



**Dover District Council**  
White Cliffs Business Park  
Dover  
Kent  
CT16 3PJ

**Highways and Transportation**

Ashford Highway Depot  
4 Javelin Way  
Ashford  
TN24 8AD

**Tel:** 03000 418181  
**Date:** 23 April 2021

**Application - DOV/21/00402**

**Location - Land South West Of Sandwich Road, Sholden, Kent,**

**Proposal - Outline application for the erection of up to 117 dwellings with associated parking and means of access (all matters reserved except for access)**

I refer to the above planning application and would comment as follows:

1. I concur that the proposals are unlikely to have a severe impact on the capacity of the highway network at the London Road/Manor Road roundabout.
2. On the route to the south via the A258, the development adds only 9 turning movements (6 in and 3 out) at the A258 London Road/Mongeham Road junction. However, it is acknowledged that there is an existing section of Mongeham Road on the approach to London Road where the carriageway is of insufficient width for two vehicles to pass, and this can occasionally cause traffic to queue back into London Road when drivers having turned in from London Road then have to give way. The applicant should therefore fund some works to improve the existing situation by formalising the existing informal give way arrangements, but for drivers heading towards London Road rather than those having turned in from London Road, which should prevent vehicles queuing back onto the A258.
3. The proposed main site access arrangements in Sandwich Road are acceptable in principle, however the following matters need resolving:
  - i) The driver visibility splays based on the speed limit are 43 metres x 2.4 metres x 43 metres and whilst not shown on the plans, they appear to be obstructed by up to 6 existing trees in the highway verge. A topographical survey plan showing the trees and visibility splays is required to demonstrate that the splays can be achieved and identify the trees required to be removed, including those for construction of the access. The applicant may wish to explore alternative access arrangements to try and reduce the number of trees to be removed. The applicant should also note the potential fees involved in removing highway trees, details of which can be found on the KCC website.
  - ii) A 3 metre-wide shared footway/cycleway is required on one side of the proposed access road, connecting to the existing cycleway in Sandwich Road. I suggest this is located on the north western side of the road. Visibility splays of 10 metres x 10 metres are required at the point where the cycleway will cross the existing footway in Sandwich Road, to provide pedestrian/cyclist intervisibility.
  - iii) A separate shared footway/cycleway connection to Sandwich Road should also be provided in the north east corner of the site (adjacent to the neighbouring development), again with 10 metre x 10 metre visibility splays where it crosses the existing footway.
  - iv) A safety audit and designers response to issues raised is required for all the proposed access works.

4. Kent Fire & Rescue Service should be consulted on the need or otherwise for a secondary emergency access. The separate footway/cycleway connection identified above may be able to provide the same if required.
5. The Countryside Access Team should be consulted on the proposed connection to footpath ED48 on the southern boundary of the site, sections of which are unpaved.
6. The Travel Plan is noted, however the setting of targets and monitoring of the same is not required. Nevertheless, the proposals still have an impact and this should be positively managed with sustainable transport measures to provide the robust travel planning support envisaged by the applicant. I therefore support the request by Stagecoach for improvements at the existing bus stops, however clarification should be sought from Dover District Council on the future maintenance of the bus shelters, as this will not fall to the highway authority. The provision of discounts for bus travel and cycle purchase are also likely to have a positive impact and should therefore be included as a commitment in the Travel Plan, with details of the discounts to be offered also being provided at this stage.

I wish to place a holding objection until items 2-6 above have been satisfactorily resolved.

Yours faithfully

**Richard Smith**  
Senior Development Planner