

TABLED UPDATE FOR ITEM 3.1

Reference and address: 22/505646/OUT, Land At Ufton Court farm, Tunstall.

Further Representations

A further email received on 7th November from an existing objector points out that section 7.5.3 of the committee report should refer to Grade 1 Listed Tunstall House which is the nearer heritage asset instead of Cedar House. Furthermore, the applicant's heritage statement refers only of a garden plot and lack of intervisibility which may not be correct. Other listed buildings within the conservation area are not mentioned.

(Officer Response: It is acknowledged that the referred paragraph does not list every listed building within the Tunstall Conservation Area which abuts the southeast corner of the application site boundary. There are several which are all on Tunstall Road within the conservation area as clarified below: -

Church of St John The Baptist – Grade 1 Listed Church

Tunstall House – Grade 1 Listed Building

Tunstall stables – Grade II Listed stables

The Village School – Grade II Listed Building

The Oast – Grade II Listed Building

Hales House – Grade II Listed Building

The Coach House – Grade II Listed Building

Cedar House – Grade II Listed Building

Tunstall House Cottage – Grade II Listed Building

The Den – Grade LL Listed Building.

(Officer Response: It is considered that the clarification of all existing listed buildings in Tunstall do not materially affect the previous advice contained within the report which is based on the juxtaposition of the open landscaped areas and parcels of housing being retained/developed as shown in the submitted parameter plans and on the illustrative masterplan. There would be no material impact arising from the proposed development on the heritage significance of the listed buildings within the Tunstall Conservation Area, or the Tunstall Conservation Area itself (as a designated heritage asset) or their respective settings.)

Councillor Simon Clark called in the application for the following reasons: -

Concern about the proposed Riddles Road closure agreed by KCC Highways.

The concern relates to the consequential cumulative impact of traffic on Minterne Avenue, College Road and Homewood Avenue.

Additional cumulative impact Borden Lane, Adelaide Drive, Homewood Avenue plus other road when the spine road from the Wisers Lane development links up with Borden Lane.

Further clarity has been sought on the issues raised above, and in this regard KCC Highways have responded as follows: -

Traffic distribution figures within the submitted TA showed a substantial amount of traffic would route from the development via Riddles Road (67%). Given the current width of Riddles Road and the lack of passing places this was not deemed feasible and there is no scope for them to provide widening. The developer did investigate alternative road traffic schemes to keep Riddles Road open to through traffic, but these interventions would not have physically prevented development traffic using the narrow lane. The junction with Borden Lane is barely wide enough to accommodate 2-way traffic as it is and is bound by properties each side and therefore junction widening could not be achieved either.

As the Wisers Lane SW/17/505711/HYBRID development has a commitment to provide financial contributions for a possible road closure and the creation of green quiet lanes on several roads including Riddles Road to be delivered prior to the commencement of Phase 2. As it is currently unknown when phase 2 is due to commence it was recommended that the applicant fulfil this obligation themselves if they wanted to go forward with the application prior to the implementation of these works. Policy MU2 Land at north-east Sittingbourne featured in the Swale Local Plan 2017 states 'sensitively designed traffic management measures (inc. possible road closure and the creation of green quiet lanes) will be necessary in parts of Cryalls Lane, Wisers Lane and Riddles Road so as to manage traffic levels on rural roads to the south and residential areas to the east, whilst maintaining and enhancing opportunities for walking and cycling'. The development proposals for the closure of Riddles Road sets to achieve the requirements of the policy.

Various capacity assessments have been carried out to determine the impact on the highway network, both that of the immediate vicinity (Minterne Avenue/College Road/Homewood Avenue) and wider network from information that was provided regarding journey to work data. These were carried out at Key junctions onto the A2 and within the town centre for those to North of Sittingbourne from the development. With the data that was provided, the increased movements are not presented to have a severe impact on the network at the peaks and it has been demonstrated that the relevant junctions would all operate within capacity with the addition of the proposed development.

Consequently, the proposed development is still considered acceptable by the Local Highway Authority, provided that the obligations previously requested to be secured by Section 278 legal agreement and planning conditions are attached to any planning consent.

(Officer response: The clarification by KCC Highways is considered to address Cllr. Clark's concerns. Officers do not consider there is evidence to justify refusal on highway grounds. The proposed road closure plan does not stop-up the entirety of Riddles Road which will be demonstrated at the committee. Had the application been recommend for approval, the road closure from the Minterne Road end would require a Traffic Regulation Order (TRO). The TRO process is a public process subject to public consultation and if successful, it should be implemented before occupation of the development.)