



**Canterbury City Council**

**Highways and Transportation**

Ashford Highway Depot

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**Date:** 27<sup>th</sup> September 2019

<b>Application -</b>	<b>CA/17/01866/FOS</b>
<b>Location -</b>	<b>Land at Hillborough, Sweechbridge Road, Herne Bay</b>
<b>Proposal -</b>	Planning application for a mixed use development including up to 955 dwellings comprising: Detailed proposals for the erection of 194 new dwellings, 1 no. Local Equipped Area of Play (LEAP), a new vehicular access (via priority junction) onto Sweechbridge Road (north), provision of realigned vehicular access to Sweechbridge Road (south), new westbound on slip to, and modified westbound off-slip from, A299 Thanet Way to Heart in Hand Road, upgraded alignment of May Street, associated internal roads/footpaths/cycleways, sustainable drainage system, earthworks, public open space, landscaping (inc woodland) and street lighting. Outline application for up to 761 additional dwellings with all matters reserved except access (excluding internal circulation) also including: up to 33,000 sq.m. of employment/commercial floorspace with associated parking spaces comprising employment units (within Use Class B1(a), B1 (c) B2 and B8) (27,000 sqm) and a 65 no. bed care-home (Use Class C2) (4,500 sq.m.

Following our earlier responses, we have the following additional information to submit;

### **Development proposals**

#### **Sweechbridge Road Priority Junction**

The updated drawing ITB8344-SK-36 REV D includes additional kerb radius to accommodate the 12m bus and 11.4m refuse vehicle as requested. The arrangement as revised is now agreed.

It has been agreed with the applicant that this will be provided prior to the occupation of any dwelling.

#### **Sweechbridge Road/May Street/Heart in Hand Roundabout**

The principles of this junction arrangement are agreed as outlined on drawing number ITB8344-SK-20. The arrangement had previously been tracked for a 16.5m long HGV's and a 12m rigid bus and are agreed to operate effectively.

A condition will be required to ensure that the junction will be completed either; prior to the first occupation of land to the South of the railway or the opening of the May Street Link, whichever

is the sooner. A Road Safety Audit would be completed at the time of any reserved matters applications.

### **The Boulevard Access/Altira Link**

The principles of this junction arrangement were agreed as outlined on drawing number ITB8344-SK-026 however the applicant has sought to amend this with disagreement from the Highway Authority.

Detailed drawings must be agreed with the Highway Authority through the appropriate reserved matters application. It has been agreed that this link to the Sainsburys will be delivered by the 125<sup>th</sup> occupation South of the railway to provide a direct link to the amenities with restrictions for HGV use.

### **Sweechbridge Road Shuttle workings**

The applicant has provided a detailed review of the shuttle workings having included the second bridge, May St, in their evaluation. An analysis of the updated note has been completed on the tests both for a scenario of the May St bridge being open and that prior to the opening.

Scenario 1 - May St bridge open. The applicant has been asked to demonstrate that the shuttle workings operate with the second bridge being open for 50, 75 and 100 units choosing Sweechbridge rather than the May St bridge. The applicant has suggested that only 50 units would choose the Sweechbridge route as the alternative, May St bridge route would be both shorter and offer better reliability of journey time. Whilst it is acknowledged that the layout of the Masterplan would suggest that 50 units is the appropriate test, the applicant has tested the higher 75 and 100 units levels as requested by KCC should a greater number of households use the Sweechbridge route. In all tests the traffic lights would operate below 80% RFC and as such operate with acceptable levels of reserve capacity.

Scenario 2 - Before May St bridge is open. The applicant sought to demonstrate that occupation of the 350<sup>th</sup> unit was the point at which the bridge needed to open, that being when the lights operate at a point of 85% RFC with a queue of 12 vehicles. The proposed traffic lights are 45m South of the development entrance and therefore any queues beyond 10 vehicles would start to impact on that junction. The applicant has now agreed to provide the May St bridge by the 300<sup>th</sup> occupation should the traffic lights be necessary. At that point the development would be expected to generate 101 Southbound movements and 36 movements in the AM peak. Including all future base traffic and 300 dwellings the traffic lights would be expected to operate Southbound with queues reaching a maximum of 11 vehicles at an RFC of 74% with Northbound having lower levels. Southbound would have an average delay of 35 seconds, Northbound would have an average delay of 45 seconds. These represent the worst-case operations of the lights being prior to opening of the second bridge.

Scenario 3 – Full occupation of the Hillborough allocation with the May st bridge open.

The last scenario tested includes the full Hillborough allocation using the Eastern access points only. This again represents a worst-case scenario with the reality being that some of the allocation would be expected to distribute from the allocated site through entrances to the West or North. As those applications providing the alternative exits are yet to be determined it was agreed with the applicant to test the worst-case scenario. This demonstrates that the lights would operate Southbound in the AM at a capacity of 76% with an average delay of 42.6 seconds. In the PM the Southbound operation of the lights is at 72% capacity with an average delay of 53.8 seconds and Northbound in the PM at a capacity of 77% with an average delay of 32 Seconds. In neither the AM or PM does the capacity exceed 80% and as such traffic would be expected to clear in each green phase. The above results cannot be seen as “severe” in respect of the NPPF test and as such it is agreed that the above proposed mitigation does

mitigate the impact of the development. Further to that, as mentioned above, this represents a worst-case scenario whereby all the allocated traffic enters and exits from Sweechbridge Road which is not the intention of the Masterplan included in the City Councils Local Plan.

Notwithstanding the above the Highway Authority are of the opinion that due to the delays caused by signalisation, 2-way working, meeting the Kent Design guide 6m minimum through the 150m narrowing North of the railway bridge is required. As a last resort the Highway Authority would accept the shuttle workings, but only in the event that the Highway Authority and developer have a subsequent agreement that widening is unable to be delivered. A condition is therefore needed that requires either the widening of Sweechbridge Road or signalised shuttle workings to be in place prior to the 100th occupation. Widening works will be required through a Section 278 process along with a Section 106 contribution of £15,000 to be provided for the purposes of securing the additional land required. Prior to signalisation being implemented it must be agreed between the Developer and the Highway Authority that the widening is undeliverable by no later than the 50th occupation.

### **May Street Bridge**

As mentioned above the May Street bridge works as indicatively shown on drawing T306/71 is agreed to be open and available for public use by occupation of the 300<sup>th</sup> dwelling should the traffic lights on Sweechbridge Road be required. A suitable inclusion to the Section 106 will be needed. An alternative approach has been agreed should the Sweechbridge Road be widened whereby the May Street bridge works would not be required until occupation of the 400<sup>th</sup> dwelling as in this scenario there would be far less concern on any delays on the Sweechbridge Road. The link is however still required to provide direct links towards the Margate Interchange and Altira link.

**Sweechbridge Road/May Street/Heart in Hand Roundabout** – The principles of this junction arrangement are agreed as outlined on drawing number ITB8344-SK-20. This access will be required at either the point at which the May Street Bridge opening or first occupation South of the Railway, whichever is the sooner.

**May St Walking/cycling link to Reculver.** The improvements shown in the application will be required prior to the first occupation of the development.

### **Hoath distribution and Herne Relief Road**

Clarity has now been provided on the approach to the above areas and is as follows. The applicant has agreed to the payment of the full Herne Relief Road contribution for the allocation of £2,249,000.00 and reduced the trigger by 400 dwellings to being prior to the 350<sup>th</sup> occupation, that being in line with the expected buildout of the 250<sup>th</sup> trigger required by the Planning Inspectorate determining the Strode Appeal. Given the findings of the Planning Inspectorate on the existing capacity of the A291 through Herne along with concerns regarding the air quality levels, the HA would recommend receipt of this money was made sooner. It will however be a matter for the Planning Authority, through their assessment of the applications viability, as to whether earlier payment is viable. The Highway Authority requests that payment of the £2,249,000 is made at the earliest viable opportunity recommended by the Planning Authority with an absolute maximum of 350 dwellings being occupied by Taylor Wimpy or 515 from the allocated site, whichever is the sooner.

Included in the Strode decision was a condition requiring the developer/owner to cover 51% of any additional costs incurred by the Highway Authority. A similar condition will be required from

this application for the outstanding 41%. It is appreciated that this will need to be capped and at this point in time no limit has been agreed.

The contribution for implementation of measures to deter traffic through the village of Hoath has been agreed to be increased from £20,000 to £30,000. It is envisaged that schemes that include signage and speed reductions North and South of Hoath would be implemented, however an approach on how the funding is to be used would be agreed with the Parish. The applicant has indicated that this amount would be available prior to the 50<sup>th</sup> occupation which is agreed as reasonable.

### **Thanet Way on slip**

The applicant has sought to demonstrate that the on-slip improvements would not be necessary until the occupation of the 250<sup>th</sup> dwelling based upon the predicted capacity. At 250 dwellings the number of turnings towards this junction from the development would be 59 in the AM peak. At the same point in time the modelling suggests that the average time waiting to exit would be 65 seconds and a queue of 4 vehicles. The Highway Authority are therefore willing to accept the 250 occupational trigger represents an acceptable level of development beyond which there would be concerns to the severity of safety and congestion. Albeit temporary, it is considered that driver choice could be significantly influenced by an expected average 65 second delay at this junction, causing unacceptable impacts on the rural lanes of Hoath. As such the applicant has agreed to payment of the Hoath Road contribution prior to the 50<sup>th</sup> occupation so that measures maybe installed to reduce the appeal of the Hoath Road link and any other routing that may occur through Broomfield and Herne.

### **Bus service infrastructure:**

The revised plans (drawing ref: T306/85) show the bus turning area and bus only markings as requested. No details have been provided in regard to the remaining bus stop infrastructure. A hard standing with footway connection must be provided at every bus stop within the phase 1 development, along with a shelter and bus stop flag.

### **Kitewood Land Public Highway Link**

It is recommended that the link between the Taylor Wimpy land and the application number 19/00557 is open and available for public use, to an adoptable standard, prior to the occupation of the 450<sup>th</sup> dwelling North of the railway or 1<sup>st</sup> occupation South of the Railway whichever is the sooner.

### **Kitewood construction access**

Our response to application 19/00557 includes a requirement to avoid any construction traffic using unsuitable residential streets to the North in Beltinge. It will therefore be a requirement on this application to provide construction access and it is considered by the Highway Authority that this should be achieved by the point of 280<sup>th</sup> occupation North of the railway or 38 months from construction of the first dwelling, whichever is the sooner. Construction access can be provided at any boundary between the sites up to the point at which the Primary School is open. At the point at which the Primary School is open the construction route would not be permitted to be opposite the school land and should be on the intended Masterplan connection to the North West.

## **Bogshole Lane pedestrian/cycling improvements**

Clarity is needed on the design and timing of the Bogshole Lane pedestrian and cycling link. The expectation is that pedestrian and cycling access to the nearby supermarket should be available at an early stage of development. It is suggested that conditions be placed requiring the developer to provide detailed drawings of the Bogshole Lane improvements prior to the occupation of any dwelling for the approval of the Highway Authority and that any on site improvements should be open and available the public on occupation of the 280th dwelling. The extent of off-site works should be agreed by condition with the Highway Authority.

## **EV charging**

The applicant has suggested that they are limited to providing 20% on plot EV charging facilities rather than the 100% requested by the Highway Authority. The subject of air quality is a concern for the Planning Authority, and they will need to determine whether or not this meets their policy expectations taking into consideration any traffic related impacts on the local area.

## **Summary**

Should the Planning Authority be minded to approve the application the following conditions and Section 106 inclusions would be required by the Highway Authority.

Section 106 -

1. A contribution of £2,249,000.00 to be payable towards the Herne Relief Road at the earliest viable opportunity or in any event no later than the 350<sup>th</sup> occupation of this application or 515<sup>th</sup> of the allocated Hillborough site whichever is the sooner.
2. Indemnify 49% of any increases to cost of the Herne Relief Road as identified by the Highway Authority capped at a limit of \*\*\*.
3. A contribution of £30,000 towards Highway changes design to deter use of development traffic on the Hoath Road.
4. The provision of bus access and infrastructure detailed as follows;
  - a. Phase 1 (193 units) – Diversion of the existing Stagecoach Route 7 and Regency Coaches Route 36 into the site. Provision of two bus stops [Stop 1 - Flag Post and Raised Kerb; Stop 2 – Provision of Turning Facility and Shelter with Realtime Information]. New Route 7A into give additional services between site and Herne Bay via Sweechbridge Road and Reculver Road
  - b. Phase 3B – Diversion of the existing Stagecoach Route 7, Regency Coaches Route 36 and new route 7A across May Street Bridge, provision of Stop 3 – Shelter and Realtime Information.
  - c. Phase 4 – Diversion of new Route 7A upon completion of The Boulevard to provide a new eastern Herne Bay Circular. Provision of Stop 4 Shelter and Realtime Information.
5. A commitment to provide each household with 6 months free bus travel in Canterbury.
7. A contribution of £5,000 to the County Council for the purposes of monitoring the Travel Plan.
8. A commitment to provide 100% of dwellings with external sockets that would be available for EV charging.
9. A contribution of £15,000 towards the purchase of land should the Highway Authority agree that the widening of Sweechbridge Road is feasible.
10. A contribution of £50 cycle voucher for use in a local cycle store.

Should the Planning Authority be minded to approve the application we recommend the following conditions should be applied;

1. The Northern Access as shown on drawing ITB8344-SK-36 REV D is delivered through a Section 278 agreement and is open and available for public use prior to the occupation of the first dwelling.
2. The Southern Access as indicatively shown on drawing ITB8344-SK-20 is delivered through a Section 278 agreement and is open and available for public use prior to any occupations South of the Railway or opening of the May Street Bridge, whichever is the sooner.
3. That The Boulevard link to Sainsburys south of the Railway is open between the Sweechbridge Road and the existing adopted section of "The Boulevard" will be open and available to the public at an adoptable standard prior to the 125<sup>th</sup> occupation South of the railway with restrictions on HGV use.
4. That the Sweechbridge Road shuttle workings as indicatively shown on drawing ITB8344-SK-039 Rev E or widening of the Sweechbridge Road without shuttle workings to be in place prior to the 100<sup>th</sup> occupation. Both the widening works or shuttle workings will be required through the Section 278 process. Prior to shuttle workings being approved it must be agreed by the Highway Authority that the preferred widening is unfeasible at the point of the 50<sup>th</sup> occupation.
5. That the May Street bridge works as indicatively shown on drawing T306/71 be open and available for public use to an adoptable standard by occupation of the 300<sup>th</sup> dwelling should the traffic lights on Sweechbridge Road be delivered or occupation of the 400<sup>th</sup> should the widening of Sweechbridge Road being delivered.
6. That the May Street walking/cycling link as shown on drawing \*\* be open and available to the public to an adoptable standard prior to any occupation.
7. That the Thanet Way on slip works as demonstrated on drawing ITB8344-SK-017 Rev B are open and available to the public at an adoptable standard prior to the occupation of the 250<sup>th</sup> dwelling.
8. That a publicly accessible all vehicle link is open and available for public use between the Taylor Wimpy land and the application number 19/00557 prior to the occupation of the 450<sup>th</sup> dwelling North of the railway or 1<sup>st</sup> occupation South of the Railway whichever is the sooner.
9. To provide construction access to land within planning application 19/00557 prior to the 280<sup>th</sup> occupation North of the railway or 38 months from construction of the first dwelling, whichever is the sooner. Construction access can be provided at any boundary between the sites up to the point at which the Primary School is open. At the point at which the Primary School is open the construction route would not be permitted to be opposite the school land and should be on the intended Masterplan connection to the North West.
10. Detailed drawings of the on-site Bogshole Lane walking/cycling improvements be submitted and approved by the Highway Authority and that any on site improvements should be open and available the public on occupation of the 280<sup>th</sup> dwelling or opening of the school whichever is the sooner. The extent and timing of off-site works are to be agreed with the Highway Authority.
11. 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
12. Provision and permanent retention of the cycle parking facilities shown on the submitted Phase 1 plans prior to the use of the site commencing.
13. The 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.

14. 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.

15. Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted phase 1 plans prior to the use of the site commencing.

16. 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).

**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