

Wouldham
Burham Eccles
Wouldham

571728 163098 7 August 2007

TM/07/03042/RM

Proposal: Reserved matters application for the construction of Greenway Link between Peters Village and Wouldham including provision of segregated footway/cycleway submitted pursuant to conditions 1 and 27 of planning consent TM/05/00989/OAEA (Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works)

Location: Former Peters Pit And Peters Works Site Hall Road Wouldham Rochester Kent

Applicant: Trenport (Peters Village) Limited

1. Description:

1.1 The reserved matters application provides full details of the proposed greenway between the Peters Village development site and Wouldham, as well as linking the greenway to the riverside footpath. The greenway has been designed to discourage motorists from travelling north from the development site, by introducing a traffic light shuttle system, whereby priority is given to south bound traffic. The greenway also includes the provision of segregated footpath and cycleway link from the development site to Wouldham.

2. Reason for reporting to Committee:

2.1 The application is being reported to committee on two accounts: request by Cllr Roger Dalton and receipt of petition.

3. The Site:

3.1 The application extends from the riverside on the northern side of the Medway Crossing linking to the proposed roundabout at Hall Road and then extends just to the south of rural settlement confines of Wouldham. Two cottages, 111- 113 Hall Road stand on the eastern side of Hall Road, whilst to the west lies the Wouldham Marshes SNCI. There are stretches of hedgerows either side Hall Road.

4. Planning History:

TM/04/03421/EASP EIA opinion scoping application 3 November 2004

New residential and mixed use village centre development with associated highway works request for Scoping Opinion.

TM/04/04322/OAEA Application Withdrawn 10 May 2005

Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/05/00989/OAEA Grant With Conditions 10 May 2006

Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/06/03315/RD 5 December 2006

Details of phasing of the development submitted pursuant to condition 2 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/06/03364/RD 6 December 2006

Details of strategies for public open space, childrens play areas and public formal playing pitches submitted pursuant to conditions 20 and 21 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/06/03795/RD 30 January 2007

Details of ecological mitigation strategy submitted pursuant to condition 35 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/07/00270/RD 12 December 2007

Details of site investigations and remediation strategy submitted pursuant to condition 6 of planning permission TM/05/00989/OAEA (Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works) and to condition 8 of planning permission TM/05/00990/FLEA (Construction of a single carriageway road crossing incorporating segregated pedestrian and cycle way).

TM/07/00436/RD

13 November 2007

Details of footpath, cycleway and bridleway strategy submitted pursuant to condition 26 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/07/00804/RD

16 May 2007

Details of Archaeology submitted pursuant to condition 31 of planning permission TM/05/00989/OAEA (Formation of development platforms and creation of new community) and condition 9 of planning permission TM/05/00990/FLEA (Construction of a single carriageway road crossing incorporating segregated pedestrian and cycle way).

TM/07/02048/RD

24 September 2007

Details of foul and surface water drainage strategy submitted pursuant to condition 7 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/07/03779/RD

13 December 2007

Details of retention, interpretation and management programme for chalk faces submitted pursuant to condition 22 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

TM/07/04389/RD

25 February 2008

Details of piling submitted pursuant to condition 30 of planning permission TM/05/00989/OAEA: Formation of development platforms and creation of new community including residential development, mixed-use village centre (including A1; A3 and B1 use), community facilities and primary school and associated highways works.

5. Consultees:

- 5.1 Wouldham PC: The PC wish to ensure that the traffic lights will give priority to south bound traffic because if this is not the case, there could be a build up of traffic outside No.113 Hall Road, which will significantly affect their quality of life. The PC are pleased to note that there is no provision for street lighting along this road as this will ensure that the road will continue to be "rural" rather than urban, had street lighting been provided and will reinforce the plan for Greenway, not to become a "preferred route".

- 5.2 DHH: No objections.
- 5.3 KCC Highways: A number of options were considered and the current location on the submitted plans is the most viable.
- 5.4 Natural England: No comment.
- 5.5 EA: No objection subject to imposition of informative relating to a bylaw.
- 5.6 BHS: The joining of the bridleway to the greenway seems satisfactory. However, I still have some unanswered concerns. The bridleway surface should be ragstone fines rather than granite fines. Is there sufficient height under the bridge for riders. The BHS recommends 3.7m. The greenway should have a yielding surface. We are pleased that a light controlled crossing, especially for horses has been included
- 5.7 KCC PROW Office: The design of the segregated greenway is completely satisfactory and will provide an important traffic free link between the two villages for pedestrians, equestrians and cyclists. I am satisfied with the proposed bridleway surface and feel that there is adequate provision for equestrian users gaining access to the bridleway from the greenway and vice versa. However, I would be grateful if the minimum height on the bridleway under the road bridge could be confirmed as this is a potential health and safety issue. *Following clarification: 4.3m is fine.*
- 5.8 Medway Council: No objection.
- 5.9 Ramblers Association: No response.
- 5.10 KWT: No response.
- 5.11 Press Notice & A8 Site Notice: Petition received with 164 signatures objecting on the following grounds:
- Concern that the safety of horse riders has not been sufficiently considered in the plans for Peters Pit Village;
 - The path beside the Greenway should be of a suitably yielding surface for horses and should be accessed by safe road crossings and link with MR10 with sufficient height for horses under the bridge.
- 5.12 Private Reps: 47/0X/0S/6R. Six letters received objecting on the following grounds:
- How will Wouldham cope with more traffic and large vehicles;
 - Provision and safety of PROW needs to be in place first (there are no clear time frames);

- The greenway proposal involves removing virtually (if not all) the existing hedgerow in Hall Road. Which is a wildlife corridor for a number of species, reptiles (lizards and slow worms in particular) and it is excellent for insects;
- The greenway should be moved to the east of the existing road, to ensure avoid disruption to the SNCI, which lies to the west of Hall Road;
- Would it be possible for PROW users to cross Knowle Road from the recreation ground without complications of the sight lines on a blind bend at the Medway Inn;
- The vision at present implies a tarmac pavement with an urban road plan with a hedge in the middle;
- Harm to residential amenity through vehicles queuing outside 111-113 Hall Road;
- The traffic lights should be moved;
- The greenway is not very green;
- Result in noise, vibration, fumes and visual intrusion to 111-113 Hall Road;
- The greenway shuttle lights in Hall Road are a concern to equestrians, as horses may have to wait for some time at the traffic lights; cars tend to overtake the horses at speed; the lights could change before horses reach the two way sections; buses will but pressure on horses to get a move on;
- Don't believe that the south bound traffic queuing would be one vehicle.

6. Determining Issues:

- 6.1 The main issues to be considered are whether the proposed works are detrimental to the visual amenity of the locality, whether they will harm the residential amenity of nearby dwellings and whether the proposal would result in hazardous highway conditions.
- 6.2 The proposed details of the greenway are in accordance with the outline planning permission TM/05/00989/OAEA and the access strategy TM/07/00436/RD. The greenway is to provide a footpath and cycleway link between the development site and Wouldham. The greenway is not required to provide a segregated route for horse riders. However, the proposed scheme does not preclude horse riders from either using the greenway or the public highway.
- 6.3 The proposed greenway is a segregated footpath and cycleway, sited to the east of Hall Road. The proposed path will be finished in black tarmac and large sections of the existing hedgerows are to be retained. For the majority of the length of the greenway it will be separated from Hall Road by existing hedgerows

or new hedging and trees. The existing gaps along the western side of the Hall Road are to be planted up with hedging and trees. No streetlights are proposed and other than the sets of traffic lights and the new path, there will be minimal visual intrusion in this rural landscape. The extensive hedge, tree and woodland planting will ensure that the proposed greenway and the link to the riverside footpath, cycleway and bridleway will not detract from the visual amenity of the locality.

- 6.4 In highway terms, the proposed greenway and Hall Road traffic light shuttle system has been designed to discourage motorists from travelling north to Wouldham and beyond. The traffic signals are designed to give priority for motorists travelling south from Wouldham. The position of the traffic signals has also be designed to allow intervisibility between the two sets of traffic lights and avoid the scenario of residents 111-113 Hall Road being stuck in the middle of the shuttle area and the potential of not knowing which way the traffic is coming without further traffic signals being proposed. KCC Highways have been involved in the discussions in relation to the most suitable location for the traffic lights and now raise no objection to the proposal. The proposed scheme also includes a pedestrian and cyclist crossing, as well as an equestrian phase on the traffic signals for north bound horse riders. The proposal will not constitute a highway hazard.
- 6.5 Concern has been raised by the residents of two cottages on Hall Road, which lie in close proximity to the northern traffic signals. In particular, they are concerned that vehicles will queue outside their property whilst they wait for the lights to change, which result in noise disturbance, fumes and vibration. The applicant has submitted a traffic signal management plan, which gives south bound motorists be priority when using Hall Road and therefore, the occasions when vehicles queue outside will be limited. The applicant indicates that generally the queuing outside the cottages during peak hours will be no more than one vehicle and at other times there will unlikely to be any queuing as vehicles should just drive through the traffic lights. Members will note DHH does not see any air quality/noise issues in these arrangements in terms of any potential impact on the amenity of the residents of 111-113 Hall Road.
- 6.6 The proposed works are immediately adjacent to the Wouldham Marshes SNCI, where initially, Hall Road was to be slightly realigned to move partly into this designation. The amended application ensures that only a small section of the southern section of Hall Road now lies within the SNCI and the greenway/footpath and cycleway moves to the east and into the agricultural fields. The applicant is seeking to retain the existing hedgerow along the western boundary, as well as proposing new hedgerows and trees adjacent to the SNCI. The link between the

riverside footpath, cycleway and bridleway to the greenway is across the SNCI, but immediately adjacent to the embankments of the new road bridge. No objections have been received by either KWT or NE to these works.

- 6.7 The proposed link between the greenway and riverside footpath/cycleway and bridleway is to be surfaced in ragstone fines. As to the minimum height under the new road bridge, this element of the development actually forms part of the main site reserved matter application TM/07/02143/RM. However, I can confirm that the minimum height will be 4.3m, which is considered acceptable to the KCC PROW Office and greater than that advocated by the BHS.
- 6.8 For horse riders travelling north along the riverside bridleway, they will be provided with a link up to the greenway. They will also be provided with a push button facility at the junction of the bridleway, Hall Road and the start of the greenway. This will create a horse riders only phase and allow horse riders to safely join the highway carriageway should they so wish without any conflict with motorist or buses. Alternatively they could join the greenway path. Therefore, whilst there is no requirement to provide any equestrian facilities along the greenway, I am satisfied that the proposed greenway works and connecting works ensure that equestrian needs have been taken in account.
- 6.9 It has been suggested that the greenway should link across to the recreation ground on Knowle Road, rather than continuing along Hall Road. The route of the greenway has been previously established under the outline planning permission TM/05/00989/OAEA and the access strategy TM/07/00436/RD. Therefore, it is not appropriate to consider this proposal, and in any event it lies outside the application site of the outline planning permission.
- 6.10 In light of the above considerations, I am satisfied that the proposal will not detract from the visual amenity of the locality, will not significantly harm the residential amenity of nearby dwellings and will not result in hazardous highway conditions.

7. Recommendation:

- 7.1 **Approve Reserved Matters** in accordance with the following submitted details: Letter dated 29.07.2008, Letter dated 07.08.2007, Site Plan 501 dated 07.08.2007, Design and Access Statement dated 07.08.2007, Other SUPPLEMENTARY STATEMENT dated 21.12.2007, Drawing 1880/OFF/GA/115 A dated 21.12.2007, Drawing 1378/OFF/2 dated 07.08.2007, Drawing 1378/OFF/04B dated 21.12.2007, Drawing 1378/OFF/03B dated 21.12.2007, Letter dated 13.06.2008, Other TRAFFIS SIGNALS dated 13.06.2008, Drawing HA-DA-18-LGO-DR-L-0196 P07 dated 13.06.2008.

Informative:

1. Under the terms of the Water Resources Act 1991 and associated bylaws, the prior written consent of the Environment Agency is required for any works in,

over, under or adjacent to “main river”. This is termed Land Drainage Consent. The bylaw margin for tidal “main river” is fifteen metres from the top of the bank or toe of flood defence embankment or wall.

Contact: Aaron Hill