

<b>REFERENCE NO - 21/505452/LBC</b>		
<b>APPLICATION PROPOSAL</b> Listed Building Consent for works to re-position/re-build a section of ragstone wall (to facilitate the A20 Ashford Road and Willington Street Junction Capacity Improvement Scheme)		
<b>ADDRESS</b> Mote Park, A20 Ashford Road Junction with Willington Street, Maidstone		
<b>RECOMMENDATION – APPROVE WITH CONDITIONS</b>		
<b>SUMMARY OF REASONS FOR RECOMMENDATION</b>		
<ul style="list-style-type: none"> <li>• The proposals will result in a relatively low level of 'less than substantial' harm to the listed wall through its physical removal but mainly because the historic boundary of the Park here would be lost.</li> <li>• The works are required in connection with planned improvements to the A20/Willington Street junction to achieve additional capacity which is identified as a key and critical scheme in Maidstone Council's Infrastructure Delivery Plan; is identified within Kent County Council's Local Transport Plan as part of the 'Maidstone Integrated Transport Package'; is largely funded by the Government's 'Local Growth Fund'; and which has been endorsed by Maidstone Council and Kent County Council through the Joint Transport Board.</li> <li>• The economic and social public benefits associated with the planned junction improvements, which will provide improved capacity at a key junction in the Maidstone urban area and assist in accommodating general background traffic growth and increased traffic from new employment and housing sites in the Local Plan, are considered to outweigh the relatively low level of heritage harm identified. This is in accordance with the NPPF and policy DM4 of the Local Plan.</li> </ul>		
<b>REASON FOR REFERRAL TO COMMITTEE</b>		
<ul style="list-style-type: none"> <li>• The application site falls upon land owned by Maidstone Borough Council and so in the interest of transparency.</li> </ul>		
<b>WARD</b> Shepway North	<b>PARISH – N/A</b>	<b>APPLICANT</b> Kent County Council (Transportation and Waste) <b>AGENT</b> WSP
<b>TARGET DECISION DATE</b> 10/12/21		<b>PUBLICITY EXPIRY DATE</b> 18/11/21

## 1.0 BACKGROUND

1.01 This application was recommended for approval to the Planning Committee on 16<sup>th</sup> December 2021 and the original committee report is attached at the **Appendix**. The Committee resolved as follows:

***That consideration of this application be deferred to:***

- a) Seek clarification on why the listed wall needs to be re-positioned to accommodate the junction works;***
- b) Request a KCC Highways Officer to attend Planning Committee to clarify the predicted capacity improvements; and***
- c) Clarify further the public benefits of the proposal.***

1.02 The application as provide additional information responding to all three points. KCC Transport Planners who attend Planning Committee's (not the applicant) have been asked if they can attend the committee meeting and have declined this stating,

*"The current position is that KCC Highways officers only attend Planning Committee meetings when there are large, strategically significant items on the agenda. This listed building application does not therefore warrant our attendance and we do not intend to have an officer present at the meeting when it is debated."*

## **2.0 POLICY AND OTHER CONSIDERATIONS**

Maidstone Borough Local Plan 2017: SP18, DM4  
National Planning Policy Framework (NPPF)  
Planning Practice Guidance (PPG)

## **3.0 APPRAISAL**

3.01 Members are reminded that this is a listed building consent application and so the only issue is the impact to the listed wall and weighing this against the public benefits. For the reasons set out in the original committee report, officers consider that the proposals will result in a relatively low level of 'less than substantial' harm to the listed wall and this is outweighed by the economic and social public benefits associated with the planned junction improvements (for which the works to the listed wall are required). This report relates to the reasons for deferral and additional information submitted by the applicant.

- a) Seek clarification on why the listed wall needs to be re-positioned to accommodate the junction works**

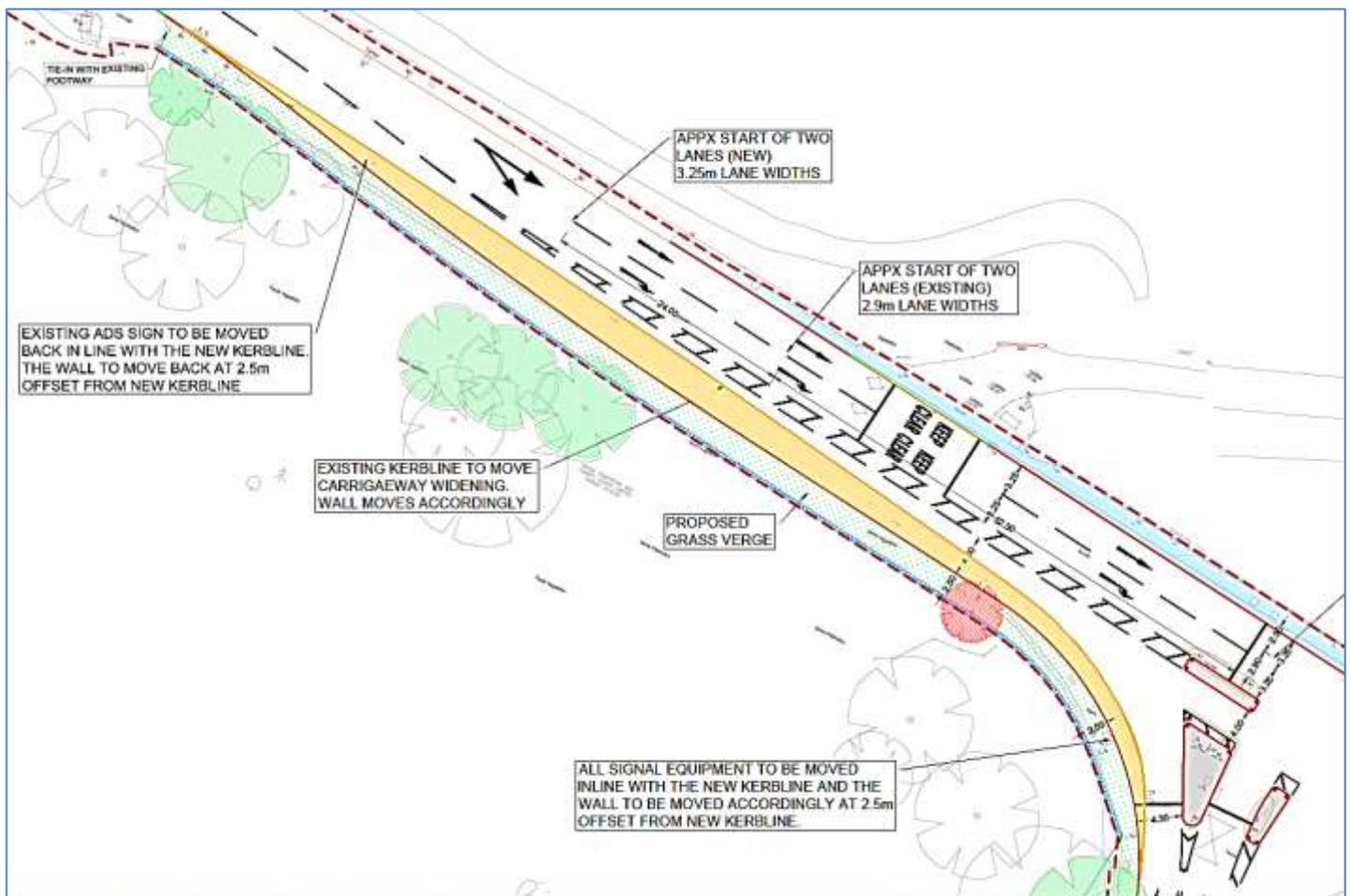
3.02 The applicant has stated as follows:

*"The listed wall needs to be repositioned due to the carriageway widening required to improve both the lane widths and lengths on the Eastbound Approach to the junction. The proposed geometry increases the capacity of the existing eastbound approach in that the right turn lane is extended by 25m and both lanes are widened to 3.25m easing the current conflict with straight ahead and right turning traffic."*

3.03 Therefore the proposed re-positioning of the listed wall is required to provide space to extend the eastbound right turn lane by approximately 25m and widen both eastbound approach lanes. This is illustrated below where the yellow area is the current road edge/grass verge on the south side, and so this space would be gained to allow for the extended and wider lanes. There are also currently utilities and highway street furniture including road signs, lamp columns and a digital sign in the existing grass verge which all need to be relocated into the 'new' verge for safety reasons and to minimise the impact of any future maintenance works as set out at paragraph 2.03 of the original report.

3.04 The widening also provides for improvements on the westbound approach with the applicant stating as follows:

*"The westbound approach is improved by increased lane width of 3.25m and the introduction of a short left-turn flare lane. The junction has also been improved by the introduction of controlled pedestrian facilities on the westbound arm."*



Proposed Changes to Eastbound Approach

**b) Request a KCC Highways Officer to attend Planning Committee to clarify the predicted capacity improvements**

3.05 KCC Transport Planners who attend committee meetings (not the applicant) have declined this for the reasons set out at paragraph 1.02.

3.06 The applicant has also provided additional information on the predicted capacity improvements. They have stated that the improvements outlined in KCC's consultation document and quoted in the original committee report at paragraph 6.10 are now out of date and have been superseded. The applicant has therefore provided updated data on the predicted improvements.

3.07 In summary, this predicts that without the junction works, both Ashford Road arms will be over design capacity (100%) in the AM and PM peaks in 2027. With the junction works, all arms would be within capacity apart from Ashford Road East in the AM peak, which would be just over. Officers consider this still provides a level of improvement and associated public benefits that outweigh the low level of harm to the listed wall. The full information is set out in the table below.

Predicted Junction Impacts 2027

Year	Peak	Junction Arm	Degree of Saturation	
Without Junction Improvement				
2027	AM	A20 West	109.8%	
2027	AM	A20 East	108.6%	
2027	AM	Willington Street	95.1%	
2027	PM	A20 West	104.6%	
2027	PM	A20 East	102.2%	
2027	PM	Willington Street	98.0%	
With Junction Improvement				Improvement
2027	AM	A20 West	99.5%	<b>10.3%</b>
2027	AM	A20 East	101.0%	<b>7.6%</b>
2027	AM	Willington Street	97.7%	<b>-2.6%</b>
2027	PM	A20 West	92.5%	<b>12.1%</b>
2027	PM	A20 East	93.6%	<b>8.6%</b>
2027	PM	Willington Street	86.4%	<b>11.6%</b>

3.08 KCC Transport Planners have been consulted on this additional information and state the following,

*"The proposals involve the widening of the carriageway to create additional roadspace for road users on the approaches to the junction. I would expect this to achieve a more efficient operation as it increases the rate at which road users can move through the junction, thereby reducing queuing and delay. The capacity modelling results confirm this in how the DoS (Degree of Saturation) is shown to reduce across both peak periods once the proposals*

*are implemented. The proposals will therefore be beneficial to traffic conditions on this part of the road network."*

**c) Clarify further the public benefits of the proposal**

3.09 The public benefits are outlined in the original committee report at paragraphs 6.09 to 6.11. The information above provides fine detail of the percentage improvements at each arm of the junction, which demonstrates the junction works would reduce congestion and thus journey times. More broadly and as stated in the original committee report, the junction works are required in connection with planned improvements to the A20/Willington Street junction to achieve additional capacity, which is identified as a key and critical scheme in Maidstone Council's Infrastructure Delivery Plan; is identified within Kent County Council's Local Transport Plan as part of the 'Maidstone Integrated Transport Package'; is largely funded by the Government's 'Local Growth Fund'; and have been endorsed by Maidstone Council and Kent County Council through the Joint Transport Board.

**4.0 CONCLUSION**

4.01 The proposals will result in a relatively low level of 'less than substantial' harm to the listed wall through its physical removal but mainly because the historic boundary of Mote Park here would be lost.

4.02 The works are required in connection with planned improvements to the A20/Willington Street junction to achieve additional capacity (that has been quantified) which is identified as a key and critical scheme in Maidstone Council's Infrastructure Delivery Plan; is identified within Kent County Council's Local Transport Plan as part of the 'Maidstone Integrated Transport Package'; is largely funded by the Government's 'Local Growth Fund'; and which have been endorsed by Maidstone Council and Kent County Council through the Joint Transport Board.

4.03 The economic and social public benefits associated with the planned junction improvements, which will provide improved capacity at a key junction in the Maidstone urban area and assist in accommodating general background traffic growth and increased traffic from new employment and housing sites in the Local Plan, are considered to outweigh the relatively low level of heritage harm identified. This is in accordance with the NPPF and policy DM4 of the Local Plan.

**5.0 RECOMMENDATION**

**Approve Listed Building Consent subject the conditions set out below:**

Conditions:

1. The works to which this consent relates must be begun before the expiration of three years from the date of this consent.

Reason: In accordance with the provisions of Section 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

70075920-PA-0100-001 Rev 1 (Site Plan)  
A20-WSP-ZZ-00-DR-S-001 Rev P2 (New Wall Alignment Plan and Section)  
A20-WSP-ZZ-00-DR-S-003 P1 (Existing and Proposed Elevations)

Reason: To clarify which plans have been approved and to ensure the replacement wall is of sufficient quality.

3. The works to the listed wall shall not commence until a timeframe for carrying out the works to the wall and commencing the junction improvements has been submitted to and approved in writing by the local planning authority. The works to the wall shall be carried out in accordance with the approved details.

Reason: To ensure the works only take place in connection with the junction improvements as the associated public benefits are the only justification for the approved works.

4. The demolition of the existing wall shall not commence until a Historic England Level 2 Historic Building Recording of the wall has been undertaken and submitted to and approved in writing by the local planning authority.

Reason: To record the character, appearance and alignment of the existing wall which is of historical significance.

5. Works on rebuilding the wall shall not commence until a sample panel for the new wall has been constructed on site for inspection and approval in writing by the local planning authority. The wall re-build shall be undertaken in accordance with the approved details.

Reason: To ensure the appearance and construction of the replacement wall is acceptable.

6. The demolition of the existing wall and construction of the replacement wall shall be carried out in accordance with the Heritage Method Statement dated November 2021.

Reason: To ensure the appearance and construction of the replacement wall is acceptable.

#### Informatives:

1. The applicant should ensure the landscaping scheme as shown on drawing no. 70075920-DD-A20-3000-001 Rev P01 is carried out in the first available planting season following completion of the approved works.

2. The applicant should ensure that wildlife legislation, and any relevant ecological surveys and recommendations are adhered to, and works should proceed under Precautionary Methods of Working to prevent any risks to protected species.
3. The applicant should ensure the biodiversity enhancements as outlined at paragraph 3.1.15 of 'Planning, Design and Access Statement' are carried out following completion of the approved works.
4. The applicant should agree with the Council's Parks & Open Spaces Section an Arboricultural Method Statement including a tree protection plan to ensure retained trees are suitably protected.