



Chris Clark
Principal Transport Planner
Caneparo Associates

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: [REDACTED]

Date: 26 October 2022

Our Ref: FW

Application - PAP/2022/45

Location - Land at Abbottswood, Herne Bay

Proposal - Land interest submitted as part of CCC'S call for sites exercise to deliver housing allocation for up to 400 Dwellings.

Dear Chris,

Thank you for your request for pre-planning application advice for the above site and our subsequent meeting on the 12th October, where we discussed the possibility of Owls Hatch Road being the principle access into your site to potentially serve up to 400 dwellings.

Owls Hatch Road is currently subject to a Traffic Regulation Order, for the Prohibition of Driving, and our research shows that this was introduced on the 25th August 2003. However, we have at present been unable to establish the reasons for it being implemented but current thoughts are that it may have been to prevent anti social behaviour in the form of fly tipping.

Since our meeting, of significance to your proposals is planning application CA/22/02012 (Northwood) which was validated on the 13th October and is currently out for public consultation. This is for the land between your site and Bullockstone Road, and the proposals are a full application for 160 dwellings. As part of this application highway improvements are proposed to the junction of Owls Hatch Road and Bullockstone Road, whereby a ghost right turn lane will be provided on Bullockstone Road, and the entrance of Owls Hatch Road reconfigured to give priority entry into this site, with a new entrance provided to the remainder of Owls Hatch Road approximately 30m into the site.

Following on from our meeting and your subsequent e-mail dated 18th October, our preference for access into your site remains for you to work with the land owner of the neighbouring site (Northwood) and provide a suitable access through their development, along with an appropriate junction design on Bullockstone Road. The proposed layout put forward by the Northwood site, whereby Owls Hatch Road is accessed within 30m of the site entrance off Bullockstone Road, could result in conflicting traffic movements within a concentrated section of highway and be detrimental to of highway safety. The proposals currently put forward for the redesign of the Owls Hatch Road/Bullockstone Road junction has been designed with 160 dwellings in mind, and would need to be reconfigured to take into account your proposals and the subsequent increase in traffic movements. Consequently, detailed design options should be explored to show how the two development sites and their accesses could be delivered together or separately, to ensure they can co-exist or complement one another without jeopardising access for the Northwood site. However, as mentioned already, we would like to

see the two sites come along as part of a comprehensive development rather than piecemeal parcels with independent access strategies.

Any proposals for using Owls Hatch Road as previously outlined by yourselves would require robust assessment and evidence to support the use of this road as a main access into your development. TRICS data should be interrogated to determine the number of vehicle movements that your proposals will produce, which in turn may assist in determining how a safe and suitable access can be gained to your site.

Owls Hatch Road would need to be designed to Local Distributor Road standards, as set out in the Kent Design Guide. We note there is pond located to the south of Owls Hatch Road and to the north of the A299, and this may require significant works to achieve the required supporting road infrastructure.

Tracking will be required for an 11.2m long refuse vehicle, as this is currently the largest size vehicle used by the Refuse Services team at Canterbury City Council.

A development of this size would also require a secondary access road to be provided (Kent Design Guide, Step 3 designing for movement, Page 124), as any incident occurring on Owls Hatch Road that blocks access would impact on a significant number of residents with no alternative ways to access their properties. It is likely that you will need the cooperation of the adjacent developments proposed or being constructed in order to facilitate this, and conversely they may also achieve some benefit from doing so.

KCC now have a Technical Approvals Process for any proposed new highway improvements and we would advise you to engage with our RAFAT team at your earliest convenience, to ensure you receive appropriate guidance from all the teams concerned (and this will include Agreements, Structures, and Drainage), and that any proposals will meet our required standards. They can be contacted at: RAFAT@kent.gov.uk

A Transport Assessment will be required for your proposals, which would need to consider the existing road capacity and the impact of your development on the local highway network. This would need to take into account committed development within this area, and agreed highway improvements as part of these developments. However the full details of this can be discussed at a further date, once suitable access to your site has been agreed with us.

We would be happy to engage further with yourselves so we can agree upon a mutually appropriate access to your site, that we would be able to support as part of any submitted planning application to Canterbury City Council.

Important Notes

Any advice given by Council officers for pre-application enquiries does not indicate a formal decision by the Council as the Highway Authority. Any views or opinions are given in good faith, and to the best of ability, without prejudice to the formal consideration of any planning application.

The final decision on any application that you may then make can only be taken after the Planning Authority has consulted local people, statutory consultees and any other interested parties. The final decision on an application will then be made by senior officers or by the respective Local Planning Authority and will be based on all of the information available at that time.

You should therefore be aware that officers cannot guarantee the final formal decision that will be made on your application(s).

Any pre-application advice that has been provided will be carefully considered in reaching a decision or recommendation on an application; subject to the proviso that circumstances and information may change or come to light that could alter that position.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process. To assist developers and designers, KCC offer a free outline technical review of proposals affecting highway assets. This is separate from the planning process but will help ensure that your proposals will be acceptable to the highway authority at the implementation stage. To find out more and request an application form, email: assetmanagement@kent.gov.uk

It should be noted that the weight given to pre-application advice will decline over time.

Yours Faithfully

Fiona Wiles

Senior Transport & Development Planner