

Annex 5: KCC (Highways and Transportation) Comments



Tonbridge & Malling Borough Council
Development Control
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Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 5 September 2019

Application - TM/19/01814/OA

Location - Development Site Land West Of Winterfield Lane East Malling West Malling Kent

Proposal - Outline Application: Erection of up to 250 new homes (40% affordable), new community building, provision of a new country park and other areas of public open spaces, areas of play, upgrade of existing footpaths, together with new vehicular accesses onto London Road and Winterfield Lane creating a new link road and associated parking and landscaping

Dear Robin

Thank you for consulting me on this planning application for 250 new homes on land to the south of London Road and west of Winterfield Lane, Leybourne. I have reviewed the Transport Assessment and my comments are provided below:

Accessibility/Sustainability

Improvements to footways and cycleways are proposed to provide connections to existing routes, services and facilities. The 3m footway/cycleway provision along the site frontage on A20 London Road should be extended to link with PRoW MR119 and MR120 and the pedestrian refuge on the A20 should be of sufficient width to accommodate cycles.

Bus services are available within walking distance of the site and public transport team have been consulted for advice on the suitability of these services and whether enhancements would be appropriate. Once I receive their response I will let you know.

Access

Access to the site is proposed by means of a new priority junction onto the A20 and a secondary access onto Winterfield Lane on the south side of the site. Visibility spays from the site accesses and forward visibility of the ghosted right turn lane on the A20 have been found to be acceptable. Tracking and a stage 1 safety audit has been completed on the access arrangements and found to be acceptable.

The provision of this second access will create a useful link for pedestrians/cycles and vehicles between the A20 and Chapmans Lane avoiding Winterfield Lane which is constrained in terms of width and has no footways.

Road Safety

The crash database has been interrogated to assess the safety of the surrounding road network for a 5-year period up to 30 September 2018. This should be updated to include the most recent statistics available.

The information provided to date indicates that there are no particular problems likely to be affected by this development.

Traffic Impact

Traffic generation associated with the proposed development has been estimated using the TRICs database and the methodology found to be sound.

The development is expected to generate 114 two-way vehicle trips in the AM peak and 112 in the PM peak.

Traffic distribution and assignment has been estimated using census data which is also acceptable.

The flows derived from the Visum model have been used to assess the local junctions. The junctions of A20/New Road, East Malling, A20/New Hythe Lane and M20 Junction 4 should be included in the study area and this has been agreed with the applicant and will be submitted separately in an Addendum to the Transport Assessment.

Assessments have been completed for the 2031 Do Something Scenario both with and without development traffic. This assessment includes the proposed local plan allocations, committed development and background growth. Additional assessments are required for the do minimum scenario with development.

Capacity assessments have been completed for the following junctions:

Site access junctions
A20/Lunsford Lane/Winterfield Lane
A20/Castle Way
A228/Ashton Way/Hermitage Farm

As mentioned previously the junctions of A20/New Road, East Malling, A20/New Hythe Lane and M20 Junction 4 should be included in the study area.

Site Access junctions

The results of the modelling indicate that the site access junctions would operate within capacity with development in 2031 and this includes for Local Plan growth.

A20/Lunsford Lane/Winterfield Lane

The results indicate that this junction is expected to operate over capacity in 2031 in the Do Minimum scenario and this is worsened with the addition of development traffic. Junction improvement options, comprising localised widening to increase capacity have been modelled and the results indicate that the proposals would lead to improved capacity at the junction. Please provide a safety audit of the junction improvement options.

Such improvement should be delivered by the developer under a S278 Agreement.

A20/Castle Way

The results for this junction indicate that the addition of the development traffic will take the junction over capacity in the PM peak period with significant additional queue lengths on A20

west. Mitigation and/or S106 contributions are therefore required for improvements to this junction.

A228/Ashton Way/Hermitage Farm

The results of the modelling indicate that this junction would operate within capacity with development in 2031 and this includes for Local Plan growth.

Conclusion

Additional information is required in support of this application as identified below:

1. Enhancements to bus services may be required, subject to confirmation with KCC Public Transport team.
2. The improvements to footways and cycleways through the site and fronting the site are welcomed and this should also include for :
The 3m footway/cycleway provision along the site frontage on A20 London Road should be extended to link with PRow MR119 and MR120.
The pedestrian refuge on the A20 should be of sufficient width to accommodate cycles.
3. Access arrangements have been subject to safety audit and capacity assessment and found to be acceptable as shown on drawing numbers number ITL11317-GA-001 rev. H and ITL11317-GA-006 rev D. Safety audit is also required for the highway improvement options at A20/Lunsford Lane/Winterfield Lane junction.
4. Crash data should be updated to include most recent statistics.
5. Traffic generation and distribution methodology is agreed as is the use of the Visum model traffic flows to assess local junctions. Additional junction assessments are required at A20/New Road, East Malling, A20/New Hythe Lane and M20 Junction 4. Also, additional scenarios for Do minimum with and without development are required in order to test the impact of the development without the Local Plan development strategy in place.
6. Options for mitigation/S106 contributions are required for the junction of A20/Castle Way.

Once this additional information is received I will update my comments. If you have any queries relating to the above please let me know.

Kind Regards

Louise Rowlands
Principal Transport & Development Planner



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Highways and Transportation
Ashford Highway Depot
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TN24 8AD
Tel: 03000 418181
Date: 31 October 2019

Application - TM/19/01814/OA

Location - Development Site Land West Of Winterfield Lane East Malling West Malling Kent

Proposal - Outline Application: Erection of up to 250 new homes (40% affordable), new community building, provision of a new country park and other areas of public open spaces, areas of play, upgrade of existing footpaths, together with new vehicular accesses onto London Road and Winterfield Lane creating a new link road and associated parking and landscaping

Dear Robin

I refer to my previous consultation response of 5 September 2019 which sets out my comments on the Transport Assessment relating to this planning application. I have now received a Transport Assessment Addendum (TAA) ref. JCB/DF/AC/ITL11317-015A R dated 19th September 2019 which seeks to address my previous comments. I have reviewed the TAA and my comments are provided below:

KCC Public Transport Team have confirmed that a contribution of £910 per dwelling would be appropriate and reasonable to allow for an improved bus service provision between the development and Maidstone Town Centre (with peak time extensions to West Malling Station) and / or bus journey time improvements.

Drawing no. ITL11317-GA-001-Rev I shows that the 3m footway / cycleway on the A20 London Road has been extended to connect with PRow MR119 and MR120 as previously requested. The pedestrian refuge has also been extended.

The proposed access arrangements have been subject to safety audit and capacity assessment and found to be acceptable as shown on drawing numbers number ITL11317-GA-001 rev. H and ITL11317-GA-006 rev D.

The crash analysis has been updated using the most recent data for the five-year period up until 30th June 2019. The study area has also been extended as requested to include the A20 London Road (between Lunsford Lane and New Road junctions), A20 London Road / New Road junction and Chapman Way. The results have been analysed and no further action is required.

Additional capacity assessments have been completed and additional scenarios have been modelled. This comprises of the following:

Junctions assessed

A20/ Site access
Winterfield Lane/site access
A20 London Road / Lunsford Lane / Winterfield Lane junction
A20 London Road / Castle Way
A228 Ashton Way / Bypass Link Road / Heritage Farm junction
A20 London Road / New Road
A20 London Road / New Hythe Lane
M20 Junction 4

These junctions have been modelled for the following scenarios:

2031 Do Minimum – this includes background growth, committed development without the Local Plan development strategy and without the application traffic
2031 Do Minimum with application traffic
2031 Do something - this includes background growth, committed development and the Local Plan development strategy but without the application traffic
2031 Do Something with application traffic
Additional scenarios have been added where mitigating measures are proposed.

Site Access junctions

The site access junctions operate with spare capacity in each of the scenarios.

A20/Lunsford Lane/Winterfield Lane

The junction is expected to operate over capacity in 2031 in the Do Minimum scenario with a Degree of Saturation of -39% in the AM peak and -19.5% in the PM peak. This becomes worse with the addition of development traffic. A junction mitigation scheme has been prepared by the developer, comprising localised widening to increase capacity. This has been modelled and the results indicate that the proposals would lead to improved capacity at the junction with a Degree of Saturation of -20.4% in the AM peak and -2.1% in the PM peak. This scheme could be delivered through a S278 Agreement. The improvement scheme is shown on Drawing number ITL11317-GA-014 at Appendix F. A stage 1 safety audit has been completed and subject to minor amendments found to be acceptable.

Whilst the applicant's improvement scheme does mitigate the impact of the development the junction will still be over capacity and queueing is expected to block through the junction in the future year assessment. KCC have developed a feasibility drawing to improve this junction and this scheme provides benefits over and above that provided by the applicant's proposed scheme. The modelling for the KCC scheme results in a Degree of Saturation of -7.5% in the AM peak and -7.9% in the PM peak. The resultant queue lengths are less likely to block through the junction; however, the applicant is not willing to provide the KCC scheme.

A20 London Road / Castle Way junction

The results for this junction indicate that the addition of the development traffic will lead to additional queue lengths and delays on A20 west in the PM peak period. The applicant proposes a s106 contribution towards improvements on the A20 corridor as mitigation.

A228 Ashton Way / Bypass Link Road / Heritage Farm junction

This junction operates with spare capacity in each of the scenarios.

A20 London Road / New Road

The Local Plan development strategy includes an improvement to capacity at this junction. The modelling indicates that this development will have some impact on the junction therefore the applicant proposes a s106 contribution towards improvements to the A20 corridor as mitigation and this is considered appropriate.

A20 London Road / New Hythe Lane junction

The results show that in the Do Something scenarios the junction operates within theoretical capacity, although most links operate with DoS's greater than 90%. In the Do Minimum scenarios the junction operates over capacity on each arm in each peak period. It is noted that the development adds 24 vehicles to the junction during both peak periods. KCC improvement scheme shows a net improvement in the performance of the junction. The applicant proposes a s106 contribution towards improvements on the A20 corridor as mitigation and this is considered appropriate.

M20 Junction 4

The results show that the traffic generated by this development has little impact on the junction and the junction remains within capacity in each of the scenarios modelled.

Summary of Junction Assessments Results

Junction	Performance	Mitigation Proposed by Applicant
Site Access junctions	Within capacity	None
A20 London Road / Lunsford Lane / Winterfield Lane junction	Over capacity	Applicants Mitigation Scheme
A228 Ashton Way / Bypass Link Road / Herm Farm	Within capacity	None
A20 London Road / Castle Way	Over capacity	S106 contribution
A20 London Road / New Road	Over capacity	S106 contribution
A20 London Road / New Hythe Lane	Over capacity	S106 contribution
M20 Junction 4	Within capacity	None

Conclusion

A significant amount of information has been provided to 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. Access to be provided from A20 London Road and Winterfield Lane as shown in principle on drawing number ITL11317-GA-001-Rev I and ITL11317-GA-006 rev. D and to include the agreed improvements to footways, cycleways and PRoW connections through the site and fronting the site and pedestrian refuges on the A20.
2. PRoW improvements to MR119 and MR120. All details to be agreed with KCC PRoW team.
3. No occupation of development until the capacity improvement scheme at the junction of A20/Lunsford Lane/Winterfield Lane as shown in principle on drawing number

ITL11317-GA-014 Rev A is completed. These works to be completed by the developer in accordance with a S278 Agreement.

4. S106 contribution of £910 per dwelling towards bus services enhancements/ bus infrastructure and / or bus journey time improvements in order to encourage sustainable travel.
5. S106 contribution of £1547.62 per dwelling towards highway improvements along the A20 between the junctions of the A228 and Coldharbour roundabout.
6. 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
7. 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.

Yours sincerely

Louise Rowlands
Principal Transport & Development Planner



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Tel: 03000 418181

Date: 6 January 2020

Application - TM/19/01814/OA

Location - Development Site Land West Of Winterfield Lane East Malling West Malling Kent

Proposal - Outline Application: Erection of up to 250 new homes (40% affordable), new community building, provision of a new country park and other areas of public open spaces, areas of play, upgrade of existing footpaths, together with new vehicular accesses onto London Road and Winterfield Lane creating a new link road and associated parking and landscaping

Dear Robin

Thank you for consulting me on the amended application. I have reviewed the most recent Technical Note ref. ITL11317-021B relating to the amendment to planning application TM/19/01814 and I note that the amendment proposes the removal of the secondary access which would provide a link through the site between the A20 and Winterfield Lane. I also note that the proposal to remove the link road from the plans follows concerns raised from East Malling and Larkfield Parish Council.

The Technical Note aims to address the initial concerns raised by KCC Highways regarding the removal of the secondary access and link; namely access arrangements and highway impact.

Access

The revised proposal removes the secondary access and provides for a single point of access from the A20 with an emergency access onto Winterfield Lane to be used only by pedestrians/cyclists and emergency services. A new ghosted right turn junction is proposed from the A20 and this is as previously agreed and includes for a new footway/cycleway along the site frontage. As the secondary access is removed traffic movements will be different to that previously assessed and therefore revised impact assessment have been provided.

The Kent Design Guide recommends that developments serving between 50 and 300 dwellings 'preferably has two points of access or is a loop with a short connection to a single point of access and a secondary emergency access link.' The illustrative site layout as shown on drawing number 6273-01g is in line with this advice.

Impact

The impact of the development on the highway with the new link road provided, has previously been assessed and found to be acceptable, subject to conditions. Further assessments have been completed to understand the impact of the development without the link road.

Trip generation is as previously agreed in respect of application TM/19/1814. The distribution and assignment of traffic has been amended to reflect the removal of the secondary access/link road from Winterfield Lane. The redistribution of traffic affects the junctions of A20/ site access and A20/London Road/Winterfield Lane. The adjustment basically takes the 10% of development traffic flows from the Winterfield Lane access and reassigns them through to the A20 junction and then along the existing Winterfield Lane. The reassigned traffic flows resulting from the removal of the secondary access are relatively small; Winterfield Lane would see an additional 11 traffic movements during the AM peak and 12 in the PM peak.

Assessments of the A20 site access junction and the A20/Lunsford Lane/Winterfield Lane junction have been conducted comparing the 2031 Do Minimum and 2031 Do something scenarios in the peak hours, with the same scenarios but with the Wates development traffic included.

2031 Do Minimum with development (Peak hours)
2031 Do Something with development (Peak Hours)
The scenarios without development remain unchanged.

A20/Site Access

The junction has been modelled using Junctions 9 PICADY and has been found to operate within capacity in the 2031 with development scenarios.

A20/Lunsford Lane/Winterfield Lane

The junction has been modelled using LINSIG assuming mitigating measures are in place. The mitigating measures comprise of junction improvements; an i-Transport scheme and a KCC scheme as identified previously.

The results indicate that for both schemes, the improvements to the junction would fully mitigate the impacts of the development albeit that the KCC scheme offers additional capacity and therefore improved results.

Conclusion

The secondary access/link road was put forward in the planning application in order to provide an alternative route to Winterfield Lane and to relieve congestion at the junction of A20/Lunsford Lane/Winterfield Lane. The assessment without the link road indicates that the removal of the link road from the proposal would not have any significant impact. Therefore, subject to the mitigating measures previously agreed the revised proposal would be acceptable in highway terms.

I therefore confirm that I have no objections to the amended application subject to the following conditions:

1. Access to be provided from A20 London Road and Winterfield Lane as shown in principle on drawing number ITL11317-GA-001 and ITL11317-GA-017 and to include the agreed improvements to footways, cycleways and PRoW connections through the site and fronting the site and pedestrian refuges on the A20.
2. Land to be dedicated to highway adjacent to the emergency access at the boundary with Winterfield Lane as shown on drawing ITL11317-GA-018.
3. PRoW improvements to MR119 and MR120. All details to be agreed with KCC PRoW team.

4. No occupation of development until the capacity improvement scheme at the junction of A20/Lunsford Lane/Winterfield Lane as shown in principle on drawing number ITL11317-GA-014 is complete. These works to be completed by the developer in accordance with a S278 Agreement.
5. S106 contribution of £910 per dwelling towards bus services enhancements/ bus infrastructure and / or bus journey time improvements in order to encourage sustainable travel.
6. S106 contribution of £1547.62 per dwelling towards highway improvements along the A20 between the junctions of the A228 and Coldharbour roundabout.
7. 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
8. 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.
9. Provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 0.9 metres above carriageway level within the splays, prior to the use of the site commencing.

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.

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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 sincerely

Louise Rowlands
Principal Transport & Development Planner