
TRANSPORT TECHNICAL NOTE 1

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

Client: Classicus Estates Ltd

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Date: 30th March 2023

Ref: PL/AP/16898

1.1 Introduction

1.1.1 This Transport Technical Note 1 (TN1) 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. The purpose of the TN is to respond to the issues raised by Kent County Council Highways & Transportation (KCC H&T) in its representation to Dover District Council (DDC).

1.2 Access – Sandwich Road

1.2.1 For the purposes of the application, Access Option 1 from Sandwich Road is being progressed as the preferred access for the site. The access design is shown in the Proposed Access Arrangement Plan (Ref: 16404/H/01/Rev P4, included at **Appendix A**) and has been amended to address the comments made by KCC H&T.

1.2.2 It is acknowledged that an access has been proposed to the east as part of Planning Application Reference: DOV/20/00284, which is awaiting determination. The design of the outline scheme shows that the scheme assimilates with the wider development and would not result in piecemeal development.

1.2.3 Policy LA 21 of the Neighbourhood Plan does not specifically require the provision of a single access to the wider site but seeks to ensure that there is a comprehensive approach, which is demonstrated in this application. The preamble to Policy LA 21 sets out a desire for a single spine road to serve the site and it is considered that in order to best serve the site as a whole, this spine road should be centrally located to allow appropriate access to the site and adequate provision of secondary roads off of it to the adjacent parcels. The provision of a single spine road does not mean that only one access needs to be provided and it is acceptable for a second access to be provided from Sandwich Road as long as it meets the necessary minimum separation distances specified in the Kent Design Guide.

1.2.4 The bus stop on the northern side of Sandwich Road has been relocated 30m to the west in order to remove conflicts between vehicles using the site access and a waiting bus. An uncontrolled pedestrian crossing equipped with dropped kerbs

and tactile paving has been included along with a new stretch of footway with a 0.5m flat verge to the rear on the north side of Sandwich Road. Drawing Reference: 16404/H/04/Rev P1 (included at **Appendix B**) demonstrates that to the east of both crossing points, a visibility splay of 1.9 x 80m can be achieved and to the west a visibility splay of 1.8 x 93m can be achieved.

- 1.2.5 As shown in the revised swept path analysis for Access Option 1 (Drawing Reference: 16404/T/01/Rev P4, included at **Appendix C**), the relocation of the bus stop demonstrates that a waiting bus would not affect the tracking manoeuvres at the new site access for a refuse vehicle. The Designer's Response to the Stage 1 Road Safety Audit has been updated to reflect this and is included at **Appendix D**.
- 1.2.6 The swept path analysis further demonstrates that a car can pass a stationary refuse vehicle waiting to exit the site and would therefore vehicles would not be required to wait on Sandwich Road whilst the refuse vehicle exits the site.
- 1.2.7 New dropped kerbs and tactile paving are proposed at the northern end of Cherry Garden Lane where it meets Sandwich Road to aid pedestrian access to the centre of Ash. The footway is already proposed to be widened between the site access on Sandwich Road and Cherry Garden Lane. The proposed 30/60mph speed limit gateway with red surfacing and 'dragons teeth' markings is to be relocated immediately to the east of Collar Makers Green.
- 1.2.8 Both the dropped kerbs and tactile paving and the relocated 30/60mph speed limit gateway are shown in the Proposed Access Arrangement Plan (Ref: 16404/H/01/Rev P4, included at **Appendix A**)
- 1.2.9 The extent of the highway boundary has been shown on the relevant plans as requested.

1.3 New Street Access – Emergency Access

- 1.3.1 The site access from New Street has been downgraded to an emergency access with a crossover to serve Plots 1 and 2 only, as shown in the 'Proposed Emergency Access New Street' plan (Drawing Reference: 16404/H/02/Rev P4, included at **Appendix E**). Retractable bollards are proposed to the north of the parking spaces for Plot 2 to restrict access to emergency vehicles only. It will also serve as a pedestrian and cycle access to the wider site.
- 1.3.2 An initial crossover width of 4.8m is proposed, narrowing to 3.7m within the site for emergency vehicle access.
- 1.3.3 The Vehicle Swept Path Analysis Fire Tender (Drawing Reference: 16404/T/02/Rev P4, included at **Appendix F**) demonstrates that a fire tender can adequately access and egress the proposed emergency access.

1.4 Road Safety Audit

1.4.1 As has been noted, a revised Designer's Response to the Stage 1 Road Safety Audit has been submitted, which agrees to all of the suggestions made by the Auditors as outlined in the above sections where relevant. Therefore, the proposed access is considered safe and appropriate.

1.5 Summary

1.5.1 Following the above and the provision of revised and updates plans and reports, it is considered that this has address the additional information requirements requested by KCC H&T.