



Tonbridge & Malling Borough Council
Development Control
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Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 6 May 2022

Our Ref:

Application -	TM/21/02298/FL
Location -	Tonbridge P R S Medway Wharf Road, Tonbridge, Kent
Proposal -	Demolition of existing gasholders and associated structures. Redevelopment of the site to provide 144 residential units and up to 567 sqm of flexible Class E/ancillary residential floorspace. The proposals include the delivery of landscaping and public realm, play space, access, car parking and other associated and ancillary works

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

Introduction

This application is for 144 residential units and up to 567 sqm of flexible Class E / ancillary residential floorspace. Proposed development comprises of 45 x 1 bed, 76 x 2 bed, and 23 x 3 bed apartments. The basis of this response is generated by reviewing Transport Assessment, dated July 2021. Other documents, such as Design and Access Statement, Travel Plan and drawings have been considered, as well.

Site Access

It is proposed to use an existing bell-mouth junction to access the site from Medway Wharf Road, which runs between A26 Vale Road and B2260 High Street. A separate emergency vehicle access will be provided via a 4.5m wide footpath from the Courtyard Parking, into the communal courtyard garden.

The application is proposing to implement a barrier to the site, which will control parking within the development.

A four-metre-wide footway will be provided on the site's western boundary connecting the River Medway path and proposed public realm area to Medway Wharf Road.

Parking

160 secure, covered cycle parking spaces will be provided within the development. Four spaces will be allocated to cargo bikes and four will provide electric scooter / bike charging facilities. Eight cycle spaces will be provided to serve the flexible office space.

92 vehicular parking spaces are proposed for the development - five spaces allocated for

mobility impaired. 16 spaces will have active electric vehicle charging points. Some visitor spaces will be provided.

Two spaces will be provided for Car Club operation, which will mitigate individual dwellings requiring spaces.

A delivery vehicle bay and three motorcycle parking spaces will be provided.

The above numbers are satisfactory from KCC's perspective, especially as the site is located close to leisure amenities and other sustainable modes (train and bus facilities)

Traffic Assessment and Junction Capacity

Section 4 sets out the process undertaken to determine the expected route choice within the network and traffic numbers at key junctions within Tonbridge, to understand performance.

Expected traffic numbers, as detailed, within Table 4.10, will not have a severe impact on the highway, especially by the provision of Car Club and capping car park provision. In addition, this development is also centrally located which will provide alternative modes of travel, sustainable or active, rather than being car centric.

It is expected the entire development will generate 35 two-way trips (11 arrivals & 23 departures) in the AM Peak hour and 39 two-way trips (23 arrivals & 16 departures) in the PM Peak Hour.

Table 5.1 and 5.2 within the Transport Assessment provide a summary of Medway Wharf Road / A26 Vale Road and Site Access / Medway Wharf Road, both junctions within 2026 are significantly under capacity and therefore, do not have a severe impact upon the highway network.

Sustainable Travel

Tonbridge Rail Station is located within approximately 1km of the development.

Bus services are located circa 500m walk from the development with frequent 20-minute services.

Both of the above offer viable alternatives to car use for longer journeys and can be easily reached by active travel modes.

Swept Path Analysis

Appendix 2 details the various swept path analysis undertaken within the site and the layout caters for all vehicles requirements.

Travel Plan

Travel Plan has been submitted with this application. A monitoring fee will be required due to the size of development - £948. The fee amount covers biennial monitoring over five years or the life of the Travel Plan.

Summary

I refer to the above planning application and confirm that provided the following requirements

are secured by condition or planning obligation, then I would raise no objection on behalf of the local highway authority:-

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. 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>
3. Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.
4. The development shall not be brought into use until a Travel Plan, to reduce dependency on the private car, has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan shall include objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement. Thereafter, the Travel Plan shall be put into action and adhered to throughout the life of the development, or that of the Travel Plan itself, whichever is the shorter. Monitoring fee of £948.
5. Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the use of the site commencing.
6. Footway upgrade alongside site, running parallel with River Medway, will need to be undertaken via a S25 agreement between the applicant and KCC. Drawings, proposed materials, working practices to be agreed with KCC Public Rights of Way team prior to implementation.
7. To impart towards improving cycling infrastructure within Tonbridge Town Centre, I recommend that this development contributes £288,000 to facilitate design and implementation schemes detailed within Tonbridge and Malling Borough Council Cycling Strategy. This will help to aid modal choice for these new residents, plus those accessing the Class E Office Floorspace.
8. A financial contribution of £145,000 is required towards bus service enhancements, bus infrastructure and/or bus journey time improvements in order to encourage sustainable travel.

Informative: It is important to note that planning permission does not convey any approval to carry out works on or affecting the public highway.

Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture, is

advised to engage with KCC Highways and Transportation at an early stage in the design process.

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 public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have highway rights over the topsoil.

Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

Kent County Council has now introduced a formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

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 have been obtained and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant 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.

Guidance for applicants, including information about how to clarify the highway boundary and links to application forms for vehicular crossings and other highway matters, may be found on Kent County Council's website: <https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance>. Alternatively, KCC Highways and Transportation may be contacted by telephone: 03000 418181

Yours Faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.