



FAO Mark Mirams

Sevenoaks District Council

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Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 26 January 2021

Application SE/19/02616/OUT

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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 8 January 2021, I have received additional information from the applicant's transport consultant and this effectively addresses the outstanding concerns included in my previous responses.

I confirm that I do not wish to raise objection to this application subject to the following conditions/S106 requirements:

1. Vehicle access to the site to be provided by means of two new ghosted right turn lane junctions as shown in principle on drawings 14257_5501_029 and 4257_5501_033 and to include traffic islands in the hatched areas, additional traffic calming features to reduce speeds along London Road on the approaches to the site accesses and Station Approach and to take into account safety audit comments. Also, the potential relocation of the westbound bus stop from London Road to the eastern site access to be addressed at detailed design stage.
2. Best endeavours to pursue a 3rd party Traffic Regulation Order (TRO) to reduce the speed limit from 40mph to 30mph along Station Road from its junction with the A21 and to cover the length of road in the vicinity of the bus stops, crossing location and the junction of Station Approach. This would include signing, lining and gateway features to be agreed with KCC Highways. All costs to be met by the developer.

3. Footway and cycle links to be provided between the site and the existing rural road network and Public Rights of Way prior to occupation, with details to be agreed with KCC Highways / PRoW.
4. A footway/cycletrack to be provided along the site frontage and to continue along the south side of London Road to link with Sevenoaks Road to the west as shown in principle on Drawing number 14257_5501_029 and 4257_5501_033.
5. A footway/cycleway to be provided on the north side of London Road between Station Approach and to continue to Shacklands Roundabout as shown in principle on Drawing number 46791/5501/011.
6. Improvements to pedestrian and cycling facilities at Shacklands Roundabout as shown in principle on Drawing Number 46791/5501/028.
7. Capacity improvements to Shacklands Roundabout comprising an increase in the entry width on the A224 Orpington Bypass arm through the reduction in the existing white lining.
8. Improvements to the junction of A21/ Sevenoaks Road as shown in principle on Drawing Number 41257/5501/031 subject to approval by TfL. This junction arrangement is the preference of TfL. This design requires best endeavours to implement a 3rd party Traffic Regulation Order to provide a one way working traffic order along Wheatsheaf Hill which allows traffic to travel north bound only.
9. Should the TRO process not be successful a traffic signal scheme to be introduced to the A21/Sevenoaks Road junction as shown in principle on Drawing Number 41257_5501_022 and subject to agreement with TfL. Additionally, to compliment this scheme a shuttle working scheme is to be provided along Wheatsheaf Hill to cover the extent of the narrow section over the railway bridge, and widening along the central and northern section as outlined on drawing 24157_5501_018 Rev B.
10. Improvements to Hewitts Roundabout as shown in principle on Drawing Number 41257/5501/024 rev D and subject to approval by Highways England and TfL.
11. All works within the highway to be completed in accordance with a S278 Agreement and are required prior to occupation.
12. Bus service enhancements to include the diversion of existing services onto the site and a new dedicated service between the site and Sevenoaks / Orpington and/or a demand responsive transit service to be provided to link the site with local facilities and amenities as outlined in principle in Technical Note 41251 dated 26 January 2021 titled Travel Plan and Bus Provision Updates . All details to be agreed with KCC Highways and their Public Transport team.
13. Bus infrastructure improvements to include but not be limited to bus boarders, shelters and real-time information boards details to be agreed with KCC Public Transport team.
14. Best endeavours to pursue a 3rd party TRO to implement parking restrictions along the London Road between Station Approach and the western site access. Alternative station parking to be provided within the site.
15. Residential parking to be provided in accordance with IGN 3 minimum parking standards for suburban edge/village/rural areas. Non residential parking to be provided in accordance

with SPG4 and as outlined in the Transport Assessment and Technical Note dated 6 March 2020.

16. Safe and secure cycle parking to be provided in accordance with SPG4
17. Electric vehicle charging to be provided for all homes with off street parking and where communal parking is provided EV charging to be provided at a minimum level of 1 space for every 10 spaces with an additional 10% passive provision.
18. All Electric Vehicle chargers provided for homeowners in residential developments must be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wifi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list:
<https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>
19. Provision and implementation of a site wide Travel Plan to be approved by KCC Highways. This should include but not be limited to the measures contained in the Framework Travel Plan and the Travel Plan Action Plan as set out in Technical Note 41251 dated 26 January 2021 titled Travel Plan and Bus Provision Updates. The Travel Plan shall be put into action and adhered to throughout the life of the development, or that of the Travel Plan itself, whichever is the shorter.
20. Travel Plan monitoring fee of £1,422.
21. 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
22. Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing.
23. Gradient of the access to be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.
24. 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.
25. Closure of the existing access prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.

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

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Yours sincerely

Louise Rowlands
Principal Transport & Development Planner