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JUNE 2017

Highways Assessment

Dover Road, Walmer, Kent

ICENI PROJECTS LIMITED ON BEHALF OF GLADMAN DEVELOPMENTS

Iceni Projects Limited on
behalf of Gladman
Developments
June 2017

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Highways Assessment
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APPENDICES

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1. INTRODUCTION

1.1 Iceni Projects Ltd has been appointed by Gladman Developments Ltd. (the 'Applicant') to prepare a Highway Assessment (HA) to support an outline planning application for the proposed development of land to the east of Dover Road, Walmer, for up to 85 residential dwellings (henceforth referred to as the Site).

1.2 It is proposed to access the Site via a new priority 'T' junction onto Dover Road, with a new designated right turn lane. New footway connections and upgraded crossing facilities along Dover Road are also proposed to promote safe pedestrian access between the Site, Walmer village centre and the local area.

1.3 The Local Planning Authority is Dover District Council (DDC) and the Local Highway Authority is Kent County Council (KCC).

1.4 This report should be read in conjunction with the Transport Assessment (TA) which was submitted separately under the planning application reference **DOV/17/00487**. The HA sets out the existing situation in relation to the site, and considers the impact of the predicted traffic on the local highway network. Additionally we provide comments and address additional work requested within the response.

1.5 The indicative boundary of the site is shown at **Plate 1** below.

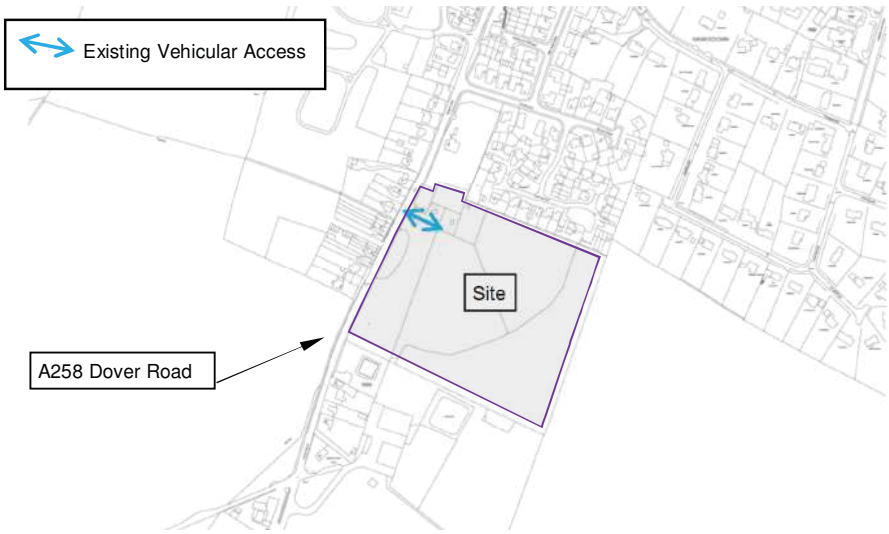


Plate 1: Site Location

1.6 During the lead up to this application, Iceni Projects have undertaken extensive scoping discussions with KCC in their role as Highways Authority. The scoping discussions are attached at **Appendix A1** and will be referred to throughout the report. The main points are detailed below:

- The proposed site access arrangements were accepted in principle;
- The study area for the assessment was agreed;
- Trip rates to facilitate a trip generation assessment were agreed in principle; and
- Distribution of traffic from the proposed development was agreed.

1.7 This report has been prepared using the guidance and methodology set out in Planning Policy Guidance 'Travel Plans, Transport Assessments and Statements in Decision-Taking' (March 2014).

Report Structure

1.8 Following this introductory chapter, the remainder of this report is structured as follows:

- **Chapter 2: Response to Highway Comments-** provides a response to these comments raised by KCC during the application process.
- **Chapter 3: Background Growth and Committed Development –** provides the methodology for background traffic growth and reviews local committed developments;
- **Chapter 4: Trip Generation and Traffic Distribution -** presents the results of the vehicle trip generation assessment relative to the proposal and how this has been assigned to the local highway network;
- **Chapter 5: Traffic Impact Assessment –** considers the impact of the predicted vehicle traffic on the local highway network and presents the results of the junction modelling; and
- **Chapter 6: Summary and Conclusions -** Provides a summary and conclusion by highlighting the key points raised within this report.

1.9 All technical appendices are included at the end of this HA for information.

2. RESPONSE TO 26TH MAY 2017 HIGHWAY COMMENTS

Comment 1

Visibility splays have not been previously agreed as suggested. Whilst a reduction has been made for wet weather speeds there is no indication of the weather during the speed survey to ascertain if this reduction is appropriate. Manual for Streets 2 identifies that for measured speeds over 60 kph (37 mph) more onerous values for reaction time and deceleration rate should be used, as well as account being taken of the gradient of the road, and this would potentially increase the visibility required. The visibility calculations should therefore be reassessed and appropriate splays provided accordingly

2.1 The "Desirable Minimum" Stopping Sight Distances (SSDs), 215m for 60mph and 90m for 30mph, in the *DMRB* are based on a driver perception/reaction time of 2 seconds and a deceleration rate of 0.25g. The "Absolute Minimum" (now known as One Step Below Desirable Minimum) SSD values use the same reaction time of 2 seconds and a deceleration rate of 0.375g. The *MfS1* and *Manual for Streets 2: Wider Application of the Principles* (*MfS2*, CIHT, 2010) both advocate the use of a lower driver reaction time of 1.5 seconds in areas where vehicle speeds are up to around 40mph. Taking this into account and due to our wet weather speeds being around the 40mph mark we have used the MfS1 and Manual for Streets 2 lower reaction times.

2.2 Adopting the above parameters results in the following SSDs for the 85th percentile wet weather speeds. Wet weather speeds are derived in accordance with *DMRB* TA22/81 which suggests a deduction of 2.5mph (4kph) for single carriageway roads.

Northbound, 35.5 mph 85th percentile wet weather speed

- *MfS1* SSD = 54.8m

Southbound, 40.6 mph 85th percentile wet weather speed

- *MfS1 SSD = 67m*

2.3 Stopping site comparisons for both north and southbound are shown overleaf at **plates 2 and 3**.

Stopping Sight Distance to the South Calculation					
	85th % Wet Weather Speed*	DMRB	DMRB (one step below)	Manual for Streets**	Highway Code (Emergency Stop)
mph	40.6	103.5 metres	81.1 metres	67.0 metres	37.2 metres

* Enter speed in mph and remember to apply -2.5mph to dry speeds. ** Including 2.4m bonnet length adjustment.

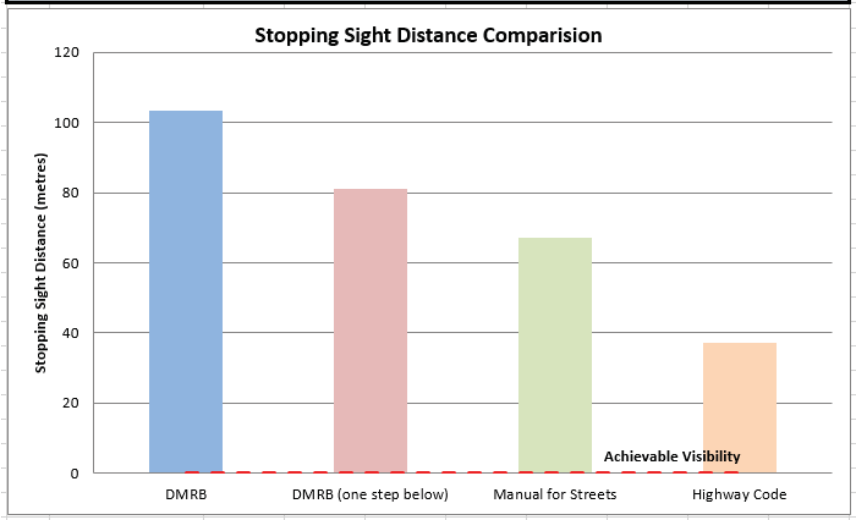


Plate 2: Stopping distance comparison looking to the south

Stopping Sight Distance to the North Calculation					
	85th % Wet Weather Speed*	DMRB	DMRB (one step below)	Manual for Streets**	Highway Code (Emergency Stop)
mph	35.5	83.1 metres	66.0 metres	54.8 metres	29.8 metres

* Enter speed in mph and remember to apply -2.5mph to dry speeds. ** Including 2.4m bonnet length adjustment.

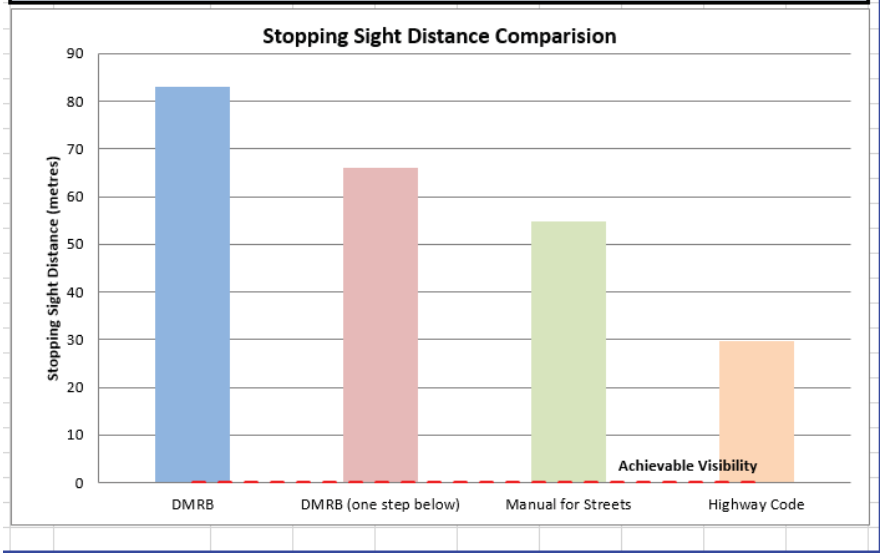


Plate 3: Stopping distance comparison looking to the north

2.4 Both visibility splays looking left and right at the proposed accesses are contained within the site boundary and adopted highway land, revised layout of the site access is available at **Appendix A2**.

The weather forecast has been examined using www.worldweatheronline.com, during the period the ATC's were down. The majority of days had little or less than 0.1mm of rain. The weather conditions for the week are shown in **Appendix A3.**

2.5 In terms of visibility 2.4m x 90m can be accommodated and are shown on all access drawings.

2.6 The gradient of the visibility looking left out of the site which is subject to gradient changes has been assessed. The assessment shows that the driver looking left of the site will not be compromised between 2 m and 0.6m above the carriageway. A drawing showing cross-section drawing is shown at **Appendix A2.**

Comment 2

Details of the location of the traffic survey in Dover Road should be provided.

2.7 The location of the ATC is shown below at **plate 4**, the ATC was located in between 455 and 453 Dover Road this is the exact location of the proposed access.

Plate 4: Location of ATC on Dover Road

Further details are required for the proposed right turn lane and associated highway alterations to demonstrate that they comply with the relevant standards. Any departures from standards should also be identified. It should be noted that the southbound lane does not appear to provide a uniform and smooth transition between changes in alignment, particularly (but not exclusively) in the northern section. It also needs to be demonstrated that an 11.3 metre refuse vehicle can turn left into the site access whilst a car is waiting to turn right out, and can also manoeuvre suitably past the island when turning right out

2.8 No departures from the relevant standards are proposed for the access. Attached at **Appendix A4** shows that an 11.3 metre refuse truck entering and exiting the site whilst avoiding the pedestrian island.

2.8 The southbound lane has been remarked and now provides smoother transitions between alignments. This is shown at **Appendix A5.**

2.9 The junction has been designed to the relevant KCC design standards. Access for developments such as this are shown on page 125 of the KCC design guide "major access road" which generally serves 50-300 dwellings. These accesses are designed for articulated vehicle types such as a pantechnicion, bus, fire tender, bus and car. In fact a minor access road which is smaller in size details that with a carriageway of only 4.8m (major being 5.5m) would accommodate a refuse vehicle as part of the anticipated vehicle types. Furthermore there are numerous local existing examples where a refuse truck would not be able to enter the site if a car was waiting to exit at the give way line. As such its standard practice within KCC. This manoeuvre will only occur once or twice a week and the junction complies with the relevant standards.

Comment 4

There is also an existing access between numbers 441 and 443 Dover Road which it appears may provide access to a field/agricultural land to the rear. It should therefore be demonstrated that the largest size of vehicle likely to use this access can still do so with the proposed island in place.

2.10 Swept path analysis showing that this manoeuvre is possible is shown at **Appendix A4**

The location of the proposed crossing island requires pedestrians to use a significant length of existing narrow footway (generally 1.1 metres wide) on the west side of Dover Road when heading towards the nearest bus stops, railway station, schools, etc. to the north. This footway should therefore be widened to 1.8 metres between the proposed island and the point where it widens to 1.8 metres to the north

2.11 The drawing attached to **Appendix A5 Drawing 16-T129_03(c)** shows that the footway on the western side of Dover Road has been widened to 1.8 metres between the proposed island and to where it widens to the north of the proposed access. For the carriageway to remain an acceptable width the existing island has been removed to the north of the proposed access, this removal of the island is seen as acceptable as we propose to add a pedestrian island at the new access.

Comment 5

Pedestrians accessing the existing southbound bus stop to the north of the site will still have to cross to the west side of Dover Road and then cross back again to reach the stop, without any form of crossing facility for the latter movement. I note that Stagecoach have requested a new southbound bus stop along the site frontage and this would resolve the issue. A new

stop should therefore be incorporated into the proposed highway alterations and the form of this stop should be discussed with Stagecoach.

2.12 The drawing attached at **Appendix A5 drawing 16-T129_06** shows the bus stop having been relocated along the site frontage and the pedestrian footpath continued from the access to the stop. The stop has been placed towards the north eastern boundary of the land that is within the applicant's control. To make the connection to the Downlands access the Council would need to secure the land. Both drawing **16-T129_03(c) and 16-T129_06** have been subject to a stage 1 safety audit, the relevant comments are detailed below. The applicant is relaxed in regard to which option is preferred and would request that KCC advise to their preferred option.

Comment 6

A secondary emergency access may be required and discussions should be held with the Fire Service in this regard.

2.13 The application is promoting a single point of access which is sufficient for this level of development and there are numerous examples within the County as such precedent is set. The fire service will be consultee to the application and can respond at that time.

Comment 7

The framework Travel Plan refers to discounts for travel on public transport being offered to residents to encourage modal shift. Further details of the nature and value of these discounts should be provided at this stage

2.14 A framework Travel Plan was provided as part of the TA, a full Travel Plan will be provided at the reserved matters stage and should be conditioned.

Road Safety Audit

2.15 In accordance with KCC requirements for all developments which include the provision of a new access onto the highway, a Stage 1 Road Safety Audit (RSA) of the two proposed site access options has been undertaken (Drawings **16-T129_03(c) & 06)**.

2.16 Due to the comments received by the Highway's Authority the western side of Dover Road has been widened to 1.8 metres between the proposed island and the point to the north where the footpath widens this option is shown in **Appendix A5** drawing **16-T129_03(c)**. In addition to this option the auditor has undertaken an audit with a bus stop relocated along the frontage of the site drawing **16-T129_06.**

2.17 The details of the RSA, together with the Designers Response are attached at **Appendix A6**. From this it is clear that the proposed site access can be accommodated on Dover Road without detriment to the safety of the existing highway.

2.18 One issue raised for Option A was that there is no connectivity from our site to the eastern southbound bus stop, a connecting footway on the eastern footpath from the site to the existing southbound bus stop cannot be provided as the applicant is not in control of the land past their site boundary. Whilst for Option B there is no connectivity from the southbound stop to the eastern footpath going into Walmer, as was noted for Option A the applicant is not in control of the land past their site boundary so this footpath cannot be provided. In both options issues regarding the driveways on the western side of Dover Road were raised, in both cases widening of the footway has been provided on the opposite side of the carriageway, as such existing driveways will be maintained and remain in-situ. Finally, the audit for both options raised an issue regarding site accessibility for cyclists, due to the low number of cycle trips in the AM and PM peak and taking account the access has been designed in accordance with the 'Kent Design Guidance' which considers the needs of all users.

3. BACKGROUND GROWTH AND COMMITTED DEVELOPMENT

Introduction

3.1 This chapter of the HA sets out the background growth and committed development traffic agreed to be included within this assessment.

Methodology

3.2 In accordance with industry standard practice and national TA guidance, to assess the impact of the proposed development, we have undertaken an assessment for both the baseline scenario and also a future scenario, five years after submission; 2022.

3.3 Growth factors have been calculated from the Trip Ends Model Program (TEMPRO) to project the 2017 surveyed traffic flows to the future assessment year of 2022 for both weekday peak hour periods. TEMPRO growth rates are affected by criteria other than the growth dates, such as road type and whether it's located in a rural or urban location. The highway network within the study area has been reviewed to calculate what growth rate should be applied to that specific flow, as such, separate growth rates have been obtained for urban and rural roads, and for principle or minor roads.

3.4 The resultant growth factors are as follows:

- Weekday AM peak hour period: 1.075 *(urban-minor, Station Road)* ***Dover 007***
- Weekday AM peak hour period: 1.074 *(urban-principle, Dover Road)* ***Dover 007***
- Weekday AM peak hour period: 1.074 *(urban-trunk A2)* ***Dover 010***
- Weekday AM peak hour period: 1.070 *(urban-principle, Honeywood Road, A256 Whitfield Hill, Sandwich Road)* ***Dover 010***
- Weekday AM peak hour period: 1.074 *(urban-principle, A258 Dover Road)* ***Dover 012***
- Weekday AM peak hour period: 1.078 *(urban-trunk, A2, Jubilee Way)* ***Dover 012***
- Weekday PM peak hour period: 1.077 *(urban-minor, Station Road)* ***Dover 007***
- Weekday PM peak hour period: 1.076 *(urban-principle, Dover Road)* ***Dover 007***
- Weekday PM peak hour period: 1.071 *(urban-trunk A2)* ***Dover 010***
- Weekday PM peak hour period: 1.071 *(urban-principle Honeywood Road, A256 Whitfield Hill, Sandwich Road)* ***Dover 010***
- Weekday PM peak hour period: 1.073 *(urban-principle, A258 Dover Road)* ***Dover 012***
- Weekday PM peak hour period: 1.077 *(urban-trunk, A2, Jubilee Way)* ***Dover 012***

3.5 These growth rates have been applied to the observed traffic counts undertaken to provide the background growth scenario for the year 2022. This is included within the flow diagrams attached at **Appendix A7**.

Committed Development

3.6 In order to ensure a robust assessment, the following committed developments has been included within the junction capacity assessments, to provide a '2022 Base' case in addition to the TEMPRO growth rates:

- Land Adjacent To Station Rd, Walmer **(APPLICATION NO DOV/14/00361)**

4. TRIP GENERATION AND TRAFFIC DISTRIBUTION

Introduction

4.1 This section of the report sets out the methodology used with regards to the predicted trip generation and distribution of the proposed development.

Methodology

4.2 In accordance with industry standard practice and national TA guidance, in order to assess the impact of the proposed development, a vehicle trip rate was agreed with the highway officer.

Vehicle Trip Generation

4.3 The vehicle trip rates have then been applied to the proposed 85 dwellings to predict the number of vehicle trips arriving and departing the site in both weekday peak hour periods. The trip rates and associated development trips are shown below at **Table 4.1.**

Table 4.1 Vehicle Trip Rates and Vehicle Trips

	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Vehicle Trip Rate per dwelling	0.16	0.42	0.58	0.39	0.23	0.62
Trip Generation (85 dwellings)	**14**	**36**	**50**	**33**	**20**	**53**

4.4 **Table 4.1** therefore demonstrates that a proposed development of 85 dwellings at this site is likely to generate 50 two-way trips in the AM peak and 53 two-way trips in the PM peak.

Development Traffic Distribution

4.5 The following section details the methodology used to assess the impact of the predicted traffic associated with the proposed development on the local highway network.

4.6 We have obtained 'Origin and Destination' data from the 2011 census to distribute the proposed development traffic to the wider highway network.

4.7 In order to predict the route drivers will take between the site and place of work, we consider the "Googlemaps" website, which uses local traffic news data and 'crowd-sourced', anonymised traffic data from people using Google maps apps on smartphones. Google combines the driver's speed with the speed of other phones on the road, across thousands of phones moving around an area at any given time, Google can then get a realistic picture of live traffic conditions. By selecting peak hour time periods, the most efficient routes are predicted based on the average traffic conditions for that day/time.

4.8 The predicted development traffic is then distributed along the vehicle routes identified by "Googlemaps" broadly in accordance with 2011 Census Travel to Work Origin and Destination (O-D) data for the local residential population who drive to/from work. On occasions where there are more than one vehicular route to a specific Census output area, a review is undertaken to determine the most likely routes to employment areas, i.e. if half of a Census output area is made up of open fields and the other half is an industrial estate, routes to the employment area will be considered the most likely for distributed development trips.

4.9 The results of the above methodology demonstrated that, beyond the left and right turn from the proposed site access, there are nine main routes that vehicles are likely to take. The distribution resulted in the following movements:

- 28% of vehicles depart right from the proposed access to travel northwards on Dover Road towards the area of Walmer and Deal;
- 72% of vehicles depart left from the proposed development heading to A2 and Dover;
- Of the 28% of vehicles which depart right from the proposed access heading northbound all 28% will continue to head north on Dover Road;
- Of the 72% of vehicles which depart left from the proposed access, 4% is predicted to right onto Ripple Road.
- Of the 72% of vehicles which depart left from the proposed access, 45% is predicted to turn left at the Duke of York's Roundabout and 18% will turn right towards the A2 roundabout.
- Of the 72% of vehicles which depart left from the proposed access, 4% is predicted to turn right onto Ripple Road and 3% at Ringwould.

4.10 **Plate 5** overleaf illustrates this distribution.

Plate 5: Distribution Plan

4.11 We have assumed vehicles arriving to the proposed development will arrive in the reverse distribution.

4.12 This distribution has been agreed during the scoping stage, as shown at **Appendix A1**.

Traffic Assignment

4.13 To assess the impact of the proposed development, the trip generation as outlined in **Table 4.1** has been added to the base case. This provides a total traffic flow at the stated junctions within the study area, which has then been used within the specific assessment models.

4.14 Junctions within the agreed study area have been assessed, utilising industry standard modelling software packages as identified, for the AM and PM peak hours. The assessments will be based on the following scenarios:

- 2017 Observed (utilising the traffic survey data obtained)
- 2022 Base (applying the observed data to the growth rates / committed development)
- 2022 Proposed (applying the base data to the proposed trip generation)
- 2022 Proposed+ Speculative development (land at Cross Road circa 235 units)

5. TRAFFIC IMPACT ASSESSMENT

Introduction

5.1 This following section details the methodology used to assess the impact of the predicted traffic associated with the proposed development on the local highway network.

Existing Traffic Conditions

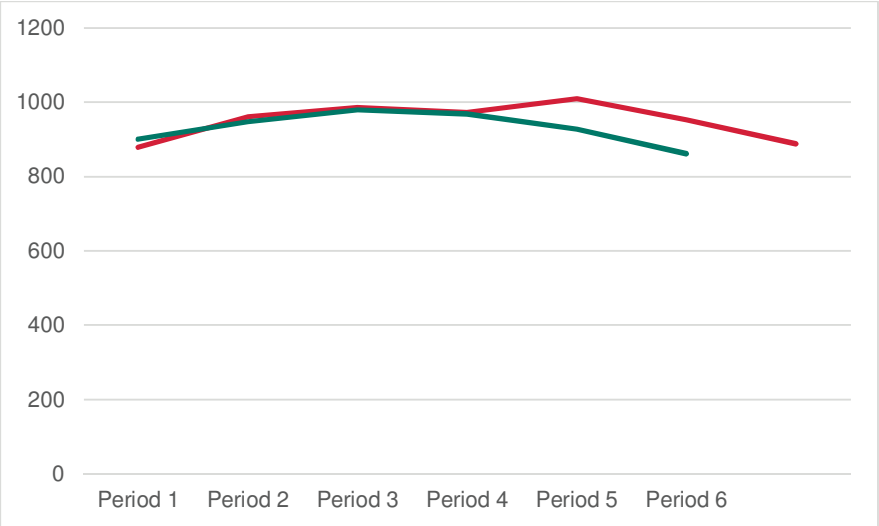
5.2 Traffic Surveys and Queue length surveys were commissioned as requested by KCC. The surveys were undertaken on Thursday 20th April 2017.

5.3 Having reviewed the traffic surveys in detail it appears the local highway network has a flat profile through the peak morning and afternoon periods. The following tables and graphs demonstrate that traffic flows in peak periods are maintained for an extended period of around 90 minutes, rather than a peak hour. A copy of the traffic surveys, undertaken on Thursday the 20th April 2017, is available at **Appendix A8**.

5.4 Generally, if networks are busy during peak periods, the traffic profile tends to be flat in nature as drivers seek to avoid the delays by leaving earlier/later. This results in traffic being spread through longer peak periods reducing the overall delays and queuing when compared to a peak hour period where the middle of the peak suffers long queues and delays.

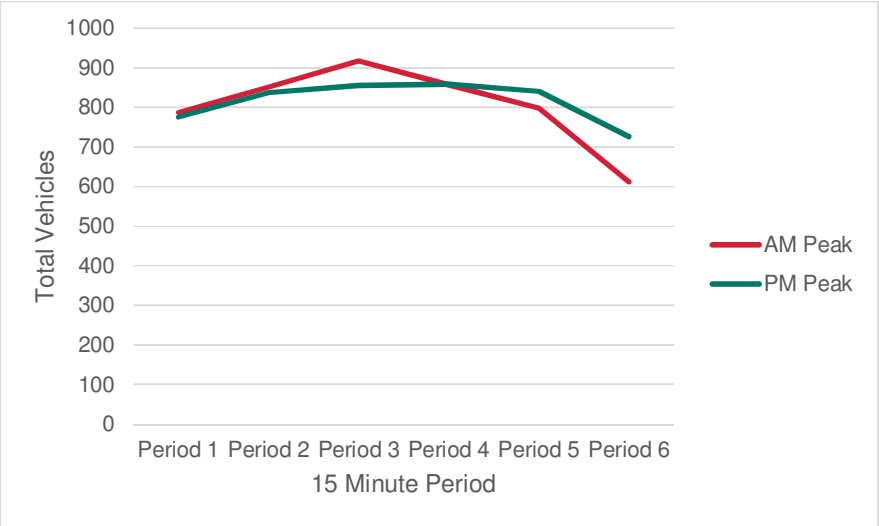
5.5 **Graph 5.1** below shows the traffic flow profile for the 4-arm roundabout junction between **Sandwich Road**/ **A2** / **Honeywood Road**/ **A256.** Given the small range in traffic flows for each segment over the 90 minute period, it is deemed that the traffic profile at this junction is representative of a flat profile. While the AM shows a slight peak in the third 15 minute period, the overall difference is just over 100 vehicles in 30 minutes, which given the volume of traffic during the 90 minute period, is not considered to be represent a defined 'peak' within a peak hour.

Graph 5.1: Sandwich Road/ A2 / Honeywood/ A256



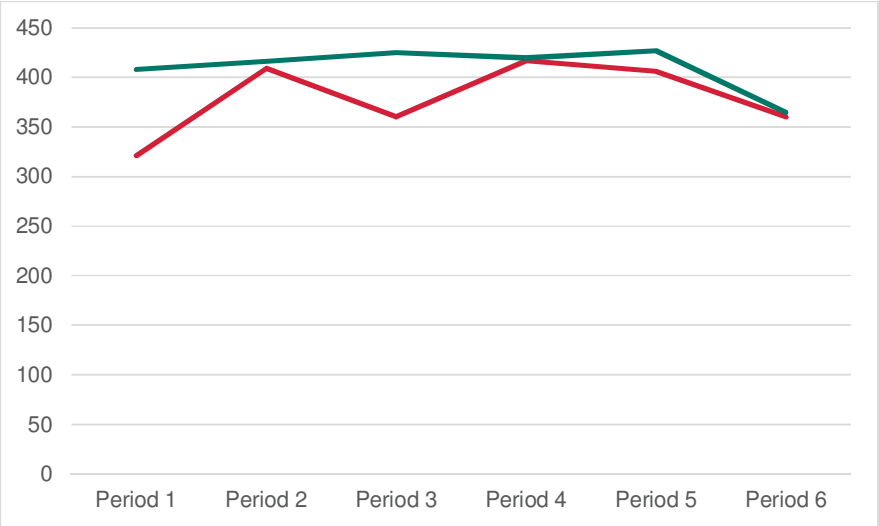
5.6 **Graph 5.2** below shows the traffic flow profile for the 4-arm roundabout junction between **A2/A258 Deal Road/A258**. In the absence of any visible 'peak' within either the AM or PM graph line, over the 90 minute period, it is considered that the traffic profile at this junction is representative of a flat profile.

Graph 5.2 A2/A258 Deal Road/A258



5.7 **Graph 5.3** overleaf shows the traffic flow profile for the priority junction **A258 Dover Road/Station Road.** Given the small range in traffic flows for each segment over the 90 minute period, it is deemed that the traffic profile at this junction is representative of a flat profile. While the AM shows a slight peak in the third 15 minute period, the overall difference is just over 100 vehicles in 30 minutes, which given the volume of traffic during the 90 minute period, is not considered to be represent a defined 'peak' within a peak hour.

Graph 5.3 A258 Dover Road/Station Road



Summary of Existing Traffic Profiles

5.8 It can be seen from the above graphs that the existing junctions within the study area currently operate with a flat profile.

5.9 It is therefore considered that the local highway network within the agreed study area, while busy during peak periods, does not have a predominant peak 15/30 minute period within the network

Assessment Methodology

5.10 In order to assess the impact of the predicted traffic generated by the proposed development, it is necessary to consider the operation of the local highway network under both the Base and Development scenarios, and undertake a comparison of the performance in each scenario. Both scenarios consider the future assessment year and include the traffic associated with committed developments in the area in addition to an allowance for the growth of existing background traffic.

5.11 The impact of the development traffic has been assessed in the Weekday AM and PM peak hours for an assessment year of 2022 (five years after submission).

5.12 The junction modelling software provides output data in the form of overall junction capacity and predicted queue lengths.

Traffic Impact

5.13 An increase of +10% in peak hour traffic is widely regarded as material in terms of the impact on highway capacity and represents typical day-to-day variation in traffic flows. Such an increase has

historically been taken as the threshold for determining whether or not the impact of development traffic on highway capacity should be assessed. This is reduced to +5% in areas already subject to congestion, or expected to be within the timescale considered. The 5% and 10% thresholds were set out in the 1994 *Guidelines for Traffic Impact Assessment* published by the IHT.

5.14 The 1993 *Guidelines for the Environmental Assessment of Road Traffic*, published by the Institute of Environmental Assessment (IEA), also refer to the +/-10% daily variation and state that: *projected changes in traffic of less than 10% create no discernible environmental impact*. The IEA Guidelines go on to state that an increase of 30% in traffic flows has a "slight" impact on severance.

5.15 **Table 5.1** overleaf sets out the predicted flows through junctions on the local highway network in the weekday AM and PM peak hours for both the 2022 Base and 2022 Base + Proposed scenarios, and also the result change / percentage impact.

Table 5.1 Predicted change on junctions within study area

Junction	AM				PM			
	2022 Base	2022 Dev	diff.	%age Impact	2022 Base	2022 Dev	diff.	%age Impact
Sandwich Road /A2(East)/Honeywood Road/A258/A2 (West)	4212	4221	9	0.21%	4086	4096	10	0.24%
A258 (North)/A2 (East)/A258 (South)/A2 (West)	3728	3759	31	0.84%	3673	3706	33	0.91%
Dover Road (South)/Station Road/ Dover Road(North)	1803	1811	8	0.43%	1892	1908	15	0.79%

5.16 **Table 5.1** shows that the predicted increase in traffic, as a result of the development proposals, during the weekday peak hours in the 2022 assessment year is well below the +5% and +10% typical day-to-day variation at all the junctions within the study area.

5.17 The largest predicted impact is as expected at the nearest junction, the A258 (North)/A2 (East)/A258 (South)/A2 (West). The impact is predicted to be 0.84% in the AM weekday peak hour and 0.91% in the PM peak hour. The remaining junctions are also forecast to be impacted by less than 1%.

Modelling Methodology

5.18 The industry standard Transport Research Laboratory's (TRL) modelling software Junction 9 has been used to model operations of the existing junctions within the study area as well as the proposed access junction.

5.19 The appropriate traffic profile option in both the PICADY (priority junctions) and ARCADY (normal roundabout junctions) modules of Junctions 9 have been utilised. The models have then been validated by comparing the predicted queue lengths with those observed, where possible. This validation includes removing irregular anomalies which are typical for peak hour flows. While we consider this is the best approach to validate junction models, however, it is recognised that queuing traffic will differ from day to day and throughout the morning and evening peak periods. As such, the models have been calibrated to be within a few vehicles of the observed queuing and are not exact.

5.20 For future year testing *Direct* has been used at all junctions within the study, except for the proposed development access junction which will be modelled using the *ODTab ONE HOUR* modelling function. Traffic flows have been inputted per 15-minute period using the existing variations in traffic flow calculated from the traffic surveys.

5.21 While we consider this to be the best approach to validating junction models it is recognised that queuing traffic will differ from day to day and throughout the morning and evening peak periods. Therefore the models have been calibrated to be within a few vehicles of the observed queueing and are not exact.

5.22 The junction modelling submitted as *ONE HOUR,* also known as *ODTab*, estimates the traffic profile based on a single demand measurement for the hour. This is based on assumptions about the typical shape of the traffic profile at a typical site and so may not be suitable for all sites, i.e. assumes a peak within the peak period, with the flow on all approaches into the junction increasing from 0.75 times the average flow per minute across the hour at the start to 1.125 times after 45 minutes (i.e. halfway through) before declining back to the starting level by the end of the period. An example of such a synthesised curve is shown at **Plate 6 overleaf**.

5.23 When using the *ONE HOUR* profile type, traffic demand is entered for a single hour, but the synthesised flows include an extra 15 minutes either side of this period to allow for typical warm-up and run-down periods either side of the central hour. Therefore, the actual modelled time period is always 90-minutes.

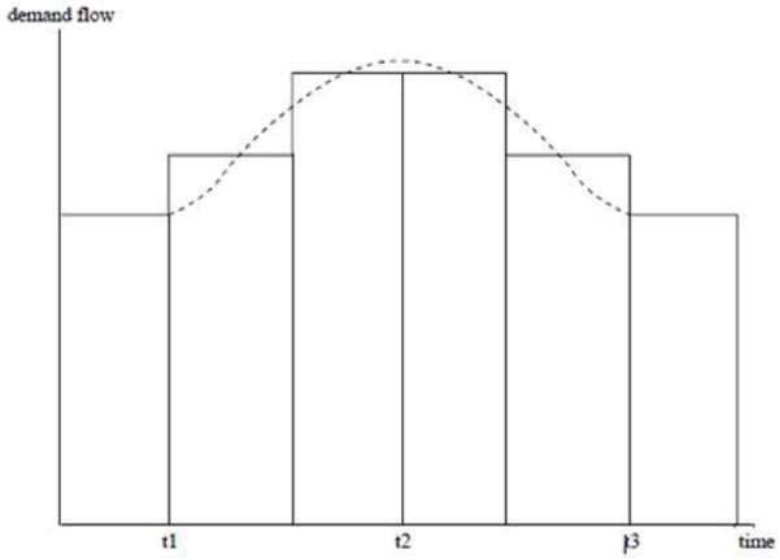


Plate 6: Extract from Junctions 9 instructions manual

5.24 When comparing the above graph with those calculated using the traffic surveys, as set out in earlier in the report, it is clear that *ONE HOUR* or *ODTab* is not consistent with existing traffic patterns at some of the junctions, i.e. there is no clear 'peak within a peak' occurring. Therefore, it is the *Direct* method has been used for all junctions with 'flat' profiles and *ONE HOUR/ODTab* has been used to assess the site access junction which would have a have gradual 'peak within peak' profile.

5.25 The PICADY and ARCADY modules within Junctions 9 demonstrate results by the maximum Ratio of Flow to Capacity (RFC) value predicted in associated with each give-way manoeuvre during each modelled period, together with the maximum average queue (in vehicles) and the average overall delay incurred by every vehicle passing through the junction. An RFC value of 0.85 is usually taken as indicating that the manoeuvre is operating at practical capacity, while a value of 1.0 indicates that it is operating at theoretical capacity. Once a manoeuvre is operating at an RFC above 0.85 it becomes very sensitive to any increase in traffic, often providing excessive queuing results which do not correspond with the 'actual' additional traffic forecast through the junction itself.

Junction Capacity Assessment

Proposed Site Access

5.26 The results of the capacity analysis of each junction in the weekday AM and PM peak hours for the 2022 assessment year are summarised in the following tables. The tables give, for each flow scenario, the RFC value predicted in association with each give-way manoeuvre during each modelled period, together with the maximum average queue (in vehicles) and the average overall delay incurred by every vehicle passing through the junction. To repeat, an RFC value of 0.85 is

usually taken as indicating that the manoeuvre is operating at practical capacity, while a value of 1.0 indicates that it is operating at theoretical capacity.

5.27 As described in the TA, it is proposed to provide a new junction onto Dover Road to access the site. In order to provide a robust model of the proposed access junctions, *ONE HOUR/ODTab* will be used to synthesis a peak within a peak scenario. It is considered that this function within PICADY is valid for new junctions to ensure a robust assessment and demonstrate delays, if any, on the main road, in this case, Dover Road.

5.28 **Table 5.2** below summarises the results of the capacity analysis of the proposed priority junction with the predicted 2022 Proposed Case flows in the weekday peak hours. The output data from PICADY is provided at **Appendix A9.**

Table 5.2 Summary of results of capacity analysis of proposed access junction

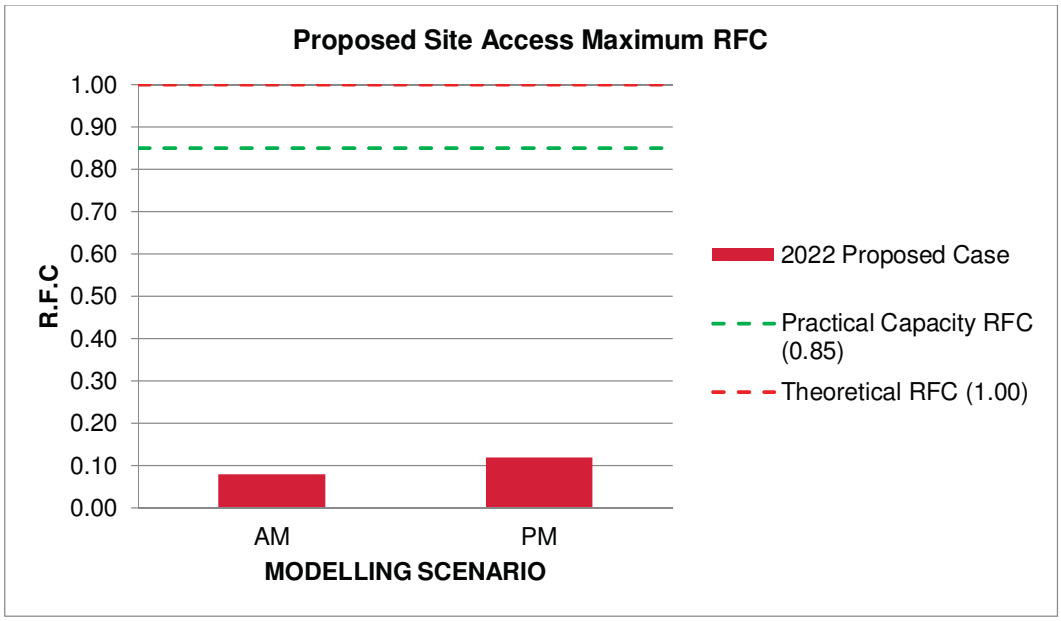
	2022 Weekday AM peak hour				2022 Weekday PM peak hour			
Manoeuvre	*Base Case*		*Proposed Case*		*Base Case*		*Proposed Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*
B-AC	-	-	0.08	0	-	-	0.12	0
C-AB	-	-	0.03	0	-	-	0.05	0

Notes: Arm A: A258 Dover Road (North) Arm B: Site Access
Arm C: A258 Dover Road (South)

5.29 **Table 5.2** shows that the proposed junction is forecast to operate well below practical capacity in both scenarios for the 2022 proposed case year in both weekday peak hour periods.

5.30 **Graph 5.4** overleaf illustrates how the proposed access junction has generous spare capacity in both peak hour periods.

Graph 5.4: Proposed access junction modelling results



Sandwich Road/ A2 (East) / Honeywood Road/ A256/ A2 (West) Roundabout

5.31 **Table 5.3** below summarises the results of the Junctions 9 capacity analysis of the 5-arm roundabout Sandwich Road/A2 (East)/Honeywood Road/A256/A2 (West).

5.32 Base Case and predicted 2022 Proposed Case flows in the weekday peak hours have been modelled. The output data from Junctions 9 is provided at **Appendix A8.**

Table 5.3 Summary of results of ARCADY capacity analysis of 5-arm roundabout junction Sandwich Road/ A2 (East) / Honeywood Road/ A256/ A2 (West)

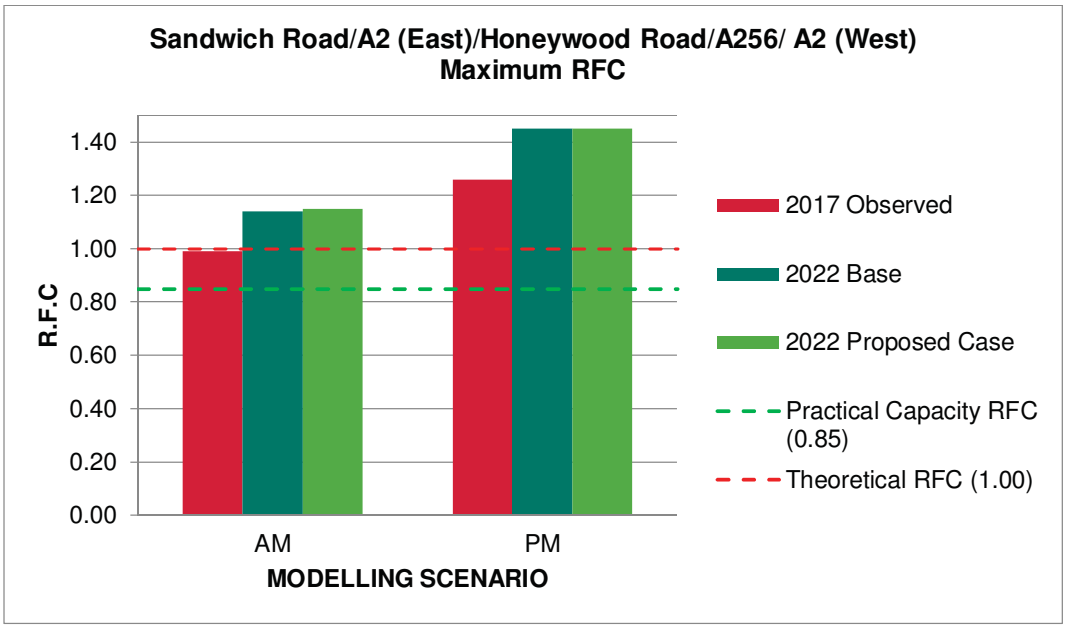
	AM peak hour						PM peak hour					
Arm Entry	*2017 Observed*		*2022 Base Case*		*2022 Proposed Case*		*2017 Observed*		*2022 Base Case*		*2020 Proposed Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	RFC	Queue	*RFC*	*Queue*	*RFC*	*Queue*
A - Sandwich Road	0.99	15	1.09	44	1.09	45	0.44	1	0.50	1	0.50	1
A2 (East)	0.97	14	1.14	57	1.15	62	0.78	3	0.86	6	0.86	6
C - Honeywood Road	0.93	8	1.04	19	1.04	19	0.99	14	1.15	42	1.15	43
D - A256 Whitfield Hill	0.97	12	1.05	25	1.05	25	1.26	96	1.45	210	1.45	211
E - A2 (West)	0.99	17	1.04	27	1.04	27	0.76	3	0.82	4	0.83	4

5.33 **Table 5.3** shows that the junction is forecast to operate over theoretical capacity in the 2022 Base and both Proposed Case Scenarios in the AM and PM weekday peak hour.

5.34 Consideration must be given to the fact that the development impact at this junction is negligible, a comparison between the 2022 Base and 2022 Proposed Case RFC results show an increase of just 0.24% in the PM peak hour, or 1 vehicle every 6 minutes as shown in **Table 5.1**. This increase in traffic is unlikely to be discernible from daily fluctuations on the network and it considered that the proposed development will not have an adverse impact on the operation of this junction.

5.35 **Graph 5.4** below illustrates how the scenario compares to the future 'Base' case.

Graph 5.4: Sandwich Road/ A2 (East)/ Honeywood Road/ A256/A2 (West) junction modelling results



A258 (North)/A2 (East)/A258 (South)/A2 (West) Roundabout Junction

5.36 **Table 5.4** overleaf summarises the results of the Junctions 9 capacity analysis of the 4-arm roundabout Sandwich Road/A2/Honeywood Road/A256.

5.37 Base Case and predicted 2022 Proposed Case flows in the weekday peak hours have been modelled. The output data from Junctions 9 is provided at **Appendix A9.**

Table 5.4 Summary of results of ARCADY capacity analysis of 4-arm roundabout junction A258 (North)/A2 (East)/A258 (South)/A2 (West)

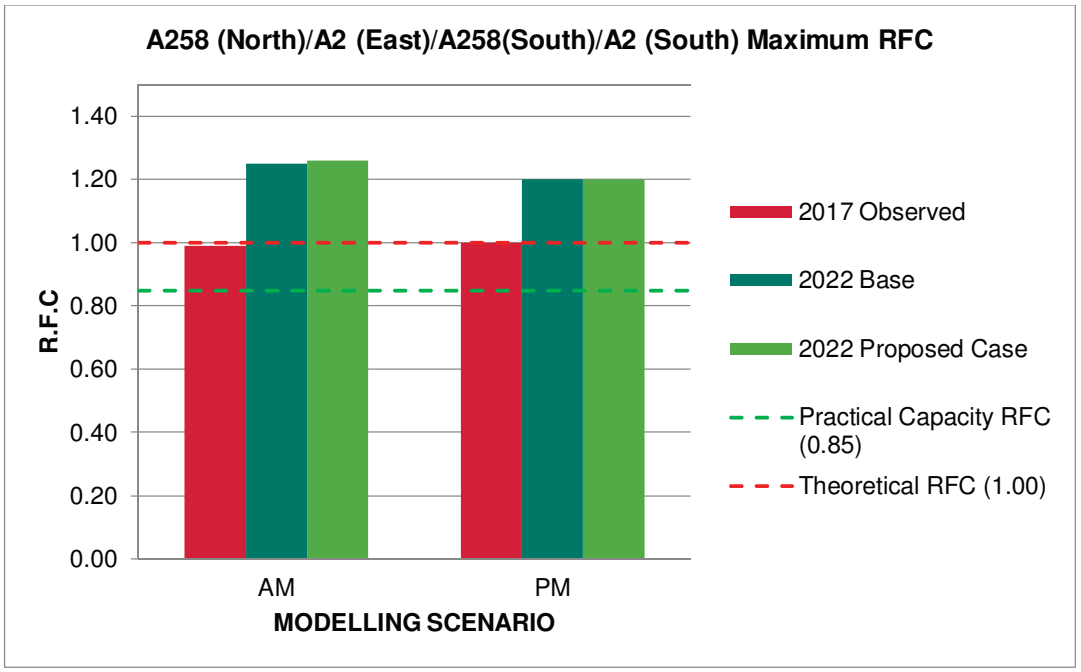
	AM peak hour						PM peak hour					
Arm Entry	*2017 Observed*		*2022 Base Case*		*2022 Proposed Case*		*2017 Observed*		*2022 Base Case*		*2022 Proposed Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	RFC	Queue	*RFC*	*Queue*	*RFC*	*Queue*
A - A258 (N)	0.99	17	1.16	76	1.18	88	0.80	4	0.92	8	0.94	9
B- A2 (East)	0.93	9	1.25	49	1.26	52	0.96	13	1.09	66	1.12	83
C - A258 (S)	0.86	5	0.96	9	0.95	9	1.00	13	1.20	66	1.20	68
D – A2 (West)	0.89	7	0.97	15	0.97	15	0.95	12	1.06	32	1.07	34

5.38 **Table 5.4** shows that the junction is forecast to operate over theoretical capacity in the 2022 Base and both Proposed Case Scenarios in the AM and PM weekday peak hour.

5.39 Consideration must be given to the fact that the development impact at this junction is negligible, a comparison between the 2022 Base and 2022 Proposed Case RFC results shows an increase of just 0.91% in the PM peak hour, or less than 1 vehicle every 2 minutes as shown in **Table 5.1**. This increase in traffic is unlikely to be discernible from daily fluctuation on the network and it considered that the proposed development will not have an adverse impact on the operation of this junction.

5.40 **Graph 5.5** overleaf illustrates how the scenario compares to the future 'Base' case.

Graph 5.5: A258 (North)/A2 (East)/A258 (South)/A2 (West) junction modelling results



Dover Road (South) /Station Road/ Dover Road (North) Priority Junction

5.41 **Table 5.5** overleaf summarises the results of the junction model capacity analysis of the priority junction Dover Road (South)/Station Road/ Dover Road (North) for the forecast 2022 Base and Proposed Case flows in the weekday peak hours. The output data from junction model is provided at **Appendix A9.**

Table 5.5 Summary of results of junction model capacity analysis of Dover Road (South) /Station Road/ Dover Road (North) Priority Junction

	AM peak hour						PM peak hour					
Manoeuvre	*2017 Observed*		*2022 Base Case*		*2022 Proposed Case*		*2017 Observed*		*2022 Base Case*		*2022 Proposed Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	RFC	Queue	*RFC*	*Queue*	*RFC*	*Queue*
B-AC	0.71	2	1.12	23	1.13	24	0.61	2	0.89	6	0.90	6
C- AB	0.01	0	0.13	0	0.13	0	0.15	0	0.25	1	0.25	1

Note: Arm A: Dover Road (South) Arm B: Station Road
Arm C: Dover Road (North)

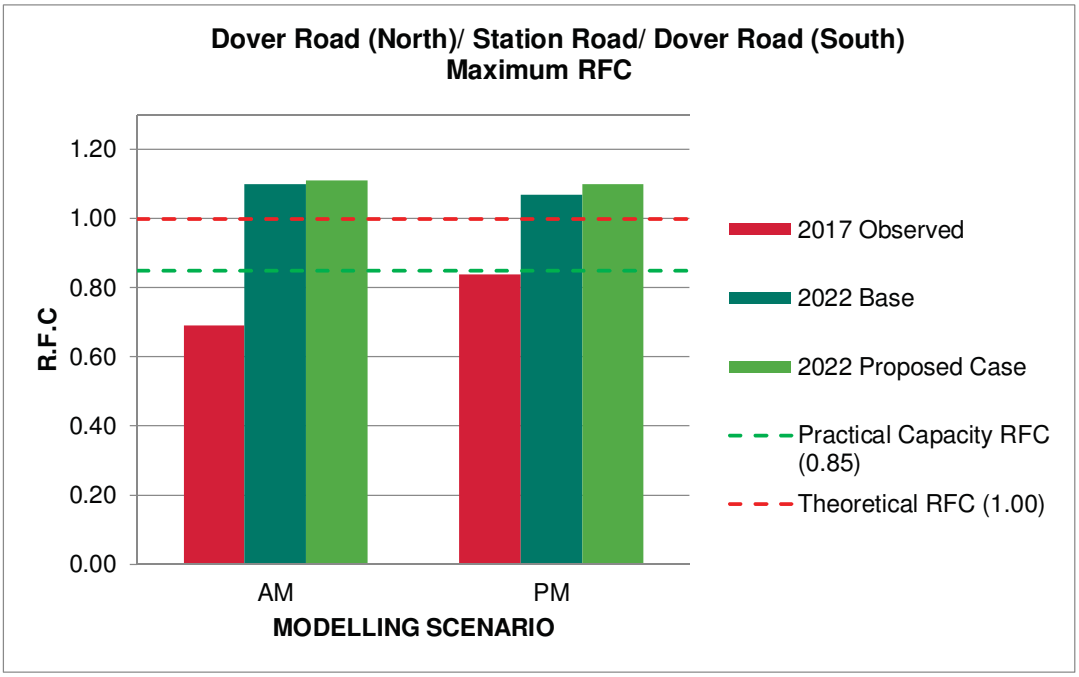
5.42 **Table 5.5** shows that the junction is forecast to operate just over theoretical capacity in the 2022 Base and both Proposed Case Scenarios in the AM and PM peak.

5.43 Whilst the model predicts the junction will operate over theoretical capacity in the PM peak, the actual increase in queues is minimal.

5.44 Consideration must be given to the fact that the development impact at this junction is negligible, a comparison between the 2022 Base and 2022 Proposed Case RFC results show an increase of just 0.79% in the PM peak hour, or less than 1 vehicle every 4 minutes as shown in **Table 5.1**. This increase in traffic is unlikely to be discernible from daily fluctuation on the network and it considered that the proposed development will not have an adverse impact on the operation of this junction.

5.45 **Graph 5.6** below illustrates how the scenarios compares to the future 'Base' case.

Graph 5.6: Dover Road (South) /Station Road/ Dover Road (North) priority junction modelling results



Summary of Development Impact

5.46 The proposed site access is forecast to operate well below practical capacity and will therefore have minimal impact on through traffic on Dover Road.

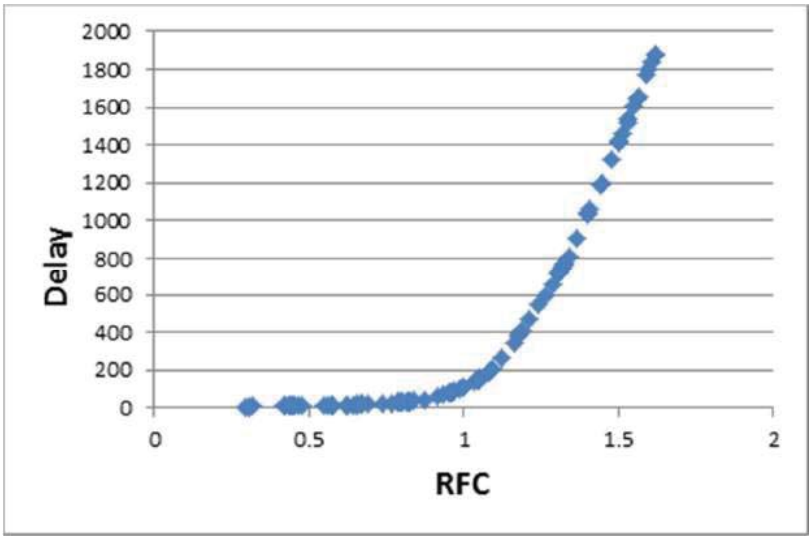
5.47 Development traffic is forecast to account for less than a 0.79% impact at the closest junction which is the Dover Road and Station Road junction. The A258 (North)/A2 (East)/A258 (South)/A2 (West)

roundabout and Sandwich Road/ A2 (East) / Honeywood Road/ A256/ A2 (West) shows a small percentage increase of 0.91% and 0.24% respectively. This is well below the 5% and 10% daily traffic variation thresholds were set out in the 1994 *Guidelines for Traffic Impact Assessment* published by the IHT.

5.48 The results of the junction modelling showed that a minimal increase in RFC and queues are predicted at each junction within the study area. The increases are forecast to be minimal comparing the base to the proposed case, and it is predicted that the actual impact at local junctions will be insignificant.

5.49 Whilst it can be seen from the tables that the RFC impact is minimal, consideration must be given to the substantial increase in queues. It is unlikely that our development traffic will impact the queues as much as what is predicted within the Junction 9 model and this increase in queue lengths can be assigned to known limitations with the Junctions 9 package. For example, as an RFC increases past 1.00 the junction becomes very sensitive to small changes in traffic flows and as a result, the queuing calculations become more volatile. This is demonstrated in **graph 5.7** below were the sharp increase in queue to consistent with the small increase in RFC, and as such, the queue results shown be approached with caution. An email from TRL explaining this relationship is attached at **Appendix A10**.

Graph 5.7: Plotting the delay (or queue) against the RFC



Sensitivity Test

5.50 At the request of the highway officer we have been asked to consider a speculative development north of the application site at land at Cross Road. The development is proposing circa 235 residential dwellings but does not have planning permission.

5.51 The distribution of the development flows shows impact on the two roundabout junctions to the south of the site as well as the Dover Road/Station Road junction to the north.

5.52 Sensitivity testing has been undertaken in both percentage terms and actual junction capacity analysis at the above mentioned junctions, comparing the 2022 development flows with the sensitivity test "land at Cross Road" flows.

5.53 **Table 5.6** below shows the predicted increase in traffic, as a result of this speculative proposal in the 2022 assessment year.

Table 5.6 Predicted change on junctions within study area including the speculative proposal

Junction	AM				PM			
	2022 Base	2022 Dev CR	diff.	%age Impact	2022 Base	2022 Dev CR	diff.	%age Impact
Sandwich Road /A2(East)/Honeywood Road/A258/A2 (West)	4212	4239	27	0.65%	4086	4116	29	0.72%
A258 (North)/A2 (East)/A258 (South)/A2 (West)	3728	3818	90	2.42%	3673	3769	97	2.63%
Dover Road (South)/Station Road/ Dover Road(North)	1803	1877	73	4.07%	1892	1978	85	4.50%

Junction Capacity Assessment including Speculative Development

Proposed Site Access

5.54 **Table 5.7** overleaf summarises the results of the capacity analysis of the proposed priority junction with the predicted 2022 Proposed Case flows and the 2022 Proposed and Speculative development in the weekday peak hours. The output data from PICADY is provided at **Appendix A8.**

Table 5.7 Summary of results of capacity analysis of proposed access junction

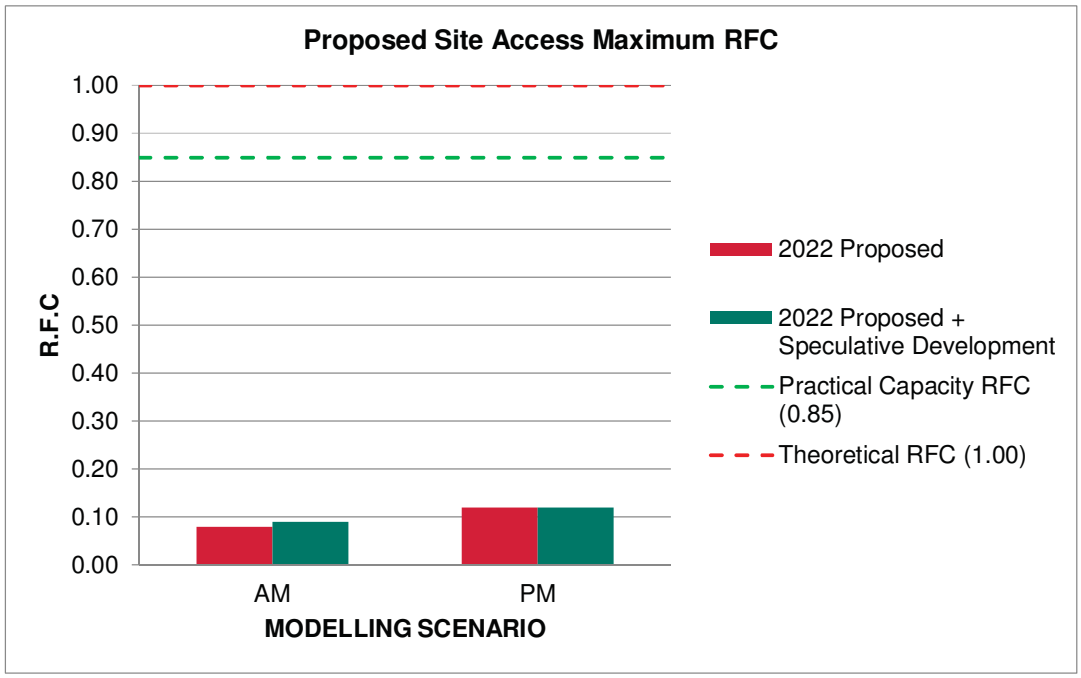
Manoeuvre	2022 Weekday AM peak hour				2022 Weekday PM peak hour			
	Proposed Case		*Proposed + Speculative Case*		*Proposed Case*		*Proposed + Speculative Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*
B-AC	0.08	0	0.09	0	0.12	-	0.12	0
C-AB	0.03	0	0.00	0	0.05	-	0.00	0

Notes: Arm A: A258 Dover Road (North) Arm B: Site Access
Arm C: A258 Dover Road (South)

5.55 **Table 5.7** shows that the proposed junction is forecast to operate well below practical capacity in both scenarios for the 2022 proposed and the 2022 proposed plus speculative case in both weekday peak hour periods.

5.56 **Graph 5.8** below illustrates how the proposed access junction has generous spare capacity in both peak hour periods.

Graph 5.8: Proposed access junction modelling results



Sandwich Road/ A2 (East) / Honeywood Road/ A256/ A2 (West) Roundabout

5.57 **Table 5.8** overleaf summarises the results of the Junctions 9 capacity analysis of the 5-arm roundabout Sandwich Road/A2 (East)/Honeywood Road/A256/A2 (West).

5.58 Proposed Case and predicted 2022 Proposed plus Speculative Case flows in the weekday peak hours have been modelled. The output data from Junctions 9 is provided at **Appendix A8.**

Table 5.8 Summary of results of ARCADY capacity analysis of 5-arm roundabout junction Sandwich Road/ A2 (East) / Honeywood Road/ A256/ A2 (West)

	AM Peak Hour				PM Peak Hour			
Arm Entry	*2022 Proposed Case*		*2022 Proposed+ Speculative Case*		*2022 Proposed Case*		*2022 Proposed + Speculative Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*
A - Sandwich Road	1.09	45	1.09	46	0.50	1	0.51	1
A2 (East)	1.15	62	1.17	65	0.86	6	0.87	6
C - Honeywood Road	1.04	19	1.05	20	1.15	43	1.16	45
D - A256 Whitfield Hill	1.05	25	1.05	25	1.45	211	1.46	215
E - A2 (West)	1.04	27	1.05	29	0.83	4	0.83	5

5.59 **Table 5.8** shows that the junction is forecast to operate over theoretical capacity in the 2022 Proposed Case and Proposed plus speculative scenarios in the AM and PM weekday peak hour.

A258 (North)/A2 (East)/A258 (South)/A2 (West) Roundabout Junction

5.60 **Table 5.9** overleaf summarises the results of the Junctions 9 capacity analysis of the 4-arm roundabout Sandwich Road/A2/Honeywood Road/A256.

5.61 Base Case and predicted 2022 Proposed Case flows in the weekday peak hours have been modelled. The output data from Junctions 9 is provided at **Appendix A8.**

Table 5.9 Summary of results of ARCADY capacity analysis of 4-arm roundabout junction A258 (North)/A2 (East)/A258 (South)/A2 (West)

	AM PEAK HOUR				PM PEAK HOUR			
Arm Entry	*2022 Proposed Case*		*2022 Proposed + Speculative Case*		*2022 Proposed Case*		*2022 Proposed +Speculative Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*
A - A258 (N)	1.18	88	1.22	107	0.94	9	0.98	13
B- A2 (East)	1.26	52	1.26	51	1.12	83	1.13	96
C - A258 (S)	0.95	9	0.97	10	1.20	68	1.24	88
D – A2 (West)	0.97	15	0.97	16	1.07	34	1.08	37

5.62 **Table 5.9** shows that the junction is forecast to operate over theoretical capacity in the 2022 Proposed and the Proposed plus Speculative Case Scenarios in the AM and PM weekday peak hour.

Dover Road (South) /Station Road/ Dover Road (North) Priority Junction

5.63 **Table 5.10** overleaf summarises the results of the junction model capacity analysis of the priority junction Dover Road (South)/Station Road/ Dover Road (North) for the forecast 2022 Proposed and Proposed plus Speculative Case flows in the weekday peak hours. The output data from junction model is provided at **Appendix A8.**

Table 5.10 Summary of results of junction model capacity analysis of Dover Road (South) /Station Road/ Dover Road (North) Priority Junction

Manoeuvre	*2022 Proposed Case*		*2022 Proposed + Speculative Case*		*2022 Proposed Case*		*2022 Proposed + Speculative Case*	
	RFC	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*	*RFC*	*Queue*
B-AC	1.13	24	1.36	24	0.90	6	1.07	6
C- AB	0.13	0	0.13	0	0.25	1	0.27	1

Note: Arm A: Dover Road (South) Arm B: Station Road
Arm C: Dover Road (North)

5.64 **Table 5.10** shows that the junction is forecast to operate just over theoretical capacity in the 2022 Base and both Proposed Case Scenarios in the AM and PM peak.

5.65 Whilst the model predicts the junction will operate over theoretical capacity in the PM peak, the actual increase in queues is minimal.

6. SUMMARY AND CONCLUSIONS

6.1 This Highways Assessment (HA) should be read in conjunction with the submitted Transport Assessment (TA). This HA supports an application for a residential development at a site on the south edge of the Dover Road. The access proposals include a new section of footway and a refuge island crossing for pedestrians north of the site on Dover Road.

6.2 A study area for a highways impact assessment was agreed with KCC during pre-application discussions. This included a couple of roundabout junctions south west of the site and the Dover Road/Station Road junction to the north east.

6.3 Vehicle trip rates were approved by KCC and based on the previously approved Taylor Wimpey site on Station Road.

6.4 The trips have been distributed through the local highway network using 'Origin and Destination' data from the 2011 census data. In order to predict the route drivers will take between the site and place of work, we consider the "Googlemaps" website to be robust and has been used for this assessment.

6.5 We consider that the modelling methodology used in this HA provides an accurate depiction of how the existing junctions within the study area operate. Observations made during a site visit in addition to on-site measurements have been used to calibrate the junction models.

6.6 The impact of the proposed development has been compared to a future Base Case. The results of the traffic impact assessment showed that the development is predicted to result in a maximum increase of 0.91% at the A258 (North)/A2 (East)/A258 (South)/A2 (West) roundabout junction based on the 'worst' case expected trip generation. The impact on junctions in the remainder of the study area is predicted to be less than 1%. All junctions in the network are therefore forecast to be impacted by less than the 5% and 10% daily traffic variation thresholds were set out in the 1994 *Guidelines for Traffic Impact Assessment* published by the Institution of Highways and Transportation (IHT) and were adopted by ECC in their own 2001 TA Guidance.

6.7 The results of the junction modelling showed that some junctions are forecast to be above theoretical capacity in the future 2022 Base Case. Modelling showed that the development traffic impact is predicted to have an insignificant impact at junctions.

6.8 The results show that the difference between 2022 Base and 2022 Proposed+Case is minimal in terms of both RFC and queuing. The main shift in impact comes from the 2017 observed to 2022 base case where committed development are responsible for the growth.

6.9 A speculative development north of the application site at land at Cross Road was requested to by the Highway officer. The development is proposing circa 235 residential dwellings but does not have planning permission. The results of the traffic impact assessment showed that the development would add a small increase to RFC and queues. Taking into account the IHT guidance areas already subject to congestion should not increase by 5%. We can therefore state that even with the speculative the impact will be less than 5%.

6.10 In view of the above, we consider that the site is well located for residential use and is supported by the relatively low vehicle trips and a high number of existing local residents choosing walking as a main mode of travel. The forecast traffic impact on the local highway network is less than 1%, which is negligible against the background growth of the local network. Therefore, we consider there to be no grounds to refuse the application based on highways and transportation.

A1. SCOPING EMAIL CORRESPONDENCE WITH KCC

Ed Faldo

From: Richard.Smith@kent.gov.uk
Sent: 08 February 2017 15:04
To: Fred Peters; Ed Faldo
Cc: Rob Amey; Mitchell Gregory
Subject: RE: Pre-app Dover Road, Deal

Hi Fred,

Yes those figures are fine. I can't promise that I will be able to look at the data on my first Monday back but I will endeavour to get a written response to you as soon as I can in that week.

Regards,

Richard

Richard Smith
Senior Development Planner
Kent County Council
Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford TN24 8AD
Tel: 03000 413812

From: Fred Peters [mailto:fpeters@iceniprojects.com]
Sent: 08 February 2017 14:55
To: Smith, Richard - GT HTW; Ed Faldo
Cc: Jones, Amy - GT HTW; Rob Amey; Mitchell Gregory
Subject: RE: Pre-app Dover Road, Deal

Richard

Thank you for your phone call. For clarification these are the figures we have taken from the report. These ok?

Table 6.1 presents the summary peak hour vehicular trip rates.

Table 6.1 – Residential Vehicle Trip Rates (per dwelling)

	Arrival	Departure	Two-way
AM Peak Hour	0.16	0.42	0.58
PM Peak Hour	0.39	0.23	0.62

I note your point on schools and we will consider this.

Information will be in your inbox for your return on Monday. As I said I would appreciate if you could just to comment on the surveys, or not, and we can work up the other elements later in the week if that suits you.

Thank you Richard

Fred

Fred Peters MCIHT
Director, Transportation

telephone: 020 3435 4221
mobile: 078 0090 2379
email: fpeters@iceniprojects.com

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Iceni Projects is attending MIPIM 2017. For details of our events please visit www.thepoolparty.co.uk

From: Richard.Smith@kent.gov.uk [mailto:Richard.Smith@kent.gov.uk]
Sent: 06 February 2017 07:59
To: Ed Faldo <EFaldo@iceniprojects.com>
Cc: Fred Peters <fpeters@iceniprojects.com>; Amy.Jones@kent.gov.uk
Subject: RE: Pre-app Dover Road, Deal

Ed,

You appear to have the fees incorrectly shown on the forms. The fees are £2000 for the 85 dwellings and £2500 for the 220 dwellings. Can you please confirm your agreement to these so we can proceed.

Regards,

Richard

Richard Smith
Senior Development Planner
Kent County Council
Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford TN24 8AD
Tel: 03000 413812

From: Ed Faldo [mailto:EFaldo@iceniprojects.com]
Sent: 03 February 2017 15:23
To: Smith, Richard - GT HTW
Cc: Fred Peters
Subject: Pre-app Dover Road, Deal

Dear Richard,

I can confirm that our client would like to progress the pre-application advice process. To that end, I attach a completed pre-application form for your information and to begin the payment process. Please address the invoices to

Fred Peters
Iceni Projects
Flitcroft House
114–116 Charing Cross Road
London
WC2H 0JR

I have also attached the original scoping email sent to Sally Benge. The Scoping document provides a brief of the existing site and surrounding area, as well as the proposals and methods proposed for the assessment work.

If you require any further information in order to progress the pre-app fee payment, please let me know as soon as possible as we are keen to get this paid and organise a meeting on site.

I trust the above and attached are clear, however, please do not hesitate to contact me should you wish to discuss in more detail.

Best Regards

Ed

Ed Faldo
Engineer, Transport

telephone: 020 3640 1021
mobile: 07947 365 030
email: EFaldo@iceniprojects.com

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From: Fred Peters
Sent: 02 February 2017 09:44
To: Richard.Smith@kent.gov.uk
Cc: Ed Faldo <EFaldo@iceniprojects.com>
Subject: Re: Pre-app - Dover Road, Walmer and Cross Road, Deal

Dear Richard

They are separate as such I will sort the forms and make payment.

What is your availability for next week like? Would be beneficial to meet on site given potential highway changes? I appreciate they are separate in regards to your response but I see no reason why we cannot meet on both given they are next to each other.

Thank you kindly Richard hopefully speak to you soon.

Fred

Fred Peters MCIHT
Director, Transportation

telephone: 020 3435 4221
mobile: 078 0090 2379

On 1 Feb 2017, at 10:29, "Richard.Smith@kent.gov.uk" <Richard.Smith@kent.gov.uk> wrote:

> Dear Fred,
>
> If they are going to form one planning application (or pre-application) then the fee would be £2500 for c.390 dwellings. Otherwise there will be separate fees for the separate sites.
>
> Regards,
>
> Richard
>
> Richard Smith
> Senior Development Planner
> Kent County Council
> Highways and Transportation
> Ashford Highway Depot
> 4 Javelin Way
> Ashford TN24 8AD
> Tel: 03000 413812
>
> **From:** Fred Peters [mailto:fpeters@iceniprojects.com]
> **Sent:** 31 January 2017 18:28
> **To:** Smith, Richard - GT HTW
> **Cc:** Ed Faldo
> **Subject:** RE: Pre-app - Dover Road, Walmer and Cross Road, Deal
>
> Dear Richard
>
> Thank you for your email below which you have sent to my colleague Ed.
>
> The reason for my contacting you is that the applicant for these sites is the same and given they are extremely close to each other I was enquiring if there could be efficiencies in regards to the cost given we could combine and meetings and/or site visits?
>
> The figures Ed provided were general in terms of numbers but the latest figures are as follows:
>
> Cross Road = c.220 £2500

Dover Road = c.170 £1200
Total = £3700

I would appreciate your thoughts on this.

Thank you Richard and hopefully speak to you soon.

Fred

Fred Peters MCIHT
Director, Transportation

telephone: 020 3435 4221
mobile: 078 0090 2379
email: fpeters@iceniprojects.com

From: Richard.Smith@kent.gov.uk [mailto:Richard.Smith@kent.gov.uk]
Sent: 30 January 2017 16:43
To: Ed Faldo <EFaldo@iceniprojects.com>
Subject: Pre-app - Dover Road, Walmer and Cross Road, Deal

Dear Edward,

I refer to your emails to Sally Benge regarding pre-application advice on the above sites. If you wish to proceed with such advice you will need to complete the necessary application form (one for each site). The form, associated guidance notes and scale of charges can be found at http://www.kent.gov.uk/waste-planning-and-land/planning-applications/planning-advice/highway-pre-application-advice

Regards,

Richard Smith
Senior Development Planner
Kent County Council
Highways and Transportation
Ashford Highway Depot
4 Javelin Way
Ashford TN24 8AD

Tel: 03000 413812

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A2. 2.4M X 90M VISBILITY CROSS SECTION SOUTH ALONG DOVER ROAD

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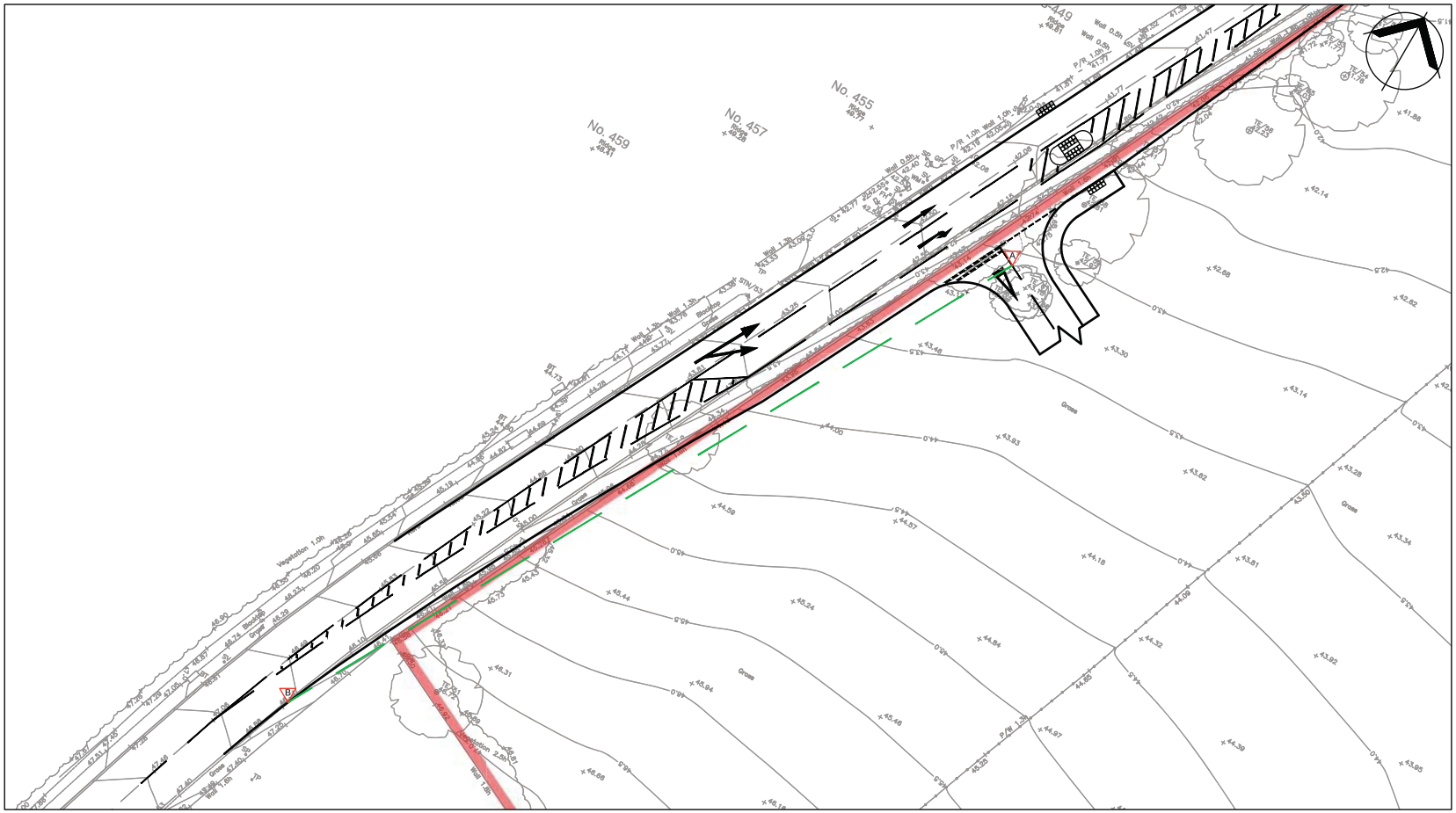

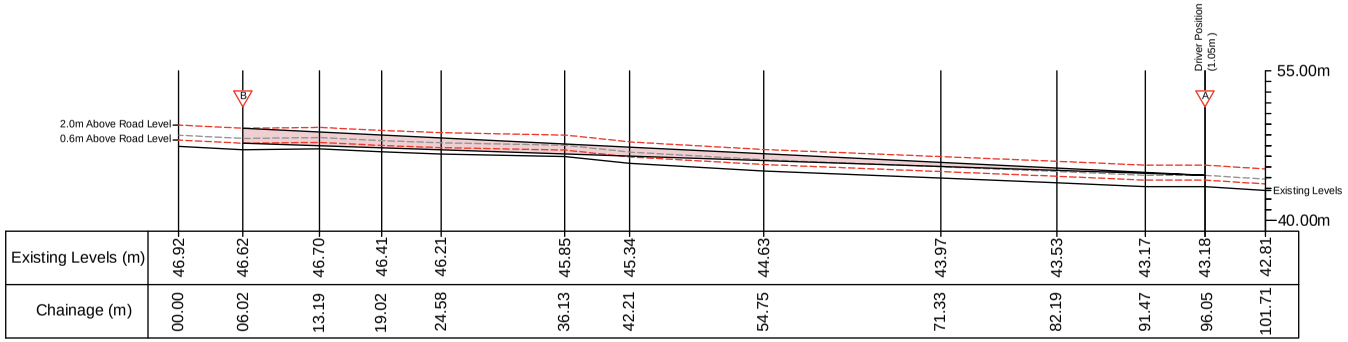

Existing Levels (m)	46.92	46.62	46.70	46.41	46.21	45.85	45.34	44.63	43.97	43.53	43.17	43.18	42.81
Chainage (m)	00.00	06.02	13.19	19.02	24.58	36.13	42.21	54.75	71.33	82.19	91.47	96.05	101.71

Notes;

1.This drawing is based upon drawing number 2016-124/Topo_01_2D supplied by Gladman and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

2.This drawing is based upon drawing number 2016-124 101 supplied by Gladman and Iceni Projects Ltd. shall not be liable for any inaccuracies or deficiencies.

Key;

2.4m x 90m Visibility Splay

Red Line Boundary

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114-116 Charing Cross Road
London, WC2H 0JR

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mail@iceniprojects.com

Client

Gladman Developments

Project

Dover Road, Walmer, Kent

Title

2.4m x 90m Visbility Cross Section

South Along Dover Road

Drawn By	Checked By	Approved By
TG	EF 16/06/2017	FP 16/06/2017

Scale @ A3	Date
1:500	16/06/2017

Project No.	Drawing No.	Rev.
16-T129	07	-

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