

**Tabled Update for Deferred Item 2 – Land At Belgrave Road, Halfway (Planning Ref: 19/501921/FULL)**

Members will recall that an Item was presented to Planning Committee on 27<sup>th</sup> January 2020, recommending that Members, subject to the inclusion of the mitigation measures put forward by the appellant, withdraw the highway reason for refusal for the Barton Drive Hill scheme (ref 18/503135/OUT). The application is the subject of the current Public Inquiry.

For clarity, the reason for refusal in question for the Barton Hill Drive scheme was as follows:

*The transport improvements offered to address capacity issues within the local highway network are not sufficient to mitigate the harm caused by the additional traffic arising from the development and would result in severe residual cumulative impacts on the road network (at the junction of Minster Road, Halfway Road and Queenborough Road and elsewhere), contrary to Policies A12 and DM6 of the Swale Borough Local Plan - Bearing Fruits 2031, and paragraph 109 of the National Planning Policy Framework.*

As set out in the report presented to the Planning Committee on 27<sup>th</sup> January 2020, the Council's Highways witness identified that additional traffic generated by the Barton Hill Drive scheme would adversely impact upon the junction of Minster Road, Halfway Road and Queenborough Road (the Halfway traffic lights). As a result, the appellant for the Barton Hill Drive scheme has accepted a Grampian condition to require amendments to the Halfway traffic lights junction. Members, due to this (and the commitment of the applicant to contribute a sum of £20,000 for separate highway works) accepted this position and resolved to drop the highways reason for refusal.

It is important to note that the amendments to the Halfway traffic lights junction are the same mitigation measures proposed as part of the package of highway works being delivered for the Belgrave Road application currently being considered. The transport modelling that has taken place has been carried out on the basis of 'committed developments', i.e. those sites allocated in the Local Plan, of which Barton Hill Drive and Belgrave Road both are. When the Belgrave Road application was reported to Planning Committee on 17<sup>th</sup> December 2019, before the application was deferred, the following reason for refusal was proposed:

*The transport improvements offered to address capacity issues within the local highway network are not sufficient to mitigate the harm caused by the additional traffic arising from the development and would result in severe residual cumulative impacts on the road network, (namely at the junction of Minster Road, Halfway Road and Queenborough Road, at the junction of Belgrave Road and Queenborough Road and elsewhere), contrary to Policies A13 and DM6 of the Swale Borough Local Plan - Bearing Fruits 2031, and paragraph 109 of the National Planning Policy Framework.*

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As set out in the above proposed reason, the junction of Minster Road, Halfway Road and Queenborough Road (i.e. the Halfway traffic lights) formed a key part of Members' concerns. However, due to the mitigation measures to this junction being accepted by Members in respect of the Barton Hill Drive scheme, I would advise that as the mitigation measures are the same for the Belgrave Road proposals and the impacts of both developments on this junction have been modelled, that it would be inconsistent to now include this within a reason for refusal for the Belgrave Road application. I also believe that the additional mitigation proposed for the Belgrave Road application, as per the details of the report presented to this committee meeting, and the clear advice of KCC Highways & Transportation, results in a development which would not cause unacceptable highway impacts.

In conclusion, I recommend that the application is approved subject to the conditions in the report, the additional condition referred to above, the developer contributions as listed in paragraph 8.41 of the original committee report and the additional requirement for the developer to provide future occupants vouchers for bicycles / bus travel.

PG – 6/2/2019