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Planning Department
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Highways and Transportation

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Date: 9th November 2023

Our Ref: FW

Application - CA/23/01743

Location - Land North Of Popes Lane Sturry CT2 0JZ

Proposal - Outline application for up to 120 residential dwellings with all matters reserved except for access.

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

This is an outline application to consider access only. All other matters, including the internal site layout, will be subject to further Reserved Matters applications, should the Local Planning Authority be minded to approve this application.

In addition this site has been subject to pre-planning application advice from KCC Highways and Transportation.

The application site is allocated in the emerging Draft Local Plan for Canterbury City Council (policy R18) . Since a previous application for this site (CA/18/01305 - which was refused on appeal by the Planning Inspectorate), the Sturry Relief Road (also referred to as the Sturry Link Road) has received planning approval and the delivery is being progressed, with construction due to commence in 2025.

However it should be noted that as part of the emerging Draft Local Plan for this site Policy R18 relating to Land north of Popes Lane states " The Sturry Relief Road must be fully operational prior to the occupation of any dwellings on this site".

As such this application and the impacts of the development on the local highway network have been assessed using the Kent Transport Model that has been used to underpin the emerging Draft Local Plan.

A Transport Assessment has been submitted to accompany this application. Having reviewed this and other documents submitted I have the following comments to make:

Proposed Access arrangements

Pedestrian and Cycle Site access

It is acknowledged that the sites location offers good opportunities to access local services and amenities. The applicant appears to have gone to some trouble to review the existing

pedestrian facilities in the neighbouring established community and is offering improvements for accessibility to local facilities. These are demonstrated in drawing ITM18367 Figure A. Details of these will need to be secured through a suitably worded planning condition in the event that planning permission is granted for the proposals.

Five pedestrian and cycling access points are proposed. These will involve the upgrade of PROW CB59, to enable its use by cyclists, which runs through the site from Popes Lane to Herne Bay Road. We would advise that this footpath CB59 should be diverted as close as possible to the new Toucan crossing that is proposed on Herne Bay Road, which will be located just south of the new roundabout that has been constructed to serve the new Broad Oak Farm development. The applicant should liaise further with the PROW team with regards to this.

A footway is proposed along the site frontage, which will link into the existing pedestrian network to the west of the site. An informal crossing point is proposed at the eastern end of the site to link this proposed footway with the existing footway on the south side of Popes Lane.

3.3.6 A Toucan Crossing is proposed by the applicant on Herne Bay Road. However one is already being provided by the Broad Oak Farm site (CA/18/00868) as part of the highway improvements required for this development.

Proposed Site access

Vehicle access - a new access is proposed onto Popes Lane. This has a width of 7.3m at the entrance which narrows down to 5.5m once within the site. This is to cater for larger swept path vehicle movements, to ensure these vehicles do not overrun the opposing lane. I note the drawings submitted demonstrate a 11.2m long refuse vehicle, however CCC use 11.35m long vehicles.

Visibility splays of 2.4m x 25m have been demonstrated, which are based on the existing 20mph speed limit on Popes Lane, and these are acceptable.

We do require waiting restrictions for the extent of the visibility splays on Popes Lane, to ensure that sight lines are maintained and the access is kept clear of any ad hoc parking. These should be demonstrated on a submitted plan.

No plan has been submitted demonstrating visibility splays for the emergency access. These should be 2.4m x 25m. Whilst this will only be used in an emergency, the splays should still be achievable.

Two parking bays are proposed along the site frontage to provide additional off road parking for existing residents of Popes Lane and ease two-way flows along Popes Lane which are welcomed. Each of these would appear to be approximately 2m wide, and 24m long which would provide space for 4 vehicles. This is acceptable to Kent County Council.

A Road Safety Audit (RSA) has been conducted and a Designers Response submitted. However it would appear that any drawings related to the designers response have not been submitted/uploaded. Point 3.3.18 references drawing ITM18367-GA-004A which addresses the first of five issues raised in the RSA, however the tactile paving recommended are not shown on this drawing (which appears to be titled ITM18367-GA-004) I am happy to accept the remaining four points raised can be addressed at the detailed design stage.

There appears to be no mention of the parking standards to be applied for the development. These should be submitted in accordance with CCC Local Plan - Appendix 4 Local Parking Standards.

Existing Highway Network

5.4. Study Area Network - The application has assessed a suitable area of the highway network which includes 14 junctions within the vicinity of the proposed development location.

5.5 Accident History - The previous 5 years accident data has been submitted and reviewed as part of the applications submission as requested by the Highway Authority. Details of the accidents have been reviewed and there is no pattern to any of these. There have been three accidents involving pedestrians on the Zebra Crossing on B2248 St Stephens Road, close to the roundabout with Kingsmead Road. However there are no patterns with these and this site is not considered to have a significant impact on the operation of this crossing which would warrant any further highway safety improvements.

Traffic Assessment

The Canterbury VISUM Transport Model has been used which is acceptable to KCC Highways and Transportation. The base model has also been through a model enhancement to reflect local road conditions in and around the Sturry area. However it should be noted that Canterbury City Council are currently reviewing their Local Plan as a result of their new administration that was elected earlier this year. The Local Plan is therefore likely to change quite significantly and details of the amended Local Plan will be released by the City Council next year.

The proposed trip rates from the development are taken from the Canterbury VISUM Transport Model which is acceptable to KCC Highways and Transportation. The proposed trip rates are 51 movements in the AM peak and 52 movements in the PM peak. The proposed trip distribution and assignment is also acceptable to KCC Highways and Transportation as set out in Table 6.3.

It does not appear that the development traffic impact at the junction of Herne Bay Road (A291) / Popes Lane (Junction 2) has been correctly calculated as the vast majority of development traffic will either head north along Herne Bay Road or west towards Canterbury using either the proposed A28 Sturry Relief Road or Sweechgate. From our own calculations the net traffic impact on this junction is 42 vehicles in the AM peak and 41 vehicles in the PM peak. Please ask the applicant to therefore clarify how they have worked out increases of only 25 in the AM peak and 29 in the PM peak (Table 7.1). If the applicant has used incorrect increases then they will need to re-model this junction accordingly as there is a potential concern about increases in queuing on the Popes Lane arm in the AM peak.

All other junctions within the local study area (including the Sturry Relief Road) will operate within capacity in a 2040 future year scenario.

Sturry Relief Road Contribution

The development is required to contribute £3,195,749 towards the Sturry Relief Road as this development is reliant on the Sturry Relief Road coming forward. This contribution is required prior to the commencement of development on site. This is based on the contribution secured from the neighbouring Broad Oak Farm site with appropriate indexation amount based on the building cost index.

I look forward to further commenting on the application once the above issues are addressed.

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.