



Shepway 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: 13 October 2017

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.

Dear Rob,

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

This proposal has been subject to pre-application discussions between Kent County Council as the local highway authority and the applicant. As such the submission is largely as expected in terms what has been present for approval.

Assumptions with regard to trip distribution are reasonable and the proposed vehicle trip generation from the proposals are representative for the purposes of junction assessment. Although there will obviously be an uplift in traffic levels on some of the surrounding roads, the Transport Assessment has demonstrated that none of the roads and junctions affected will be over capacity as a result of the proposals.

Before I can provide final comments on the proposal, there are several issues with regard to the proposed road layout and different elements of the Transport Assessment which require update or further clarification:

1. Proposed Highway Layout::

- 1.1. The concept of relocating Princes Parade further inland to release the seafront area for development was agreed as acceptable on the proviso that the level of amenity parking currently enjoyed by the general public to access the beach was replaced and obviously that the new proposed highway design was fit for purpose.
- 1.2. Any highway alteration of this scale which seeks to gain approval by the local planning authority must be accompanied by a Stage 1 Road Safety Audit to demonstrate its acceptability in terms of ongoing highway safety. I cannot see one within the package of supporting documentation.
- 1.3. Although the alignment of the proposed new road and traffic calming features are in line with previous discussions, there are several different drawings with the application's supporting information which show different features:

The Illustrative Masterplan shows two additional raised tables / change in surfacing towards the western end of the inland section of new road which contradicts with the Proposed Traffic Calming drawing 617845/SK17 which shows one priority working road narrowing in this location.

The supporting information showing the layout of the approved Seapoint Canoe Centre shows an element of parking which would have originally been in an off road parking facility remaining; this would be at a right angle to the highway. This seems to be shown on the Masterplan but not on the Traffic Calming drawing (likewise this issue needs to be clear on any drawing submitted for safety audit)

The Proposed Site Plan Part A seems to indicate a crossing feature on the new highway between the new car parking area to the south and the Seapoint Canoe centre to the north. which is not on the other drawings. This drawing does not show the parking mentioned above.

As the design of the road is sought to be agreed with this planning application, the drawings should represent the actual proposed scheme accurately to inform the general public. The applicant needs to confirm the chosen design and amend any contradictory drawings.

In addition to the road safety audit mentioned above, the applicant needs to provide a hard landscaping proposal plan detailing proposed materials and confirmation of street lighting details to form part of the approval..

2. Transport Assesment:

- 2.1. The committed development as outlined in Section 2.21 does not mention the Nickolls Quarry (Martello Lakes) site. To ensure the capacity modelling of the junctions is both representative and robust, could the applicant please confirm that this site is incorporated within the background traffic growth of the Temprow dataset.
- 2.2. Table 3.1, distance to local amenities. I believe from centrally within the site the distance to the Town Centre Employment and Commercial would be more realistic at 2300m than the 3300m quoted.
- 2.3. With regard to vehicle parking standards, Table 4.3 detailing Hotel maximum

parking standards lists incorrect values for vehicles. I suspect this is simply a typing error related to table 4.1, but should be corrected to ensure the correct provision is applied. Using SPG4, Employees should be 1 space per 2 staff, Guests 1 space per bedroom and Restaurant customers 1 space per 6sqm.

When the above issues have been clarified and additional information provided I will be pleased to provide further comment on the proposals.

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

Tony Jenson
Senior Development Planner