



**Sevenoaks District Council**

Council Offices  
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TN13 1HG

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 8 January 2021

**Application - SE/19/02616/OUT**

**Location - Former Broke Hill Golf Course, Stonehouse Park, Sevenoaks Road Halstead Kent TN14 7HR**

**Proposal - Outline application for residential development of up to 800 dwellings, incl. affordable housing units and self-build plots; up to 4.75 ha of retirement living; primary school hub with associated sports facilities/outdoor space; sports hub incl. rugby and hockey pitches with separate car park and clubhouse areas; 2 ha of commercial B1 use; local centre incl. commercial, retail & community facilities and undercroft car parking for Knockholt station; country park/ open space incl. landscaping, infrastructure & groundworks; with all matters reserved except for access.**

Dear Mark

Further to my previous consultation response dated 2 November 2020, I have received additional information from the applicant's transport consultant which seeks to address the outstanding concerns relating to highway issues which were included in my previous response.

**Site Access**

The safety audit in respect of Drawing Number 41257/5501/026 rev A (Option 2B) has identified the need to relocate the bus stop on the south side of Sevenoaks Road so that it doesn't interfere with visibility from the site access. Confirmation of acceptance from the bus operator/s is required. Alternatively, the eastern site access could be relocated further to the west to resolve this issue.

Tracking diagrams are required to indicate the traffic movements to and from the access opposite the site access do not impact the proposed pedestrian refuge. This issue could also be resolved by the relocation of the eastern site access further to the west.

The safety audit has recommended the reduction of the existing 40mph speed limit to 30mph along Sevenoaks Road. This would be subject to a 3<sup>rd</sup> party Traffic Regulation Order to be pursued by the developer and additional features/measures should be provided to further encourage lower speeds including (but not limited to) traffic islands in the hatching in advance of the junctions, gateway treatment and signing/lining. The relocation of the eastern site access further to the west would allow for further opportunities to reduce traffic speed.

Drawing number 14257/5501/029 indicates a 4m footway/cycleway along the site frontage and into the site access and this is acceptable in principle

### **Pedestrian/cycle access to the station**

In order to address safety audit comments concerning pedestrian and cycle access to the station Drawing number 14257/5501/029 and Drawing Number 41257\_5501\_033 have been provided.

Drawing number 14257/5501/029 - widened pedestrian access to station - indicates a pedestrian/cycle crossing of Sevenoaks Road to the west of the station access and requires Network Rail land to provide enhancements to visibility and road width. An alternative arrangement is shown on Drawing Number 41257\_5501\_033 Alternative Site Access and this doesn't require 3<sup>rd</sup> party land.

Safety audits have been provided for drawings 14257/5501/002 rev G dated 20.12.17, 41257/5501/025 Rev A dated 8.6.20 and also 41257/5501/026 rev A (Option 2B) amended 16.11.20 and the drawings have been revised to incorporate the safety auditors' comments which are included in Drawings 14257/5501/029 and Drawing Number 41257\_5501\_033 mentioned above. Updated safety audits have been requested for these amended drawings and have yet to be received.

### **Shacklands Roundabout**

Drawing number 41257\_5501\_28 dated 8.12.20 shows pedestrian/cycle provision at the roundabout and this is acceptable in principle to be included in the S278 works should permission be granted.

### **Hewitts Roundabout**

Drawing 412257\_5501\_024C of 3.12.20 - Mitigation has been provided which seeks to address safety audit comments. Confirmation of acceptance from TfL and Highways England is required.

### **Wheatsheaf Hill**

A 3<sup>rd</sup> party TRO is required to restrict traffic movements to one-way northbound. Should this be unsuccessful traffic signals will be required at the junction of the A21/Sevenoaks Road to mitigate the impact of the additional traffic movements generated by the development along Wheatsheaf Hill.

24157\_5501\_018 Rev B has been provided showing proposed widening and priority working over the railway bridge. A safety audit was completed and no safety issues are identified. The improvements can be included in the S278 works should permission be granted.

### **A21/London Road**

Additional drawings have been provided in order to address safety audit comments and TfL concerns - 41257\_5501\_031 dated 15.12.20 - London Road Priority Junction  
14257\_5501\_032 dated 15.12.20 - London Road Priority Junction swept path. Confirmation of acceptance is required from TfL.

## Conclusion

There are still some outstanding issues yet to be addressed:

- It is recommended that the eastern site access be relocated further to the west to improve visibility, to avoid the private access on the north side of Sevenoaks Road directly opposite the proposed site access and to allow for traffic calming features to encourage reduced speeds.
- Tracking diagrams to indicate that the traffic movements to and from the access opposite the site access do not impact the proposed pedestrian refuge or traffic island.
- Traffic islands are required in the hatched areas on the approach to the site accesses on Sevenoaks Road.
- Updated safety audits have been requested for the drawings showing revision to the pedestrian/cycle access to the station access and have yet to be received.
- TfL and HE comments are required with regard to the mitigating measures/safety audit comments in respect of Hewitts Roundabout and A21/London Road.

If the Planning Authority are minded to grant planning permission before this information has been provided I ask that I am contacted in order to agree conditions.

Yours sincerely

Louise Rowlands  
Principal Transport & Development Planner