

KINGS HILL – PHASE 3
AREA 304 – Glenton Avenue & Beacon Avenue
SUMMARY REPORT

Amenities	None
Character Area	Will street furniture be of a design that is cost effective if KCC have the responsibility for maintenance. The propose character of the housing for this area is described principally 2,3 and 4 bed roomed units with semidetached, terraced housing
Crime Risk	Medium density in this area which is planned to be of properties of up to 3 storeys. If parking is away from plot this could be an area of concern.
Density	Medium density
Landscaping/Woodland	Three Oak trees to remain on site and the remainder of the site stripped of vegetation
Parking	<p>Parking arrangements within the public realm will not be agreed until the detailed design stage by the Highway Authority.</p> <p>There are 2 lanes & mews shown in the Design & Access Statement page 93 in this area. There are areas such as these on Phase 2 (Milton Lane, Hazen Road, Sandhow) parking and obstructive parking have been an issue within these areas.</p> <p>It is stated that parking should generally be on plot at the front or side of the building wherever possible. On street parking with tree planting to soften the appearance of parked cars will be a recurring feature.</p>
Transportation	The main access is onto Beacon Avenue.

	<p>A typical feature of a permeable settlement is the use of archways linking courtyards or mews to the Main Streets without breaking the continuity of frontage'. Will this encourage residents to use their vehicles less? This area is some way from the centre of Kings Hill and the new school.</p> <p>Emergency vehicles need to be able to get within 45m of each dwelling.</p>
General Comments	<p>There are no increased contributions to the transport infrastructure serving Kings Hill as this had already been agreed in Phase 2's Section 106 agreement.</p> <p>The Crime Design Advisor will be contacted to ask about Security by Design with regards to this Planning Application.</p> <p>Designing bus routes for greater public transport use. Buses are full to capacity in the school rush hour periods with some children having to stand for the whole of their journey to senior schools.</p> <p>The emphasis is on people before traffic but high density areas have brought problems with parking, speeding and obstruction as on Phase 2.</p> <p>There will be increased traffic from outside Kings Hill for the school, petrol station and the majority of new residents could be working off of Kings Hill.</p> <p>The increase in offsite workers could lead to more pressure on the rail network to the City from West Malling.</p>