



Ashford Borough Council

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Ashford
Kent
TN23 1PL

Highways and Transportation

Kroner House

Eurogate Business Park
Ashford

TN24 8XU

Tel: 03000 418181

Date: 9 February 2024

Our Ref: MH

Application - PA/2022/2772

Location - Land south of Asda, Kimberley Way, Ashford

Proposal - Application for outline planning permission for up to 46,000 sqm of employment floorspace (Use Class E and B2) with all matters reserved except access (excluding internal circulation routes and links to pedestrian and cycle network) and change of use of land to parkland including flood storage area.

Thank you for the consultation on the transport technical note as dated 8th February 2024 on the Ashford Borough Council planning web-site. I have the following comments to make in respect of highway matters:

Site Access - Pedestrians and Cycles

- A drawing has been produced (332410583_100_100_006A) showing widening of the footway/cycleway on the corner between the A2042 and Norman Road to provide a 3.5 metre wide segregated route to/from the existing toucan crossing on the A2042 and then onto Kimberley Way. All of these works are achievable within the existing highway boundary. These works are likely to require the provision of a retaining structure at the back of the footway / cycleway and require vegetation clearance / relocation of existing streetlighting however the detail of this can be dealt with as part of the detailed design as part of the required Section 278 Highway Agreement in the event that planning permission is granted for the proposals.
- A drawing has been produced (332410583_100_100_009) providing a toucan crossing across Norman Road to link in with the existing footway / cycleway that runs through open space to the west of the A2042. This had previously been promoted as part of the Land at Norman Road planning application (PA/2022/2669), however this application has now been withdrawn and so this toucan crossing will need to be secured as part of this planning application through a suitably worded planning condition in the event that planning permission is granted for the proposals.

Workplace Travel Plan

- The required Travel Plan for employees and visitors will need to be secured as part of a suitably worded planning condition and parking monitoring would be included within the Section 106 Legal Agreement so that Ashford Borough Council parking services can monitor parking on surrounding areas such as Newtown and South Willesborough and implement a Controlled Parking Zone if required.

Parking

- As discussed previously only essential car parking will be provided on site for disabled staff (circa 30 spaces). Staff will have access to the cycle loan and purchase scheme that Brompton currently offers and staff will be encouraged to travel sustainably to the site due to the close proximity of the site to local bus services and Ashford International railway station. Therefore the principle of very low car parking provision is accepted by KCC Highways and Transportation.
- A car parking strategy document will need to be developed by Brompton to outline the parking options available for staff. Details of this will need to be secured through a suitably worded planning condition requiring details prior to the occupation of any development on site.
- It is suggested that in the car parking strategy that the applicant has regular discussions with the Designer Outlet management so that they are informed of the busy periods such as discount/promotion days and so Brompton staff will be able to make alternative arrangements such as the HS1 car park.

Committed Developments

- The technical note considers that the flows for the three constructed sites combined through the network are negligible when considered against the volume of flows expected to be passing through the junctions. Whilst it is understood that double counting may be occurring on the network, the modelling has provided a worse case scenario, where the Transport Assessment has demonstrated mitigation where necessary and is therefore acceptable to KCC Highways and Transportation.
- The A2042 / Elwick Road / Station Approach / A2042 Beaver Rd / Victoria Road / A2042 Signal Junction is already over capacity in the baseline scenario with this development, and this is unlikely to not be the case without these committed development flows and therefore mitigation is still required due to the impact of the proposals on this junction as previously stated in my consultation response. The Newtown Road traffic signal junction, Norman Road roundabout and proposed signalised Malcom Sargeant Roundabout junctions are demonstrated to be within capacity with the committed developments included and the proposed development and therefore removing the committed development would not impact the outcome of the traffic modelling undertaken.

Priority Roundabout at A2042 Avenue Jacques Faucheux / A2042 Bad Munstereifel Road / Malcolm Sargent Road

- There are wider plans by KCC Highways and Transportation to improve this roundabout through part signalisation, widening of entry arms and a bypass lane from the A2042 North to the A2042 Bad Munstereifel Road.
- Funding for this improvement scheme has not been fully secured to date and so an appropriate Section 106 contribution is required from this site. It has been identified in the Transport Assessment that there is the potential for 118 movements through this junction in the PM peak, although based on their likely modal share targets (31% driving a car compared to 2011 census data which suggests 61%) the likely number of movements is 60 movements so contributions should only be calculated on this basis. This equates to a required financial contribution of £564,942 and this should be payable prior to the occupation of any development on site. The financial contribution will need to be index linked from Quarter 4 2022 and be based on the construction price index (new work, infrastructure).

Signal Controlled Junction at A2070 / The Boulevard (Orbital Park – Bellamy Gurner)

- This junction has been upgraded from a priority roundabout to a signalised junction recently.
- The signalised junction will operate just over capacity in a 2030 baseline and baseline plus development scenario and therefore a mitigation scheme is being proposed which involves minor adjustments to the stage sequence of the traffic signals.

- This is acceptable to KCC Highways and Transportation but confirmation is required from National Highways as the traffic signal junction is within their ownership.

I therefore have no objections to the application, subject to the following planning conditions / Section 106 Legal Agreement being attached to any planning permission granted:

Planning Conditions

1) Submission and approval 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

2) Prior to the occupation of any development on site the proposed site access arrangements (involving two new traffic signal junctions together with a new footway along the A2042) as shown in drawing 332410583/100_100/004 Revision F shall be completed and opened to the travelling public.

3) Prior to the occupation of any development the proposed vehicle loading/unloading and turning facilities (including HGV turntable) as shown in drawing 332410583/100_100/007 shall be completed.

4) Prior the occupation of any development on site the proposed footway / cycleway improvement on Norman Road / A2042 / Kimberley Way as shown in drawing 332410583_100_100_006 Revision B shall be completed and opened to the travelling public.

5) Prior to the occupation of any development on site the proposed toucan crossing across Norman Road as shown in drawing 332410583_100_100_009 shall be completed and opened to the travelling public.

6) Prior to the occupation of any development on site the proposed changes to the staging sequence of the traffic signals on the north side of Beaver Bridge shall be completed in accordance with details to be approved in writing by the Local Highway Authority.

7) Prior to the occupation of any development on site the proposed changes to the staging sequence of the traffic signals at the Signal Controlled Junction at A2070 / The Boulevard (Orbital Park – Bellamy Gurner) shall be completed in accordance with details to be approved in writing by National Highways.

8) No building shall be occupied until space has been laid out within the site for bicycles to be parked under cover in accordance with details that shall have been submitted to and approved by the Local Planning Authority. Such cycle parking facilities shall subsequently be retained available for use by staff and visitors.

9) No building shall be occupied until a Workplace Travel Plan (WTP) that accords with Best Practice and the principles of (i) encouraging sustainable movement and (ii) reducing the reliance on the private motor vehicle as set out in the NPPF and builds on baseline survey work carried out by the occupier within a maximum 6 months of first occupation shall have been submitted to and (following consultation with the local highway authority) be approved by the Local Planning Authority.

The WTP shall contain: (a) Details of measures designed to achieve and maintain an

appropriate target modal split of travel to and from the site, (b) The contact details of an individual who will be appointed as WTP Co-ordinator within his/her job description and who will act as the contact point for the Local Planning Authority and the measures set out within the WTP, (c) A mechanism for information to be provided to the Local Planning Authority annually (or as agreed in writing) as to the implementation of the measures set out in the WTP, and (d) Proposed measures to maintain the appropriate modal split for the site and to monitor the performance of the WTP and appropriate measures to cover against failure to meet the agreed targets. The agreed WTP for each occupier shall subsequently be implemented in full within 3 months of written approval by the Local Planning Authority and thereafter shall be maintained unless otherwise agreed in writing by the Local Planning Authority.

10) Unless otherwise agreed with the Local Planning Authority, reserved matters applications for all buildings should demonstrate how building users may access cycle changing/shower/drying and locker facilities. No building shall be occupied until the approved facilities have been provided for that building (whether in that building or in an adjoining one or in a centralised facility within the site) in accordance with details that shall have been submitted to and approved by the Local Planning Authority and these facilities shall subsequently be retained available for use by staff and visitors to the premises.

11) Prior to the occupation of any development on the site, a car parking management strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall detail what public car parks will be made available for staff to park in and how parking will be managed during peak periods at the Designer Outlet Centre. The car parking management strategy will need to include a section on future discussions with the Designer Outlet Centre management at peak periods to manage car parking within the southern overflow car park and the availability of overflow car parking such as the HS1 car park.

12) Prior to the commencement of any development on the site, a Construction Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan shall include details of how the construction of the access will be managed to ensure disruption along the A2042 is minimised and the need to prevent lane closures during peak hour periods (7am to 10am and 4pm to 7pm).

13) Prior to the occupation of any development on the site, a signage strategy for the site shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall detail new signage from Tesco Park Farm to the site using the existing footways / cycleways that are available to reach the proposed site. The signage hereby permitted shall be installed prior to the occupation of any development on site.

Section 106 Requirements

1) Workplace Travel Plan - The required workplace travel plan (WTP) 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 opening of the 1st commercial building) 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. 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 proposed employment floorspace the applicant will be required to undertake a fully complaint TRICS survey for the site. This should be sent to TRICS for validation to enable this site to be uploaded to the TRICS database. A £10,000 monitoring fee (£1,000 per annum over a 10 year period) is required so that KCC Highways and Transportation can effectively monitor the travel plan to ensure that the initial trip rates are met.

2) Priority Roundabout at A2042 Avenue Jacques Faucheux / A2042 Bad Munstereifel Road / Malcolm Sargent Road - A Section 106 contribution of £546,942 index linked from Quarter 4 2022 is required towards the proposed improvement scheme.

3) Controlled Parking Zone - Ashford Borough Council parking services will need to confirm the contribution required towards the implementation of a controlled parking zone in Newtown and South Willesborough should overflow car parking become an issue on surrounding residential streets.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is advised to engage with KCC Highways and Transportation at an early stage in the design process.

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 public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development is commenced, that all necessary highway approvals and consents have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant 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.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website:

<https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.