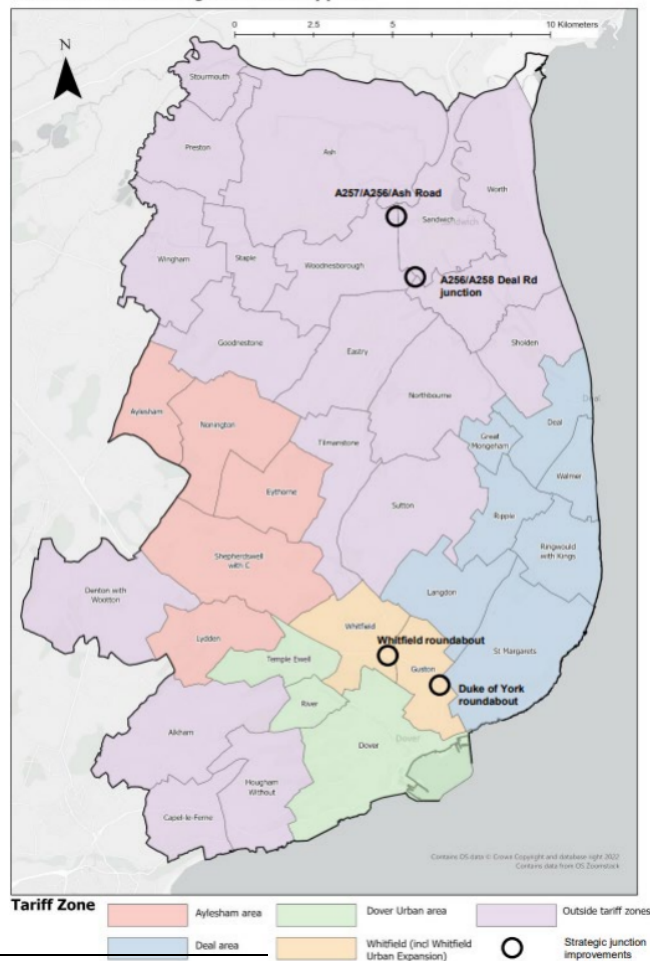


A256/A257 Junction & SAP24 Aylesham Note

1. The statement of common ground between the Council and KCC Highways (Document ED31) submitted to the examination, set out an updated position on the A256/A257 junction mitigation (Listed as critical in the Infrastructure Delivery Plan (IDP - ED7) and in Policy SP12) in relation to the mitigation design, costs and funding mechanism. Following discussion at the hearing session on this matter, this note sets out the justification for a modification to be made to SAP24 in relation to providing mitigation at the A256/A257 Junction and proposes a revised modification to that included in ED31. This modification (para 8 below) has been agreed with both Kent County Council and the site promoter, Axis.
2. 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 mitigation tariff zones set out in Appendix 3 of the IDP¹ and replicated below to fund the strategic highway mitigation in the north of the district. *(Note A257/A258 Deal Rd now removed as agreed - Main modification to SP12)*

Proportionate Contributions for Whitfield and Duke of York roundabout Local Plan Mitigation schemes by parish



¹ [ED7A Appendices to IDP V3 July 2023 \(doverdistrictlocalplan.co.uk\)](https://www.doverdistrictlocalplan.co.uk/ED7AAppendices%20to%20IDP%20V3%20July%202023)

3. The Council has undertaken analysis of the relative impact of specific site allocations on the A256/A257 junction using trip data provided by the Council's transport consultants (WSP), from the existing transport modelling.
4. The Trip Data for site SAP24 – Aylesham shows that there would be an additional 49 trips using the junction (Combined AM and PM peak totals), which is over 5% of the total additional trips from all Local Plan allocations.
5. Other sites/areas which have the most significant impacts are within the northern area of the district (outside of the Whitfield and DoY tariff zone) already identified in the IDP (see para 2 above)².

Conclusion

6. As set out in the IDP and ED31 the council proposes to collect proportionate contributions from the following sites/areas in district towards mitigation of the A256/A257 junction, based on the results of site-specific Transport Assessments:
 - Sandwich
 - Ash
 - Eastry
 - Wingham
 - Preston
 - Worth
 - Woodnesborough
7. When also considering the impacts from SAP24 – Aylesham, the modelling shows over 5% impact on the junction and therefore the council considers it reasonable that this site, although outside of the settlements listed above, should consider their impacts on the junction through a Transport Assessment at the time of planning application. The council considers that, if shown through their transport assessment that the impact requires mitigation, it would be appropriate for the site to fund an appropriate percentage of the total costs of A256/A257 planned and costed mitigation scheme (or a lesser mitigation scheme) or provide direct mitigation to address their impacts.

² Note that other sites/areas of the district are also shown to have impacts on the junction, but these are considered to be too minimal to be considered as part of this assessment, and is consistent with the approach taken for the proposed Whitfield and Duke of York roundabout mitigation tariff.

8. The following modification to the SAP24 Policy is therefore proposed:

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 identified 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 the A256/A257 Junction identified within Policy SP12, and deliver or proportionately financially contribute towards 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.

9. Note that this is an updated modification from than presented in ED31 and has been agreed with KCC Highways and the site promoter.