTRAINTS PLAN (Sheet 1 of 1)

Rev	Date	By	Check	Author
01	02/05/2017	ATK	GEN	HE000778
02	02/05/2017	ATK	CH	-000001

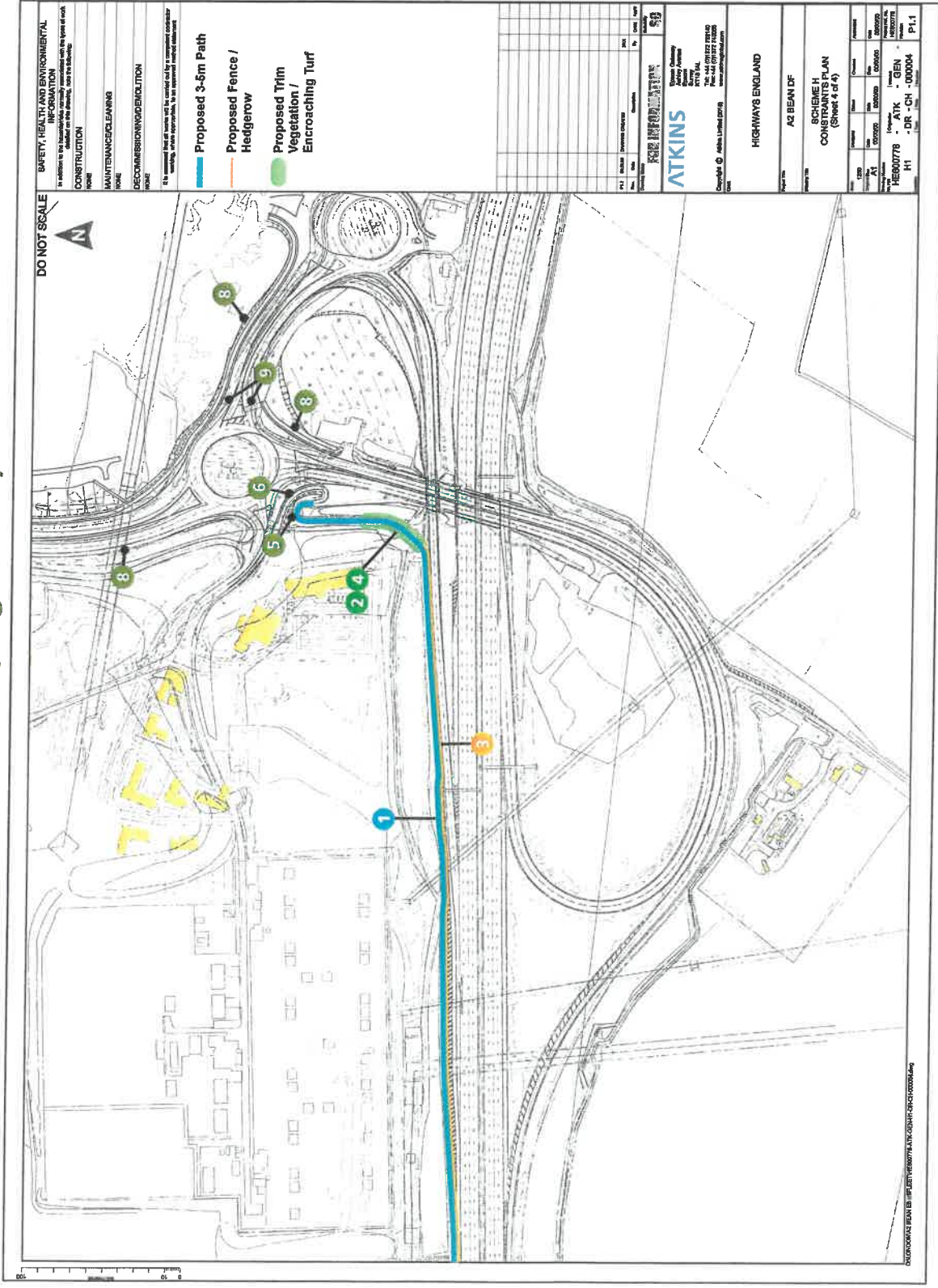
PI.1

Scheme G: Bridleway - Swanscombe Footbridge to Ebbsfleet Junction (segment 2)



- Upgrade existing path to bridleway
 - Widen to 3.0m (minimum 2.0m where full width not feasible) [KCC standard/as per brief]
 - Relocate street furniture/fencing and/or remove/trim vegetation to accommodate widening
 - Remove existing surfacing and introduce bridleway surfacing
 - [note - third party land acquisition may be required]
- Trim vegetation along verge to maintain full effective path width and increase forward visibility
- Introduce wayfinding signage and improve visibility of bridleway access point
- Trim vegetation to improve visibility at pedestrian/cycle crossing; introduce build-out on east side to narrow crossing
- Liaise with KCC to identify opportunities for continuation of route and connections with broader network

Scheme H: National Cycle Route 1 (segment 4)



Scheme Concept

- Widen shared-use path to consistent 3-5m width and introduce path lighting. Wider width preferred to allow segregation of cyclists and pedestrians. May require:
 - third party land acquisition
 - stats diversions
 - modification to A2 alignment
- Remove encroaching turf to expand usable width (3.0m) and improve drainage
- Introduce continuous fencing or hedgerow to create separation and buffer from A2 mainline/slip road carriageway and improve the user experience
- Trim vegetation to increase effective width and forward visibility
- Tie-in to A2 Bean and Ebbfleet Junction Improvement project. Consider a more direct connection to the north to avoid need for switch-back curves
- Rationalise existing guardrail on corner to remove footway dead-end
- Consider alternative alignment for the NCN1 via the Ebbfleet Development, enhancing local connectivity and providing slacker gradients and a more pleasant cycle/pedestrian environment than along the A2/A296
 - Notes on A2B-E J1 section
- Provide consistent 3-5m path
- Widen crossing to 4m



Cyclists observed along the NCN Route 1
(Scheme H)



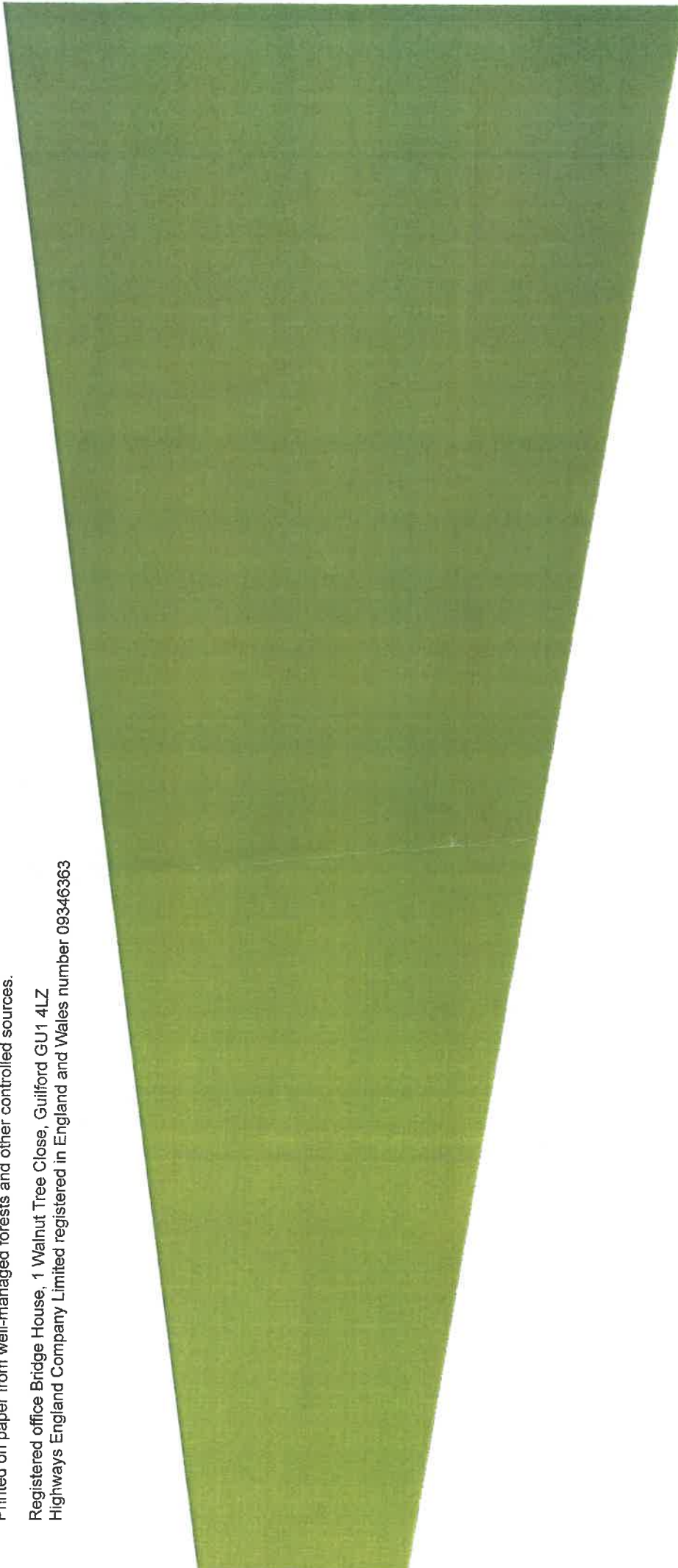
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AGENDA ITEM

PRE 6/2/19.

Phone: 03000 418674

Ask for: William Barfoot

Email: william.barfoot@kent.gov.uk

Date: 16th January 2019

Ref: PROW/TRO/SD6/Extension

8

Road Traffic Regulation Act 1984, Section 14(1), As Amended By The Road Traffic (Temporary Restrictions) Act 1991

I am writing as a matter of courtesy to advise that The Secretary of State for Transport has directed that the Order made by Kent County Council on the 11th March 2016, the effect of which was to prohibit all traffic from Public Footpath DS6, which was subsequently extended until the 14th March 2019, has been extended for a further 12 months, until the 14th March 2020

The path is closed between its junction with Knockholt Road and the gate at point NGR TQ 596 746

The alternative route is via Public Footpath DS5 and will be signed for the duration of the closure.

For detailed enquiries please contact John Pelham
Contact Centre no. 03000 417171

Yours sincerely,

Mr William Barfoot

Public Rights of Way Officer -Definitive Map Team
Public Rights of Way and Access Service

Notice of extension of an Order temporarily closing
Public Footpath DS6 in Parish of Swanscombe and
Greenhithe

In The Borough of Dartford

Kent County Council

(Public Footpath DS6)

(Prohibition Of Traffic) Temporary Order 2016

Road Traffic Regulation Act 1984 Section 14(1), As Amended By
The Road Traffic (Temporary Restrictions) Act 1991

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For detailed enquiries please contact John Pelham
Contact Centre no. 03000 417171

Or for further details on temporary closures on the Rights of Way Network see: www.kent.gov.uk/prowclosures

Alternatively, if you have a QR scanner you can scan the QR code using your smartphone:



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Dated : 18th January 2019

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