

**From:** [Andy.Moreton@kent.gov.uk](mailto:Andy.Moreton@kent.gov.uk)  
**To:** [M20 Junction 10A](#)  
**Cc:** [Sarah.Platts@kent.gov.uk](mailto:Sarah.Platts@kent.gov.uk)  
**Subject:** Deadline 8: M20 J10a scheme  
**Date:** 26 May 2017 10:52:49  
**Importance:** High

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Dear Sir/ Madam

KCC was requested to provide an update on certain matters that arose during the two hearings on 17<sup>th</sup> and 18<sup>th</sup> May, for deadline 8.

*17<sup>th</sup> May Hearing:*

### **B01 – cultural heritage**

KCC was requested to provide an update on the communication links.

Mott MacDonald has confirmed that the County Archaeologist will have formal responsibility for the sign off of WSIs, reports and strategies, variations to strategies subject to archaeological findings, post excavation programme details etc. However, the link between the Contractor and the County Archaeologist will be provided by Highways England, in accordance with contractual requirements and they have not agreed to a direct link between the archaeological contractor and KCC. The principal contact for the construction phase will be principal contractors consultant Jacobs. Contact details will be forthcoming.

KCC does not consider the communication links are ideal, but accepts this clarification and agrees with the stated communication links. KCC has however requested the opportunity to discuss concerns with the approach with HE at a future date.

### **DO1 – Nature Conservation**

Mott MacDonald has provided confirmation as to how the replacement habitat within the LNR will be secured. Having reviewed this information, KCC is satisfied that the mitigation for the loss of habitats in relation to the Ashford Green Corridor Local Nature Reserve and Highfield Lane Roadside Nature Reserve needs to be specifically secured in the DCO.

KCC is satisfied that the species rich grassland will be created at the corner of Higham Lane to mitigate for the impact on the RNR and advises that this is included within the Construction Management Plan.

The maps referred to by Mott MacDonald demonstrate that landscaping (a mixture of wildflower meadow and native scrub species) will be planted within the LNR to address the impact of the footbridge.

### **F02 – Barrey Road exit on to the A2070**

Information was received from Highways England in relation to requests from Kent County Council to support the feasibility study that the Authority are undertaking in relation to potential improvements at the junction.

Whilst previous iterations of the SoCG had stated that the Area 4 team would look to introduce

improvements if and when necessary as part of the management of the Strategic Network, KCC have not received from acknowledgement from Area 4 that this will be the case. The concern is that junction 10a is constructed, HE leave the area and the status quo remains which would not be acceptable. It is vitally important that the acknowledgement and assurance is received and that discussions focus on delivering any appropriate improvements during the construction phase of J10a.

Discussions with HE representatives during the Hearings have been encouraging and meetings are now arranged for parties to assess KCC's feasibility study, the options contained therein, potential funding opportunities and secure a realistic programme of works. It is also noteworthy that discussions will also involve representatives from the Trustees of the Henderson UK Retail Warehouse Fund.

All parties will continue to focus on this matter and maintain the current momentum to a satisfactory conclusion. KCC await the formal acknowledgement and assurance from Area 4 and are satisfied with progress to date.

### **F03 – Traffic modelling and uncertainties**

This relates to the questions surrounding the trunking of the A20 between J10 and J10a. KCC's view is that despite the modelling undertaken and direction signage to be provided as part of the scheme, local knowledge and SatNav directions will lead vehicles to utilise the A20 as it is a more direct route both east and west bound. This section of road is also subject to a 60mph speed limit and KCC had also requested that HE lower the speed limit as part of the scheme.

Both parties are unable to agree on the trunking of the A20 however, an assertion was given by HE that the speed limit will be addressed outside of the DCO process and post scheme monitoring will be undertaken to assess the impacts of the overall scheme which may result in additional works being required if deemed appropriate.

### **F04 – Access to the A20 from the end of Highfield Lane Bridge**

HE have stated that the speed limit may be reduced, initially, to 50mph at this location. At the current point in time, neither HE or KCC are able to predict the usage of the Highfield Lane Bridge and as such, there will be a need to collate the appropriate data to support any potential improvements. Post scheme monitoring will need to be undertaken to assess the usage and the area must be included as part of the Road Safety Audit procedure. Vehicle speeds, crash data at Bockham Lane, usage of the bridge and matters such as forward visibility will need to be assessed to inform any potential improvements. It is understood that HE will undertake the above mentioned actions and KCC are, therefore, content with the proposals.

*18<sup>th</sup> May hearing*

### **J04 – Discussions between the Applicant and Kent County Council (Land transfer)**

KCC have recently been advised by their Agents, Bruton Knowles, that they need to consult with the local planning authority (ABC) as to whether there is any hope value attached to the land.

Realistically, this means that Bruton Knowles will not be in a position to report prior to the end of the enquiry period. However, as KCC has previously stated, the purpose of the valuation is to ensure

that consent can be obtained to dispose of the land and comply with the requirements under s.123 of the Local Government Act. It's a step that KCC need to be completed but there is nothing envisioned that would cause a problem with KCC and Highways England concluding a negotiation over the land in plenty of time for the scheme. Once KCC are in receipt of the report, all parties will work to conclude those negotiations as quickly as possible.

In relation to the draft Development Consent Order and schedules, KCC has no further comments to make.

Kind regards

*Andy*

Andy Moreton  
Project Manager, Major Capital Schemes  
Kent County Council  
Highways, Transportation and Waste  
County Hall  
Maidstone  
ME14 1XX  
Tel: 03000 413423  
Mob: 07710 333 066

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