

THANET LOCAL PLAN

DRAFT HEADS OF STATEMENT OF COMMON GROUND ON HIGHWAYS INFRASTRUCTURE

Introduction

This Statement of Common Ground (SoCG) is intended to inform the Inspectors at the Thanet Local Plan hearings on the matter of highways.

It has been agreed between the strategic sites and Kent County Council (KCC). It sets out the combined position of the developers on transport modelling, highway infrastructure strategy and highway infrastructure cost apportionments between the developers.

Transport Modelling

KCC have developed a transport model for the Thanet area using the SATURN transport modelling package. The development of the model is described in the Thanet Local Plan evidence base LMVR.

It is AGREED that the model is fit for purpose in terms of modelling the effects on traffic assignment around the Thanet highway network, with and without the interventions set out in the Thanet Transport Strategy.

It is also agreed that the model should be used by the strategic site developers in their Transport Assessments of the individual sites.

Thanet Transport Strategy

The Thanet Transport Strategy contained in the Thanet Local Plan evidence base contains a list of interventions that it is proposed by KCC are necessary to enable the impacts of the Thanet Local Plan strategic sites to be less than severe, as required by the NPPF paragraph 109.

The KCC SATURN model has been used by KCC to evaluate the impacts of the Thanet Transport Strategy.

It is AGREED that in combination with the Thanet Transport Strategy, the strategic sites are unlikely to lead to an unacceptable impact on highway safety, or give rise to severe residual cumulative impacts on the road network.

Insofar as elements of the Thanet Transport Strategy depend on land in the control and influence of the strategic sites, it is AGREED that the developers will work with KCC to deliver these elements.

Insofar as elements of the Thanet Transport Strategy depend on land in the control of third parties, it is AGREED that KCC and TDC will work with these landowners to secure a negotiated release of the land, or obtain it through compulsory purchase. If compulsory purchase is required, it is AGREED that the strategic site developers will enter into discussions with KCC and TDC regarding the approach to be taken towards the funding of the CPO process.

It is AGREED that KCC, supported by TDC will continue to develop highway infrastructure schemes in advance of specific funding announcements to refine cost certainty and expedite delivery timescales. Strategic site developers will commit appropriate resources to assist in progressing scheme designs.

It is AGREED that KCC, supported by TDC, will continue to apply via the SELEP for external Local Growth Fund funding for elements of the Thanet Transport Strategy, in particular the Columbus Avenue extension works and Manston to Haine Road highway link.

It is AGREED that KCC, supported by TDC, will continue to apply via Transport for the South East for external funding through the National Roads Fund (Major Road Network initiative) for elements of the Thanet Transport Strategy, in particular the Birchington and Westgate Bypass.

KCC and TDC, with the support of the strategic site promoters, will also pursue other appropriate funding opportunities as they arise.

The Strategic Land Promoters acknowledge that any external funding secured will reduce their overall financial

commitment towards the Thanet Transport Strategy. The remaining funding by the Strategic Land Promoters will need to be apportioned in accordance with the methodology set out below and linked to housing delivery/cash flow or there might need to be a discussion over forward funding mechanisms (with bonds) where necessary.

Highway infrastructure cost apportionment

A proposal has been set out by TDC and KCC for the apportionment of costs of the delivery of the Thanet Transport Strategy. The strategic site developers have been consulted by TDC and KCC about the methodology proposed and the potential out-turn costs.

It is AGREED that the use of the Thanet SATURN model to determine the cost apportionment is appropriate and fair.

The developers of strategic sites have a number of queries on the apportionment methodology proposed by TDC and KCC. These include the following:-

- The costs in the Apportionment study put forward by KCC are acknowledged to be preliminary and high level in the absence of more detailed information at this stage. These costings require further refinement before being adopted fully by the developers of the strategic sites;
- KCC have excluded from the costs those elements of the Thanet Transport Strategy that would form access roads to each of the strategic sites. If it can be demonstrated that there is a significant cost differential between the standard of road required as a highway link as opposed to an estate road, this differential may be included in the final apportionment calculations.
- Whilst the developers of the strategic sites acknowledge the need to ensure delivery of highways elements should not be held up by a requirement for funding from multiple sites, it is apparent that the unit costs for the strategic sites vary considerably using the KCC current methodology of a maximum of two sites contributing to any one scheme. Further consultation is required on this aspect of the KCC methodology, including the potential for strategic sites to deliver all (or part) of the required interventions through an appropriate form of highway agreement

Notwithstanding these outstanding matters, it is AGREED that the cost apportionment methodology provides a sound basis for the attribution of highway infrastructure costs among the strategic sites.

It is also AGREED that these matters are likely to be resolved in discussions with TDC and KCC.

Signed for and on behalf of the parties

X

Westwood (Nash Road)

X

Manston Court Road / Haine Road

X

Hartsdown/Shottendane & Manston Road

X

KCC

X

Birchington

X

Westgate

X

TDC