



**Tonbridge & Malling Borough Council**  
Development Control  
Gibson Building  
Gibson Drive  
Kings Hill  
West Malling, Kent  
ME19 4LZ

**Highways and Transportation**  
Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD  
**Tel:** 03000 418181  
**Date:** 1st November 2019

**Application -** TM/19/00979/FL

**Location -** South Aylesford Retail Park Quarry Wood Industrial Estate Aylesford Kent

**Proposal -** Erection of new retail units, a "pod" building for retail and cafe restaurant purposes with local amenity uses above, a new area of public realm along with access, car parking, servicing facilities, landscaping and associated works

Robin

Thank you for inviting me to comment on this application. This application seeks a flexible consent for retail units over the lake adjacent to Lake Road in Quarry Wood as follows: -

- Scenario 1 - A total of 4,877sqm Non-Food retail floorspace with 2,787sqm at ground and 2,090sqm (75%) of mezzanine floorspace, or
- Scenario 2 - A total of 3,948sqm of floorspace with 2,322sqm of Discount Food store space and a 1,626sqm of Non-Food retail floorspace including mezzanine.

Both scenarios propose a "pod" building for retail and cafe restaurant purposes with local amenity uses above. The new Class A1 / A3 pod would have a gross floor area of circa 419sqm.

#### Peak Activities/Analysis periods

Analysis of current movements into and out of Quarry Wood from Automatic Number Plate Recognition (ANPR) equipment, shows that the Saturday peak period is 2 – 3pm. Whilst not necessarily the highest level of weekday shopping activity at Quarry Wood, 4-5pm has been defined as that which in combination with A20 traffic flows would have the most impact. All peak Saturday TRICS analysis, regardless of the peak period obtained from it, has been input into the 2-3pm period evaluation. Subsequent analysis using the County's A20 corridor model has incorporated/combined 4 – 5pm development impacts with the model's 5 – 6pm traffic flows forecasts.

#### New, linked, diverted and pass by trips

Comparative and discretionary shopping create different types of trips; not necessarily all newly generated trips on the network, and the applicant's consultant has estimated for Quarry Wood the following proportions of these trips for the retail types proposed: -

Assumed trip type breakdown by proposed uses at Quarry Wood						
Trip type	Non-food retail		Discount food store		A1/A3 pods	
	weekday pm	Saturday afternoon	weekday pm	Saturday afternoon	weekday pm	Saturday afternoon
Diverted trips (from nearby food stores)	0%	0%	30%	30%	0%	0%
Linked trips (i.e. already in Quarry Wood)	25%	30%	20%	20%	25%	35%
Pass-by trips	10%	10%	10%	10%	25%	15%
New trips	65%	60%	40%	40%	50%	50%

With regard to diverted trips, as part of the junction modelling, the applicant has assumed that 15% of trips would come from Sainsbury's and 15% of the trips would divert from Aldi at Hermitage Lane.

I consider that the proportions given above are reasonable.

#### Estimated traffic generation

From analysis of total traffic generation rates, using the TRICS database, and the proportions given above, the following predicted traffic generation numbers for the two scenarios are given below: -

Predicted vehicular trips - Scenario 1 4,877sqm of non-food retail floorspace with 419sqm of A1/A3 pods				
Trip type	weekday pm 4 – 5pm		Saturday afternoon 2 – 3pm	
	Arrive	Depart	Arrive	Depart
Diverted trips	0	0	0	0
Linked trips	23	23	68	66
Pass-by trips	13	13	23	23
New trips	57	57	131	128
Total	94	93	223	216

Predicted vehicular trips - Scenario 2 2,322sqm of discount food store and a 1,626sqm of non-food retail with 419sqm of A1/A3 pods				
Trip type	weekday pm 4 – 5pm		Saturday afternoon 2 – 3pm	
	Arrive	Depart	Arrive	Depart
Diverted trips	29	31	42	45
Linked trips	31	32	56	57
Pass-by trips	18	18	24	25
New trips	66	67	107	110
Total	144	148	229	237

In terms of new trips, Scenario 2, which includes the discount food store, has the biggest impact during the weekday pm peak hour. Scenario 1 which includes all non-food retail has the biggest impact for the Saturday peak period. Scenario 2 has therefore been used to assess future year pm peak hour analysis and Scenario 1 has been used to assess future Saturday afternoon analysis.

Existing Quarry Wood junction capacity

Computer simulation modelling (using LINSIG) of the Quarry Wood junction (in all scenarios and future years) has been undertaken without any detrimental adjustment to the strategic A20 corridor green times. Modelling shows that currently the junction operates at or near to capacity with Hall Road and Mills road suffering most at the pm peak period. Adding the development scenarios shows that queues will increase on Hall Road and Mills Road from 60 to 65 and 206 to 229 respectively. This is against a two-lane stacking capacity on Hall Road of 17 vehicles and a stacking capacity, north of the 5-arm roundabout, on Mills Road of 38 vehicles. For a Saturday, the capacity testing results show that queuing on Mills Road will increase from 65 to 159.

Applicant's proposed mitigation

By undertaking some minor civils works and narrowing the southbound entry lane width into Quarry Wood from the A20, the applicant's consultant has identified a stacking improvement for exiting Quarry Wood from Mills Road thereby improving capacity through a more efficient discharge at the signals (location plan drawing 1290-x10-d and tpp drawing 2015-2249-DWG-214 in the Transport Assessment demonstrate). The LINSIG simulation shows that this configuration results in queues on Hall Road and Mills Road of 38 and 121 respectively, in the pm peak period. Queues on Mills Road on a Saturday are reduced to 46 vehicles.

From these results I consider that these measures suitably mitigate the impact of the development proposals.

Future Local Plan Scenarios, A20 Corridor Study and Roundabout junction at Quarry Wood

The applicant has also undertaken 2031 pm peak period analyses using the County's A20 corridor study. There are various model scenarios for this namely: -

- 2031 pm do minimum – this includes committed developments
- 2031 pm do something – this includes the full (Reg 19) local plan allocations and infrastructure improvements

Forecasting has shown that with new Local Plan proposals for this area a radical solution to the Quarry Wood junction is required. Thanks to the size of this junction, studies have shown that a roundabout can be accommodated\*, and testing shows that this offers significant benefits over the traffic signals. The roundabout proposal is included in the Borough's Infrastructure Delivery Plan, has £2.2 million of Local Growth Fund available and political approval/backing.

A summary of roundabout modelling results, using the ARCADY programme, is given below: -

ARCADY results for roundabout junction layout Q=queue length in vehicles; RFC= Ratio of Flow to Capacity								
Scenario	Approach road							
	London Road from west		Hall Road		London Road from east		Mills Road	
	Q	RFC	Q	RFC	Q	RFC	Q	RFC
2017 pm observed	6	0.845	2	0.607	4	0.753	4	0.770
2017 Saturday observed	7	0.906	2	0.603	6	0.851	3	0.690
2031 pm do minimum	7	0.880	2	0.540	2	0.590	5	0.790
2031 pm do minimum + this application	11	0.940	2	0.590	2	0.590	6	0.840
2031 pm do something	140	1.310	18	0.980	2	0.650	6	0.840
2031 pm do something + this application	171	1.410	24	1.010	2	0.650	9	0.900

For this roundabout to be implemented, Crown Estates land (Quarry Wood land) is required. This is a small parcel adjacent to, but not conflicting with, the pod units proposed. It is noted that the applicant is willing to accept a condition to not open the proposed retail unit over the lake in advance of the proposed roundabout or similar (such as the applicant's proposed Mills Road widening scheme to improve stacking) coming forward.

#### Accessibility

Quarry Wood is accessible by bus, via bus stops adjacent, on the A20. The roundabout option described above includes pedestrian (Pelican) crossings on the A20 to the east and west maintaining pedestrian and bus accessibility. Westbound and eastbound bus stops are proposed on the western side. It should also be noted that through construction of the roundabout, the flooding issues that occur on the A20 at this point will be addressed.

#### Cycle parking

Cycle parking will be provided in accordance with standards. The applicant has also proposed that usage will be monitored to ensure that the supply meets demand.

#### Car parking

With this application an additional 14 service yard spaces are proposed and 112 customer spaces. This is commensurate with current ratios. It is not considered that this provision could constitute a severe impact on the surrounding roads or a discernible unacceptable impact on highway safety.

#### Conclusions

On behalf of this authority I write to confirm that I do not consider there are highway grounds to sustain a recommendation to refuse this application. I therefore recommend approval subject to the following conditions: -

- Retail units shall not open until traffic capacity mitigation measures are complete.



- A construction management plan shall be submitted for approval prior to commencement. This plan shall specify a construction programme which avoids Christmas and other public holidays and peak traffic times.
- All highway works shall be undertaken via a S278 agreement or agreements with this authority.
- A scheme for parking restrictions on Lake Road shall be agreed before commencement to enable safe egress onto it. These measures shall be implemented via the County's 3<sup>rd</sup> Party Traffic Order procedure and be in place prior to opening.
- Accesses adjacent to the highway shall be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.
- A contribution towards bus services shall be made via a S106 agreement. The contribution will be in proportion with traffic generation numbers, commensurate with contributions agreed for neighbouring developments affecting the A20.
- Provision of measures to prevent the discharge of surface water onto the highway prior to opening.
- Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted plans prior to the use of the site commencing. 10% of the car parking shall include charging capability for electric cars.
- Details of any shopping trolley storage and management shall be submitted prior to commencement.
- Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
- Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.

**INFORMATIVE:** It is the responsibility of the applicant to ensure, before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

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 road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such 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.

Yours faithfully

**Terry Drury**  
Senior Development Planner