



**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:** 11 August 2021

**Application - TM/21/01911/FL**

**Location - Land Rear Of 182 High Street Tonbridge Kent**

**Proposal - Redevelopment to form 34 Retirement Living apartments for older persons including communal facilities, and associated car parking and landscaping, and the repositioning of 4 existing car parking spaces**

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

Thank you for inviting me to comment on this application. I note from the Transport Statement (TS) submitted that purchase of the apartments proposed is legally restricted by Churchill Retirement Living to those over 60. The resident age profile shown in Figure 3 is also helpful as well as the trip rate data of other sites given in Table 2 on page 20. These trip rates are given for the weekday 7am to 7pm 12hr period. It is generally recognised that retirement homes do not create traditional peak hour demands, which are the most sensitive times on the network in highway capacity terms. I do not consider that this proposal could constitute a severe traffic impact on the highway.

Site Access

I note the visibility splays discussed under Access Design – Section 5, of Transport Statement, and consider that visibility along Annison Street for speeds of 30mph are also available.

Parking

Secure and covered cycle parking and mobility scooter storage will be provided on site.

The level of car parking proposed is commensurate with other sites at similar locations. It is not considered that the level of car parking proposed could give rise to an unacceptable impact on highway safety.

Sustainable Travel

There are bus stops located around the area, with services going to Maidstone, Tonbridge Centre, and other attractors.

Tonbridge Rail Station is located within 1km of the site, offering rail services for residents. Pedestrian footways in the area are in good number and will enable residents to walk from the site to the High Street.

There is a lack of continuous cycleway within Tonbridge High Street, between Rail Station and Darenth Avenue, a route identified on page 13, number 4, within Tonbridge and Malling Cycling Strategy. I feel the site should make a contribution towards this route based on £2,000 for each apartment, totalling £70,000. This will enable residents to make trips by bicycle for leisure purposes.

### Summary

I write to confirm on behalf of KCC that I have no objection to this application subject to the following conditions: -

- Implementation shall not commence until Annison Street is fully adopted, includes enforceable on-street car parking restrictions and the maintenance period of adoption has been completed.

I note from the TS under 3.3 that 'It is expected that the road would be fully adopted before the development is open for occupation.' The above condition is proposed however due to unknown and uncontrollable potential displaced parking issues together with potential associated construction access issues.

- Before and after construction of the development, highway condition surveys for highway access routes should be undertaken and a commitment provided to fund the repair of any damage caused by vehicles related to the development.

1. 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.
2. 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.
3. At least two car parking spaces shall be provided with an Electric Vehicle (EV) charging point. The remainder of car parking spaces shall be provided with underground ducting suitable to allow for easy implementation of EV charging points at a future time. 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>
4. The disabled buggy parking shown shall include electric charging points.
5. 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.
6. Completion and maintenance of the access, via a S278 agreement with this authority, shown on the submitted plans prior to the use of the site commencing. Planning permission does not convey any approval for construction of the required vehicular crossing, 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 or telephone: 03000 418181) in order to obtain the necessary Application Pack.

A funding contribution of £70,000 towards delivering part of a cycling route between Tonbridge Rail Station and Darenth Avenue, as aspiration, set out within Tonbridge and Malling Cycling Strategy. The route will help residents access further leisure facilities within cycling distance of the site.

INFORMATIVE: Should the development be approved by the Planning Authority, it is the responsibility of the applicant to ensure, before the development 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**