

21st January 2020



You are summoned to attend a meeting of the PLANNING COMMITTEE, to be held at **7pm** in the Council Chamber at the address below on **Monday 27th January 2020**.

Town Councillors are reminded that they have a duty to state a Declaration of Interest prior to the appropriate agenda item and to consider the Crime and Disorder Act 1998 s.17 when reaching a decision.

Please note that the proceedings of this meeting may be recorded in line with regulations set out in the Openness of Local Government Bodies Regulations 2014. A copy of Sevenoaks Town Council's procedure for the recording meetings is available online at sevenoakstown.gov.uk or by request. Members of the public addressing the Committee but not wishing to be recorded should put this request to the Clerk at the earliest possible opportunity.

Town Clerk

Committee Members

Cllr Bonin
Cllr Busvine OBE
Cllr Camp – **Chairman**
Cllr Canet
Cllr Clayton
Cllr Eyre
Cllr Granville-Baxter
Cllr Hogarth

Cllr Michaelides
Cllr Morris Brown
Cllr Mrs Parry
Cllr Parry
Cllr Piper – **Vice Chairman**
Cllr Raikes
Cllr Shea
Cllr Waite

PUBLIC QUESTION TIME

To enable members of the public to make representation or to put questions to the Committee on any planning matters, with the exception of individual planning applications which will be considered under a later agenda item.

AGENDA

- 1 APOLOGIES FOR ABSENCE
To receive and note apologies for absence.

Town Council Offices
Bradbourne Vale Road
Sevenoaks Kent TN13 3QG

tel: 01732 459 953 fax: 01732 742 577
email: council@sevenoakstown.gov.uk
web: sevenoakstown.gov.uk

2 REQUESTS FOR DISPENSATIONS

To consider written requests from Members which have previously been submitted to the Town Clerk to enable participation in discussion and voting on items for which the Member has a Disclosable Pecuniary Interest. (s.31 & s.33 of the Localism Act 2011)

3 DECLARATIONS OF INTEREST

To receive any disclosures of interest from Members in respect of items of business included on the agenda for this meeting.

4 MINUTES

To receive and sign the minutes of the Planning Committee meeting held on 13th January 2020, previously approved at Council on 20th January 2020.

5 KENT COUNTY COUNCIL PARISH HIGHWAYS IMPROVEMENT PLAN

(a) To receive and note an email dated 9th January 2020 from the Chief Executive of the Kent Association for Local Councils (KALC) regarding the Parish Highways Improvement Plan.

(b) To receive and note a copy of the associated Supplementary Procedure Note from KCC, dated 23rd December 2019.

(c) To receive and note a copy of the Highways Improvement Plan template.

(d) To receive and note a copy of a draft list (in progress) of priority locations previously suggested by Members.

6 SEVENOAKS QUARRY: REVISED FIVE-YEARLY REVIEW OF PROGRESSIVE WORKING AND RESTORATION SCHEME

(a) To receive notice of the submission of application ref. SE/08/675/RA to Kent County Council by Tarmac Trading Ltd, pursuant to Condition 5 of previous planning permission ref. SE/08/675 which requires the submission of an updated Progressive Working and Restoration Scheme at five-yearly intervals.

(b) To note that SE/08/675/RA is a revised version of the original submission made in April 2018.

(c) To note that the full documentation may be viewed online via the Planning Portal on the KCC website:

<https://www.kentplanningapplications.co.uk/Planning/Display/KCC/SE/0011/2019?cuuid=B3B25091-57BA-496A-9F6D-62B8BB698367>

7 DAVID TUCKER TRANSPORT ASSESSMENT DOCUMENT

(a) To receive and note a copy of the Northern Sevenoaks Transport Assessment (minus appendices) which was referenced in the presentation given by Tarmac Ltd at the previous Planning Committee Meeting on 13th January 2020.

(b) To note that the full version of the document is available to view on the Sevenoaks Neighbourhood Development Plan website, via the link below:

<https://sevenoaksndp.files.wordpress.com/2020/01/transport-assessment-document.pdf>

8 PLANNING APPLICATIONS

(a) To receive and note comments made on applications considered under Chairman's Action, submitted to Sevenoaks District Council.

(b) The meeting will be adjourned to enable members of the public, by prior arrangement, to speak on individual planning applications which are on the current agenda.

Members of the public wishing to speak and address the Planning Committee must register to do so with the Town Council by 12noon on the date of the meeting, stating that they wish to speak.

(c) The meeting will be reconvened to consider planning applications received during the two weeks ending 21st January 2020.

9 PRESS RELEASES

To consider any agenda item which would be appropriate for a press release.

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Minutes of the PLANNING COMMITTEE meeting held in the Council Chamber, Town Council Offices, Bradbourne Vale Road, Sevenoaks, on Monday 13th January 2020 at 7:00 pm.

Present:

Committee Members

Cllr Bonin	Present	Cllr Michaelides	Present
Cllr Busvine OBE	Present	Cllr Morris Brown	Present
Cllr Camp - Chairman	Present	Cllr Mrs Parry	Apologies
Cllr Canet	Present	Cllr Parry	Present
Cllr Clayton	Present	Cllr Piper – Vice Chairman	Present – arrived 7:10pm
Cllr Eyre	Present	Cllr Raikes	Present
Cllr Granville-Baxter	Present	Cllr Shea	Present
Cllr Hogarth	Apologies	Cllr Waite	Present – Arrived 7.30pm

Also in attendance:

Town Clerk
 Planning Committee Clerk
 16 Members of the Public
 Hugo Nowell, Urban Initiatives Studio, Director
 David McCabe, Tarmac, Head of development
 Darren Bell, David Local Associates, Senior Associate
 William Bridges, Tarmac, Development Manager
 David Adams, AGRE UK, CEO
 David Parry, Cratus Communications, Senior Account Executive

PUBLIC QUESTION TIME

None.

At 7pm, prior to the start of the meeting, there was a presentation from Tarmac Ltd on proposals related to the Sevenoaks Town Neighbourhood Development Plan (STNDP) and the Sevenoaks District Local Plan, with regards to the Sevenoaks Quarry Site. The presentation was followed by a Q & A session. (Please see appendix for the presentation slides).

424 **REQUESTS FOR DISPENSATIONS**

No requests for dispensations had been received.

425 **DECLARATIONS OF INTEREST**

None.

426 **DECLARATIONS OF LOBBYING**

None.

427 **MINUTES**

The Committee received the minutes of the Planning Committee meeting held on 16th December 2019. **It was RESOLVED that** that the minutes be approved and signed.

428 KENT MINERALS AND WASTE LOCAL PLAN 2013-30

- (a) The committee noted that this item was deferred from the previous Planning Committee meeting held on 16th December 2019 [Minute no. 418(c)].
- (b) The committee noted that the full supporting documentation for both the consultations below may be accessed online, via the respective links to the KCC website:

Consultation on the Proposed Modifications to the Early Partial Review of the Kent Minerals and Waste Local Plan 2013-30

https://consult.kent.gov.uk/portal/mwcs/early_partial_review_2017/epr_proposed_modifications?tab=files

Consultation on the Proposed Modifications to the Minerals Sites Plan

https://consult.kent.gov.uk/portal/second_call_for_sites_2016/msp_proposed_modifications?tab=files

- (c) The councillors noted that the deadline for submitting representations is midnight Tuesday 14th January 2020.

RESOLVED: To note that the plan did not impact the parish of Sevenoaks.

429 APPEALS

The committee received notice of the submission of the following appeal:

APP/G2245/D/19/3240094: 18/00577/HOUSE – The Old Bakehouse, Six Bells Lane

INFORMATIVES:

Sevenoaks Town Council recommended approval of the original application at Planning Committee on 17th June 2019, but with an informative noting that the proposal description was inaccurate as the amended plans did not include a separate bedroom.

The council expressed an interest in following the outcome of this appeal due to the opposing recommendations of the District and Town Council.

430 SEVENOAKS TOWN NEIGHBOURHOOD DEVELOPMENT PLAN (STNDP)

The committee discussed the consultation process.

INFORMATIVES:

The committee received a copy of the poster advertising the Neighbourhood Development Plan public consultation event dates (copy attached). The councillors were asked to forward their availability to help at the upcoming events organised for the 31st January & 1st February, and 14th & 15th February.

Councillors were encouraged to help publicise the consultation events and it was confirmed that it would also be advertised through all available council resources, including both railway stations.

431 CULTURAL STRATEGY DOCUMENT

Councillors received and considered the draft Cultural Strategy and noted the forthcoming consultation including the meeting to be held at the Stag on Thursday 23rd January 2020 at 7pm.

432 PLANNING APPLICATIONS

(a) The Committee received and noted comments made on applications considered under Chairman's Action, submitted to Sevenoaks District Council.

(b) The meeting was adjourned to allow members of the public to speak for three minutes on the following applications, by prior arrangement:

[Plan no. 13] The Vine Restaurant, 11 Pound Lane - For

(c) The meeting was reconvened and the Committee considered planning applications received during the two weeks ending 7th January 2020. **It was RESOLVED that** the comments listed on the attached schedule be forwarded to Sevenoaks District Council.

433 PRESS RELEASES

It was resolved that a press release be issued on the STNDP Public Consultation and for the slides from the Tarmac presentation to be distributed following the meeting.

Finished: 8.40pm

Signed
Chairman

Dated

Planning Applications Considered

Applications considered on 13-1-20

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/02987/LBCALT	Emma Gore 21-01-2020	Cllr Michaelides	Ms Sehmi 02074907704
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Sevenoaks School		Manor House	6 High Street	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20

Refurbishment of Manor House and building M15/16 to facilitate internal alterations, dormer demolition, replacement of chimney pots and roofs. Landscaping works.

Amended consultation (for information only) received from SDC 07-11-2019:

Proposal description amended for clarification:

Refurbishment of Manor House and M15/16 building to facilitate internal alterations, reduction and reinstatement of original dormer window and replacement of chimney pots and roofs. Landscaping works.

19/02987/LBCALT - Amended plan

As the documents were unavailable on the website during part of the consultation period, Sevenoaks District Council is re-starting the consultation.

19/02987/LBCALT - Amended plan

Amended plans and further clarification.

Comment

Sevenoaks Town Council recommended approval, subject to the Conservation officer being satisfied.

Informative: Sevenoaks Town Council noted that vehicles involved in the refurbishment should not park on the High Street.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03200/FUL	Emma Gore 21-01-2020	Cllr Morris Brown	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr Martin		Land South Of	16 & 31 Mill Pond Close	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20

Install decked area.

Comment

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 13-1-20

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03439/HOUSE	S Simmons 21-01-2020	Cllr Clayton	Mr Wilson 01622 296319
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr A Bennett			73 Wickenden Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20
Proposed loft conversion with hip to gable roof extension, dormer window to rear elevation & 4 No. rooflight windows to front elevation.				

Comment

Sevenoaks Town Council recommended refusal on the grounds that, while being sympathetic to the principle of development, the loss of the hipped roof is contrary to the Residential Character Assessment, as advised at number 75 next door.

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03461/HOUSE	Alexis Stanyer 21-01-2020	Cllr Eyre	Mr N Edwards 366223
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Van Herk		Glade House	83 Oakhill Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20
Proposed replacement of existing single storey porch with an Arts and Craft inspired two storey porch.				

Comment

Sevenoaks Town Council recommended approval.

5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03484/HOUSE	Emma Gore 22-01-2020	Cllr Parry	Ms N Ledger 459578
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Flitton			19 Brittain Lane	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				03/01/20
Demolition of existing garage and erection of a two storey side extension with hip roof to match existing, replacement of rear glazed roof and conservatory with new tiled roof and rooflights.				

Comment

Sevenoaks Town Council recommended approval.

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03488/HOUSE	Alexis Stanyer 21-01-2020	Cllr Dr Canet	Mr D Dennis 240140
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Monk			12 Robyns Way	Northern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20
Proposed garage conversion and ground floor front extension with rooflight; proposed ground floor rear extension with rooflight.				

Comment

Sevenoaks Town Council recommended approval.

Planning Applications Considered

Applications considered on 13-1-20

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03489/HOUSE	Rebecca Fellows 21-01-2020	Cllr Clayton	Mr Goodhew 01580 2304
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Walters			2 Park Lane	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20
Single storey rear extension.				

Comment

Sevenoaks Town Council recommended approval, provided the Conservation Officer is content.

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03490/LBCALT	Rebecca Fellows 21-01-2020	Cllr Clayton	Mr Goodhew 01580 2304
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Walters			2 Park Lane	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				02/01/20
Single storey rear extension.				

Comment

Sevenoaks Town Council recommended approval, provided the Conservation Officer is content.

9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03502/HOUSE	Rebecca Fellows 22-01-2020	Cllr Piper OOW	Mr K Lau 07842 231244
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr D Ashdown		Roseneath	Parkfield	Wilderness
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20
Dormer roof extension in studio above garage.				

Comment

Sevenoaks Town Council recommended approval.

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03503/ADV	Mark Mirams 22-01-2020	Cllr Michaelides	Mrs Todman 01225 8274
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr S Perry		Lancaster Motors	92 London Road	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20
4 no. illuminated fascia signages.				

Comment

Sevenoaks town council recommended approval, subject to a constraint placed that the illumination be switched off between 11pm and 6am.

Planning Applications Considered

Applications considered on 13-1-20

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03504/HOUSE	S Simmons 22-01-2020	Cllr Morris Brown	Miss Burnham 07824 387 076
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Patterson		The Old School House	4 Vine Court Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20
Construction of a single storey rear extension with lantern rooflight.				

Comment

Sevenoaks Town Council recommended approval.

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03521/HOUSE	Holly Pockett 23-01-2020	Cllr Parry	Mr R Ranson 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs McClinton		Ashgrove Farm House	Ashgrove Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20

Demolition of the existing garden outbuilding. Construction of a new garden outbuilding in the same location with the same footprint. Construction of a new swimming pool and terrace.

Comment

Sevenoaks Town Council recommended approval.

13	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03532/FUL	Alexis Stanyer 27-01-2020	Cllr Bonin	Mrs Gregson 07801 0551 00
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Unimeats Ltd		The Vine Restaurant	11 Pound Lane	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20

Erection of automated barriers and rendered stone pillars.

Comment

A motion for refusal (full text below) was put forward, seconded and LOST at the vote: Sevenoaks Town Council recommended refusal on the grounds that the barriers detract from the character and appearance of Vine Conservation Area

A motion for approval (full text below) was put forward, seconded and PASSED at the vote: Sevenoaks Town Council recommended approval subject to the Conservation officer being satisfied and Highway team review of safety.

Planning Applications Considered

Applications considered on 13-1-20

14	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03548/MMA	Alexis Stanyer 27-01-2020	Cllr Piper	Mr Alderman 01689 8363
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Algar			15 Garth Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				07/01/20
Minor material amendment to 19/02690/FUL.				

Comment

Sevenoaks Town Council recommended approval, subject to the 2m high close bordered fence being maintained.

Sevenoaks Quarry

A sustainable urban extension to Northern Sevenoaks

Sevenoaks Town Council 13th January 2020



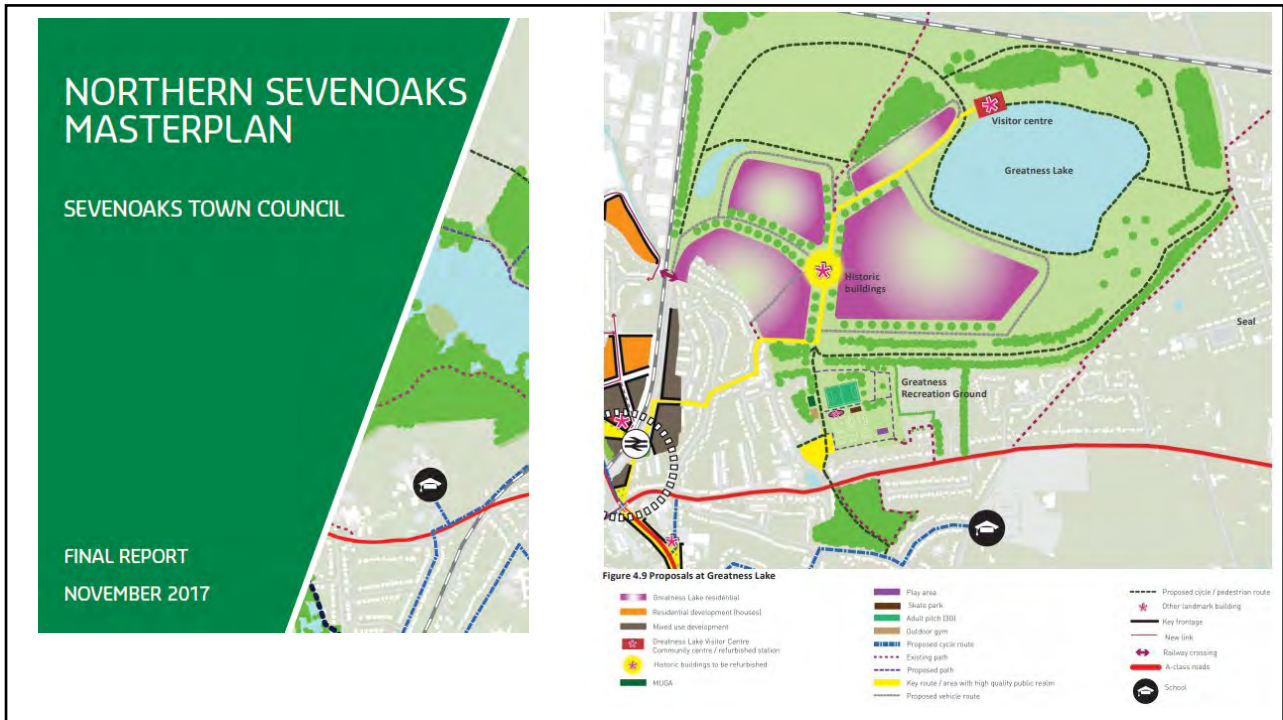
1



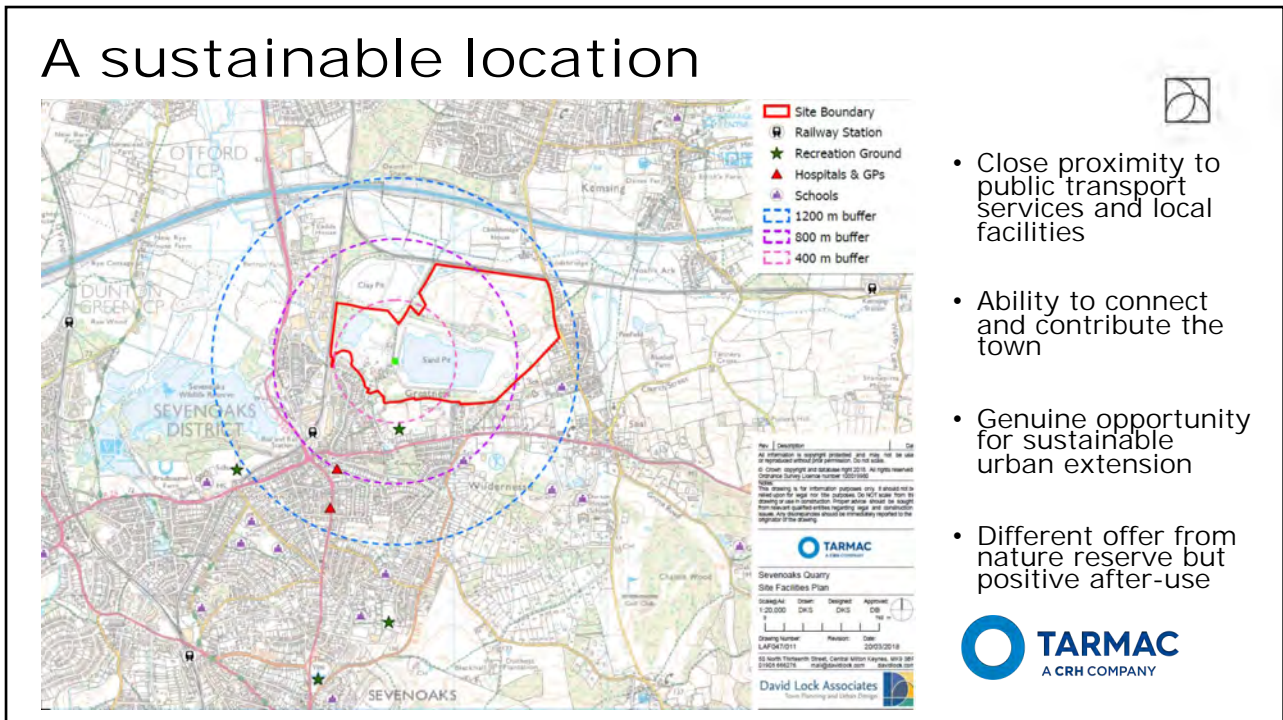
1. Background planning and site context
2. Emerging site masterplan
3. Key infrastructure and benefits



2



3



4

Sevenoaks Local Plan



- The housing challenge & balanced strategy for sustainable growth
- Limited Green Belt changes - exceptional circumstances
- Site proposed under Policy ST2-13 for mixed use development
- Local support through previous consultations
- Next stage *under review* due to Inspector's response



5

Emerging concept plan



- Approximately 800 new homes at varied densities
- Rich network of multi purpose green infrastructure connecting with wider green networks
- Lake-side facilities for water sports and trails
- Community focus on Oast House
- Early phase on current built area (approx. 150 new homes)
- On-going and iterative process



6

Key infrastructure and benefits



- New homes to meet different local housing needs (*including market, affordable, varied sizes and older people's needs*)
- Leisure and recreation facilities associated with the lake
- Renovation and enhancement of the locally listed former Oast House for community use
- Local centre facilities
- Primary school site
- Cycling, pedestrian and public transport improvements
- Formal and informal green space and play spaces
- Potential secondary school contributions and CIL monies towards other health/social facilities



7

Greatness Lake



- Multi-purpose blue and green infrastructure
- Leisure and recreation focus
- Asset for northern Sevenoaks as a whole
- Specific discussions with local groups (Sea Cadets and Scouts so far...)
- Local survey results



8

Phase 1: Key infrastructure and benefits



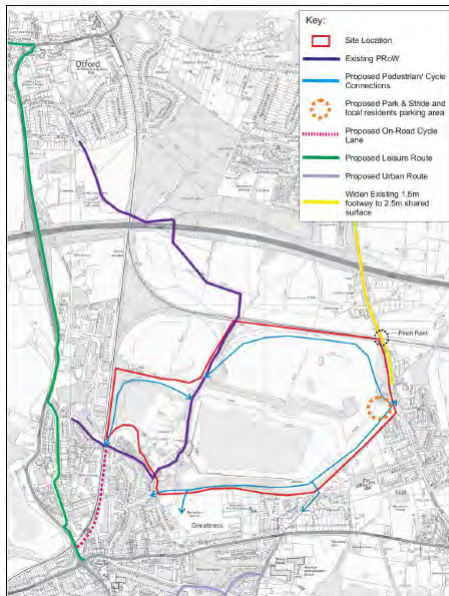
- Variety of new homes to meet local needs
- Renovation and enhancement of the locally listed former Oast House for community use
- Cycling, pedestrian and public transport improvements (including East west link)
- Formal and informal green space and play spaces
- Greatness Lane improvements



9

Transport strategy

Figure 4 – Proposed Walking and Cycling Routes

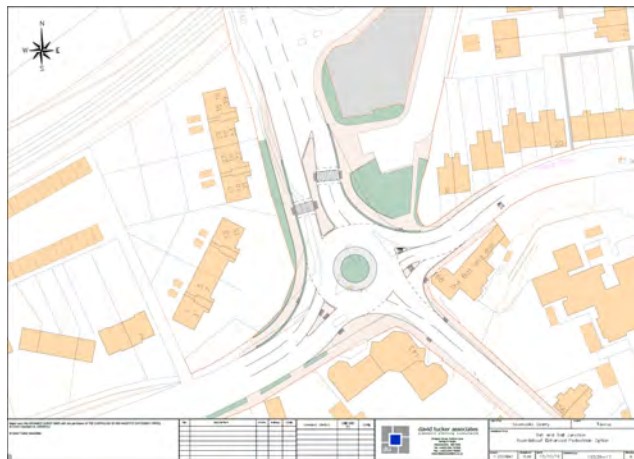


- David Tucker Associates prepared full Transport Assessment (including safety audit) in close consultation with the County Council
- Pedestrian, cycling and public transport focus
 - Key pedestrian cycle routes through the site, including an east west link between Bat and Ball Road and Childsbridge Lane.
 - A 2.5m cycle lane on Childsbridge Lane.
 - On-road cycle lane on Bat and Ball Road.
 - Contributions towards improving the pedestrian bridge over Bat and Ball Road.
 - Extension of existing bus services into the site
- Phased access arrangements
 - Phase 1 access from Farm Road.
 - Post 150 homes: Bat and Ball Road main access; Farm Road secondary (& Limited/emergency access to Childsbridge Lane).
 - The replacement of signalised arrangement with a roundabout at Bat and Ball Junction (A25/A225).



10

Bat and Ball Junction



Junction scheme to support the proposed development

- Improved pedestrian/cycle environment
- 2.5m ped/cycle way
- Shorter carriageway crossing
- Larger splitter Island

Reduction in queuing and potential air quality benefits

Table 27 – Bat and Ball Junction – Existing Signal Junction Vs Proposed Roundabout Layout

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Base (Signals)	Base + Development (Roundabout)	Base (Signals)	Base + Development (Roundabout)
	Queue	Queue	Queue	Queue
A225 Otford Road	36.5	4.8	32.8	4.8
A25 Seal Road	32.4	14.1	20.1	2.0
A25 St John's Road	22.0	0.6	31.3	0.9
A25 Bradbourne Vale Road	9.0	1.6	12.7	3.1



11

Next Steps: A plan-led approach



- Continued and further engagement, technical and design work
- Sevenoaks Town Neighbourhood Development Plan
- Sevenoaks Local Plan - end of 2020?
- *Towards Outline Planning application - 2022*



12

Sevenoaks Neighbourhood Development Plan Public Consultation

Sevenoaks Town Council Planning Agenda 2020 01 27

planning@sevenoakstown.gov.uk
01732 459953



Sevenoaks Town
Neighbourhood Plan



At the Sevenoaks Town Council Annual Public Town Meeting held on the 14th March 2013 residents signalled their support for the Town Council to produce a Neighbourhood Plan. The Plan is a once in a generation chance for local people to shape and guide the future of the town and to ensure that future development is sensitive to the town's character and identity and to provide for the needs of future generations.

Since 2013 the Town Council and the Neighbourhood Plan Committee have undertaken extensive public consultation and engagement activities, including a Masterplan for Northern Sevenoaks to ensure that the content of the plan reflects what local people want. They have used this information to develop background work for the Plan and commission strategies and studies to support the emerging plan policies.

A six-week public consultation is set to run from Friday 31st January 2020 until Friday 13th March 2020. The public consultation will be launched in the Sevenoaks Kaleidoscope Gallery on Buckhurst Lane on Friday 31st January and Saturday 1st February 2020. An exhibition will be available to view at the launch and at locations across the town through the six-week period (see below for details). Further information about the Neighbourhood Plan and how to comment on it are available on the Neighbourhood Plan website at <https://sevenoaksndp.wordpress.com>.

Feedback from this initial consultation will be included where appropriate into the plan which will then be progressed through a statutory programme carried out by Sevenoaks District Council concluding in a referendum for the residents of Sevenoaks.

Dates	Times	Location
Friday 31 st January 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Kaleidoscope Library
Saturday 1 st February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Kaleidoscope Library
Friday 14 th February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Town Council Chambers
Saturday 15 th February 2020	10.00 a.m. – 3.00 p.m.	Sevenoaks Town Council Chambers
Monday 3 rd February – 13 th March 2020 (excluding 18 th - 20 th Feb)	10.00 a.m. – 4.45 p.m. Monday - Saturday	Stag Theatre Café
Monday 3 rd February – 13 th March 2020	Station Opening Times	Sevenoaks Mainline Railway Station Foyer

Enquiries to: Sevenoaks Town Council, Council Offices, Bradbourne Vale Road, Sevenoaks, Kent TN13 3QG. planning@sevenoakstown.gov.uk



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From: Terry Martin
Sent: 09 January 2020 11:35
Subject: Parish Highways Improvement Plan

Dear Chairman & Clerk

At the November 2019 KCC Highways Parish Seminars, KCC highlighted the Parish Highways Improvement Plan. Attached is a Supplementary Procedure Note from KCC, along with the Template Parish Highways Improvement Plan. Further guidance can also be found in the Members Area of the KALC website under "Initiatives" (www.kentalc.gov.uk).

The Highways Improvement Plan scheme has been in place since May 2019 and provides an opportunity for Parish Councils to engage with their residents to identify highway priorities in their area and then work with KCC on what highway improvement(s) could be taken forward in their area and how this might be funded.

Kind regards

Terry

Terry Martin
Chief Executive
Kent Association of Local Councils
Tel 01304 820173
Website: www.kentalc.gov.uk

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Parish Highway Improvement Plans - Procedure Note

23rd December 2019

- **Parish Highway Improvement Plans** should initially put forward and completed by your Parish. These are intended to include your medium-term priorities. They could tie in with your Neighborhood Plans if you are in an area of high re-development.
- Input and advice can be given from KCC Schemes Planning & Delivery team or Highway Operations, via the Stewards, as appropriate to assist you. KCC will inform and contribute its advice into your Parish Highway Improvement Plan.
- KCC will give free initial advice but if a scheme is identified and considered to be appropriate, KCC has to charge for any significant officer time for design and/or delivery as it is over and above KCC's core function and we have to supplement our staff resource to deliver your schemes.
- KCC is unable to guarantee that all your plans will be deliverable. It may only be possible to deliver your top 1 or 2 priorities per year in some cases, but each district is different so your requests will be considered individually.
- Whilst this is intended to be a living document for your Parish, KCC can only make resources available to review each plan annually.
- KCC's charges for time spend are inexpensive when compared to consultants.
- The first point of contact for operational and maintenance issues is still your KCC District Team – your District Manager or the Highway Stewards.

Nikola Floodgate, Schemes Planning & Delivery Manager, Kent County Council

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HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	EXAMPLE: High Street between Post office and last property to the west of the garage	Speeding off peak. Reduce speed limit to 30mph	1. £500 2. £0 3. £0 4. £?	1.Parish Council 4.Parish Council	1.Traffic survey required to establish existing speeds by end of June 18.KCC to arrange 2. Review report and agree whether the site is suitable without further traffic calming measures. KCC by mid July. 3. If suitable then discuss with PC and give early advice on potential costs. Mid July 4. Agree the way forward – outline design/estimate including staff fees. Mid July
2.					
3.					
4.					
5.					

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HIGHWAY IMPROVEMENT PLAN – Stage 1			ACTION PLAN – Stage 2		
Priority	Location	Problem and suggested remedy	Cost Estimate	Funding Source	Action/Programme (Who/When)
1.	<i>EXAMPLE:</i> High Street between Post office and last property to the west of the garage	Speeding off peak. Reduce speed limit to 30mph	<ol style="list-style-type: none"> 1. £500 2. £0 3. £0 4. £? 	<ol style="list-style-type: none"> 1.Parish Council 4.Parish Council 	<ol style="list-style-type: none"> 1. Traffic survey required to establish existing speeds by end of June 18.KCC to arrange 2. Review report and agree whether the site is suitable without further traffic calming measures. KCC by mid-July. 3. If suitable then discuss with PC and give early advice on potential costs. Mid July 4. Agree the way forward – outline design/estimate including staff fees. Mid July
2.	A25 Bradbourne Vale Road	<p>Problem: Hatched area in centre of road which tends to draw traffic towards the pavement and parked cars.</p> <p>Suggested remedy:</p> <ol style="list-style-type: none"> 1. Narrow the hatched area in the centre of the road. 2. Mark out additional hatched areas at the sides of the road. 			
3.	A25 Bradbourne Vale Road (at entrance to Sevenoaks Town Council Offices).	<p>Problem: No space marked out for temporarily stationery vehicles as they turn into the car park.</p> <p>Suggested remedy: Hatched area outside entrance.</p>			
4.	A25 Bradbourne Vale Road, close to Knole Academy	<p>Problem: Speeding</p> <p>Suggested remedy: Mobile SID close to entrance to Bradbourne Riding Centre, facing towards Riverhead.</p>			

5.	Outside Sevenoaks Railway Station	<p>Problems:</p> <ul style="list-style-type: none"> • Speeding • Long waits for traffic at lights • Pedestrians failing to use official crossing points. <p>Suggested remedies:</p> <ol style="list-style-type: none"> 1. To resume discussions regarding a possible masterplan for area, previously instigated by the Sevenoaks Society. This would involve engagement with various landowners and rail authorities. 2. Remove traffic lights and install roundabout. 			
6.	Junction at top of A225 Sevenoaks High Street (near Waitrose and the fountain) where A224 London Road feeds in.	<p>Problem: Confusion for motorists.</p> <p>Suggested remedy:</p>			
7.	Sevenoaks Primary School	<p>Problem: Speeding along Bradbourne Road</p> <p>Suggested remedies</p> <ol style="list-style-type: none"> 1. 20mph limit 2. Mobile SID just below AEC, facing uphill. 			
8.	St John's CEP School, Bayham Road	<p>Problem: Speeding along Bayham Road</p> <p>Suggested remedies</p> <ol style="list-style-type: none"> 1. 20mph limit 			

		2. Mobile SID just below school, facing downhill in direction of Seal Hollow Road			
9.	St John's Road	Problem: Speeding Suggested remedy: Encourage speeds below 30mph			
10.	Hartslands Area	Problem: Lack of pavements compromises pedestrian safety Suggested remedy:			
11.	Five-way junction at Vine Court Road/Holly Bush Lane/Hartslands Road/Bayham Road	Problems: <ul style="list-style-type: none"> • Increased traffic, including to schools. • Confusion as to who has right of way. Suggested remedy: Roundabout			
12.	Widespread	Problems: <ul style="list-style-type: none"> • Poor road surfaces • Potholes Suggested remedy:			
13.	St John's Hill	Problem: Speeding Suggested remedy: Mobile SID			
14.	A225 Tonbridge Road	Problem: Speeding Suggested remedy: Mobile SID			

15.	Towards the bottom of Seal Hollow Road	Problem: Speeding Suggested remedy: Mobile SID			
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Town Council Offices
Bradbourne Vale Road
Sevenoaks
Kent
TN13 3QG

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Direct Dial/Ext: 03000 413328
Text Relay: 18001 03000 417171
Ask For: Mrs Alice Short
Your Ref:
Our Ref: SE/08/675/RA
Date: 20 January 2020

TOWN AND COUNTRY PLANNING ACT 1990

Dear Sir/Madam

APPLICATION NO: SE/08/675/RA

PROPOSAL: Revised five-yearly review of progressive working and restoration scheme submitted pursuant to condition 5 of planning permission SE/08/675

LOCATION: Sevenoaks Quarry, Bat & Ball Road, Sevenoaks, Kent TN14 5SR

The above request, relating to condition (5A) of planning permission SE/08/675 has been submitted for consideration by the County Planning Authority.

To view the planning application documents and make any comments please use the following link:

<https://www.kentplanningapplications.co.uk/Planning/Display/KCC/SE/0011/2019?cuuid=B3B25091-57BA-496A-9F6D-62B8BB698367>

I would be glad to receive any observations that you may wish to make so that these may be taken into account when the County Planning Authority formally considers the proposals.

Could you please let me have a reply by **10 February 2020**. Unless I hear to the contrary within this timescale I will assume you have no comments to make.

Yours sincerely



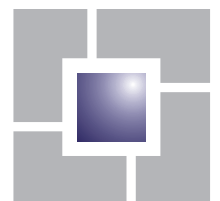
Sharon Thompson

Head of Planning Applications Group

Northern Sevenoaks

Transport Assessment

Final



Northern Sevenoaks

Transport Assessment

Final

Prepared by:

David Tucker Associates

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22nd October 2019

SJT/NES 19538-03d Transport Assessment

Prepared For:

Tarmac

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EXECUTIVE SUMMARY

Introduction and Context

David Tucker Associates (DTA) has been commissioned by Tarmac to provide highways and transport advice to support a Local Plan promotion for housing with associated highway infrastructure on land at Sevenoaks Quarry in the Greatness area of Sevenoaks which is located to the northeast of the town centre.

The site is proposed for allocation under reference ST2-13 for 600 units. The infrastructure requirements for the site set out on Page 26 of the submission plan note the need for the following improvements:

- 1) New pedestrian and cycle connections within and beyond the site.
- 2) Improvements to Bat and Ball.

DTA on behalf of Tarmac have been liaising with Kent County Council (as local Highway Authority) since Mid-2018 to discuss the highway and access implications of the site. A draft Transport Assessment was originally submitted in November 2018 and this was followed up by a number of technical responses and discussions. This has culminated in a final Transport Assessment, the inputs to which have been agreed with KCC.

Although the site is allocated for 600 units, the TA has tested a total of 800 units. Tarmac submitted representations to the submission plan suggesting the site should be allocated for approximately 800 dwellings. The development is proposed to be built out in two main phases. An early phase of 150 dwellings is proposed with separate access off Farm Road while mineral extraction continues on the remainder of the site. Later phases will occur once the mineral extraction has ceased with the main access from Bat and Ball Road. The estimate programme for development is as follows:

- Submission of Outline Planning Application 2021 Q1
- OPA decision 2022 Q1
- First reserved matters consent 2023 Q2
- First completions on early phase 2024 Q2
- Next phase reserved matters consent 2029 Q4
- Next phase completions 2030 Q1

**Table 1** – Sevenoaks Quarry – Housing Trajectory at 800 dwellings

Year	Completions
2024/25	25
2025/26	65
2026/27	60
2030/31	40
2031/32	130
2032/33	130
2033/34	130
2034/35	130
Post Local Plan period	<i>Approx. 90</i>

In terms of the NPPF tests for development, these are set out principally in Paragraphs 108 – 110 and these are set out below for ease of reference.

108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

110. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Matters Agreed with KCC

Significant progress has been made in terms of the discussions on the Transport Assessment. There are inevitably areas where more detailed work will be required in terms of preparing and submitting a planning application. It is however agreed that the level of work undertaken to take is commensurate with the evidence base required for a



local plan allocation and to ensure the test of “soundness” is met. This section therefore sets the position reached in terms of the three key tests set out in the NPPG Para 108:

- i) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

The location of the site and its context in terms of non-car accessibility is set out in Section 3 of the TA. This demonstrates the site is well located in terms of access to local facilities and amenities. Section 3.9 confirms that the site can meet all the KCC Sustainability criteria thus:

The location of the site has been assessed against a site sustainability criteria provided by KCC which sets out the assessment as follows:

- ii) within 800m walking distance of a bus stop or railway station providing 2 or more services per hour
- iii) within 800m walking distance of a convenience store, primary school and a GP surgery
- iv) within 30 mins public transport time of a GP, a hospital, a primary school, a secondary school, employment area and major retail centre.

The resulting scoring is as follows: A = all 3 criteria met; B= 1 or 2 criteria met and C = none of criteria met). A sustainability scoring exercise has been undertaken and is summarised in Table 2 below. The results in the table demonstrate that the site is located within a sustainable location meeting all tests with the exception of GP Surgery access, which is marginally over at 1,200m and still within reasonable walking distance.

Table 2 – Sustainability Criteria Scoring

Sustainability Criteria	Yes/ No
i) Within 800m walking distance of a bus stop	Yes
ii) Within 800m walking distance of: Convenience Store Primary School GP Surgery	Yes Yes No



iii)	Within 30 minutes public transport time of:	
	GP Surgery	Yes
	Hospital	Yes
	Primary School	Yes
	Secondary School	Yes
	Employment Area	Yes
	Major Retail Area	Yes

Going forward a number of improvements are proposed to the wider walking and cycling network. The precise details of these will be refined and defined during the planning application stage. Tarmac remain committed to work with KCC and the LPA to ensure appropriate and high-quality linkages are provided within and around the site. These will include:

- 1) The provision of pedestrian and cycle routes through the site.
- 2) The provision of an on-road cycle lane along Bat & Ball road and a 2.5m pedestrian/ cycle route along Childsbridge Lane to better connect the site to the surrounding area.
- 3) Improvements to the pedestrian bridge on Bat & Ball road to provide where possible, improved access for less mobile users and to improve security.

Discussions have been held with KCC public transport team. These confirm a number of options for improving access to the site. It is agreed that in initial phases the site is within adequate walking distance of Bat and Ball Station and the #6 Bus service which runs on a 30-minute frequency on Greatness Lane.

In the longer term, KCC have confirmed that the extension of the #6 through the site and along Bat and Ball Road would provide the potential to serve the full development.

It is agreed that the proposals meet the first test of NPPF Para 108.

- v) safe and suitable access to the site can be achieved for all users;

Site Access

In the first phase of the development access will be taken from Farm Road to Mill Lane / Greatness Lane. As necessary an emergency access can be provided via the operational quarry site. The precise location and layout of this will be defined once the layout is known.



At full development, it is anticipated that the principal vehicular access to the site will be provided via the existing Bat and Ball Road. Visibility splays of 2.4 X 90m can be achieved at the Bat & Ball/ A225 Otford Road junction.

It is expected that the road will be altered within the site to reflect the requirements of a residential access rather than the commercial traffic that it currently accommodates.

This will narrow the road and provide a footway to connect with the footbridge and the roadside footway further south on Bat and Ball Road. Further south, Bat and Ball Road has been designed as a commercial access route and no further works are deemed necessary to accommodate residential development.

It is also proposed to provide traffic calming measures along Bat & Ball road for speed controlling. This could be in the form of build-outs or speed cushions.

It has been agreed with KCC that works will be required to Greatness Lane and Mill Lane to accommodate additional traffic flows. This is principally due to the location of on street car parking. Full assessment of this is provided in Tables 9 and 10 of Section 4.2 of the TA but it is agreed there are a number of possible options to address this point. The plan included in the TA includes details of passing bays which could be implemented through the consolidation of on street parking.

In the event that the Traffic Regulation Orders are required there are alternative options for the works including the provision of physical build outs to prevent parking. These are illustrated at Section 4.2 of the TA.

It is agreed that based on the above and further refinement at the planning application stage the site can be accessed in manner which meets the second test of NPPF Para 108

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.



General

In terms of the traffic impacts the following technical details have been agreed with the Highway Authority.

The traffic generation assumptions for the full development (which includes a primary school) and the first phase. These are set out in Tables 9-12 of the Transport Assessment.

The geographical extent of the assessment was agreed and the distribution and assignment of that traffic has also been agreed (see Section 5.2 of the TA).

There are no specific existing highway safety issues which need to be addressed as a direct result of the development.

The traffic impact of both phases of development on the use of Greatness Lane and Mill Lane is agreed to be acceptable.

The traffic impacts further afield on the A25 / A224 are deemed to be acceptable.

Bat and Ball Junction

It is agreed that the Bat and Ball Junction suffers from existing peak hour congestion. This in turn also causes an Air Quality issue and the approach to the junction is designated as an AQMA.

It is agreed that based on the above assessments, Phase 1 (150 houses) does not create a severe impact on the existing layout and therefore no works are required to ensure appropriate development of the first phase (i.e. until 2031.).

For the full development, mitigation works will be required. The developer has put forward a scheme to implement those works in the form of a roundabout. The conversion of signals to roundabout will allow full development (with background growth) to be accommodated with a significant reduction in queuing:

A comparison of queue lengths in the AM Peak on Seal Road for the existing signal layout and the roundabout layout is shown in Figure 1. Existing queueing shown in Figure 2 below. A more detailed comparison for all arms and both peaks is provided at Table 27 of the TA.



Figure 1 – Am Peak Hour Queue Comparison – Seal Road

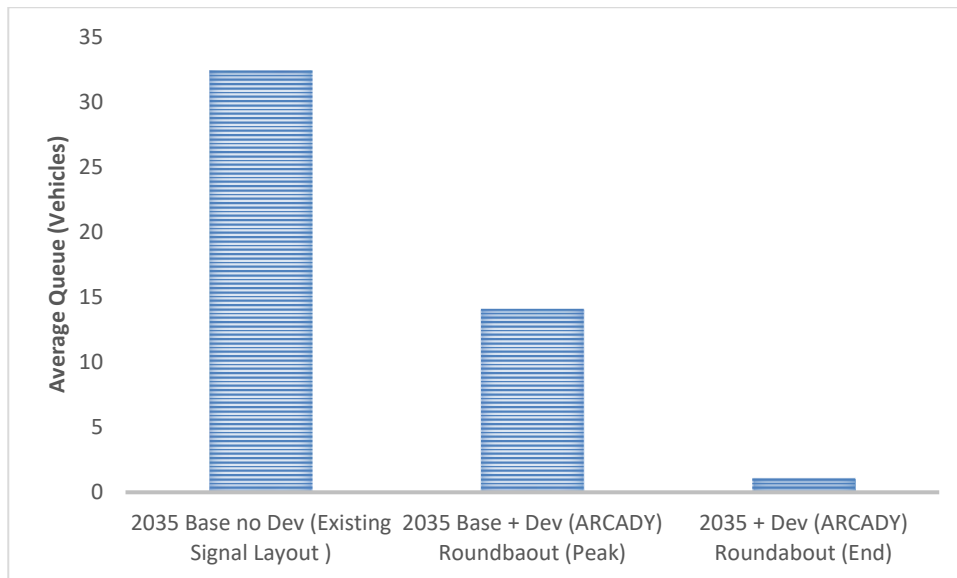
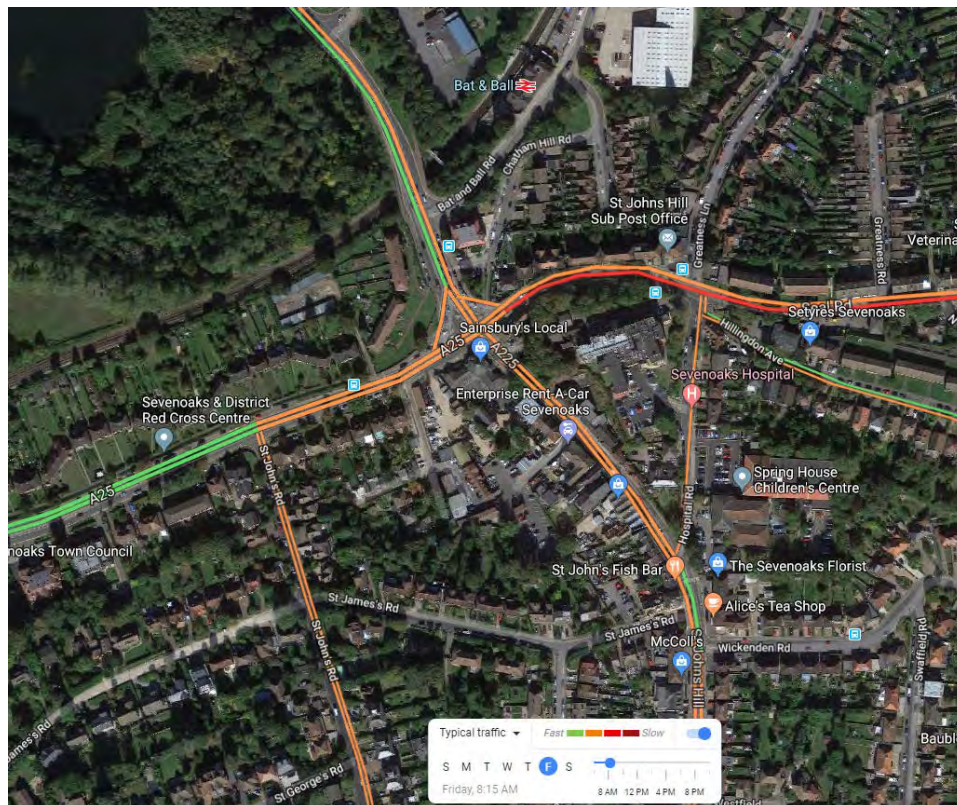


Figure 2 – Existing Queuing Morning peak (google traffic) 8:15AM typical Friday





The layout has been subject to independent Road Safety Audit. The Audit, design office response and confirmation from the Auditors that all matters have been resolved is included in the TA at Appendix K.

It is agreed that based on the above and further refinement at the planning application stage the site can be accessed in manner which meets the third and final test of NPPF Para 108.



1.0 INTRODUCTION

- 1.1 David Tucker Associates (DTA) has been commissioned by Tarmac to provide highways and transport advice to support a local plan promotion for up to 800 dwellings with associated highway infrastructure on land at Sevenoaks Quarry in the Greatness area of Sevenoaks which is located to the northeast of the town centre. An indicative site masterplan is included at **Appendix A**.
- 1.2 Although the site is allocated for 600 units, this Transport Assessment (TA) has tested a total of 800 units. Tarmac submitted representations to the submission plan suggesting the site should be allocated for approximately 800 dwellings. The development is proposed to be built out in two main phases. An early phase of 150 dwellings is proposed with separate access off Farm Road while mineral extraction continues on the remainder of the site. Later phases will occur once the mineral extraction has ceased with the main access from Bat and Ball Road.
- 1.3 Significant progress has been made in terms of the discussions on the Transport Assessment with Kent County Council (KCC). There are inevitably areas where more detailed work will be required in terms of preparing and submitting a planning application. It is however agreed that the level of work undertaken to take is commensurate with the evidence base required for a local plan allocation and to ensure the test of "soundness" is met.
- 1.4 This report sets out the methodology proposed for the TA report which will ultimately support a planning application for the site proposals. This TA is prepared in accordance with the National Planning Policy Framework and Planning Policy Guidance which replaces the previous 'Guidance on Transport Assessment' (GTA) issued by the Department for Transport (DfT) and Department for Communities and Local Government (DCLG) in March 2007.
- 1.5 A detailed analysis has been carried out to assess the likely traffic generation from the proposals, including trip rates, distribution of trips and the assignment of traffic onto the



road network. The trip rates, distribution of trips and assignment of traffic have been discussed and agreed in detail with KCC.

- 1.6 The likely traffic impact at junctions on the local and strategic network are set out in this report.
- 1.7 Overall, safe and suitable access can be achieved for all users, and appropriate mitigation measures are proposed to mitigate the impact of the development proposals.



2.0 POLICY CONTEXT

2.1 National Policy

National Planning Policy Framework

2.1.1 The National Planning Policy Framework (NPPF) was published on 24 July 2018 and updated again in February 2019. It sets out the government's planning policies for England and how these are expected to be applied.

2.1.2 This Framework replaces the previous NPPF published in March 2012.

84. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found outside existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the scope for access on foot, by cycling or by public transport). The use of previously developed land and sites that are well-related to existing settlements should be encouraged where suitable opportunities exist.

2.1.3 Para 84 therefore acknowledges that the needs of existing communities should be taken into account notwithstanding the public transport provision etc. However, the opportunities to promote walking, cycling and public transport should be pursued:

102. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;



d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for mitigation and for net gains in environmental quality; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

103. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

2.2 Local Policy

The Sevenoaks District Strategy for Transport (2010 -2026)

2.2.1 This document sets out goals and improvements for the local transport network to ensure that the network continues to be the most appropriate for its users. The document is used to inform planning and transport decision in the area and it is reviewed annually.

2.2.2 Within the urban area of Sevenoaks the Strategy outlines plans to improve interchange facilities at the main bus and train stations in Sevenoaks. It also aims to maintain and improve peak train services, manage parking issues around railway stations and in the town centre, attempt to alleviate congestion and air quality issues and improve walking and cycling facilities.

2.2.3 It acknowledges that the Bat and Ball junction is a difficult intersection for pedestrians and aims to alleviate the peak hour traffic issues by investing in alternative modes of transport in an attempt to encourage non-car modes as main methods of transport.

Northern Sevenoaks Masterplan – Sevenoaks Town Council, Draft Report (May 2017)

2.2.4 This masterplan proposes to enhance the environment around Bat and Ball station with



pedestrian connection on Chatham Hill Road and the proposed residential development on the Tarmac site and the new community centre.

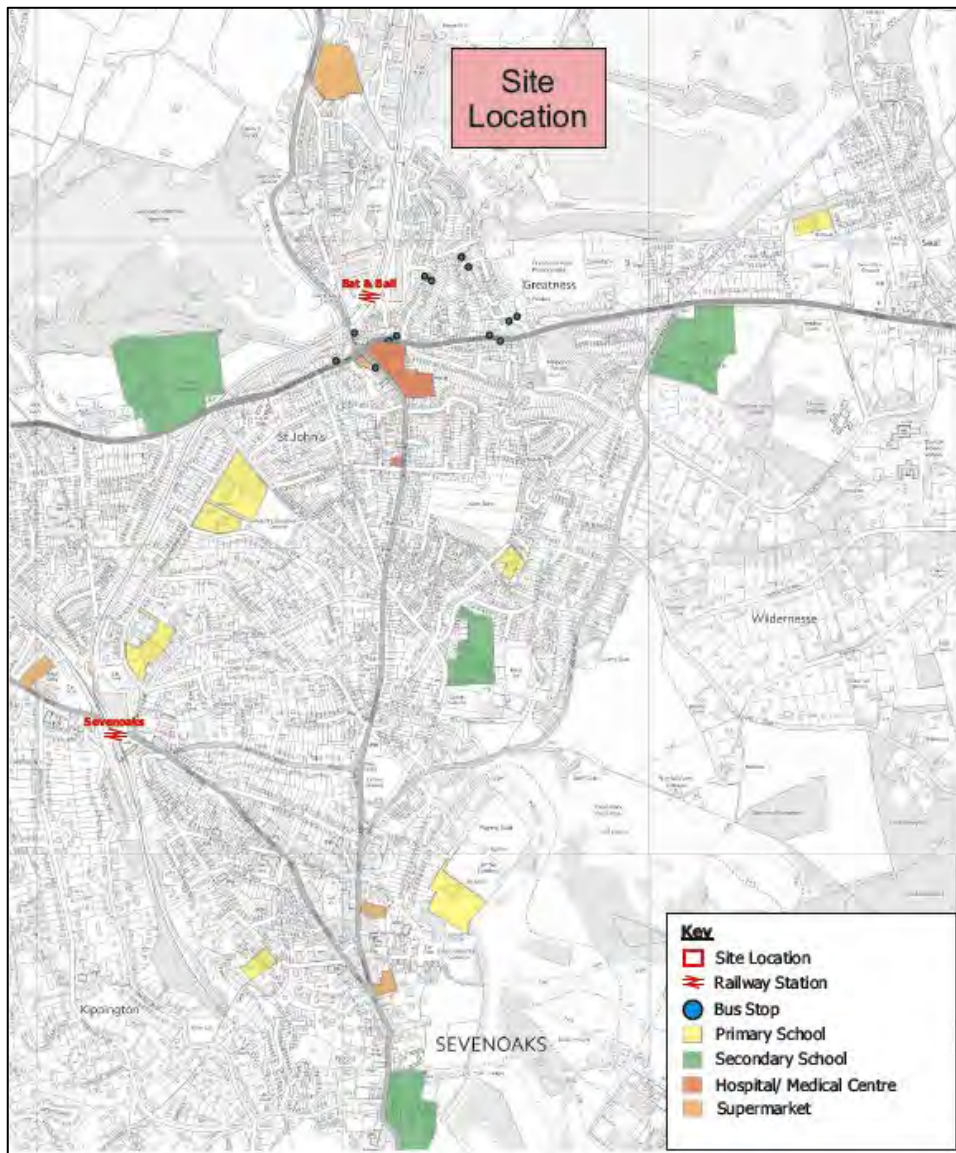
- 2.2.5 The employment uses close to Bat and Ball station are proposed to be relocated further north to allow for residential and local facilities uses and to utilise the space around the station to improve the arrival space at the station.

3.0 EXISTING TRANSPORT CONDITIONS

3.1 Site Location

3.1.1 The site is located approximately 3.0km to the north of Sevenoaks Town Centre and the location of the site is shown in **Figure 1**.

Figure 1 – Site Location





3.2 Surrounding Road Network

3.2.1 The A25 Seal Road runs south of the site and connects users towards Guildford to the west and Borough Green to the east. Childsbridge Lane is located to the east of the site and connects users to Kemsing to the north and the A25 High Street to the south.

3.2.2 Bat and Ball Road ranges in width from 7.4m – 7.9m and there are double yellow lines all along the road. Bat and Ball railway station, various industrial units and the site entrance for Sevenoaks Quarry are all accessed via Bat and Ball Lane. Other than some limited development at the southern end it currently serves no residential development.

3.2.3 Greatness Lane ranges in width from 6.4m – 6.9m with on-street parking occurring all along the street. Double yellow lines are present within the vicinity of the junctions with Queens Drive and Orchard Close.

3.2.4 The width of Mill Lane ranges from 5.0m – 6.4m. On-street parking occurs all along the Lane and there are various pinch points along its route.

3.3 Existing Traffic Flows

3.3.1 A series of 7-day automatic traffic counts (ATC) were undertaken from Thursday 4th October until Wednesday 10th October 2018 for the following roads.

- Otford Road;
- A25 Seal Road; and
- Bat and Ball Road.

3.3.2 A copy of the results is attached at **Appendix B** and the five-day average flows are presented in **Table 1**. The average speeds and 85th percentile speeds are presented in **Table 2**.

**Table 1** – Total Vehicle Flows

	Time Period			
	Direction	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	24 Hour
A225 Otford Road	NB	569	744	9,355
	SB	740	774	9,567
	Two-Way	1,309	1,518	18,922
A25 Seal Road	EB	486	751	7,658
	WB	387	377	6,388
	Two-Way	873	1,128	14,046
Bat and Ball Road	NB	18	3	200
	SB	17	8	191
	Two-Way	35	11	391

Table 2 – Vehicle Speeds – Average Speeds and 85th Percentile Speeds

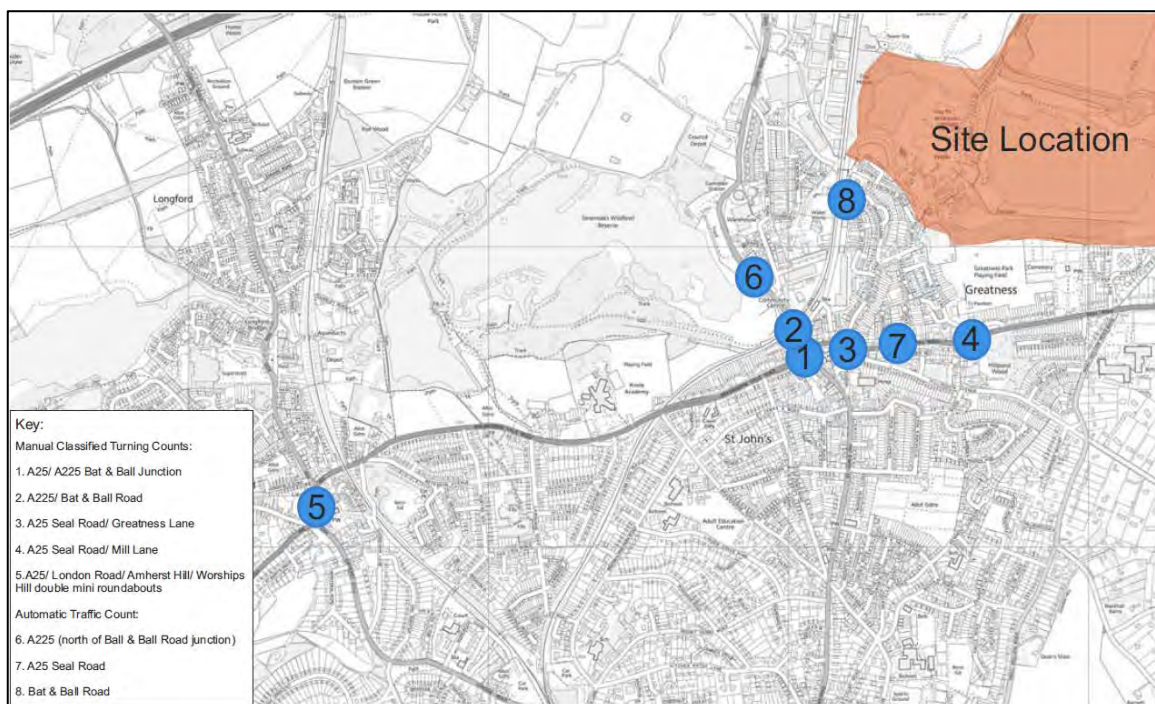
	Direction	Av. Speed (mph)	85th Percentile Speed (mph)
A225 Otford Road	NB	34.7	38.4
	SB	31.9	38.3
A25 Seal Road	EB	22.9	28.4
	WB	22.4	28.3
Bat and Ball Road	NB	31.8	41.2
	SB	28.8	38.3

3.3.3 Manual classified counts (MCC) were also undertaken on Thursday 4th October 2018 for a 12-hour period (07:00-19:00) for the following junctions:

- Greatness Lane/ A25 Seal Road;
- Mill Lane/ A25 Seal Road;
- Bat and Ball Road/ A225 Otford Road;
- A225 Otford Road/ A25 Seal Road/ A225 St John's Hill/ A25 Bradbourne Vale Road.

3.3.4 A copy of the results is attached at **Appendix B**. The location of the manual classified turning counts and speed surveys are shown on **Figure 2**.

Figure 2 – MCC and Speed Survey Locations



3.4 Personal Injury Collision Data

3.4.1 The latest five-year personal injury collision data has been obtained from Kent County Council. A copy of the data including a map showing the location of the collisions is attached at **Appendix C**.

3.4.2 A review of the collision has identified there were 52 recorded collisions, of which 11 were serious in severity and the remaining were slight.

3.4.3 A review by key junctions in the vicinity of the site is summarised below.

Greatness Lane/ A25 Seal Road

3.4.4 There were three recorded collisions at the Greatness Lane/ A25 Seal Road junction, all of which were recorded as slight in severity. The collision was recorded as the vehicle lost control of the vehicle, skidded and collided with a lamppost.

Mill Lane/ A25 Seal Road

3.4.5 There was one recorded collision at the Mill Lane/ A25 Seal Road junction which was recorded as slight in severity. The collision involved a cyclist when a vehicle was



undertaking a u-turn manoeuvre due to static traffic and collided with the cyclist.

Bat & Ball Road/ A225 Otford Road

- 3.4.6 There was one recorded collision at the Bat & Ball Road/ A225 Otford Road junction which was recorded as slight in severity. The collision was recorded as a vehicle turning right across 2 lanes and collided with another vehicle.

A25 Seal Road/ A25 Bradbourne Vale Road/ A225 Otford Road/ St John's Hill

- 3.4.7 There were seven recorded collisions at this signal junction, of which all were recorded as slight in severity. There were five collisions which were recorded as vehicle turning right and colliding with another vehicle. There was one collision which resulted in a rear shunt, and one collision in which a pedestrian stepped out when vehicles started moving from the stop line.

A25 Bradbourne Vale Road/ London Road roundabout

- 3.4.8 There were four recorded collisions at this junction with one collision resulting in a serious injury and the remaining were slight. The serious collision was recorded as an intoxicated driver driving at speed and failed to judge speed and distance.
- 3.4.9 The slight collisions were recorded as vehicle collided with stationary parked vehicle, vehicle failed to give way at the roundabout, vehicle collided with rear of another vehicle.

A25 Worships Hill/ Amhurst Hill

- 3.4.10 There were three recorded collisions at this junction and all were slight in severity. The collisions were recorded as vehicle lost control at roundabout and hit a wall, vehicle rear-ended another vehicle, and pedestrian ran out in the middle of the road and vehicle collided with them. 3 4 7

3.5 Pedestrian and Cycling Routes

- 3.5.1 There are number of cycle routes identified within the Sevenoaks District Cycling Strategy and now shown on a number of web-based route maps. To the north of Bat and Ball Road, the employment areas can be accessed by via a route which is part off road and

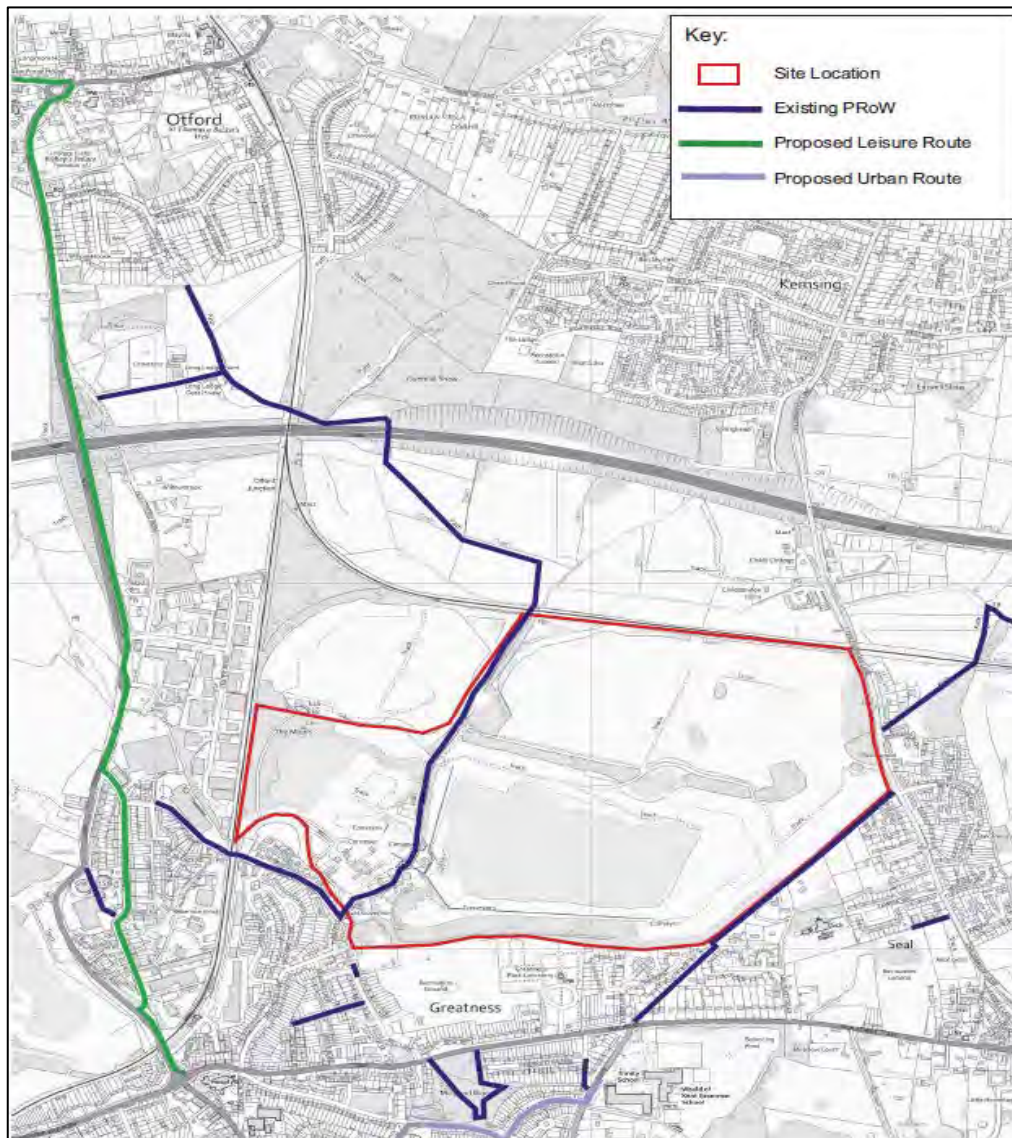


partly follows Crampton's Road.

3.5.2 There is however a more direct walking route to this area via a footbridge over the railway line at the end of Watercress Drive. To the south, the town centre can be accessed via a route which follows Bradbourne Vale Road to St John's Road. There is a spur off this route onto St George's Road and Bradbourne Park Road to Sevenoaks railways station. The main route continues south to Vine Court Road where it rejoins A225 to the north of the High Street.

3.5.3 The existing walking and cycling routes are shown on **Figure 3**.

Figure 3 – Walking and Cycling Provision





3.6 Rail Services

3.6.1 Bat and Ball railway station is located approximately 700m to the south-west of the site. Regular services run from this station to Sevenoaks and London. The station provides 21 car parking spaces with 2 accessible spaces. No cycle parking is currently provided at the station however it is understood that 30 spaces will be created. A summary of the services available from this station are summarised below in **Table 3**.

Table 3 – Summary of frequent direct rail services

Destination	Frequency	Approx. Journey Time
Sevenoaks	30 minutes	3 minutes
West Hampstead	30-60 minutes	80 minutes
London Blackfriars	30 minutes	60 minutes
St Albans City	5 services from 05:30-09:00 1 service at 10:33 2 per hour from 16:00-18:00	90-110 minutes
Bedford	08:27, 10:33 and then every 30 mins from 16:30 – 18:30	140 minutes

3.7 Bus Services

3.7.1 The closest bus stops to the site are along Weavers Lane and Greatness Lane which are served by bus route 6 operating Monday to Sunday.

3.7.2 The Weavers Lane stop is located approximately 300m from the site translating into a walking time of 4 minutes. The Greatness Lane stop is located approximately 400m from the site translating into a walking time of 5 minutes.

3.7.3 Other bus stops located within a 10-minute walking distance from the site opposite St Johns Road and St Johns Hill Hospital stops. The location of the bus stops within the vicinity of the site are shown on **Figure 1**.

3.7.4 **Table 4** provides a summary of the bus services; which bus stop they are available from and their frequencies.

**Table 4** – Bus Service Provision

No.	Route	Bus Stop	Maximum Frequency		
			Mon-Fri	Sat	Sun
6	Sevenoaks – Kemsing	Weavers Lane & Greatness Lane	30 minutes	6 per day	No Service
8	Sevenoaks Town Service	Bat & Ball, opp St Johns Road	Hourly from 09:30 – 15:30	Hourly from 09:30 – 15:30	No Service
306/308	Sevenoaks – Borough Green – Vigo – Meopham – Gravesend	Bat & Ball, opp St Johns Hill Hospital	Hourly	Hourly	No Service
405	Sevenoaks – Otford – West Kingsdown	Bat & Ball, opp St Johns Hill Hospital	Wednesdays only – 09:10 & 12:40	No Service	No Service
421	Sevenoaks – Otford – Shoreham – Eynsford – Farningham – Swanley	Bat & Ball, opp St Johns Hill Hospital	6 per day from 09:06 – 17:24	6 per day from 09:06 – 17:22	No Service

3.8 Local Facilities

3.8.1 Sevenoaks has a number of services and facilities and these are summarised below by education, retail, leisure, healthcare and employment. The location of local facilities within the vicinity of the site are shown on **Figure 1**.

Education

3.8.2 The proposed residential development will most likely increase the demand for education with the resulting trips to access the local schools. Given the timing for educational trips, these will overlap with the network AM peak hour, indeed 50% of trips in progress during the AM peak are school related. Education trips are therefore one of the most significant factors influencing the vehicle trip generation of a residential site particularly given the apparent sensitivity to distance.

3.8.3 There are multiple schools in Sevenoaks which are listed below in **Table 5** along with their distances from the site and associated walking, cycling and driving times. Schools listed in italics are private schools.

**Table 5** – Summary of Schools in Sevenoaks

School	Distance	Approx. Journey Time (mins)		
		Walking	Cycling	Driving
Primary Schools				
Sevenoaks Primary School	1.7km	21	7	6
St John's CE Primary School	1.8km	25	10	7
<i>Walthamstow Hall Junior School</i>	<i>1.9km</i>	<i>25</i>	<i>8</i>	<i>7</i>
<i>The Granville School</i>	<i>2.5km</i>	<i>32</i>	<i>10</i>	<i>8</i>
Seal C of E Primary School	1.5km	36	11	7
Lady Boswell's C of E Primary School	3.0km	40	15	9
St Thomas Catholic Primary School	3.1km	42	18	12
Secondary Schools				
Trinity School	1.6km	20	6	6
Knole Academy	1.8km	22	7	6
<i>Walthamstow Hall</i>	<i>2.3km</i>	<i>28</i>	<i>11</i>	<i>9</i>
Sevenoaks School	3.2km	44	17	10-14

Retail

- 3.8.4 There is a Sainsbury's superstore, which includes an Argos outlet and petrol station, around 400m from the existing site access. There is a footbridge over the railway providing a direct link for pedestrians. All other modes require a longer route via A225. The store is at the southern end of a retail park which also includes a Homebase, Halfords, Pets at Home and McDonalds.
- 3.8.5 Further south on the A225, approximately half way between Sainsburys and the Bat and Ball Road junction there is another retail park with a Currys, Wickes and Carpetright. A Sainsbury's Local convenience store is within the local centre amongst other shops and is located approximately 950m to the south west of the site which translates into walking/ cycling times of 12/4 minutes.
- 3.8.6 Sevenoaks Town Centre has all the retail outlets that can be expected in a Town Centre, including banks, post office, restaurants and supermarkets. The Town Centre is located approximately 2.7km south of the site which translates into walking/ cycling time 37/15 minutes.



Leisure

- 3.8.7 There is a gym on Bat and Ball Road.
- 3.8.8 Sevenoaks Leisure Centre is located to the east of Sevenoaks Town Centre and is approximately 2.8km from the site. The centre offers a pool, gym, exercise classes and a multipurpose sports hall.
- 3.8.9 Greatness Park Playing Fields and Sevenoaks Town FC's pitch is located south of the site off Mill Lane.
- 3.8.10 Sevenoaks Wildlife Reserve is located to the west of the site.

Healthcare

- 3.8.11 In terms of healthcare provision, St John's Medical Practice is located approximately 1.2km south of the site which translates into walking/ cycling times of 16/ 7 minutes.
- 3.8.12 Bat and Ball Pharmacy is located approximately 1.0km from the site translating into walking/ cycling times of 13/ 5 minutes.
- 3.8.13 The closest hospital is Sevenoaks Hospital located 1.0km south of the site and offers a minor injuries unit.

Employment

- 3.8.14 There are a variety of employment opportunities within Sevenoaks. Vestry Road Industrial Estate and Riverside Retail Park is located to the west of the site which provides multiple employment opportunities.
- 3.8.15 The Town Centre of Sevenoaks also serves numerous high street shops, independent retailers, public houses, banks, eateries, pharmacies and more.
- 3.8.16 London is an existing principal employment destination with regular train services running from Bat and Ball station.
- 3.8.17 2011 Census data has been analysed to establish the mode share of method of travel to work for the MSOA Sevenoaks 010 where the site is located. **Table 6** provides a summary of this data. This data does not reflect the increase in train usage from Bat & Ball station



since the Census (38% from 74,214 passenger/annum in 2012/13 to 102,356 passenger/annum in 2016/17).

Table 6 – Method of Travel to work for MSOA Sevenoaks 010

Method of Travel to Work	Percentage
Underground, metro, light rail, tram	1%
Train	28%
Bus, minibus or coach	1%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	51%
Passenger in a car or van	3%
Bicycle	1%
On foot	13%
Other method of travel to work	1%

3.9 Overall Site Accessibility

3.9.1 The location of the site has been assessed against a site sustainability criteria provided by KCC which sets out the assessment as follows:

- i) within 800m walking distance of a bus stop or railway station providing 2 or more services per hour
- ii) within 800m walking distance of a convenience store, primary school and a GP surgery
- iii) within 30 mins public transport time of a GP, a hospital, a primary school, a secondary school, employment area and major retail centre.

3.9.2 The resulting scoring is as follows: A = all 3 criteria met; B= 1 or 2 criteria met and C = none of criteria met). A sustainability scoring exercise has been undertaken and is summarised in **Table 7** below. The results in the table demonstrate that the site is located within a sustainable location resulting in a sustainability scoring of B where the site meets two out of the three criteria.



Table 7 – Sustainability Criteria Scoring

Sustainability Criteria		Yes/ No
iv)	Within 800m walking distance of a bus stop	Yes
v)	Within 800m walking distance of: Convenience Store Primary School GP Surgery	Yes Yes – onsite No
vi)	Within 30 minutes public transport time of: GP Surgery Hospital Primary School Secondary School Employment Area Major Retail Area	Yes Yes Yes Yes Yes Yes



4.0 DEVELOPMENT PROPOSALS

4.1 Overview

4.1.1 The overall masterplan envisages up to 800 dwellings on land at Sevenoaks Quarry, currently occupied by Tarmac, as shown at **Appendix A**. The initial phase of the development proposes up to around 150 dwellings on the land. The initial phases of development would be carried out in tandem with the quarrying activities on the site. The quarrying activities will only continue for a finite amount of time however.

4.1.2 The estimate programme for development is as follows:

- Submission of Outline Planning Application 2021 Q1
- OPA decision 2022 Q1
- First reserved matters consent 2023 Q2
- First completions on early phase 2024 Q2
- Next phase reserved matters consent 2029 Q4
- Next phase completions 2030 Q1

4.2 Site Access

First Phase

4.2.1 In the first phase of the development access will be taken from Farm Road to Mill Lane / Greatness Lane. As necessary an emergency access can be provided via the operational quarry site. The precise location and layout of this will be defined once the layout is known.

Full Development

4.2.2 At full development, it is anticipated that the principal vehicular access to the site will be provided via the existing Bat and Ball Road. Visibility splays of 2.4 X 90m can be achieved at the Bat & Ball/ A225 Otford Road junction. This is shown on **DTA Drawing 19538-12**.

4.2.3 An emergency access can also be provided onto Childsbridge Lane.

4.2.4 It is expected that the road will be altered within the site to reflect the requirements of a



residential access rather than the commercial traffic that it currently accommodates.

- 4.2.5 This will narrow the road and provide a footway to connect with the footbridge and the roadside footway further south on Bat and Ball Lane. Further south Bat and Ball Lane has been designed as a commercial access route and no further works are deemed necessary to accommodate residential development.
- 4.2.6 It is also proposed to provide traffic calming measures along Bat & Ball road for speed controlling. This could be in the form of build-outs or speed cushions.

Secondary Site Access

- 4.2.7 A secondary access will be provided to Farm Road. This is envisaged as a 6.75m wide route with 2.0m footways on both sides. This can be achieved within the existing highway boundary. In the early stages of development, it is envisaged that this route will accommodate around 150 houses as a cul-de-sac. The acceptability of that has been considered against the Kent Design Guide.
- 4.2.8 At present, Greatness Lane and Mill Lane (which would provide the only access route for traffic in that initial phase) serves a total of around 300 houses. Greatness Lane is generally at least 6.5m and accommodates a bus route. Double yellow lines restrict parking on most parts although there is some on street parking. Mill Lane is generally around 5.5m wide with on street parking and there are two or three pinch points along its route.
- 4.2.9 In both cases, the junctions with the A25 are slightly constrained in terms of both alignment and visibility. The accident record does not suggest any pattern or trend that would influence the development. The two roads collectively currently serve a total of around 300 houses.
- 4.2.10 The acceptability of additional traffic on this route has been considered against the Kent Design Guide which sets out the requirements summarised in **Table 8** below.



Table 8 – Summary of Road Width Requirements

	Dwelling Numbers	Width
Local Distributor Road	Over 300	At least 6m, ideally 6.75m
Major Access Road	100 – 300	At least 4.8m and ideally 5.5m

4.2.11 Broadly speaking Greatness Lane meets the criteria for a Local Distributor Road and Mill Lane a Major Access Road. Overall it is considered acceptable to serve an additional 100 – 150 units, particularly given the number of alternative access routes.

4.2.12 The access strategy is shown on **Drawing 19538-02b**.

4.2.13 It has been agreed with KCC that works will be required to Greatness Lane and Mill Lane to accommodate additional traffic flows. This is principally due to the location of on street car parking.

4.2.14 A car parking beat survey has been undertaken on Thursday 24th January 2019 at 02:00am, 07:00am and 08:00am. A copy of the results is attached at **Appendix D** and shown on the figures below.

Figure 4 – Car Parking Beat Survey – 02:00am Results

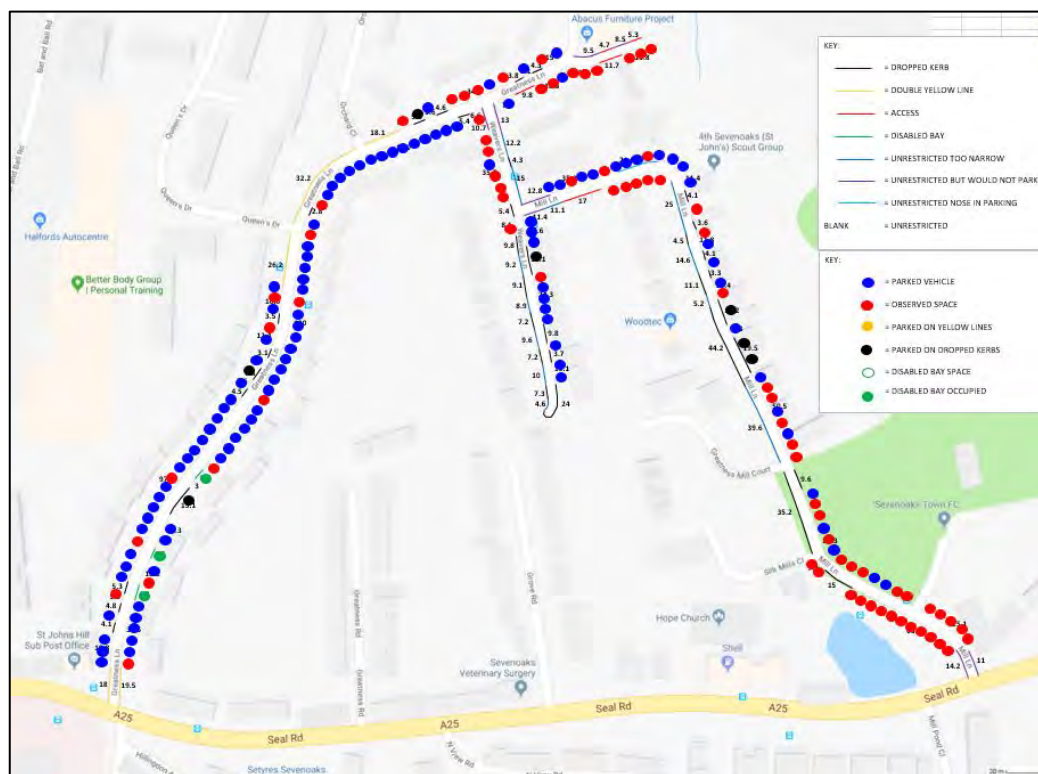


Figure 5 – Car Parking Beat Survey – 07:00am Results

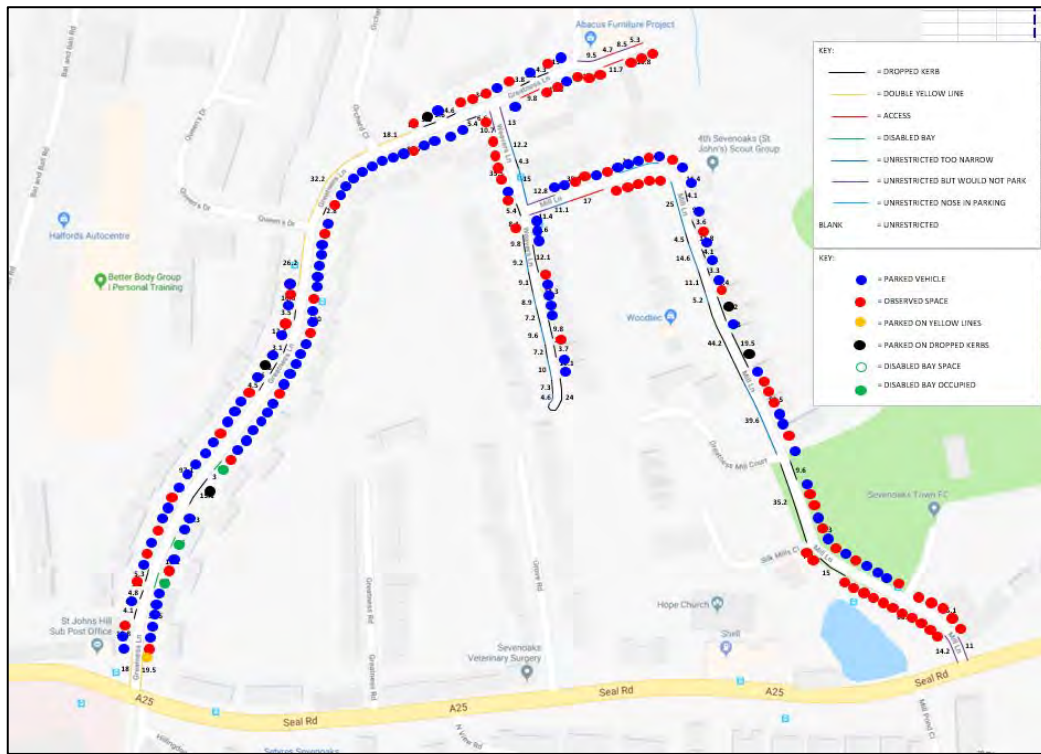
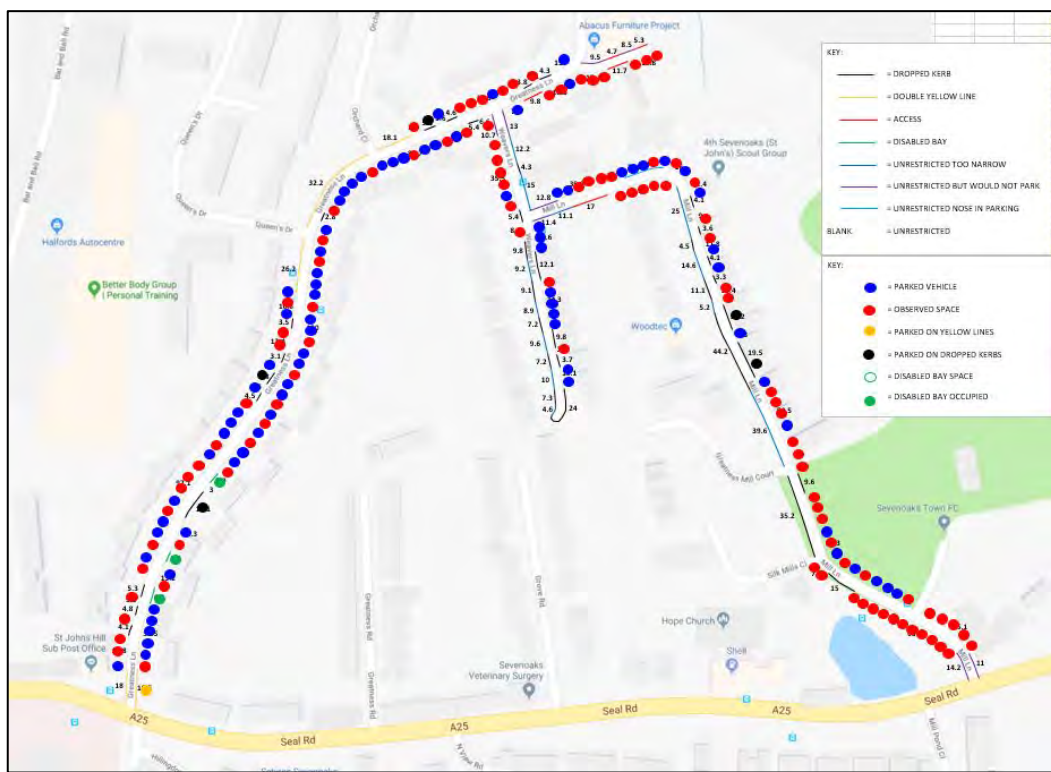


Figure 6 – Car Parking Beat Survey – 08:00am Results





4.2.15 The figures indicate that the parking stress is generally higher during the night time (at 02:00), particularly on Greatness Lane.

4.2.16 The suitability of Greatness Lane and Mill Lane to accommodate the development traffic has been considered against the baseline flows. The baseline flows for 2027 with 150 units are presented in **Table 9**, and the baseline flows for 2035 with the full development are presented in **Table 10**.

Table 9 – Proposed Development Traffic on Greatness Lane

	AM Peak (08:00-09:00)	Development Traffic	PM Peak (17:00-18:00)	Development Traffic
150 Units – 2028				
Northbound	28	10	100	28
Southbound	75	31	61	12
Two-Way	103	41	161	40
Full Development – 2035				
Northbound	29	24	104	77
Southbound	78	61	63	36
Two-Way	107	85	167	113

Table 10 – Proposed Development Traffic on Mill Lane

	AM Peak (08:00-09:00)	Development Traffic	PM Peak (17:00-18:00)	Development Traffic
150 Units – 2027				
Northbound	39	10	127	26
Southbound	78	30	67	11
Two-way	117	40	194	37
Full Development – 2035				
Northbound	41	30	132	96
Southbound	82	76	70	44
Two-way	123	106	202	140

4.2.17 Initial comments have been received from Kent CC's Parking engineer which have highlighted that Greatness Lane and Mill Lane are effectively single-track roads due to heavy parking throughout the day. It is also noted in the comments that both roads have good safety records. **DTA Drawing 19538-15** details indicative passing bay areas. This shows that with some modest additional localised control intervisible passing bays along the route can be provided.

4.2.18 In the event that the Traffic Regulation Orders are required there are alternative options for the works including the following:

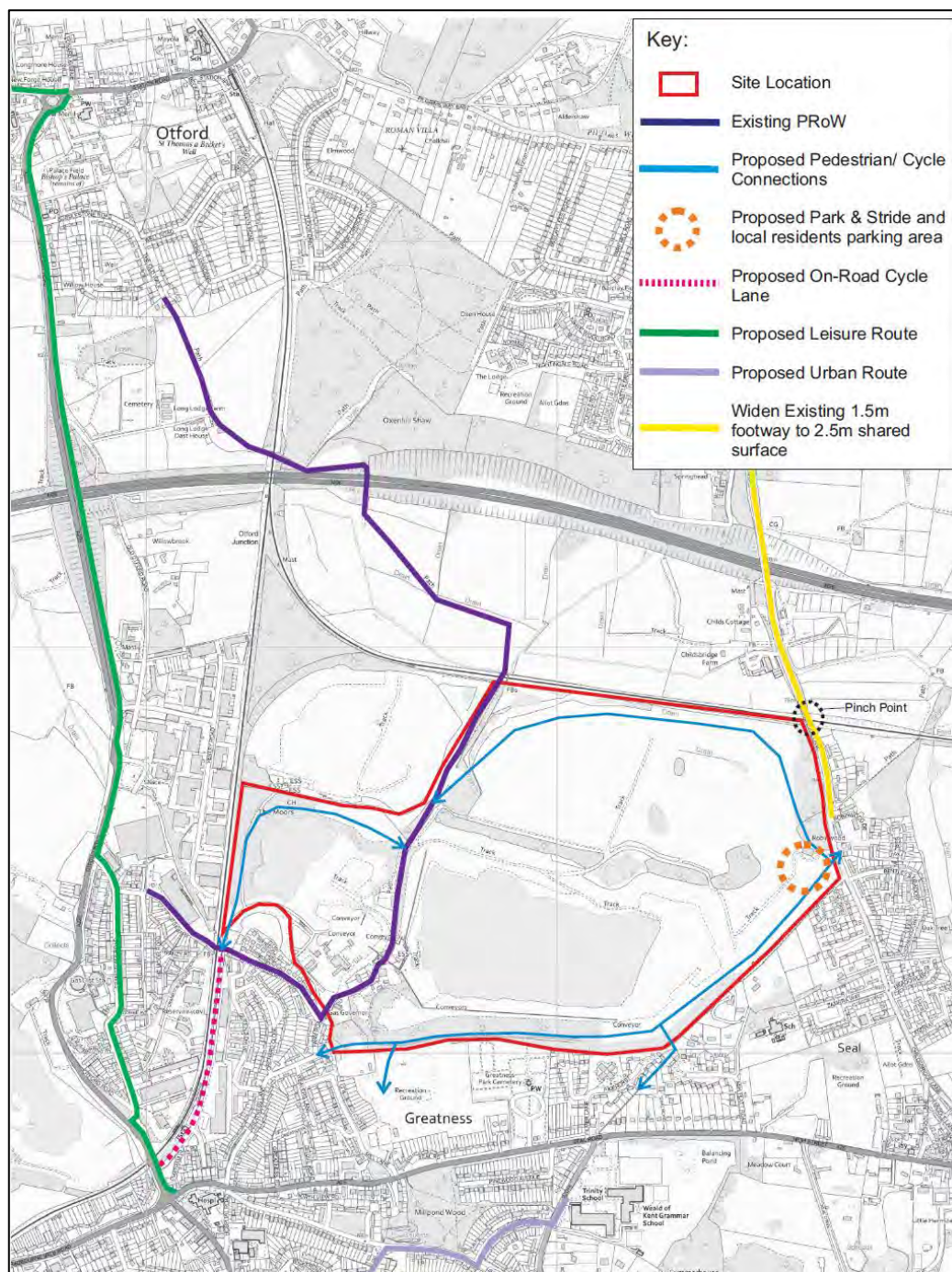


-
- The provision of physical build outs to prevent parking;
 - Extending the double yellow line by 50m at the junction with the A25 Seal Road;
 - Turning Greatness Lane into a one-way arrangement.

4.3 **Pedestrian and Cycle Access**

4.3.1 It is proposed to provide an on-road cycle lane along Bat & Ball road and a 2.5m pedestrian/ cycle route along Childsbridge Lane to better connect the site to the surrounding area. This is shown on **Figure 7** below.

Figure 4 – Proposed Walking and Cycling Routes



4.3.2 KCC have requested consideration of improving the pedestrian access link to the Sainsbury Store to the west of the railway line. The land-ownership of the area on both sides of the railway have been considered. On the western side there is not sufficient highway or public land to allow any improvements.



4.3.3 The eastern side, the connection from the footbridge to Watercress Drive falls within K357930 (Sevenoaks District Council), K683177 (Tarmac) and K746351 (Kent County Council). The highway boundary extents and the ownership titles are attached at **Appendix E**.

4.3.4 On that basis there would appear to be land available to provide a ramp on the eastern side of the railway. It would also be possible to create an extension to the highway network to create a vehicular access from Watercress Drive to Bat and Ball Road. Two options have been considered for this and are shown on **DTA Drawing 19538-13** and **DTA Drawing 19538-13-2**.

4.3.5 However, a contribution through the Infrastructure Development Plan could be provided.

4.4 **Public Transport**

4.4.1 Sevenoaks District Strategy for Transport seeks to reduce the dependence on the private car within Sevenoaks and is subsequently reflected in the masterplan proposals for Northern Sevenoaks.

4.4.2 Initial discussions have been held with KCC regarding the potential extension of an existing bus service into the site. KCC have confirmed that the extension of an existing service would have potential to serve the full development.



5.0 TRAFFIC GENERATION AND IMPACT

5.1 Traffic Generation

5.1.1 Trip rates for the proposed development have been agreed with KCC and these are summarised below and compares the traffic generation of the 150 units in Phase 1 and 800 units in Full Development. The TRICS outputs are attached at **Appendix F**.

Table 11 – Agreed Residential Trip Rates

	Trip Rate per pupil		
	In	Out	Total
AM Peak	0.131	0.409	0.540
PM Peak	0.363	0.155	0.518
12 Hours	2.308	2.347	4.655

Table 12 – Traffic Generation – Housing

	Trips (150 Units)			Trips (800 Units)		
	In	Out	Total	In	Out	Total
AM Peak	20	61	81	105	327	432
PM Peak	54	23	78	290	124	414
12 Hours	346	352	698	1846	1878	3724

5.1.2 Trip rates for the primary school have also been extracted from TRICS and are summarised below:

Table 13 – Traffic Generation – Primary School

	Trip Rate per pupil			Trips (2 FE)		
	In	Out	Total	In	Out	Total
AM Peak	0.318	0.207	0.525	133	87	220
PM Peak	0.028	0.039	0.067	12	16	28
12 Hours	0.817	0.786	1.603	342	329	672

5.1.3 On the basis that primary school trips will not need to be made from housing (both proposed and adjacent) this would reduce the peak hour flows on the wider network. Assuming that 65% of AM Peak school trips are drop / off peak up but that all of the PM peak trips are staff trips, a reduction has been made in the AM peak and an increase in the PM. The total net flows are thus summarised below:

**Table 14** – Net Traffic Generation with Primary School

	In	Out	Total
AM Peak	94	241	335
PM Peak	302	140	442

5.2 Traffic Distribution

5.2.1 The traffic generation has been distributed based on the 2011 Census for MSOA Sevenoaks 010. A breakdown of the distribution of trips is summarised in **Table 15** below. The detailed outputs are attached as **Appendix G**.

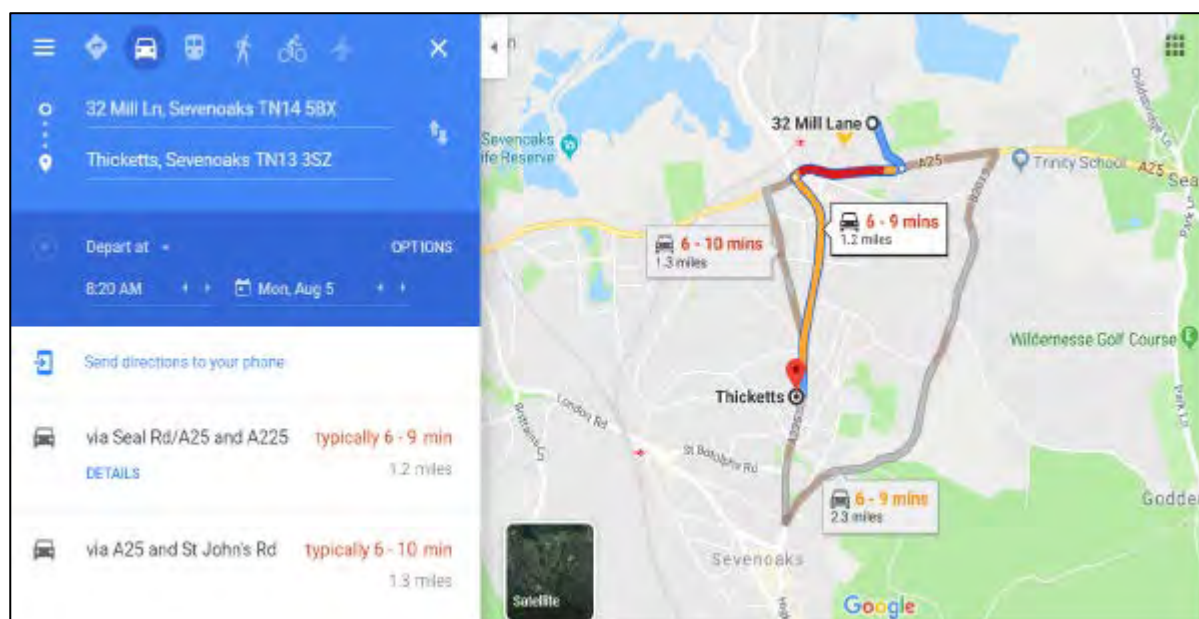
Table 15 – 2011 Census Journey to Work – Sevenoaks 010

Workplace	Percentage
Bexley	2.5%
Bromley	6.8%
Crawley	1.4%
Dartford	2.8%
Greenwich	1.0%
Maidstone	2.7%
Medway	1.1%
Sevenoaks	45.7%
Tandridge	1.1%
Tonbridge and Malling	12.0%
Tunbridge Wells	6.5%
Other	16.4%
Total	100.0%

5.2.2 Detailed discussions have been held with KCC regarding the distribution of development traffic. KCC noted that a proportion of the development traffic is likely to route along St John's Hill and St John's Road to the town centre. The assessment of journey times provided by KCC as shown on **Figure 8** below suggests an even distribution between the three routes. The development traffic has therefore been split equally between these three routes.



Figure 8 – Journey Times to Sevenoaks Town Centre



5.2.3 During Phase 1 all development traffic would route onto Farm Road and then onto Mill Lane and Greatness. For the Full Development scheme, the main vehicular access into the site will be provided via the existing Bat and Ball Road.

5.2.4 The resulting distribution for Phase 1 and the Full Development is shown on **Figure 9** and **Figure 10** attached as **Appendix H**. The resulting traffic generation is presented in **Table 16** below.

Table 16 – Traffic Distribution – Full Development

Road	Full Development		
	Percentage	AM Peak Total Trips	PM Peak Total Trips
Bat and Ball Road	42.8%	143	189
• A225 North	17.3%	58	76
• A225 South	25.5%	85	113
St John's Hill	4.6%	22	12
St John's Road	4.6%	22	12
Mill Lane	31.7%	106	140
• A25 East	31.7%	106	140
Greatness Lane	25.5%	85	113
• A25 West	25.5%	85	113

5.3 Future Traffic Growth and Assessment Scenarios

5.3.1 The baseline traffic flows have been factored up to a future year of 2023 and 2035. Local



TEMPRO growth factors have been used for Sevenoaks 010, with urban and principal road selected.

5.3.2 KCC have commented that the use of Temprow growth factors is accepted and a 2035 future year is also acceptable, this being the end of the Local Plan period.

5.3.3 The resulting factors are shown in **Table 17** below.

Table 17 – TEMPRO Growth Factors – Sevenoaks 010

Year	AM Peak	PM peak
2018-2023	1.0535	1.0502
2018-2035	1.1324	1.1286

5.4 **Local Network Impact**

5.4.1 The following junctions have been tested using the appropriate software packages. The geometric parameters have been measured using OS detailed mapping.

5.4.2 In response to comments raised by KCC Highways the following junctions have been modelled.

- Greatness Lane/ A25 Seal Road
- Mill Lane/ A25 Seal Road
- A25 Seal Road/ A25 Bradbourne Vale Road/ A225 (Bat and Ball Junction)
- Bat and Ball Road/ A225 Otford Road; and
- A25 Maidstone Road/ A224 London Road/ A224 Amherst Hill/ A25 Worships Hill Mini Roundabouts.

5.4.3 The above junctions have been tested for Phase 1 and Full Development.

Phase 1

Greatness Lane/ A25 Seal Road

5.4.4 Greatness Lane/ A25 Seal Road is a three-arm priority junction. The A25 Seal Road



comprises of the major arm and Greatness Lane comprises the minor arm. This junction has been tested using the PICDAY module of the Junctions9 software. The results are attached as **Appendix I** and the results are summarised in **Table 18** below.

Table 18 – Greatness Lane/ A25 Seal Road/ Hospital Road Junction Modelling Results

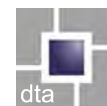
	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2018 Base						
Stream B-ACD	0.3	9.34	0.26	0.7	13.96	0.42
Stream AB-CD	0.0	4.88	0.03	0.3	5.44	0.11
Stream D-ABC	0.3	13.70	0.22	0.3	15.31	0.21
Stream CD-AB	0.7	5.28	0.24	0.6	4.36	0.19
2027 Base						
Stream B-ACD	0.4	10.08	0.29	0.9	16.02	0.47
Stream AB-CD	0.1	4.79	0.04	0.3	5.39	0.13
Stream D-ABC	0.3	15.34	0.26	0.3	17.52	0.25
Stream CD-AB	0.9	5.38	0.28	0.8	4.29	0.22
2027 Base + Dev						
Stream B-ACD	0.4	10.08	0.29	0.9	16.02	0.47
Stream AB-CD	0.1	4.80	0.04	0.3	5.43	0.13
Stream D-ABC	0.6	19.60	0.39	0.4	20.09	0.31
Stream CD-AB	0.9	5.38	0.28	0.8	4.29	0.22

Arm A – A25 Seal Road (e), Arm B – Hospital Road, Arm C – A25 Seal Road (w), Arm D – Greatness Road

5.4.5 The results shown in the table above indicate that the junction operates within capacity on all arms during the morning and evening peaks in the 2018 base scenario. In the 2027 future year the junction is forecast to operate within capacity on all arms with minimal increases in delay and queuing. With the additional of the first phase of development of 150 units, the junction will continue to operate within capacity on all arms during the morning and evening peaks.

Mill Lane/ A25 Seal Road

5.4.6 Mill Lane/ A25 Seal Road is a three-arm priority junction. The A25 Seal Road comprises of the major arm and Mill Lane comprises the minor arm. This junction has been tested



using the PICDAY module of the Junctions9 software. The results are attached as **Appendix I** and the results are summarised in **Table 19** below.

Table 19 – Mill Lane/ A25 Seal Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2018 Base					
Stream B-AC	0.2	11.03	0.20	0.2	13.23	0.20
Stream C-AB	0.1	5.18	0.05	0.3	6.00	0.13
	2027 Base					
Stream B-AC	0.3	11.91	0.22	0.3	14.72	0.23
Stream C-AB	0.1	5.14	0.06	0.4	6.05	0.14
	2027 Base + Dev					
Stream B-AC	0.4	12.35	0.29	0.4	15.12	0.27
Stream C-AB	0.2	5.23	0.09	0.6	6.79	0.24

Arm A – A25 Seal Road, Arm B – Mill Lane, Arm C – A25 Seal Road

5.4.7 The results shown in the table above indicate that the junction operates within capacity on all arms during the morning and evening peaks in the 2018 base scenario. In the 2027 future year the junction is forecast to operate within capacity on all arms with minimal increases in delay and queuing. With the additional of the first phase of development of 150 units, the junction will continue to operate within capacity on all arms during the morning and evening peaks.

A25 Seal Road/ A25 Bradbourne Vale Road/ A225 (Bat and Ball Junction)

5.4.8 The A25 Seal Road/ A25 Bradbourne Vale Road/ A225 is a four-arm signalised junction arrangement. The A25 Seal Road forms the eastern arm, the A25 Bradbourne Vale Road forms the western arm and the A225 forms the northern, Otford Road, and southern, St John's Road, arms.

5.4.9 The Linsig junction modelling outputs for Phase 1 are attached at **Appendix I** and the results are summarised in **Table 20** below.

**Table 20** – Junction Modelling Results – Bat and Ball Signal Junction – 150 Units

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	DOS %	Mean Max Queue	DOS %	Mean Max Queue
2027 Base				
Otford Road (N) Ahead Left	101.0%	25.0	100.0%	22.5
Otford Road (N) Right	78.2%	8.6	88.1%	11.8
St John's Road (S) Ahead Left Right	104.8%	16.5	99.2%	18.3
Seal Road Left Right Ahead	95.6%	18.2	91.4%	17.0
Bradbourne Vale Road Left	67.5%	2.1	78.4%	5.0
Bradbourne Vale Road Right Ahead	67.7%	8.3	70.4%	12.2
2027 Base + Development (150 Units)				
Otford Road (N) Ahead Left	101.0%	25.0	101.4%	25.6
Otford Road (N) Right	78.2%	8.6	88.1%	11.8
St John's Road (S) Ahead Left Right	104.8%	16.5	105.0%	25.1
Seal Road Left Right Ahead	99.2%	23.1	93.0%	18.2
Bradbourne Vale Road Left	67.3%	2.1	77.9%	4.8
Bradbourne Vale Road Right Ahead	68.8%	8.5	71.4%	12.8

5.4.10 The results show that in the 2027 base scenario the junction is forecast to operate over capacity on the Otford Road (N) arm and the St John's Road (S) arm during the morning peak, and on the Otford Road (N) arm during the evening peak.

5.4.11 With the inclusion of Phase 1 development traffic there would be minimal increases in degree of saturation and queuing during the morning and evening peaks. No mitigation is thus considered necessary for the Phase 1 element.

A25 Bradbourne Vale Road/ A224 London Road

5.4.12 The A25 Bradbourne Vale Road/ A224 London Road is a three-arm priority mini-roundabout. The A25 Bradbourne Vale Road forms the eastern arm, the A224 London Road forms the northern arm and the A25 forms the southern arm. The junction modelling results are attached as **Appendix I** and the results are summarised in **Table 21** below.

**Table 21** – A25 Bradbourne Vale Road/ A224 London Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2018 Base						
A25 Bradbourne Vale Road	5.4	23.66	0.85	11.8	48.33	0.94
A25 South	7.6	27.92	0.89	8.3	30.39	0.91
London Road	12.7	64.61	0.96	3.2	17.94	0.77
2027 Base						
A25 Bradbourne Vale Road	10.1	41.14	0.93	35.6	119.47	1.04
A25 South	21.7	69.35	0.99	21.5	69.00	0.99
London Road	42.0	172.88	1.09	5.6	29.31	0.86
2027 Base + Dev						
A25 Bradbourne Vale Road	13.2	51.67	0.95	39.3	129.40	1.05
A25 South	23.7	74.36	1.00	27.3	83.37	1.01
London Road	44.1	181.18	1.10	6.1	32.12	0.88

5.4.13 The junction is already operating in the base year with a degree of operational stress and the queueing has the potential to interact with the junction to the south. The wider growth will increase the pressure at this location as will to a lesser extent will the traffic from the proposed development.

5.4.14 The current configuration would lend itself well to traffic signal control which would be expected to increase the throughput of the junction. As set out below it is likely that this would be implemented in conjunction with the adjacent mini-roundabout junction and the traffic signals linked to ensure good co-ordination. Given the relationship of this junction to the site and the relative contribution in traffic demand terms it would be appropriate for the development to make a commensurate financial contribution to improvements at this location.

A224 Amherst Hill/ A25 Worships Hill

5.4.15 The A224 Amherst Hill/ A25 Worships Hill is a three-arm priority mini-roundabout. The A224 Amherst Hill forms the south-eastern arm, the A25 Worships Hill forms the south-western arm and the A25 forms the northern arm. The junction modelling results are attached as **Appendix I** and the results are summarised in **Table 22** below.

**Table 22 – A224 Amherst Hill/ A25 Worships Hill Junction Modelling Results**

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2018 Base						
Amherst Hill	2.1	11.15	0.68	9.0	37.92	0.92
A25 West	4.4	18.53	0.82	6.2	26.15	0.87
A25 North	4.6	21.37	0.82	3.9	16.46	0.80
2027 Base						
Amherst Hill	3.1	15.30	0.76	29.5	102.89	1.03
A25 West	8.8	34.61	0.91	13.7	53.46	0.96
A25 North	10.0	44.09	0.93	7.0	27.61	0.89
2027 Base + Dev						
Amherst Hill	3.4	16.48	0.77	32.0	110.49	1.04
A25 West	9.5	37.32	0.92	17.9	66.27	0.98
A25 North	13.3	55.92	0.96	7.5	29.35	0.90

5.4.16 This is the second of a pair of mini-roundabouts. Similar to the adjacent junction, the junction is already operating with a degree of operational stress in the present year and there will be further pressure on this location from wider growth and development traffic.

5.4.17 As with the adjacent junction there is good scope for stacking vehicles within the junctions and on the external approaches to the junctions which lends themselves well to upgrading to traffic signal control.

5.4.18 As with the adjacent junction, the development does not trigger the need for improvement at this location but will add to the overall traffic demand and therefore a commensurate financial contribution would be appropriate.



Full Development

Greatness Lane/ A25 Seal Road

5.4.19 The junction geometry and the modelling results are attached as **Appendix J** and the results are summarised in **Table 23** below.

Table 23 – Greatness Lane/ A25 Seal Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2035 Base						
Stream B-ACD	0.4	10.51	0.31	1.0	17.47	0.50
Stream AB-CD	0.1	4.74	0.04	0.4	5.39	0.14
Stream D-ABC	0.4	16.33	0.28	0.4	19.13	0.27
Stream CD-AB	1.0	5.48	0.30	0.9	4.26	0.24
2035 Base + Dev						
Stream B-ACD	0.4	10.52	0.31	1.0	17.47	0.50
Stream AB-CD	0.1	4.76	0.04	0.4	5.48	0.15
Stream D-ABC	1.2	28.43	0.55	0.9	29.72	0.47
Stream CD-AB	1.0	5.47	0.30	0.9	4.26	0.24

5.4.20 The results shown in the table above indicate that in the 2035 future year without the development the junction is forecast to operate within capacity on all arms with minimal increases in delay and queuing. With the additional of the full development the junction will continue to operate within capacity in both scenarios with modest increases in delay and queuing.

5.4.21 Junctions 9 does not allow assessment of the signal crossing point on the main arm. However, review of the survey data confirms that the crossing is called around every 30 seconds. The video footage is available on request. In general, westbound queuing occurs through the junction as a result of the queue from the Bat and Ball junction.

5.4.22 Overall the assessment of the junction operation is considered appropriate.



Mill Lane/ A25 Seal Road

5.4.23 The junction geometry and modelling results are attached as **Appendix J** and the results are summarised in **Table 24** below.

Table 24 – Mill Lane/ A25 Seal Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
	2035 Base					
Stream B-AC	0.3	12.40	0.24	0.3	15.54	0.25
Stream C-AB	0.1	5.10	0.06	0.4	6.09	0.16
	2035 Base + Dev					
Stream B-AC	0.7	14.64	0.41	0.6	18.14	0.39
Stream C-AB	0.5	5.43	0.17	1.7	10.29	0.50

5.4.24 The results shown in the table above indicate that in the 2035 future year without the development the junction is forecast to operate within capacity on all arms with minimal increases in delay and queuing. With the additional of the full development the junction will continue to operate within capacity in both scenarios with modest increases in delay and queuing.

A25 Seal Road/ A25 Bradbourne Vale Road/ A225 (Bat and Ball Junction)

5.4.25 It is agreed that the Bat and Ball Junction suffers from existing peak hour congestion. This in turn also causes an Air Quality issue and the approach to the junction is designated as an AQMA.

5.4.26 The junction modelling results are attached as **Appendix J** and the results are summarised in **Table 25** below. All scenarios are optimised for practice reserve capacity. Optimising for delay would have weighted green time towards movements with the highest capacity. In practice the differences here would be small.

5.4.27 The results show that in the base year a number of arms are operating with degrees of saturation at a level where degradation of the operation is likely to occur during the peak

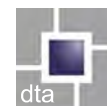


hour periods in particular the AM peak period. This results in queuing on Seal Road, Otford Road and St John's Road.

Table 25 – Bat and Ball Junction Modelling Results – Existing Signal Junction

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	Cycle Time	PRC (%)	Delay (pcuHr)	Cycle Time	PRC (%)	Delay (pcuHr)
Base 2018	70	-2.2	28.38	90	-1.4	32.64
Base 2035	70	-26.3	129.45	90	-16.7	91.41
Design 2035	70	-29.4	161.62	90	-23.4	126.67

- 5.4.28 It can be seen that the relative impact of the development is relatively small compared to the effect of wider growth, background growth and wider Local Plan related growth, during this period.
- 5.4.29 During the future year tests with this wider growth the additional demand adds further stress to the junction which results in increases in the pattern and amount of queuing.
- 5.4.30 With the Full Development in place, mitigation works will be required. A scheme has been put forward to implement those works in the form of a roundabout. The conversion of signals to roundabout will allow Full Development (with background growth) to be accommodated with a significant reduction in queuing. A layout has been developed (see **Appendix K**) which also incorporates uncontrolled pedestrian crossings on all arms.
- 5.4.31 The layout has been subject to independent Road Safety Audit. The Audit, design office response and confirmation from the Auditors that all matters have been resolved is attached at **Appendix L**.
- 5.4.32 The proposed roundabout has been modelled in the ARCADY module of Junctions 9 for a flat profile and a one-hour OD tab. The one-hour OD tab typically adds 12.5% to the middle half hour and the queuing is limited in duration and dissipates quickly.
- 5.4.33 The results of the modelling for the 2035 Base and 2035 Base with Development are summarised in **Table 26** below.

**Table 26 – Bat and Ball Junction Modelling Results – Proposed Priority Roundabout Arrangement**

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
	RFC	Queue	Delay (sec)	RFC	Queue	Delay (sec)
2035 Base – FLAT PROFILE						
A225 Otford Road	0.68	2.2	7.32	0.67	2.1	7.09
A25 Seal Road	0.68	2.2	14.88	0.51	1.1	8.12
A225 St John's Road	0.28	0.4	5.57	0.39	0.6	5.97
A25 Bradbourne Vale Road	0.52	1.1	3.90	0.58	1.4	4.51
2035 Base & Development – FLAT PROFILE						
A225 Otford Road	0.73	2.8	8.76	0.73	2.7	8.88
A25 Seal Road	0.81	4.3	26.03	0.57	1.3	9.45
A225 St John's Road	0.31	0.5	6.37	0.41	0.7	6.49
A25 Bradbourne Vale Road	0.55	1.3	4.13	0.67	2.1	5.72
2035 Base – OD TAB						
A225 Otford Road	0.77	3.5	10.55	0.77	3.2	10.21
A25 Seal Road	0.81	4.1	26.55	0.60	1.5	10.30
A225 St John's Road	0.33	0.5	6.37	0.46	0.8	7.05
A25 Bradbourne Vale Road	0.59	1.5	4.57	0.66	1.9	5.59
2035 Base & Development – OD TAB						
A225 Otford Road	0.83	4.8	14.15	0.83	4.8	14.87
A25 Seal Road	0.97	14.1	78.53	0.67	2.0	12.80
A225 St John's Road	0.37	0.6	7.44	0.48	0.9	7.86
A25 Bradbourne Vale Road	0.61	1.6	4.90	0.76	3.1	7.84

5.4.34 As can be seen from the performance statistics the junction will operate within a 0.85 ratio of flow to capacity in the future with development scenario under a flat profile, and under 1.00 ratio of flow to capacity under an OD tab. Queuing at the junction is reduced as is the level of delay experienced by drivers. There are differences in the performance statistics reported. Whilst the modelling focuses on the peak periods it should be noted that delays at roundabouts during the inter-peak and off-peak periods are likely to be reduced which would be expected to have a beneficial effect on air quality.

5.4.35 A comparison of the queue lengths of the existing Bat and Ball signal junction in the 2035 Base scenario and the proposed roundabout layout in the 2035 base with development scenario (using an OB TAB profile) is presented in **Table 27** below.

**Table 27** – Bat and Ball Junction – Existing Signal Junction Vs Proposed Roundabout Layout

Arm	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Base (Signals)	Base + Development (Roundabout)	Base (Signals)	Base + Development (Roundabout)
	Queue	Queue	Queue	Queue
A225 Otford Road	36.5	4.8	32.8	4.8
A25 Seal Road	32.4	14.1	20.1	2.0
A225 St John's Road	22.0	0.6	31.3	0.9
A25 Bradbourne Vale Road	9.0	1.6	12.7	3.1

5.4.36 The table above demonstrates that the proposed roundabout would have significant benefits in terms of reducing queueing on all arms of the junction, particularly on the A25 Seal Road during the AM peak.

Bat and Ball Road/ A225 Otford Road

5.4.37 Bat and Ball Road/ A225 Otford Road is a three-arm priority junction. The A225 Otford Road comprises of the major arm and Bat and Ball Road comprises the minor arm. The junction modelling results are attached as **Appendix J** and the results are summarised in **Table 28** below.

Table 28 – Bat and Ball Road/ A225 Otford Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2035 Base						
Stream B-AC	0.3	15.30	0.22	0.3	12.42	0.21
Stream C-AB	0.3	11.41	0.21	0.1	8.30	0.07
2035 Base + Dev						
Stream B-AC	2.0	37.47	0.65	0.8	21.77	0.46
Stream C-AB	0.4	12.47	0.27	0.4	10.72	0.26

5.4.38 The results in **Table 28** shows that in the future year of 2035 the junction is predicted to operate within capacity on all arms during the morning and evening peaks. With the addition of the development traffic the junction is predicted to operate within capacity, albeit with increases in delay and queueing on all arms.



A25 Bradbourne Vale Road/ A224 London Road

5.4.39 The junction modelling results are attached as **Appendix J** and the results are summarised in **Table 29** below.

Table 29 – A25 Maidstone Road/ A224 London Road Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2035 Base						
A25 Bradbourne Vale Road	15.2	58.19	0.96	56.6	176.85	1.10
A25 South	39.4	111.99	1.04	35.1	102.13	1.03
London Road	60.0	263.28	1.15	7.8	39.40	0.91
2035 Base + Dev						
A25 Bradbourne Vale Road	48.0	146.28	1.07	86.2	283.42	1.16
A25 South	50.0	134.97	1.07	90.4	261.75	1.14
London Road	69.8	331.71	1.18	13.0	64.74	0.96

5.4.40 The junction is already operating in the base year with a degree of operational stress and the queueing has the potential to interact with the junction to the south. The wider growth will increase the pressure at this location as will to a lesser extent will the traffic from the proposed development.

5.4.41 The current configuration would lend itself well to traffic signal control which would be expected to increase the throughput of the junction. As set out below it is likely that this would be implemented in conjunction with the adjacent mini-roundabout junction and the traffic signals linked to ensure good co-ordination. Given the relationship of this junction to the site and the relative contribution in traffic demand terms it would be appropriate for the development to make a commensurate financial contribution to improvements at this location.

A224 Amherst Hill/ A25 Worships Hill

5.4.42 The junction modelling results are attached as **Appendix J** and the results are summarised in **Table 30** below.

**Table 30** – A224 Amherst Hill/ A25 Worships Hill Junction Modelling Results

	AM			PM		
	Q (PCU)	Delay (s)	RFC	Q (PCU)	Delay (s)	RFC
2035 Base						
Amherst Hill	3.9	18.52	0.80	50.8	161.90	1.09
A25 West	14.3	53.62	0.96	21.4	76.68	1.00
A25 North	17.2	69.67	0.98	10.2	39.05	0.93
2035 Base + Dev						
Amherst Hill	5.0	23.69	0.84	69.7	222.00	1.14
A25 West	23.2	79.05	1.00	70.7	229.14	1.12
A25 North	52.0	167.92	1.09	15.6	54.90	0.97

5.4.43 This is the second of a pair of mini-roundabouts. Similar to the adjacent junction, the junction is already operating with a degree of operational stress in the present year and there will be further pressure on this location from wider growth and development traffic.

5.4.44 As with the adjacent junction there is good scope for stacking vehicles within the junctions and on the external approaches to the junctions which lends themselves well to upgrading to traffic signal control.

5.4.45 As with the adjacent junction, the development does not trigger the need for improvement at this location but will add to the overall traffic demand and therefore a commensurate financial contribution would be appropriate.

5.5 Strategic Road Network

5.5.1 It is assumed that the majority of residential trips will be local to Sevenoaks with the exception of commuting and business trips which will involve destinations further afield and therefore involve the use of the M25 and M26 and wider strategic road network.

5.5.2 Journeys undertaken for the purpose of commuting and business are shown by the NTS (Table 502) to comprise 24% of journeys trips during the AM peak period and 37% of trips during the PM peak period. **Table 31** provides a summary of the peak hour vehicle trips associated with commuting and business.

**Table 31** – Commuting and Business peak hour Vehicle Trips

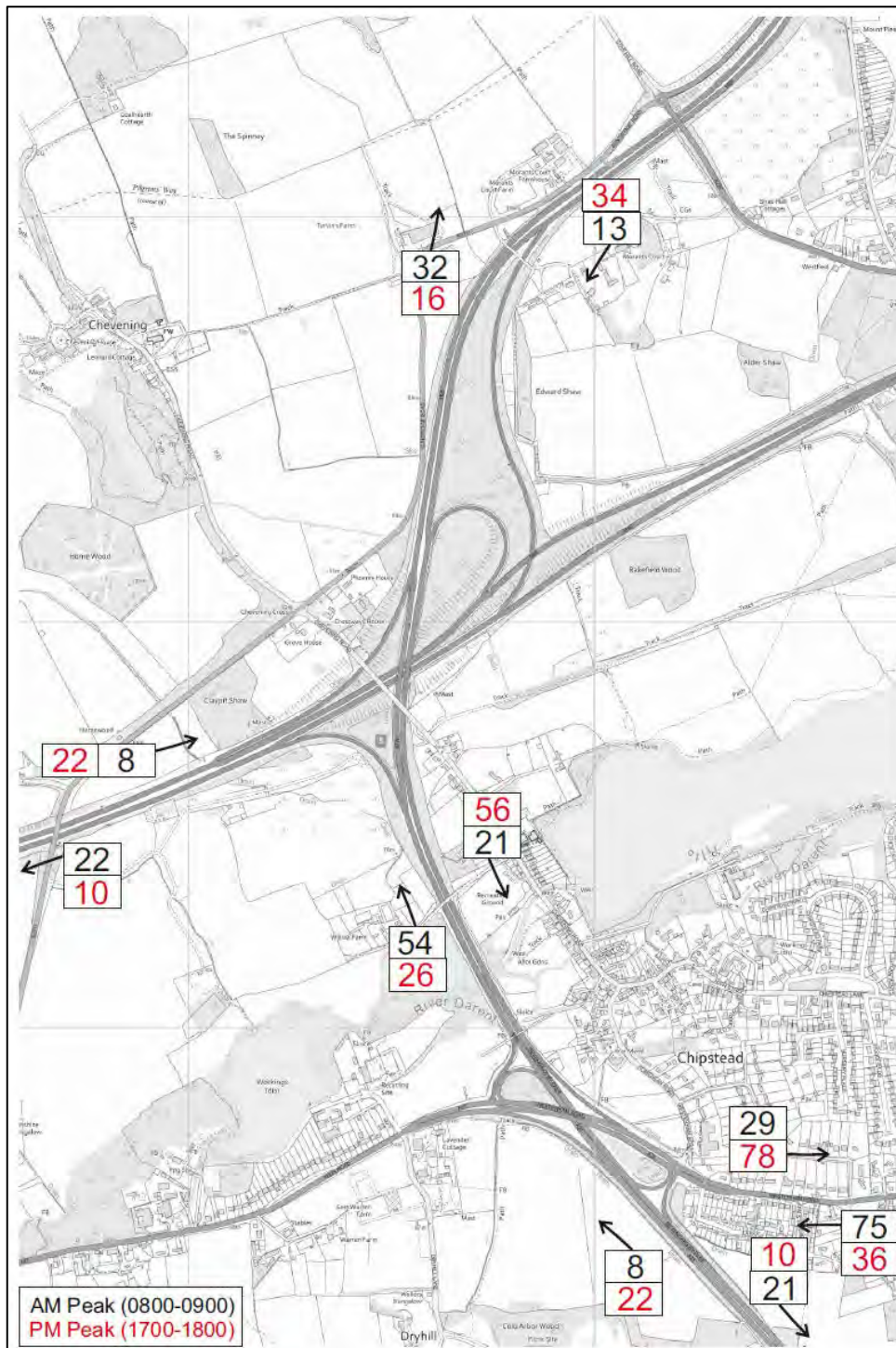
Total Commuting and Business Vehicle Trips			
	In	Out	Total
AM peak	71	183	254
PM peak	190	88	278

5.5.3 The likely routes of vehicles using the strategic road network has been derived using the Census journey to work data. The traffic impact on the individual slip roads at each junction is summarised in **Table 32** and **Figure 9** below.

Table 32 – Traffic Impact at the M25/ M26 Junction

Percentage	Link	AM Peak		PM Peak	
		Arrivals	Departures	Arrivals	Departures
17.7%	M25 London Orbital Northbound		32		16
	M25 London Orbital Southbound	13		34	
11.8%	M25 Westbound on slip		22		10
	M25 Eastbound off slip	8		22	
29.5%	A25 Westerham Road to A21 Northbound		54		26
	A21 Southbound to A25 Westerham Road	21		56	
11.3%	Sevenoaks Bypass Northbound to A25 Westerham Road	8		22	
	A25 Westerham Road to Sevenoaks Bypass Southbound		21		10

Figure 9 – Strategic Road Network Flows – AM and PM Peak



5.5.4 From the above table it is clear that the impact on any single link will be a maximum of 56 trips during the peak hour. This cannot be considered to be material in the context of baseline flows along the A21 between the A25 and M25/ M26 junction. On this basis, it



is not necessary to undertake individual assessments of the A21/ A25 and M25/ M26 junctions.



6.0 SUMMARY AND CONCLUSION

- 6.1 This report has been prepared, behalf of Tarmac to review the transport, sustainability and access issues relating to the proposed development at Northern Sevenoaks.
- 6.2 The site is well located in terms of access to local facilities, amenities, primary and secondary education, leisure and services. The location of the site has been assessed against a site sustainability criteria provided by KCC which demonstrates that the site is located within a sustainable location resulting in a sustainability scoring of B where the site meets two out of the three criteria.
- 6.3 Road traffic accident data with the vicinity of the site has been reviewed for the latest five-year period. There are no road safety issues to report and no mitigation measures are required.
- 6.4 A detailed transportation access strategy has been established for the site. It is clear from the comprehensive strategy that the site is well integrated with the existing transport infrastructure. As a result, it benefits from high quality access to the local network and allows high quality access to the strategic road network.
- 6.5 Access to the site for non-car modes has been considered in detail. Walking and cycling links will improve accessibility to and from the site with linkages to the surrounding areas. Existing public transport routes have the potential to serve the full development.
- 6.6 It is considered there are no fundamental constraints to delivering a site of this scale. The development therefore is considered to be fully in accordance with the revised NPPF.

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Planning Applications Considered

Applications considered on 8-1-20

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03411/FUL	Emma Gore 12-01-2020	Cllr Eyre	N/A
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr T Blackman		Barberries	7 Beaconfields	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				23/12/19
Demolition of existing bungalow and detached garage and construction of three detached houses with integral garages.				

Comment

CHAIRMAN'S ACTION:

Sevenoaks Town Council recommended refusal because of the impact on the Residential Character Area Assessment.

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03527/FUL	Emma Gore 27-01-2020	Cllr Camp (Chairman OOW)	Mr R Ranson 753333
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Sevenoaks Town Council		Sevenoaks Rugby Football Clu	Plymouth Drive	Town
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				08/01/20
Extension of the existing store building to enlarge the existing rugby store. Reinstating an external staircase to the flank elevation of the club house.				

Comment

CHAIRMAN'S ACTION:

Sevenoaks Town Council declined to comment as it is the applicant.

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Planning Applications to be Considered

Planning Applications received to be considered on 27 January 2020

1	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03437/HOUSE	Rebecca Fellows 07-02-2020	Cllr Hogarth	Mr Coleman 01892 537124
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>	<i>Locality</i>	
Mr & Mrs Corkery		44 Camden Road	St Johns	
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				20/01/20
Replacement roof with hipped gable ends and front facing dormer window forming habitable bedroom space. Single storey rear extension and side extension to provide replacement garage.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q2CXPBBKL6E00			

2	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03449/HOUSE	Samantha Simmons 10/02/20	Cllr Clayton	Mr B Best 455029
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>	<i>Locality</i>	
Mrs Kabir		143 Hillingdon Rise	Eastern	
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				21/01/20
Single storey rear extension.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2ELXWBK0LO00			

3	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03455/FUL	Emma Gore 06-02-2020	Cllr Michaelides	Mr B Best 455029
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>	<i>Locality</i>	
Mr K Batley		5 Ashley Road	Town	
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				17/01/20
Replacement dwelling.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q2EP9HBK0LO00			

4	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03458/FUL	Emma Gore 10/02/20	Cllr Bonin	Ms Thomas 02074 907704
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>	<i>Locality</i>	
Sevenoaks School		Lambardes	High Street	
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				21/01/20
The demolition of the existing Lambardes Boarding House, and the construction of a new boarding house for 60 boarders, including 3 residential staff units.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2EST0BKLA400			

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5	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03460/HOUSE	Holly Pockett 03-02-20	Cllr Morris Brown	Offset Architects 01732 753333
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Henderson			42 Wickenden Road	Eastern
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				14/01/20
Single-storey side and rear extension to the ground floor. Internal and external alterations.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2ESTABKLA800			

6	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03542/HOUSE	Holly Pockett 28-01-2020	Cllr Raikes	Offset Architects 753333
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Rees		Combourne	3 Oakwood Drive	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				08/01/20
Single storey rear extension; new gable to porch and internal reconfigurations.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q2TLQMBKLY300			

7	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03562/HOUSE	S Simmons 28-01-2020	Cllr Eyre	Ms N Ledger 459578
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Catherall		Fenners	Clenches Farm Road	Kippington
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				08/01/20
Single storey porch with pitch roof to front elevation, first floor extension over existing playroom and utility room with pitch roof and replacing existing conservatory with new flat roof conservatory and glazed roof lantern.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q2Z5QVBKM5V00			

8	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03565/MMA	Holly Pockett 28/1/2020	Cllr Raikes	Mrs L Becker
<i>Case Officer</i>				
<i>Applicant</i>		<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr Marvell			35 St Georges Road	St Johns
<i>Town</i>		<i>County</i>	<i>Post Code</i>	<i>Application date</i>
				09/01/20
Minor material amendment to 19/00269/HOUSE.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q2Z5REBKM6100			

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9	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03568/HOUSE	Rebecca Fellows 03/02/2020	Cllr Bonin	Stephen Langer 01892 524555
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>		<i>Locality</i>
Mr & Mrs Chagan		Holly Lodge		3 Pound Lane
Town		<i>County</i>		<i>Post Code</i>
				<i>Application date</i>
				14/01/20
Conversion of existing garage into ancillary accommodation. Demolition of greenhouse.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q310E2BKM8E00			

10	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03569/LBCALT	Rebecca Fellows 30/01/2020	Cllr Bonin	Stephen Langer 01892 524555
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>		<i>Locality</i>
Mr & Mrs Chagan		Holly Lodge		3 Pound Lane
Town		<i>County</i>		<i>Post Code</i>
				<i>Application date</i>
				10/01/20
Conversion of existing garage into ancillary accommodation. (Demolition of greenhouse).				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q310ECBKM8F00			

11	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03574/FUL	Alexis Stanyer 07-02-2020	Cllr Eyre	Mrs Austin 07866 962268
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>		<i>Locality</i>
Mr & Mrs Van der Merwe		30 White Hart Wood		Kippington
Town		<i>County</i>		<i>Post Code</i>
				<i>Application date</i>
				20/01/20
Demolition of existing house, construction of new house with a detached garage.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q36KD4BKM8F00			

12	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	19/03586/ADV	Rebecca Fellows 31-01-2020	Cllr Clayton	Robinson Escott 01689 836334
<i>Case Officer</i>				
<i>Applicant</i>				
<i>House Name</i>		<i>Road</i>		<i>Locality</i>
Mr Dennis		Alices Tea Shop		114 St Johns Hill
Town		<i>County</i>		<i>Post Code</i>
				<i>Application date</i>
				14/01/20
Four signs for office use.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q3QZ21BK0UL00			

13	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/00004/HOUSE	Alexis Stanyer 31-01-2020	Cllr Raikes	Mr Hudson 01892 673158

Planning Applications to be Considered

Planning Applications received to be considered on 27 January 2020

<i>Case Officer</i>			
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr & Mrs Deakins		2 St Georges Road	St Johns
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>
			14/01/20
Addition of metal railings above existing boundary wall, widening of existing access, installation of sliding vehicular gate and pedestrian gate increase in height of gate piers (sic).			
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q3HOE4BKMTB00		

14	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/00019/LBCALT	Scott Fisher 04-02-2020	Cllr Camp (Chairman OOW)	Theis & Khan 01892 518094
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Sevenoaks Town Council	Bat And Ball Railway Station	Bat And Ball Road	Northern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			15/02/20	
Refitting the existing door within the existing opening to change the direction of swing.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q3P31EBKFG600			

15	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/00024/HOUSE	Louise Cane 03-02-20	Cllr Morris Brown	Offset Architects 452111
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Mr & Mrs Van Velsen	Spicer House	16 Vine Court Road	Eastern	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			14/01/20	
Demolition of existing single storey side and rear extensions. Removal of external fire escape staircase and dormer access door to second floor. Construction of single storey side and rear extensions with rooflights. Fenestration alterations.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q3P334BKFGH00			

16	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/00047/HOUSE	Holly Pockett 04/02/2020	Cllr Hogarth	Mr D Dennis 240140
<i>Case Officer</i>				
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>	
Doyle	Spinnaker	1 Hunsdon Drive	St Johns	
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>	
			15/01/20	
Erection of gate and pillars.				
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=Q3SSD6BKFOB00			

17	<i>Plan Number</i>	<i>Planning officer</i>	<i>Town Councillor</i>	<i>Agent</i>
	20/00067/HOUSE	Scott Fisher 05-02-2020	Cllr Camp	Mr D Burr 742200

Planning Applications to be Considered

Planning Applications received to be considered on 27 January 2020

<i>Case Officer</i>			
<i>Applicant</i>	<i>House Name</i>	<i>Road</i>	<i>Locality</i>
Mr T McGuane		22 Camden Road	St Johns
<i>Town</i>	<i>County</i>	<i>Post Code</i>	<i>Application date</i>
			17/01/20
To erect a single storey rear extension with a part flat part pitched roof, three roof lights and a raised patio.			
<i>Web link</i>	https://pa.sevenoaks.gov.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=Q3WHPQBKFXL00		