



Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181
Date: 19 March 2020

Tonbridge & Malling Borough Council
Development Control
Gibson Building
Gibson Drive
Kings Hill
West Malling, Kent
ME19 4LZ

Application - TM/19/00786/FL

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

Following my response of 13th February regarding this application, I would like to add the following comments.

The work undertaken by Mode Transport Planning for this application has inconsistencies and ambiguities. To varying degrees, unpicking transport assessments is regrettably not unusual in development planning and trying to iron out all of the creases for the workload there is would be inordinately time consuming. The submission of subsequent technical notes with this application has compounded inconsistencies rather than making things clearer. I am loath to ask for more information.

Whilst I am sceptical that some basic mistakes have been made, such as using the wrong floor area types, I do not consider that crucial errors have been made, covering a highway reason for refusal. I am content that the fast food restaurant proposal does not conflict directly with traditional peak periods of movement. The capacity assessments undertaken show low ratios of flow to capacity (RFC's) with minor impacts on the RFC's from the development. Had these RFC's been approaching operational capacity (0.85) then there would have been justification for further scrutiny and possibly a request for a fundamentally different approach to be undertaken. Possibly undertaking a study on a KFC **only** site such as at Rainham, as has been suggested.

With the application of yellow lines on the southern end of Hollow Lane I do not consider there are grounds to substantiate an unacceptable impact on highway safety; the second highway

reason for refusal given in paragraph 109 of the NPPF. These works will also maintain the operation of junctions, particularly Hollow Lane with Malling Road.

With regards to car parking accumulations the work undertaken from the TRICS database shows that the car park proposed should be of sufficient capacity for the size of fast food restaurant proposed. The Hounslow site comparisons also show that the car park should be of sufficient capacity. A 15-minute time segment analysis of all entry's in that segment occurring before any egress, also shows that the car park should be of sufficient capacity. I have undertaken my own analysis on a ½ hourly time basis which shows that mathematically the car park capacity proposed could be slightly exceeded on weekday lunchtimes. Fast food restaurants rely heavily on convenient, spur of the moment, trade. I would expect that, should the car park become full, other customer arrivals will either use the drive-through facility or go elsewhere/make other arrangements.

With regard to staff parking I note that this will be limited to 3 designated spaces (probably for shift managers/supervisors) and other staff will be advised that customer car parking is not for staff use. As discussed, and from observation, I would imagine that most staff will be young, and hopefully locally employed, so that work patterns can be flexibly arranged. Car ownership, or access to a car, I expect would be low. 11 to 13 staff could be on site per shift. In transport impact terms the test would be whether 10 staff, who in a worst-case scenario would need to park elsewhere, could constitute a severe or unsafe impact on the highway. I do not consider that an assertion to that effect could be sustained.

As indicated in my response of 13 February, on behalf of the highway authority, I recommend that, subject to conditions required at thresholds, I have no objection to this application.

Yours faithfully

Terry Drury
Senior Development Planner