



Swale Borough Council

Swale House
East Street
Sittingbourne
Kent
ME10 3HT

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 10 March 2015

Application - SW/14/505440/FULL/JA

Location - Spirit Of Sittingbourne Regeneration Site Identified On Site Location Plan (drg Number: 14.35.100 Revision PO) Sittingbourne Kent

Proposal - Proposed mixed use development - on six parcels of land - of 215 residential apartments (use class C3), 3158 sq m of retail space (use class A1), A 308 space multi storey car park, 1713 sq.m cinema (use class D2), 2320 sq.m ground floor resturant units (use class A3), first floor D2 use and the re-alignment of St Michael's road with amendments to the road network and the creation of a new public square in Sittingbourne Town Centre, in front of the railway station.

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

Further to the Technical Note provided by PBA, I consider that the following matters are still outstanding:

1. Site 1: Cycle link to Laburnum Place

I consider that the cycle route should be provided as a condition of the development.

2. Site 2: Junction of Dover Street/ St Michael's Road

I consider that the traffic flows will be low, and the traffic speeds will be low, and I would prefer to see a vehicle crossover at this junction to maintain the cycle and walking route.

3. Site 4: New traffic signal junction

The traffic signals team have requested that the junction is modelled with the pedestrian stage being called every other cycle so that the effect of this can be assessed.

4. Site 4: Drop off spaces on roundabout.

I do not consider that we would approve this layout. It is unconventional; it will encourage more people to stop on the roundabout than the 3 spaces provided, and is likely to lead to a queue of traffic waiting to use the spaces.

5. Site 4: Oversail licence

I have discussed the issue of the oversail with the highway definition team and the structural engineering team. Our advice is that that the small area of land under the oversail should become highway. If it remains private there will be issues of demarcation of the highway boundary, responsibility for maintenance and insurance, and responsibility for keeping the area clear of obstructions for public use by pedestrians in the future. An oversail licence is a straightforward issue that can be dealt with as the construction of this building progresses.

6. Site 5: St Michael's Road car park access

The width of the car park access, and the tight radii on the footways may present a problem for two vehicles to arrive and leave at the same time. There is also a pedestrian path to the rear of Kwik Fit which we believe that cars will have to cross to gain access to the station parking. I would like to see details of how this is to be achieved.

7. Site 6: Traffic signal junction Milton Road/ Eurolink Way

The modelling demonstrates that the junction is already over capacity in the Saturday peak and will be over capacity with the addition of the development traffic. The proposed mitigation for this is amendments to the traffic signal timings, the detail of which will need to be approved by the traffic signals team as part of s278 works. This also applies to the proposed changes to the signal timings at the junctions of St Michael's Road/ Crown Quay Lane.

If the above matters can be addressed during the detail design I would be happy to offer no objections to the planning application.

Yours faithfully



Ruth Goudie
Strategic Transport & Development Planner