



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: 23 September 2019

Application - TM/17/01595/OAEA

Location - Land South Of London Road And East Of Hermitage Lane Aylesford Kent

Proposal - Outline application: The erection of up to 840 dwellings (including affordable homes) with public open space, landscaping, sustainable drainage systems, land for a Primary School, doctors surgery and for junction improvements at Hermitage Lane/A20 junction, and a link road between Poppy Fields roundabout and Hermitage Lane. Vehicular accesses into the site from Poppy Fields Roundabout and Hermitage Lane. All matters reserved with the exception of means of access

Dear Matthew

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

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

Access

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

Sustainability

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

Impact

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

M20 Jn 5

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

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

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

A20/Hermitage Lane

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

Coldharbour Roundabout

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

A20/Mills Road/Hall Road

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

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

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

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

Conclusion

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

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

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

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil.

Information about how to clarify the highway boundary can be found at

<https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

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

Yours sincerely

Louise Rowlands

Principal Transport & Development Planner