



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: 2 August 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 Technical Note submitted for the above on 14th May, the Road Safety Audit submitted on 15th July, and drawing number T18516.001 Rev. G submitted on 19th July.

The residual peak hour traffic generation as a result of the proposals is approximately 60 two-way vehicle trips, with a distribution at the site accesses of 24(am)/19(pm) trips to/from the north via the A258, and 36(am)/40(pm) trips to/from the south via the A258.

The additional trips on the A258 route to/from the north are unlikely to have a severe impact on the highway network bearing in mind the increase is less than 2% of the existing traffic flows.

With regard to the A258 route to the south and the London Road/Manor Road roundabout junction, base modelling data is available through the work done for the draft Local Plan. This provides a forecast of the likely existing situation at the end of the Local Plan period in 2040 with committed development and traffic growth taken into account. The proposed development trips have been added to this scenario in order to assess their impact. The assessment shows that the development will not have a severe impact, with little or no changes in link or junction capacity and journey time.

The development adds only 9 turning movements (6 in and 3 out) at the A258 London Road/Mongeham Road junction. 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 has therefore agreed 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. The scheme currently proposed will require a safety audit and need to complete a detailed design and approval process through the highway authority, however these requirements can be secured by condition.

Access to the site will be via a new priority right turn lane junction on Sandwich Road. Suitable visibility can be provided at the junction and requires removal of some existing highway trees. The proposed junction arrangements include improvements to give priority to pedestrians and cyclists crossing the junction, in accordance with latest guidance.

A separate footway/cycleway connection from the site is also proposed to the south of the vehicular access, and is acceptable.

All the proposed highway alterations will be subject to a separate detailed assessment by the Highway Authority through the s.278 process, and the works will be fully funded by the developer.

The nearest bus stops to the site are a short distance away in Sandwich Road, and the applicant has agreed to the request from Stagecoach to replace the shelters at these stops. The details of these replacement shelters will need to be agreed with Dover District Council and I would suggest that contact is made with the relevant officers at DDC to discuss this before an appropriately worded condition is imposed.

Access to the site by bus, cycle and on foot is therefore acceptable.

The initial Travel Plan is noted and I would advise that monitoring of the same is not required by the highway authority bearing in mind the limited impact of the development proposals. A detailed Travel Plan promoting and encouraging sustainable travel can be secured by condition, and the applicant has agreed to encourage sustainable travel through the provision of bus tickets for each household upon first occupation.

The internal layout of the site and associated parking is not for consideration now and will be dealt with through reserved matters.

Construction management, including routing and timing of HGV movements, can be dealt with by condition.

Taking all of the above into account the proposals are unlikely to have a severe impact that would warrant a recommendation for refusal on highway grounds. The following should be secured by condition:

- Submission of a Construction Management Plan before the commencement of any development on site to include the following:
 - (a) Routing of construction and delivery vehicles to/from site
 - (b) Parking/turning areas for construction/delivery vehicles and site personnel
 - (c) Timing of deliveries
 - (d) Provision of wheel washing facilities
 - (e) Temporary traffic management/signage
 - (f) Access arrangements
- Provision of measures to prevent the discharge of surface water onto the highway.
- Use of a bound surface for the first 5 metres of each private access from the edge of the highway.
- Provision and permanent retention of vehicle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.
- Provision and permanent retention of secure, covered cycle parking facilities prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority.
- Completion of the site access junction and separate footway/cycleway connection shown on drawing number T18516.001 Rev. G or amended as agreed by the Local Planning Authority, prior to the use of the site commencing.
- Completion of improvements to Mongeham Road prior to the use of the site commencing in accordance with details to be submitted to and approved by the Local Planning Authority, to include the suitable completion of a safety audit process.
- Gradient of private accesses to be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.
- The proposed roads, footways, footpaths, verges, junctions, street lighting, sewers, drains, retaining walls, service routes, surface water outfall, vehicle overhang margins,

embankments, visibility splays, accesses, carriageway gradients, driveway gradients, car parking and street furniture to be laid out and constructed in accordance with details to be submitted to and approved by the Local Planning Authority.

- Completion of the following works between a dwelling and the adopted highway prior to first occupation of the dwelling:
 - (a) Footways and/or footpaths, with the exception of the wearing course.
 - (b) Carriageways, with the exception of the wearing course but including a turning facility, highway drainage, visibility splays, street lighting, street nameplates and highway structures (if any).
- The development shall not be brought into use until a Travel Plan to reduce dependency on the private car has been submitted to and approved in writing by the Local Planning Authority, to include the provision of 3 no. 28-day Megarider bus tickets (or equivalent at the time of occupation) per household. Thereafter, the Travel Plan shall be put into action and adhered to throughout the life of the development, or that of the Travel Plan itself, whichever is the shorter.

I would also request that all dwellings with allocated parking, and 10% of both unallocated residential parking and office parking, are fitted with electric vehicle charging points. These should be to Mode 3 standard (providing up to 7kw) and SMART (enabling Wi-Fi connection). Approved models are shown on the Office for Low Emission Vehicles Homecharge Scheme approved chargepoint model list: <https://www.gov.uk/government/publications/electric-vehicle-homecharge-scheme-approved-chargepoint-model-list>

INFORMATIVE: 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 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

Richard Smith
Senior Development Planner