

## Cumulative Transport Impact Assessment

Site: South East Maidstone Strategic Residential Developments

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### 1.1 Introduction

- 1.1.1 This report has been prepared on behalf of Countryside Properties (UK) Ltd and Bellway Homes (Kent) Ltd to provide a summary of DHA Transport (DHAT)'s assessment of the cumulative transport impacts of nine committed and proposed residential developments in South East Maidstone.
- 1.1.2 The report accompanies the submission to Maidstone Borough Council (MBC) of planning applications for residential development at Land South of Sutton Road (by Countryside Properties) and Land North of Bicknor Wood (by Bellway Homes). The report makes reference to the detailed Transport Assessments (TAs) submitted alongside these planning applications (hitherto referred to as 'the Countryside Properties TA' and 'the Bellway Homes TA') and should be read in conjunction with them.
- 1.1.3 Countryside Properties and Bellway Homes, together with their respective transport planning consultants (DHAT and Icen Projects), have adopted a joint approach to this assessment and are committed to continued partnership working in order to achieve a robust and deliverable transport mitigation strategy going forward.

### 1.2 Cumulative Trip Generation and Distribution

#### Baseline

- 1.2.1 It is evident from correspondence with officers from Maidstone Borough Council (MBC) and Kent County Council Highways and Transportation (KCC H&T), together with recent reports to the Maidstone Joint Transportation Board, that the principal concern of the Local Planning and Highway Authorities with respect to further strategic development in South East Maidstone is the existing peak period traffic congestion on the A274 Sutton Road and the A229 Loose Road to the south of Maidstone Town Centre, and the extent to which these developments would exacerbate this situation.
- 1.2.2 On this basis, the TA accompanying Countryside Properties' planning application in respect to Land South of Sutton Road considers an expansive study area which has been formally agreed with KCC H&T and includes the following critical junctions:-

- A229 Loose Road / Armstrong Road / Park Way;
  - A229 Loose Road / A274 Sutton Road / Cranborne Avenue (Wheatsheaf);
  - A274 Sutton Road / St Saviours Road;
  - A274 Sutton Road / Wallis Avenue;
  - A274 Sutton Road / Willington Street;
  - A20 Ashford Road / Willington Street.
- 1.2.3 To gain an understanding of existing traffic flows within this study area, fully classified turning movement surveys were undertaken on 26<sup>th</sup> June and 10<sup>th</sup> July 2014, between the hours of 07:00 to 10:00 and 16:00 to 19:00. A further survey covering the same AM and PM peak periods was conducted on 2<sup>nd</sup> December 2014 at the A20 Ashford Road / Willington Street junction, at the request of KCC H&T. The full survey data is included at Appendix F of the Countryside Properties TA.
- 1.2.4 The Bellway Homes TA is based on traffic surveys conducted on 25<sup>th</sup> June 2015.

#### Background Traffic Growth

- 1.2.5 To allow for the assessment of future traffic impact on the local highway network, a traffic model has been prepared by DHAT in spreadsheet format. The traffic growth factors applied to the model flows have been derived using TEMPRO 6.2 traffic growth forecasting software, and adjusted using NTM AF09 factors, in accordance with WebTAG and the DfT's *Guidance on Transport Assessment (March 2007)*, as endorsed by KCC's *Guidance on Transport Assessments and Travel Plans (October 2008)* and the *National Planning Practice Guidance (March 2014)*.
- 1.2.6 The NTM adjustment has been made for the Maidstone (29UH2) geographical area, assuming 'principal' and 'minor' routes. The weekday morning and afternoon data sets have been selected for the future years 2019, 2024 and 2029, as agreed with KCC H&T at the scoping stage to provide regular horizon years across the new Local Plan period.
- 1.2.7 Adjustments have been made to the number of households in TEMPRO to avoid double counting developments within the Maidstone Borough Wide Local Plan 2000 benefitting from planning permission, but as yet undeveloped. The following developments have been considered in this respect:-
- Land at Langley Park – 325 units (H1(xlii)) - resolution to grant, under construction
  - Land North of Sutton Road – 266 units (H1(ii)) – resolution to grant, under construction

- 1.2.8 The resulting growth factor calculations are summarised in Table 0-1 below. The traffic flows after growth factors have been applied to the existing survey data for 2014 are shown in Figures 5-1 to 5-12 of the Countryside Properties TA for the future years 2015, 2019, 2024 and 2029.

	AM Peak		PM Peak	
	Principal	Minor	Principal	Minor
2015	0.997	0.997	0.999	0.999
2019	1.049	1.049	1.057	1.057
2024	1.114	1.114	1.129	1.129
2029	1.181	1.181	1.204	1.204

Table 0-1: Traffic Growth Factors

- 1.2.9 The 2015 growth factors are used to comply with the requirement to model the base year as the application year, as per the DfT Guidelines on Transport Assessment. However, as can be seen from the above table there is little difference in growth (shrinkage) anticipated; therefore the decision has been taken to retain the 2014 flows as the baseline application year case, which allows for a slightly more robust approach to the assessment.

#### Committed Development

- 1.2.10 In order to properly reflect the allowances in the traffic growth scenario above and following agreement with MBC at the Environmental Impact Assessment (EIA) Scoping Stage in respect to Land South of Sutton Road, account has been taken in the Countryside Properties TA of the following committed and proposed developments in South East Maidstone, in addition to Land South of Sutton Road and Land North of Bicknor Wood:-
- MA/12/0986 – Land Rear of Police Headquarters, Sutton Road (traffic flows taken from DHA Transport TA – April 2012) – Figures 5-13 to 5-16 of the Countryside Properties TA;
  - MA/12/0987 – Land Rear of Kent Police Training School, St Saviours Road (traffic flows taken from DHA Transport TA – April 2012) – Figures 5-17 to 5-20;
  - MA/13/1149 – Land at Langley Park (traffic flows taken from i-Transport TA – June 2013) – Figures 5-21 to 5-24;
  - MA/13/0951 – Land North of Sutton Road (traffic flows taken from Iceni Projects TA – May 2013) – Figures 5-25 to 5-28;
  - MA/13/1523 – Land West of Bicknor Farm Cottages (traffic flows taken from WSP TA – August 2013) – Figures 5-29 to 5-32;

- 14/505692/FULL – Bicknor Farm, Sutton Road, Otham – identified for residential development of up to 335 dwellings in the Regulation 18 Draft Local Plan (2014) under Policy H1(9) – Figures 5-33 to 5-36;
- Land West of Church Road, Otham – identified for residential development of up to 440 dwellings in the Regulation 18 Draft Local Plan (2014) under Policy H1(8) – Figures 5-41 to 5-44.

### Trip Generation

- 1.2.11 It is noted that due to a late change in the development composition and quantum in respect to Land South of Sutton Road, the Countryside Properties TA assumes the provision of a total of 950 dwellings, rather than the 800 dwellings provided for by the Draft Maidstone Local Plan. It assumes the provision of a total of 190 dwellings at Land North of Bicknor Wood (in accordance with the Draft Maidstone Local Plan site allocation policy), rather than the 250 dwellings for which planning consent is sought by Bellway Homes. In total, therefore, the TA assesses a combined total of 1,140 dwellings in respect to these sites, compared with the Draft Local Plan site allocation policy provision for 990 dwellings, which should provide the Local Planning and Highway Authorities with comfort that a robust assessment has been made overall.
- 1.2.12 The Countryside Properties TA has utilised the TRICS trip rate database (2014 v.7.1.1) to assess the trip generation of the proposed developments at Land South of Sutton Road, Land North of Bicknor Wood, Bicknor Farm and Land West of Church Road. The trip rates for 'mixed private housing' and 'mixed non-private housing' respectively are shown in Table 0-2 and Table 0-3 below. The full TRICS output is included at Appendix G of the Countryside Properties TA.

Period	Arrivals	Departures	Total
AM Peak	0.10	0.39	0.49
PM Peak	0.30	0.18	0.47
Daily	2.02	2.17	4.10

**Table 0-2: Vehicle Trip Rates (veh. Trips/dwelling) for mixed private housing**

Period	Arrivals	Departures	Total
AM Peak	0.06	0.22	0.28
PM Peak	0.28	0.16	0.44
Daily	1.90	1.88	3.78

**Table 0-3: Vehicle Trip Rates (veh. Trips/dwelling) for mixed non-private housing**

- 1.2.13 The Bellway Homes TA has also utilised the TRICS trip rate database to assess the trip generation of the proposed development at Land North of Bicknor Wood. In this case, the assessment is consistent with the trip rates previously agreed with KCC H&T in respect to the consented Land North of Sutton Road development. The agreed 85<sup>th</sup> percentile trip rates for 'mixed private housing' are shown in Table 0-4 below. The full TRICS output is included at Appendix A11 of the Bellway Homes TA.

Period	Arrivals	Departures	Total
AM Peak	0.08	0.48	0.55
PM Peak	0.35	0.19	0.54

Table 0-4: Vehicle Trip Rates (veh. Trips/dwelling) for mixed private housing

- 1.2.14 It is evident from the above analysis that the Bellway Homes TA applies marginally higher trip rates than the Countryside Properties TA; however as will be demonstrated in the following sections of this report, this does not result in materially different interpretations of the developments' off-site highway impacts.

#### Trip Distribution

- 1.2.15 The Bellway Homes TA distributes the vehicle trips generated by the proposed development at Land North of Bicknor Wood on the basis of the existing proportions of traffic observed on the local highway network as part of the baseline traffic surveys undertaken. Consideration has also been given to the NOMIS Travel to Work data relating to Maidstone and the potential stopping up of Gore Court Road, whereby this traffic will be reassigned to the proposed site access and spine road.
- 1.2.16 The Countryside Properties TA takes a more comprehensive approach in that it distributes the vehicle trips generated by each of the identified committed and proposed developments in South East Maidstone via main routes to and from each site by journey purpose to include: work based trips, education based trips, social and personal business trips and shopping trips.
- 1.2.17 Having reviewed the TAs accompanying the planning applications for the committed developments, DHAT has noted that the trips generated by the residential components of the Langley Park and Land North of Sutton Road sites were not distributed on to the local highway network according to journey purpose. Moreover, the trip generation and junction capacity assessments undertaken in respect to the Langley Park development for the PM peak hour considered the 15:00 to 16:00 period, which does not coincide with the network PM peak hour of 17:00 to 18:00 identified by the traffic surveys informing the Countryside Properties TA.
- 1.2.18 In light of the above, and to provide for a robust and consistent assessment of the committed and proposed developments, the 17:00 to 18:00 PM peak hour trip generation for each of these sites has been identified by DHAT on the basis of the TRICS data output appended to their respective TAs (and in the case of Bicknor Farm, Land North of Bicknor Wood and Land West of Church Road, on the basis of the TRICS trip rates used to assess the trip generation of Land South of Sutton Road). Given the close proximity of these developments, the same approach has then been used to assess their likely AM and PM peak hour vehicle distribution by journey purpose, as is illustrated in Tables 6-3 to 6-8 of the Countryside Properties TA.
- 1.2.19 The following sub-sections detail the trip distribution methodology used for each journey purpose.

### *Work Based Trips*

- 1.2.20 Data from the 2011 Census "Location of usual residence and place of work by method of travel to work WU03EW" (released in August 2014) can be used to provide an understanding of the work locations of the residents living in the Langley and Otham areas of Maidstone. The full data for this is attached in Appendix H of the Countryside Properties TA.
- 1.2.21 This data has been used to assess the likely route that people would take by car to reach each workplace destination, with reference to the Google real-time journey planner during the network AM and PM peak periods, with the outcome showing a spread of routes taken across the local road network. The results of the Census analysis shows that approximately 43 per cent of work trips would route northbound via the A229 Loose Road and Maidstone Town Centre. A further 26 per cent would access the strategic road network via Willington Street and the A20 Ashford Road and 9 per cent via Horseshoes Lane and the B2163. The remaining work trips would route southbound on the A274 Sutton Road (7 per cent) and westbound on the B2163 Plough Wents Road (15 per cent).
- 1.2.22 The work trip distribution is shown in Figure 6-5 and 6-6 of the Countryside Properties TA.

### *Education Based Trips*

- 1.2.23 For the education based trips an assumption has been made that since an equal age range of school children is split between primary and secondary education, a 50:50 split could also be applied to the number of trips. Existing primary schools in the local area include Holy Family Catholic Primary School, Bellwood Community Primary School and Senacre Wood Primary School. It should be noted that a two form entry primary school is to be provided within the Langley Park residential development and that a further two form entry primary school is proposed at Land South of Sutton Road to meet the additional demand for school places arising from the committed developments considered in this report. It is therefore considered unlikely that significant numbers of primary education based trips would be external to South East Maidstone. To be robust, however, no allowance for the latter primary school has been made. The closest secondary schools are New Line Learning Academy, Cornwallis Academy and Maidstone Grammar School.
- 1.2.24 It has therefore been assumed, based on DHAT's professional judgement and local experience, that 85 per cent of the education based trips will be travelling northbound on the A274 Sutton Road towards Maidstone, and then making appropriate changes in road to reach their destination. The remaining 15 per cent will be travelling southbound on the A274 Sutton Road and then distributing in equal proportions to Horseshoes Lane, the A274 (south) and the B2163 (west) to reach the primary and secondary schools in Leeds, Sutton Valence and Boughton Monchelsea respectively.
- 1.2.25 Of the northbound trips on the A274 Sutton Road, it is assumed that 15 per cent will access the new primary school at Langley Park, 10 per cent will use Wallis Avenue (south) to reach Holy Family Catholic Primary School and Bellwood Community Primary School and 15 per cent will use Willington Street to access Senacre Wood Primary School and the other educational facilities to the north and east of Maidstone. It is assumed that the

remaining 45 per cent will continue north to the Wheatsheaf junction, where 10 per cent will use the A229 Loose Road (south) to access the primary and secondary schools in the Loose area and 35 per cent will use the A229 Loose Road (north) to access those to the south and west of Maidstone Town Centre.

- 1.2.26 The resulting distribution is shown in Figure 6-11 and 6-12 of the Countryside Properties TA.

#### *Social Trips*

- 1.2.27 For social trips it has been assumed, based on DHAT's professional judgement and local experience, that the majority of these trips would involve visits to friends or to make use of recreational and leisure facilities, of which the majority will be located in Maidstone. Therefore, 85 per cent of all trips have been allocated as travelling north bound along the A274 Sutton Road, then travelling via the A229 Loose Road (60 per cent) or Willington Street and the A20 Ashford Road (25 per cent).

- 1.2.28 The remaining 15 per cent of trips have been distributed in equal proportions to Horseshoes Lane, the A274 (south) and the B2163 (west). This has been done on the assumption that a number of people will travel further afield to meet relatives or friends outside of the Maidstone area.

- 1.2.29 The distribution resulting from the above analysis is shown graphically in Figure 6-17 and 6-18 of the Countryside Properties TA.

#### *Shopping Trips*

- 1.2.30 Given that the trip rates represent the weekday AM and PM peak hours it is considered unlikely that a significant number of these will be related to non-food retail such as clothing, and that the vast majority will be associated with food retail.

- 1.2.31 Therefore, based on DHAT's professional judgement and local knowledge, 95 per cent of all trips have been distributed north on the A274 Sutton Road towards Maidstone, where a number of large supermarkets are located. It should be noted that a small foodstore is proposed at Langley Park and in view of this, 15 per cent of shopping trips have been distributed to this location. At the Sutton Road / Willington Street junction, it is assumed that 45 per cent of trips would continue north on Sutton Road to access the nearby Morrisons foodstore (35 per cent) and other destinations to the south and west of the town centre (10 per cent). The remaining 35 per cent have been assigned to Willington Street and the A20 Ashford Road, from where the Tesco supermarket at Grove Green and the Sainsbury's store at Romney Place can be accessed.

- 1.2.32 In the knowledge that there are a number of specialist and local convenience stores located to the south of the site along the A274 Sutton Road, 5 per cent of the trips have been assigned to this part of the study area.

- 1.2.33 The resulting distribution is shown in Figure 6-23 and 6-24 of the Countryside Properties TA.

### Personal Business Trips

- 1.2.34 Based on DHAT's professional experience and local knowledge, personal business trips have been spread across the network under the assumption that people are just as likely to travel further afield as they would use local road infrastructure as far as Maldstone. Therefore, it has been assumed that 40 per cent will travel along the A274 Sutton Road towards the town centre, 25 per cent will travel via Wellington Street and the A20 Ashford Road towards the M20 at Junction 7 and a further 25 per cent will travel via Horseshoes Lane towards Junction 8. The remaining 10 per cent have been assigned to the remaining road infrastructure to the south of the study area.
- 1.2.35 The resulting distribution is shown in Figure 6-29 and 6-30 of the Countryside Properties TA.

### Total Development Trips

- 1.2.36 To represent the total impact as a result of the committed and proposed developments considered in this report, the vehicle trips distributed on to the local highway network for each Journey purpose have been combined and are included in one individual traffic model for each of the peak hours. These are shown in Figures 6-35 to 6-38 of the Countryside Properties TA in respect to Land South of Sutton Road and Figures 6-243 and 6-246 in respect to all other committed and proposed developments. It should be noted that no allowance has been made for potential linked trips (e.g. home to school to work etc.) in the interests of a robust assessment.
- 1.2.37 DHAT has undertaken a comparative assessment of the spreadsheet traffic models prepared in respect to the Countryside Properties and Bellway Homes TAs in relation to the Land North of Bicknor Wood and Land West of Church Road sites, which is summarised in Table 0-5 below for the critical A274 Sutton Road corridor to the north of the sites. Please note that a positive figure indicates that the Countryside Properties TA has distributed a greater volume of traffic than the Bellway Homes TA and a negative figure indicates that the Countryside Properties TA has distributed a lower volume of traffic than the Bellway Homes TA. A copy of the full comparative assessment spreadsheet is included at **Appendix A** of this report.

TA	A274 Northbound	A274 Southbound
AM Peak	-21	-2
PM Peak	0	-9

Table 0-5: A274 Sutton Road Comparative Trip Distribution (Passenger Car Units)

- 1.2.38 This exercise demonstrates that despite the identified methodological differences between the two TAs in relation to baseline traffic survey dates, trip generation and distribution, a very similar impact on the A274 Sutton Road is forecast in respect to the Land North of Bicknor Wood and Land West of Church Road sites. This should provide the Local Planning and Highway Authorities with confidence that the junction capacity assessments and highway mitigation strategy detailed in the Countryside Properties TA and summarised in the latter sections of this report are robust.



### 1.3 Cumulative Transport Impacts

1.3.1 An assessment of operational capacity has been undertaken by DHAT for each of the junctions outlined in Section 1.2.2 of this report to ascertain current levels of operation and the effects of additional development traffic on junction capacity and delay. Capacity modelling has therefore been carried out assuming the current base year and the three future scenarios agreed with KCC H&T:-

- 2014 Base Year
- 2019 Opening Year
- 2024 Future Assessment Year
- 2029 Future Assessment Year

1.3.2 In order to fully ascertain the extent to which the junctions have the capacity for future traffic, a series of different scenarios have been examined. These three scenarios, as outlined below, ascertain the extent to which traffic will have an impact both with and without mitigation.

- Do Nothing Scenario (no development, but including committed and proposed development);
- Do Minimum Scenario (as above, plus the Land South of Sutton Road development traffic);
- Do Something Scenario (showing the situation at junctions where mitigation is proposed).

1.3.3 Junction capacity assessments for the signal junctions have been completed by JCT Consultancy Ltd utilising industry-standard LinSig software, based on traffic signal timing data supplied by KCC. The results of this exercise in respect to each of the junctions within the study are reported in detail in Section 7 of the Countryside Properties TA.

1.3.4 This assessment exercise has concluded that in order to accommodate the traffic impacts of the committed and proposed developments considered in this report, mitigation would be required at the following key junctions:-

- A229 Loose Road / Armstrong Road / Park Way;
- A229 Loose Road / A274 Sutton Road / Cranborne Avenue;
- A274 Sutton Road / St Saviours Road;
- A274 Sutton Road / Wallis Avenue;
- A274 Sutton Road / Willington Street; and
- A20 Ashford Road / Willington Street.

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- 1.3.5 Summary LinSig output data and feasibility drawings of the proposed mitigation measures are included at Appendices J to O of the Countryside Properties TA.
- 1.3.6 Upon modelling the capacity of these junctions with the proposed improvement schemes in place, it has been concluded that they would operate in a fashion that would successfully mitigate the increase in traffic from the committed and proposed developments. Moreover, in most cases, a degree of planning gain would be provided by these mitigation schemes.
- 1.3.7 The proposed highway mitigation strategy has been discussed extensively between DHAT and KCC H&T's Traffic Manager and Traffic Signals Team Leader, who are themselves in the process of defining a comprehensive programme of capacity improvements for the A229 / A274 corridors utilising the funding secured from the recently permitted residential developments on Sutton Road. The notes of these discussions, together with related correspondence between DHAT and KCC H&T, can be found at Appendix U of the Countryside Properties TA.

#### Leeds-Langley Bypass

- 1.3.8 Countryside Properties and Bellway Homes have been made aware through dialogue with MBC and KCC H&T that the Local Highway Authority is currently progressing work in support of a new strategic road link between the A20 Ashford Road at Hollingbourne and the A274 Sutton Road at Langley as a means of supporting the planned growth proposed by the emerging Maidstone Local Plan. On this basis, KCC has advised that any TA prepared in support of large scale development in South East Maidstone should include consideration of this proposal.
- 1.3.9 It should be noted in this respect that KCC H&T's pre-application advice with respect to Land South of Sutton Road (attached at Appendix A of the Countryside Properties TA) did not include a request to consider this scheme as part of the TA process. The Bypass proposal did not feature in the Regulation 18 Draft Maidstone Local Plan (2015) and MBC officers have advised that the Local Planning Authority is not currently proposing to review this position in relation to forthcoming versions of the Plan.
- 1.3.10 Nevertheless, in view of the high profile of the scheme, it is worth briefly considering its relevance to this Cumulative Transport Impact Assessment. Based on DHAT's trip distribution exercise, approximately three-quarters of the vehicular trips generated by the committed and proposed developments during the critical AM and PM peak hours would assign to the A274 Sutton Road towards Maidstone, with approximately 100 two-way trips in each peak hour assigning to Horseshoes Lane and the B2163 through Langley and Leeds villages. These figures are based on analysis of the 2011 Census "Location of usual residence and place of work by method of travel to work WU03EW" (released in August 2014), together with the locations of local schools, retail and leisure facilities, and reflects the fact that the majority of trip attractors for residents of the Maidstone urban area and its environs during the weekday peak periods are likely to be located within the town itself. Consequently, a new road link between the A20 Ashford Road at Hollingbourne and the A274 Sutton Road at Langley is likely to be of limited utility for these trips and on this basis, it is contended that the scope of any highway

and/or public transport mitigation measures should be confined to the A274 and A229 corridors, as proposed by the Draft Local Plan and this report.

- 1.3.11 Whilst a strategic road link might initially be chosen by residents of South East Maidstone and the rural settlements to the south seeking to access destinations to the north and west of the town centre, it is likely that these movements would serve to exacerbate existing congestion problems on the A249 and A20 corridors, as well as M20 Junctions 5, 6 and 7, which could raise objections from Highways England. It should also be noted in this respect that the slip roads at M20 Junction 8, together with the A20 Ashford Road / M20 Link, A20 Ashford Road / Eyhorne Street / Great Danes Hotel, and A20 Ashford Road / B2163 Penfold Hill Roundabouts do not meet current highway design standards and that the increase in traffic volumes promoted by a link road may therefore require the provision of significant enhancements to the geometry of these junctions. It is not known whether Highways England has been consulted in relation to the potential impacts of this Bypass proposal on the Strategic Road Network.
- 1.3.12 In the absence of an identified capital funding stream for the Bypass proposal, there is concern that developer contributions arising from the proposed site allocations in South East Maidstone and the surrounding area would not be sufficient to deliver the scheme in full. Moreover, such contributions would likely come at the expense of a more broadly based transport mitigation strategy targeted at enhancing multi-modal transport capacity, with an emphasis on public transport, walking and cycling, as advocated by the NPPF and NPPG and promoted by Countryside Properties and Bellway Homes.

#### Public Transport

- 1.3.13 Bus Route 12 currently serves the A274 Sutton Road, providing an average of one bus per hour in each direction to Maidstone Town Centre, Sutton Valence, Headcorn and Tenterden. Whilst this is considered to represent a reasonable service level, its maximum capacity of approximately 50 passengers per hour in each direction is insufficient to meet forecast demand. Moreover, it is recognised that a more frequent and high quality bus service will be required in order to stimulate meaningful mode shift, particularly during the critical morning and evening weekday peak hours when traffic congestion and related air quality issues are most acute on the A229 Loose Road and A274 Sutton Road corridors.
- 1.3.14 DHAT has discussed the potential for bus service enhancements with Arriva, the commercial operator of the high-frequency Route 82 service between Maidstone Town Centre and Park Wood Parade. The company has confirmed that it is willing in principle to extend the service to Land South of Sutton Road at a 15-20 minute daytime frequency. Arriva is also willing to investigate the upgrading of Route 82 to its high specification 'Sapphire' brand, which is operated by buses equipped with free Wi-Fi, power sockets, high quality seating and audio-visual announcements. It is anticipated that the service would route direct to Maidstone Town Centre via Sutton Road, thereby offering residents of the proposed and committed developments with a viable and attractive alternative to car travel for journeys to and from town centre destinations.
- 1.3.15 The provision of the above bus service enhancements would be accompanied by the construction of high quality passenger waiting facilities at appropriate locations,

featuring shelters, lighting, bus boarders and up-to-date timetable information. These facilities will be designed with reference to the good practice contained within the Kent Design Guide regarding public transport stops and stations.

- 1.3.16 Countryside Properties and Bellway Homes are committed to providing appropriate and proportionate financial contributions towards the cost of securing these bus service enhancements for an initial three-year period, after which Arriva is confident that they could be operated on a commercially viable basis.

#### Walking and Cycling

- 1.3.17 Countryside Properties and Bellway Homes recognise that the provision of high quality pedestrian and cycle links between the committed and proposed developments in South East Maidstone is critical to their successful integration within a coherent new community.
- 1.3.18 The proposed site layout in respect to Land South of Sutton Road includes the creation of a high quality shared use route across the site, set back from Sutton Road and taking advantage of the proposed area of parkland and common bisecting the site from north to south. This will have a beneficial effect on pedestrians and cyclists in terms of minimising any severance effects and enhancing amenity by enabling the residents of the committed and proposed developments to access the proposed primary school and village centre within a semi-rural setting away from the A274.
- 1.3.19 A foot/cycleway has been provided across the frontage of the Langley Park development, which will link to a new signal controlled toucan crossing facility and onward foot/cycleway connections to Maidstone being provided as part of the consented developments at Land North of Sutton Road and Land West of Bicknor Farm Cottages. The Section 106 Agreement relating to Land West of Bicknor Farm Cottages (MA/13/1523) requires that the works to construct the toucan crossing facility must be complete prior to the occupation of 50 housing units.
- 1.3.20 Countryside Properties and Bellway Homes consider that there may be an opportunity to augment this facility and are currently investigating the potential to provide a further toucan crossing between the Bicknor Farm and Land South of Sutton Road sites. Should it be determined that such a measure is achievable in this location, Countryside Properties and Bellway Homes are willing in principle to accept a condition on any grant of planning consent for their respective development proposals requiring its provision at an appropriate trigger point to be agreed with the Local Planning Authority.

#### **1.4 Deliverability of Highway Mitigation Strategy**

- 1.4.1 Countryside Properties and Bellway Homes are working together to progress the necessary topographical and utility surveys required to inform Stage 1 design and costing exercises in respect to the off-site highway mitigation measures detailed in this report. This work will be completed shortly and will enable the Local Planning Authority to prepare a robust strategy for the negotiation of proportionate financial contributions from each of the proposed developments in South East Maidstone.

1.4.2 It is noted that under the Community Infrastructure Levy (CIL) Regulations 2010, Local Planning Authorities such as MBC that had not introduced a CIL by 6<sup>th</sup> April 2015 are prevented from seeking planning obligations relating to infrastructure where five or more planning obligations for that infrastructure have been entered into since 6<sup>th</sup> April 2010.

1.4.3 It is understood that MBC has already secured planning obligations relating to highway capacity improvements to the A274 Sutton Road in respect to five of the committed residential developments in South East Maidstone, namely:-

- MA/12/0986 – Land to Rear of Police Headquarters;
- MA/12/0987 – Land to Rear of Kent Police Training School;
- MA/13/0951 – Land North of Sutton Road;
- MA/13/1149 – Land at Langley Park;
- MA/13/1523 – Land West of Bicknor Farm Cottages.

1.4.4 The Unilateral Undertaking agreed in respect to the consented development at Land at Langley Park (included at **Appendix B** of this report) defines the "Highways Scheme" to which financial contributions will be applied as:-

*"...mitigation works to the A274 Sutton Road comprising the widening of the inbound carriageway of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction."*

1.4.5 Assuming that this definition is applied consistently to the planning obligations agreed in respect to the four other sites listed above, then it is considered that the junction-specific mitigation measures identified in this report can form the basis of an alternative infrastructure package to which planning obligations can be sought from the following proposed developments in South East Maidstone:-

- Land South of Sutton Road, Langley;
- Land North of Bicknor Wood, Otham;
- Bicknor Farm, Sutton Road, Otham;
- Land West of Church Road, Otham.

## 1.5 Summary and Conclusion

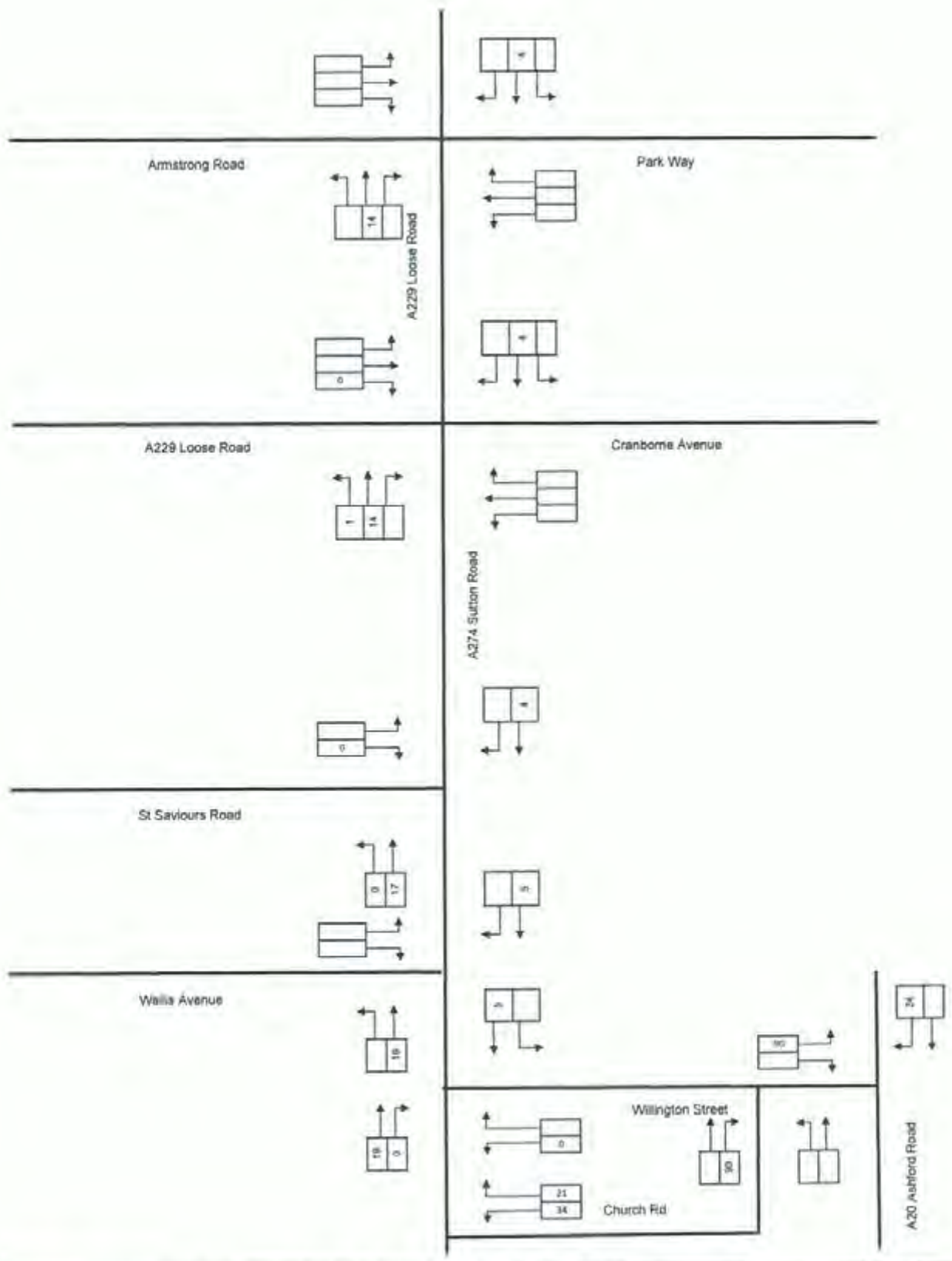
1.5.1 This report has been prepared on behalf of Countryside Properties (UK) Ltd and Bellway Homes (Kent) Ltd to provide a summary of DHA Transport (DHAT)'s assessment of the cumulative transport impacts of nine committed and proposed residential developments in South East Maidstone.

- 1.5.2 Countryside Properties and Bellway Homes, together with their respective transport planning consultants (DHAT and Icení Projects), have adopted a joint approach to this assessment and are committed to continued partnership working in order to achieve a robust and deliverable transport mitigation strategy going forward.
- 1.5.3 A traffic modelling exercise has been carried out by DHAT in accordance with the *DfT Guidelines on Transport Assessment (2007)* and the *National Planning Practice Guidance (2014)* to assess the total development impact on the local highway network. Capacity testing has concluded that mitigation would be required at the following key junctions:-
- A229 Loose Road / Armstrong Road / Park Way;
  - A229 Loose Road / A274 Sutton Road / Cranborne Avenue;
  - A274 Sutton Road / St Saviours Road;
  - A274 Sutton Road / Wallis Avenue;
  - A274 Sutton Road / Willington Street; and
  - A20 Ashford Road / Willington Street.
- 1.5.4 Upon modelling the capacity of these junctions with the proposed improvement schemes in place, it has been concluded that they would operate in a fashion that would successfully mitigate the increase in traffic from the committed and proposed developments considered in this report.
- 1.5.5 The proposed highway mitigation strategy has been discussed extensively between DHAT and officers from KCC H&T, who are themselves in the process of defining a comprehensive programme of capacity improvements for the A229 / A274 corridors utilising the funding secured from the recently permitted residential developments on Sutton Road. It is considered that the junction-specific mitigation measures identified in this report can form the basis of an infrastructure package to which planning obligations can be sought by the Local Planning Authority in a manner which complies with the CIL Regulations 2010.
- 1.5.6 It is recognised that the provision of appropriate highway capacity enhancements should be balanced by improvements to the public transport network to promote the use of non-car modes for journeys to work, education, shopping and leisure activities, as encouraged by national and local planning policies. Countryside Properties and Bellway Homes are therefore committed to providing appropriate and proportionate financial contributions towards the cost of securing the enhancement of the high-frequency Route 82 bus service to Maidstone Town Centre via Sutton Road, which will offer residents of the committed and proposed developments a viable and attractive alternative to car travel to journeys to and from town centre destinations.
- 1.5.7 It is concluded that this mitigation strategy should provide the Local Planning and Highway Authorities with confidence that a comprehensive and deliverable approach to ameliorating the cumulative transport impacts of the committed and proposed developments in South East Maidstone can be achieved.



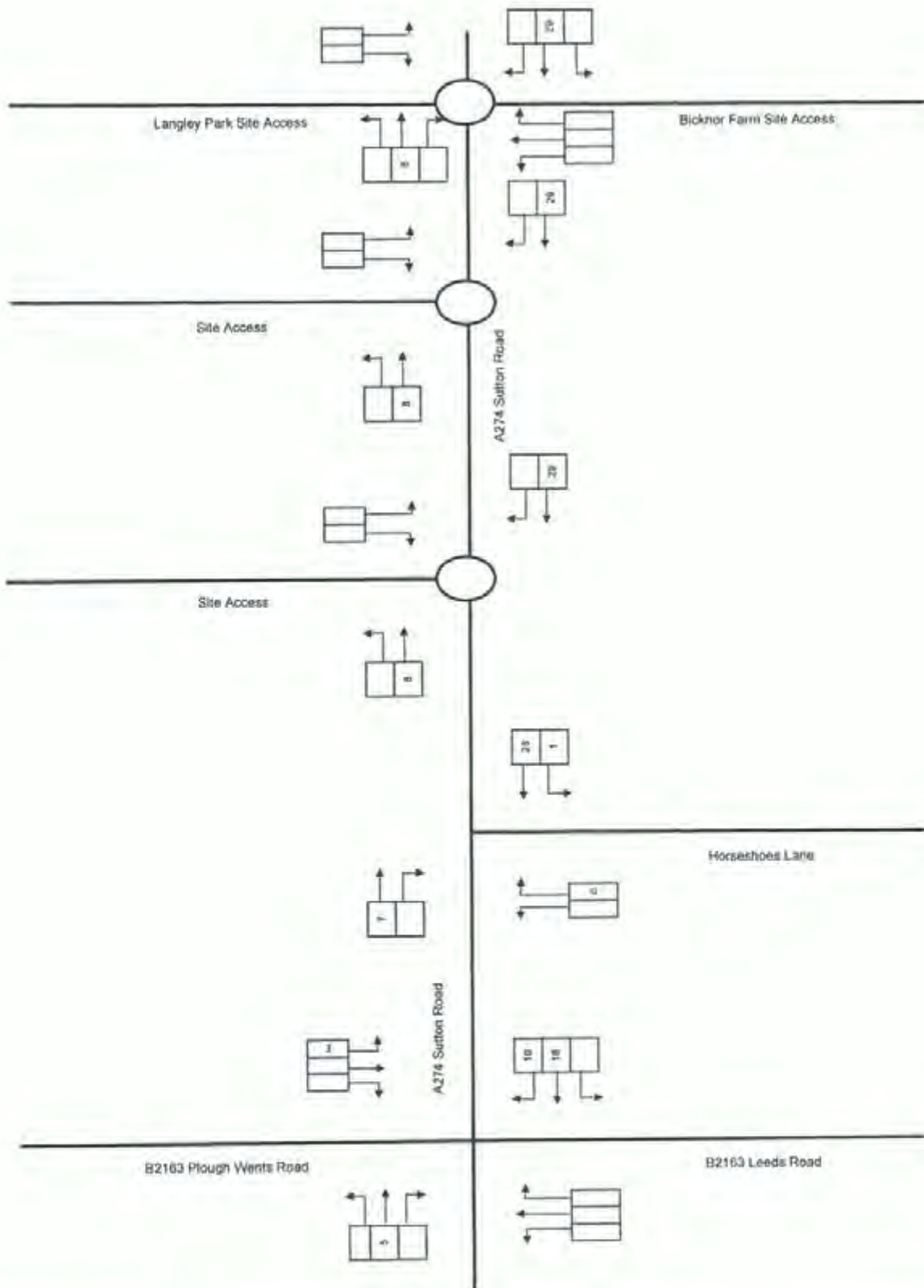
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**APPENDIX**

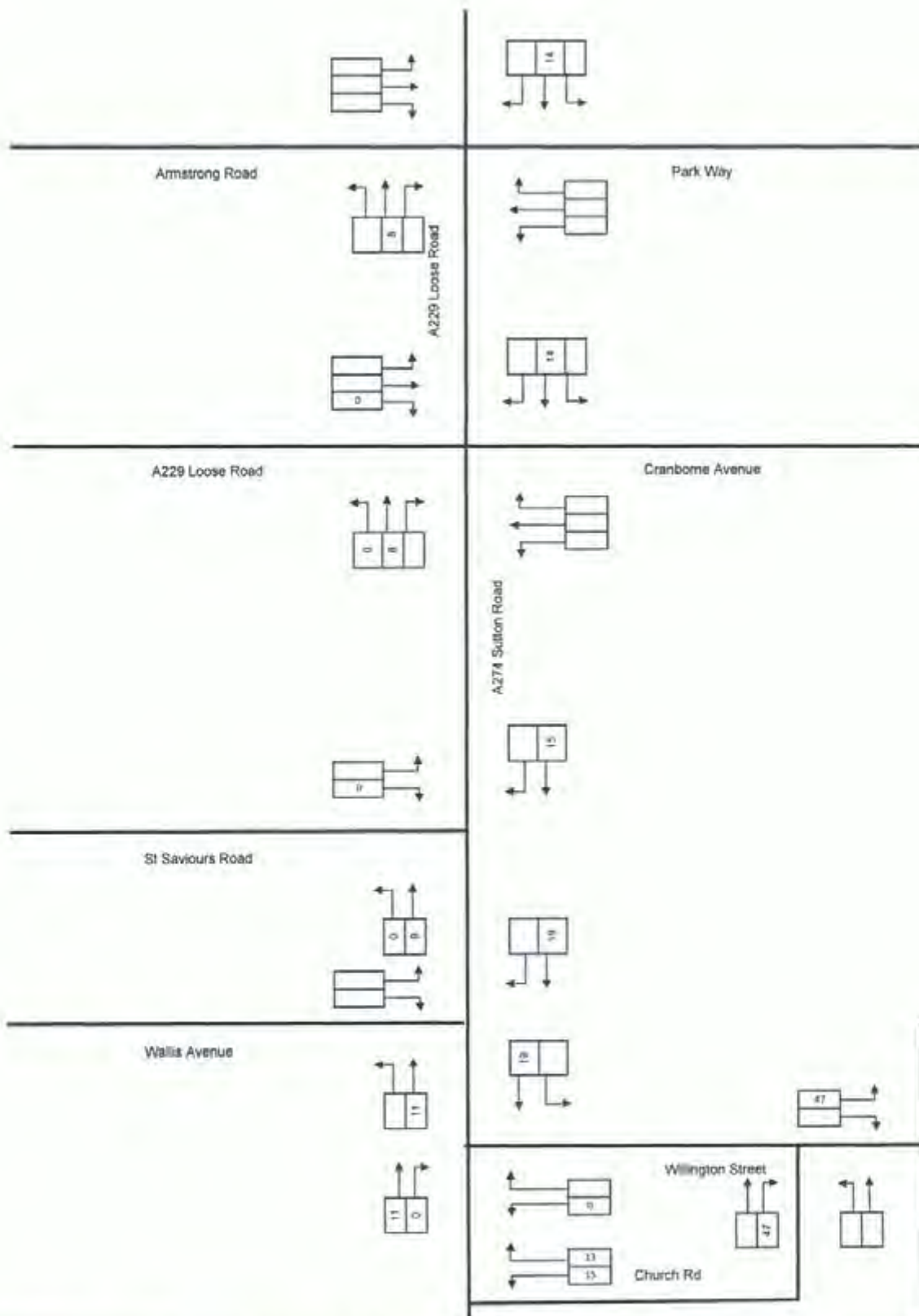



	<p>PROPOSED RESIDENTIAL DEVELOPMENT AT SUTTON ROAD, LANGLEY  <b>AM Peak 0730-0830</b>  <b>West of Church Road - Total Trips</b></p>	<p>FIG</p>
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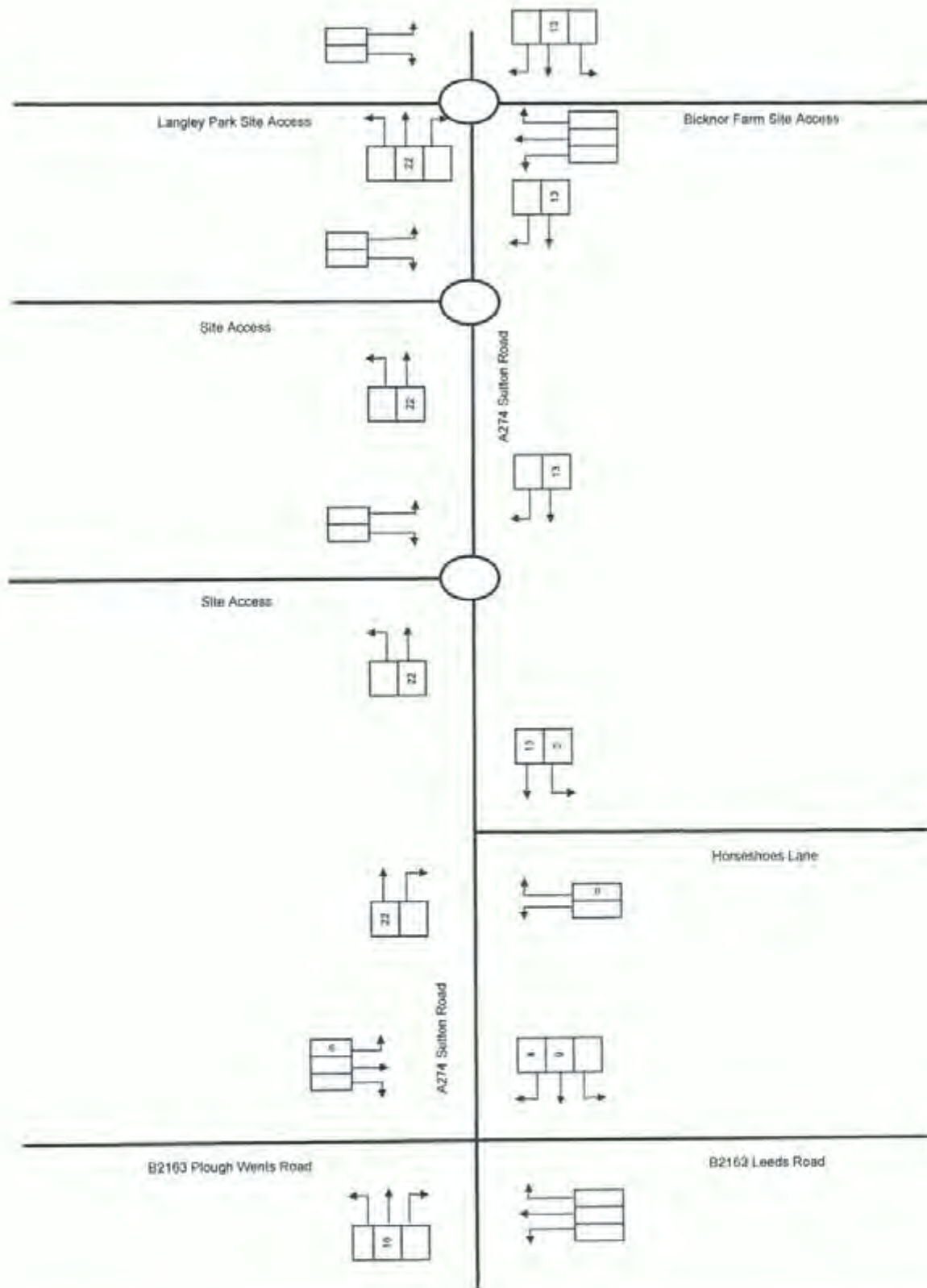





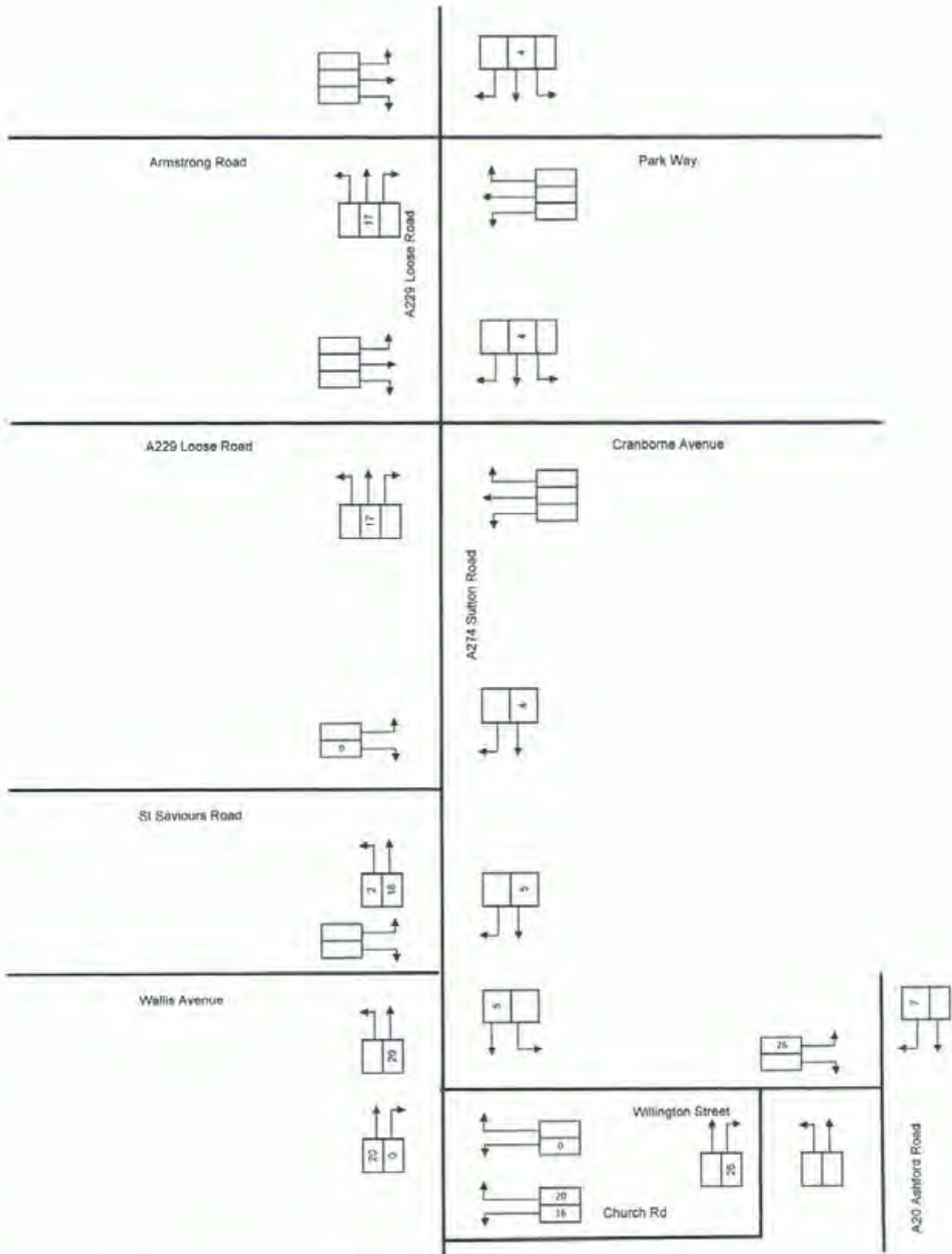
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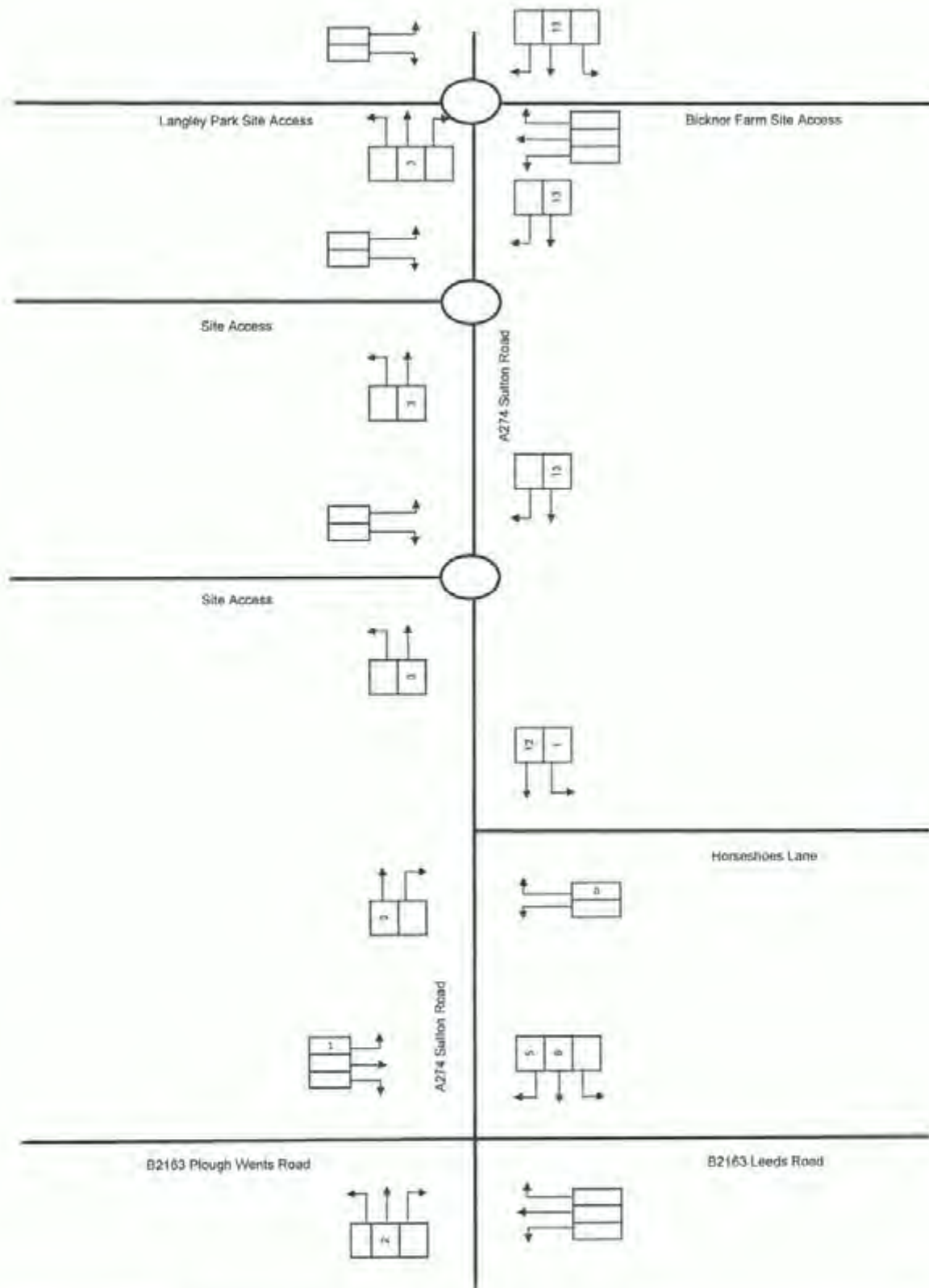
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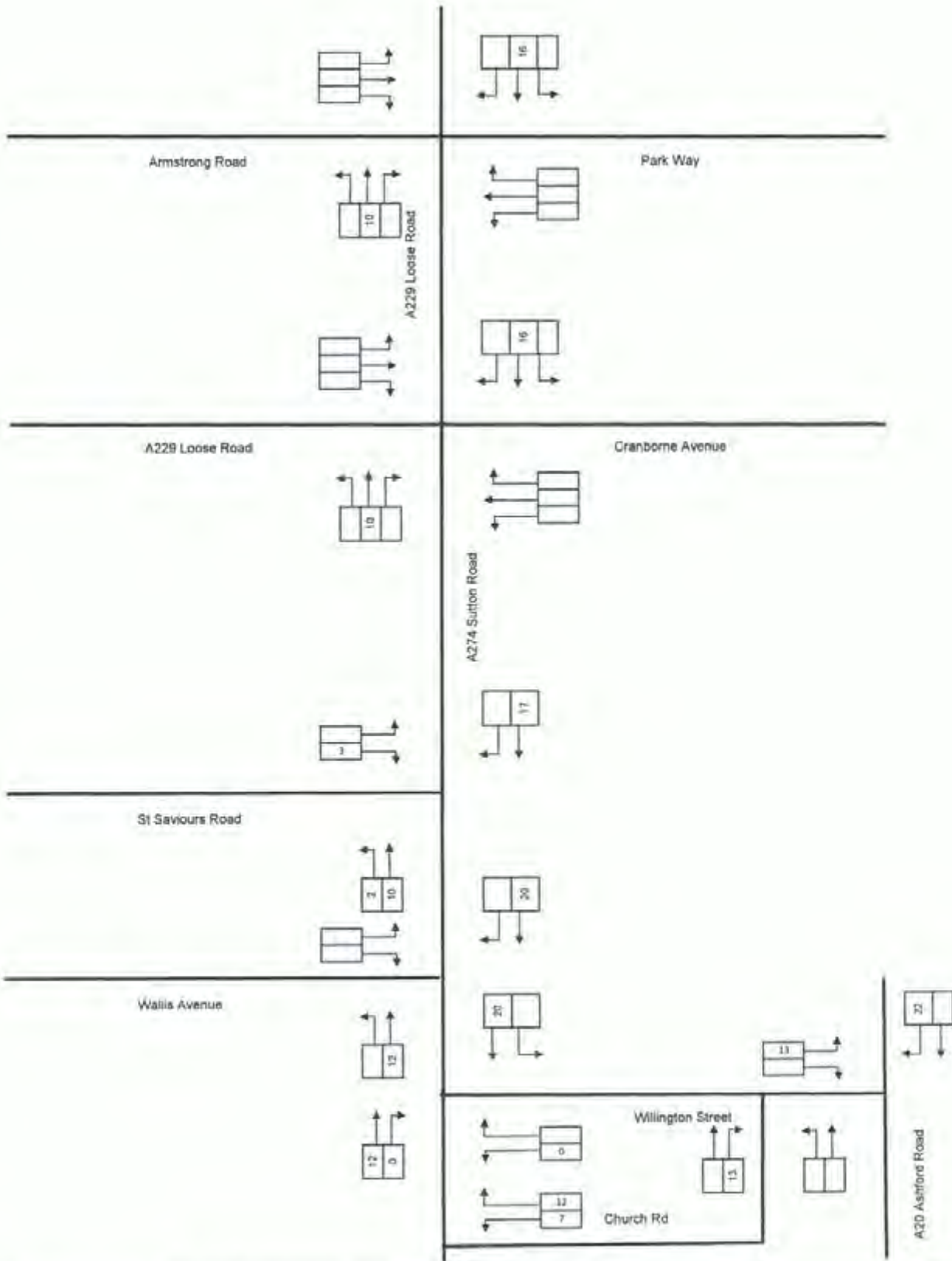
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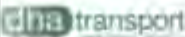


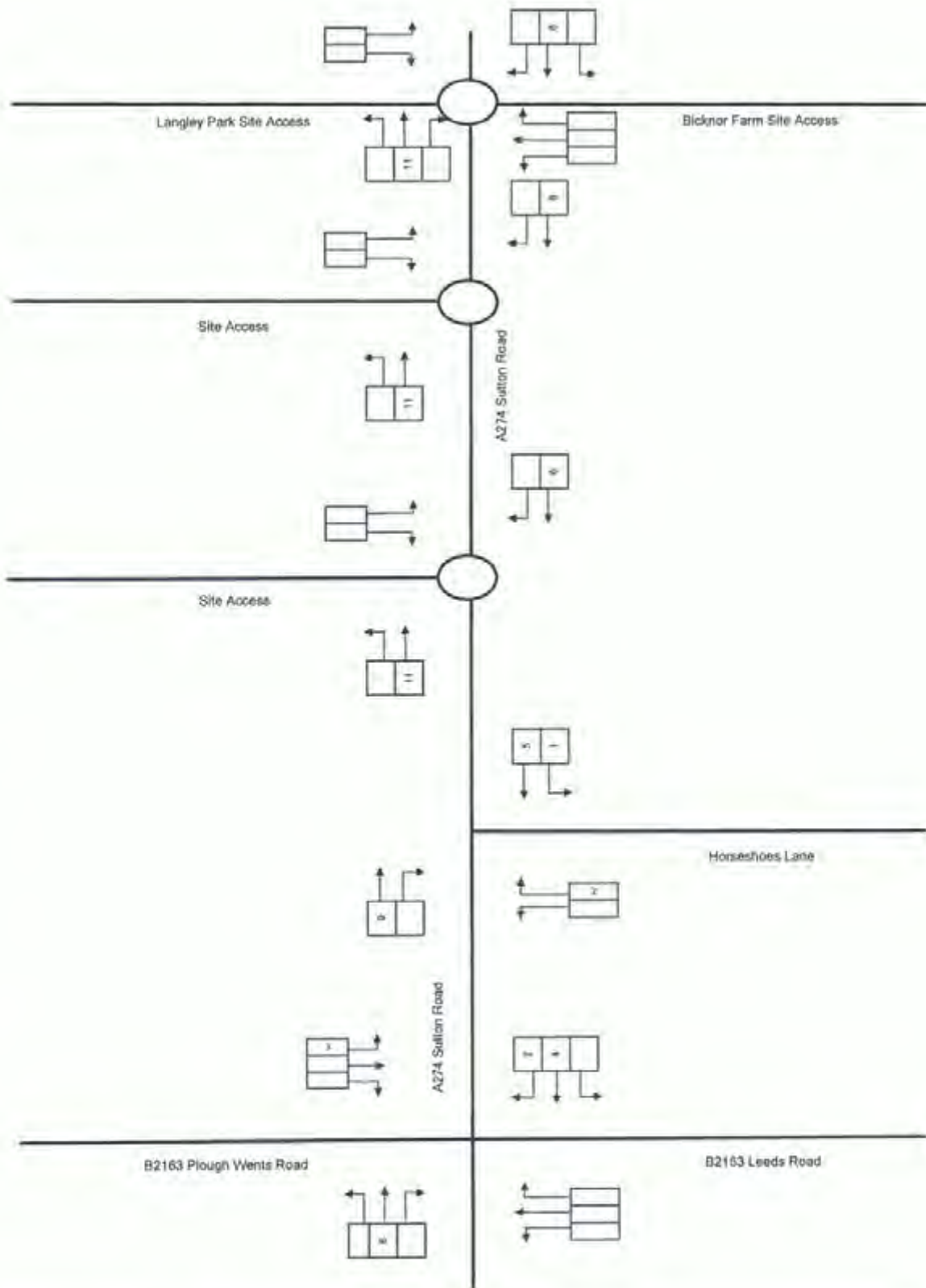
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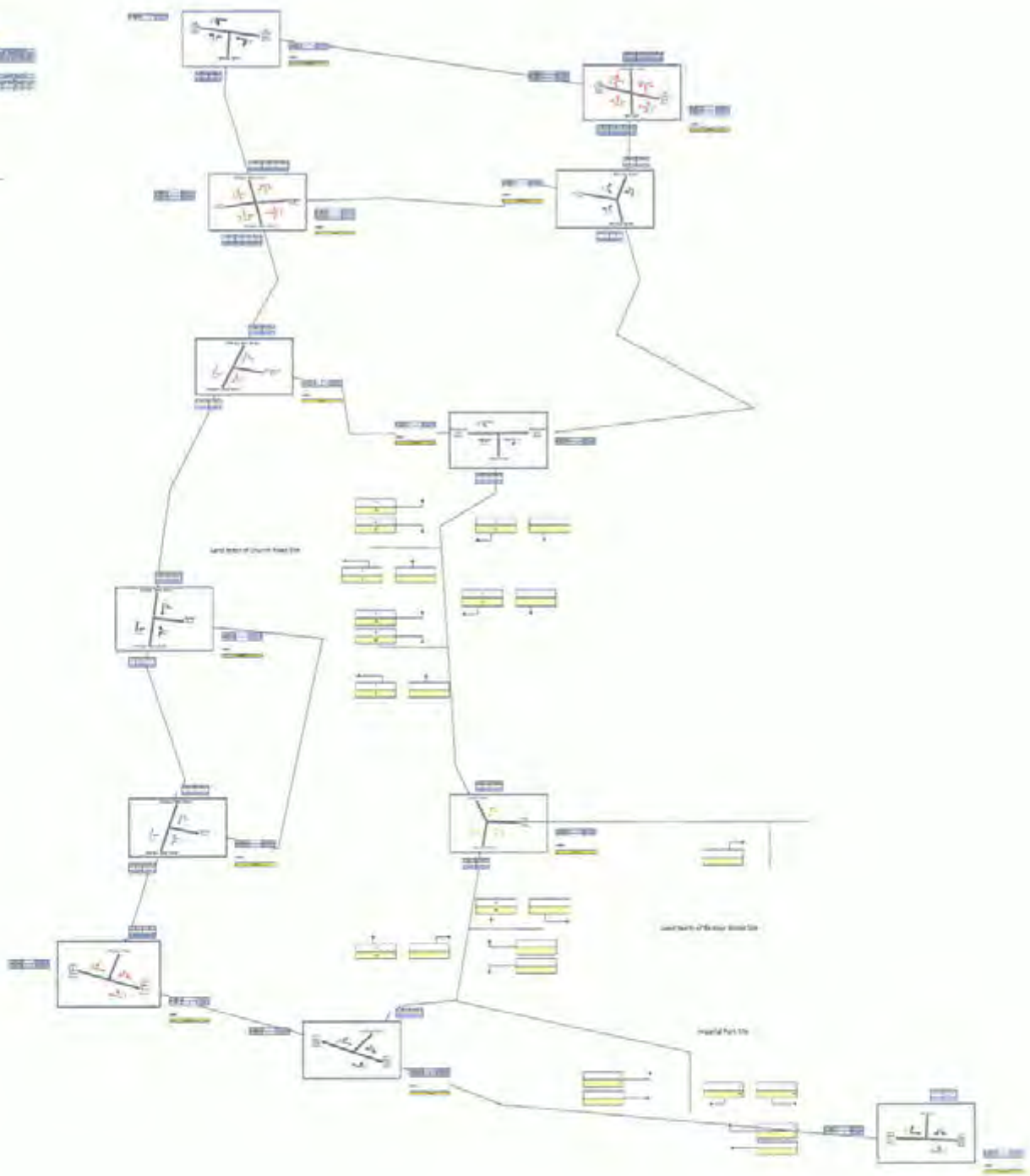


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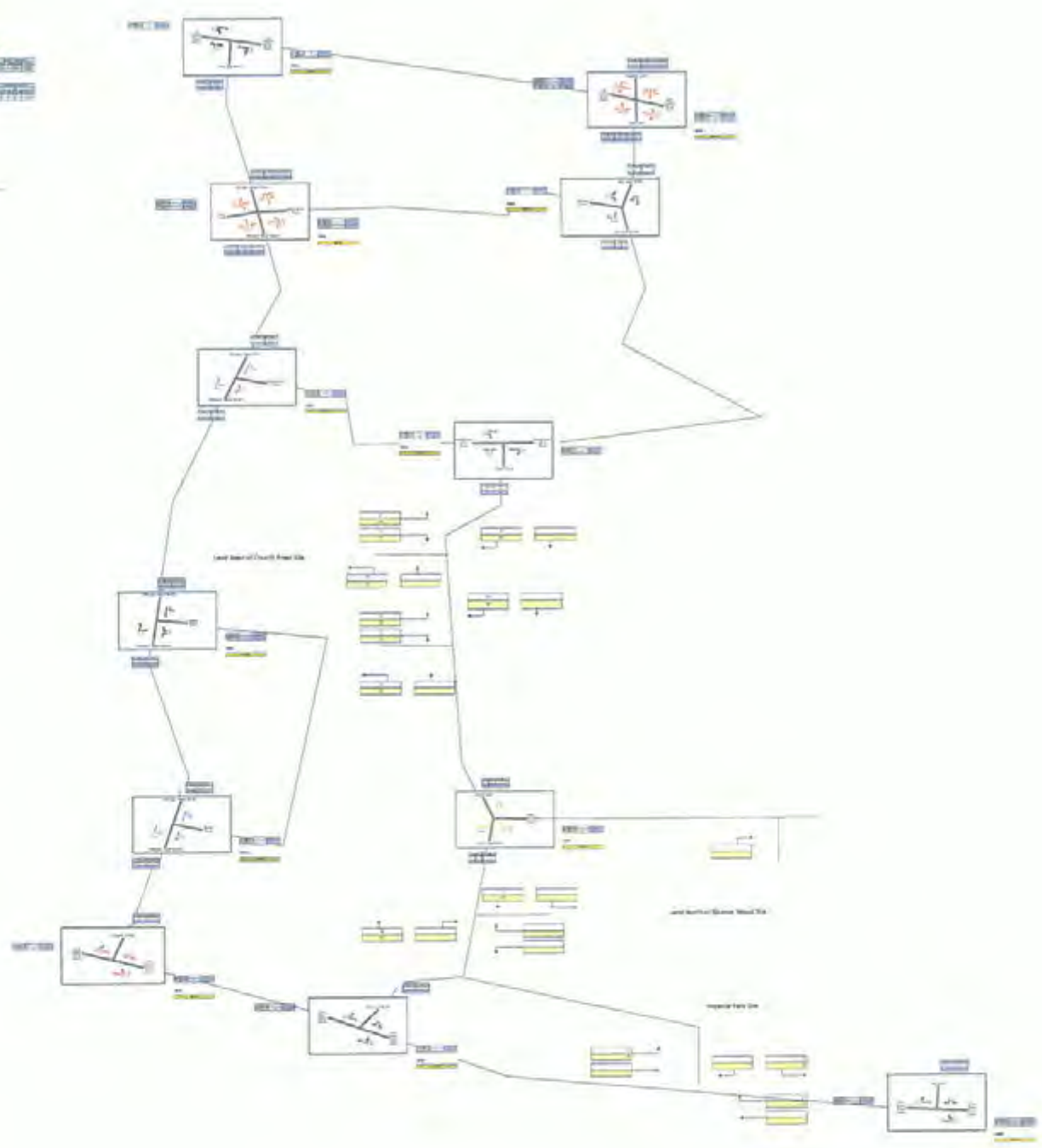
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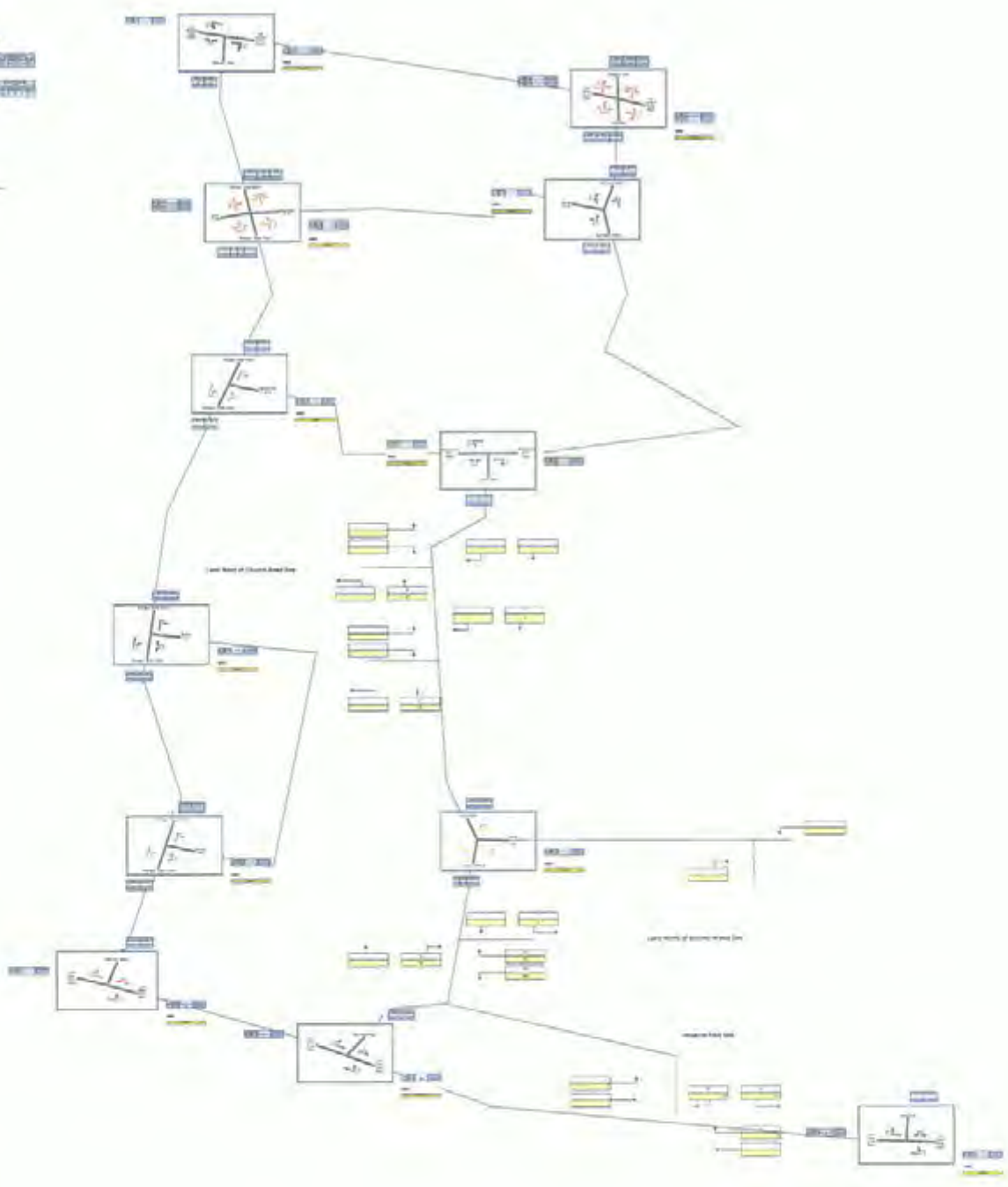




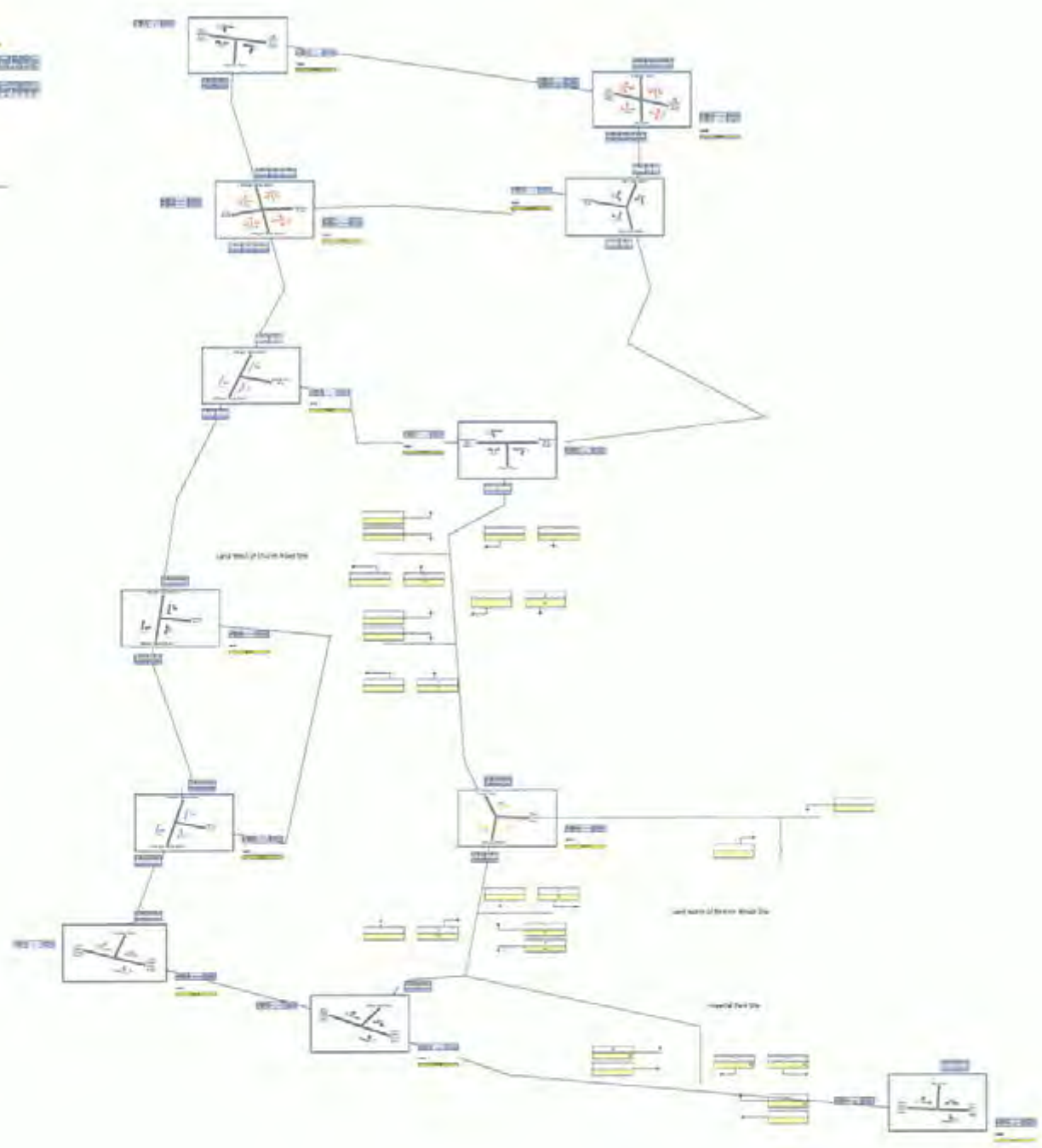
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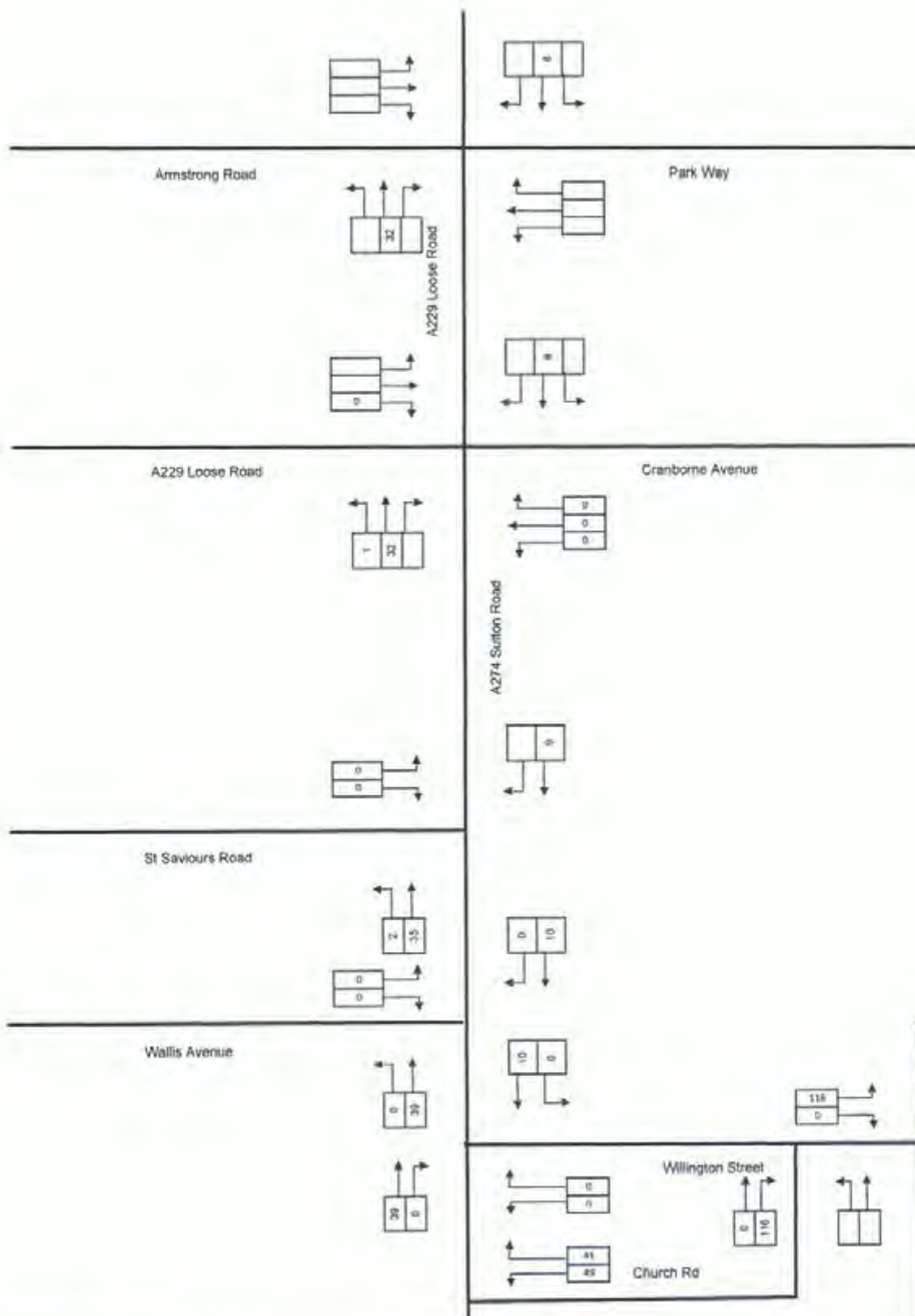


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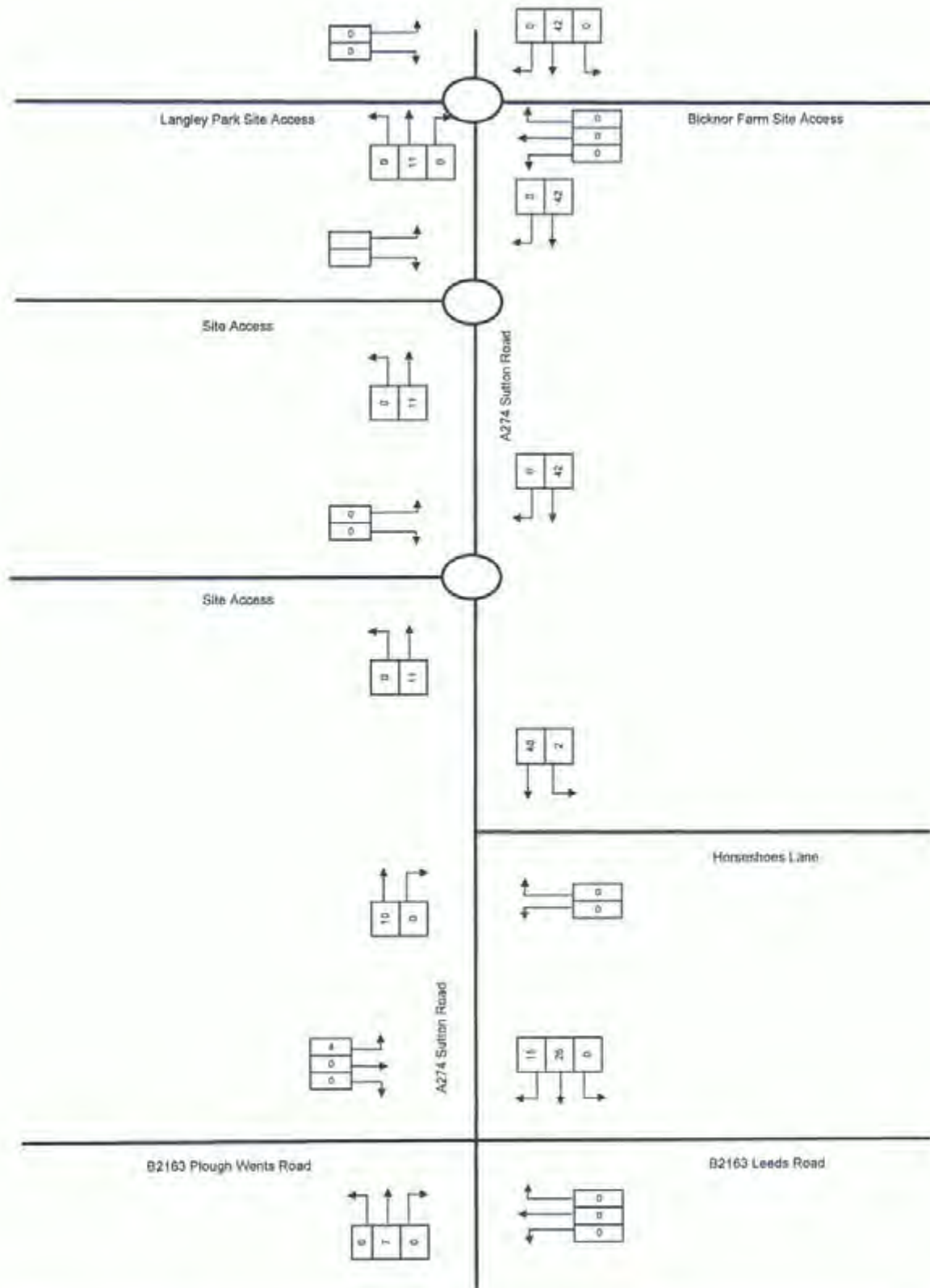


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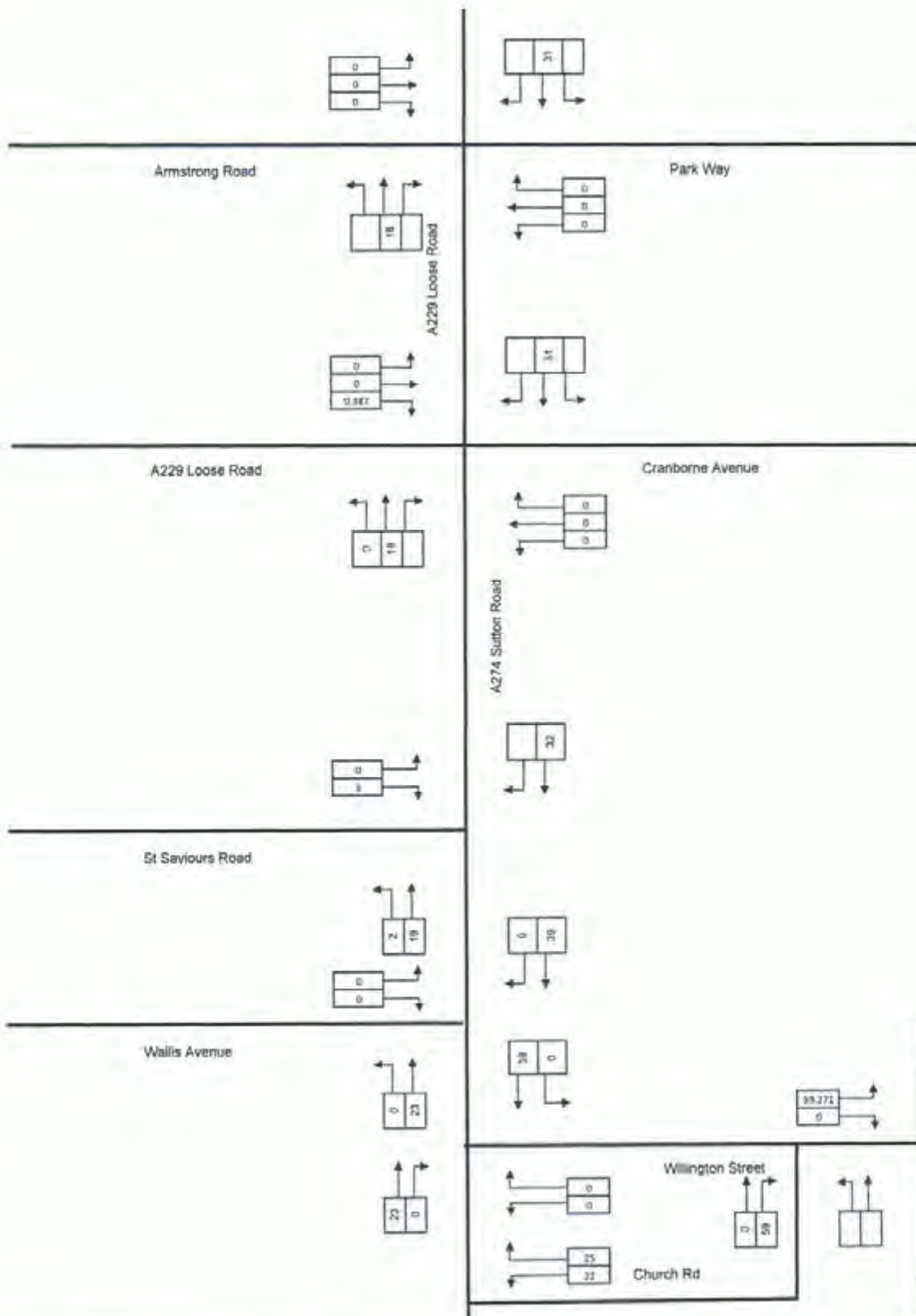




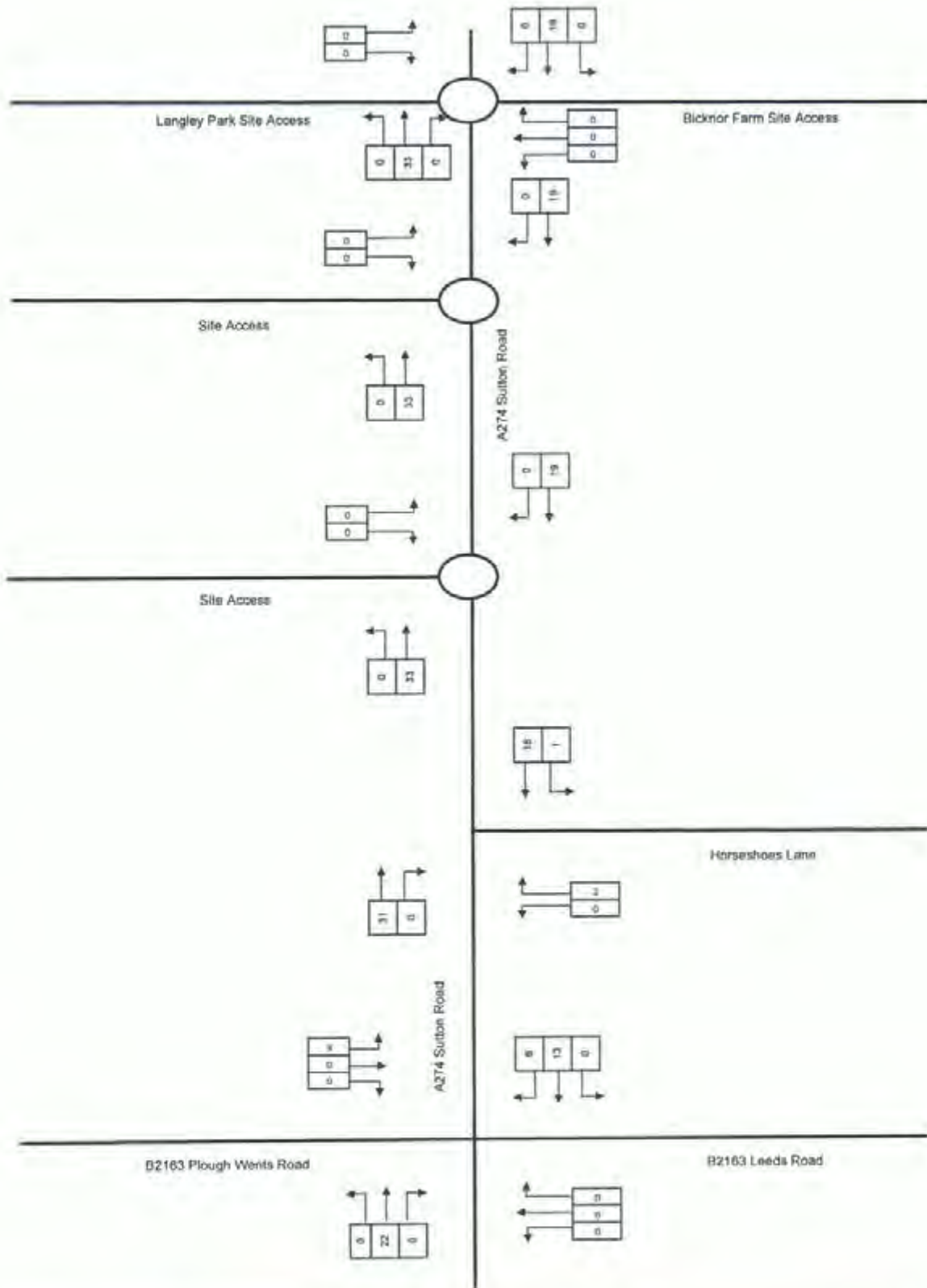
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|  | <p>PROPOSED RESIDENTIAL DEVELOPMENT AT SUTTON ROAD, LANGLEY</p> <p>AM Peak 0730-0830</p> <p><b>TOTAL WCR &amp; NBW</b></p> | <p>FIG.</p> |
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|  | <p>PROPOSED RESIDENTIAL DEVELOPMENT AT SUTTON ROAD, LANGLEY</p> <p><b>AM Peak 0730-0830</b></p> <p><b>TOTAL WCR &amp; NBW</b></p> |  |
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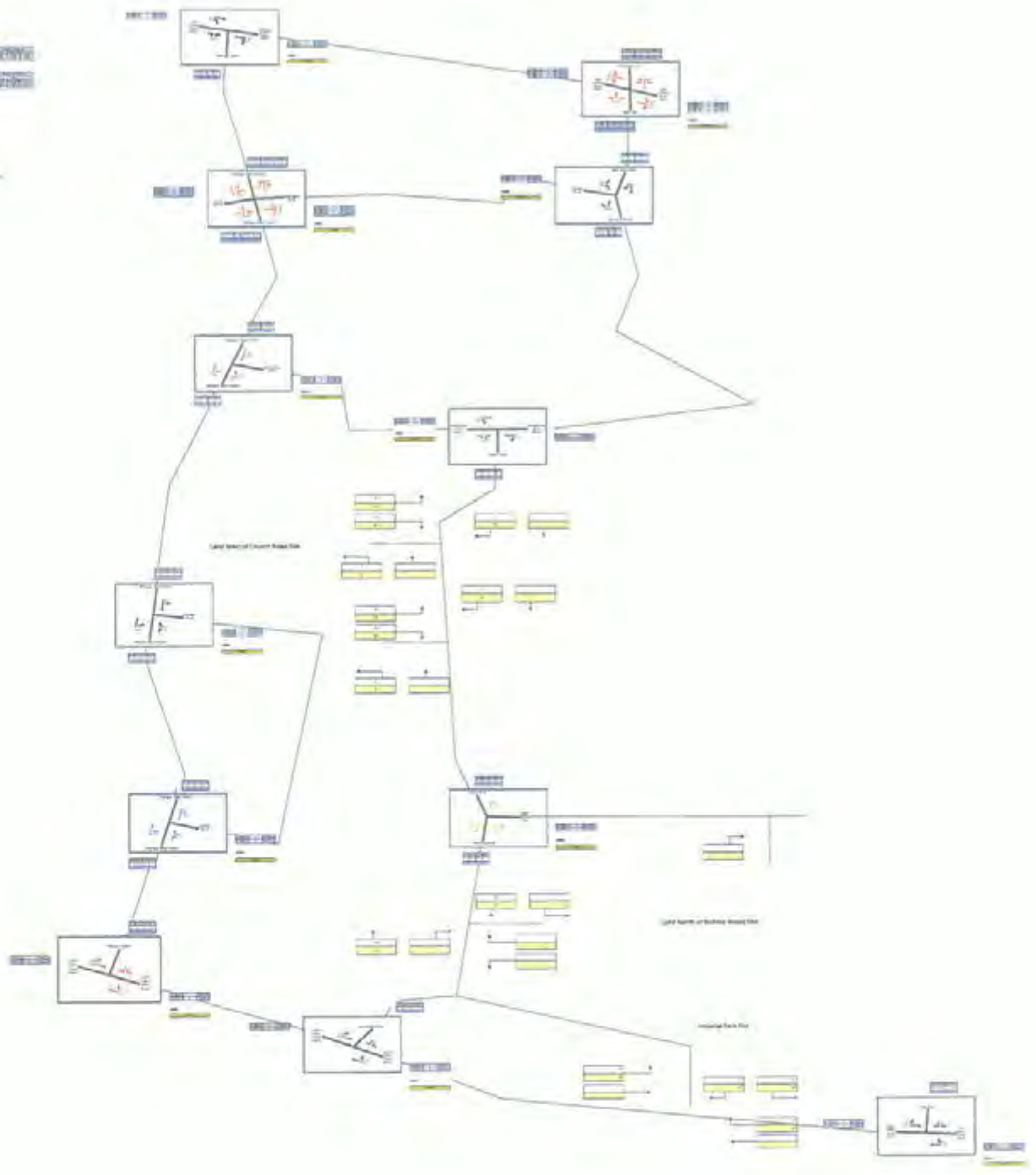


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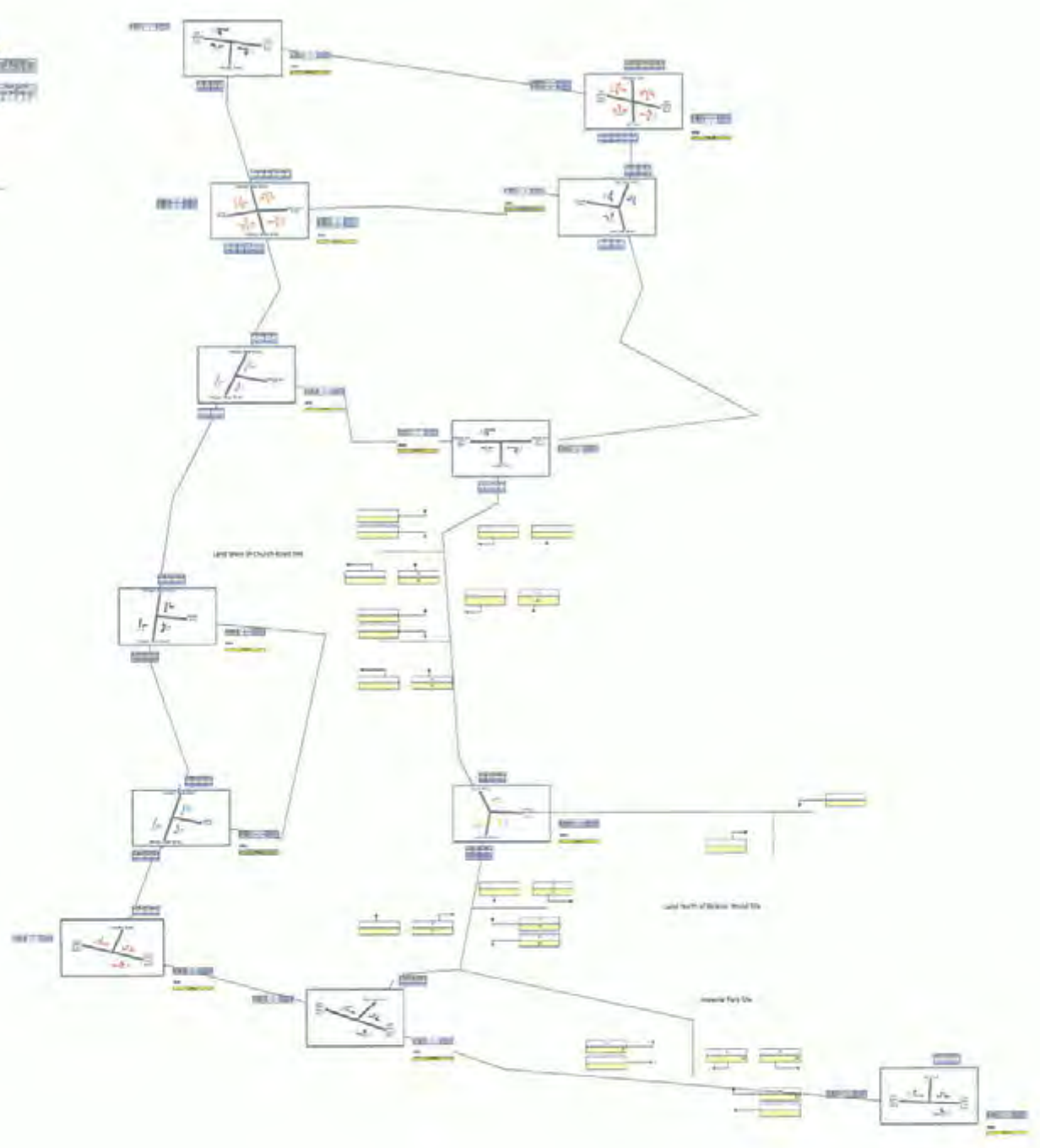
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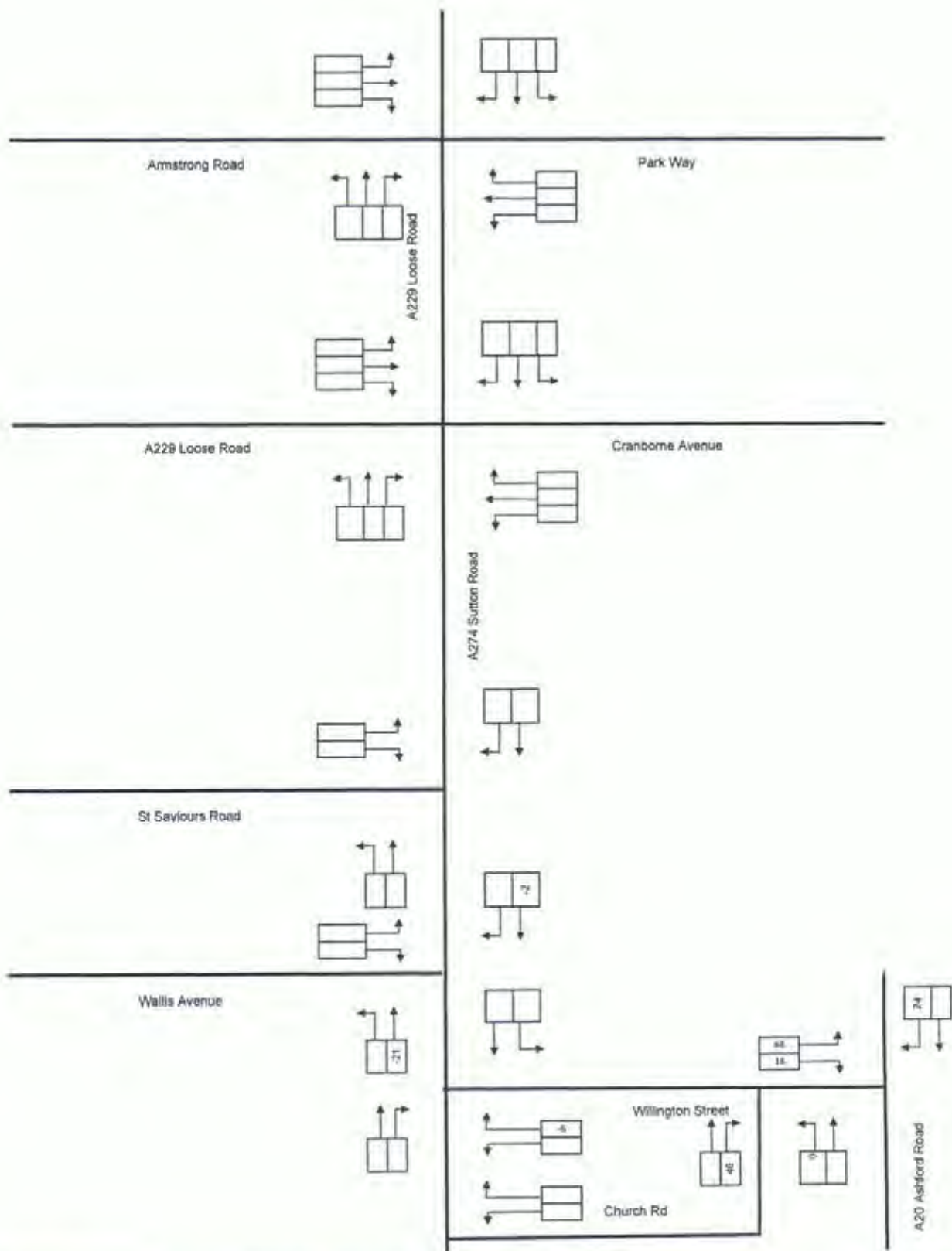
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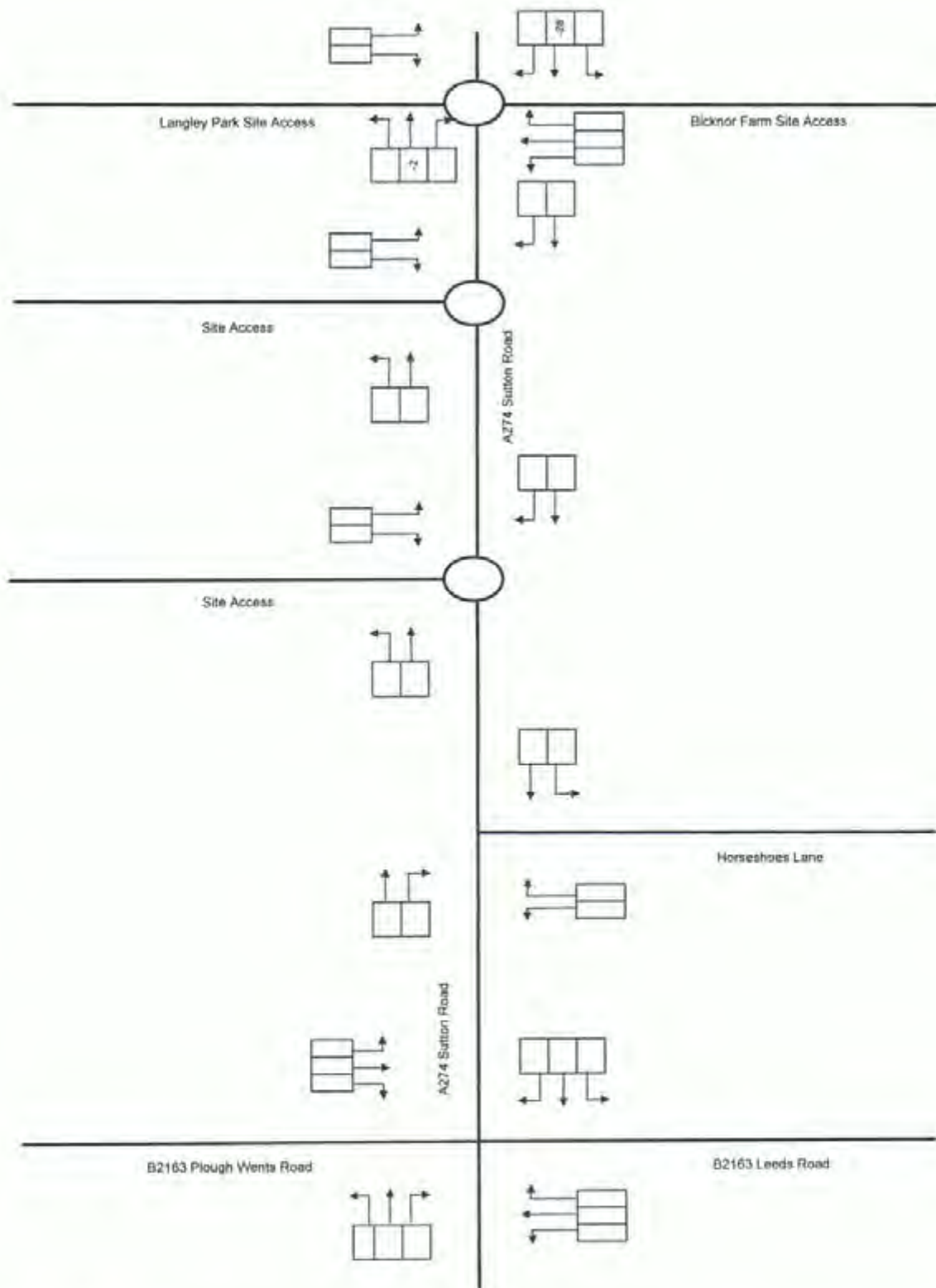



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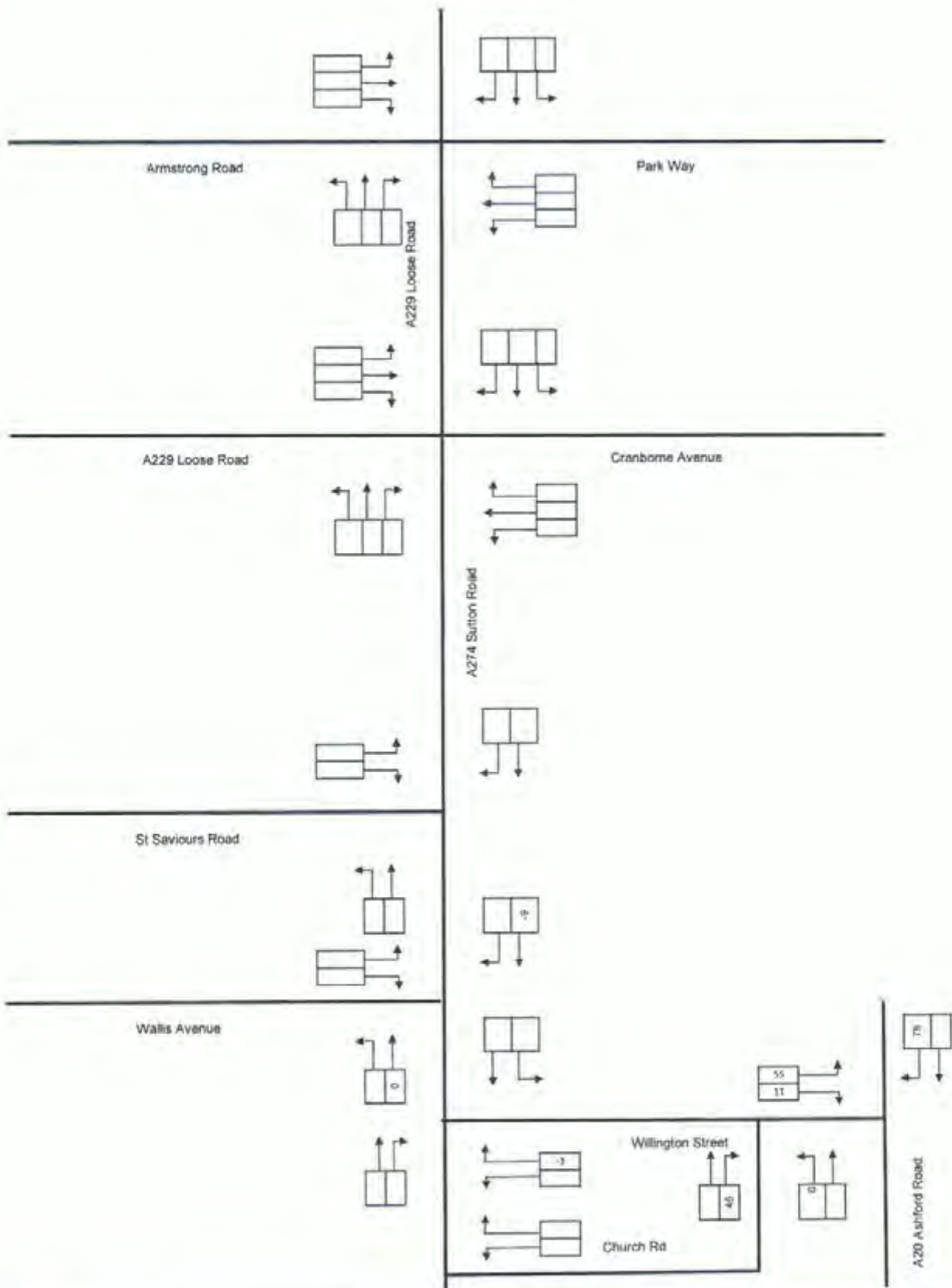




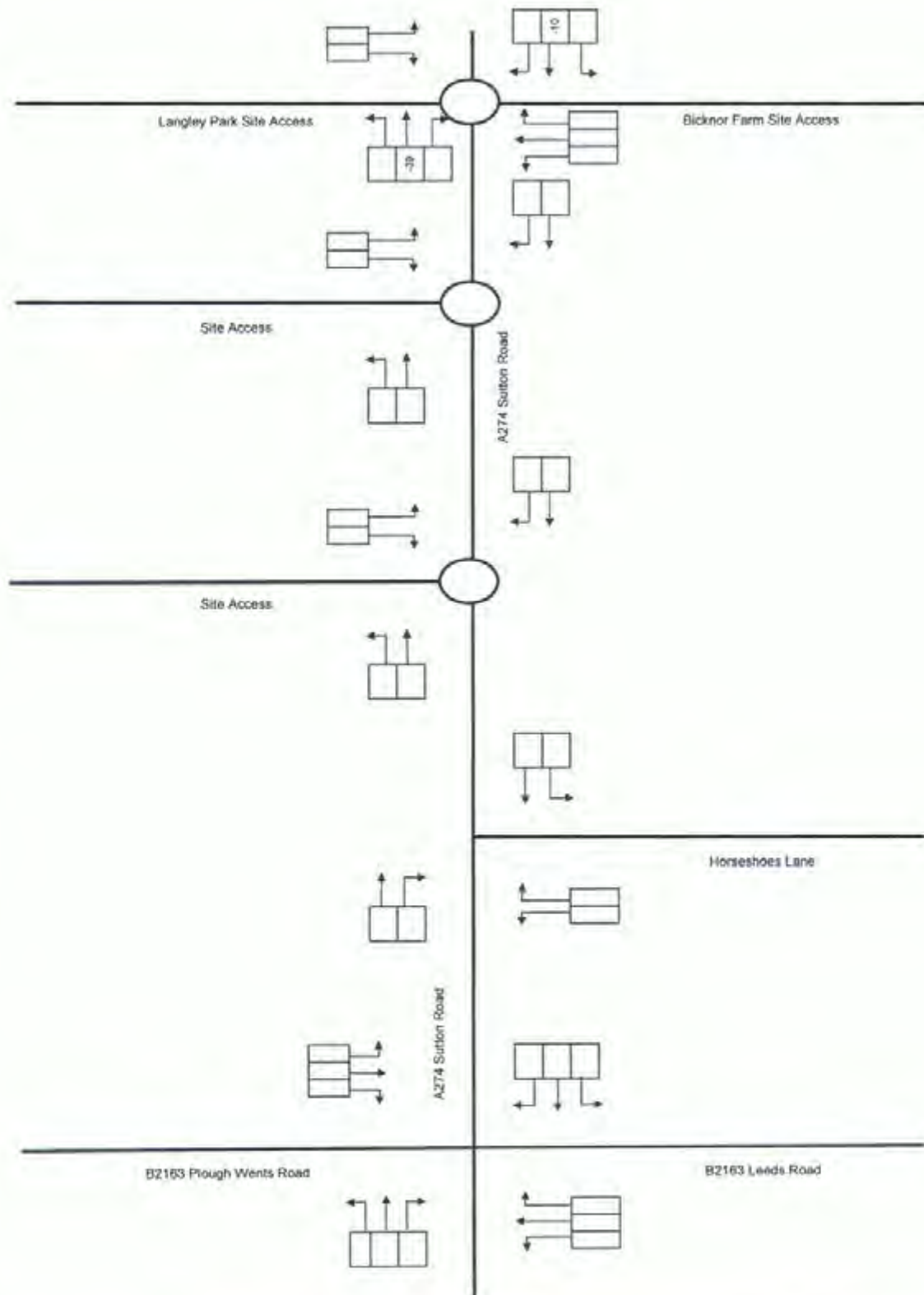
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|  | <p>PROPOSED RESIDENTIAL DEVELOPMENT AT SUTTON ROAD, LANGLEY</p> <p><b>AM Peak 0730-0830</b></p> <p><b>TOTAL WCR &amp; NBW</b></p> | <p>FIG</p> |
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**B**

**APPENDIX**



DATED 4<sup>th</sup> September 2014

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**UNILATERAL UNDERTAKING BY DEED UNDER  
SECTION 106 OF THE TOWN AND COUNTRY  
PLANNING ACT 1990**

relating to land at Langley Park  
Maidstone Kent  
given by

**GEORGE WIMPEY LIMITED**

to

**THE KENT COUNTY COUNCIL**

and

**MAIDSTONE BOROUGH COUNCIL**

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CONTENTS

| Clause | Heading   | Page |
|--------|---|------|
| 1      | Definitions .....                                 | 1    |
| 2      | Construction of this Unilateral Undertaking ..... | 6    |
| 3      | Legal Basis .....                                 | 6    |
| 4      | Conditionality .....                              | 7    |
| 5      | Covenants by TW .....                             | 7    |
| 6      | Miscellaneous .....                               | 7    |
| 7      | Indexation .....                                  | 8    |
| 8      | Interest .....                                    | 8    |
| 9      | Payment and Calculation of Contributions .....    | 8    |
| 10     | VAT .....   | 8    |
| 11     | Notices .....                                     | 8    |
| 12     | Jurisdiction .....                                | 8    |
| 13     | Delivery .....                                    | 9    |



THIS UNILATERAL UNDERTAKING is dated

4<sup>th</sup> September

2014

BY

- (1) **GEORGE WIMPEY LIMITED** (company number 1397926) of Gate House, Tumpike Road, High Wycombe, Buckinghamshire, HP12 3NR ("TW")

TO

- (2) **THE KENT COUNTY COUNCIL** of County Hall, Maidstone, Kent ME14 1XQ ("the County Council"); and
- (3) **MAIDSTONE BOROUGH COUNCIL** of Maidstone House, King Street, Maidstone, Kent ME15 6JQ ("the Borough Council")

**Background**

- 1 The County Council is the highways authority for the purposes of the Highways Act 1980.
- 2 TW is the freehold owner of the Site.
- 3 TW submitted the Application to Maidstone Borough Council on 27 June 2013.
- 4 Maidstone Borough Council resolved through its planning committee to approve the Application on 6 February 2014 subject to conditions and the prior completion of this Undertaking and the Deed.

**NOW THIS UNDERTAKING WITNESSES AS FOLLOWS:**

**OPERATIVE PART**

1 **Definitions**

For the purposes of this Unilateral Undertaking, the following expressions shall have the following meanings:

"Act"

means the Town and Country Planning Act 1990 as amended;

"Affordable Housing Unit"

means an Affordable Rent Dwelling or a Shared Ownership Dwelling;

**"Affordable Rent Dwellings"**

means an Affordable Housing Unit that is let by Registered Providers and which is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable) and "Affordable Rent" shall be construed accordingly;

**"Application"**

means the application for planning permission for the erection of up to 600 Dwellings, with associated local centre comprising a convenience store (use class A1) (1,300 sqm – 1600 sqm gross floor area); retail/commercial units (use class A1, A2, A3, A5 and/or D1) (400 sqm); and public house (use class A4) (550 sqm – 700 sqm); a two form entry primary school (with pre-school provision and a community facility); public open space; allotments; nature conversation area; and landscaping, submitted to Maidstone Borough Council on 27 June 2013 and allocated reference number MA/13/1149;

**"Commencement of Development"**

the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development is carried out other than (for the purposes of this Unilateral Undertaking and for no other purpose) operations consisting of site clearance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements, the construction of site access roads and **"Commence"** **"Commence Development"** and **"Commencement"** shall be construed accordingly;

**"Deed"**

means the deed entered into between TW and Maidstone Borough Council of even date in respect of the Development;

|                                |   |
|--------------------------------|---|
| <b>"Development"</b>           | means the development of the Site as set out in the Application;  |
| <b>"Dwelling"</b>              | means any dwelling to be constructed pursuant to the Planning Permission on the Site which shall include Flats and Houses and shall include Open Market Units and Affordable Housing Units;   |
| <b>"First Phase"</b>           | means the first phase of the Development being brought forward (shown numbered 1 on the Phasing Plan);  |
| <b>"Flat"</b>                  | means a flat or apartment being a Dwelling or part of a Dwelling;   |
| <b>"Highways Contribution"</b> | means the sum of £3,000 (three thousand pounds) Index Linked payable per Dwelling in accordance with the instalments set out at paragraph 1.1 of Schedule 1 such contribution to be used by the County Council for the funding of the Highways Scheme;  |
| <b>"Highways Scheme"</b>       | means mitigation works to the A274 Sutton Road comprising the widening of the inbound carriageway of the A274 Sutton Road between the junctions of Wallis Avenue and Loose Road incorporating bus prioritisation measures from the Willington Street junction to the Wheatsheaf junction. In addition, the provision of two new bus stops, serving the eastbound and westbound services on the A274 between the two junctions as described, comprising of new shelters, bus boards and real time bus information; |
| <b>"House"</b>                 | means any Dwelling which is not a Flat;   |
| <b>"Index"</b>                 | means the General Building Cost Index as published by the Building Costs Information Service on behalf of the Royal Institution of Chartered Surveyors or any similar successor Index;  |

**"Index Linked"**

means the sum payable shall be increased or decreased in the same proportion as the percentage increase or decrease in the Index between the firm quarterly Index figure immediately preceding the date of this Unilateral Undertaking and the firm quarterly Index figure for the quarter immediately preceding the date of actual payment;

**"Interest"**

means interest at 2 (two) per cent above the base lending rate of the HSBK Bank Plc from time to time;

**"Junction Contribution"**

means the sum of £180,000.00 (one hundred and eighty thousand pounds) Index Linked being £300 (three hundred pounds) payable per Dwelling in accordance with paragraph 1.3 of Schedule 1 such contribution to be used by the County Council for the Willington Street Junction Enhancements;

**"Occupation" and "Occupied"**

means occupation of the Development as permitted by the Planning Permission but for the avoidance of doubt not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display or occupation in relation to security operations;

**"Open Market Units"**

means those Dwellings for sale lease or other disposal on the open market and excluding the Affordable Housing Units;

**"Phase"**

means a distinct building phase of the Development as shown on the Phasing Plan;

**"Phasing Plan"**

means the plan showing the distinct building phases of the Development to be submitted to and approved by Maidstone Borough Council pursuant to condition 28 of the Planning Permission as amended from time to time;

**"Planning Permission"**

means the planning permission subject to conditions to be granted pursuant to the

**"Practical Completion" or "Practically Complete"**

Application;

the issue of a certificate of practical completion by TW's architect or in the event that the Development or any part of it is constructed by a party other than TW the issue of a certificate of practical completion by the other party's architect;

**"Registered Provider" or "RPSH"**

means a registered provider of Social Housing as defined by S.80 of the Housing and Regeneration Act 2008 or any other entity providing Affordable Housing under equivalent rental or lease arrangements as is approved by the Borough Council in writing;

**"Shared Ownership Dwelling"**

means an Affordable Housing Unit provided on a tenure granted by a Registered Provider and to be disposed of pursuant to shared ownership arrangements within the meaning of Section 70(4) of the 2008 Act;

**"Site"**

means the land within the ownership of TW known as Langley Park Maidstone Kent and identified edged red on Plan 1 appended to this Unilateral Undertaking; and

**"Willington Street Junction Enhancements"**

means mitigation works to be carried out by the County Council to the A274 Sutton Road/Willington Street/Wallis Avenue junction comprising

- the widening of Sutton Road on the southern side to accommodate two lanes of traffic in both directions on the link between Willington Street and Wallis Avenue;
- the widening of the west bound Sutton Road approach arm to provide three lanes at the stop line;
- the widening of the east bound Sutton

Road approach arm to accommodate the additional west bound lane; and

- the linking of the controllers of the two junctions to improve the efficiency of the whole intersection; and

**"Working Day"**

means any day which is not a Saturday, Sunday or Bank Holiday.

**2 Construction of this Unilateral Undertaking**

- 2.1 Where in this Unilateral Undertaking reference is made to any clause, paragraph or schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph or schedule or recital in this Unilateral Undertaking.
- 2.2 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.3 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations and firms and all such words shall be construed interchangeable in that manner.
- 2.4 Wherever there is more than one person named as a party and where more than one party undertakes an obligation all their obligations can be enforced against all of them jointly and severally.
- 2.5 Any reference to an Act of Parliament shall include any modification, extension or re-enactment of that Act for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or deriving validity from it.

**3 Legal Basis**

- 3.1 This Unilateral Undertaking is made pursuant to Section 106 of the Act.
- 3.2 TW acknowledges that the undertakings given by TW under this Unilateral Undertaking create planning obligations pursuant to Section 106 of the Act and are enforceable by the County Council and the Borough Council against TW and any person deriving title from TW.
- 3.3 Subject to clause 3.4 this Unilateral Undertaking shall be enforceable against TW and any person deriving title from TW.

3.4 None of the planning obligations contained in this Unilateral Undertaking shall be binding upon:

- (a) individual householders or occupational tenants of the Development; or
- (b) statutory undertakers.

#### 4 Conditionality

4.1 Other than the obligations set out at clause 4.2 which shall have immediate effect, the obligations in the Schedules are conditional upon:

- (a) the grant of the Planning Permission; and
- (b) the Commencement of Development

4.2 The obligations referred to in clause 4.1 which have immediate effect are clauses 11(a) and 11(b).

#### 5 Covenants by TW

5.1 TW undertakes to observe and perform the undertakings set out in the Schedule.

#### 6 Miscellaneous

6.1 No provisions of this Unilateral Undertaking shall be enforceable under the Contracts (Rights of Third Parties) Act 1999.

6.2 This Unilateral Undertaking shall be registrable as a local land charge by Maidstone Borough Council.

6.3 Any notices shall be deemed to have been properly served if sent by first class post to the principal address or registered office (as appropriate) of the relevant party.

6.4 Insofar as any clause or clauses of this Unilateral Undertaking are found (for whatever reason) to be invalid illegal or unenforceable, then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Unilateral Undertaking.

6.5 This Unilateral Undertaking shall cease to have effect (insofar only as it has not already been complied with) if the Planning Permission shall be quashed, revoked or otherwise withdrawn or (without the consent of TW) it is modified by any statutory procedure or expires prior to the Commencement of Development.

6.6 No body shall be liable for any breach of any of the planning obligations or other provisions of this Unilateral Undertaking after it shall have parted with its entire interest in that part of the Site to which the planning obligation relates, but without prejudice to liability for any subsisting

breach arising prior to parting with such interest.

- 6.7 Nothing in this Unilateral Undertaking shall prevent the development of the Site in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Unilateral Undertaking.

**7 Indexation**

Any sum referred to in the Schedules shall be Index Linked.

**8 Interest**

If any payment due under this Unilateral Undertaking is paid late, interest will be payable from the date payment is due to the date of payment.

**9 Payment and Calculation of Contributions**

Payment of the contributions referred to in this Unilateral Undertaking shall be made subject to receipt by TW of written confirmation by the County Council that the contributions shall only be applied by the County Council towards the purposes specified in the relevant schedule to this Unilateral Undertaking.

**10 VAT**

All consideration given in accordance with the terms of this Unilateral Undertaking shall be exclusive of any value added tax properly payable.

**11 Notices**

TW shall serve written advance notice on the County Council of at least 10 Working Days prior to:

- (a) The Commencement of Development;
- (b) The Commencement of Development of each Phase;
- (c) Occupation of the 150<sup>th</sup> Dwelling, 300<sup>th</sup> Dwelling, 450<sup>th</sup> Dwelling and 600<sup>th</sup> Dwelling.

**12 Jurisdiction**

This Unilateral Undertaking is governed by and interpreted in accordance with the law of England and Wales and the parties submit to the non-exclusive jurisdiction of the courts of England and Wales.



13 Delivery

The provisions of this Unilateral Undertaking (other than this clause which shall be of immediate effect) shall be of no effect until this Unilateral Undertaking has been dated.

**IN WITNESS** whereof George Wimpey Limited has executed this Unilateral Undertaking on the day and year first before written.

The Schedule

Highways

- 1 TW undertakes to the County Council and separately to the Borough Council:
- 1.1 Immediately following the earlier of:
- (a) the date on which the County Council first begins to implement the Highways Scheme; or
  - (b) the date which is one year from the date on which Commencement of Development,
- TW shall pay £450,000 of the Highways Contribution to the County Council.
- 1.2 Not to Occupy or permit Occupation of the number of Dwellings set out in Column 2 below until the relevant instalment of the Highways Contribution set out in Column 1 has been paid to the County Council.

| Column 1          | Column 2   |
|-------------------|--|
| <u>Instalment</u> | <u>Number of Dwellings</u><br>(cumulative total) |
| £450,000          | 100  |
| £450,000          | 200  |
| £450,000          | 300  |

- 1.5 Not to Occupy or permit Occupation of any Dwelling until the Junction Contribution has been paid to the County Council.

APPENDIX A

PLAN 1: The Site

**EXECUTED as a DEED by**  
**GEORGE WIMPEY LIMITED**  
acting by two Directors

)  
)  
)

.....

Director

.....

Director

**EXECUTED as a DEED by**  
**GEORGE WIMPEY LIMITED**  
acting by two Directors

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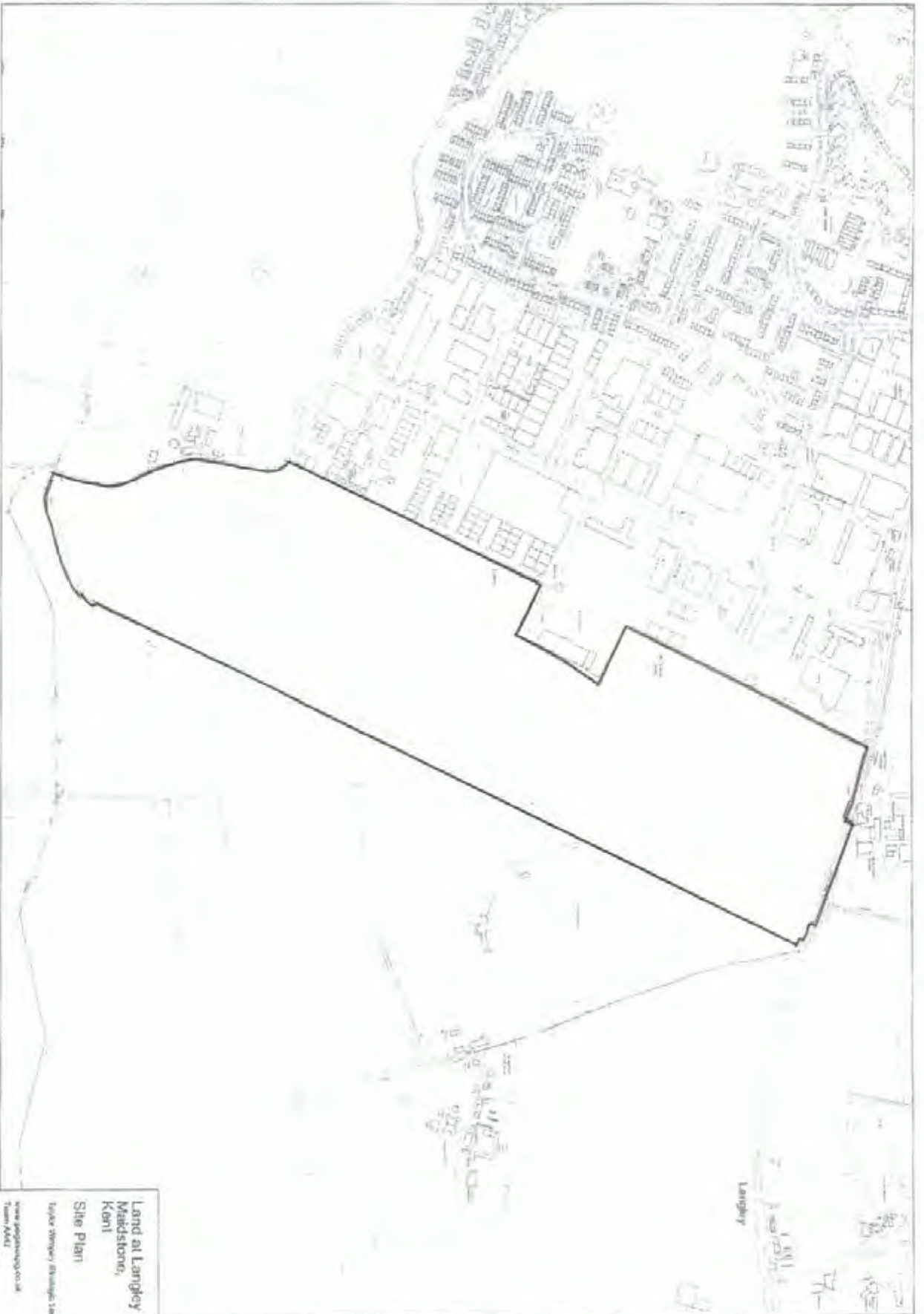
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Land at Langley Park,  
 Maidstone,  
 Kent  
 Site Plan  
 Total Area: 10.5 Hectares  
 www.pegasus.co.uk  
 Team A&U  
 31st March 2014  
 E3,000 045  
**BRS.3089 32-1**



