



Tonbridge & Malling Borough Council

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Highways and Transportation

Ashford Highway Depot
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Tel: 03000 418181

Date: 11 February 2021

Application - TM/20/02749/OA

Location - Land South Of Barming Station And East Of Hermitage Lane Aylesford Kent

Proposal - Outline Application: erection of up to 330 dwellings (including 40% affordable homes), together with associated open space, play areas, and landscaping (including details of access)

Dear Matthew

Thank you for consulting me on this application. I have reviewed the Transport Assessment prepared by Stuart Michael Associates Limited dated November 2020 and I have the following comments to make on highway matters:

Access

Pedestrians and Cyclists

A review of the existing pedestrian and cycle infrastructure is provided in Appendix B and summarised on drawing 5407.006. Improved footway/cycleways are proposed by the Whitepost Field developer (application TM/17/01595 which will provide a new footway/ cycleway along the eastern side of Hermitage Lane between the A20 and Barming Station. To the south of Barming Station there is an existing footway but there are missing cycleway links. The applicant proposes improvements to the existing footway along the eastern side of Hermitage Lane between the new secondary access and Chapelfield Way to allow 3m shared footway/cycleway which would connect into that existing along Chapelfield Way. KCC Highways have a proposed scheme for a footway/cycleway between Barming Station and the hospital and this includes a reduction of the speed limit from 40mph to 30mph. Contributions towards this scheme will be required should permission be granted for this development.

In addition to the improvements along Hermitage Lane, links should also be provided within the site so that connections can be made for pedestrians and cyclists to Corben Way and the community hall on the existing Croudace site. Also a link to the Public Right of Way adjacent to Hermitage Quarry with a crossing facility on Hermitage Lane to ensure pedestrian safety.

Public Transport

Bus stops and Barming Station are within walking distance. The permitted Croudace site is required to fund bus services to allow a half hourly service linking the site to the hospital and

Maidstone town centre with new bus stops provided along Chapelfield Way. Additional contributions to fund enhancements to bus services/bus journey times are to be provided should planning permission be granted.

Consultation is required with Network Rail/Southeastern to ascertain whether improvements are required at Barming station

Travel Plan

In accordance with the aims and objectives of the National Planning Policy Framework (paragraph 111), all developments which generate significant amounts of transport movement are required to provide a travel plan.

Technical Note 14 outlines the Residential Travel Plan.

A Residential Travel Plan has already been prepared and is active for the adjacent Hermitage Park development which is also a Croudace site. It is intended that the same travel plan be used across both sites.

The travel plan aims to encourage residents to make sustainable travel choices to reduce the level of car use. The target seeks to reduce the mode share for single occupancy vehicles by 6% by 2024.

A single travel plan for the combined developments is reasonable and acceptable but this should be updated and enhanced. It is considered that a more ambitious target should be set with an aim of reducing these trips by at least 10%. The travel plan should be monitored annually and the life of the travel plan should be extended to 5 years from 1st occupation of the current application site or until the target is achieved, whichever is the longer.

Whilst the travel plan includes initiatives to encourage sustainable travel which include a welcome pack, travel information, cycle parking, it is considered that with such a large combined site (circa 880 homes) there is definitely scope for improvement. I would expect the applicant to put forward measures and incentives to help to achieve a significant reduction in car trips. The site is in a sustainable location and cycle improvements are to be provided so a cycle hub/cycle hire scheme would seem appropriate. The development is ideally located for public transport use and so a car club on site may reduce the need for car ownership as this could be used for those trips not possible or convenient by rail/bus. These suggestions are not exhaustive and I would welcome other ideas/ initiatives from the applicant.

The Travel Plan is to be monitored and a monitoring fee of £1422 is required, prior to first occupation of the development, to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinator to achieve the objectives.

Vehicle Access

Primary Access

Primary access to the site is proposed from Chapelfield Way with 5.5m access and 2m wide footways into the development from a priority junction. Visibility splays are 2.4m x 43m which is appropriate for a 30mph speed limit. Tracking is provided and acceptable. The access arrangements are shown on Drawing number 5407.005 Rev B. A stage 1 safety audit has been completed and subject to the provision of dropped kerb crossings at the access there are no issues.

Secondary Access

The secondary access is a left in - left out only design as shown on Drawing number 5407.003 Rev A. Right turn movements are physically prevented by the central island of 14.9m x 1.2m on Hermitage Lane. Visibility splays of 2.4m x 120m are available from the access. This is appropriate for the existing 40mph speed limit. The creation of the secondary access will entail the realignment of the existing carriageway, which serves several properties, to connect with the new access. This will require a stopping up order for the short section of the existing carriageway that becomes redundant which should be pursued by the applicant through the planning process under the Town & Country Planning Act. A safety audit has been completed and concerns are raised regarding the width of the traffic island. Revised plans are required showing the traffic island with a minimum width of 1.6m to accommodate the signing with a minimum clearance distance of 500mm. The plans should also take into account the proposed footway/cycleway as shown on KCC drawing S106-MA-1104/1100/001 (attached). This will require widening of Hermitage Lane. Please arrange for the amended plans to be reaudited and include the topographical survey information to ensure that the highway works can be delivered safely. A Traffic Regulation Order to introduce 'No Right Turns' is required and this should be pursued by the applicant through the 3rd party TRO process.

Emergency Access /buses access

Links to the adjoining Croudace site will allow access through Howard Drive to Allington for buses, emergency services, pedestrians and cyclists. The Howard Drive link will not be available for other traffic.

Site Layout

The site layout is shown on Drawings 5407.007 and 5407.009. The scale of the drawings is not sufficient to be able to accurately review the layout. Whilst it is appreciated that this application is in outline, there appears to be areas within the layout where additional road space is needed to avoid conflict. Parking is required in accordance with IGN3 and safe secure cycle parking in accordance with SPG4. All homes with off street parking should be supplied with electric charging facilities and all communal parking areas should provide a minimum of 10% EV charging with an additional 10% passive provision.

Crashes

Crash details have been provided for the 5 year period to 31.12.19 and this should be updated to include the latest crash data. Details are included in Appendix C of the TA. There are clusters at the A20/Hermitage Lane junction and at the access to Barming Station and an analysis of these areas is needed in order to assess whether the proposed development will add to the problems.

Transport Impact

Trip generation

The site is expected to generate 147 two- way vehicle trips during the AM peak and 133 during the PM peak. Trip generation has been calculated using trip rates used for the Local Plan assessment. This has been agreed following a comparison with trip rates derived from TRICs and finding both results were similar.

Trip Assignment

Census data from 2011 has been used to determine trip assignment. Trips are then assigned to the highway network from the site, based on the most likely route used. This results in 73% of traffic distributed to/from Hermitage Lane north and 27% to/from Hermitage lane south. The

methodology is acceptable. The assignment of traffic to the highway network includes the Whitepost Field link road.

Figures 4.1 and 4.2 show the distribution of 2016 flows on the network in the AM peak and figs 4.3 and 4.4 show the redistribution including the Whitepost Field link road. Please check the labelling of the diagrams and the flows in figs 4.3 and 4.4 as the redistribution of flows allowing for the Whitepost Field link road don't tally with the turning proportions shown in Table 4.4.

Figures 4.5 and 4.6 show the distribution of the committed development traffic, please provide similar diagrams for each of the committed developments. The flows in figs 4.5/4.6 when added to the flows in figs 4.3/4.4 should equate to the same flows as shown in figs 4.7/4.8 however there are discrepancies for instance at the A20 Hermitage Lane junction. Please check the distribution diagrams, make corrections where necessary and follow through to the modelling input if discrepancies are found.

Traffic Surveys

Survey data has been sourced from the Local Plan evidence A20 Route Study and the Tonbridge and Malling Local Plan Transport Assessment. This includes survey data from 2016 and 2018 and the flows have been combined to provide a baseline traffic flow. The data has been validated against more recent 2019 surveys presented in a recent planning application in this locality. Please provide the distribution diagram from application MA/20/501773 Oakapple Lane that was used for the comparison.

Impact

The impact of the development is assessed for the future year of 2025. Committed development in the area has been included in the assessment. M20 junction 5 has been assessed for the date of application + 10 years as is required by Highways England.

Junction capacity assessments have been completed for the following junctions:

1. A20/Hall Road/Mills Road
2. A20/Hermitage Lane
3. Coldharbour Roundabout
4. M20 Junction 5
5. Poppyfields Roundabout
6. Hermitage Lane/Retail Park
7. Hermitage Lane/Whitepost field Link
8. Hermitage Lane /secondary access
9. Hermitage Lane/Chapelfield Way
10. Fullingpits Avenue/Hermitage lane/Tarragon Road
11. Heath Road/Hermitage Lane/St Andrews Road
12. Fountain Lane/A26/Farleigh Lane
13. A26/Red Hill/Bow road – Wateringbury Crossroads

Capacity assessments are made for AM and PM peaks using the 2025 base flows with and without development using industry standard software; Junctions 9 for priority and roundabout junctions and LINSIG for signalised junctions.

Results of Capacity Assessments

1. A20/Hall Road/Mills Road

The junction has been modelled to include the planned junction improvement soon to be delivered by KCC Highways. The improved roundabout junction operates within capacity in all scenarios.

2. A20/Hermitage Lane

The results indicate that the junction is over practical capacity (**Note 1**) but within theoretical capacity (**Note 1**) using the 2025 base flows. The addition of the development traffic will worsen the situation. An improvement scheme is referred to in the TA, however details of what the scheme entails are not included. The scheme has been modelled and the results indicate that with the mitigation measures the junction would operate within capacity. Further details of the proposed improvement scheme are required this should include a drawing and stRSA1.

The TA has not accounted for a scenario whereby the Whitepost Field link road is not provided. The planning consent for application TM/17/01595 requires the developer to provide the link road prior to the occupation of 175 dwellings or within 5 years, whichever is earlier. Any assessment of a scenario without the link road should therefore include the traffic associated with 175 dwellings. Without an assessment of this scenario any permission granted for the current application should be conditioned so that no occupation is permitted until the link road is open to traffic.

Coldharbour Roundabout

The 2025 future year assessment is based upon the improvement scheme that is due to be implemented by KCC Highways later this year. The modelling indicates that with the improvement scheme in place the roundabout would operate within capacity in all scenarios. However, a check of the geometric parameters in the Junctions 9 assessment has identified some irregularities as shown in figure 1 and figure 2 below:

Arms

Arm	Name	Description
A	Coldharbour Lane	
B	A20 London Road (east)	
C	A20 London Road (west)	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
A	9.90	15.50	27.1	57.1	100.0	33.0	
B	7.50	10.20	92.1	30.1	100.0	42.0	
C	7.10	12.00	82.7	40.0	100.0	31.0	

FIGURE 1: Geometric parameters included for current application TM/20/02749

Arm	V-Approach road-half width	E-Entry width	l-effective flare length	R-Entry Radius	D-Inscribed circle diameter	PHI-Conflict/Entry Angle
A	9.9	15.5	27.2	57.2	100.2	29
B	8.4	10.4	86.4	30.1	100.2	25
C	6.8	12.3	57.1	40	100.2	42

FIGURE 2: Geometric parameters from approved drawing provided by Major Projects

This will impact on the accuracy of the model and requires correction as the error is repeated in all modelled scenarios.

Whilst the results indicate all scenarios operate within capacity and with a level of service (LOS) of A (**Note 2**) the modelling should be amended to reflect the approved geometry.

M20 Junction 5

The junction has been modelled for 2031 and including the Tonbridge and Malling draft local plan development strategy. The development flows have been added to the 2031 Do Something flows. The results show M20 East being over practical capacity in the 2031 base year with an RFC of 0.946 (**Note 1**) and queue length of 14 PCUs (**Note 3**) in the AM peak. With development the RFC is 0.954 and the queue length is 16 PCUs.

The junction is known to be affected by congestion at the Coldharbour Roundabout. It will therefore benefit from the planned improvement of the Coldharbour Roundabout that are programmed to commence this year.

Poppyfields Roundabout

Results indicate the junction operates within capacity in all scenarios. The modelling assumes the roundabout improvement scheme and Whitepost Field link road are in place.

The TA has not accounted for a scenario whereby the Whitepost Field link road and improvements to Poppyfields Roundabout are not provided. Without an assessment of this scenario any permission granted for the current application should be conditioned so that no occupation is permitted until the link road is open to traffic.

Hermitage Lane/Retail Park

Results indicate the junction operates within capacity in all scenarios. The modelling assumes the Whitepost Field link road is in place.

Hermitage Lane/Whitepost field Link

Results indicate the junction operates within capacity in all scenarios.

Chapelfield Way/Site Access

Results indicate the junction operates within capacity in all scenarios.

Hermitage Lane /secondary access

Results indicate the junction operates within capacity in all scenarios.

Hermitage Lane/Chapelfield Way

Results indicate the junction operates within capacity in all scenarios.

Fullingpits Avenue/Hermitage Lane/Tarragon Road

Results indicate the junction operates within capacity in all scenarios.

Heath Road/Hermitage Lane/St Andrews Road

The junction is expected to operate within theoretical capacity but over practical capacity in the 'with development' scenario in the AM peak. The degree of saturation increasing from 90.7% to 92.3%, the queue length increasing from 29.4 pcu's to 31.7 and the delay from 37.4 seconds per pcu to 40.2 on the worst arm, this being Hermitage Lane southbound approach. The results for the PM peak show no capacity issues.

It should be noted that the modelling cannot replicate the way in which this junction is routinely affected by southbound queuing on Fountain Lane from the junction with Tonbridge Road. The results therefore have to be viewed in the context of this inter-dependency.

It should also be borne in mind that KCC Highways is planning to implement pedestrian crossing facilities at this junction, which will have a further bearing on traffic conditions.

Fountain Lane/A26/Farleigh Lane

The junction is over capacity in the 2025 base flows and this becomes worse with the addition of the development traffic. The applicant has offered to contribute towards a strategic mitigation scheme. The preferred option being explored and progressed by KCC Highways takes the form of a dual roundabout scheme which incorporates four signalised pedestrian crossings. The scheme requires third party land which has not yet been acquired. The junction improvement has been modelled by KCC Highways taking account of all projected traffic growth from the Maidstone and Maidstone Local Plans and found to operate within capacity with a Degree of Saturation below 75% on all arms and minimal queue lengths.

An assessment of the junction improvement scheme with the traffic generated by the application site has not been included in the TA and this is needed.

The applicant has included alternative schemes in their TA which have previously been put forward as options by KCC Highways but which are not being pursued due to safety concerns. The applicant has assessed these options which comprise of a gyratory system incorporating the junctions of A26/Fountain Lane and Fountain Lane/Heath Road/Hermitage Lane/St Andrews Road with Queens Road/A26/Fant Lane by opening up the eastern end of St Andrews Road to through traffic. The results indicate improvements to capacity, however these schemes are not being taken forward.

A26/Red Hill/Bow Road – Wateringbury Crossroads

The development is expected to generate up to 28 two way trips towards this junction in the peak hours. This will add to the congestion already experienced and thereby strengthen the need for the junction improvement scheme that KCC Highways is seeking to bring forward.

In order to mitigate this impact by helping to facilitate delivery of the scheme, the applicant should be required to provide a financial contribution via a Section 106 Agreement.

Conclusion

Additional information is required as outlined above and summarised as follows:

3. Revised plans are required showing the secondary access proposal but amended to include a traffic island on Hermitage Lane with a minimum width of 1.6m to accommodate the signing with a minimum clearance distance of 500mm. The drawing should also include an extended footway/cycleway from Barming Station to the junction with Chapelfield Way. A RSA1 is required for the scheme.
4. Further details of the proposed improvement scheme for the A20/Hermitage Lane junction including a drawing with dimensions provided and RSA1.
5. A capacity assessment of the proposed improvement scheme currently being pursued by KCC Highways for the A26/Fountain Lane junction in order to assess the impact of the development is required.
6. Crash details for the most recent 5 year period and an analysis of those areas showing clusters.
7. Clarification on the impact of the proposed development on capacity at the Poppy Fields and A20 London Road/Hermitage Lane/Preston Hall junctions in the event that the

Hermitage Lane to Poppy Fields Roundabout link road is provided on a condition to restrict development until the link road is open to traffic.

8. Further clarification of the traffic distribution diagrams and traffic survey validation as outlined in the foregoing review.

Once this information is provided I will issue additional comments, however if in the meantime, the Local Planning Authority be minded to grant permission I would recommend that following conditions be included:

No development prior to the completion of the following highway works:

- A20/Hall Road/Mills Road improvements scheme
- A20/Coldharbour Lane Roundabout improvement scheme
- Whitepost Field link road between Hermitage Lane and Poppyfields Roundabout on the A20
- A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme)

- Footway/cycleway along the eastern side of Hermitage Lane between Barming Station and Chapelfield Way and to include a link to the Public Right of Way adjacent to Hermitage Quarry including a pedestrian crossing facility on Hermitage Lane. This to be provided by the developer by way of S278 agreement.

S106 financial contributions are required towards the following:

- The KCC Footway/cycleway improvement scheme and speed limit reduction along Hermitage Lane between Chapelfield Way and Maidstone hospital.
- Enhancements to bus services/bus journey times.
- Travel Plan monitoring fee of £1422 to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinator to achieve the objectives.
- A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme)
- A26 / Bow Road /Red Hill Wateringbury Crossroads junction improvement scheme

Primary access to be provided as shown in principle on drawing number 5407.005 Rev B and to include safety auditor's comments.

Secondary access to be a left in - left out only design as shown in principle on Drawing number 5407.003 Rev A but to include a central island on Hermitage Lane to physically prevent the right turn movements with a minimum width of 1.6m.

The applicant is required to pursue a stopping up order under the Town & Country Planning Act in respect of the short section of the existing carriageway that becomes redundant due to the new secondary access.

The applicant is required to pursue a Traffic Regulation Order (TRO) to introduce 'No Right Turns' at the junction of the secondary access through the 3rd party TRO process.

Footway and cycle links are required within the site so that connections can be made for pedestrians and cyclists to Corben Way and the community hall on the existing Croudace site.

Prior to commencement of development the applicant shall submit for written approval of the Local Planning Authority a revised Travel Plan for the combined Croudace developments and register the plan with KCC Jambusters website (www.jambusterstpms.co.uk). The applicant shall implement and monitor the approved travel plan, and for each subsequent occupation of the development thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the travel plan. Completed post occupation survey forms from all new dwellings/occupants on the site will be required to be submitted on the final monitoring period. A fee of £1,422 is required, prior to first occupation of the development, to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinators to achieve the objectives.

Parking is required in accordance with IGN3 and safe secure cycle parking in accordance with SPG4. All homes with off street parking should be supplied with electric charging facilities and all communal parking areas should provide a minimum of 10% EV charging with an additional 10% passive provision.

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

Notes

- (1) A measure of the overall performance of a junction, where the degree of saturation (DoS) is at 90% in the case of traffic signalled junctions and the ratio of flow to capacity (RFC) is 85% in the case of priority junctions and roundabouts.
It is normally accepted that an RFC of 1.000, or a degree of saturation of 100%, indicates that the junction is typically operating at maximum theoretical capacity. Due to the inherent day-to-day variability of traffic flows a RFC value of 0.85 or a Degree of Saturation of 90% are seen as acceptable and practical in operational terms for development impact assessments.
- (2) LOS - Level of service is a qualitative measure used to relate the quality of motor vehicle traffic service. A level of service of 'A' would describe perfect free-flowing traffic conditions, while higher letter grades such as 'E' and 'F' describe constrained, unstable and overcapacity traffic conditions.
- (3) Passenger Car Units (PCUs) are a means of translating all types of vehicle into a common traffic 'currency'.

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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Highways and Transportation

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Tel: 03000 418181

Date: 12 April 2021

Application - TM/20/02749/OAEA

Location - Land South Of Barming Station And East Of Hermitage Lane Aylesford Kent

Proposal - Outline Application: erection of up to 330 dwellings (including 40% affordable homes), together with associated open space, play areas, and landscaping (including details of access)

Dear Matthew

Thank you for re-consulting me on the application by Croudace for 330 homes on land South Of Barming Station And East Of Hermitage Lane, Aylesford. I am reviewing the Transport Assessment Addendum which is included on the planning portal of the TMBC website and unfortunately the appendices are missing. Please could you arrange for this information to be provided in order that I can review the application fully.

In light of this please could you allow me additional time to consider the application once the appendices are received.

Kind Regards

Louise Rowlands
Principal Transport & Development Planner



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Highways and Transportation

Ashford Highway Depot
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Tel: 03000 418181

Date: 26 April 2021

Application - TM/20/02749/OAEA

Location - Land South Of Barming Station And East Of Hermitage Lane Aylesford Kent

Proposal - Outline Application: erection of up to 330 dwellings (including 40% affordable homes), together with associated open space, play areas, and landscaping (including details of access)

Dear Matthew

Thank you for consulting on the additional information received in respect of this application. I have reviewed the Transport Assessment Addendum (TAA) which seeks to address the comments raised by KCC and HE dated 11.2.21 and 9.2.21 respectively.

The list of appendices given in the TAA is not correct. Appendix A is a Sketch Layout, Appendix B includes the A20/Hermitage Lane improvement, Appendix C is the crash plot and crash details, Appendix D and E is the A20/Hermitage Lane Linsig, Appendix F Poppyfields Roundabout assessment and G is the Coldharbour Roundabout assessment. There is no Appendix H provided.

Pedestrians/Cyclists/Buses

The applicant has agreed to include a footway/cycleway along the eastern side of Hermitage Lane between Barming Station and Chapelfield Way, including a pedestrian refuge on Hermitage Lane just north of the Hermitage Quarry access and the reduction of the speed limit along this section of Hermitage Lane from 40mph to 30mph. The scheme is integrated into the proposed secondary access drawing number 5407.003 rev B. I would add that the footway/cycleway should be extended into the secondary access at least as far as the 1st dwelling. This scheme constitutes part of the KCC scheme which also includes a continuation of the route to the hospital. The KCC scheme is not currently programmed as there is a funding gap. The applicant is requested to provide a contribution towards the cost of extending the route to the hospital or alternatively to complete those works via a S278 agreement.

As previously requested links for pedestrians and cyclists are required to Corben Close, the community hall on the existing Croudace site, KB47 and the Public Right of Way adjacent to Hermitage Quarry MR102 with a crossing facility on Hermitage Lane to ensure pedestrian safety.

The applicant has agreed to contributions towards bus service/bus journey time, this is planned to be in the same proportion as provided by other developers in this vicinity and along the A20 corridor which is £910 per dwelling, £300,300 in total.

Travel Plan

The applicant has agreed to review the targets of the travel plan to reduce the mode share for single occupancy vehicles by 10%. As advised previously, the travel plan should be monitored annually and the life of the travel plan should be extended to 5 years from 1st occupation of the current application site or until the target is achieved, whichever is the longer.

Whilst the travel plan includes initiatives to encourage sustainable travel which include a welcome pack, travel information, cycle parking, it is considered that with such a large combined site (circa 880 homes) there is definitely scope for improvement. I would expect the applicant to put forward measures and incentives to help to achieve a significant reduction in car trips. The site is in a sustainable location and cycle improvements are to be provided so a cycle hub/cycle hire scheme would seem appropriate. The development is ideally located for public transport use and so a car club on site may reduce the need for car ownership as this could be used for those trips not possible or convenient by rail/bus. These suggestions are not exhaustive and I would welcome other ideas/ initiatives from the applicant.

The Travel Plan is to be monitored and a monitoring fee of £1422 is required, prior to first occupation of the development, to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinator to achieve the objectives.

Vehicle Access

Primary access to the site is via a priority junction from Chapelfield Way as shown on Drawing 5407.005 Rev C. the junction is expected to operate within capacity in the future year with development. A safety has been provided and the comments addressed. The layout appears to involve the removal of trees in the highway, please provide a drawing of the trees to be removed in order that I can consult with our landscaping team.

The secondary access drawing has been amended to include a wider traffic island on Hermitage Lane preventing the right turn in/right turn out manoeuvres and allowing space for traffic signs as previously requested. This and the realignment of the residential road from which the secondary access is taken, will require Traffic Regulation Orders which should be pursued via the 3rd party process. The stopping up order of the redundant carriageway should be pursued by the applicant through the Town and Country Planning Act through an application by the developer to the Department for Transport. I have consulted the KCC Schemes, Delivery, Planning team and I am advised that a running lane of 3.5m is required each side of the traffic island due to the amount and type of traffic on Hermitage Lane and to allow sufficient space for maintenance of the new traffic island. Maintenance of the island requires 3.5m (3m lanes and a 0.5m safety zone). A narrowing of the lane widths to 3m as proposed is not acceptable.

A revised road safety audit has been completed on the secondary access drawing which now includes the footway/cycleway along Hermitage Lane and a pedestrian refuge on Hermitage Lane just south of the access to Hermitage Quarry as shown on drawing number 5407.003 Rev B.

The safety audit includes comments which are not adequately addressed in the Designer's Response, namely 3.11 which states:

3.1.1 PROBLEM

Location: B - Hermitage Lane – secondary access road
Summary: Refuse Vehicle may have to stop suddenly to give way to approaching vehicle resulting in rear end shunts at the junction.

The Auto tracking provided details that a refuse vehicle is required to use a significant amount of the opposite lane to manoeuvre into the junction. If the refuse vehicle enters the junction and another vehicle is approaching from inside the development or there is a queue of traffic waiting to exit the junction conflict may occur due to sudden braking to avoid queuing traffic resulting in obstruction to Hermitage Lane and potential rear end shunts or equally side swipe type collisions if the refuse driver attempts to continue into the junction hitting a stationary vehicle.

RECOMMENDATION

It is recommended that forward visibility splays are introduced, and measures introduced to provide an approaching driver adequate vision before entering the junction.

The safety auditors' comments were made in reference to drawings, traffic flows and a site visit and there is no revised plans or evidence to support the designer's response. It can be seen from the Google extract below that a HGV or refuse vehicle which is unable to fully turn into the access due to opposing traffic, will either overhang the junction or be unseen seen by subsequent left turning traffic from Hermitage Lane, leading to potential collisions. It is considered that additional space is needed on the left turn in.

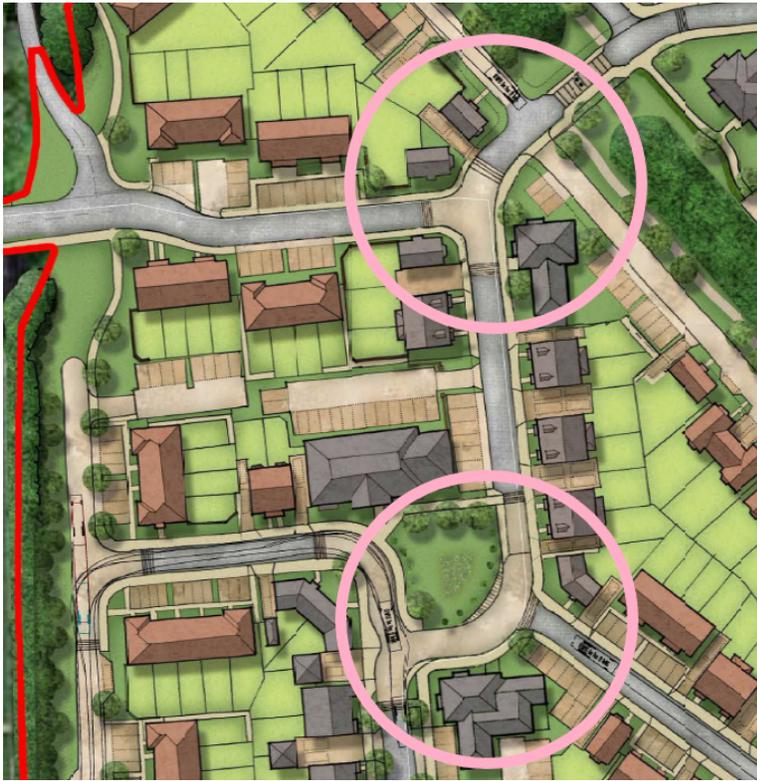


Please provide a revised drawing showing the visibility required for pedestrians and the extent of the vegetation that needs to be removed to address comment 3.2.1 and also the footway along the south side of the access road to address point 3.2.2.

Other comments raised in the safety audit can be visited at the detailed design stage.

Site Layout

Revised drawings including tracking are provided at Appendix A on drawings 5407.007 Rev A and 5407.009 Rev A. Please extend the tracking to cover the junctions shown below:



Additional space is needed on the southern junction shown in the extract above. Whilst the layout needs to be constrained and convoluted to deter through trips, the current proposed layout may lead to conflict.

Crash Details

Revised up to date crash data is provided. This covers the latest 5 year period. A check on the details suggests that the improvements proposed for pedestrians and cyclists will be advantageous. KCC schemes, Delivery, Planning team have not raised any issues and have no crash remedial schemes programmed within the study area.

Trip Generation

The trip generation methodology has been accepted and the site is expected to generate 147 two-way vehicle trips in the AM peak and 133 in the PM peak.

Distribution and Trip Assignment

The use of census to establish trip assignment and the proportional split north/south is accepted. Additional distribution diagrams have been provided seeking to clarify previous queries raised. Fig 2.1 presents the 2016 survey data for the AM and PM peaks both with and without the redistribution arising from the Whitepost Field link road. The without link flows have been amended. There are significant differences in the flows between A20/Hermitage Land and Coldharbour Roundabout and also between Coldharbour Roundabout and Poppyfields Roundabout which is difficult to explain as there are no other turnings between the junctions. Please could this be checked.

The explanation of the turning proportions shown in the TA Fig. 4.3 and 4.4 is very helpful and this concern is now fully addressed.

Assignment diagrams in respect of committed development have been provided as requested.

Impact

A20/ Hermitage Lane

In my previous comments I noted that the junction is over practical capacity but within theoretical capacity using the 2025 base flows and including committed development and the Whitepost Field link road. The addition of the development traffic worsens the situation. An improvement scheme was referred to in the TA, however details of what the scheme entails were not included. The scheme has been modelled and the results indicate that with the mitigation measures the junction would operate within capacity.

The drawing referred to in the TA for a mitigation scheme has been provided in Appendix B of the TAA along with the road safety audit. The Drawing at Appendix B is 004-SK-004 Rev A. The Drawing number referred to in the RSA1 is 003-SK-004 Rev A. I am assuming that this is a typo as the drawing appended to the audit is 004-SK-004 Rev A. Please could the auditor confirm that the correct drawing has been audited.

I have consulted our traffic signals engineer who has stated that reversing the stagger leaves very little room to get the necessary traffic signal equipment on the corner radii, the crossing width needs to be 3.2m and the stopline located 3m from the edge of the tactile paving. Also, the revised signals would need to be linked to the nearby Preston Hall lights and the ducting extended as a result. The new crossing would need to be near-sided puffin type, as would the others which would necessitate a complete site refurbishment.

The assessment in the TA includes the Whitepost Field development (TM/17/01595) and the Whitepost Field link road in the impact assessments. Although this development and the link road are committed, an assessment has been requested for a scenario whereby the Whitepost Field link road is not provided. The planning consent for application TM/17/01595 requires the developer to provide the link road prior to the occupation of 175 dwellings or within 5 years, whichever is earlier. The assessment of a scenario without the link road should therefore include the traffic associated with 175 dwellings.

The TAA provides an impact assessment with 175 dwellings on the Whitepost Field site and without the link road for both the A20/Hermitage Lane and Poppyfields roundabout.

the results indicate that the **A20/Hermitage Lane** junction is expected to operate over capacity with the 2025 base flows without the Whitepost Field link provided. The addition of the development traffic adds to the delays and queue lengths. In particular the A20 London Road East left/ahead movement, the queue length is predicted to increase from 230 pcu's in the 2025 base scenario to 256 in the with development scenario with the degree of saturation (DoS) increasing from 136.8% to 140.4% in the AM peak. Also, the Hermitage Lane right turn movement is predicted a queue length of 17.8 pcu's in the 2025 base scenario AM peak and this is expected to increase to 33.8 pcu's in the 'with development' scenario with the DoS increasing from 93.6% to 102.2%. The outcome of this additional queueing is likely to cause blocking back across adjacent junctions.

The proposed mitigation scheme as shown on Drwg 004-SK-004 Rev A provides relief to some arms of the junction but the A20 London Road East /ahead movement and the Hermitage Lane right turn movement show excessive capacity issues in the AM peak which are worse than the 'without development' scenario. The results provided indicate that additional mitigation is needed if the development is occupied prior to the delivery of the Whitepost Field link road.

Poppyfields Roundabout

The results of the assessment of the roundabout without the Whitepost Field link road indicate that the roundabout would operate within capacity with development.

Coldharbour Roundabout

The roundabout has been remodelled following queries raised regarding the geometric parameters used previously. The results indicate the roundabout will operate satisfactorily within capacity with development and assuming the full occupation of 840 homes on the Whitepost Field site and the link road in place.

Fountain Lane/A26/Farleigh Lane

As noted in my previous comments the junction is over capacity in the 2025 base scenario and this becomes worse with the addition of the development traffic. The applicant has offered to contribute towards a strategic mitigation scheme.

KCC Highways are developing a strategic improvement scheme for this junction and currently a dual roundabout scheme has been designed, however this is still in early stages. Land acquisition is required, there is a funding gap and the design requires modifications to improve pedestrian connectivity and also to improve capacity. Clearly there is still a significant amount of work to be done and at the present time the delivery of a scheme at the junction is not programmed and there is no certainty when this will happen without the funding in place.

The applicant has included alternative schemes in their TA which are similar to those previously put forward as options by KCC Highways. These comprise of a gyratory including the A26/Fountain Lane/Heath Road Hermitage Lane junctions and also Queens Road/A26/Fant Lane. The applicant proposes 2 options for a gyratory system to improve capacity these are:

1. Full one-way gyratory as shown on drawing 003-SK-001 Rev B at Appendix U of the TA. This proposes one-way traffic along St Andrews Road to a new junction onto A26/Queens Road, one-way south west bound on Tonbridge Road and northbound on fountain Lane to its junction with Hermitage Lane/Heath Road/St Andrews Road.
2. Gyratory with A26 remaining two way. The drawing of this proposal is not included at Appendix U please could this be provided.

The modelling results for Option 1 (full one-way gyratory) do show all arms to operate within desirable capacity in 2031 with development, however the results for Option 2 indicate several arms over desirable capacity and in particular the Queens Road junction would operate over theoretical capacity in 2031 both with and without the development.

The introduction of a gyratory system has been considered previously by KCC and discounted. Whilst under consideration it was found to be unpopular with local residents and members. The proposals would significantly increase traffic flows along St Andrews Road and parking restrictions would be required. The implementation of a one-way Order and parking restrictions would be subject to consultation and given the likely objections such a scheme cannot be guaranteed delivery.

Improvements to the A26/Fountain Lane/Farleigh Lane are necessary to mitigate the impact of this development, however delivery of the one way working gyratory scheme, as proposed by the applicant, has a high level of uncertainty. The KCC proposed improvement scheme is still in early stages. A contribution to this would seem appropriate, and the funding gap is approximately £2.5m. This amount could be reduced subject to alternative funding sources. Such a contribution would be welcome and would allow the scheme to come forward with

delivery possible in 2023/24, however it would be necessary for the improvement scheme to be delivered prior to occupation.

Conclusion

Additional information is required as outlined above and summarised as follows:

1. Please extend the cycleway as shown on the secondary access drawing number 5407.003 Rev B. into the secondary access.
2. Revised plans are required showing the secondary access proposal but amended to allow a running lane of 3.5m each side of the traffic island due to the amount and type of traffic on Hermitage Lane and to allow an adequate safety zone for maintenance purposes.
3. The safety audit of drawing 5407.003 Rev B of the secondary access includes comments which are not adequately addressed in the Designer's Response.
4. Site layout drawings to be amended to show additional space and tracking at internal junctions as described in the foregoing report.
5. There are significant differences in the flows between A20/Hermitage Lane and Coldharbour Roundabout and also between Coldharbour Roundabout and Poppyfields Roundabout which is difficult to explain as there are no other turnings between the junctions. Please could this be checked.
6. The proposed mitigation scheme for the A20/Hermitage Lane junction as shown on Drwg 004-SK-004 Rev A provides relief to some arms of the junction but the A20 London Road East ahead movement and the Hermitage Lane right turn movement show excessive capacity issues in the AM peak without Whitepost Field link road, which are worse than the 'without development' scenario. Additional mitigation is needed if the development is occupied prior to the delivery of the Whitepost Field link road.
7. Further clarification of the traffic distribution diagrams and traffic survey validation as outlined in the foregoing review.
8. A suitable improvement scheme is required to mitigate the impact of the development at the A26/Fountain Lane/Farleigh Lane junction the most appropriate solution would be to provide funding to allow the delivery of the proposed KCC dual roundabout scheme. The funding gap currently stands at circa £2.5m

Once this information is provided I will issue additional comments, however I recommend a holding objection until this information is provided and reviewed.

If in the meantime, the Local Planning Authority are minded to grant permission I would recommend that following S106 requirements and conditions be included:

Part 1

No development prior to the completion of the following highway works:

- A20/Hall Road/Mills Road improvements scheme
- A20/Coldharbour Lane Roundabout improvement scheme

Part 2

No occupation of the development prior to the completion of the following highway works:

- Whitepost Field link road between Hermitage Lane and Poppyfields Roundabout on the A20
- A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme)

Part 3

S106 financial contributions are required towards the following:

- A contribution of £255,000 towards the KCC Footway/cycleway improvement scheme and speed limit reduction along Hermitage Lane between Chapelfield Way and Maidstone hospital.
- An amount of £2.5m to facilitate the delivery of the A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme). This amount could be reduced should alternative funding come forward.
- An amount of £910 per dwelling (£300,300 total) towards enhancements to bus services/bus journey times.
- Travel Plan monitoring fee of £1422 to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinator to achieve the objectives.
- Contribution of £15,000 to fund design and consultation for a scheme to address congestion and pollution issues at the junction of A26 / Bow Road /Red Hill Wateringbury, subject to the Joint Transportation Board.

Part 4

The following S278 works are required prior to occupation of the development:

- Footway/cycleway along the eastern side of Hermitage Lane between Barming Station and Chapelfield Way and to include a link to the public right of way adjacent to Hermitage Quarry including a pedestrian crossing facility on Hermitage Lane.
- Prior to occupation an improvement scheme for the junction of the A20/Hermitage Lane as shown in principle on Drawing 004-SK-004 Rev A but amended to include the comments from the KCC traffic signals engineer who has stated that reversing the stagger leaves very little room to get the necessary traffic signal equipment on the corner radii, the crossing width needs to be 3.2m and the stopline located 3m from the edge of the tactile paving. Also, the revised signals would need to be linked to the nearby Preston Hall lights and the ducting extended as a result. The new crossing would need to be near-sided puffin type, as would the others which would necessitate a complete site refurbishment.

Should permission be granted allowing occupation prior to the opening of the Whitepost Field link road additional mitigation will be required.

- Primary access to be provided as shown in principle on drawing number 5407.005 Rev C.
- Secondary access to be a left in - left out only design as shown in principle on Drawing number 5407.003 Rev A but to include running lanes of 3.5m minimum width each side of the proposed central island.

Part 5

The following additional conditions are required:

- Links for pedestrians and cyclists are required to Corben Close and the community hall on the existing Croudace site,
- The applicant is required to pursue a stopping up order under the Town & Country Planning Act in respect of the short section of the existing carriageway that becomes redundant due to the new secondary access.
- The applicant is required to pursue a Traffic Regulation Order (TRO) to introduce 'No Right Turns at the junction of the secondary access through the 3rd party TRO process and to pursue a 30mph speed limit along Hermitage Lane.
- Prior to commencement of development the applicant shall submit for written approval of the Local Planning Authority a revised Travel Plan for the combined Croudace developments and register the plan with KCC Jambusters website (www.jambusterstmps.co.uk). The applicant shall implement and monitor the approved travel plan, and for each subsequent occupation of the development thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the travel plan. Completed post occupation survey forms from all new dwellings/occupants on the site will be required to be submitted on the final monitoring period. A fee of £1,422 is required, prior to first occupation of the development, to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinators to achieve the objectives.

- A car club is required with free membership provided for resident of the development for a period of 2 years post occupation.
- A cycle hub on site with a bike hire scheme.
- Parking is required in accordance with IGN3 and safe secure cycle parking in accordance with SPG4. All homes with off street parking should be supplied with electric charging facilities and all communal parking areas should provide a minimum of 10% EV charging with an additional 10% passive provision.
- 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.
- 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

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



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: 16 June 2021

Application - TM/20/02749/OAEA

Location - Land South Of Barming Station And East Of Hermitage Lane Aylesford Kent

Proposal - Outline Application: erection of up to 330 dwellings (including 40% affordable homes), together with associated open space, play areas, and landscaping (including details of access)

Dear Matthew

Thank you for consulting me on Technical Notes 15, 16 and 17 which have been provided by Stuart Michael Associates in response to my previous consultation responses dated 11th February 2021 and 26th April 2021 and also to comments raised by Highways England. Previous transport related documents submitted with this application include the Transport Assessment (TA) dated November 2020 and the Transport Assessment Addendum (TAA) dated 11.2.21.

I have reviewed the Technical Note and I have the following comments:

1. Secondary Access

Drawing 5407.003 Rev D has been provided and this includes a footway/cycleway on each side of the secondary access into the development site with crossing facilities included, wider 3.5m running lanes on Hermitage Lane as previously requested and additional space for vehicles turning into the secondary access from Hermitage Lane north. Previous concerns relating to these points are adequately addressed.

2. Internal Layout

Drawing 5407.007 Rev B has been provided. It is noted that the layout is indicative due to the application being outline. Further comments indicating any adjustments necessary can be provided at the detailed stage however a layout which is constrained and convoluted to deter unnecessary through trips will be an important requirement of the detailed application.

3. Traffic Flows

Traffic survey data has been sourced from the A20 Corridor Route Study and the 2018 TMBC District TA. Both these documents form part of the evidence for the draft TMBC Local Plan. Additionally, surveys included in the 2019 Oakapple Lane Transport

Assessments have been used which were prepared for planning application TM/20/01218 and MA/20/501773. These different sources have been used in order that impact assessments could be completed given that surveys would not be representative at the present time due to Covid. Under the current circumstances this is found to be acceptable.

I have revisited fig 2.1 which is a distribution diagram comparing the 2016 survey data with and without the Whitepost Field link Road. I have checked the flows presented for the A20/Hermitage Lane junction against the flows included in the A20 Corridor Route Study and found that the discrepancy is the right turn from Arm A A20 East to Arm D Preston Hall which is shown as 177 in fig 2.3 and 50 in the Route Study. This explains the differences in traffic flows between the A20/Hermitage Lane and Coldharbour Roundabout. I have also checked the Linsig details for the corresponding scenario and found that the correct number (50) pcu's has been entered.

A further planning application has received permission recently which will add to the traffic flows on the A20/Hermitage Lane junction and the A20/Coldharbour Road junction. The application is TM/20/01820 for the redevelopment of the Aylesford Newsprint site. The applicant has provided **Technical Note 17** which includes additional modelling to account for the traffic associated with the redevelopment of the Newsprint site.

4. A20/Hermitage Lane – Capacity without Whitepost Link Road

The junction improvement scheme proposed by the applicant improves capacity such that the junction would operate within capacity in 2025 when modelled with the Whitepost Field development (TM/17/01595) and the Whitepost Field link road and including the traffic generated by the current Croudace planning application. Concerns were raised however that without the Whitepost Field link road the A20/Hermitage Lane junction would be over capacity even with the implementation of the junction improvement scheme put forward by the applicant.

Analysis of the modelling results show that whilst there is some additional queueing on some arms of the junction other arms see significant improvements. Overall, the Practical Reserve Capacity at the junction is improved by 22.6% in the AM peak and by 6.7% in the PM peak when comparing the 2025 base, no Whitepost Field link and no development with the same scenario but with development and with mitigation. Also, total delays at the junction are significantly reduced in the 'with development, with mitigation' scenario. For these reasons I am of the view that with the mitigation scheme in place there would be no severe impact at this junction both with and without the delivery of the Whitepost Field link road.

The proposed mitigation scheme is shown on Drawing 004-SK-004 Rev A and has the benefit of a safety audit. The KCC Traffic Signals engineer has stated that detailed design features of the junction improvement scheme can be addressed at the detailed design stage and this will include the linking of the signals to the nearby Preston Hall lights, extending the ducting and provision of a near-sided puffin type crossing together with some site refurbishment. This work would be delivered by the applicant via a S278 Agreement.

5. A26/Fountain Lane/Farleigh Lane Junction Improvement

I note the applicant's concern regarding the previously recommended contribution towards the A26/Fountain Lane improvement scheme. I have taken advice from TMBC and we agree that any contribution should be fair and proportionate.

I therefore propose two alternative options, both of which are considered to be fair, reasonable and necessary for the development:

- The applicant has put forward options to improve capacity to mitigate their impact and these comprise of gyratory schemes as previously proposed by KCC Highways. KCC Highways do not intend to progress these schemes and it is highly uncertain that the schemes could be delivered by the developer. It would therefore seem reasonable for the applicant to contribute the cost of the schemes towards KCC's junction improvement scheme.
- The S106 Agreement in respect of the Whitepost Field development TM/17/01595 requires the developer to provide a contribution of £1.3m towards highway improvements to the proposed new roundabout at the A20/Mills Road/Hall Road junction and/or junction improvements to the A26/Fountain lane junction. This being the case, a contribution of £1.2m from the Croudace site would bridge the funding gap and allow the necessary junction improvements to be delivered.

6. Travel Plan

Details of car club and cycle hire schemes have been included as requested and will be secured through the Travel Plan at the detailed stage.

7. Footway Link to Corben Close and Hermitage Quarry PRow

I note a traffic island on Hermitage Lane is included in the drawings and this will provide a pedestrian connection to the PRow adjacent to Hermitage Quarry as requested.

I look forward to the receipt of details of the links to Corben Close and along the western site boundary to the northern boundary to allow connections for pedestrians and cyclists.

8. Removal of trees

I have consulted the KCC Landscaping Team and I am advised that each tree to be removed has a value which needs to be paid to KCC Highways Landscaping team.

Conclusion

No objection subject to the following conditions:

Part 1

No development prior to the completion of the following highway works:

A20/Coldharbour Lane Roundabout improvement scheme

Part 2

No occupation of the development prior to the completion of the following highway works:

A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme)

Part 3

S106 financial contributions are required towards the following:

1. A contribution of £262,036 towards the KCC Footway/cycleway improvement scheme and speed limit reduction along Hermitage Lane between Chapelfield Way and Maidstone Hospital.
2. A contribution of £1.2m towards the delivery of the A26/Fountain Lane/Farleigh Lane improvement scheme (KCC scheme).
3. An amount of £910 per dwelling (£300,300 total) towards enhancements to bus services/bus journey times.
4. Travel Plan monitoring fee of £1422 to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinator to achieve the objectives.
5. Contribution of £15,000 to fund design and consultation for a scheme to address congestion and pollution issues at the junction of A26 / Bow Road /Red Hill Wateringbury, subject to the Joint Transportation Board.
6. Prior to commencement of development the applicant shall submit for written approval of the Local Planning Authority a revised Travel Plan for the combined Croudace developments and register the plan with KCC Jambusters website (www.jambusterstpms.co.uk). The applicant shall implement and monitor the approved travel plan, and for each subsequent occupation of the development thereafter maintain and develop the travel plan to the satisfaction of the Local Planning Authority.

Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the travel plan. Completed post occupation survey forms from all new dwellings/occupants on the site will be required to be submitted on the final monitoring period. A fee of £1,422 is required, prior to first occupation of the development, to fund KCC's Travel Plan Advisor to review monitoring reports and work with the Travel Plan Coordinators to achieve the objectives.

7. A car club is required with free membership provided for resident of the development for a period of 2 years post occupation.
8. A cycle hub on site with a bike hire scheme.

Part 4

The following S278 works are required prior to occupation of the development:

- Footway/cycleway along the eastern side of Hermitage Lane between Barming Station and Chapelfield Way and to include a link to the public right of way adjacent to Hermitage Quarry including a pedestrian crossing facility on Hermitage Lane as shown in principle on Drawing 5407.003 rev D.
- Improvement scheme for the junction of the A20/Hermitage Lane as shown in principle on Drawing 004-SK-004 Rev A but amended to include the comments from the KCC traffic signals engineer who has stated that reversing the stagger leaves very little room to get the necessary traffic signal equipment on the corner radii, the crossing width needs to be 3.2m and the stopline located 3m from the edge of the tactile paving. Also, the revised signals would need to be linked to the nearby Preston Hall lights and the ducting extended as a result. The new crossing would need to be near-sided puffin type, as would the others which would necessitate a complete site refurbishment.
- Primary access to be provided as shown in principle on drawing number 5407.005 Rev C.
- Secondary access to be a left in - left out only design as shown in principle on Drawing number 5407.003 Rev D but to include running lanes of 3.5m minimum width each side of the proposed central island.
- The internal access arrangements to be provided as indicated in principle on Drawing 5407.007 Rev B. Further comments indicating any adjustments necessary can be provided at the detailed stage however a layout which is constrained and convoluted to deter unnecessary through trips will be an important requirement of the detailed application.
- The applicant is required to pursue a Traffic Regulation Order (TRO) to introduce 'No Right Turns at the junction of the secondary access through the 3rd party TRO process and to pursue a 30mph speed limit along Hermitage Lane.
- Links for pedestrians and cyclists are required to Corben Close, the community hall on the existing Croudace site and along the western boundary to the northern site boundary.
- KCC Landscaping Team require appropriate funding for each tree in the Highway to be removed.

Part 5

The following additional conditions are required:

- The applicant is required to pursue a stopping up order under the Town & Country Planning Act in respect of the short section of the existing carriageway that becomes redundant due to the new secondary access.

- Parking is required in accordance with IGN3 and safe secure cycle parking in accordance with SPG4. All homes with off street parking should be supplied with electric vehicle charging facilities and all communal parking areas should provide a minimum of 10% EV charging with an additional 10% passive provision.
- 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.
- 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
- Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:
 - (a) Footways and/or footpaths, with the exception of the wearing course;
 - (b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).
- 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

From: Louise.Gordon@kent.gov.uk
To: [Matthew Broome](#)
Subject: TM/20/02749/OAEA - Croudace application, Hermitage Lane
Date: 15 September 2021 12:31:22

Hi Matt

Following our discussion yesterday I have taken your advice and I understand that the conditions attached to any planning consent need to be fair and reasonable so the condition in respect of the Coldharbour Roundabout could be amended to pre occupation instead of pre commencement as you suggest. With regard to the A26/Fountain Lane junction I can agree that a condition to secure the £1.2m for the improvement work prior to commencement and remove the condition re no development prior to occupation.

I hope that helps.

Kind Regards

Louise Gordon | Principal Transportation & Development Planner | Kent County Council |
Highways, Transportation and Waste | Ashford Highway Depot | Henwood Industrial Estate,
Javelin Way, Ashford, TN24 8AD | External: 03000 418181 | www.kent.gov.uk |