



Gravesham Borough Council

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Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 7 October 2022

Our Ref: LD

Application - GB/20220844

Location - Former Northfleet Cement Works, The Shore/Granby Road, Northfleet, Gravesend Kent

Proposal - Highways improvement works including road widening at The Shore/Granby Road to accommodate two-way running of the eastern extent of the Fastrack route.

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

The plans submitted show the required route for the extension of the Fastrack route which will improve the existing network and provide the new route through the Northfleet development sites. There have been extensive discussions with the provision of this route with all parties involved. The principle of the development is acceptable and welcomed. There is additional information required for the technical approval process, which I have added to the response for the applicant to consider in due course, when the scheme is at detailed design.

It should be noted that the scheme indicates an access into the adjacent land which will require a separate approval. adequate visibility and junction separation will need to be demonstrated here.

The proposals include a landscaped area which includes trees. These trees must have a suitable spread for the Fastrack double decker buses to be accommodated within this route. I would also question the maintenance of the trees in the future and who will be responsible for this?

The coloured asphalt on the adopted highway network will need to be included within the Ebbsfleet Memorandum of Understanding, which is an agreement of the maintaining/reinstating the coloured asphalt due to the high cost of doing so in matching materials. I presume EDC have added this site to the agreement, and are in agreement with this approach.

At Granby Road where a retaining wall is proposed and also along The Shore fence line, a minimum 500mm kerbed verge will be required which will deduct from the road widths shown. I would request that the tracking is provided for KCC consideration throughout the proposed application area here.

Please can a Stage One Road Safety Audit and Designer's Response be submitted before the application is determined.

Technical detail required

Streetlighting:

Referring to drawing 332410098/200.701/002 Rev P03, a decent amount of information has been provided such as column specifications, luminaire make and model, secondary isolator specs etc. I do wonder however why EDC have final say on the column finish as it is Kent County Council that will be the adopting authority. We do allow painting / other finishes but these are subject to commuted sums as they are non standard. I note the luminaire control spec is for photo electric cells. KCC have not used these since early 2016 and the control should be Telematics Wireless CMS nodes. These matters, along with the other related information such as electrical service provider etc. can be clarified or altered at the detailed design / formal street lighting submission stage. One area of concern is the selected P3 lighting class. As this is a Fastrack / mixed use route I would think that a main road lighting class would be more appropriate, due to the enhanced uniformity, but welcome further discussion with the lighting consultant in relation to how this class was selected. There is also the matter of the tree planting through the central (presumed residential) section of the development. Whilst no direct location conflicts are evident, the relative positions of the trees to the lighting columns will have an impact upon the lighting levels, especially to the northern footway. I am also curious as to why a single sided lighting column arrangement has been selected here as a staggered arrangement generally provides better uniformity levels.

For the applicants reference I have provided a revised copy the Formal Street Lighting submission requirements document below for this site, as there have been some amendments to the landscaping and electrical service provider sections.

S38 / S278 Formal Street Lighting Submission requirements:

1. An accurate location plan of the development site with accurate road names and confirmation of district. Or, if this is part of an ongoing development, a plan of the overall site with the relevant land parcel clearly marked on it.
2. Confirmation of column specifications – to be to KCC coastal spec from one of the 3 manufacturers listed in the Appendix A document. Those on footpaths and to the rear of parking bays will need to be specified as and installed as mid hinged for ongoing maintenance, and need to be marked on the drawings with an arrow to indicate the direction of fall.
3. Confirmation of the proposed service provider:
KCC preference is for direct DNO (UK Power Networks) connections wherever possible.
If an IDNO network is used, lighting approval will not be provided without a Service Level Agreement (SLA) including, but not limited to, emergency attendance details. A Schedule Of Rates inclusive of, but not limited to, faults and connections on the IDNO network will also be required. We also request that the IDNO allow our current Independent Connection Provider (ICP) to work on their network (connections only) and provide a clearly defined process for requesting ICP work.
4. Specifications for the secondary isolators – Confirmation is required that these be from the Charles Endirect LSIO range as per the Appendix A document. LSI02 or above., the LSI01 is not approved for use.
5. A plan that clearly defines the limit of adoption / areas to be dedicated to KCC post adoption and / or the extents of the S278 works.
6. An accurate plan showing proposed landscaping so an assessment can be made of any potential conflicts between trees and streetlight locations and / or potential adverse effects from foliage to the lighting levels across the adoptable area. Trees should be located no closer than 4 metres from the expected outermost edge of the mature canopy to the lighting column and tree placement needs to be considered in relation to the light source. Tree placement should be

co-ordinated with the lighting layout. If there are concerns in relation to the achieved lighting levels on site, photometric calculations will need to be provided by the applicant post construction, prior to formal adoption, to evidence lux level compliance.

7. Confirmation that Columns are to be located at the back of the footpath, or if not possible, a minimum of 800 mm from the face of the kerb to the leading edge of the column, or the appropriate distance as defined in the BSEN589 if the road speed exceeds 30 mph.

8. Lighting calculations that include the contribution from / tie in with the existing lighting (if applicable) in the format of a Lighting Reality report.

9. Confirmation of any columns in shared space areas. These will need to be marked on a plan, as depending on location, they may require a protective bollard located in front if considered to be at risk of damage from vehicular traffic

10. Details of any illuminated signage to be included as part of the works, including equipment specifications, sign schedule, cable run diagrams and specifications if appropriate. Or confirmation no signs are required. Please note this is inclusive of non-illuminated rebound bollards (if located on splitter / pedestrian islands) pedestrian refuge beacons, and zebra crossing beacons.

11. Confirmation that provision will be made for the Central Management System. This will entail procuring the lanterns with 7 pin NEMA sockets and CMS control nodes that need to be fitted to the luminaires by the developer / contractor. The CMS equipment is being supplied by Telematics Wireless. Developers need to contact yvette.harrison@bouygues-es.co.uk who will be able to determine if the site can be connected to an existing Data Collection Unit, or if a new one will be required. A design is required to check the capacity of any existing DCU's in the area to see if the lighting can connect to it. This is chargeable. If a new DCU is required, there will be additional costs for the design of the CMS network above those for checking the network availability. These elements are payable to Bouygues / Telematics. Once confirmation on DCU requirements is obtained this will need to be sent onto KCC for our records

Pavements

No details of the pavement and footway construction have been provided, this will need to be included when the scheme goes through TAP as a detailed design.

Drainage

We have reviewed the proposals and note the proposed works are taking place upon the existing highway but there is some widening of the carriageway / footway which increases the overall impermeable area. No information have been provided to confirm the existing drainage is sufficient and that it is in a suitable condition for reuse. Please provide any drainage proposals or assessments to address this.

Structures

There are no existing KCC structures at the section where works have been proposed.

From the information provided, the retaining wall might require technical approval from structures. To determine this please provide dimensions of the retaining wall e.g. height and full length of wall.

Finally, the report mentions cycle lanes, if there are any proposed cycle compliant VRS/Parapet, they will require technical approval.

I trust this information is helpful. Please do not hesitate in contacting me in due course.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.