



Folkestone and Hythe District Council
Civic Centre
Castle Hill Avenue
Folkestone
CT20 2QY

Highways and Transportation

Ashford Highway Depot
4 Javelin Way
Ashford
TN24 8AD

Tel: 03000 418181

Date: 11 April 2018

Application - Y17/1042/SH

Location - PRINCES PARADE PROMENADE PRINCES PARADE HYTHE KENT

Proposal - HYBRID PLANNING APPLICATION FOR THE DEVELOPMENT OF LAND AT PRINCES PARADE. AN APPLICATION FOR OUTLINE PLANNING PERMISSION (WITH ALL MATTERS RESERVED) FOR UP TO 150 RESIDENTIAL DWELLINGS (USE CLASS C3), UP TO 1,270SQM OF COMMERCIAL USES INCLUDING HOTEL USE (USE CLASS C1), RETAIL USES (USE CLASS A1) AND / OR RESTAURANT/CAFE USES (USE CLASS A3); HARD AND SOFT LANDSCAPED OPEN SPACES, INCLUDING CHILDREN'S PLAY FACILITIES, SURFACE PARKING FOR VEHICLES AND BICYCLES, ALTERATIONS TO EXISTING VEHICULAR AND PEDESTRIAN ACCESS AND HIGHWAY LAYOUT WITHIN AND AROUND THE SITE, SITE LEVELLING AND GROUNDWORKS, AND ALL NECESSARY SUPPORTING INFRASTRUCTURE AND SERVICES. FULL APPLICATION COMPRISING A 2,961SQM LEISURE CENTRE (USE CLASS D2), INCLUDING ASSOCIATED PARKING, OPEN SPACES AND CHILDREN'S PLAY FACILITY.

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

1. My previous query regarding different drawings with differing/conflicting layouts has been answered. The applicant has confirmed that in relation to proposed highway alterations only drawing 617845/SK17 should be referenced (located in Appendix B of Additional Information and Clarification - February 2018: Appendix 8 Transportation).
2. With regard to the issue of users of the Seapoint Canoe Centre crossing the road, this is accepted. The proposed lower speed limit, raised table crossing feature and bends in the road will all contribute to a lower speed environment with sufficient visibility for those needing to cross the road.
3. The supplied Stage 1 Safety Audit is satisfactory and I am content that the revisions and clarification contained within the Designers Response are appropriate.
4. The Safety Audit recommends that a road restraint risk assessment process (RRRAP) is carried out due to the drop in land level and proximity of the Royal Military Canal adjacent to the proposed north eastern road alignment. The scheme designer has accepted this and it would be organised at the detailed design stage. This is acceptable, however I should make you aware that depending on the outcome of this RRRAP (which is an independent

assessment), it may be necessary to include some sort of barrier system as part of the scheme design. If required, this would have a bearing on the visual aspect of the highway in this location, but can obviously be softened with planting behind the barrier as appropriate.

5. My previous response requested the inclusion of a hard landscaping plan detailing proposed materials and confirmation of street lighting details. The response received states that these issues will be considered and agreed at detailed design phase subject to any permissions granted.
 - 5.1. From a Highways perspective, via condition, this is acceptable also considering all aspects of the highway design will be subject to detailed assessment via the design review and adoption process. I should however make clear that the proposed highway design includes a change in road alignment and the provision of raised table features both of which will require the installation of street lighting. This is non-negotiable. Princes Parade is currently not subject to street lighting and as such this element of the development may also have a bearing on other considerations. As such, although this approach is acceptable from a Highways viewpoint I would ask whether the Local Planning Authority are also content that this is acceptable from a viewpoint of other planning matters.
 - 5.2. Having said this, it should also be remembered that modern LED street lighting is far more effective at providing directed light that only illuminates the required sections of highway and reducing overall light spill.
6. The clarification provided with regard to background traffic growth included within the junction modelling is accepted, as is the referencing of the correct parking standards shown within the provided Table 2.

My original queries have been resolved and I can 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:-

- Prior to commencement of the development a hard and soft landscaping plan should be submitted to and approved Kent County Council as the Local Highway Authority via the Local Planning Authority showing details of surfacing materials and planting abutting the public highway.
- Prior to commencement of the development a street lighting plan should be submitted to and approved Kent County Council as the Local Highway Authority via the Local Planning Authority showing details of the proposed street lighting scheme within the public highway.
- 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, turning and unloading areas for construction and delivery vehicles and site personnel
 - (c) Timing of deliveries
 - (d) Provision of wheel washing facilities
 - (e) Temporary traffic management / signage
- Provision of measures to prevent the discharge of surface water onto the highway.
- Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the occupation of any of the development hereby permitted.

- Provision and permanent retention of the cycle parking facilities shown on the submitted plans prior to the occupation of any of the development hereby permitted.
- Provision and maintenance of the visibility splays shown on the submitted plans with no obstructions over 0.9 metres above carriageway level within the splays, prior to the occupation of any of the development hereby permitted.
- Use of a bound surface for the first 5 metres of the access from the edge of the highway.

INFORMATIVE: 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.

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



Senior Development Planner