



Ben Geering  
Shepway District Council  
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**Tel:**  
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**Highways and Transportation**

Ashford Highway Depot  
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TN24 8AD  
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James.Hammond@kent.gov.uk  
10<sup>th</sup> December 2014

Application Reference	Y14/0300/SH
Location	Land at Shorncliffe Garrison
Proposal	Application for outline permission (with all matters reserved) for demolition of existing buildings (with the exception of the listed buildings and water tower) and erection of up to 906 dwellings including affordable housing, community services and facilities (use Classes A1/A3/B1a/D1 and D2 uses up to 1,998 sqm), new Primary school and nursery (up to 3,500 sqm), combined new pavilion/cadet hut facility (up to 600 sqm) at The Stadium, retained cricket pitches including mini football pitches, equipped play, associated public open space and toilets, together with, associated accesses/roads, parking, associated services, infrastructure, landscaping, attenuation features and earthworks. Full application comprising demolition of existing buildings and erection of 294 dwellings including affordable housing, open space, improvements to 'The Stadium' sports facilities and new car park, equipped play improvements/works to The Backdoor Training Area, associated accesses/roads, parking, associated services, infrastructure, landscaping, attenuation features and earthworks.

Dear Mr Geering,

Please find enclosed comments from Kent County Council Highways and Transportation service to the above-referenced planning application. Kent County Council Highways and Transportation (KCC H&T) has separately responded in respect of matters concerning the proposed layout of the two residential parcels (and associated infrastructure) proposed in detail. On matters of the detailed layout of the two residential parcels, the applicant has provided a written response dated 5<sup>th</sup> December 2014, and a further response from the local highway authority will be issued in due course.

On matters relating to the impact of the development on the local highway network, within the response from KCC H&T dated July 2014 the local highway authority advised that additional information was awaited from the applicant on the basis that a VISSIM model was to be developed for the Horn Street corridor by the applicant and made available review by the local highway

authority. The applicant shared information on a visualisation model in the form of a 3-minute visual output at the meeting on 8<sup>th</sup> October 2014. The visual representation of traffic flows and the associated reporting holds no value upon which an accurate and robust assessment the highway impact of the development on the Horn Street/Church Road corridor can be formulated.

The submitted information is not satisfactory for the local highway authority to arrive at a robust response to the Transport Assessment. Without having the ability to appraise the impact of the proposed development through the appropriate means, to include the need for a conventional VISSIM model corridor assessment of the Horn Street/Church Road corridor (as has been clearly articulated to the applicant previously) in order to undertake a journey time analysis of the existing scenario and the future (with development) scenario, the local highway authority is unable to complete a comprehensive review of the planning application.

As such, the recommendation by the local highway authority is to place a holding objection on the application on the basis of there being a lack of information submitted by the applicant to enable a satisfactory and robust assessment of the proposals can be undertaken by the local highway authority. Should the applicant be minded not to undertake the necessary further assessment work then the local highway authority raises a recommendation for refusal.

Yours faithfully



**James Hammond**

Strategic Transport and Development Planner