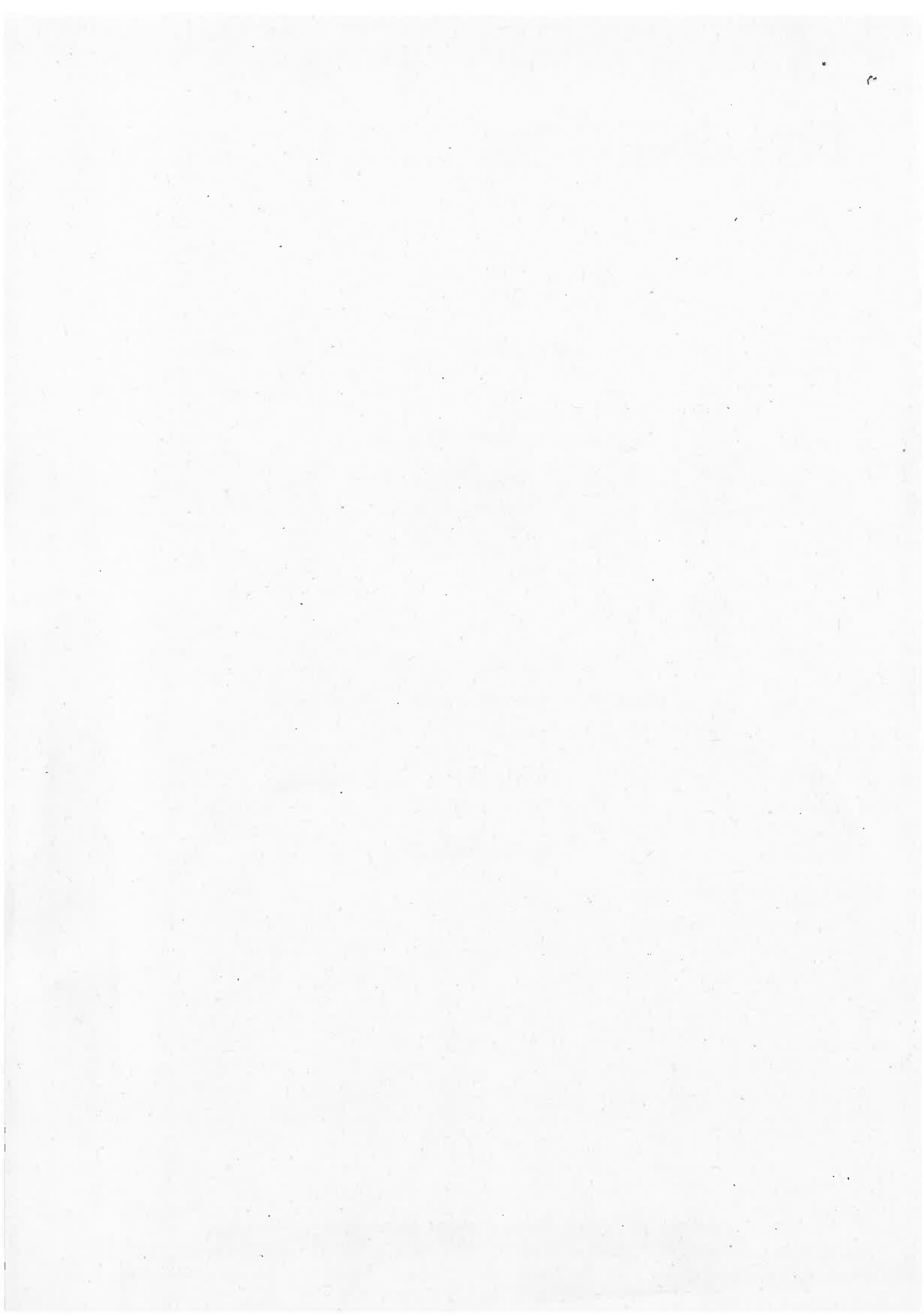




**PROPOSED DEVELOPMENT
AT
HOME FARM
KEMNAL ROAD
CHISLEHURST
BR7 6LY**

TRANSPORT & HIGHWAYS TECHNICAL NOTE

SEPTEMBER 2022





1. INTRODUCTION

- 1.1. This Transport & Highways Technical Note has been prepared on behalf of Mr & Mrs A Selby in support of a planning application for demolition of existing buildings, remodelling of existing dwellings, the erection of a new dwelling and the establishment of a new vineyard at Home Farm, Kemnal Road, Chislehurst BR7 6LY.
- 1.2. This Technical Note is intended to explain the transport and highway implications of the proposal.

2. SITE DESCRIPTION

- 2.1. The site is located at Home Farm, Kemnal Road, Chislehurst BR7 6LY. The site is located on the eastern side of Kemnal Road, which is a private road leading in a northerly direction from Ashfield Lane, Chislehurst.
- 2.2. The overall site comprises an area of 8.30 hectares. Located in the south western part of the site is a complex of buildings including a substantial detached house known as Greenacres together with a number of cottages some of which have been converted from the original stable and agricultural buildings. The site and all of the dwellings are accessed via a metalled road leading directly from Kemnal Road.
- 2.3. Kemnal Road is a private road which links with Ashfield Lane to the south, Ashfield Lane provides access to Chislehurst District Centre to the west.
- 2.4. Kemnal Road is a single carriageway road of varying width with a minimum width of 5m. There are speed restraint measures in the form of speed humps along Kemnal Road.
- 2.5. There are good sight lines in both directions at the junction of Kemnal Road and Ashfield Lane.



3. EXISTING USE

- 3.1. The application site currently has seven dwellings located on it comprising both substantial detached houses and smaller cottages. There are 32 parking spaces spread across the site in residential use.
- 3.2. The farm is currently used for hay cropping. Whilst there is a range of farm machinery and tractors contained in the existing on site agricultural barn, there is also seasonal use of the site by larger specialist agricultural vehicles and also heavy goods/commercial vehicles.
- 3.3. All existing vehicles use the main access road into Home Farm from the eastern side of Kemnal Road and, thereafter, onto the public highway network at Ashfield Lane.

4. ACCESSIBILITY

- 4.1. The application site is accessible by foot from Kemnal Road. It is also accessible on foot by public rights of way along the northern boundary of the site and through the eastern part of the farm. The footpath and road network will enable safe and convenient access on foot to public transport on Centre Common Road, Bromley Road and Perry Street.
- 4.2. Kemnal Road will also provide safe and convenient access to the site by cycle. All necessary retail, community and medical facilities in Chislehurst District Centre are accessible by cycle via Kemnal Road and Ashfield Lane.



5. IMPACT OF THE DEVELOPMENT

- 5.1. Kemnal Road is a lightly trafficked road with no capacity or congestion issues. The application proposal would result in a reduced number of dwellings on the site and no material change in relation to trip generation or the number of vehicles accessing the public highway network.
- 5.2. The application proposal would result in an overall reduction in the number of car parking spaces on the site from 32 down to 22. All parking spaces are located within the curtilages of the proposed dwellings.
- 5.3. The viticultural enterprise would not result in any material change to the traffic generation that currently arises from the farm. Most agricultural equipment is currently stored on site and there would similarly be some seasonal traffic at harvest time as is currently the case.

6. HIGHWAY & TRANSPORT CONCLUSIONS

- 6.1. The application proposal would not result in any adverse impacts on the highway network. The application proposal would not give rise to any conditions prejudicial to highway safety.
- 6.2. The application site is provided with a safe and convenient means of access for both pedestrian, cyclists and vehicles.
- 6.3. The application proposal would not give rise to any severe impacts either on the road network or on highway safety contrary to the guidance at paragraph 111 of the NPPF.
- 6.4. The application proposal would, in highway and transport terms, comply with Policies 30 and 32 of the Bromley Local Plan

