



**Folkestone and Hythe District Council**

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**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181

**Date:** 12 May 2022

**Our Ref:** 21/1631/FH/TJ

**Application - 21/1631/FH**

**Location - Land adjoining 39 Victoria Road West, Littlestone, TN28 8ND**

**Proposal - Reserved matters application relating to the scale, layout, appearance and landscaping for 80 dwellings pursuant to outline planning permission Y18/0768/FH**

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

1. In general the revisions to the highway layout are positive. Traffic calming features are spaced sufficiently to keep driven speed slow on the main access road and pedestrian crossing features now tie in with these raised traffic calming features. The hierarchy of lesser trafficked roads and private driveways is appropriate. Pedestrian and cycle routes link the southern short private drives and turning heads to provide a permeable site.
2. The area allocated to cater for displaced parking for existing residents of Victoria Road West has been relocated into an area that is overlooked by dwellings, so this is a more secure location.
3. There are however several elements of the revised design that still require revision, these are relatively quick fixes:
  - 3.1. Plots 1 – 4. Driveway dimensions are oversized but not large enough for a second vehicle in front of the first. This can often result in a second vehicle being parked on plot regardless and obstruction of the footway. These plots should be revised to shorten the driveway so that this is not possible.
  - 3.2. The majority of plots show cycle parking, however this detail has been missed from plots 14 and 15.
  - 3.3. All double depth driveways should be an absolute minimum of 10m in length. Many of those on plan appear to only be around 9.5m long which would result in overhang of the footway. A design check needs to be carried out on all tandem parking arrangements to ensure all are a minimum of 10m long.
  - 3.4. The dropped kerb hard landscaping required to access the driveways of plots 50-54 has been missed off the supporting drawings.
  - 3.5. Parking for plot 63 is impractical with the aisle offering insufficient manoeuvring space to park in the northern space. These two spaces could be moved slightly to the south and an additional length of hard surfacing included for the northern space to allow for manoeuvring.

- 3.6. The approach to the driveways for plots 35 and 45 is at an impractical angle with insufficient manoeuvring space. Additional reversing space is required behind the driveways to allow for manoeuvring. Likewise plots 43 and 44 do not have the required 6m reverse distance behind the driveways.
4. A number of changes in design have been introduced that result in rear court parking. All dwellings where their parking allocation is to the rear of the property should have a key lockable rear garden gate rather than hasp and padlock. This is to make the rear court parking more quickly accessible from the house.
5. Visitor parking provision is still an ongoing issue.
  - 5.1. The revised Design and Access Statement details that the development provides 16 visitor parking spaces (0.2 per unit), however if you discount those spaces labelled to cater for off plot parking from existing residents of Victoria Road only 12 or 13 have been provided. In addition, the quoted figure of 16 spaces does not include any uplift for the use of tandem parking and additional spaces are needed towards the mid/western area of the site where more tandem parking is prevalent. Currently the layout is not policy compliant with regards to visitor parking provision. Despite the road layout itself being acceptable, to leave this issue unresolved would risk the local highway authority choosing not to adopt the site road layout.
  - 5.2. I would suggest that the following are several potential locations that additional visitor spaces can be provided: 2 spaces adjacent to the side wall of plot 38; A single space inserted outside plots 31/32, 23/24 and 27/28 with slight relocation of or smaller street trees either side of the bay; In front of plots 73/74; A single space added to the parking court for plots 5-9; There is ample space to insert a small number of additional visitor bays to the southern end of the site where the turning heads and private driveways are located, spaced out such that they do not overwhelm the green edge of the site.
6. Once again, no information has been provided in relation to street lighting. This has a direct bearing on the local highway authority approach to road adoption and presumably the local planning authority would wish to see and agree the extent of any lighting. It is also important to consider that the position of street trees will have a direct impact on street lighting, so the landscaping details put forward for approval may not truly represent what is achievable until the two items are cross referenced. If it is intended that the development is to be un-lit the applicant needs to make this clear.
7. Aspects of the Hard Landscape Strategy indicate some elements as being adoptable, but still no extent of proposed adoption area plan has been provided (this also indicate any service margins). If it intended that the development is to remain in private ownership, the applicant needs to make this clear.

As can be seen from the above, although partly improved, there are still elements of the proposal that require revision and some required supporting information as yet not supplied.

I will be pleased to provide further comment when the above has been addressed.

**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 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.