

Def Item 1 REFERENCE NO - 21/504571/FULL

APPLICATION PROPOSAL

Demolition of existing property and erection of 2no. five bedroom dwellings with associated parking and private amenity space as amended by drawing no's. 21.29_PL_11 Rev A, 21.29_PL_12 Rev B, 21.29_PL13 Rev B, 21.29_PL14 Rev A and 21.29_PL_20.

ADDRESS Greystone Bannister Hill Borden ME9 8HU

UPDATE FOR MEMBERS ON HIGHWAY MATTERS

SUMMARY

The Council's independent transport consultant has reviewed the application and initially sought clarification from the applicant over certain points. The applicant has submitted further information to address these points. On the basis of this further information the transport consultant raises no objection to the application.

INTRODUCTION

At the last meeting the Committee requested that our independent transport consultant was asked to consider this application. This update (in combination with the main agenda item) is intended to provide Members with details of the further information requested by the transport consultant, and their conclusions on that information. The transport consultant examined the following issues:

- Suitability of the site access for residential vehicles
- Suitability of the site for emergency vehicle access
- A review of proposed parking provisions and manoeuvring spaces, in relation to Swale Borough Council parking standards

THE TRANSPORT CONSULTANT'S QUERIES

Members will note the transport consultant's initial findings from paragraph 2.15 of the main agenda item (Deferred Item 1 on 9th December 2021 agenda), and will have noted that additional information was requested from the applicants; this information was:

1. A review of the visibility splays at the site access confirming suitable visibility can be achieved and how it will be always maintained.
2. Provide vehicle tracking demonstrating a fire tender vehicle can manoeuvre using the proposed turning head and access and egress the site in a forward direction.
3. Demonstrate suitability of the proposed garages in accommodating required provisions. This should be confirmed so that the development parking requirements can be determined in line with SBC parking standards.
4. Confirmation of visitor parking provisions for the site.
5. Provide a tracking assessment demonstrating vehicles can manoeuvre into the parking bays identified in the review, notably to the east of Plots 1 and 2.

THE APPLICANT'S RESPONSES AND CONSULTANT'S COMMENTS

The applicants provided the following responses (*in italics for clarity*) numbered 1 to 5 below to the issues raised by the transport consultant, with photographs and drawings which I have included below each response, below which I have included the transport consultant's comment (underlined for clarity).

Applicant's response 1

Please see the images attached showing both visibility splays. You will note the image facing north-west up Bannister Hill shows no overgrown vegetation. Our client has agreed with KCC an approach to replanting the verge which will not impinge on the visibility splays agreed under application 20/500051*. Under that application it has been agreed that the entrance to the site will be widened to 4.8m and the width will be extended into the site by 10m. This will mean that the wall shown in the attached images will be removed and the soil regraded to ensure that the visibility splays previously agreed are maintained.

*I have sought clarification on this point and the agent has confirmed that was meant to indicate that any new planting on the verge to the left of the access will be low level planting below the sightline level of 0.6m high; and he has confirmed that the existing wall is to be removed to widen the access.

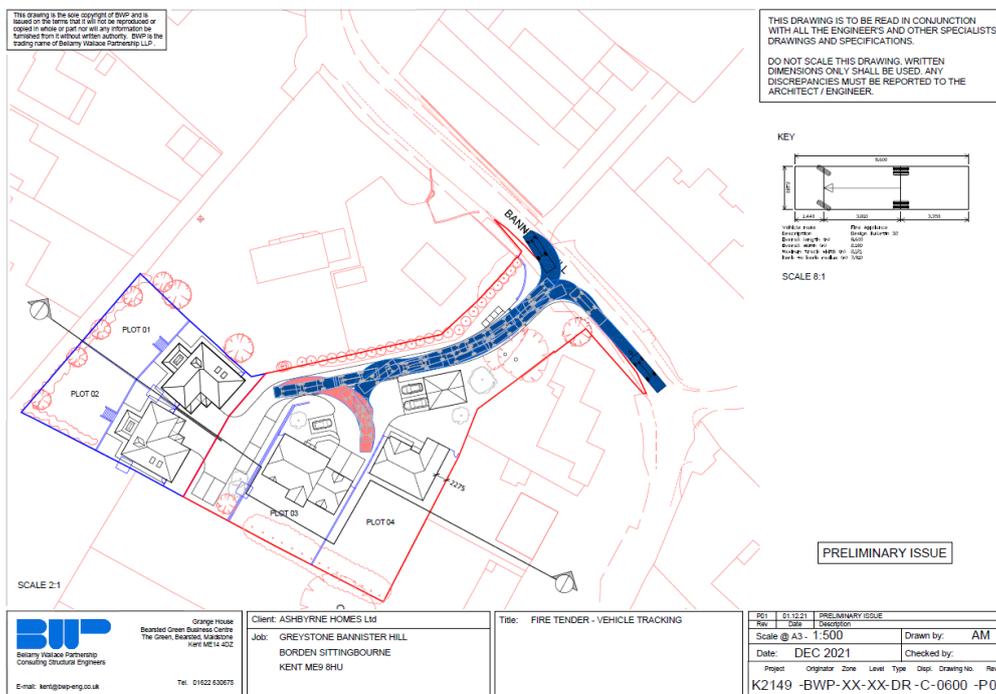


Transport Consultant's comment 1

The proposed means of maintaining adequate visibility splays by removing existing vegetation in addition to the removal of the wall is acceptable.

Applicant's response 2

Please find attached the tracking data for a fire tender to turn within the application site as per drawing K2149-BWP-XX-XX-DR-C-0600-P01.



Transport Consultant's comment 2

The swept paths show that a fire truck is able to access the site, and by performing a 3-point turn is able to egress the site in a forward direction.

Applicant's response 3

Please see the attached house type drawings which have been revised to show the internal dimensions of the proposed garages. Please note that HT-C has sufficient parking within the

garage for two cars as per Swale's parking SPD, with an additional two spaces in front of the garage. HT-D has three spaces on its drive along with provision for a further space in its garage. Due to width constraints on the two plots this garage is only considered to be wide enough for one car under Swale's parking SPD.



Transport Consultant's comment 3

Plan indicates HT-C adheres to Swale's SPD for two vehicles (6x7m) and HT-D adheres to minimum size for one vehicle (7mx3.6m). As both exceed the minimum there is further space for cycle parking provision and EV charging points within the garages.

Applicant's response 4

It is proposed that each of the four dwellings proposed on the overall Greystone's site will have sufficient parking provision for up to four cars which will represent an over provision on parking

policy for each dwelling and should render the requirement for a visitor parking space as unnecessary.

Transport Consultant's comment 4

It has been clarified that parking bays shown in the plan directly in front of plots 01 and 02 are not for use by plots 03 or 04, parking provision for visitors is therefore adequate for onsite requirements.

Applicant's response 5

Please find attached tracking data which demonstrates the manoeuvrability of vehicles into parking spaces (K2149-BWP-XX-XX-DR-C-0601-P01) as requested by the independent transport consultant.



Transport Consultant's comment 5

Tracking indicates driveways of plots 01 and 02 will need to be utilised for turning purposes although this is considered acceptable as it is understood these bays are for use by these dwellings.

TRANSPORT CONSULTANT'S OVERALL CONCLUSIONS

There is no objection to the proposal based on the additional evidence provided.