

Dear Sir/Madam,

The Kent County Council (KCC) has previously submitted its representations on the draft DCO and comments on the Relevant Representations on 16 January 2017. As Highways England (HE) has not yet had the opportunity to respond to these comments the Council would like to reiterate that all of these representations are still relevant to the scheme and should be considered alongside the representations as set out below in this letter.

The Council has reviewed the representations submitted by interested parties as well as the responses provided by Highways England in its document titled Comments on Relevant Representations (Rev A) and published by the Examining Authority on 16 January 2017. The Council has also considered the comments made by other parties in response to the Examining Authority's first written questions.

DCO

Few amendments have been made to the draft DCO from those set out in the draft Revision B of Volume 3.1 (October 2016) to which the Council provided a response on 16 January 2017. These representations should be considered in the context of any amendments to the draft order.

KCC would like to use this opportunity to make suggested changes to article 8. The aim of the revisions is to facilitate the archaeological works and ensure as smooth running as possible without the delays that arose along the A21 Pembury scheme. Many of the delays were through a lack of understanding the archaeological process rather than the archaeology itself. It is important that the archaeological strategy reflects a meaningful and workable archaeological fieldwork and reporting programme, one which ensures swift sign off of sites and reports by the County Archaeologist:

8.—

(1) No part of the authorised development is to commence until an Archaeological Framework Strategy for the investigation and mitigation of areas of archaeological interest, reflecting the mitigation measures included in chapter 6 of the environmental statement, with provision for sub-Written Schemes of Investigation for each area and each phase (evaluation and/or detailed excavation and/or watching brief), has been prepared in consultation with the relevant planning authority; agreed with the County Archaeologist; and submitted to and approved in writing by the Secretary of State.

(2) The authorised development must be carried out in accordance with the Archaeological Framework Strategy and sub-Written Schemes of Investigation (WSI) referred to in sub-paragraph (1) unless otherwise agreed in writing by the Secretary of State.

(3) A programme of archaeological reporting, post excavation and publication required as part of the Archaeological Framework Strategy and sub-WSIs referred to in sub-paragraph (1) must be agreed with the County Archaeologist and implemented within an agreed timescale agreed with the County Archaeologist and finally deposited with the Historic Environment Record of the relevant planning authority within two years of the date of completion of the authorised development or such other period as may be agreed in writing by the relevant planning authority.

(4) Any archaeological remains not previously identified which are revealed when carrying out the authorised development must be subject to appropriate mitigation as set out in the Archaeological Framework Strategy and mitigation agreed with the County Archaeologist.

(5) No construction operations are to take place within 10 metres of the remains (?) referred to in sub-paragraph (4) for a period of 14 days from the date they are identified unless otherwise agreed in writing by the Secretary of State.

Deleted paragraph (6)

(6) On completion of the authorised development, suitable resources and provisions for long term storage of the archaeological archive will be agreed with the County Archaeologist.

HE's comments on the Relevant Representations

The Council mainly wishes to address the comments made by HE on the highways issues in their comments on the relevant representations. These are set out below and refer to the number of the relevant representation in the document.

Barrey Road Junction

The Council had raised the congestion issues at the Barrey Road junction in its Written Representation, published on 16 January 2017. These stated;

“There is a congestion issue with traffic attempting to access the A2070 trunk road network at its junction with Barrey Road and severe delays are routinely experienced. KCC is satisfied that this issue will be addressed outside the remit of this scheme, provided that HE provides resources and gives the necessary land and permissions to facilitate and implement any improvements required around the junction”.

This has also been referred to in the joint Local Impact Report and to a lesser extent in ABC's Written Representations where they had requested a signalised right turn out of Barrey Road.

In addition to those already put forward in its representations of 16 January 2017, the Council also wishes to add the further comments on this point.

Barrey Road is within the scheme boundary. There is a congestion issue with traffic attempting to access the trunk road network and severe delays are routinely experienced.

KCC is content however that this matter is not addressed by HE as part of this scheme, provided that when the junction and its operation are assessed and modelled to address the problem and a design is produced that improves the situation for commercial and residential users of this junction, HE provides support and gives the necessary land and permissions to facilitate, fund and implement the improvements. Recent surveys undertaken by HE on queueing from Barrey Road on to the A2070 evidence a far worse situation than was identified prior to 2013. It has been reported that some people have taken up to 2 hours to exit Barrey Road on to the A2070. A number of crashes have been recorded although it is acknowledged that this is not deemed an accident blackspot. Congestion is predicted to increase year on year and the area is already at saturation point during peak times.

KCC, HE and ABC are actively working together to try and identify a solution to address the issue before M20J10a would start.

In the meantime, investigations are underway in relation to installing a temporary experimental order to lower the speed limit to 40mph with enforcement by either mobile camera or SPECS (average speed cameras) to qualify HE's assessment that a reduced speed limit will solve the congestion issue.

Enquiries are also underway internally at KCC with regard to the relocation/removal of bollards on Church Road which may have a reducing effect on the local traffic that currently has to use the Barrey Road junction due to there being no alternative.

It is clear that some form of physical improvement may be required at this junction and KCC therefore seek HE's commitment for appropriate improvements to be implemented as part of the road operation service on its Strategic Road Network as and when required, but coinciding with the completion of J10a if not sooner. KCC is willing to assist wherever possible to achieve the required outcome.

Highways England comments on Written Representations published on 16 January 2017

Please find below the Council's representations in response to the comments on the written representations published on 16 January 2017. Please note that any representations submitted by the Council on this date will need to be addressed in addition to the points made below.

026.02 –KCC local network knowledge and opinion is that, as stated previously, HGVs and other traffic travelling from the A28 (via the A2070 Willesbrough Road to connect with J10) will not use the new link to J10a and instead, will opt to travel along the A20 corridor between J10 and J10a. This will increase the vehicle movements and loading on A20, evidenced by the need to strengthen the Swatfield Bridge as part of the scheme.

If this cannot be agreed, then KCC requests commuted sums to be paid in order to address the increased maintenance requirement, that will arise or to provide traffic calming measures or other measures to reduce the rat-running.

026.03 – KCC also requests confirmation that HE will also maintain the surface course of the new Church Road and Kingsford Street bridges. Comment on the A20 reference is as per 026.02

026.04 – Noted

026.05 – All lighting pertaining to the Strategic Road Network should be under the ownership of HE and clearly defined boundaries of responsibility should be identified and agreed. In respect of the A20, the points raised in 026.02 apply in that KCC's position remains that the maintenance of the A20, between J10 and J10a should be undertaken by HE and become part of the Strategic Road Network.

026.07 – Kingsford Street bridge should allow for equestrian traffic and be provided as part of the scheme.

RR-016

The Council notes the representations from Gowling WLG LLP on behalf of Friends Life Limited/Aviva Investments. The Council has recently been made aware by the landowner that plot 4/16/c was within the land proposed to be compulsorily acquired under the scheme. This land is currently needed to provide a turning circle as part of a s.106 agreement for the development at Sevington. The s.106 agreement for the site, which is currently being negotiated, requires the developer to pay KCC to carry out the works for a turning circle and to ensure that land is transferred to KCC so that KCC can carry out those works.

Both KCC and ABC require confirmation that the scheme will not be affected by this development. KCC understand that the land will need to be compulsorily purchased to construct noise barriers for the scheme. KCC requires some clarification and engagement from Highways England as to the rights that will be available over this land to construct and

make the relevant works part of the public highway. Plots 4/11/b, 4/16/c and plot 4/1/e (this is owned by KCC).

In relation to KCC's representations on RR-016, the Council requires clarification of the position to enable the turning head to be constructed and make the relevant works part of the public highway as required by the s.106 agreement and as mentioned above in the response to RR-016.

Kind regards

Sarah

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