



**Ashford Borough Council**

Civic Centre  
Tannery Lane  
Ashford  
Kent  
TN23 1PL

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181  
**Date:** 16 January 2020

**Application - 19/00025/AS**

**Location - Land between railway line and, Willesborough Road, Kennington, Kent.**

**Proposal - 'Hybrid planning application seeking:**

**outline planning permission (all matters reserved except for points of access) for up to 437 dwellings; formal and informal open space incorporating SuDS; and associated services, infrastructure and groundworks; and (ii) full planning permission for the erection of 288 dwellings; the creation of serviced plot of land to facilitate the delivery by Kent County Council of a two-form entry primary school with associated outdoor space and vehicle parking; a new Bowls Centre including a clubhouse of 292 sq m, ancillary buildings and a bowling green; a local centre to provide 280 sq m of A1 (retail), 180 sq m of A1 (retail foodstore) , 100 sqm A3 (café), 75 sq m A5 (takeaway), 190 sq m D2 (gym/fitness studio space), open space incorporating SuDS; vehicle parking; and associated services, structural landscaping, infrastructure and groundworks. **\*\*SUBJECT TO AN ENVIRONMENTAL IMPACT ASSESSMENT\*\*****

Dear Eileen,

Thank you for the consultation on the transport technical note, local model validation report and the various site layout plans as dated 9th and 10th January 2020 on the Ashford Borough Council Planning web-site. I have the following comments to make in respect of highway matters:-

**Technical Note**

KCC Comment 3 - The southbound bus stop has now been moved further north west along Willesborough Road so that it is adjacent to the northbound bus stop to address concerns raised in the Stage 1 Road Safety Audit about a waiting bus blocking the off-side traffic signal head. This is acceptable to KCC Highways and Transportation.

KCC Comment 5 - Revised refuse vehicle tracking as shown in drawing number 42499-501-007G has now been provided in Appendix A of the technical note to show that a refuse vehicle can turn around in between plots 98 and 99. This is acceptable to KCC Highways and Transportation.

KCC Comment 6 - The VISSIM modelling has been subject to extensive review by KCC's external consultants, Pell Frischmann and is now deemed to be acceptable. A revised Local Model Validation Report (LMVR) has been produced and provides details of the revised modelling that has been undertaken and demonstrates the acceptability of the model for forecasting purposes. This demonstrates that the improvements to the junction of Simone Weil Avenue / Canterbury Road as shown in drawing number 42499\_5501\_010D together with the installation of a SCOOT (Split Cycle Offset Optimisation Technique) system on all 4 of the traffic signals subject to the VISSIM model will no longer result in the development having a severe impact on the A28 Canterbury Road corridor.

The introduction of SCOOT on all four of the traffic signal junctions will ensure optimisation of all of the signals across the network compared to the current situation whereby each traffic signal junction operates independently from one another. This will improve traffic flow along the A28 corridor. Paragraph 2.14 of the technical note sets out the differences in journey time without the proposed development and then with the development and proposed mitigation. The AM north-east bound movement will be subject to an increased travel time of 6 seconds for the route between Magazine Road and Conningbrook roundabout. This is considered de minimis. For all of the other scenarios (AM south-west bound and PM both ways) the travel time decreases which shows a betterment in the operation of the A28 network. In the PM peak there is a significant betterment of more than three minutes south-west bound towards Ashford town compared to a without development 2030 future year scenario.

KCC Comment 8 - A revised modelling solution has been discussed and agreed with KCC Highways and Transportation to achieve a suitable mitigation scheme for the junction of the Simone Weil Avenue / Canterbury Road. This now provides a betterment to the capacity of the junction when compared to a without development 2030 future year scenario as set out in Appendix E of the technical note. The proposals are therefore acceptable to KCC Highways and Transportation and the mitigation scheme (drawing number 42499-5501-10D) together with the upgrading of all four traffic signal junctions on the A28 Canterbury Road to a SCOOT system is required. These works will need to be delivered by the developer in the form of a Section 278 Highway Agreement prior to the occupation of the first dwelling on site.

KCC Comment 11 - KCC Highways and Transportation wishes to be kept informed of discussions between the applicant and Stagecoach buses regarding the proposed bus service for the site. It should be noted that any Section 106 Agreement should require a commitment by the developer to source a half hourly bus service between the site and Ashford town centre / railway for a period of at least 10 years as previously requested by KCC Highways and Transportation.

KCC Comment 12 - Following in-house discussions at KCC, it is agreed that KCC will adopt the new bridge over the railway line subject to it meeting KCC's technical design standards and the necessary commuted sums for future maintenance. KCC will however expect the applicant to deliver the bridge. Therefore in the event that planning permission is granted a condition will be needed which will require approval of the design of the bridge prior to the occupation of the 150th dwelling and delivery of the bridge prior to the first occupation of Phase 2 or the opening of the primary school (whichever is sooner).

KCC Comment 13 - Further discussions have taken place with Ashford Borough Council regarding whether or not further required plans can be subject to planning conditions in the event that planning permission on the site is granted. It is agreed that the hard and soft landscaping plans, street lighting and services plan can be conditioned, requiring the submission and approval of these plans prior to the commencement of above foundation level works. KCC will not accept any condition suggesting approval of these plans prior to the occupation of any dwellings on site as this is too late to require technical approval of these

details.

KCC Comment 14 - An adoption plan has now been submitted (42499-5501-021 Revision E) which is acceptable to KCC Highways and Transportation and addresses the previous comments raised.

KCC Comment 15 - It is understood that the applicant does not wish to make any further changes to parking layout of the detailed element of the site and Ashford Borough Council are satisfied with the parking layout as submitted. These parking issues are unlikely to create a highway safety issue but could create residential amenity issues. These parking issues are not of a sufficient scale to recommend refusal of the planning application.

### **Local Model Validation Report**

A Local Model Validation Report (LMVR) has now been submitted to accompany the submitted A28 VISSIM model as previously requested by KCC Highways and Transportation. The Local Model Validation Report shows that the model is demonstrated to model the correct volume of vehicles and is therefore validated in respect of vehicle volumes. The validation results also demonstrate that the modelled travel times in all directions are representative of the travel times observed. The Local Model Validation Report is therefore acceptable to KCC Highways and Transportation to base the proposed VISSIM model on.

### **Cycle Storage**

The submitted plan (3053\_133E) now addresses my previous concerns regarding the size of the cycle stores and is acceptable.

### **FORMAL RECOMMENDATION**

Taking account of the above issues I therefore have now have no objections to the application subject to the following conditions being attached to any planning permission granted and the required Section 106 Legal Agreement:

### **OUTLINE**

1) Submission of a Construction Management Plan before the commencement of any phase of 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

2) 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 in consultation with the Local Highway Authority.

3) Completion of the highway mitigation scheme for the junction of Simone Weil Avenue / A28 Canterbury Road as shown in drawing number 42499\_5501\_010 Revision D prior to the occupation of the first dwelling on site.

4) Installation of a SCOOT system for the following traffic signal junctions:

- Magazine Road / A28 Canterbury Road
- Simone Weil Avenue / A28 Canterbury Road
- Bybrook Road / A28 Canterbury Road
- George Williams Way / Faversham Road / A28 Canterbury Road

prior to the occupation of the first dwelling on site in accordance with details to be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

5) Completion of the highway mitigation scheme for the junction of the William Harvey Hospital roundabout as shown in drawing number 42499\_5501\_020 prior to the occupation of the first dwelling on site.

6) Completion of the access points together with the proposed toucan crossing across Willesborough Road, central pedestrian island on Willesborough Road and re-location of the existing bus stops as shown in drawing number 42499\_5501\_013 Revision D prior to the occupation of the first dwelling on site.

7) Completion of the new footway on the eastern side of Willesborough Road up to the access to the Julie Rose Stadium as shown in drawing number 42499\_5501\_013 Revision D prior to the occupation of the first dwelling on site.

8) Submission and approval of technical details of the pedestrian / cycleway bridge over the railway line by the Local Planning Authority in consultation with the Local Highway Authority prior to the occupation of the 150th dwelling on site. The bridge shall be delivered and opened for use by the general public prior to the first occupation on Phase 2 or opening of the Primary School (whichever is sooner).

## **FULL**

1) Submission of a Traffic Regulation Order for the proposed the double yellow lines on the main spine road as shown in drawing number 42499-5501/022 Revision B prior to the occupation of the first dwelling on site.

2) Provision of the submitted visibility splays at each junction as shown in drawing number 42499/5501/024 Revision A prior to each junction permitted hereby being brought into use.

3) A combined soft landscaping plan and street lighting plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior the commencement of above foundation level works

4) A services plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior the commencement of above foundation level works.

5) A hard landscaping plan shall be submitted prior to the commencement of development on site. The submitted plans shall be approved in writing by the Local Planning Authority in consultation with the Local Highway Authority prior to the commencement of above foundation level works.

6) Provision and permanent retention of the vehicle parking spaces as shown on the submitted

plan (3053\_020 Revision O) prior to the occupation of each dwelling that the parking spaces serve.

7) Provision and permanent retention of the vehicle turning facilities as shown on the submitted plan (42499\_5501\_007 Revision G) prior to the occupation of dwellings for which the turning areas serve.

8) Provision and permanent retention of the cycle parking facilities as shown on the submitted plans (3053\_133 Revision E and 3053\_020 Revision O) prior to the occupation of each dwelling for which the cycle parking facilities serve.

9) Provision and permanent retention of the vehicle parking spaces, motorcycle spaces and cycle parking spaces as shown on the submitted plan (3053\_020 Revision O) prior to the occupation of any of the units within the local centre.

10) Provision and permanent retention of the vehicle parking spaces, motorcycle spaces and cycle parking spaces as shown on the submitted plan (3053\_020 Revision O) prior to the bowling centre hereby permitted being brought into use.

11) Submission of a Traffic Regulation Order for the proposed loading bay for the local centre prior to the occupation of any development on site.

12) Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:

(a) Footways, 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).

13) Provision and permanent retention of an electric vehicle charging point for each house and 10% of the total car parking provision for the local centre, apartments and bowling centre in accordance with details to be submitted to and approved by the Local Planning Authority.

## **SECTION 106 LEGAL AGREEMENT REQUIREMENTS**

1) The required travel plan should be secured through the Section 106 Legal Agreement for the site. KCC Highways and Transportation will require a robust monitoring regime over a 10 year period (from the date of the occupation of the 75th dwelling) so that the number of vehicle movements associated with the development can be assessed yearly over a 10 year period to ensure that the actual number of movements is not greater than those predicted in the Transport Assessment. Should vehicle movements be greater than predicted then there will need to be financial penalties to be agreed with the Local Highway Authority to further encourage the use of sustainable transport from the site. Therefore on-site multi-modal counts will be required at the vehicle and pedestrian site access points at yearly periods over that 10 year monitoring period. Upon final occupation of the last dwelling on-site and all of the units in the local centre, the applicant will be required to undertake a fully complaint TRICS survey for the site including for the proposed residential and non-residential uses. This should be sent to TRICS for validation to enable this site to be uploaded to the TRICS database. The travel plan should be secured through the proposed Section 106 Agreement together with a £10,000 monitoring fee (£1,000 per annum over a 10 year period) so that KCC Highways and Transportation can effectively monitor the travel plan to ensure that the initial trip rates are met.

2) Provision of a half hourly bus service between the site and Ashford Town Centre /

International Railway Station. The bus service and loop road within the site must be provided after the occupation of 50 dwellings on site and provided for a minimum period of 10 years in order to ensure that a bus service is running for the whole build out period of the site.

**INFORMATIVE:**

All works within the highway will be subject to a Section 278 Highway Approval process with KCC Highways and Transportation.

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 faithfully

**Matt Hogben**

Principal Transport & Development Planner