



Canterbury City Council

Highways and Transportation

Ashford Highway Depot

4 Javelin Way

Ashford

TN24 8AD

Tel: 03000 418181

Date: 7 October 2019

Application - CA/17/01383/OUT

Location - Land at Sturry/Broad Oak, Sturry

Proposal - Outline application (with all matters reserved) for the development of up to 650 houses and associated community infrastructure comprising primary school, community building, public car park and associated amenity space, access, parking and landscaping; and detailed/full application for the construction of part of the Sturry Link Road and a local road from the Sturry Link Road to Shalloak Road.

Thank you for your further consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

Base traffic flows

The explanation for the variances of the modelling is accepted however a further specific base junction assessment is requested as the combined 2018 Northbound flows at the Sweechgate/A291 junction appear irregularly low. The applicant is requested to complete a stand-alone assessment uplifting the 2015 observed figures by the agreed TEMPRO rates and provide a base assessment of that junction using the revised figures. A demonstration of the updated flows for this junction will need to be demonstrated.

Trip Rates

The applicants have submitted a detailed breakdown of trips by development parcel as requested by the highway authority (HA) and these have been reviewed and are now agreed.

The figures presented in Table 2.1 demonstrate the 7 parcels however a further explanation was required as to how these relate to the 5 previously modelled junctions of the updated TA. This analysis has now been provided and the Highway Authority is content that all access junctions on the link road would operate with reserve capacity.

Phasing of development

The development provides appropriate contributions and facilitates the delivery of the Sturry Link Road. Written within the Section 106 should be a commitment to deliver the developers portion of the link road at a point 150 weeks after the granting of consent of the first Reserved Matters application with

submission of a Section 38 details received by the Highway Authority within 6 months of Outline consent being granted.

Cross section drawings

The application includes three scheme design drawings for the internal Spine Road and its external connections. Drawings 13-012-2040, 13-012-2041 and 13-012-2042 dated January 19 are agreed as appropriate. The spine road is designed to include a 3.5m wide shared footway/cycleway on the South (school) side of the road with a 2m ped only facility on the North. Crossing facilities are provided along the route. All other routes will be designed in accordance with Kent Design guidance.

Design code

Details on street hierarchy are contained on page 30 to 33 of the design code. The width of 5.5m for primary roads is acceptable and in accordance with Kent design standards however there is mention of on road cycling. Where there is no other alternative cycle route available some primary streets will need to provide safe routes for cyclists, in particular to gain access to the Primary School. The Design Code should be amended to state that some Primary streets would have off-road shared use provision on one side of the street.

Secondary streets are described as having a width of 4.8m and again accord with Kent Design Standards. Cycling is described as on-street which in these environments is appropriate.

Parking

Section 3.6.1 confirms that parking will meet the standards of “suburban edge/village” and not of suburban as referenced in Section 5 of the Design Code. The design code will need amending.

Cycling

To assist with a future cycle route improvement / connection between Mayton Lane and Giles Lane / Kent University, the applicants have agreed to provide a £50,000 contribution

In addition to the contribution towards cycle route improvements the link road through the development includes a 3 metre wide shared use footway/cycleway throughout along with a controlled crossing at a location close to the proposed primary school. The Reserved Matters applications will be expected to deliver off-road cycle permeability from residential areas to the North of the spine road directly to the controlled crossing for access to the school. A decision as to the most appropriate form of the controlled crossing should be made during the Section 38 process.

It should also be noted that the design for the side roads will need to be designed in such a way that priority is maintained for cyclists using the cycle path alongside the Spine Road.

Travel Plan

An updated Framework Travel Plan will need to be submitted in line with that submitted for the Broad Oak application.

It is also noted that increases in population would result in additional vehicular trips being made through the existing community in Sturry. An inclusion to provide a 20MPH zone between the existing settlement bound between Popes Lane and the A28 should be made. An additional cost to be capped at

£10,000 should be provided to facilitate the 20MPH zone delivering reduced speeds and safer streets within Sturry.

In the interest of pedestrian safety a contribution should be made towards the installation of a remote ticket machine for the London bound platform of the Sturry station to avoid unnecessary crossing of the A28.

The application is made with the inclusion of a car park for use of rail passengers of the Sturry Train station. Mention should be made of this provision along with a commitment to the car park being made available to passengers of the Sturry train station for as long as the station is in operation.

Summary

Should the Planning Authority be minded to approve the application the following conditions and 106 inclusions should be applied;

Section 106 -

1. A contribution of £8,800,000.00 (eight million, eight hundred thousand) to be payable towards the Sturry Link Road apportioned equally against the first 320 dwellings and paid quarterly on occupation.
2. Availability of a bond or land charge to cover the above Link Road contribution from the 1st April 2020 or any other date agreed by the County Council prior to commencement.
3. Indemnify any costs incurred by the County Council associated with the planning and preparation costs of the Sturry Link Road to a cap of £250,000 should the conditions of the SELEP funding not be met.
4. A contribution of £50,000 towards the Broad Oak to University of Kent cycle route.
5. A commitment to provide each household 12 months free bus travel on occupation of each dwelling.
6. A contribution of £5,000 to the County Council for the purposes of monitoring the Travel Plan.
7. The County Council will need to have a mechanism to be provided with land necessary for delivery of the spine road should it be necessary to do so.
8. The applicant will be obliged to cover one third of the £5.9m SELEP grant should it be unable to be secured by the County Council.
9. A grant of the land from Kings School for the section of the Sturry Link Road being delivered by the County Council. Extent of land to be agreed with the County Council
10. A grant of temporary rights for working space from Kings School for the construction of the Sturry Link Road be agreed with the County Council. Area of working space to be agreed with the County Council.
11. A grant of temporary rights of access from Kings School for the construction of the Sturry Link Road on land between the two branches of the river Great Stour.
12. A grant of temporary rights for access for the construction access to the portion of the Sturry Link Road north of the Canterbury to Ramsgate Railway being delivered by the County Council.

13. A grant of rights and access to undertake environmental mitigation, on land owned by Kings School. Extent of environmental mitigation to be agreed with the County Council.
14. A commitment within the Framework Travel Plan to provide a 20MPH zone through the existing community at Sturry between Popes Lane and the A28 capped at £10,000.
15. A contribution towards the installation of a remote ticket machine for the London bound platform of Sturry train station.

The following conditions should be applied;

1. The spine road works as indicatively shown on drawings 13-012-2040, 13-012-2041 and 13-012-2042 dated January 19 be delivered through a Section 38 agreement and is open and available for public use by a point 140 weeks from granting of consent of the first reserved matters application, with no further occupations being permitted beyond that date without the consent of the Highway Authority.
2. Pedestrian and vehicular access be maintained at all times for the existing residents of Sturry Hill.
3. Submission of a Construction Management Plan to be approved by the Planning Authority before the commencement of any development on site to include the following:
 - (a) Routing of construction and delivery vehicles to / from site
 - (b) Parking and turning areas for construction and delivery vehicles and site personnel
 - (c) Timing of deliveries
 - (d) Provision of wheel washing facilities
 - (e) Temporary traffic management / signage
5. Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.
6. Development shall not be brought into use until a Travel Plan, to reduce dependency on the private car, has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement. Thereafter, the Travel Plan shall be put into action and adhered to throughout the life of the development, or that of the Travel Plan itself, whichever is the shorter.
7. The proposed roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture to be laid out and constructed in accordance with details to be submitted to and approved by the Local Planning Authority.
8. Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:
 - (a) Footways and/or footpaths, with the exception of the wearing course;

(b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).

9. The Sturry Station Car Park be available for rail users only and provided meeting Network Rails Design standards for so long as the Sturry Train station is in public use prior to occupation of the 200th dwelling

INFORMATIVE: It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Yours faithfully

Colin Finch

Principal Transport & Development Planner