



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

Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 5 January 2021

Application - TM/20/02830/RM
Location - Kings Hill Phase 3 Gibson Drive Kings Hill West Malling Kent
Proposal - Reserved Matters application (appearance, access, landscaping, layout and scale) for Areas 4-8 of Kings Hill Phase 3 comprising the erection of 140no. dwellings, means of access and associated landscaping, parking, levels, drainage and ancillary works involving the discharge of conditions 1, 12, 13, 19, 20, 23, 24, 37, 38 and 39 pursuant to Outline planning permission TM/13/01535/OAEA

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

This response is following a Reserved Matters application for Areas 4-8 of Kings Hill, West Malling, comprising the erection of 140 dwellings

Internal Access

The internal accesses as shown on drawing number 48211/5501/008 Rev E, provide the necessary visibility splays for 20mph zones, as described within Manual for Streets 2.

Layout

Vertical Traffic calming is proposed for the development, to ensure the development layout complies with providing a 20mph zone, as defined within Manual for Streets 2. Detail can be found in 48211 Transport Statement 27.11.20.

Vehicle Swept Path analysis has been undertaken and can be found within Appendices C, E and G of the Transport Statement. The applicant has used Sports Utility Vehicle (drawing 48211/5501/002/C), Refuse Vehicle (drawing 48211/5501/001/G) and Fire Appliance (drawing 48211/5501/003/G) to ensure the internal road layout is sufficient in size. All analysis indicates that the layout geometry is adequate for the tested vehicle types to undertake all necessary manoeuvres within the development.

Vehicle Parking

Most dwellings have been provided with vehicle tandem parking around the site, large enough for two vehicles, plus a visitor, to park in a line. Kent Design Guide IG3 Residents Parking - Guidance Table for Residential Parking: Note 7, does state that tandem parking arrangements

are often under-utilised. This does raise concern that vehicles may park on-street which could restrict vehicle swept paths within the development, unless there is any additional parking strategy planned by the applicant. I would ask that this proposal is reviewed to ensure the parking spaces are fully utilised, as intended.

No mention has been made with regards to Electric Vehicle Charging, I would ask that each dwelling or allocated space has access to an individual EV charging point.

All Electric Vehicle chargers provided for homeowners in residential developments must be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wifi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list: <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>

Cycle Parking

Each dwelling is proposed to have secure and covered cycle storage facilities in the rear garden or car port, this proposal is welcomed.

Properties 1-6 in Area 5 are proposed to have communal cycle storage, but it is unclear how many bicycles the facility will allow. Clarification on this point will be appreciated.

Construction Access Route

The proposed construction access routes fit the priority road network, with quickest connection to the A228 Ashton Way, which serves the wider strategic road network. Access Points 1 and 3 provide safe ingress and egress from the development. Number 2 off Tower View, does raise some safety concern, the indicative route off and onto the roundabout needs better explanation and I would ask for the submission of a Construction Management Plan before the commencement of any development on site to include the following:

- (a) Routing of construction and delivery vehicles to / from site
- (b) Parking and turning areas for construction and delivery vehicles and site personnel
- (c) Timing of deliveries
- (d) Provision of wheel washing facilities
- (e) Temporary traffic management / signage
- (f) Provision of measures to prevent the discharge of surface water onto the highway.

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

Steven Timson



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Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD
Tel: 03000 418181
Date: 16 March 2021

Application - TM/20/02830/RM

Location - Kings Hill Phase 3 Gibson Drive Kings Hill West Malling Kent

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are often under-utilised. This does raise concern that vehicles may park on-street which could restrict vehicle swept paths within the development, on further discussions with Tonbridge & Malling Borough Council and the applicant; the applicant is proposing to put parking restrictions in place on the development, which will mitigate the tandem parking in this instance.

No mention has been made with regards to Electric Vehicle Charging, I would ask that each dwelling or allocated space has access to an individual EV charging point.

All Electric Vehicle chargers provided for homeowners in residential developments must be provided to Mode 3 standard (providing up to 7kw) and SMART (enabling Wifi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list: <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>

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