

TECHNICAL NOTE				VELOCITY	
Client	FD Attwood & Partners And Taylor Wimpey South East			Page No.	1 of 5
Project	Phase 1 East Hill, Chatham			Project No.	22/123
Subject	Reserved Matters Application - Highways Note			Document No	TN004
Prepared By	PM	Checked and Authorised By	MK	Date	23/01/2023

1.1 INTRODUCTION

1.1.1 Velocity Transport Planning (VTP) has been appointed by FD Attwood & Partners and Taylor Wimpey South East, (the Applicants) to provide supporting highways and transportation advice in relation to the Phase 1 Reserved Matters Application (RMA) for the proposed development at East Hill, Chatham.

1.1.2 The development proposals were considered by Medway Council (MC) under planning reference MC/19/0765, which was granted outline planning permission at appeal on the 07th February 2022 for the following:

“An outline application (with all matters reserved except access) for the erection of up to 800 dwellings with primary school, supporting retail space of up to 150 square metres and local GP surgery, with associated road link between North Dane Way and Pear Tree Lane and other road infrastructure, open space and landscaping.”

1.1.3 It should be noted that at the appeal, the GP surgery was replaced with 150sqm of community use or a nursery facility.

1.1.4 The outline planning application was supported by a Transport Assessment (TA) prepared by Charles & Associates (C&A) dated April 2019 and a Transport Assessment Addendum (TAA) also prepared by C&A dated January 2020. Additional information was also provided to the Planning Inspector at the appeal.

1.1.5 An application for non-material amendment (NMA) to the planning conditions has been approved by MC under planning reference MC/22/2346, which was granted consent on the 25th November 2022. Any reference to planning conditions, drawings, or details of the consented scheme, have regard to this NMA.

1.1.6 The development description for the Phase 1 RMA is as follows:

“Reserved matters application for Phase 1 for the erection of 91 homes, including affordable housing together with associated access, parking, landscaping, open space, equipped play, infrastructure and earthworks”

1.1.7 **Figure 1-1** shows the location of the site.



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Figure 1-1: Site Location and Local Context



- 1.1.8 The illustrative layout of the approved outline development is presented on the Lee Evans Partnership drawing **08284a-A-L-(00)-005 Rev PL14**, which is dated the 16th December 2021. A copy of this Proposed Site Layout Plan is included in **ATTACHMENT A**.
- 1.1.9 The detailed Phase 1 Layout Plan, which is the subject of the Phase 1 RMA, has been prepared by Pegasus, and a full copy of this proposed detailed layout is included in **ATTACHMENT B**.
- 1.1.10 VTP met with MC's highways representative via MS Teams on the 11th of November 2022 to discuss the Phase 1 RMA proposals. This meeting included discussion of key highway points, which were set out within a brief Highways Note. A copy of this Highways Note is included at **ATTACHMENT C**.
- 1.1.11 It was agreed at this meeting that the following highway matters would be addressed as part of the Phase 1 RMA:
- ⊗ Site Access arrangement;
 - ⊗ On-site highway layout;
 - ⊗ Street Lighting;
 - ⊗ Car Parking;
 - ⊗ Refuse collection strategy;
 - ⊗ The provision of an Indicative Adoption Plan;
 - ⊗ Swept Path Assessments; and
 - ⊗ Traffic Calming.



1.2 SITE ACCESS

- 1.2.1 Phase 1 of the site will be accessed from the consented roundabout junction arrangement with North Dane Way, which is located at the southern end of the permitted development. The consented scheme identified this approved junction arrangement on C&A Drawing **17-035-016 Rev B** – Southern Roundabout Access.
- 1.2.2 Whilst the full and final details of this site access arrangement will be submitted as part of a further application to discharge Planning Condition 35, VTP Drawings **22-131-T-100 Rev A** - Southern Roundabout S278 General Arrangement and **22-131-T-101 Rev A** – Southern Roundabout S278 General Arrangement presents the layout of this approved junction in the context of the detailed site layout. Full copies of these plans are included in **ATTACHMENT D**.

1.3 STREET LIGHTING

- 1.3.1 VTP Drawing **21-123-T-1350 Rev B** – Initial Onsite Lighting Layout presents the indicative lighting arrangement for the proposed development. This has been designed to be sensitive to the landscaping proposals. A copy of the initial street lighting design is included in **ATTACHMENT E**.

1.4 CAR PARKING

- 1.4.1 Car parking will be provided in accordance with the currently adopted MC residential parking standards, the relevant extract of which is included in **ATTACHMENT F**. For completeness, **Table 1-1** presents the details of the proposed unit types, the MC parking standards, and the associated parking requirements.

Table 1-1: Car Parking Provision

Dwelling Size	MC Standards	No. Units	Required Provision	
	Spaces per dwelling		Allocated	Visitor
1 bedroom	1.0	0	0	0
2 bedrooms	1.5	9	14	2
3 bedrooms & above	2.0	82	164	20
Visitor Parking	0.25	-	-	-
	Total	91	178	22

- 1.4.2 Pegasus drawing **P22-0701_DE_04_A_08** – Phase 1 Parking Strategy, a copy of which is included in **ATTACHMENT G** identifies the proposed parking provision for the development. This shows that 132 standard allocated spaces are provided, a further 46 allocated spaces suitable for disabled access are provided, 47 spaces within garages are provided, and a total of 20 visitor spaces are provided.
- 1.4.3 As the garages proposed for the scheme are identified as being 6.0m x 3.0m and the MC parking standards identify at Note 2 that garages can only count towards parking provision if they are 7.0m x 3.0m, the garages are not included within the overall parking provision calculations.
- 1.4.4 This equates to a total of 178 allocated spaces (excluding the garages), and 20 visitor spaces. Whilst it is acknowledged that there is a very minor shortfall in visitor spaces, it is not considered that this nominal shortfall in visitor spaces would result in any overspill parking in the surrounding area.



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1.5 REFUSE STORAGE PROVISION

- 1.5.1 Refuse storage facilities will be provided for each household in accordance with Manual for Streets principles. As such, residents will not be required to carry waste more than 30m to a bin collection point, and waste collection vehicles will be able to access each property or a bin collection point within 25m of the highway.
- 1.5.2 Pegasus drawing **P22-0701_DE_04_A_09** – Phase 1 Refuse Strategy, a copy of which is included in **ATTACHMENT H** demonstrates the proposed location of the collection points.

1.6 INDICATIVE ADOPTION PLAN

- 1.6.1 VTP Drawing **22-123-T-023 Rev A** – Indicative Adoption Plan presents the extent of adopted highways for the proposed development. A copy of this plan is included in **ATTACHMENT G**. It is worth noting that the formalised Public Right of Way – RC9, has been identified for adoption across the site.

1.7 SWEPT PATH ASSESSMENT

- 1.7.1 VTP have prepared a series of swept path assessments to demonstrate the suitability of the proposed development. The largest vehicle expected to access this site, is considered to be a 10.4m refuse vehicle. In order to establish the suitability of this vehicle, the MC Waste Collection Vehicle Specification contained on the MC website have been reviewed. These vehicle specifications identify a range of refuse vehicles, the longest of which appears to be 9.99m.
- 1.7.2 VTP Drawing **22-123-T-017 Rev D** – Site Layout Assessment Swept Path of a 10.4m Refuse Vehicle, demonstrates that a large refuse vehicle and a large car can pass each other simultaneously in both directions through the tight bend on the entrance to the site. A copy of this plan is included at **ATTACHMENT J**.
- 1.7.3 VTP Drawing **22-123-T-018 Rev D** – Site Layout Assessment Swept Path of a 10.4m Refuse Vehicle & Fire Tender, demonstrates that a large refuse vehicle a fire tender can gain access to the area near the proposed Foul Pumping Station. A copy of this plan is included at **ATTACHMENT J**.
- 1.7.4 VTP Drawing **22-123-T-019 Rev D** – Site Layout Assessment Swept Path of a 10.4m Refuse Vehicle & Fire Tender, demonstrates that a large refuse vehicle a fire tender can gain access to the turning head located at the southern end of Street 03 near Plot 75. A copy of this plan is included at **ATTACHMENT J**.
- 1.7.5 VTP Drawing **22-123-T-020 Rev D** – Site Layout Assessment Swept Path of a 10.4m Refuse Vehicle & Fire Tender, demonstrates that a large refuse vehicle a fire tender can gain access to the turning head located at the southern end of Street 02 near Plot 47. A copy of this plan is included at **ATTACHMENT J**.

1.8 TRAFFIC CALMING

- 1.8.1 The various s VTP drawings that show the site access road to the north of the proposed development in close proximity to the tight bend on the entrance, identify a couple of speed cushions either side of this tight bend. These traffic calming measures have been proposed to ensure that the on-site vehicle speeds are kept to 15mph, which will ensure that the tight bend, which includes a centreline radius is just 15m, does not become a highway safety concern.
- 1.8.2 The ensure that the on-site vehicle speeds are maintained at 15mph, traffic calming features are to be provided at 40m intervals. As such, the speed cushions identified, the tight bend (which forms a traffic calming measure), and the various changes in surface treatment, all work together to ensure adequate traffic calming throughout the scheme.



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1.9 SUMMARY & CONCLUSION

- 1.9.1 VTP has been appointed by FD Attwood & Partners and Taylor Wimpey South East to provide a technical review of the highway matters that relate to the Reserved Matters Application. This Technical Note considers the detailed layout of the development, as prepared by Pegasus.
- 1.9.2 This Technical Note includes details of the site access arrangement, which will be the subject of further submissions to discharge Planning Condition 35.
- 1.9.3 A street lighting design for the scheme has been prepared, which is sensitive to the proposed landscaping strategy.
- 1.9.4 Car parking is considered to be provided not only in accordance with the current Medway council parking standards for residential developments, but as there is an overprovision of allocated spaces identified, there is no risk of overspill parking occurring on the surrounding streets.
- 1.9.5 An indicative adoption plan has been included within this Technical Note to identify the extent of the internal highway that is proposed for adoption.
- 1.9.6 Swept path assessments of a large refuse vehicle (10.4m) have been undertaken to demonstrate that the refuse vehicle can utilise the proposed turning heads provided across the site. This ensures that each unit is accessible by the refuse vehicle within the identified parameters, i.e. the vehicle can access each plot within 25m and/or residents can access the highway within 30m.
- 1.9.7 Traffic calming features in the form of speed cushions, a tight bend, and changes in surface treatment are proposed along the internal highway network at 40m intervals. This is to ensure that vehicle speeds are kept to 15mph or lower.



ATTACHMENT A

PROPOSED SITE PLAN (OUTLINE SCHEME)

REV	DATE	DRAWN	CHKD	NOTES
PL1	22.02.19	NP	NALL	Units added
PL2	25.02.19	NP	NALL	Units added to NE parcel
PL3	25.02.19	NP	NALL	Unit moved to NE parcel due to conflict with predicted flood extent
PL4	07.03.19	SR	NALL	Amendment to Site Boundary
PL5	04.06.19	NP	NALL	Footpath to North East of site into country park added
PL6	10.09.19	NP	NALL	Footpath to North East of site into country park added
PL7	04.10.19	NP	NALL	Main road amended and layout to suit
PL8	29.10.19	NP	NALL	Drainage amended
PL9	10.11.19	NP	NALL	Landscaping enhanced
PL10	17.03.20	NP	LG	Whiteswood play area upgraded to NEAP
PL11	27.03.20	NP	LG	Play areas amended
PL12	25.06.20	NP	NALL	Sports pitch upgraded
PL13	09.11.21	LS	LG	Units revised
PL14	16.12.21	HPC		Hatching overlay added

- Parks and Gardens (Informal open space)
- Play
- Amenity Greenspace
- Natural Greenspace (Woodland & Habitat Creation)
- Ancient Woodland
- Ancient Woodland (15m buffer)
- Outdoor Sport (including community use)
- Allotments
- SUDs

0m 50m 100m 150m 200m

1:2500 @ A1



chartered architects
and planning consultants

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PROJECT
Capstone Medway : master planning

CLIENT
Mr Kevin Atwood 16/12/2021

DRAWING TITLE
Proposed Site Plan

DRAWING STATUS
1:2500 @ A1

DRAWING NUMBER
08284a-A-L-(00)-005 PL14

ATTACHMENT B

PROPOSED SITE PLAN (DETAILED SCHEME)



East Hill, Chatham Phase 1					
P22-0701 DE, 04, H1 Site Layout					
	House Type	Square Footage	No. Units	No Storeys	Total Sqft
OPEN MARKET					
2 BED HOUSES	4				
	EMA22	778	4	2	3112
	30				
	EMA33	972	1	2	972
3 BED HOUSES	EMA34	1021	20	2	20420
	EMT31	1058	5	2	5290
	EMB31	1058	4	2.5	4232
	25				
4 BED HOUSES	NB41	1227	8	2.5	9816
	EMA43	1251	2	2	2502
	EMT41	1252	5	2	6260
	EMT42	1252	1	2	1252
	EMA44	1374	3	2	4122
	EMA48	1444	6	2	8764
5 BED HOUSES	9				
	EMB51	1672	6	2.5	10032
	EMAS1	1835	3	2	5505
TOTAL			68		82299
AFFORDABLE					
2 BED HOUSES	5				
	EMA22	864	5	2	4320
3 BED HOUSES	16				
	EMA32	1015	16	2	16240
4 BED HOUSES	2				
	EMAP41	1166	2	2	2332
AFFORDABLE TOTAL			23		22872
GRAND TOTAL			91		105191



EXISTING PUBLIC RIGHTS OF WAY

INDICATIVE PROPOSED PLANTING

PERMEABLE BLOCK PAVING TO PRIVATE/SHARED DRIVES

This layout should be read in conjunction with engineering drawings prepared by BWP.

EAST HILL, CHATHAM – PHASE 1, SITE LAYOUT

ATTACHMENT C

HIGHWAYS NOTE

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Client	Kevin Attwood & Taylor Wimpey South East		Page No. 1 of 3
Project	East Hill, Chatham		Project No. 22/123
Subject	Highways Note		Document No TN03
Prepared By	PM	Checked and Authorised By MK	Date 11/11/22

1.1 INTRODUCTION

- 1.1.1 This note has been produced by Velocity Transport Planning (VTP) on behalf of the landowner, Kevin Attwood, and Taylor Wimpey South East, to outline the scope of the highways and transport input to the forthcoming Phase 1 Reserved Matters Application (RMA) for the East Hill, Chatham development.
- 1.1.2 The East Hill, Chatham planning application was granted outline planning permission at appeal on 07th February 2022, planning reference MC/19/0765. As per Planning Condition 2 of the consented scheme, the first RMA is to be submitted within 12 months from the date of the permission.
- 1.1.3 The consented scheme is for the following:
- “An outline application (with all matters reserved except access) for the erection of up to 800 dwellings with primary school, supporting retail space of up to 150 square metres and local GP surgery, with associated road link between North Dane Way and Pear Tree Lane and other road infrastructure, open space and landscaping.”*
- 1.1.4 It should be noted that at the appeal, the GP surgery was replaced with 150sqm of community use or a nursery facility. We do not envisage that this would have a material impact on traffic movements and should therefore have no bearing on highway matters.
- 1.1.5 The outline planning application was supported by a Transport Assessment (TA) prepared by Charles & Associates dated April 2019. This original TA will be considered as part of the supporting transport and highway work in relation to the Phase 1 RMA.

1.2 PHASE 1 RESERVED MATTERS APPLICATION

- 1.2.1 A detailed Phase 1 layout will be prepared by the scheme architects, which will identify that the first phase of the East Hill, Chatham development is expected to deliver in the order of 100 dwellings and will be accessed from the consented roundabout junction arrangement with North Dane Way, which is located at the southern end of the permitted development.
- 1.2.2 A DRAFT Phase 1 Layout Plan is included at **ATTACHMENT A** of this Technical Note, which identifies a potential layout for the Phase 1 element. It is worth noting that this proposed layout is still a work in progress and there are highway matters that are still to be resolved. However, any comments would be gladly received in relation to this DRAFT layout.
- 1.2.3 For completeness, the permitted site access arrangement to the first phase of development from North Dane Way is presented on the approved C&A Drawing 17-035-016 Rev B, a copy of which is included in **ATTACHMENT B** of this Technical Note.

1.3 INITIAL OBSERVATIONS

- 1.3.1 The site has some substantial level differences between the western boundary and the eastern boundary. As such, the layout of the internal road network has been considered in terms of achieving suitable gradients for all road users, including pedestrians. As such, a maximum gradient of 1 in 20 (5%) is considered to be acceptable, which is considered to be in accordance with the guidelines set out within Inclusive Mobility.



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1.3.2 Whilst a loop would be preferable within the site, due to the level differences and with respect to the above-mentioned gradients, turning heads are proposed at the end of Streets 02 and 03 to accommodate refuse and delivery vehicles.

1.3.3 Whilst no trees are currently presented on the DRAFT layout plan, we would like to consider what the acceptable arrangement might be for street trees and how these might relate to street lighting and visibility splays.

1.4 TRANSPORT PLANNING

1.4.1 The matters relating to Transport Planning which we will consider as part of the RMA, will include:

- ⊗ The layout of the highway network within the application site, including roads, footways, cycleways, and shared footways/cycleways;
- ⊗ The details of the hierarchy of the internal road network will be confirmed;
- ⊗ The design of the internal traffic calming features to ensure that vehicle speeds are kept to an appropriate level, expected to be 20mph;
- ⊗ Initial consideration of the street lighting to ensure that it is sensitive to the landscaping proposals;
- ⊗ We will undertake swept path analysis to confirm that the highway layout is fully accessible to the vehicles which will visit the site (including cars, refuse vehicles and emergency vehicles);
- ⊗ Prepare and review the visibility splays at the internal site junctions;
- ⊗ Check the proposed refuse storage provision and collection arrangements in accordance with the appropriate guidance (Manual for Streets);
- ⊗ Review the proposed car parking provision to ensure that it is compliant with local planning policy; and
- ⊗ Prepare an indicative adoption plan to identify the extent of roads, verges, landscaped areas, etc, that are proposed to be offered for adoption.

1.4.2 Due to this forthcoming submission being a Reserved Matters Application, no junction capacity assessments are to be undertaken, including any off-site analysis, as these matters were fully addressed as part of the outline planning permission.

1.5 HIGHWAY DESIGN MATTERS

1.5.1 The matters relating to Highway Design which we intend to consider as part of the Reserved Matters Application include:

- ⊗ Design of the site access roundabout junction, including the geometric design & vertical alignment;
- ⊗ Layout and extent of the earthworks associated with the site access junction;
- ⊗ Preliminary highway drainage layout, including attenuation strategy; and
- ⊗ Stage 1 Road Safety Audit of the site access junction.

1.6 REVIEW OF THE PLANNING CONDITIONS (WITHIN THE APPEAL DECISION):

1.6.1 In accordance with the planning conditions set out within the Inspectors' Decision, the following relate to highway matters and will be reviewed in relation to the Phase 1 RMA proposals, where relevant:

- ⊗ Condition 14 – Pedestrian & Cycle Routes



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- Details to be submitted of pedestrian and cycle routes within the site, including PRow RC9 and RC32
- Approved details to be implemented prior to 1st occupation
- ⊗ Condition 15 – Parking
 - Details to be provided of land required for parking in accordance with standards
- ⊗ Condition 16 – EV Charging
 - Details to be provided, including location, charging type (power output and charging speed), associated infrastructure and timetable
 - of 1 EVCP per driveway
 - 10% of communal parking areas
- ⊗ Condition 17 – CEMP
 - Details of a CEMP for each phase to be submitted and approved prior to the commencement of that phase
 - Construction Vehicle Routing to be included within the CEMP
- ⊗ Condition 36 – Access
 - Prior to the commencement of works above ground floor slab, the following works to have been submitted and approved:
 - 17-035-013 Rev A – Link Road & Roundabouts
 - 17-035-016 Rev B – Southern Roundabout Access
- ⊗ Condition 37 – Highway Improvements
 - Prior to the commencement of works above ground floor slab, the following works to have been submitted and approved:
 - 17-035-020 Rev A – Hempstead Road Signal Junction
 - 17-035-021 – Walderslade Road/Princes Avenue mitigation
 - 17-035-022 – Street End Rd/Capstone Rd/Luton High St Rbt Junction
 - 17-035-029 Rev 0 – Princes Ave/Prince Charles Ave Mini-Rbt Junction
 - 17-035-030 Rev B – Shawstead Road Improvements (1 of 2)
 - 17-035-031 Rev C – Shawstead Road Improvements (2 of 2)
- ⊗ Condition 39 – Travel Plan
 - Prior to the 1st occupation, a revised Travel Plan to be submitted and approved

1.6.2

It is understood that a Non-Material Amendment Application has been made to Medway to consider the triggers associated with some of the planning conditions. As such, these planning conditions may be amended in due course.



ATTACHMENT A

DRAFT PHASE 1 LAYOUT



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KEY:

- PHASE 1 APPLICATION BOUNDARY
- OPEN MARKET DWELLINGS
- ET 02
- AFFORDABLE DWELLINGS

LANDSCAPE:

- PUBLIC OPEN SPACE (4.8Ha)
- EXISTING TREES / HEDGEROWS / WOODLAND
- ANCIENT WOODLAND
- 15M ANCIENT WOODLAND BUFFER
- INDICATIVE PROPOSED PLANTING
- EXISTING PUBLIC RIGHTS OF WAY

DRAFT

EAST HILL, CHATHAM – PHASE 1, SITE LAYOUT

PEGASUS GROUP