

## Statement of Common Ground

### Dover District Council and Kent County Council (Highways and Transportation)

#### 1. Overview

1.1 This Statement of Common Ground (SoCG) reflects the jointly agreed position between the parties, Dover District Council (DDC) and Kent County Council Highways and Transportation (KCC Highways), in relation to the Dover District Local Plan (DDLP) and local highway matters, as of November 2023.

1.2 The purpose of this SoCG is to demonstrate how DDC and KCC have been working together to identify and address outstanding local highway matters. It sets out the areas of agreement on matters raised by KCC in response to the DDLP (Regulation 19 Submission).

1.3 The NPPF sets an expectation that Local Plans should be prepared with the active involvement of statutory consultees and to this end, DDC has been co-operating with KCC Highways throughout the preparation of the DDLP since work started in 2017. This co-operation has been in the form of regular meetings and email correspondence and the sharing of draft documentation. This included KCC Highways providing comments on site suitability through the Housing and Economic Land Availability Assessment (HELAA) process. A summary of communications and meetings is set out in the Duty-to-Cooperate Statement (GEB01).

1.4 This Statement of Common Ground, without prejudice, relates to the representations made by KCC Highways to the Regulation 19 DDLP and further submission of comments received subsequently during Examination preparation. It sets out all local highway issues raised, specifically to resolve differences and arrive at an agreed position.

#### 2. Representations made by Kent County Council

2.1 KCC made formal representation on the Regulation 19 Submission Dover District Local Plan which took place between 21 October and 9 December 2022, this included comments from KCC Highways.

2.2 In relation to several representations made during the regulation 19 consultation in relation to Highways, many have been addressed prior to submission, and are already set out within [GEB06 Statement of Common Ground with National Highways and KCC Update March 2023 \(doverdistrictlocalplan.co.uk\)](#).

2.3 Some local highway matters remained unresolved at the time of submission, or have been identified subsequently, and DDC and KCC have continued to liaise on through regular communications in order to resolve these through the Examination process.

#### 3. Current agreed position

##### Impacts on the local highway network

3.1 The Council's transport consultants (WSP) developed a strategic traffic model which represents the impact in 2040 of the Local Plan sites in Dover and Deal as

reported on in Regulation 19 Transport Modelling Forecasting Reports (TIEB02, TIEB03, TIEB04, TIEB05, TIEB06 and TIEB07). The strategic model predicts the impacts that the Local Plan sites will have on the local and strategic highway network and identifies any issues which are being generated by the proposed development. The strategic model was then used to, within the modelled area of simulation, Dover and Deal, identify the areas where the additional Local Plan traffic was generating issues on the highway and junctions. These junctions were looked at in detail and if necessary junctions modelled were developed, as outlined in Chapter 8 of the Regulation 19 Transport Modelling Forecasting Report. For those areas outside the strategic model simulation area where Local Plan developments were proposed more detailed static assessment was undertaken as reported on in the Regulation 19 Transport Modelling Forecasting Report. The work undertaken was informed through consultation with Kent County Council Highways (KCC) as the local highway authority.

3.2 The constraints on the local highways network have been a factor influencing the selection of sites for allocation and have been informed through consultation with KCC. KCC provided comments throughout the Housing and Employment Land Availability Assessment (HELAA) process on sites subject to the suitability assessment, with updates to their comments being provided following the Regulation 18 consultation, targeted call for sites, and in response to additional information submitted by site promoters, and post Regulation 19 stage through collaboration on responses to Inspectors' Matters, Issues and Questions.

3.3 The comments from KCC prior to Regulation 19 stage have been placed into the site-specific policy requirements where sites were taken forward, and have also been replicated within the Infrastructure Delivery Plan (IDP) ED7 and appendices ED7a. The further engagement undertaken since the Regulation 19 consultation have led to some Additional Modifications at Submission in March 2023 (set out in SD06) and some further post submission modifications, which are set out below for clarity.

3.4 There are a number of sites where no further engagement has been required between KCC Highways and DDC following the Regulation 19 consultation on the plan, and the policy wording as set out in the Regulation 19 Submission Plan is agreed. These are on the following sites:

- SAP4 Western Heights
- SAP10 Buckland Paper Mill (DOV023)
- SAP13 Land at Dundedin Drive (South) Dover (DOV006)
- SAP13 Land adjoining 455 Folkestone Road, Dover (DOV008)
- SAP13 Albany Place Car Park, Dover (DOV019)
- SAP13 Land to the north of Coombe Valley Rd, Dover (DOV022C)
- SAP13 Land at Durham Hill, Dover (DOV030)
- SAP13 Military Road, Dover (TC4S026)

- SAP13 Roosevelt Road, Dover (TC4S027)
- SAP13 Peverell Road, Dover (TC4S028)
- SAP13 Colton Crescent, Dover (TC4S030)
- SAP14 Land off Cross Road (DEA008)
- SAP16 Land to the east of Northbourne Road, Great Mongeham (GTM003)
- SAP16 Bridleway Riding School, Station Road, Deal (TC4S008)
- SAP16 Ethelbert Road garages, Deal (TC4S032)
- SAP16 104 Northwall Road, Deal (TC4S047)
- SAP17 Land south of Stonar Lake and to north and east of Stonar Gardens (SAN004)
- SAP18 Sandwich Highway Depot (SAN006)
- SAP19 Land at Poplar Meadow (SAN007)
- SAP20 Woods' Yard (SAN008)
- SAP21 Land adjacent to Sandwich Technology School (SAN013)
- SAP22 Land at Archers Low Farm (SAN023)
- SAP23 Sydney Nursery, Dover Road, Sandwich (SAN019)
- SAP25 Aylesham Development Area (ELR4)
- SAP26 Former Snowdown Colliery (ELR14)
- SAP27 Land at Dorman Avenue North (AYL001)
- SAP29 Land on the south eastern side of Roman Way (EYT008)
- SAP30 Chapel Hill Eythorne (TC4S039)
- SAP31 Statenborough Farm (TC4S076)
- SAP33 Eastry Court Farm, Eastry (EAS009)
- SAP33 Land adjacent to Cross Farm, Eastry (TC4S023)
- SAP35 Land adjacent Courtlands, Kingsdown (TC4S074)
- SAP38 Land adjacent to Reach Road bordering Reach Court Farm (STM003)
- SAP39 Land to the west of Townsend Farm Road (STM007/ STM008)
- SAP40 Land located between Salisbury Road and The Droveaway, St Margarets-at-Cliffe (STM010)
- SAP41 Footpath Field (WIN0014)
- SAP42 Land adjacent to Staple Road (WIN003)
- SAP42 Land adjacent to White Lodge, Preston Hill (WIN004) 8 SAP43 Land at Short Lane, Alkham (ALK003)
- SAP45 Longships, Cauldham Lane, Capel-le-Ferne (CAP009)
- SAP45 Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne (CAP011)
- SAP45 Land at Cauldham Lane, Capel-le-Ferne (CAP013)
- SAP46 Land adjacent Langdon Court Bungalow (LAN003)
- SAP48 Apple Tree Farm and north west of Apple Tree Farm (PRE003/PRE016/PRE017)
- SAP49 Land to the east of Jubilee Road, Worth (WOR006)
- SAP49 Land to the East of former Bisley Nursery, The Street, Worth (WOR009)
- SAP50 Land adjacent to Short Street, Chillenden (GOO006)
- SAP51 Land opposite the Conifers, Coldred (SHE013)
- SAP52 Prima Windows, Nonington (NON006)
- SAP53 Land at Ringwould Alpines, Dover Road, Ringwould (RIN002 and RIN004)

- SAP54 Land at Durlock Road, Staple (STA004)
- SAP55 Beacon Lane Nursery, Beacon Lane, Woodnesborough (WOO005)
- SAP55 Land south of Sandwich Road, Woodnesborough (WOO006)

3.5 Table 1 below sets out the current agreed position on specific site allocation criteria/issues, highlighting any proposed modifications (either Additional Modifications proposed as part of SD06, or further modifications proposed within this statement) which have been agreed by both parties. Please note that a statement in relation to SAP24 Aylesham is set out in section 4 below this table.

**Table 1 - Agreed Position on Local Highway Matters – Site Specific**

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
1	SAP1 – Whitfield Urban Expansion	Issue raised relating to public consultation on Fastrack service.	Agreed. Additional Modifications set out within SD06. Policy Criterion w: to be amended as follows: The travel plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of between 10 and 20%; <u>and should include community engagement with new residents for the Fastrack service, with service updates, opportunities for feedback and incentives for use</u>	This is set out within existing SOCG <u>GEB06</u> = March 2023
2	SAP2 – White Cliffs Business Park	Issue raised relating to sustainable transport travel modes and sustainable transport	Agreed. Additional Modifications set out within SD06. Criterion f and k: to be amended as follows: f The travel plan for the site should include targets and measures to achieve a modal shift from	This is set out within existing SOCG <u>GEB06</u> = March 2023

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
			<p><u>private car to sustainable travel modes</u> of between 10 and 20%;</p> <p>k Proposals <u>provide on and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack and development on the site does support and do not prejudice the delivery of the Dover Fastrack.</u></p>	
3	Dover Site Policies: SAP5, SAP6, SAP7, SAP8, SAP9, SAP11, SAP12.	Sustainable Transport measures	<p>Agreed. Additional Modifications set out within SD06.</p> <p><u>Add criterion: Provide on and off-site sustainable transport measures, as set out in Policy TI1, to include financial contributions to increase the frequency and reliability of Dover Fastrack, and towards provision of highway infrastructure improvements for Dover Fastrack.</u></p>	This is set out within existing SOCG <u>GEB06</u> = March 2023
4	SAP15 (Land at Rays Bottom, Walmer) WAL002	Issues have been raised around feasibility of the widening of Liverpool Road and footway connections from the site to the surrounding area.	<p>Further to the council's response to MIQs, which set out the following; 'Opportunity to widen Liverpool Road along site frontage with formal passing places and to provide footpaths was identified as being feasible by the site promoter, but this is yet to be agreed by KCC Highways',</p> <p>The site promoters have subsequently produced an</p>	

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
			<p>indicative highways plan (Appendix 1) which shows that the issue can be resolved, subject to confirmation on highway boundaries. KCC have agreed that that it may be possible to provide a footway link with a potential single way working arrangement subject to land being available under the applicants control or within existing highway boundaries. Any design would be subject to technical approval and safety audit and may require the footway on the southern side rather than the northern side of Gram's Road but this will be agreed at a later date and at a more detailed design stage.</p> <p>As a result of this, the Council and KCC agree that a modification can be proposed to criterion d as follows:  d Primary vehicular, pedestrian and cycle access to the site shall be provided from Liverpool Road. Road widening, <u>footway provision</u> and traffic management should be provided to Liverpool Road along the frontage of the site and where possible up to the junction with Gram's Road; along with an extension to the 30mph speed limit zone, <u>and extension to the footway to create a continuous connection along Gram's Road;</u></p>	

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
5	SAP28 (EYT003/EYT009/ EYT012) Land between Eythorne and Elvington	<p>WSP junction modelling at the Wigmore Lane/Church Hill junction shows reserve capacity at the junction in 2040 DS scenario which was reviewed by KCC highways and considered no mitigation was necessary. KCC Highways has requested that the application considers the cumulative impact on the rural road network and an assessment of the need for traffic management improvements on Adelaide Road and has requested a further modification to the policy on this basis.</p> <p>Query raised as to whether potential access at Wigmore Lane was required or achievable.</p>	<p>Post submission modifications agreed as follows:</p> <p>Consideration of the need for traffic management improvements to Church Hill and Adelaide Road, including a review of parking restrictions;</p> <p>A review of the impact on the surrounding rural road network, <u>including cumulative impacts of other sites allocated in this plan on common road links and mitigation where necessary;</u></p> <p>Suitable access arrangements will be provided from Adelaide Road and Terrace Road, with associated improvements and traffic calming measures to both Adelaide Road and Terrace Road where necessary. <del>Proposals should also investigate the opportunity to deliver a further site access from Wigmore Lane;</del></p>	Council's response to Matter 3 – Issue 6 – Question 2 and Question 4
6	SAP32 (EAS002) Buttshole Pond, Eastry	<p>KCC suggested a need for a review of allocation boundary to encompass land needed for pedestrian connection.</p> <p>Upon review of the plan submitted at Regulation 18 stage, the pedestrian connection required is within the same land</p>	<p>Amend Criteria e):</p> <p>e A pedestrian link is to be provided from the north of the site <u>through land outside the boundary (but within the same ownership) to Lower Street to provide a direct connection to Eastry village, which should include and</u> pedestrian crossing</p>	Council's response to Matter 3 – Issue 5 - SAP32 – Question 2

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
		ownership and is achievable.	improvements within Eastry village;	
7	SAP34 Land at Woodhill Farm (KIN002)	KCC requested further clarification in relation to the road realignment plans for Ringwoud Road. It was confirmed that this had been previously addressed through a KCC Highways pre-application advice with the site promoters and was possible in their land ownership boundary.	Agreed modification to f) as follows:  f) Primary vehicular, pedestrian and cycle access to the site shall be provided from Ringwoud Road. <u>This requires alignment of Ringwoud Road to enable required visibility splays and footway/cycle ways to be achieved.</u>	Council's response to Matter 3 – Issue 8 – Kingsdown – SAP34 – Q3
8	SAP36 – St Andrews Gardens, Sheperdswell	Issue raised in relation to the need for secondary access based on access points being available independently to both parcels.	KCC and DDC agree that both accesses are required with a vehicular connection linking the sites, so that an emergency access can be provided to St Andrews Gardens (in accordance with Kent Design Guidance, which requires emergency accesses for cul-de-sacs serving more than 50 dwellings and advice of Kent Fire Rescue Service).  In order to deliver safe access to the sites required by KCC, the sites will need to be provided with a vehicular connection linking them. Issues with gradients will also need addressing for the road to be constructed in accordance with KCC standards. Whilst neither of the planning applications being assessed by the council currently set this out,	



No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
			the Council does not consider there to be any reason why the landowners cannot work together to deliver this requirement.	
9	SAP37 (SHE006)	Issue about hedgerow retention wording in policy and need for visibility splays and potential road realignment	<p><i>Amend Criterion as follows:</i></p> <p>Existing trees and hedgerows along the boundary of the site should be retained and enhanced, <u>where possible</u>, to provide an appropriate landscape buffer. The removal of trees/hedgerows will be permitted, where necessary to facilitate <u>safe access for vehicles and pedestrian connectivity to existing footway</u>.</p>	Council's response to Matter 3 – Issue 5 – SAP37 – Q1
10	SAP40 (STM006) St.Margaret's at Cliffe Small Housing Sites	<p>KCC initially identified a concern over the access point, which has been resolved through the identification of an alternative access point. Access can be taken from either The Droveaway or Salisbury Road.</p> <p>KCC identified a need for a speed survey to ensure sufficient visibility to the south. Max vis. splay of circa 130 metres achievable, which is commensurate with 85th percentile speeds of approx. 46mph.</p>	The council considers the wording of the policy to be clear and justified in regard to the requirement for a speed survey but would not object to further modification to add clarity as to its purpose.	Council's response to Matter 3 – Issue 7 – SAP40 (Q3 and Q4)
11	SAP44 (CAP006)	KCC highlighted a need for a secondary emergency access to	Proposed Post Submission Modifications (Note, AM modifications are shown in	Council's response to Matter 3 –

No.	Site / Location	Issue	Agreed resolution / Modification	SOCC / Hearing Statement reference
		<p>the site to be made explicit and potential need for TRO in Capel Street at the new access to ensure sufficient turning space for service vehicles.</p> <p>Some Additional Modifications had already been proposed through SD06, but further clarity was required.</p>	<p>blue to distinguish between the changes)</p> <p>d. Primary vehicular, pedestrian and cycle access to the site shall be provided from Capel Street. <u>Primary vehicular</u> access should not be taken from Cauldham Lane, <u>which should be a secondary emergency access.</u></p> <p><u>Improvements and/or connections to the Public Right of Way and Bridleway network should be provided, where possible.</u></p> <p>i. A Transport Assessment is required in accordance with Policy TI2 to identify off-site highway improvements and sustainable transport measures that are necessary to serve the development. The transport assessment must consider and identify mitigation for the Capel Street/Dover Road <u>junction</u> also taking into account the cumulative impact of other sites allocated in this Plan, <u>and review the need for parking restrictions on Capel Street to enable sufficient turning space</u></p>	<p>Issue 9 – SAP44 and SAP45 – Q2</p>

No.	Site / Location	Issue	Agreed resolution / Modification	SOCG / Hearing Statement reference
			<u>for service vehicles accessing the site;</u> and	
12	SAP47 (LY003) Lydden Court Farm	<p>KCC Highways agrees that due to its location, traffic generated by this site would be expected to distribute fairly evenly across the network, so the net impact on Church Lane should be minimal and would not constitute a significant impact on Church Lane, despite its constraints. Safe and suitable access can be achieved for vehicles via an access onto Church Lane accompanied by some localised widening along the site's frontage.</p> <p>An Additional modification (AM77) has already been agreed in the overarching SoCG in relation to the PROW connections and enhancements.</p> <p>KCC has subsequently requested addition of further detail in relation to the PROW ER116 in relation to being surfaced to permit travel in all weathers.</p>	DDC would raise no objection to a further modification, in addition to AM77, to add requirements that the PROW connection should be surfaced to allow for use in all weathers.	Councils response to Matter 3 – Issue 9 – SAP47 – Q1

**Table 2 – Agreed position on other matters**

No.	Location / Junction	Issue	Agreed resolution / Modification	Hearing Statement reference
13	A256/A258 Junction	Whether A256/A258 mitigation is required in LP plan period based on trip data.	It is agreed that the need for this junction to be classified as 'Critical' for the Local Plan is no longer required based on the evidence. It will be removed from Policy SP12 as a critical junction upgrade and references in the IDP will be updated to show the item as 'desirable' only. The reference to assess impacts on this junction will remain in site policies SAP1 – WUE and SAP2 – WCBP through their TA.	DDC response to Matter 7 – Issue 2 - Q3
14	Lorry Parking	The strategic need for lorry parking was raised by KCC in a representation on the Regulation 18 Local Plan. Both parties continued to liaise on the matter throughout plan preparation	<p>In July 2021, the Council discussed the issue with officers at KCC who provided the Council with the results of the overnight lorry parking surveys that had been carried out by KCC between 2017 and 2019, which was the latest data available. This identified, on average, 805 lorries across Kent parked overnight in inappropriate locations, with 53 of them being in Dover District.</p> <p>The strategic need across Kent for overnight lorry parking is set out in Kent County Council's Local Transport Plan<sup>1</sup>, which has an action to '<i>identify a network of smaller overnight lorry parks....</i>' It was agreed that a criteria-based policy to support proposals for overnight lorry parking facilities in appropriate locations was appropriate to address the requirements of para 107 of</p>	Matter 1 – Issue 1 – Q5

<sup>1</sup> [Local-transport-plan-4.pdf \(kent.gov.uk\)](#)

			<p>the NPPF and meet the need for overnight lorry parking. A draft of the policy was shared with KCC in November 2021. KCC responded to the Regulation 19 Local Plan, making no comments in relation to lorry parking.</p> <p>The position is agreed by both parties.</p>	
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#### 4. SAP24 (AYL003) - South Aylesham – Updated Position

4.1 KCC raised concerns throughout the plan making process on cumulative impacts on the A257 Wingham High Street junction. The Council sought to address this through the removal of the AYL004 site, which reduced the overall amount of development from Aylesham which would impact on the junction. Issues have subsequently been raised in relation to the feasibility of providing mitigation at Wingham High Street junction currently required by the policy, and requirements and details of sustainable travel options to contribute towards overall mitigation, in addition to cumulative impacts on the rural road network.

4.2 This issue has in part already been addressed in the existing Statement of Common Ground ([GEB06 Statement of Common Ground with National Highways and KCC Update March 2023 \(doverdistrictlocalplan.co.uk\)](#)) where it was agreed SAP24 site was required to review impacts on B2046 junctions, which is included within the policy.

4.3 As set out in response to the Council's hearing statement, WSP has undertaken some detailed analysis of this junction, which highlights that in the 2040 Do Minimum scenario, (without the Local Plan) the junction is over capacity and therefore modal shift is encouraged for committed and Local Plan developments in the area to ensure the junction performance does not deteriorate any further. Recent traffic surveys carried out by the site promoter indicate that the baseline position on the local road network has improved. Based on this, combined with proposals for improved sustainable transport options for the site, it is the Council's view that the residual cumulative impact on the junction would not be severe.

4.4 KCC accepts that the junction of High Street, B2046 and the A257 in Wingham suffers peak time congestion. This junction has been scrutinised and various options considered but there is insufficient available land due to direct frontage development and the constrained nature of the High Street to bring forward a workable solution that would bring this junction into capacity. The junction is currently operating somewhere between practical capacity and theoretical capacity in the base year scenario and the impacts of the

development will marginally exacerbate this situation with an increase in demand on this junction.

4.5 For the reasons outlined above, the proposed development at Aylesham cannot fully mitigate its impact on this junction. The development does however contribute to the Whitfield Roundabout and Duke of York Roundabout mitigation as required by Policy SP12 and the IDP (updated by the Technical Note appended to Matter 3) and additionally will be required to contribute to the A256/A257 junction (which the IDP does not currently set out a requirement for sites within this zone due to the proportionate approach applied across the district to strategic highway mitigation). This revised position is based on the trip data analysis on this junction and assessment undertaken in relation to how the mitigation will be funded (see section 5 below).

4.6 KCC and DDC agree that a contribution to the A256/A257 junction, in addition to Whitfield and Duke of York Roundabouts, all of which are listed as critical junctions in Policy SP12, will allow the full mitigation scheme proposed at this junction to come forward to address the capacity concerns at this location on the network. KCC is satisfied that, in addition to ensuring that the Aylesham site is supported by a robust travel plan, with real incentives to reduce single car occupancy and promote sustainable travel to reduce car-based trips and provision of a new or enhanced bus service, that the site is adding resilience into the overall highway network by addressing capacity issues where it is able to do so.

4.7 On this basis, the following post submission modifications are agreed by the council and KCC and proposed to Policy SAP24 criteria g and h for consideration to address the latest evidence and position:

g The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:

- i Improvements to the Spinney Lane/ Adisham Road/Pond Lane Junction;
- ii Improvements to the Holt Street/Aylesham Road Junction;
- ~~iii Investigate, and deliver if feasible, improvements to the A257/B2046 Wingham High Street Junction;~~ iii Provide proportionate financial contributions towards Whitfield and Duke of York roundabout mitigation and A256/A257 junction mitigation identified as critical mitigation within Policy SP12;
- iv Assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046, and deliver any required mitigation.
- v. A review of the impact on the surrounding rural road network, including cumulative impacts of other sites allocated in this plan on common road links and mitigation where necessary.

h On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with Snowdown Station and the services and facilities in Aylesham; and public transport provision, informed by a Travel Plan which will be required in accordance with Policy TI2. The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes to destinations including Thanet and Sandwich, of a minimum 10%, with opportunities for feedback and incentives for use for an initial period, to be agreed with the Local Highway Authority

## 5. A256/A257 Junction - Updated position

5.1 It has been agreed that the modelling shows that there are several sites which have some impact on this junction, which is already nearing capacity.

5.2 The mitigation, currently costed at £2.5 million, is a project already identified by KCC as being required, and not solely needed to address Dover Local Plan growth. There is also a minor improvement planned to this junction from an extant planning consent at Discovery Park, which has not been implemented. Therefore, the council is still considering a lesser scheme to that currently designed and costed by KCC, which would deliver mitigation required from Dover Local Plan sites alone. It is expected that the cost of this mitigation would be less than that costed by the larger mitigation scheme designed and costed by KCC.

5.3 The mitigation requirement for this junction is identified by Policy SP12 and the IDP (ED7) to be funded through proportionate developer contributions, currently from sites in the northern areas of the district which are outside of the zone for which sites would require to fund proportionate developer contributions towards Whitfield and Duke of York roundabouts mitigation schemes.

5.4 The response to Matter 7 – Issue 2 Q3 - DDC Hearing Statement is therefore replaced by the detail within this statement. The Matter 7 response is replicated below for ease of reference:

*‘It has been agreed with KCC Highways that a further review of the design for the A256/A257 junction mitigation will be undertaken to assess if a less significant upgrade scheme could be considered as an alternative to the KCC proposals. At this time, all sites in Sandwich, and SAP1 and SAP2 are shown by the trip modelling to have an impact on this junction and will be required through their Transport Assessment to identify specific impacts from their scheme and pay proportionate contributions to the final agreed mitigation.*

*Note, that further review of the modelling indicates that there may be additional sites in the surrounding areas impacting on this junction that are required to contribute to the final mitigation scheme also. Work is ongoing to establish a proportionate approach which sets out the detail of these sites and indicative proportionate contribution costs.*

*Both parties are confident that the approach to contributions and the mitigation scheme details can be resolved through examination process and we hope to provide an updated position on this matter in advance of hearing session for Matter 7’.*

5.5 The further analysis of the trips on the junction has now been concluded (November 2023) and the council has used this information to inform a more detailed and amended position in relation to which sites in the district would provide proportionate contributions towards the A256/A257 junction listed in Policy SP12.



5.6 The analysis of trip rates shows that a range of areas/sites across the district have impacts on this junction. The position taken to the funding of strategic highway mitigation is set out within the IDP (ED7), which requires sites in the northern parishes of the district, outside of the Whitfield and Duke of York roundabout zones set out in Appendix 3 of the IDP to fund the strategic highway mitigation in the north of the district. Therefore, an analysis has been undertaken of the amount of development planned in these areas based on indicative capacities of site allocations. In addition, site SAP24 in Aylesham, although not in this zone, has been included within the calculation in response to the position of KCC Highways in relation to the overall highway mitigation required from this site. This results in the following areas being included where site allocations within it will be required to fund the A256/A257 mitigation. Currently costed at £2.5million, this would result in a per dwelling contribution of around £1,800 per dwelling. (as set out above, the council will be reviewing these costs and a reduced mitigation scheme).

- Sandwich
- Aylesham
- Ash
- Eastry
- Wingham
- Preston
- Worth
- Woodnesborough

5.7 This position on funding of the A256/A257 Junction superseded the council's previous information in the Hearing Statement (set out above) and IDP, which indicated there may be requirements for SAP1 and SAP2 allocations to fund proportionate contributions to this junction. The proposed revised approach will also require updates to the relevant sections of the Plan and Infrastructure Delivery Plan.

## **6. Conclusion**

6.1 It is agreed by both parties that all the highway matters raised by KCC Highways in representations and through subsequent communications with DDC following the publication of the Regulation 19 Plan have been addressed through further modifications and/or actions agreed in this statement.

6.2 It is agreed that both parties have worked very closely (and continue to do so) on the Dover District local plan and local highway network issues.

## **7. Signatories**

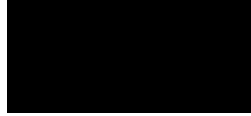
**Signed on behalf of Dover District Council**



**Sarah Platts  
Head of Planning and Development**

**Date: 15.11.23**

**Signed on behalf of Kent County Council**



**Name: Sally Bengel  
Position: Transport & Development  
Manager**

**Date: 15.11.23**

# Appendix 1: SAP15 (WAL002) – Possible Highway Access and Mitigation Plan

