

Kings Hill
Kings Hill

5 July 2017

TM/17/01392/RM

Proposal: Reserved matters for 132 dwellings in Area 1 (junction of Tower View and Kings Hill Avenue) being details relating to the siting, design and external appearance of the proposed buildings, the means of access, drainage and strategic landscaping involving discharge of conditions 1, 12, 13, 19, 20, 23, 37, 38 and 39 of TM/13/01535/OAEA (Outline planning permission for residential development)

Location: Area 1 Kings Hill Phase 3 Gibson Drive Kings Hill West Malling Kent

Applicant: Countryside Properties

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1. Description:

1.1 This application was deferred from the APC2 on 8 November 2017 for officers to secure additional information/clarification as follows:

- Clarity on traffic movements generated by the Housing Area
- To look at the location of the play area
- Consideration of the impacts of having a single access point

1.2 A copy of the previous committee report and supplementary report is annexed for ease of information.

2. Determining Issues:

2.1 The residential traffic counts appropriate to use are those from the planning applications for phases 2 and 3 at Kings Hill. They date from a weekday in March 2001 from 2 established areas of Kings Hill of family home - one being Kate Reed Wood of 177 units and the other being Worcester Avenue/Discovery Drive of 533 units. The peak figures for vehicles the aggregate of 710 units is as follows:

	IN	Average per dwelling	Extrapolated to 132 units Area 1	Incl 15% growth since 2001
0700-0800	48	0.07	9	10
0800-0900	80	0.11	15	17
0900-1000	132	0.19	25	29
3 hour period	260	0.37	49	56

	OUT	Average per dwelling	Extrapolated to 132 units Area 1	Incl 15% growth since 2001
0700-0800	291	0.41	54	62
0800-0900	328	0.46	61	70
0900-1000	169	0.24	32	36
<i>3 hour period</i>	<i>788</i>	<i>1.11</i>	<i>147</i>	<i>168</i>

	IN	Average per dwelling	Extrapolated to 132 units Area 1	Extrapolated plus growth since 2001
1600-1700	172	0.24	32	36
1700-1800	248	0.35	46	53
1800-1900	292	0.41	54	62
<i>3 hour period</i>	<i>712</i>	<i>1</i>	<i>132</i>	<i>152</i>

	OUT	Average per dwelling	Extrapolated to 132 units Area 1	Extrapolated plus growth since 2001
1600-1700	145	0.2	26	30
1700-1800	98	0.14	18	21
1800-1900	84	0.12	16	18
<i>3 hour period</i>	<i>327</i>	<i>0.46</i>	<i>60</i>	<i>69</i>

- 2.2 The surveys counted traffic from these areas over 3 hours in both morning and evening with the peaks being 7am to 9am mornings and 5pm to 7pm evenings. That is, the phenomenon of peak spreading occurs which explains why it is not a 1 car per unit in the "peak hour" leaving and arriving respectively because people stagger their travel time. It also shows that the morning peak hour is 8am to 9am but the evening peak hour is 6pm to 7pm.
- 2.3 Using the 2001 figures, in the morning peak hour the IN would be 15 vehicles and the OUT would be 61 vehicles. In the evening peak, the IN would be 54 vehicles

and the OUT would be 16. It is not normal practice to add growth figures to trip rates but approx. 15% would be a figure that would be robust if there is concern about the age of the 2001 data.

- 2.4 The applicants have used these figures to give some estimate of the likely dispersion of vehicular traffic entering and leaving the Housing Area and this information will be available for Members to see at the meeting. There are 71 units which would necessitate travelling past the southern-western edge of the Square and 65 units which would necessitate travelling past the north-western edge of the Square. These extrapolate to the following (and include the nominal 15% growth figure):

	morning Peak hour (0800-0900)			evening Peak hour (1800-1900)		
	IN	OUT	IN +OUT	IN	OUT	IN +OUT
Main Entrance	17	70	87	62	18	80
SW corner of Square	9	38	47	33	10	43
NW corner of Square	8	35	43	30	9	39

- 2.5 It is not considered that these estimated traffic flows warrant a relocation of the Play Area or the introduction of a secondary access on safety or amenity grounds. A significant part of the site is accessed without needing to drive past the Square's western boundary because the unit density is much higher south of the Square (eg many more of the flats are in the south of the housing area).
- 2.6 The developers have also made some suggested changes to the design of the Play area/Square in terms of hooped railings with a hedge to the main sides and making a raised table to the roads and junctions in the vicinity around so as to give a better and clearer separation of pedestrians and vehicles and act as a visual traffic calming feature. A copy of the central square plan has been annotated to show the proposed location of the railings – sections A-B & E-F would be on the "inside" of the hedge with C-D on the edge of the layby parking. This is intended to give security, leave the crossing points with good visibility and allow the hedging etc to grow through.
- 2.7 With regard to the raised table in the vicinity of the Square, the applicant has clarified that kerb heights are designed at 125mm on all roads with a 50mm face

on private drives, the top of kerbing to the raised table will be level with a 125mm face at the “lower” end of the ramp reducing to 50mm at the “top” resulting in a ramp of 75mm. Colours to be as follows: roads to be “charcoal” with the raised table in “brindle”; footways adjacent to roads to be coloured “bracken”; private drives to be a mixture of “burnt ochre” and “bracken” (the colours may change slightly depending on the manufacturer used but will be as close to these as possible).

- 2.8 Emergency vehicles will of course have a secondary access and the normal process for these is to have a locked gate to which they have the key.
- 2.9 In terms of the lack of a secondary access for non-emergency vehicles, this is not something that is put forward in the scheme nor is it required by the outline planning permission. The land that would be needed to secure a secondary access to Tower View is neither in the ownership nor control of the applicant company. The scheme for a single point of access is the formal submission and therefore this is what needs to be considered on its merits and its adequacy assessed as such.
- 2.10 In the light of the information presented on traffic flows and the confirmation as to the railings and the traffic calming features of the raised table junctions, the scheme is acceptable in my view and remains recommended for approval.

3. Recommendation:

- 3.1 **Approve Reserved Matters** as detailed by: Design and Access Statement dated 06.07.2017, Planning Statement dated 22.05.2017, Assessment Conservation Area dated 22.05.2017, Existing Site Plan 0001 dated 22.05.2017, Drainage Layout C85600-D-001 C dated 22.05.2017, Section 0501 dated 22.05.2017, Section 0502 dated 22.05.2017, Drawing 0503 dated 22.05.2017, Drawing 0504 dated 22.05.2017, Drawing 0505 dated 22.05.2017, Drawing 0506 dated 22.05.2017, Drawing 0507 dated 22.05.2017, Drawing 0508 dated 22.05.2017, Drawing 0509 dated 22.05.2017, Drawing 0510 dated 22.05.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0203 D dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0200 E dated 13.10.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0201 D dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0202 E dated 13.10.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0204 C dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0205 F dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0206 B dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0207 E dated 13.10.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0208 F dated 13.10.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0209 F dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0210 E dated 13.10.2017, Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0211 B dated 13.10.2017, Proposed Elevations CPL-KHK_HTA-A_0_DR_0212 D dated 13.10.2017,

Proposed Elevations CPL-KHK_HTA-A_0_DR_0213 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0214 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0215 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0216 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0217 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0218 F dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0219 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0220 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0221 C dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0222 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0223 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0224 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0225 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0226 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0227 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0228 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0229 E dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0230 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0231 E dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0232 B dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0233 F dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0234 F dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0235 F dated 13.10.2017,
Proposed Elevations CPL-KHK_HTA-A_0_DR_0236 F dated 13.10.2017,
Proposed Floor Plans CPL-KHK_HTA-A_0_DR_0237 E dated 13.10.2017, Roof
Plan CPL-KHK_HTA-A_0_DR_0238 D dated 13.10.2017, Proposed Elevations
CPL-KHK_HTA-A_0_DR_0239 E dated 13.10.2017, Proposed Floor Plans CPL-
KHK_HTA-A_0_DR_0240 E dated 13.10.2017, Proposed Elevations CPL-
KHK_HTA-A_0_DR_0241 D dated 13.10.2017, Proposed Floor Plans CPL-
KHK_HTA-A_0_DR_0242 E dated 13.10.2017, Proposed Elevations CPL-
KHK_HTA-A_0_DR_0243 D dated 13.10.2017, Proposed Floor Plans CPL-
KHK_HTA-A_0_DR_0244 D dated 13.10.2017, Proposed Floor Plans CPL-
KHK_HTA-A_0_DR_0245 B dated 13.10.2017, Proposed Elevations CPL-
KHK_HTA-A_0_DR_0246 E dated 13.10.2017, Proposed Elevations CPL-
KHK_HTA-A_0_DR_0247 D dated 13.10.2017, Proposed Elevations CPL-
KHK_HTA-A_0_DR_0248 D dated 13.10.2017, Proposed Plans and Elevations
CPL-KHK_HTA-A_0_DR_0249 A dated 13.10.2017, Proposed Plans and
Elevations CPL-KHK_HTA-A_0_DR_0250 A dated 13.10.2017, Proposed Plans
and Elevations CPL-KHK_HTA-A_0_DR_0251 B dated 13.10.2017, Proposed
Plans and Elevations CPL-KHK_HTA-A_0_DR_0252 B dated 13.10.2017, Email
Highways Tech Note dated 20.10.2017, Email Response to Waste Services
dated 20.10.2017, Letter highways dated 07.09.2017, Technical Specification
highways dated 12.09.2017, Drawing 4345/I25/003/03B construction routes dated
12.09.2017, Design and Access Statement APPENDIX Prevent Crime dated
08.09.2017, Schedule Parking dated 20.10.2017, Drawing 11801-T09 REV P1

FREIGHTER TRACKING dated 13.10.2017, Drawing 11801-T09 REV P1
ESTATE TRACKING dated 13.10.2017, Street Scenes CPL_KHK 0111 dated
19.10.2017, Parking Layout SK171018 REV A dated 19.10.2017, Drawing
1463/004 C dated 19.10.2017, Site Plan 0100 B dated 19.10.2017, Photographs
CANOPY dated 13.10.2017, Schedule WINDOWS dated 13.10.2017, Drawing
C_DE_400 T1 dated 13.10.2017, Letter RESPONSE TO OBJECTIONS dated
13.10.2017, Roof Plan SK171010 A dated 13.10.2017, Master Plan 1463/002 I
(landscape) dated 19.10.2017, Drawing KN-P3-01 A (contours) dated 19.10.2017,
Drawing KN-P3-02 A (levels) dated 19.10.2017, Transport Statement dated
20.10.2017, Email Schedule Obscure Glazing dated 27.10.2017, Email 1362-
001.pdf dated 22.11.2017, Landscape Layout 1362-001.pdf dated 22.11.2017,
Drawing Trips Dispersal AM/PM dated 27.11.2017, Drawing Table Junction dated
27.11.2017 subject to the following:

Conditions / Reasons

1. No above ground construction shall take place until details of the following have been submitted to and approved by the Local Planning Authority and the development shall be carried out in accordance with the approved details.
 - a) Windows
 - b) a drainage strategy demonstrating that the surface water generated by this development can be accommodated and disposed of without increase to flood risk on or off-site. The drainage scheme shall also demonstrate that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters and additional ground investigation will be required to support the use of infiltration.
 - c) a noise report detailing the current noise climate at the proposed site due to the close proximity of Tower View. The report should consider the levels cited in BS8233:2014. (particular attention is drawn to the notes accompanying Table 4 in para 7.7.2 and that these levels need to be achieved with windows at least partially open, unless satisfactory alternative means of ventilation is to be provided). The report should also detail any mitigation/attenuation measure needed to attain the abovementioned levels. Specific details of any necessary noise insulation/attenuation requirements (e.g. acoustic glazing, acoustically screened mechanical ventilation, etc) will also need to be submitted for approval.

Reason: To ensure an acceptable standard of development is achieved

2. Within 3 months of the commencement of development, the following shall be submitted for approved by the Local Planning Authority and shall be installed in accordance with the approved details:
 - a) Play area equipment and seating design, location and timetable for installation
 - b) Details of soft landscaping and boundary treatment including any retaining walls

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

3. No dwellings hereby approved shall be occupied before the roadside verge to the northern, western and southern boundaries of the site have been landscaped in accordance with details that have been submitted to and approved by the Local Planning Authority.

Reason: Pursuant to Section 197 of the Town and Country Planning Act 1990 and to protect and enhance the appearance and character of the site and locality.

4. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order amending, revoking and re-enacting that Order) no rear or side extensions or roof enlargements to any dwelling hereby approved shall be carried out unless planning permission has been granted on an application relating thereto.

Reason: In the interests of residential amenity

5. The windows to the first floor rear elevations of the residential units identified in the attached plan shall be glazed in obscure glass and shall be non-opening below a height of 1.7m measured from the internal finished floor level prior to first occupation. The windows thereafter shall not be altered in any way without the prior written approval of the Local Planning Authority.

Reason: To satisfactorily protect the residential amenities of nearby occupiers.

Informatives

- 1 Surface water soakaways should be at least 5 metres from the foul sewers (and indeed any other structures) at closest approach for reasons of soil stability/settlement and hence sewer pipe integrity.
- 2 During construction phases, the hours of noisy working (including deliveries) likely to affect nearby properties should be restricted to Monday to Friday 07:30 hours - 18:30 hours; Saturday 08:00 to 13:00 hours; with no such work on Sundays or Public Holidays.
- 3 The Borough Council will need to create new street name(s) for this development together with a new street numbering scheme. To discuss the arrangements for the allocation of new street names and numbers you are asked to write to Street Naming & Numbering, Tonbridge and Malling Borough Council, Gibson Building, Gibson Drive, Kings Hill, West Malling, Kent, ME19 4LZ or to e-mail to addresses@tmbs.gov.uk. To avoid difficulties, for first occupiers, you are advised to do this as soon as possible and, in any event, not less than one month before the new properties are ready for occupation.
- 4 Kent Police request a lighting column to be wired to receive a Community Safety Unit (CSU) Polecat/Hawkeye CCTV sited to allow CCTV coverage of the Play Area.

- 5 KCC (H&T) suggest for the duration of construction the following on site provision:
- construction vehicle loading/unloading and turning facilities
 - provision of parking facilities for site personnel and visitors
 - provision of measures to prevent the discharge of surface water onto the highway
 - provision of wheel washing facilities
- 6 The emergency access gate should be clearly labelled with contact numbers.

Contact: Marion Geary