



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: 14 June 2021

Application - 18/01822/AS

Location - Land at Court Lodge, Pound Lane, Kingsnorth

Proposal - Construction of up to 1000 new homes (C3), local centre comprising retail uses (up to 450 sqm A1-A5) flexible office space (up to 350 sqm B1) and community facilities including a primary school (2.4ha), a combined community hall and site management suite (upto 650 sqm D1). New means of vehicular accesses onto Pound Lane, Long Length, Magpie Hall Road, new pedestrian and cycle routes laying out of green infrastructure, including allotment gardens and areas of ecological habitats. Drainage infrastructure, earthworks and ancillary infrastructure.

Dear Faye,

Further to my last consultation response on the planning application dated 5th October 2020, the applicant has unfortunately not undertaken any further revisions to the VISSIM model and therefore agreement has not been reached on the VISSIM model and its associated outputs. I therefore wrote to the Borough Council in February of this year to suggest an amended grampian planning condition limiting the occupations on site to 500 dwellings until the A28 dualling works are delivered in full to try and move this planning application forward to a positive recommendation from Kent County Council in its position as Local Highway Authority. To date the applicant has not agreed to this suggested grampian condition but it is required in order to prevent severe congestion along the A28 corridor prior to the delivery of the A28 dualling works by the Chilmington Green development. This was the only outstanding highway issue associated with the application. I have now been asked by the Borough Council to now provide a final recommendation on the application so please find a list of suggested planning conditions and Section 106 obligations below:

Planning Conditions

- 1) Submission of a Construction Management Plan for each phase of development to be submitted and approved before the commencement of each phase:
 - (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) Before and after construction of each phase of development, highway condition surveys for highway access routes (to be agreed as part of condition 1) must be undertaken and a commitment provided to fund the repair of any damage caused by vehicles related to the development.
- 3) 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.
- 4) The reserved matters details shall show adequate land, reserved for parking to meet the needs of the development and in accordance with Ashford Borough Council's adopted Residential Parking and Design guidance SPD and Local Plan or policy which may have superseded it. The approved area shall be provided, surfaced and drained in accordance with the approved details before the buildings are occupied and shall be retained for the use of the occupiers of, and visitors to, the premises. Thereafter, no permanent development, whether or not permitted by the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking and re-enacting that Order), shall be carried out on the land so shown as to preclude vehicular access to this reserved parking area.
- 5) No dwelling or any of the local centre shall be occupied until space has been laid out for bicycles to be parked in accordance with details that shall have been submitted to and approved by the Local Planning Authority in consultation with the Local Highway Authority. Such cycle parking facilities shall subsequently be retained for residents / visitors to the local centre.
- 6) Prior to the occupation of any dwelling hereby permitted the signalised crossing across Britannia Lane as shown on drawing number 1281-HL-114 Revision B shall be constructed and open for use.
- 7) Prior to the occupation of any dwelling hereby permitted the signalisation of the Pound Lane / Church Hill / Ashford Road junction together with parking restrictions on Church Hill and formal pedestrian crossing facilities on three arms of the junction as shown on drawing number 1281-HL-200 Revision E shall be completed and open to vehicular traffic.
- 8) Prior to the occupation of any dwelling hereby permitted the Britannia Lane parking bays together with parking restrictions as shown on drawing number 1281-HL-26 Revision A shall be completed.
- 9) Prior to the occupation of any dwelling hereby permitted the alterations to the junction of Magpie Hall Road / Steeds Lane / Ashford Road as shown on drawing number 1281-HL-09 Revision C shall be completed and open to vehicular traffic.
- 10) Prior to the occupation of any dwelling hereby permitted the new Long Length roundabout together with extension of the existing 40mph speed limit and closure of part of Long Length to vehicular traffic as shown on drawing number 1281-HL-106 Revision B shall be completed and open to vehicular traffic.
- 11) Prior to the occupation of any dwelling hereby permitted the improvements to the Forestall Meadow roundabout as shown on drawing number 1281-HL-311 Revision C shall be completed and open to vehicular traffic.
- 12) Prior to the occupation of any dwelling hereby permitted the Long Length access as shown on drawing number 1281-HL-103 Revision C shall be completed and open to vehicular traffic.

13) Prior to the occupation of the first dwelling in Phase 2 the Pound Lane North access as shown on drawing number 1281- HL-102 Revision C (together with submission of details of a speed limit reduction on Britannia Lane, Chart Road and Long Length from 60mph to 30mph) shall be completed and open to vehicular traffic.

14) Prior to the occupation of the first dwelling in Phase 2 the Pound Lane shared surface as shown on drawing number 1281-HL-113 shall be completed and open to vehicular traffic.

15) Prior to the occupation of the first dwelling in Phase 2 the speed limit reduction on Pound Lane from 60mph to 40mph as shown on drawing number 1281-HL-111 Revision A shall be completed.

16) Prior to the occupation of the first dwelling in Phase 3 the Pound Lane access drawing with one-way working and extension of the 30mph speed limit as shown on drawing number 1281-HL-101 Revision D shall be completed and open to vehicular traffic.

17) Prior to the occupation of the first dwelling in Phase 3 the vehicular links to sites S4 and S5 as shown in the phasing plan shall be completed and open to vehicular traffic.

18) Prior to the occupation of the first dwelling in Phase 3, a new pedestrian / cycle bridge over the water course by Pound Lane shall be completed and open to pedestrians and cyclists with details to be agreed by the Local Planning Authority in consultation with the Local Highway Authority.

19) As part of the reserved matters application, detailed proposals for the provision of a shared cycleway with a minimum width of 3 metres through the public open space up to the boundary at a location indicatively shown by the yellow arrow on the Context Plan.

20) The development shall not be brought into use until a Travel Plan, to reduce dependency on the private car, has been submitted to and approved in writing by the Local Planning Authority in consultation with KCC Highways and Transportation. The Travel Plan shall include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement. Thereafter, 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.

21) No more than 500 dwellings shall be occupied until the A28 dualling works between the Matalan and Tank roundabouts are delivered and open to all traffic.

22) Prior to the occupation of each phase details of bus stops together with raised kerbs, shelters and clearways shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority.

Section 106 Obligations

Travel Plan Monitoring - Total of £10,000 payable to KCC Highways and Transportation (£1,000 per annum over 10 years)

Romney Marsh Road Roundabout - £2,300,752.00, payable prior to the occupation of the 50th dwelling on site to KCC Highways and Transportation.

Ashford Road / Church Hill / Pound Lane Traffic Signal Junction - £5,000, payable on occupation of the 1st dwelling on site to KCC Highways and Transportation - Monitoring by

KCC Highways and Transportation of the proposed signal junction once it is constructed. If there are a pattern of accidents (crashes) as a result of traffic movements then the signal timings to be reviewed and amended as necessary.

Bus Service Contribution - £400,000 from Phase 1 and £400,000 from Phase 2 - Improvements to bus services between the site and Ashford Town Centre to be paid to KCC Highways and Transportation.

Link between Court Lodge and Kingsnorth Green - To safeguard land for two roads linking Court Lodge to the Kingsnorth Green site to ensure the land is not used for any other purpose other than as a road.

INFORMATIVE:

Planning permission does not convey any approval for construction of the required vehicular crossing, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: www.kent.gov.uk/roads_and_transport.aspx or telephone: 03000 418181) in order to obtain the necessary Application Pack.

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 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