

Technical Note 1

Project Number:	T18516	Radclyffe House
Project:	Land NW of Sandwich Road, Sholden	66/68 Hagley Road
Title:	Response to KCC Consultation Response of 23/04/21	Edgbaston
Date:	5 th May 2021	Birmingham
Prepared By:	Gerard McKinney	West Midlands
		B16 8PF

Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates to provide advice in respect of a proposed residential development to the NW of Sandwich Road, Sholden. The planning application reference is DOV/21/00402.
- 1.2 This Technical Note provides a response to the application consultation response from Kent County Council (KCC) as local highway authority, in their letter to Dover District Council (DDC) dated 23rd April 2021.
- 1.3 This Technical Note should be read alongside the Transport Assessment report for the development site.

Traffic impact

- 1.4 Crucially, KCC has agreed that the development proposal (117 dwellings) will not have a severe impact on the highway network and, particularly, it is agreed that the impact at the A258 London Road/Manor Road junction will not be severe.
- 1.5 KCC has indicated an issue with a pinchpoint in the width of Mongeham Road west of its junction with London Road; the width does not allow for two-way vehicle movement along a short section. Currently, this point on Mongeham Road operates as an 'informal give-way' and KCC has requested formalisation of this arrangement with the implementation of a build-out such that westbound traffic (away from London Road) would have priority over traffic approaching London Road from Mongeham Road.
- 1.6 We have discussed such a proposal with KCC previously. However, rather than seek to 'reinvent the wheel' we are aware that such a proposal has also been requested of the developers of the proposed development at Betteshanger Sustainable Parks (20/00419). Although that application is still awaiting a decision. KCC has indicated they have no objection to the development subject to certain conditions including the one-way working proposal indicated on the Charles & Associates drawing 19-060-004; included in **Appendix A**.
- 1.7 To be clear, our client agrees to fund the implementation of this measure, obviously assuming it is not already funded or in place.

Access Design

- 1.8 KCC has indicated that driver visibility splays of 2.4m x 43m are the relevant splays to be achieved in each direction. Our access design drawing T18516.001 Rev D (submitted with the planning application) indicates that longer splays can be achieved but the amended access drawing (see below) will indicate the 2.4m x 43m splays.

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- 1.9 Although appearing rather faint, the trees were included on the access drawing submitted for planning, the base of the drawing being a topographical survey. The four trees within the access junction itself would clearly need to be removed. We have consulted with the specialist arboriculturist regarding the two trees to the south of the access that might potentially be affected by the kerb realignment; T9 and T10 on the 'tree' plan, included with the application.
- 1.10 We understand that tree T9 would not survive the realignment and would need to be removed but tree T10 could remain. Although tree T10 lies within the visibility splay, given the relatively limited scale of the trunk and the relatively high crown we consider that visibility will not be unduly affected by the tree remaining. The arboriculturist also confirmed that transplanting the removed trees would not be practical.
- 1.11 To be clear, the access location has been considered at some length. The location offers appropriate opposite junction spacing with Sholden Drive, avoids the need for works to the central pedestrian refuge to the south, is reasonably central to the available site frontage, allows for a sensible site layout and plot depths, and sits well with the proposed drainage strategy.
- 1.12 KCC has requested that a footway/cycleway link is included to the north of the vehicle access and indicated that this footway/cycleway can be 2.5m in width given there is a verge provided. In addition, a further link has been requested close to the boundary with the Pegasus land to the south.
- 1.13 We have explored various access arrangements but for various reasons including junction offsets and site layout, the location shown is deemed the optimal location. We note that fees are applicable for the removal of highway trees.
- 1.14 We have therefore redrawn the site access to include the relevant visibility splays and the footway/cycleways as requested by KCC. Our amended access drawing T18516.001 Rev E indicates a footway/cycleway connection on the northern side of the vehicle access, which continues along the western side of the primary access road. A further connection is provided along the boundary with the Pegasus land to the south, skirting the pond to the south of the site access; each cycleway connection indicates 10m x 10m visibility splays.
- 1.15 The amended illustrative masterplan, included as **Appendix B**, indicates the footway/cycleway routes internally to the site.
- 1.16 The proposed vehicle access strategy meets all the requirements of advice given in Manual for Streets. Nevertheless, the Fire Service has been consulted on the proposals and we understand that they have no concerns with the proposals.
- 1.17 Once the revised access designs have been agreed in principle with KCC as highway authority they will be subject of a Road Safety Audit (RSA1) and Designer's Response.

Travel Planning

- 1.18 KCC has indicated that targets and monitoring of the Travel Plan submitted with the planning application are not required. The applicant is happy to provide up to two bus shelters to meet the request by Stagecoach for improvement of bus stops.
- 1.19 To further promote sustainable travel to and from the site the applicant will offer each household vouchers to the value of a three four-week bus travelcards to be used towards the purchase of a public transport season ticket or the purchase of a bicycle or cycle equipment. The current price of a South east 4-week Megarider for Dover is £97.50; vouchers would therefore be made available to the value of £292.50 for each household towards active or public transport travelcards or cycle equipment.

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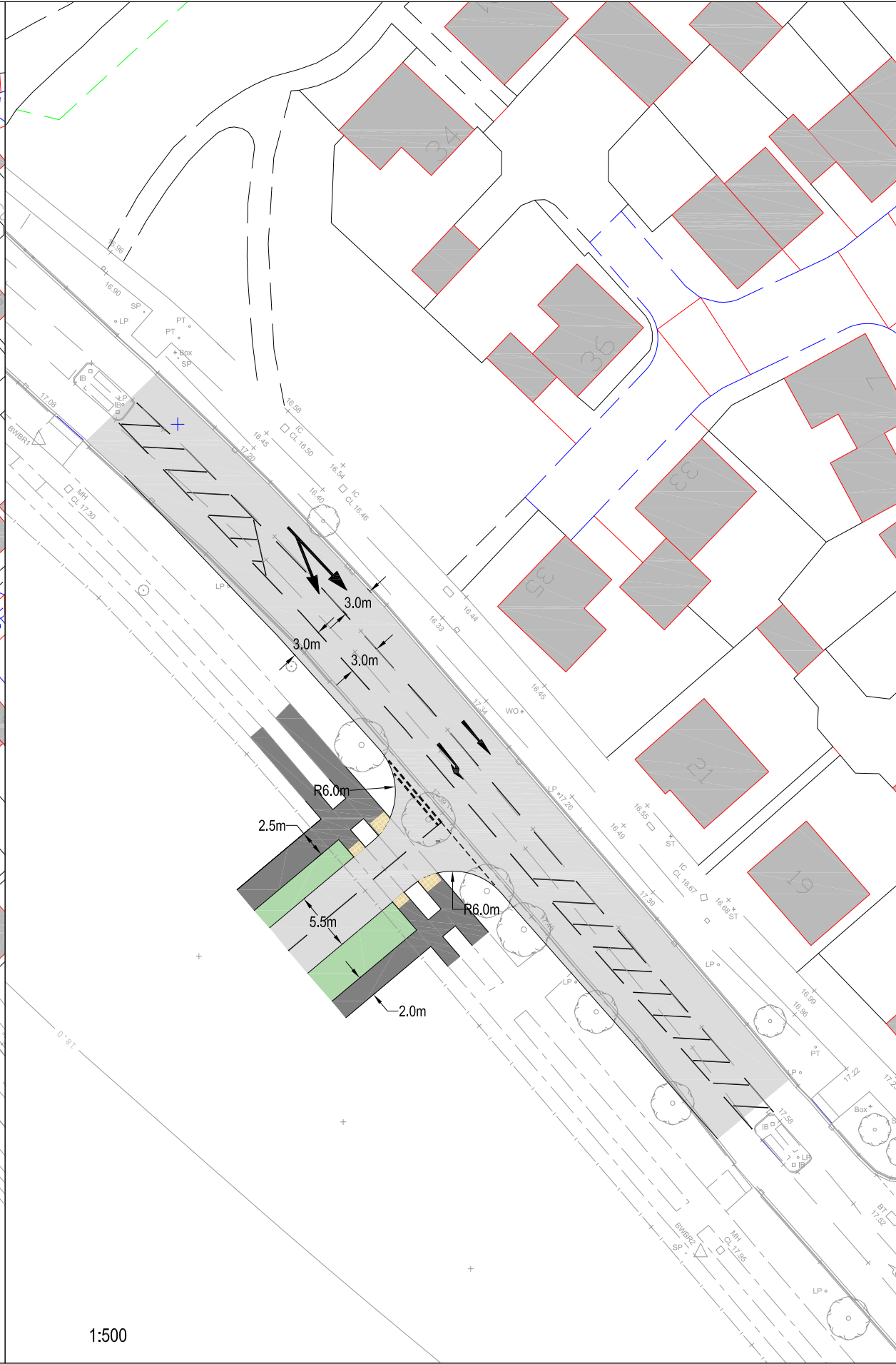
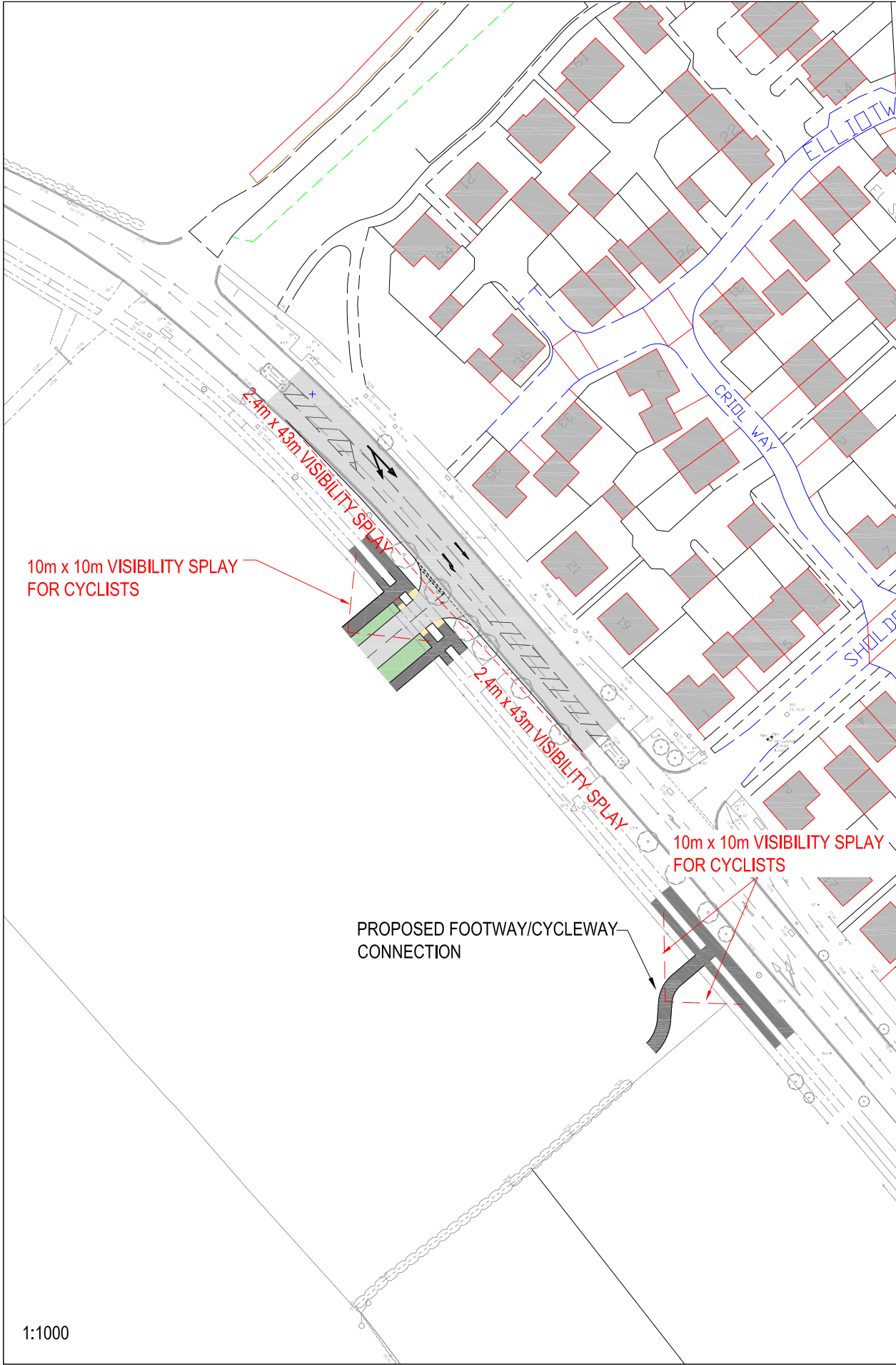
Public Rights of Way

- 1.20 The PROW team has offered no objection not the proposals subject to condition that a full PROW management scheme is agreed, including enhancements to the PROW network within/adjacent to the site. In discussion with Officers at DDC it is agreed that it is appropriate to address this point at Reserved Matters stage and form part of the detailed layout.
- 1.21 We endorse the comments of the PROW team that the PROW network *'provides an active travel opportunity throughout the area and should be referenced as contributing towards delivering active travel options and reducing the need for short car journeys'*. To be clear, the Applicant is committed to providing Travel Plan packs to each household, as well as improving the PROW network, and these packs will stress the importance of the PROW network to encouraging active travel as an alternative to the private car.
- 1.22 The PROW team has requested details of access from the PROW network to and from the development. Such matters are for detailed design and these designs will be provided at the Reserved Matters stage of the development application.

Summary

- 1.23 The proposal represents sustainable development that will not have a severe impact on the highway network. The applicant has agreed to the funding of works on Mongeham Road to formalise the give-way arrangement at the narrow section of this route.
- 1.24 Amendments to the site access arrangements have been made to incorporate two footway/cycleway connections.
- 1.25 Kent Fire & Rescue Service has now confirmed that they have no concerns in relation to the vehicle access arrangements. A Road Safety Audit (RSA1) will be arranged along with a Designer's Response once in principle acceptance of the layout is received from KCC.
- 1.26 The Applicant has confirmed that they will provide a PROW management scheme at the appropriate time in the planning application process and that the PROW team will be consulted through the preparation of the plan and any design work.

Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
E	DRAWING UPDATED FOLLOWING COMMENTS FROM KCC	10.05.21	JC	GM
D	DRAWING UPDATED TO SUIT INTERNAL ROAD LAYOUT	15.02.21	JP	GM
C	DRAWING UPDATED TO PROVIDE RIGHT-TURN LANE INTO SITE (IN ACCORDANCE WITH DMRB CD 123)	11.02.21	JP	GM
B	VISIBILITY SPLAYS UPDATED FOLLOWING SPEED SURVEYS	08.01.20	JC	GM
A	SITE ACCESS LOCATION UPDATED TO SUITE TOPOGRAPHICAL SURVEY	22.08.19	JC	GM



Hub Transport Planning Ltd
 Radclyffe House
 66/68 Hagley Road
 Edgbaston
 Birmingham
 West Midlands
 B16 8PF
 T : 0121 454 5530

CLIENT
RICHBOROUGH ESTATES LTD

PROJECT
SHOLDEN, KENT

TITLE
INDICATIVE SITE ACCESS LAYOUT

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JC	GM	AS SHOWN	A3	21.02.18
PROJECT NO. T18516		DRAWING NO. 001	REV E	

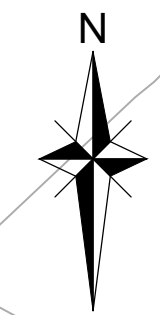
1:1000

1:500

Appendix A

Give-Way and Build-Out on Mongeham Road

Sholden Lodge



Sholden Hall

LONDON ROAD

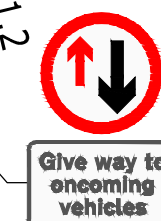
MONGEHAM ROAD

Assumed Highway Boundary

70m SSD to give way markings to London Road

Proposed build out to aid shuttle working traffic management.

70m SSD to give way signs in accordance with DMRB table 2.10 for 30mph road



STOP

2

1.5

3.0

3.0

1.0

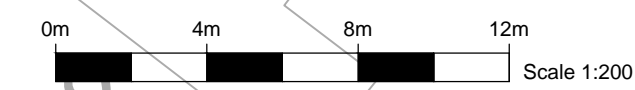
1.2

0.5

3.5

1.4

5.1



NOTES

Rev	Amendments	Drn	Chk	App	Date

 Charles & Associates

Landmark Home Station Road, Hook, Hampshire, RG27 9HA, 01256 636429, enquiries@c-a.co.uk, www.c-a.co.uk
 Park House, Park Farm, East Milling, Trant Estate, Bishbourne Lane, Aylesford, Kent, ME20 6SN, 01732 448120

Job Title
Betteshanger Sustainable Park

Drawing Title
Proposed One-Way Working Along Mongeham Road

Client
Quinn Estates

Scale	1:200	Date	Jan 2021	Designed	DH
Drawn	DH	Checked	SW	Approved	SW

Job No	19-060	Drawing No	19-060-004	Rev	-
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Appendix B

Amended Illustrative Masterplan

Do not scale from this drawing.
 This drawing is for planning purposes only. It is not intended to be used for construction purposes. The accuracy of this drawing may be reliant upon survey information provided by third parties. Whilst all reasonable efforts are used to ensure drawings are accurate, edge Placemaking Group Ltd accept no responsibility or liability for any reliance placed on, or use of, this plan by anyone for purposes other than those stated above or for errors arising from third party information.

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PLANNING

- Site Boundary (4.99ha)
- Land in same control



A 07.05.21 Added cycle route

Rev.	Date	Description

Land South West of Sandwich Road, SHOLDEN

Illustrative Masterplan

Job ref: 275	Drawing number: P01	Revision: A
Scale: 1:1,500 @ A3	Date: March 2021	



part of
edge Placemaking Group Ltd
 Company Reg No: 11447550 VAT No: 299072069

Suite 2
 7 Buttermarket
 Thame
 Oxfordshire
 OX9 3EW

01865 522395
 enquiries@edgeUD.co.uk
 www.edgeUD.co.uk