

## TM/17/01595/OAEA – Annex 3 Responses from KCC (Highways and Transportation)

1st response received 25.07.2017

### Sustainability

The application site is located within walking/cycling distance of Barming Railway Station. Whilst footways and cycleways are proposed within the application site, there is no continuous pedestrian cycle route proposed to the station.

Additionally, Maidstone Hospital and the proposed Oakwood Park area would provide employment and education facilities for future residents of the development, so a route to link these areas to the application site would be beneficial. The provision of a footway/ cycleway along the eastern side of Hermitage Lane would address this.

Links to the existing footways and cycleways on the A20 will also be required. These links should include crossing facilities on Hermitage Lane to allow safe access to the Quarry Wood industrial and retail area and to the retail site on Hermitage Lane, and safe crossings on the A20 to link with existing facilities.

### Public transport

For a development of this scale and at this location, it is important that efficient and frequent bus services are available to residents. It is requested that the bus operators for this area are contacted to ensure that any additional provision, diversions or contributions can be secured, should planning permission be granted.

The Public Transport team at KCC has been contacted in relation to the proposed scheme and any further comments will be provided in due course. It is likely that a new direct and efficient service will be required from the site to link in with the Croudace development to the south of this site and into the Allington area of Maidstone. It is understood that there are existing S 106 contributions from the Croudace site towards such a service.

### Access

For the new link road (7.3m wide) proposed between Hermitage Lane and the A201 Poppyfields roundabout, works are proposed to enlarge the roundabout. This will require a Stage 1 Safety Audit to be undertaken.

The proposed new roundabout junction off Hermitage Lane to access the link road should be located and designed to allow access to future potential development on the East Mailing research land and the rear of Quarry Wood industrial estate, and will also require a Stage 1 Safety Audit.

The proposed revised access to the Kent Police HQ and the caravan park served from a priority junction off the new link road will require a Stage 1 Safety Audit, as will the four additional priority junctions proposed off the link road to serve the proposed residential development.

### Base traffic flows

Traffic surveys were completed in July 2016 and were factored up to reflect the results of the Amey traffic surveys which were completed in February 2016. Details of the factor used are required.

It would also be useful if the surveyed flows (July 2016) could be provided as a separate figure and included in the traffic flow diagrams for both AM and PM peaks, in order that the adjustment can be seen. Additionally, clarification is required for the date of the survey (the 6.7.16 date was a Wednesday and not a Tuesday as stated). It is noted that the traffic flows from the new retail development have been added to the surveyed traffic and these have been taken from the associated Transport Assessment. However, survey data is available that would provide more accurate information on this.

### Growth

Tempo factors are used to establish 2030 traffic flows. Details are requested of the factors used and the adjustment made for committed development. It would be useful if the 2030 base flows without committed development could be shown for both AM and PM peaks as a separate figure included in the traffic flow diagrams.

### Trip rates

Trip rates have been established using TRICs (appendix 1). School trips have not been included in the assessment as it is asserted that the majority of trips would be internal, from the residents of the proposed 840 homes. However, a new school of up to 3 Form Entry (FE) would attract a level of external trips and these should be included in the assessment.

Traffic distribution is based on national census journey to work statistics. Distribution diagrams showing the existing network and the future distribution with the proposed new infrastructure are required.

The redistribution of traffic arising from the link road is based on the origin-destination information taken from the Amey report for the A20 Corridor Study. Assumptions are:

- i) Hermitage Lane (s) to A20 (e)
- ii) Cold harbour Lane to Hermitage Lane - 40% via A20/Hermitage Lane 60% via A20 link road.

As this planning application has been submitted before the adoption of TMBC's new Local Plan, the VISUM model cannot be used to assess the distribution and the

resultant impact. Advice is being sought on whether the distribution proposed is appropriate, as it will influence the resulting capacity assessment.

Detailed KCC Highways and Transportation comments are provided against the capacity assessments completed for 2030 traffic with development and new infrastructure, at Appendix 1.

In conclusion, additional information is required in order to satisfy KCC Highways and Transportation that this development proposal will not add to congestion and delay across a sensitive highway network, in close proximity to emergency access routes to Maidstone Hospital, and is in line with the criteria set out at paragraph 32 of the National Planning Policy Framework (NPPF).

A number of improvement schemes are being progressed by the County Council on the local highway network, additionally the applicant is proposing a further relief road through the site. In advance of these improvements and in the absence of the further information requested, the County Council would wish to raise a strong highways objection to the proposed development.

Once the additional information is received, KCC will review and provide additional comments. As Local Highway Authority, the County Council would welcome further engagement with the Borough Council and applicant on the above matters.

#### Public Rights of Way

The site is currently unaffected by any recorded Public Rights of Way. However, two Public Rights of Way join Hermitage Lane to the west of the site; Public Footpath MR485, which connects with the road where the new roundabout is proposed and Public Bridleway MR484, which joins the road just south of Whitepost Wood Lane.

It would be beneficial to non-motorised vehicle travel if connections are made from these two paths through the site to connect with the A20 south of Coldharbour Lane. In particular, a traffic free route created to bridleway status along the southern boundary of the proposal site would improve connectivity for equestrians, cyclists and pedestrians to and from bridleway MR484, which then leads into the Quarry Wood Industrial Estate.

A footpath link from such a route to connect with public footpath MR485 would provide a more direct alternative for pedestrian users. It would also be of benefit to secure funding towards the improvement of the two existing Public Rights of Way continuing westwards to the Industrial Estate, in order to mitigate the extra traffic that would be generated from a housing development of this size.

## **Second response received 08.12.2017**

### **Introduction:**

The application is for outline permission with all matters reserved except for access and comprises a development of 840 homes with a Dr surgery, primary school and day nursery.

The application includes a new link road between the 20/20 Poppyfields roundabout and Hermitage Lane, with a new roundabout junction onto Hermitage Lane. Additionally amendments are proposed to the access to Kent Police HQ and the caravan site. Also included is the proposal to transfer land from the development site to KCC Highways in order to allow future junction improvements if required.

### **Sustainability**

#### **Pedestrian and Cycle Links**

##### **Hermitage Lane**

A 3m wide pedestrian/cycleway is to be provided along the Hermitage Lane site frontage and continuing to Barming Railway Station entrance. Details are required of the highway boundary on the section of the route which is not included in the applicant's land.

Details/plans are required of the pedestrian/cycleway to the south of the station to provide a link to the hospital, Oakwood Park and that to be provided by the Croudace development.

To the west along London Road - It is proposed to continue the pedestrian/cycleway along Hermitage Lane to the junction with the A20 where a crossing facility on Hermitage Lane would be provided. Please provide plans with a stage 1 safety audit. The capacity assessment for the junction should include the pedestrian crossing facility.

To the east along London Road - Pedestrian and cycle facilities are proposed at the Poppyfields roundabout to allow links with existing pedestrian/cycle network. Details are required at this stage as this may affect the capacity assessment.

#### **2.2 Public Transport**

Further discussion with my colleagues in the public transport team has confirmed that a contribution of the same proportion as provided by the nearby Croudace site would be reasonable and proportionate. The amount is f91 0 per dwelling and this would provide for a suitable service to Maidstone Town Centre and possibly some loaded connect cards.

#### **3.0 Traffic Impact**

##### **3.1 New link and Junctions**

A safety audit has been received in respect of the new junctions onto the A20/Poppyfields roundabout and onto Hermitage Lane. The safety audit recommendations include improved pedestrian and cycle facilities at the roundabout junctions and additional crossing facilities at the roundabouts and on Hermitage Lane. As these measures are likely to have an impact on capacity it is considered that they be incorporated in to the design and assessed at this stage.

Confirmation is required that the new link road between the A20 and Hermitage Lane would be provided prior to occupation of the development should permission be granted.

### 3.2 Base Traffic Flows

The July 2016 traffic flows have been adjusted to reflect the higher February 2016 traffic data collected by Amey. However a NMU video survey of M20 Junction 5 is available for 22.4.17 to 26.4.17 and a JTC for Poppyfields roundabout for 11.9.16 and these could be used to validate the traffic data used in the assessment.

### 3.3 Growth Rates

Further evidence is needed of how the growth factor has been calculated. Committed development has been removed from the TEMPRO growth and applied separately. Further details showing the methodology is required.

### 3.4 Trip Rates

**Residential trip rates** have been established using TRICs

	Trip Rates		Trips	
	Arr	Dep	Arr	Dep
AM Pk	0.132	0.388	111	326
PM Pk	0.314	0.193	264	162

**School trip rates** are derived from TRICs

	Arr	Dep	Arr	Dep
Am pk	0.267	0.203	56	42
Pm pk	0.034	0.062	7	13

The assessment submitted includes the provision of a one form entry school within the development site and although this would fit with a development of 840 homes, my understanding is that the education authority would require a two form entry school on this site. Therefore additional trips would be generated from outside of the development site and this should be included in the capacity assessment.

### 3.5 Capacity Analysis

#### J1. A20/St Laurence Avenue/access link road - Poppyfields Roundabout

The design for the Poppyfields roundabout has been adjusted to provide additional capacity and the capacity results should be amended to reflect the revised values.

The capacity assessment indicates that with modifications to the Poppyfields roundabout there would be sufficient capacity to accommodate the development traffic with the link road to Hermitage Lane in place.

A comparison of the capacity assessment results is outlined below. An additional assessment was completed altering the distribution to provide a sensitivity test. RFC is ratio of flow to capacity where a value of over 1.0 is over capacity and ideally the value would be under 0.85.

AM Peak	2030 no improvements, no link - no dev		2030 with improvements and link – with development		2030 with improvements and link with dev and adjusted distribution	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
St Laurence Ave	0.41	0.7	0.33	0.5	0.28	0.4
A20 East	0.98	20.3	0.83	4.7	0.77	3.2
Access/link	0.03	0	0.63	1.7	0.5	1.0
A20 west	0.74	2.9	0.93	11.9	0.85	5.3

PM Peak	2030 no improvements, no link - no dev		2030 with improvements and link – with development		2030 with improvements and link with dev and adjusted distribution	
	Max RFC	Queue	Max RFC	Queue	Max RFC	Queue
St Laurence Ave	1.22	71.1	0.83	4.6	0.79	3.5
A20 East	0.79	3.6	0.66	1.9	0.63	1.7
Access/link	0.04	0	0.61	1.5	0.45	0.8
A20 west	0.62	1.6	0.73	2.7	0.70	2.3

## J2. A20/Coldharbour Roundabout

Linsig has been used to complete the capacity assessment for the A20 Coldharbour junction and the results indicate that the junction in its present form will be over capacity in 2030 both with and without the development. A comparison of the capacity results is tabled below with DoS being degree of saturation. A degree of saturation over 100% is over capacity and ideally the degree of saturation would be under 85%. PRC refers to practical reserve capacity.

<b>AM Peak</b>		2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and adjusted distribution	
AM Peak	Lane	DoS%	Queue	DoS%	Queue	DoS%	Queue
A20 west	1	102.8	54.9	97.2	26.7	99.6	35.0
	2	45.6	5.8	49.7	6.5	44.1	5.7
Coldharbour Lane	1	83.4	16.9	121.4	194.0	106.3	81.6
	2+3	95.2	28.3	56.8	3.4	69.7	6.6
A20 east	1	765.6	11.4	40.5	5.0	44.9	5.8
	2+3	89.3	15.6	102.7	57.0	101.4	46.2
Cycle time (secs)		65		65		65	
PRC%		-14.2		-34.9		-18.1	

<b>PM Peak</b>		2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and adjusted distribution	
AM Peak	Lane	DoS%	Queue	DoS%	Queue	DoS%	Queue
A20 west	1	115.6	140.6	102.6	44.4	119.8	132.5
	2	48.0	6.2	54.2	7.6	54.2	7.6
Coldharbour Lane	1	70.1	11.2	94.5	27.0	88.2	20.1
	2+3	67.3	7.6	45.7	2.8	51.1	3.3
A20 east	1	52.8	7.2	36.3	4.2	36.3	4.2
	2+3	77.8	11.6	101.6	52.6	89.8	20.2
Cycle time (secs)		65		65		65	
PRC%		-28.4		-14.1		-33.1	

LGF funding has been secured for improvements to this junction although the design is not yet complete. The improvement scheme would need to accommodate development traffic and would be required prior to development. Work is underway to identify an improvement scheme however no preferred option has been identified at the present time.

### **J3. A20|Hermitage Lane**

Linsig has been used to model this signalised junction. The results indicate that the new link road will improve the operation of the junction. The predicted practical reserve capacity (PRC) with the link and with the development is 7.8% In the AM peak and 18.7% in the PM peak.

AM Peak	Lane	2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and adjusted distribution	
		DoS %	Queue	DoS %	Queue	DoS%	Queue
A20 east	1	133.4	224.7	41.6	0.4	72.3	6.8
	2	83.2	21.0	83.2	21.0	83.2	21.0
	3	82.8	20.9	82.8	20.9	82.8	20.9
Hermitage Lane	1	49.4	8.8	55.8	10.5	55.8	10.5
	2	82.9	14.8	46.7	4.3	74.8	7.8
	3	82.7	14.6	46.7	4.3	74.5	7.5
A20 west	1	46.1	11.8	39.0	8.3	39.0	8.3
	2+3	63.4	13.2	55.3	7.4	55.3	7.4
Preston Hall	1	17.3	2.4	28.8	2.8	28.8	2.8
Cycle time secs		125		125		125	
PRC%		-48.3		7.8		7.8	

PM Peak	Lane	2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and adjusted distribution	
		DoS %	Queue	DoS %	Queue	DoS%	Queue
A20 east	1	67.2	4.8	22.1	0.1	33.8	0.3
	2	87.8	21.4	75.8	18.1	77.4	18.4
	3	87.3	21.0	75.2	17.7	76.7	18.2
Hermitage Lane	1	48.8	9.1	58.4	11.0	57.3	10.9
	2	87.3	16.8	49.4	4.6	76.3	8.6
	3	87.1	16.8	49.0	4.5	76.3	8.6
A20 west	1	52.1	14.0	43.6	9.7	44.5	10.3
	2+3	66.4	16.7	58.1	9.6	59.3	10.7
Preston Hall	1	19.5	2.8	33.4	3.3	30.5	3.2
Cycle time secs		125		125		125	
PRC%		2.6		18.7		16.3	

#### J4. M20 In 5

Arcady results indicate that the junction will have capacity problems on the M20 east arm in 2030 both with and without development. LGF funding has been secured for improvements to this junction. The improvement scheme would need to accommodate development traffic and would be required prior to development. Work is underway to identify an improvement scheme however no preferred option has been identified at the present time.

### J5. Hermitage Lane/St Andrew's Road/Fountain Lane/Heath Road

Linsig results indicate that with development the PRe at this junction will reduce from 18.6% to 10% during the AM peak and from 21.3% to 11.9% in the PM peak. This junction suffers from congestion and queuing which blocks back from Fountain Lane. The addition of the development traffic would add to these capacity issues. LGF funding has been secured for some limited improvements to this junction. The improvement scheme would need to accommodate development traffic and would be required prior to development. Work is underway to identify an improvement scheme however no preferred option has been identified at the present time.

### J6. A26/Fountain Lane/Farleigh Lane

The Linsig report indicates that this junction would have capacity issues in 2030 both with and without the development. The addition of the development traffic would add to what is already an over capacity junction. PRC at the junction for 2030 would be reduced from -23.4% without development to -32.8% with development during the AM peak and for the PM peak the PRC would reduce from -14.9% without development to -25.5% with development. LGF funding has been secured for some limited improvements to this junction. The improvement scheme would need to accommodate development traffic and would be required prior to development. Work is underway to identify an improvement scheme however no preferred option has been identified at the present time.

### J7. A20/Mills Road/Hall Road (Quarry Wood) junction

The results of the Linsig capacity assessment indicate that the junction will have capacity issues in 2030 without development. This will be exasperated with the addition of the development traffic as shown in the results below:

AM Peak	Lane	2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and additional link to Quarry Wood + EMR land dev.	
		DoS %	Queue	DoS %	Queue	DoS%	Queue
A20 west	1	93.8	18.7	92.6	18.4	86.6	16.3
	2	93.1	17.2	91.8	16.9	85.4	14.9
	3	64.9	6.9	64.9	6.9	61.3	6.7
Hall Road	1	60.7	10.4	62.5	10.6	58.9	10.2
	2	93.9	22.4	96.7	24.6	91.2	20.9
A20 east	1	58.4	9.5	58.0	9.3	0	0
	2	93.0	22.9	98.6	29.8	92.2	24.2
	3+4	94.8	15.3	94.8	15.3	89.6	13.3
Mills Road	1+2	95.6	15.0	95.6	15.0	92.8	9.5
	3	89.6	10.6	89.6	10.6	0	0
Cycle time secs		125		125		125	
PRC%		-6.2		-9.6		-3.1	

### A20/Mills Road/Hall Road junction pm peak

PM Peak	Lane	2030 no link no improvements - no dev		2030 with link, no improvements – with dev		2030 with link no improvements - with dev and additional link to Quarry Wood + EMR land dev.	
		DoS %	Queue	DoS %	Queue	DoS%	Queue
A20 west	1	75.9	11.5	78.3	12.4	68.4	11.4
	2	74.3	10.4	76.6	11.3	66.5	10.2
	3	59.1	5.8	59.1	5.8	52.5	5.5
Hall Road	1	106.2	26.0	112.1	32.7	96.1	17.0
	2	86.9	11.6	91.7	12.8	78.6	10.2
A20 east	1	38.5	3.4	38.3	3.2	0	0
	2	111.6	58.8	112.1	62.3	98.1	31.5
	3+4	111.6	33.1	111.6	32.0	99.2	19.3
Mills Road	1+2	111.8	70.0	111.8	70.0	98.2	21.1
	3	110.9	51.6	110.9	51.6	0	0
Cycle time secs		125		125		125	
PRC%		-24.3		-24.6		-10.2	

This area is included in a Visum strategic transport model and whilst the report is not finalised, the preliminary modelling outputs indicate that the junction would operate over capacity in both peak periods in the do minimum scenario for 2031 with committed development traffic. The addition of the development traffic in the 'do something' scenario further reduces capacity and adds to queues and delays.

An addition scenario is being modelled assuming a new link road between the Quarry Wood industrial estate and Hermitage Lane and with a development on the East Mailing Research land. The preliminary results indicate that the provision of the link road with the housing development would not provide relief to the A20/Mills Road/Hall Road junction. I must add, however that the A20 Visum modelling outputs are draft and will not be finalised until late January 2018.

The capacity issues at this junction are a cause for concern and it is noted that some design work has been undertaken to investigate a solution. I would recommend that further information be provided on this as an improvement scheme for this junction would be of benefit to this development and to future potential development in this area. It may be possible to pool contributions for the delivery of such an improvement scheme.

### J8. Hermitage Lane/ Aldi access

The proposed new link road will improve capacity at this junction.

### **J9. Hermitage Lane/Link Road**

The modelling for this proposed roundabout junction indicates that there would be sufficient capacity to accommodate the development traffic in 2030.

### **J10. Hermitage Lane/Tesco Access junction**

The Linsig results indicate that there would be some worsening of capacity of this junction in the with development scenario with practical reserve capacity reduced from 22.8% to 13.5% in the AM Peak and from 1.2% to -1.0 in the PM Peak.

### **J11. Hermitage Lane/Croudace site on land east of Hermitage Lane**

The Linsig results indicate that the junction would operate within capacity with the development in 2030.

## **4.0 Financial Contributions**

Should an application be granted financial contribution would be appropriate for the bus service provision as mentioned previously in para. 2.2. Contributions for improvements to the junctions may be appropriate if deliverable schemes are identified which can mitigate the impacts of the development. The level of 5.0

## **5.0 Conclusion**

There are some areas where additional information is required as identified above.

The traffic generated by the development is at a level that would significantly add to existing capacity issues resulting in further delays and queuing on the existing highway network. Although some highway improvements are proposed by the provision of the link road between Hermitage Lane and the Poppyfields roundabout the delivery of further highway improvements are required at the following junctions and prior to occupation of the development:

A20 Coldharbour Lane

M20 Junction 5

Hermitage Lane/St Andrews Road/Heath Road

A26/Fountains Lane

A20/Mills Road/Hall Road

Schemes for these junction improvements are being progressed and as the designs are identified, evaluated and costed it will be possible to discuss further how the applicant may contribute towards the delivery of the schemes to mitigate the impact of this development. Unfortunately I cannot be sure at the present time that improvements schemes to these junctions can mitigate the impact of this development proposal or indeed that the improvements are deliverable and therefore I would wish to maintain my holding objection relating to this application until this information is available.

Further consideration will be given when further information is provided to satisfy the concerns raised.

### **Third response dated 05.10.2018**

#### **Introduction**

The application is for outline permission with all matters reserved except for access and comprises a development of 840 homes with a Dr surgery, primary school and day nursery. The application includes a new link road between the 20/20 Poppyfields roundabout and Hermitage Lane, with a new roundabout junction onto Hermitage Lane. Additionally, amendments are proposed to the access to Kent Police HQ and the caravan site. Also included is the proposal to transfer land from the development site to KCC Highways to allow future junction improvements if required.

#### **Sustainability**

##### **Pedestrian and Cycle Links**

A 3m wide pedestrian/cycleway is to be provided along the Hermitage Lane site frontage and continuing to Barming Railway Station entrance as shown in principle on Drawing number 4964-00-29. It is proposed to continue the pedestrian/cycleway along Hermitage Lane to the junction with the A20 where a crossing facility on Hermitage Lane would be provided.

To the east along London Road - Pedestrian and cycle facilities are proposed at the Poppyfields roundabout and links with existing pedestrian/cycle network.

The pedestrian/cycleway and pedestrian and cycle crossing points are required to be provided via a section 278 Agreement details to be agreed with KCC Highways.

#### **Public Transport**

A contribution of amount of £910 per dwelling is required for a suitable bus service between the site and Maidstone Town Centre all details to be agreed with KCC Public Transport team.

#### **Capacity Analysis**

KCC commissioned a VISUM transport model of the A20 and surrounding area to assess the effects of the Tonbridge & Malling Local Plan development strategy. The work included capacity assessments at key junctions for the end of the Local Plan period at 2031. The results can be used to identify where capacity problems are likely and where mitigation is required.

#### **M20 Jn 5**

The capacity assessments indicate that there will be sufficient capacity at this junction in 2031 with development. Mitigation is therefore not required at this this junction.

### **A20/St Laurence Avenue/access link road - Poppyfields Roundabout**

The capacity assessment indicates that with modifications, the roundabout will have sufficient capacity to accommodate the development traffic in 2031 with the link road to Hermitage Lane in place. Improvements to the roundabout are required as shown in principle on drawing number 4964-00-16A to be provided via a Section 278 Agreement prior to 1st occupation.

### **A20/Coldharbour Roundabout**

The junction is currently over capacity and a planned improvements scheme is programmed by KCC Highways for delivery in 2020. Funding is secured however there are land issues which at the time of writing remain unresolved and may affect deliverability. The improvements to the roundabout are required prior to 1st occupation.

### **A20/Hermitage Lane**

The junction of A20/Hermitage Lane is over capacity. The proposed link road between the A20 and Hermitage Lane provides mitigation to this junction and due to the scale of the capacity issues it is essential that the full link road is delivered at an early stage of development. The applicant intends to provide the link road prior to occupation of the 251st unit, however the traffic generated by this level of development is likely to result in significant queues and delays in this area until the link road is opened. I would suggest that the link road is provided earlier in the phasing, prior to the occupation of the 101 unit.

### **A20/Mills Road/Hall Road**

The junction is currently over capacity. KCC Highways are currently working on an improvement scheme for which funding is required from the Local Growth Fund (LGF) and from the applicant. The LGF funding is not yet secured and the scheme requires 3rd party land for which agreement has not been formally received. The applicant has agreed to provide £1.3m which is the difference between the LGF fund and the cost of the scheme, however this will not be available until the occupation of the 421st dwelling.

### **Hermitage Lane/St Andrew's Road/Fountain Lane/Heath Road and A26/Fountain Lane/Farleigh Lane**

KCC Highways are working on a scheme to deliver improvements to these junctions as they are expected to operate over capacity in the future year.

### **Conclusion**

It has been identified that the traffic generated by the development is at a level that would add significantly to existing capacity issues resulting in further delays and queuing on the existing highway network.

The applicant is able to provide mitigation in part and this includes improved pedestrian/cycleways, funding for a bus service, improvements to Poppyfields roundabout, a link road through the site which would relieve the A20/Hermitage Lane junction and a financial contribution of £1.3m towards the A20/Mills Road/Hall Road improvement scheme. However, the local highway network is currently over capacity and the applicant is not intending to deliver the link road until the occupation of the 251st dwelling. This will result in additional queuing and delays at the A20/Hermitage Lane junction in the interim period which will be some years. I /would ask that consideration be given to the link road being delivered and opened at an earlier stage in the phasing.

There are several highway improvements schemes being progressed by KCC which, if delivered, would improve capacity at the junctions of A20/Coldharbour Lane, A20/Mills Road/Hall Road and the junctions to the south of Hermitage Lane and provide mitigation for this development. However, the deliverability of these schemes is not assured as there are funding and/or land issues which are not resolved. KCC Highways are working to resolve these issues and bring forward the highway improvement schemes but until these issues are resolved I would wish to maintain my holding objection relating to this application.

Further consideration will be given when further information is available to satisfy the concerns raised.

### **Final comments received 23.09.2019**

A significant amount of information has been provided to inform of the impact of this development proposal on the highway. This information has been reviewed by KCC Highways with detailed comments previously provided.

The site is included in the Tonbridge and Malling draft Local Plan and the application includes a new link road between Hermitage Lane and the A20 at Poppyfields roundabout. This link road will reduce congestion at the junction of A20/Hermitage Lane by providing an alternative route to the A20 and the M20.

### **Access**

Access is proposed from the new link road and initially improvements will be made to the Poppyfields roundabout in order that access can be made to the development. The link road will be open to traffic following the occupation of no more than 175 dwellings. A Technical Note has been provided which assesses the impact of this level of development on the existing highway network and the assessment indicates that there would be no significant impact on the local junctions. This assumes that the programmed improvements have been implemented to the Coldharbour roundabout.

### **Sustainability**

Improvements to pedestrian and cycle infrastructure are proposed which link the development to Barming Station and the A20 as shown in principle on drawing number 4964-00-29. Additionally, contributions are to be made towards bus services to allow a fast and frequent service to Maidstone Centre.

## **Impact**

Comprehensive modelling and assessments of the highway network have been completed. A VISUM model has been developed for the A20 corridor which includes M20 junctions 4 and 5. This has been used to assess the impact of the Local Plan development strategy. Individual key junctions have been assessed for the 2031 future year with and without the Local Plan development.

### **M20 Jn 5**

The junction has been assessed and mitigating measures are not required to this junction. Furthermore, Highways England have indicated that the proposed development, if permitted, will be unlikely to materially affect the safety, reliability and / or operation of the strategic road network. They also confirm that they do not wish to raise objection to this application.

### **A20/St Laurence Avenue/access link Road (Poppyfields Roundabout)**

The improvements to the roundabout will be provided by the developer and will allow the connection to the new link road. The roundabout is expected to operate within capacity in 2031 with the Local Plan development included.

### **A20/Hermitage Lane**

The capacity assessment in respect of this junction indicates that the provision of the link road between Hermitage Lane and the A20 improves capacity as the new link road provides an alternative route to the A20 and M20 from Hermitage Lane.

### **Coldharbour Roundabout**

KCC Major Projects have programmed the delivery of a roundabout improvement scheme. Funding is secured from SELEP and existing S106 pooled contributions. Third party land is required, and this has been agreed. The scheme is programmed to commence construction April 2020 in line with the completion of SMART motorway. The improved roundabout scheme is expected to operate within capacity in 2031 with the Local Plan development included.

### **A20/Mills Road/Hall Road**

KCC Major Projects have programmed the delivery of a roundabout improvement scheme. Funding towards the scheme has been secured from SELEP and the developer is willing to contribute in order that the full costs of the scheme can be met. Third party land is needed to deliver the proposed scheme and the landowner has agreed to this although the agreement is yet to be signed. The detailed design will be completed November 2019 and will be programmed for delivery with the A20 Coldharbour Roundabout scheme starting April 2020. The proposed roundabout scheme will significantly improve capacity at the junction.

### **Hermitage Lane/St Andrew's Road/Fountain Lane/Heath Road and A26/Fountain Lane/Farleigh Lane**

The development of the Whitepost Field site is expected generate approximately 95 additional vehicle trips in the peak hours at the junctions south of Hermitage Lane and this is an increase of between 4 and 5%. A comprehensive package of sustainable transport measures is included with the application's mitigation measures and this will provide future residents with a choice of travel options and will help to reduce the number of car trips.

The junctions to the south of Hermitage Lane are over capacity and therefore the traffic generated by the development is considered to be a material impact. Improvement solutions to the junctions are currently being designed and third-party land is being negotiated. It is likely that additional funding will be required in order that a longer-term solution to the junctions can be delivered. With this in mind contributions to the junction improvement scheme are required.

## **Conclusion**

Additional information and progress have been made which address the concerns previously raised and I am sufficiently confident that adequate mitigating measures and contributions towards planned improvements can be provided to make this development acceptable in terms of highway impact. I therefore confirm that I do not wish to raise objection subject to the following conditions:

1. No development shall commence until the planned improvements, being delivered by KCC Highways, are substantially completed to the junctions of A20/Coldharbour roundabout and A20/Mills Road/ Hall Road.
2. No occupation of development until the improvement to the junction of A20/ St Laurence Avenue/access link Road (Poppyfields Roundabout) are completed. These works to be provided by the developer as shown in principle on Drawing number 4964-00-16 A in accordance with a S278 Agreement. All details to be agreed with KCC Highways.
3. No more than 175 dwellings shall be occupied until the Link Road and associated roundabout on Hermitage Lane have been completed. The Link Road and associated roundabout shall be completed within 3 years of the first occupation of any dwelling.
4. Prior to 1st occupation of the development footway/cycleway improvements are required along Hermitage Lane between the A20 and Barming Station and linking to that provided by the Croudace development on the south side of the railway station. This is shown in principle on Drawing Number 4964-00-28 and should be provided under a S278 Agreement, all details to be agreed with KCC Highways.
5. Additional pedestrian crossing facilities are required on both Hermitage Lane and on the new Link Road. To be provided prior to 1st occupation under a S278 Agreement details of which to be agreed with KCC Highways.
6. A financial contribution of £910 per dwelling is required towards bus service enhancements/bus infrastructure and or bus journey time improvements in order to encourage sustainable travel.
7. A financial contribution of £1.3m is required towards improvement to key junctions along the A20 and / or the B2173 corridors, namely A20/Mills Road/Hall Road and /or A26/Fountain Lane and Hermitage Lane/Heath Road/ Fountain Lane/St. Andrews Road.
8. Submission of a Construction Management Plan before the commencement of any development on site to include the following:
  - (a) Routing of construction and delivery vehicles to / from site
  - (b) Parking and turning areas for construction and delivery vehicles and site personnel
  - (c) Timing of deliveries
  - (d) Provision of wheel washing facilities
  - (e) Temporary traffic management / signage

9. The proposed roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins, embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture to be laid out and constructed 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.