

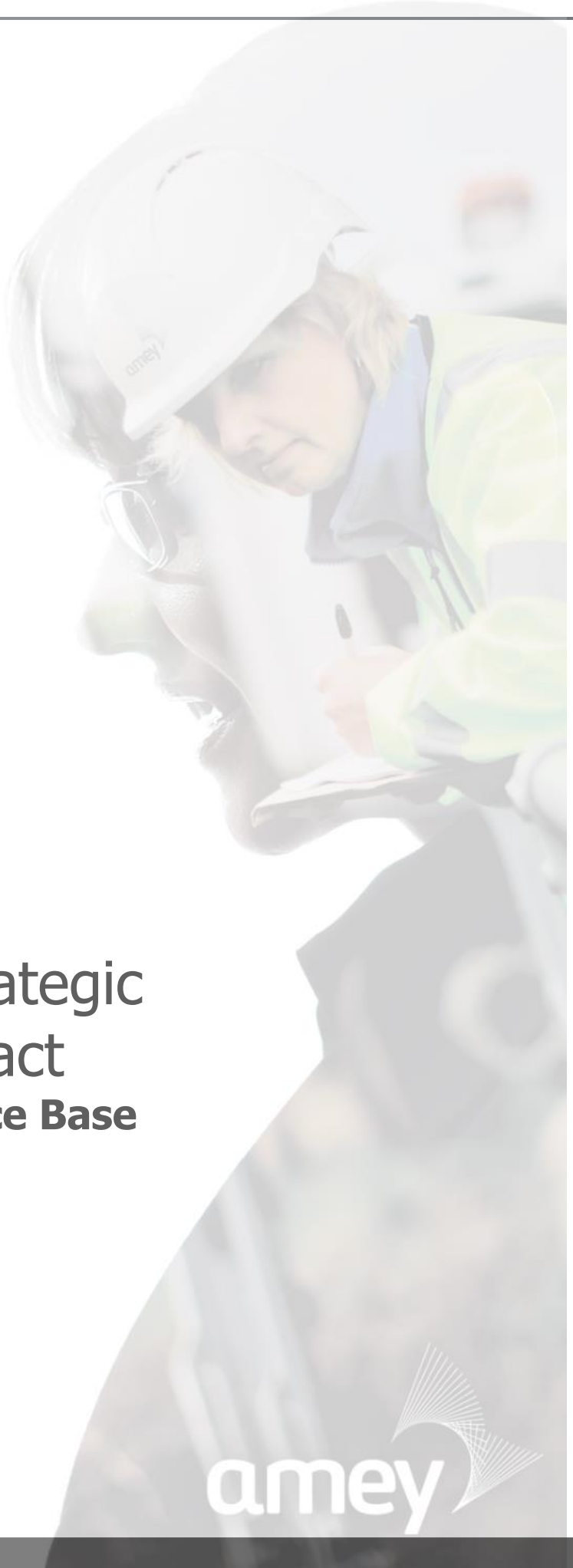


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Technical Note - Strategic Site Allocations Impact Thanet Local Plan Evidence Base

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1 Introduction

Background

Amey have been commissioned by Kent County Council (KCC) to create a high-level developer contribution apportionment methodology that will provide an indication of the likely schedule of contributions necessary to ensure highways mitigation measures are delivered. This has involved using the SATURN model which has been used in the local plan modelling.

Purpose of this Note

This technical note summarises the methodology used. This has involved:

- Using select link analysis on the new infrastructure and the routes relieved from their provision. This was undertaken in the Do-Something (with-scheme) scenario of the SATURN model.
- Identifying key Local Plan Sites;
- Applying trip rates for new developments (as used in SATURN modelling);
- Applying site specific trip distributions (as used in SATURN modelling);
- Calculating proportion of development impact on inner circuit proposals; and
- Apportioning developer contributions.

Study Area

The area covered by the SATURN model is shown in Figure 1.

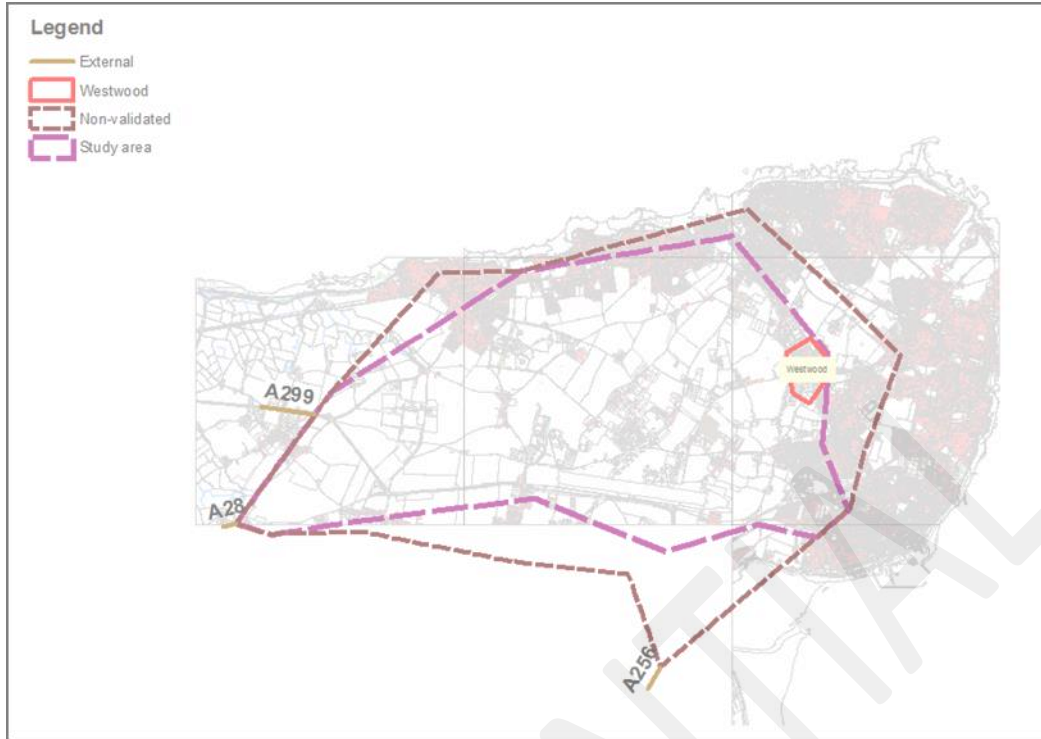


Figure 1: Study Area

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2 Key Local Plan Sites

Introduction

As part of the Local Plan, several sites within the District have been identified by Thanet District Council (TDC) as potential locations for residential development in the emerging local plan. As such the methodology has considered these sites and their required inclusion.

Site Allocations

A total of five strategic sites have been identified across the District, shown in Table 1 and Figure 2. The likely level of development associated with each of the sites has been agreed with KCC in advance for the purposes of this model assessment. These are the strategic sites in the emerging local plan which are seeking planning permission and does not include sites with permission or resolutions (Manston Green, Eurokent, Westwood Housing and Manston/Nash Roads).

Table 1: Site Allocation

Site Name	Development Proposals
Westwood (Nash Road)	1,450 dwellings
Manston Court Road / Haine Road	1,400 dwellings This comprises a current planning application for 700 dwellings, a neighbouring site of 200 dwellings and a proposed extension of 500 dwellings).
Hartsdown/Shottendane Roads & Shottendane/Manston Roads sites (combined site)	550 dwellings
Birchington	1,600 dwellings
Westgate	2,000 dwellings



Figure 2: Development sites

Trip Generation and Trip Distribution

The Trip Generation and Trip Distribution are described in the Forecasting Report (ref: CO04300697_001~01). However, for convenience, it is clarified here that the strategic sites use a generic trip rate and the distribution for a site is based on the relevant or neighbouring zone.

3 Analysis

Introduction

The SATURN model has a Do Something (DS / 'with scheme') scenario that includes key roads that connect future developments with the study area including the inner circuit of highway improvements proposed as part of the Thanet District Transport Strategy, namely:

- Acol Hill to Shottendane Road Link;
- Shottendane Road Corridor Improvement;
- Manston Road to Haine Road Link;
- Columbus Avenue Extension;
- Brooksend to Minnis Road Link (on-site);
- Brooksend Hill to Acol Hill Link (on site); and
- Nash Road Corridor Improvement (on site).

The analysis addresses the first four schemes on this list and does not consider the on-site improvements at this time. The on-site infrastructure elements have not been included or costed as it is considered that they would have had to be built to serve the developments sites. The proposed schemes are shown as Figure 3.



Figure 3: Schemes

Method

For each piece of infrastructure and any corridor relieved, select links were extracted from the SATURN model. These results were embedded into a spreadsheet and simple calculations undertaken. The total trips from the listed strategic sites were extracted and the proportion from each development was calculated.

Select links by scheme section

Acol Hill to Shottendane Road link – this uses select links as shown in Figure 4:



Figure 4: Select links for Acol Hill to Shottendane

Shottendane Road improvements – this uses select links as shown in Figure 5:

Due to the location of the Westgate development between Minster Road and Garlinge High St the links used are east and west of the site on both Shottendane Road and the A28.



Figure 5: Select links for Shottendane Rd

Manston-Haine link – this uses select links as shown in Figure 6, namely the proposed new link and the existing A256:

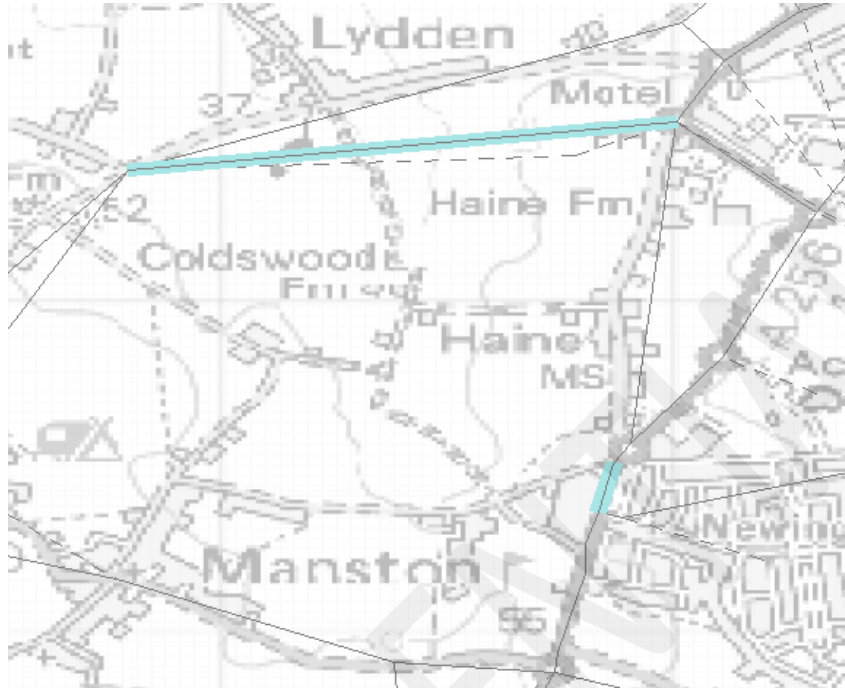


Figure 6: Select links for Manston-Haine link

Columbus Ave extension - the approach used considered the new link in isolation. This notes that the existing corridor through Acol village has been assumed free from through-traffic in the 'with-scheme' situation.

4 Apportionment of Developer Contributions

Inner Circuit of Highway Improvements

The inner circuit encompasses a number of key highway interventions, which will be delivered in conjunction with the relevant strategic sites. Table 2 identifies the four key highway interventions along with a basic estimated cost of the required highway improvements as established by KCC.

Table 2: Inner Circuit Highway Improvements

Highway Intervention	Estimated Cost
Acol Hill to Shottendane Road Link	£5,000,000
Shottendane Road Corridor Improvement	£15,000,000
Manston Road to Haine Road Link	£13,000,000
Columbus Avenue Extension	£10,000,000

The estimated costs are indicative at this stage and may be subject to change as schemes develop.

The figures in Table 2 represent the costs involved in KCC delivering the schemes through section 106 contributions (indexation uplift will need to be applied to each scheme cost at the time relevant legal agreements are signed). An alternative approach to infrastructure delivery directly by developers through section 278 agreements (in lieu of financial contributions) may also be acceptable.

The schemes listed in Table 2 may also require compulsory purchase of third party land by the Local Planning Authority. Developers will be required to indemnify any costs involved in acquiring land necessary to deliver each scheme.

Proportionate Impact

The results of the methodology are shown disaggregated by both scheme and by site (Figure 7 and Figure 8).

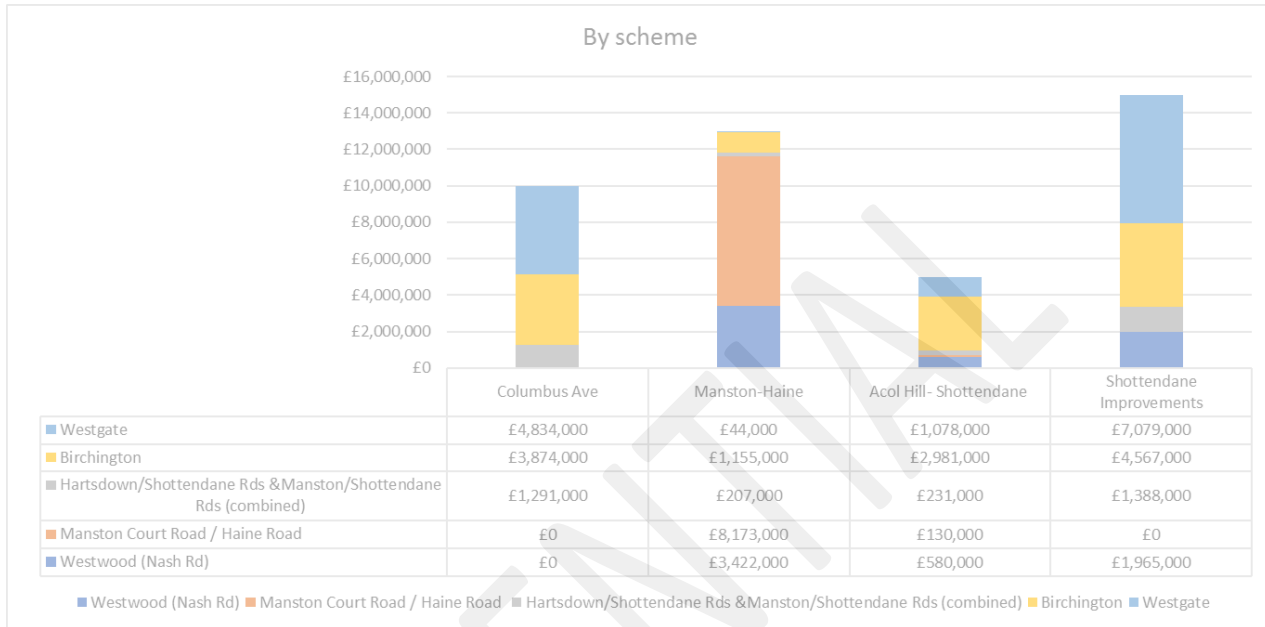


Figure 7: Proportions by scheme

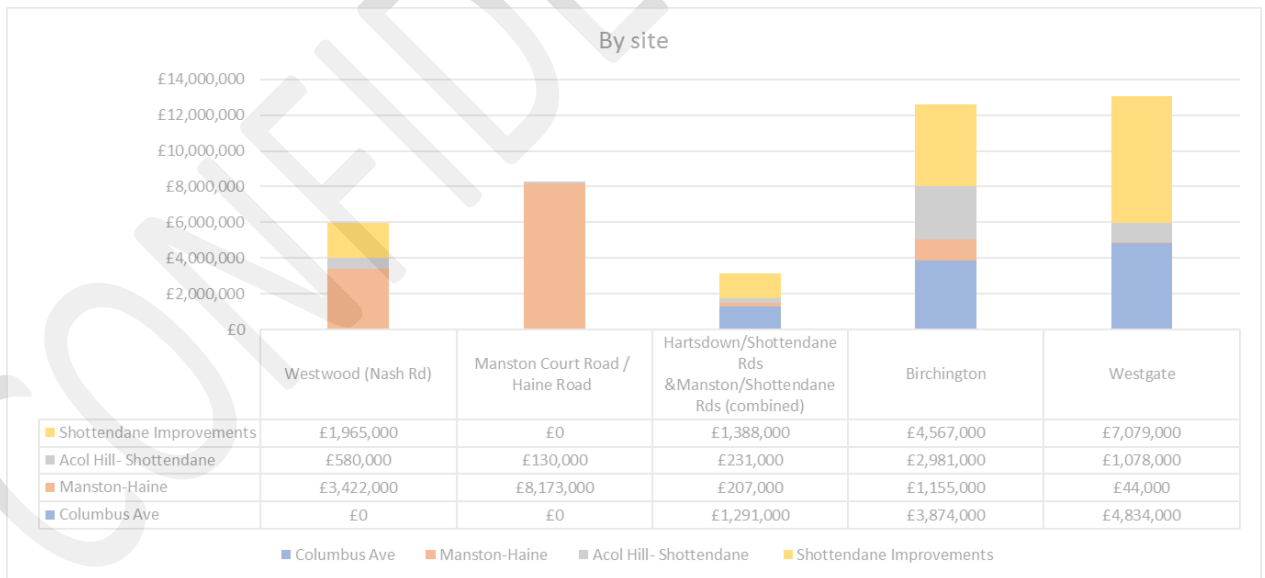


Figure 8: Proportion by site

Apportionment

Based upon the proportions identified, contributions could be taken and pooled to allow KCC to deliver the highway improvements when sufficient funds were available. However, this would result in a significant risk to the provision of the necessary highway improvements, impacting on the delivery of the plan's key site allocations and placing an unacceptable risk for delivery with KCC and a consequent stress on the operation of the local highway network.

To reduce the delivery risk outlined above to KCC it is recommended that a mechanism that allocates delivery of each of the highway schemes to one of the five remaining key allocation sites be applied.

One possible approach to this could be to allocate a highway improvement scheme to each development at cost akin to that estimated if the contributions were equally apportioned, therefore reducing the risks to the delivery of highway improvements.

Impact Apportionment

Table 3 shows the likely contribution by strategic site if the costs were apportioned based on impact. These are the spreadsheet results rounded to £1000.

Table 3: Estimated Contribution through Impact Apportionment

Strategic Site	Estimated Contribution
Westwood (Nash Rd)	£5,967,000
Manston Court Road / Haine Road	£8,303,000
Combined site	£3,117,000
Birchington	£12,577,000
Westgate	£13,035,000

Suggested Apportionment

Based upon the contributions identified in

Table 3, it has been attempted to allocate delivery of the four key highway improvements (i.e. excluding on-site) to individual sites either wholly or more meaningfully between two sites. The following shows a proposed allocation of developer contributions:

- Westwood (Nash Road) - 40% towards the Manston Road to Haine Road Link (circa £5,200,000);
- Manston Court Road / Haine Road - 60% towards the Manston Road to Haine Road Link (circa £7,800,000);
- Hartsdown/Shottendane Roads & Shottendane/Manston Roads sites (combined site) - 20% towards the Shottendane Road Corridor Improvement (circa £3,000,000)
- Birchington - Acol Hill to Shottendane Road Link and 80% of Columbus Ave (circa £13,000,000) and;
- Westgate – 80% towards the Shottendane Road Corridor Improvement and 20% of Columbus (circa £14,000,000).

This is only indicative and would be reviewed as site-delivery progresses.