

**Area 3 Planning Committee  
Tonbridge & Malling Borough  
Council**

Development Control  
Gibson Building  
Gibson Drive  
Kings Hill  
West Malling, Kent  
ME19 4LZ

**App. Ref. TM/19/00786/FL**

**Annex 3**



**Highways and  
Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 13 February 2020

**Location The Oast House Hollow Lane Snodland Kent ME6 5LB**

**Proposal Partial demolition of existing vacant building, change of use of remaining floorspace and erection of new single storey extension for mixed restaurant and hot food takeaway (mixed A3/A5) use, incorporating a 'drive-thru' lane, creation of new vehicular access and egress point from Hollow Lane, provision of car and cycle parking, plant and extraction system, landscaping and both freestanding and elevational internally illuminated and non-illuminated signage**

Maria

Thank you for re-consulting me regarding this application.

Introduction

Fundamental to making traffic forecasts of a proposal from TRICS or other surveys is a comparison of floor areas on a pro-rata basis. It is my understanding from subsequent communications to the documents submitted, that the gross external floor areas concerned are as follows: -

	Gross External Floor Area (GEA)	
KFC Hounslow	422.5m2	697.5m2
Starbucks Hounslow	275m2	
KFC proposal Snodland	280m2	

Traffic Generation

As well as the size of a unit, traffic generation can vary according to many other factors, one of which is location or location type. It is understood why the site at Hounslow was chosen for comparison analysis; as an example of a busy site, adjacent to the A4, so that, in traffic generation terms, a robust assessment is made. This approach in traffic generation terms, is understood and accepted by the highway authority.

It is also accepted that according to industry standard junction capacity analysis for year 2024 weekday interpeak, weekday pm peak and weekend interpeak scenarios, the traffic generated from this proposal does not establish unacceptable over capacity or a severe impact at the junctions tested. Ratios of flows to capacity of less than 50% were obtained from the modelling.

**Parking Accumulation**

Parking accumulates in car parks according to the number of arrivals and the duration of stay. From records of arrivals and departures at intervals, the accumulation at the end of each interval can be determined.

Ignoring all drive throughs which are self-explanatory, it is unclear if a typical 'dine in' duration of stay at a Starbucks, a coffee shop, is materially different (shorter) to a typical duration of stay at a KFC. If materially so, it could be that Starbucks visits bias (dilute or reduce) the average duration of stay at a site where both are surveyed together, compared to a survey of a KFC only. Using collective figures *may* therefore underestimate assessments of accumulation for a proposed KFC only site.

By comparison, for this application, the applicant's consultant has also undertaken a conventional analysis of fast food drive through restaurants from the TRICS database of surveys.

The restaurants found from specifying suburban and edge of town areas were: -

For weekdays

*LIST OF SITES relevant to selection parameters*

**1 CA-06-D-02 MCDONALD'S CAMBRIDGESHIRE, NEWMARKET ROAD, CAMBRIDGE**

Suburban Area (PPS6 Out of Centre), Residential Zone

Total Gross floor area: 435 sqm

Survey date: TUESDAY 19/09/17 Survey Type: MANUAL

**2 NR-06-D-01 MCDONALD'S NORTHAMPTONSHIRE, MARQUEE DRIVE, NORTHAMPTON**

Edge of Town, Commercial Zone

Total Gross floor area: 220 sqm

Survey date: TUESDAY 22/05/07 Survey Type: MANUAL

**3 SO-06-D-01 MCDONALD'S SLOUGH, WINDSOR ROAD, SLOUGH**

Edge of Town, Residential Zone

Total Gross floor area: 480 sqm

Survey date: WEDNESDAY 21/11/12 Survey Type: MANUAL

**4 WM-06-D-01 BURGER KING WEST MIDLANDS, KINGSBURY ROAD, BIRMINGHAM, ERDINGTON**

Suburban Area (PPS6 Out of Centre), No Sub Category

Total Gross floor area: 250 sqm

Survey date: TUESDAY 25/11/08 Survey Type: MANUAL

And for weekend days

*LIST OF SITES relevant to selection parameters*

**1 DS-06-D-01 KFC DERBYSHIRE, WYVERN WAY, DERBY, PRIDE PARK**

Suburban Area (PPS6 Out of Centre), Development Zone

Total Gross floor area: 370 sqm

Survey date: SUNDAY 26/07/15 Survey Type: MANUAL

**2 LC-06-D-03 BURGER KING LANCASHIRE, LOWER AUDLEY, BLACKBURN, WATERSIDE**

Suburban Area (PPS6 Out of Centre), Commercial Zone

Total Gross floor area: 255 sqm

Survey date: SATURDAY 08/11/03 Survey Type: MANUAL

Analysis of the hourly arrival and departure profiles of these sites reveals that for a 280m<sup>2</sup> KFC proposal (this application), low car parking accumulations are forecast, well within the capacity of the car park proposed.

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I have obtained the survey data in spreadsheet form of the Hounslow KFC/Starbucks site and undertaken an analysis using a half hourly time interval. This indicates, using a robust accumulation analysis of all arrivals entering before any vehicles leaving at each interval, that mathematically the car park capacity proposed could be slightly exceeded on weekday lunchtimes. In reality, it is expected that where a car park is full, customers will either use the drive-through facility or go elsewhere/make other arrangements.

#### Off-site measures

Regardless of the degree of occupation of the off-road car parking proposed, there are sound reasons for the southern end of Hollow Lane to require parking restrictions in association with this application. Namely: -

1. To maintain the visibility splays required at the site access.
2. To maintain the capacity assumptions made within the capacity assessments undertaken for the site access and at the junction of Hollow Lane with Malling Road.

It is considered that the southern 100m or so of Hollow Lane should incorporate a double yellow line regime. To reinforce Rule 243 of the Highway Code corner protection double yellow lines should also be included for the junctions of Alex Hughes Close and Corona Terrace with Hollow Lane.

#### Conclusions and recommendations

On behalf of this authority I do not consider that a highway reason for refusal could be sustained and I recommend therefore that this application (at least in highway terms), is granted. I recommend however by condition, that prior to commencement, the applicant proposes parking restrictions as described, on a plan for consideration by the planning and highway authorities. It is also recommended that once the extent and type of parking restrictions are agreed, that the applicant be required by further condition to undertake procedures up to and including Chapter 4 of the County Council's Third Party Traffic Regulation Order Requests document, also prior to commencement. The applicant will then be required to fund the fees for subsequent stages undertaken by the Highway Authority, and implementation costs.

Other conditions previously specified are recommended and repeated below: -

- Submission of a Construction Management Plan before the commencement of any development on site.
- Provision of construction vehicle loading/unloading and turning facilities prior to commencement of work on site and for the duration of construction.
- Submission of a management/maintenance plan of the highway verges surrounding the site for approval prior to commencement.
- Provision of measures to prevent the discharge of surface water onto the highway.
- Provision of wheel washing facilities prior to commencement of work on site and for the duration of construction.
- Provision and permanent retention of the vehicle parking spaces and/or garages shown on the submitted plans prior to the use of the site commencing.
- Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
- Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing.

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- Any goods vehicle movements associated with the development will be undertaken in accordance with the Delivery and Servicing Plan submitted with this application. The Planning and Highway Authorities will be consulted before undertaking any significant changes identified and proposed through the monitoring and review discussed in Chapter 6 of this document, for these authority's prior approval.

Planning permission does not convey any approval for construction of the required access, or any other works within the highway for which a statutory licence must be obtained. Applicants should contact Kent County Council - Highways and Transportation (web: [www.kent.gov.uk/roads\\_and\\_transport.aspx](http://www.kent.gov.uk/roads_and_transport.aspx) or telephone: 03000 418181) in order to obtain the necessary Application Pack.

INFORMATIVE: It is the responsibility of the applicant to ensure , before the development hereby approved is commenced, that all necessary highway approvals and consents where required are obtained and that the limits of highway boundary are clearly established in order to avoid any enforcement action being taken by the Highway Authority.

Across the county there are pieces of land next to private homes and gardens that do not look like roads or pavements but are actually part of the road. This is called 'highway land'. Some of this land is owned by The Kent County Council (KCC) whilst some are owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Information about how to clarify the highway boundary can be found at <https://www.kent.gov.uk/roads-and-travel/what-we-look-after/highway-land/highway-boundary-enquiries>

The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under such legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

Yours faithfully

**Terry Drury**  
Senior Development Planner