

**Kings Hill (A)TM/18/03030/OAEA (B)TM/18/03033/OAEA (C)TM/18/03034/OAEA  
Kings Hill**

**Proposal:**

**(A) Outline Application: Redevelopment to provide up to 70 Class C3 residential units, together with landscaping, open space and other associated works. All matters reserved for future approval except for access (Site 5.1)**

**(B) Outline Application: Redevelopment to provide up to 70 Class C3 residential units, together with landscaping, open space and other associated works. All matters reserved for future approval except for access (Site 5.6)**

**(C) Outline Application: Redevelopment to provide up to 210 Class C3 residential units, together with landscaping, open space and other associated works. All matters reserved for future approval except for access (site 5.2-5.3)  
At Development Site Between 1 Tower View And 35 Kings Hill Avenue Kings Hill West Malling**

Page 81: Only the map indicating Application site (A) was produced within the main agenda. For completeness, all maps indicating all three application sites are now produced and appended to this report.

**DPHEH:**

Since publication of the main report, the applicant has submitted a further technical note seeking to overcome the highways based reasons for refusal. Additionally, it is understood that the applicant and their transport consultants have met with officers of KCC (H+T) to discuss this. As a result, KCC (H+T) have provided updated representations on the three applications and these are set out below:

**Application (A): Access:**

The outstanding concern relating to the footway/cycleway is addressed. The provision of the new footway link is shown in Drawing number 4345/121/KHA/01 Rev B and should be included as a condition on any planning consent.

**Application (B): Access:**

In order to address the concerns raised regarding the proposed left in, left out junction from the A228 Malling Road, the applicant has agreed to make use of the existing permitted access along Abbey Wood Road for vehicles, pedestrians and cyclists.

Emergency access can be satisfactorily achieved onto the A228. This arrangement is considered acceptable and overcomes the previous concerns.

Application (C): Access:

A link is to be provided between the two parcels of development in order to provide a looped access arrangement in accordance with Kent Design.

Applications A – C inclusive: Impact:

**Trip Rates**

The trip rates used have been validated against 2014 surveys and the TRICs database and found to be robust. Clarification has been provided regarding school trips and this is accepted.

**Traffic Generation**

It has been demonstrated that the traffic generated by the residential use of the sites, when compared to the employment use, is reduced:

	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Residential	88	186	274	174	100	274
Employment	434	23	457	53	326	379
Residual	-346	+163	-183	+121	-226	-105

**Impact**

The use of the land for residential purposes reduces the overall number of vehicle trips when compared to the employment use, however there is a significant increase in vehicles leaving Kings Hill during the morning peak and arrivals during the evening peak hour. The impact of this has been assessed.

**Tower View/Kings Hill Avenue**

The impact of the current Kings Hill planning applications on the capacity of this roundabout is minor and the applicant has agreed to monitor the junction and provide mitigation if required. A condition to this effect is considered acceptable.

**Tower View/A228 Ashton Way**

The net decrease in trips arising from the residential development replacing the employment land use has no significant impact on this junction. Kings Hill phase 3 development is required to improve the junction under Condition 15. This being the case

any permission for the current application sites should include a condition for no occupation until the works have been completed.

### **King Hill/A228/Malling Road – Blaise Farm**

Improvements are proposed comprising an extension of the flare length to allow 2 lanes of queuing on the northbound approach on the A228. This will mitigate the impact of the development. An appropriate condition to secure the highway works through a S278 agreement is required.

### **Malling Road/Gibson Drive**

The junction has been identified for improvements in the Local Plan TA. The current applications lead to a small benefit to capacity in the AM peak and a small worsening to capacity in the PM peak. The applicant has agreed to appropriate and proportionate contribution towards the junction improvement scheme and this should be secured through a S106 Agreement.

### **M20 Junction 4**

The impact of the proposals at M20 Junction 4 has been assessed by Highways England who have confirmed that there is not significant impact and they have no objection.

### **Crashes**

An analysis of the crash data indicates no particular pattern.

### **Conclusion:**

The outstanding highway issues in respect of the 3 employment sites 5.1, 5.2 & 5.3 and 5.6 have been adequately addressed and I can confirm that safe access to these sites can be achieved.

Additionally, it has been demonstrated that the traffic generated by the residential use of the sites, when compared to the employment use, is reduced and any additional congestion on the highway caused by the changed traffic flows is minimal and can be adequately mitigated. Therefore, the residual cumulative impact on the highway network will not have any severe impact.

In view of this I would not wish to raise objection to applications TM/18/03030, TM/18/03034 and TM/18/03033 subject to the imposition of conditions

The consequence of these representations being that KCC (H+T) have formally removed their objections to all three applications for determination by APC2 and grounds of refusal based on highways impacts and suitability of access arrangements no longer form justifiable grounds of refusal.

**AMENDED RECOMMENDATIONS:**

**Application A: Remove Grounds of Refusal 3 and 4**

**Application B: Remove Grounds of Refusal 3 and 4**

**Application C: Remove Grounds of Refusal 3 and 4**

---

**West Malling**                      **TM/18/02093/OA**

**West Malling And Leybourne**

**Outline Application: Development comprising up to 80 residential dwellings (including 40% affordable housing), open space, drainage, access and associated works, with all matters reserved except for access which is to be considered in detail at this stage at Field At Corner Of Lavenders Road And Swan Street West Malling**

Paragraph 1.11 – in light of the revised parameter plan referenced here, Members should be aware that the proposal is for up to a total of 65 residential dwellings.

Private Reps: One further representation received from the Abbey making the following objections:

- The tranquillity and peace of the Abbey setting will be adversely affected by a development on the proposed site. Despite the fact that the indicative plans are now for the houses to be built further away from the Abbey boundary, the fact remains that there will be considerably more people and traffic on and around the site and this will mean more noise. The recreation areas directly opposite our eastern boundary will inevitably produce additional noise thus further disturbing the serenity which the sisters and our many guests rely upon.
- There are still issues of privacy as the land opposite is higher than our land. This is of particular concern with regard to the graveyard and the surrounding garden which the sisters are currently able to use without fear of being observed. Those making use of the recreation space will be able to see into our land especially in the winter when the foliage is not creating some level of barrier
- The problem of light pollution remains a concern and in fact is heightened given the recent planning approval of a further car park at West Malling Station.
- The Abbey has historically been at the edge of the town and our grounds have been a sanctuary for wildlife and we have continued this tradition since we came here in 1916. Our garden is a healthy, chemical-free space for nature, flora and fauna to thrive. This ambience of the flourishing of the natural world spills over to the area to

our east, up to the train station. It welcomes and revives travellers and commuters coming to the village. Having a housing estate next door will completely alter the feel of the surrounding area.

DPHEH:

Since publication of the main report, the developer's consultants have been liaising with KCC (Heritage) concerning the undertaking of trial trenching (as set out in representations received). It is expected that this will take place in advance of the Council submitting its full case to the Planning Inspector and if this happens and results show no remains then matters of below ground archaeology can be a matter to be agreed between the parties. If the work evidences remains that would be adversely affected by the development, this will be a matter to be taken forward in our case at appeal.

### **RECOMMENDATION REMAINS UNCHANGED**

---

**West Malling**

**TM/19/00001/TPO**

**West Malling and Leybourne**

**Field at Corner of Lavenders Road And Swan Street West Malling**

No supplementary matters to report.

---