



**Ebbsfleet Development Corporation**

The Observatory  
Castle Hill Drive  
Castle Hill  
Ebbsfleet  
Kent  
DA10 1EE

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 16 May 2019

**Application - EDC/18/0196**

**Location - Ashmere (Western Village), Eastern Quarry, Watling Street, Swanscombe, Kent**

**Proposal - Application for the discharge of conditions 19, 20 & 21 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area Masterplan, Area design code and Air Quality Monitoring.**

Thank you for your re-consultation on the Alkerden and Ashmere Parking Management Plan. I have the following comments to make with respect to highway matters :-

Paragraph 5.2.12 states *"In April 2018 Camland issued surveys to existing residents to seek to capture and promote the opportunities presented by car clubs"*. These surveys are welcomed and are likely to be helpful in shaping the future car club offer.

I am pleased to see the addition of the first principles assessment for the primary school, which helps to provide an understanding of the likely demand for parking spaces, and proposed parking standards for the non-residential uses. The provision for the non-residential uses reflects the modal shift ambition which aims to be realised from the sustainable travel measures to be implemented and are therefore acceptable. As stated at paragraph 6.3.1, the standards will be reviewed each year as part of the annual Parking Management Plan review and can be amended to reflect emerging trends.

The 20% increase in cycle spaces above the local standards (and the 1/5 standard applied to the secondary school) is welcomed and reflects the high level of sustainable travel that the site is aiming to achieve.

**Outstanding Issues:**

- The 20% increase in cycle parking should be applied to the primary school cycle parking also. Cycle parking for mobility impaired users should be provided as part of the overall provision to ensure cycling is available to all.

As requested, further work has been undertaken to support a reduction in visitor spaces for the apartments. In summary, the surveys show that the maximum visitor demand was 0.24, the minimum demand was 0.17 and the average demand was 0.19. It is understood that the surveyed apartments have allocated parking, which may reflect the higher number of 'visitors' observed. As a result, if the proposed spaces are allocated, visitor spaces should be provided at

0.2 spaces per unit. If the proposed spaces are unallocated, visitor spaces can be provided at 0.18 spaces per unit, reflecting a combination of the average demand and the robustness of the surveys.

In locations where on-street parking opportunities are physically designed out, such as The Traditional Mews, garages can be counted as one space, providing they are designed at the increased size of 7x4.05m / 7x4.2m (to allow for both vehicles and bicycle & bin storage), and a proportion of the front façade is not enclosed (to discourage them being used for anything other than vehicles).

**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

**Angela Coull**  
Principal Transport & Development Planner



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**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 9 April 2019

**Application - EDC/18/0196**

**Location - Ashmere (Western Village), Eastern Quarry, Watling Street, Swanscombe, Kent**

**Proposal - Application for the discharge of conditions 19, 20 & 21 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area Masterplan, Area design code and Air Quality Monitoring.**

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

**Access and Car Parking**

The proposals for 1 space per 1-2 bed unit and apartment, and 1 space per 20 units for vans, remain acceptable. Parking for flats should be unallocated.

The additional visitor surveys are welcomed. However, based on the information contained within the revised parking management plan, they should be provided at 0.2 spaces per unit, rather than the 0.1 spaces proposed.

Garages are proposed to be counted as one space. Recognising the reality that garages are often used for storage, a blanket provision of this standard across the site is unacceptable. However, the increase in the dimensions of the garages to 7x4.05m / 7x4.2m (where they are to count as one space) is welcomed. In locations where the design of the street creates minimal (or no) on-street parking opportunities, such as The Mews, garages designed at the increased size will be acceptable as one space but must not be 100% enclosed to the front façade.

Monitoring of the occupations and car ownership is proposed to be undertaken every 500th occupation. It is considered that monitoring should be undertaken on an annual basis.

Non-residential parking provision is proposed to reflect the local authority guidance, yet the parking provision for the office is approximately half of the DBC standard. Justification should be provided as to why this provision differs between uses.

Parking standards have been proposed for the education use. The provision for this use should be based on a first principles assessment including staff and pupil numbers etc. Cycle parking is proposed to be provided in line with DBC standards. However, reflecting the sustainable nature and ethos of the development, additional cycle parking should be provided.

Where on street parking in public places is to be charged for, the provision of a pay-by-phone facility should be considered in addition to pay-and-display.

The provision of electric vehicle charging is welcomed. It is understood that due to the rapid advancement of technology, the time taken to charge electric vehicles is becomingly increasingly quicker. Consideration should therefore be given to providing a rapid vehicle charging hub (akin to today's 'petrol station'). Not only would this resolve some on-street charging issues (such as the use of footways for charging infrastructure), it would provide a charging facility for visitors to the site who may otherwise not be able to travel by electric vehicle because of its range.

The Parking Management Plan refers to a 20% mode share for public transport. Fastrack requires a 25% mode share. Reference to MaaS is made, but information on how this will be procured should be provided.

A 6.75m carriageway will be provided for Fastrack. The Fastrack stops need to have suitable infrastructure including flag and Landmark shelter with real time information. With regard to the Secondary route – Fastrack alternative route, the on-street parking bays have been reduced to 1.75m. These should be a minimum of 2.5m.

The cycle routes shown on the primary street proposals should be increased from 2m to 3m in order to accommodate two-way flow.

The locations of footway and cycleway connections to the surrounding areas are shown, however, no off-site works or necessary signage have been identified. Further details should be provided.

Additional parking areas have been indicated in the Neighbourhood Green areas. Justification as to the number of spaces and why these have been provided, is required.

Junction capacity modelling of the internal junctions is still outstanding.

### **Additional Issues**

Lighting is proposed to be developed in line with Kent County Council standards. Additional information should be provided in the Infrastructure application, including locations of street trees as these affect the lighting levels.

Landscaping and its impact on highway safety and maintenance will be considered in further detail at the Reserved Matters Application stage.

Following the Department for Transport's pause on shared space schemes, please note that KCC will not adopt shared space schemes over 25 units.

Materials used should be in accordance with the standard Kent pallets.

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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

**Angela Coull**

Principal Transport & Development Planner



**Ebbsfleet Development Corporation**  
North Kent Police Station  
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DA11 8BD

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181  
**Date:** 24 January 2019

**Application - EDC/18/0196**

**Location - Ashmere (Western Village), Eastern Quarry, Watling Street, Swanscombe, Kent**

**Proposal - Application for the discharge of conditions 19, 20 & 21 attached to planning permission reference no. EDC/17/0048 relating to the submission of the Area Masterplan, Area design code and Air Quality Monitoring.**

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

**Access and Car Parking**

Parking provision at the site should ensure enough spaces are available so as not to create on-street parking issues but should also show restraint to reflect the sustainable location and the high-quality public transport services that will be available. As a result, a reduction to some of the Dartford parking standards is appropriate.

The proposals for 1 space per 1-2 bed unit and apartment, and 1 space per 20 units for vans, are acceptable. Parking for flats should be unallocated. A reduction in the provision of visitor spaces is also acceptable, but should be provided at 0.2 spaces per unit, and 0.3 spaces per unit where tandem spaces are provided, rather than the 0.1 spaces proposed. This provision will cater for visitors and provides a balance to the reduction in spaces for the 1-2 bed units and apartments. Garages are proposed to be counted as 1 space. However, recognising the reality that garages are often used for storage, the provision should reflect the Dartford standards of 0.5 spaces. Given the sustainable nature of the site, 1 cycle parking space should be provided per bedroom, regardless of house type.

As the above vehicle provision is below the Dartford standards, it is important to ensure that any resulting parking issues that may arise, can be resolved. Small parcels of land should therefore be identified, which can be converted to on-street parking if on-street parking issues arise within a defined period of time, and other sustainable travel measures have not been effective in combating the issue.

Displaced parking areas are proposed. These are acceptable but should be for a limited number of vehicles so as not to create the potential for large areas of hardstanding.

Monitoring of the occupations and car ownership is proposed to be undertaken every 250<sup>th</sup> occupation. This is acceptable.

Non-residential parking provision is proposed to be based on the provision set out in the Eastern Quarry Transport Strategy. This is acceptable. With regard to education, a 20% reduction to the Dartford standards is proposed. Evidence or first principles assessment should be provided to support this reduction.

Where on street parking in public places is to be charged for, the provision of a pay-by-phone facility should be considered in addition to pay-and-display.

The provision of electric vehicle charging is welcomed. Contact should be made with the relevant energy provider to ensure there is enough capacity in the local network to support the level of vehicle charging proposed. It is understood that due to the rapid advancement of technology, the time taken to charge electric vehicles is becomingly increasingly quicker. Consideration should therefore be given to providing a rapid vehicle charging hub (akin to today's 'petrol station'). Not only would this resolve some on-street charging issues (such as the use of footways for charging infrastructure), it would remove the issue of having a single charging point at a dwelling where there are multiple electric vehicles requiring charging. In addition, it would provide a charging facility for visitors to the site who may otherwise not be able to travel by electric vehicle because of its range. The location of the hub would need further consideration, but could be integrated into the displaced parking areas in order to generate activity / natural surveillance.

A 6.75m carriageway will be provided for Fastrack. The Fastrack stops need to have suitable infrastructure including flag and Landmark shelter with real time information. The cycle routes shown on the primary street proposals should be increased from 2m to 3m in order to accommodate two-way flow. The 1.2m footway shown on the 'mews' is also a departure from the standards and if not increased, should be amended to a 'service strip'.

The locations of footway and cycleway connections to the surrounding areas are shown, however, no off-site works or necessary signage have been identified. Further details should be provided.

### **Additional Issues**

Lighting is proposed to be developed in line with Kent County Council standards. Additional information should be provided in the Infrastructure application, including locations of street trees as these affect the lighting levels.

Landscaping and its impact on highway safety and maintenance will be considered in further detail at the Reserved Matters Application stage.

**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.

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