

## **TABLED UPDATE FOR DEF ITEM 1**

### **21/505461/PSINF – HMP STANDFORD HILL CHURCH ROAD EASTCHURCH ME12 4AA**

1. Further to the committee report at para 2.2, KCC Highways have provided comments which are included as a tabled paper. In summary, the comments set out that KCC Highways raise no objection, subject to the previously requested highway conditions which are set out in the committee report. With regard to prisoner movements, KCC Highways advise that as the movements occur outside of the network peak periods, it is considered to have an insignificant impact on the highway capacity. The consultation comments also provide further comments on traffic speeds along Church Road, where the survey data indicates vehicles travel within the speed limit, and Coupled with the lack of any accident record over the most recent 5-year period, the need for mitigation measures is not justified.
2. Members will note that there are two items on the committee agenda for development within the prison cluster. Item 2.6 at HMP Elmley (ref: 21/506787/PSINF) is seeking additional buildings including a houseblock for up to 247 prisoners and an extension to the car park. With regard to cumulative highway impacts of both developments, a cumulative impact assessment has been undertaken as part of the Transport Statement for the application at HMP Elmley (ref: 21/506787/PSINF). This is summarised in paras 4.18 – 4.22 of Def Item 1 Appendix 3 (pages 54-55 of the agenda), and paras 8.61-8.63 of item 2.6. In the comments provided for item 2.6, KCC Highways note it is unlikely that high west bound flows at 07.00-07.30AM would cause any safety concern for the roundabout junction:

*“A cumulative assessment for the increases of prisoners at both HMP Elmley and HMP Stanford Hill has now been provided. This demonstrates that the peak hour for the main access junction of Brabazon Road and at the Rowetts Way roundabout would be between 07:00 and 08:00 AM, having an additional 58 two way movements. Taking account of the additional movements that may occur from those staff not walking to work, this would be uplifted to 62 two way movements. As presented this would be just over 1 additional movements per minute. Our presumption however is that staff would be more likely to arrive through a 30 minute window. Should this be the case then an additional vehicle would arrive at the junction approximately every 30 seconds. The flows of the conflicting traffic from Rowetts Way have not been presented however at 07:00- 07:30AM it unlikely that high west bound flows at that time of day would cause any safety concern for the roundabout junction. The data for safety incidents did not identify any at this location and as such would support the above assumption.” (KCC Highways comments on item 2.6, dated 02/08/22).*

3. Further to the committee report at para 3.2, Eastchurch Parish Council have provided additional comments which are copied below;

*“Eastchurch Parish Council Planning Committee objects to this application.*

*The Committee agreed that they were not against the much needed prisons expansion but there had still been no solution to the existing problems. The safety concerns have still not been answered and the data set used is 14 years old.*

*Physical assets to restrict the speeding vehicles on Church Road were needed. Chicanes with kerbs and bollards (to prevent driving over them) would not restrict access or egress for emergency vehicles, but would reduce vehicular speed for the safety of existing*

*residents, pedestrians and cyclists. It is incumbent on KH&T and SBC to request a S106 from the MoJ to provide the finances to for these physical deterrents in order to mitigate the traffic problems and therefore allow the prison expansion. There is a Duty of Care on all parties to ensure that the safety measures are put in place before the prison expansion is given permission”.*

4. The above comments from Eastchurch Parish Council are noted. As set out within the committee report at paras 4.11 – 4.13 the applicant provided speed surveys which indicated there is not a speeding issue along Church Road, as confirmed by the independent highways advice, and KCC Highways. As such, neither KCC Highway’s comments nor the independent highways advice have sought traffic calming measures along Church Road.
  
5. Recommendation: planning permission to be granted subject to the conditions set out in the committee report, with authority to amend conditions as may reasonably be required.