



TRANSPORT TECHNICAL NOTE 2

Site: Land At 52 New Street, Ash, Dover, CT3 2BN

Client: Classicus Estates Ltd

Prepared by: DHA, Eclipse House, Eclipse Park, Sittingbourne Road, Maidstone, ME14 3EN

Date: June 2023

1.1 Introduction

1.1.1 This Transport Technical Note 2 (TN2) has been prepared by DHA on behalf of Classicus Estates Ltd in respect to Planning Application Reference: DOV/22/01497, concerning Land At 52 New Street, Ash, Dover, CT3 2BN. It has been produced to provide a response to the further representation made by Kent County Council Highways and Transportation (KCC H&T) dated 19th May 2023.

1.2 Trip Distribution

1.2.1 KCC H&T has requested that the impact of the proposed development, in combination with that of the wider site allocation (Policy ANP7 of the Ash Neighbourhood Development Plan), be assessed at the A257/A256 and A258/A256 junctions. An assessment of the likelihood of Saunders Lane being used as a 'rat-run' has also been requested.

1.2.2 At the time of submission of the planning application, there were two applications awaiting a decision for the wider allocated site. These comprised Application Reference: 22/01120 for nine dwellings and Application Reference: 20/00284 for 39 dwellings, which together with this application comprise a total of 101 dwellings. However, this application presented two development options and the applicant is now proceeding with 'Option 2', as previously advised, which comprises up to 51 new dwellings rather than 53. Notwithstanding this, any assessment has continued on the basis of 53 dwellings for robustness. It is further noted that Application Reference: 22/01120 has subsequently been refused.

1.2.3 For the cumulative assessment, the vehicular trip generation figures have been taken from the Transport Statement (TS) submitted in support of this application and from the TS Addendum for Application Reference: 20/00284. Since Application Reference: 22/01120 proposed nine dwellings, this did not trigger the requirement for a TS. Therefore, its trip generation has been calculated based on the TRICS data used for this application for robustness.

1.2.4 The relevant traffic flow diagrams are included at **Appendix A** for reference. The trip distribution assessment has been undertaken using the Journey to Work dataset from the 2011 Census to identify the workplace destinations of the

population of Ash and the surrounding area. The workplace destinations have then been mapped using the Google Journey Planner to identify the suitable route between the application site and each workplace destination during typical weekday peak traffic conditions. In some instances, there are multiple routes available with a similar journey time and this has been reflected in the assessment.

- 1.2.5 The traffic flow diagrams show that the majority (97%) of the vehicles leaving both the application site and the wider allocation would turn right and head east along Sandwich Road away from the centre of Ash. They also show that no vehicles would turn right into Saunders Lane and that all vehicles would continue east to the Sandwich Road/A257 junction. At this point, approximately half (56%) of the vehicles would turn left (west) and the other half (44%) would turn right (east). Similarly, at the A257/A256/Ash Road junction, around half (51%) of the vehicles would turn left (north) and the other half (46%) would turn right (south), with a negligible proportion (3%) continuing east on Ash Road. At the A256/A258 junction, 82% of the vehicles would head south-west on the A256 towards Dover and 18% would head south-east on the A258 towards Deal.

Saunders Lane

- 1.2.6 This exercise has demonstrated that there is no incentive for any vehicles to use Saunders Lane as a short cut to Woodnesborough, Sandwich or to join the A256 to the south or east of Eastry. This is particularly due to it being a very narrow country lane with few passing places which does not provide a direct or shorter route to the A256. This is demonstrated by width restriction signs at its northern and southern junctions advising motorists that the lane has a width restriction of 6'6" (2m). Whilst most cars are below this maximum width, the signs warn motorists of the narrowness of the lane and its unsuitability as a reasonable alternative to the A257 and A256 primary routes. It is further noted that the villages of Woodnesborough and Eastry are also subject to relatively narrow carriageway widths and includes on-street parking, which act to restrict the flow of traffic and increase journey times.
- 1.2.7 Figures 1 and 2 overleaf show that from both entry points, Saunders Lane presents as an undesirable through route and quickly tapers into a narrow, steep sided lane.



Figure 1: View of Saunders Lane from Sandwich Road looking south (courtesy of Google dated April 2023)



Figure 2: View of Saunders Lane from New Street looking north (courtesy of Google dated April 2023)

Junction Assessment

- 1.2.8 **Appendix B** shows the development flows by link across the weekday AM and PM peak periods for a number of junctions in proximity to the site and specifically the A257/A256 and A258/A256 junctions, as requested by KCC H&T. The development flows for this application in isolation are summarised in Table 1 below:-

Junction	AM Flows	PM Flows
Application Site	22	22
Sandwich Rd/A257	21	21
A257/A256	10	9
A256/A258	4	4

Table 1: Development flows through local junctions

- 1.2.9 Table 1 shows a modest number of vehicle movements travelling through the junctions, which would have a negligible effect on their operation.
- 1.2.10 The development flows for this application in combination with the wider allocation site are summarized in Table 2 below:-

Junction	AM Flows	PM Flows
Application Site	46	44
Sandwich Rd/A257	43	41
A257/A256	19	19
A256/A258	8	8

Table 2: Development flows through local junctions

- 1.2.11 Table 2 again shows that vehicles would readily disperse across the network, with each of the assessed junctions dispersing approximately 50% of the vehicles away from the next junction, resulting in an immaterial impact in each case. It is noted in this regard that these assessments have been based on robust, pre-Covid assumptions around vehicular trip generation and assignment during the traditional network peak periods.
- 1.2.12 It is further noted that the wider site has been included as part of the Dover District Council Regulation 19 Transport Modelling Forecasting Report (October 2022)¹, which has been submitted as part of the evidence base for the Submission Local Plan. In summary, the Modelling Report demonstrates that both the A257/A256 junction and A256/A258 junction currently operate well within their design capacity. Whilst they are forecast to approach theoretical capacity in 2040 with the Local Plan and committed developments in place, no mitigation is identified. It is stated that potential improvements will be identified with KCC H&T, albeit it is clear from the preceding analysis that the proposal site would not have a material

¹ <https://www.doverdistrictlocalplan.co.uk/uploads/pdfs/regulation-19-transport-modelling-forecasting-main-report.pdf>

impact in this regard. Therefore, no further assessment of the junctions is deemed necessary in relation to this planning application.

1.3 Other Matters

- 1.3.1 The representation from KCC H&T suggested that a Stage 1 Road Safety Audit is required in respect of the proposed pedestrian crossing and the relocated bus stop. This was provided as an appendix to the Transport Statement along with the Designer's Response. It is acknowledged that KCC H&T wish to secure these off-site works via a Section 278 Agreement rather than through Section 106 contributions. This is agreed.
- 1.3.2 It is also acknowledged that a separate Traffic Regulation Order (TRO) is required for the relocation of the speed limit. KCC H&T suggest that the red surfacing and dragons teeth road markings are not necessary and represent a maintenance liability; however these features are already present on the highway at the existing speed limit gateway and the proposal is merely to relocate them. Confirmation of their provision can be confirmed through the TRO process.
- 1.3.3 KCC H&T suggest the provision of double yellow lines at the emergency access from New Street via a TRO. This is accepted.

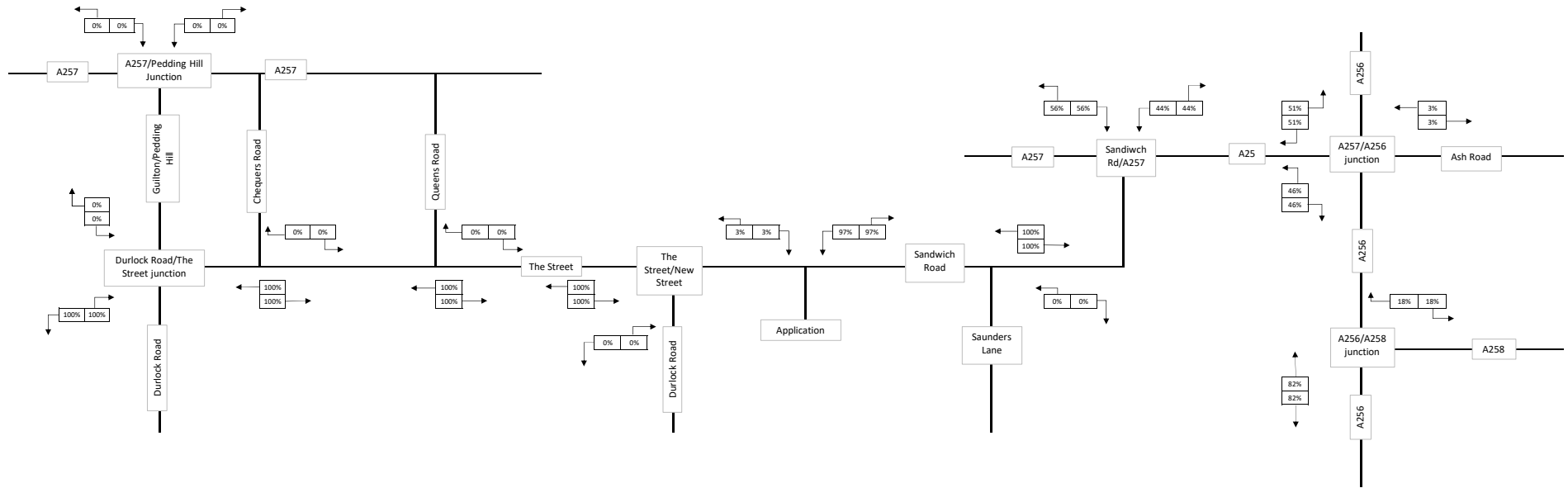
1.4 Summary

- 1.4.1 This Transport Technical Note 2 has demonstrated that the proposed development in combination with the wider site allocation would not have a significant or 'severe' adverse impact on the operation of the A257/A256 or A256/A258 junctions, as evidenced by the assessments undertaken in support of the Submission Local Plan.
- 1.4.2 In terms of Saunders Lane, the trip distribution exercise presented does not identify this as a route that would be materially used by future site residents.
- 1.4.3 On this basis, it is considered that the outstanding matters raised by the Local Highway Authority have been adequately addressed.



Appendix A: Junction Flow Diagram - Distribution

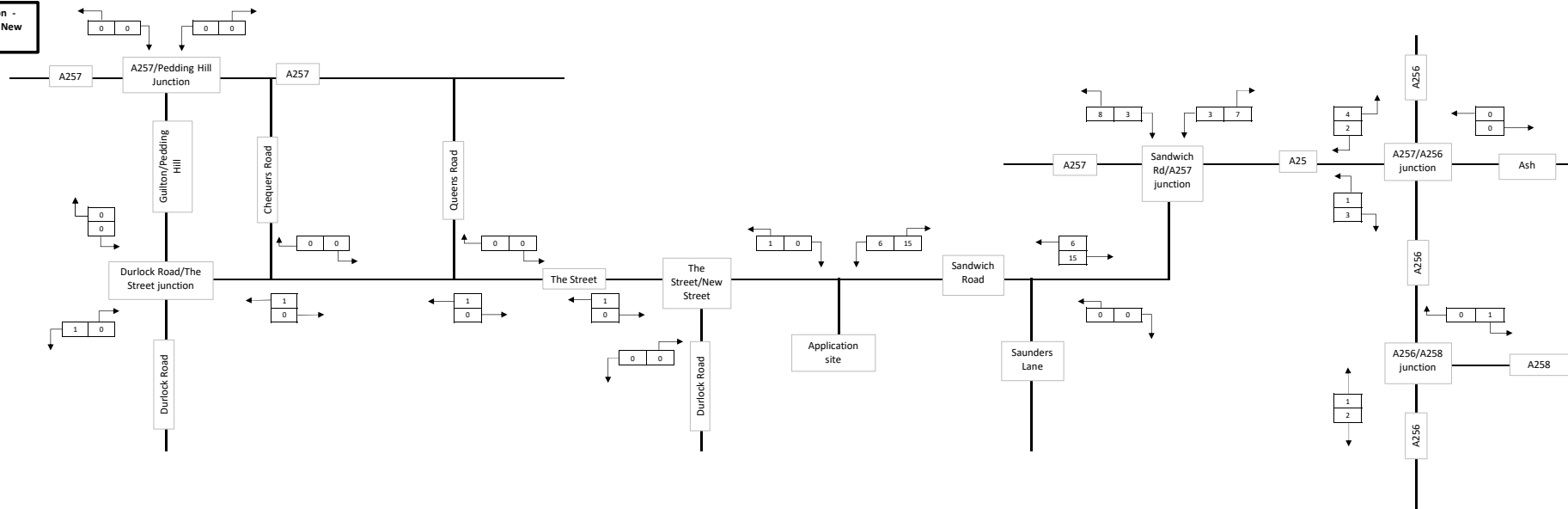
Trip Distribution



Appendix B: Junction Flow Diagrams

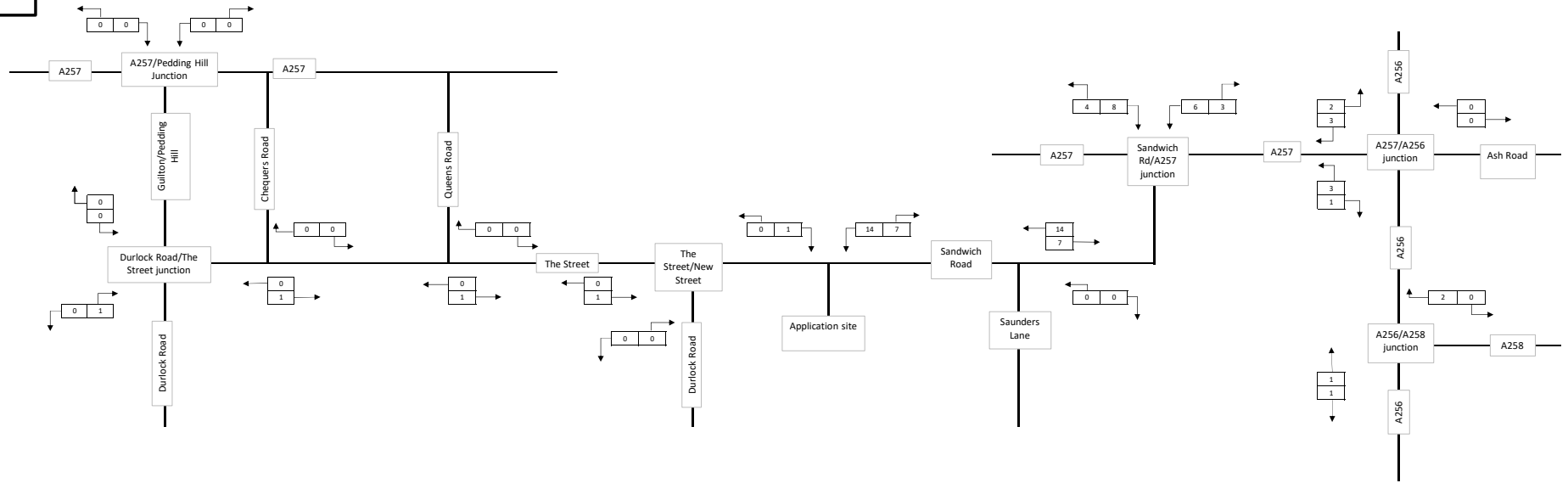
AM Peak

Application -
22/01497 - New
Street



Application -
22/01497 - New
Street

PM Peak



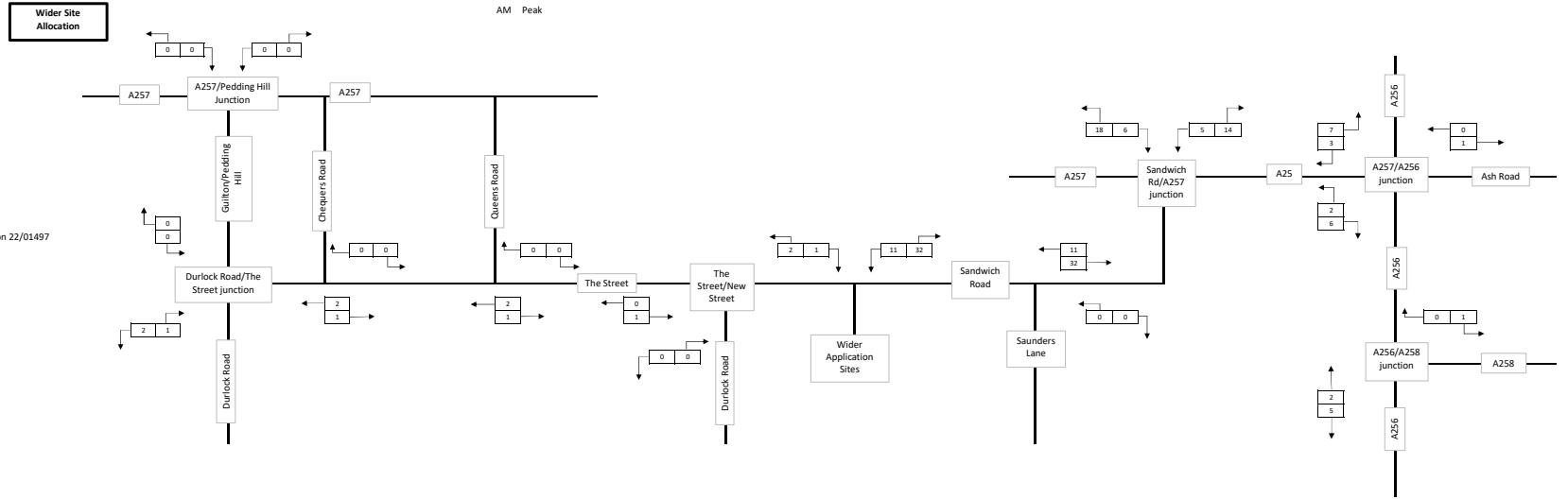
TRIPS

22/01497	Land off 52 New Street		
AM	6	16	22
PM	15	7	22
Total Dwellings	39		
Source	TS		

20/00284	Land at Sandwich Road		
AM	5	15	20
PM	13	5	18
Total Dwellings	53		
Source	TS Addendum		

22/01120	Cherry Gardens		
AM	1	3	5
PM	3	1	4
Total Dwellings	9		
Source	Calculated using TRICS data from TS for application 22/01497		

TOTAL			
AM	12	34	47
PM	31	13	44
Total Dwellings	101		



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