

TC4S ref no.	Site name	Site Address	Post code	Size (ha) GIS measurement	Site Access Concerns	Impact on Highway Network	Adequate Access to Public Transport	Public Rights of Way	KCC Highways - Accessibility of Site	KCC Highways - Access to Transport	Site Highways Summary	Highways RAG	RAG Justification
TC4S001	Land east of Copthorne and south of A2			4.29									
TC4S002	Land west of Solton Manor at Solton Manor Farm			82.09									
TC4S003	Land South East of Hawthorn Farm Holiday Park, Martin Mill			56.16									
TC4S004	Land at Coldblow Farm			39.83									
TC4S005	Land East of railway line, Ripple			1.66									
TC4S006	Larger site at New Townsend Farm, Station Road			46.95									
TC4S007	Substation at Coldblow			0.06									
TC4S008	Bridleway Riding School, Station Road	Deal		1.09	Good existing access to highway, with clear visibility.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	Walmer train station is a short walk away to the north east.	There is no footpath either side of the road along northern boundary, however footpath starts immediately after on northern edge of road.	Access with suitable visibility may be achievable, however measured speeds would be required to determine the appropriate visibility if the existing 30 mph limit is not extended as agreed for the extant Cross Road permission. This site would also offer the opportunity to enhance the highway improvements agreed for the extant Cross Road permission, by providing land for widening of the carriageway and provision of a wider footway. The pedestrian crossing point shown in the allocation submission would not be acceptable due to lack of visibility, however alternative pedestrian improvements appear to be possible, particularly in conjunction with the Cross Road site.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and Walmer Railway Station, but build-out and dropped kerbs/tactile paving in Station Road required as agreed for Cross Road site.	Vehicular access appears achievable, however measured speeds required to determine appropriate speed limit if existing 30mph is not extended. Also alternative pedestrian crossing point is required	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC4S009	Land adjacent to Ripple Mill			37.76									
TC4S010	Land south of Hangman's Lane			1.28									
TC4S011	Ringwold Allotment Gardens			0.69									
TC4S012	Land between Solton Manor Farm and A258 North			1.25									
TC4S013	Land between Solton Manor Farm and A258 South			1.24									
TC4S014	Land between Prescott Close and railway line, Guston			17.52									
TC4S015	Land south west of Pineham Road, Guston			39.57									
TC4S016	Land south east of East Langdon Road			50.78									
TC4S017	Land at Limekiln Down north west of East Langdon Road			58.36									
TC4S018	Land to west of Bere Farm			23.57									
TC4S019	Land to south east of Bere Farm			72.62									
TC4S020	Land to north of Bere Farm			6.38									
TC4S021	Land south of New Street/north of Mote Lane			1.50									
TC4S022	White House Public House	Broad Lane, Finglesham, Kent	CT14 0LY	0.47									
TC4S023	Land adjacent to Cross Farm	Eastry, Near Sandwich	CT13 0HG	0.44	Good existing access to highway, with good visibility. Access road runs through the site.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	No bus stop nearby	Footpaths along both sides of the road adjacent to site. There is a PROW 15m south of site however this is blocked from the site by existing buildings.	Access with suitable visibility appears achievable, however some on-street parking may need to be removed to maintain visibility. Unlikely on its own to have a severe impact on the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in High Street, Mill Lane and Lower Street (although no footway to the Lower Street stops).	Vehicular access appears achievable subject to some loss of on-street parking to ensure visibility	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC4S024	Land between Felder Lodge and Mill lane	Deal Road, Worth	CT14 0BD	1.14									
TC4S025	1 IVY COTTAGES	GOODNESTONE, CANTERBURY KENT	CT3 1PE	0.23	The site has existing vehicular access through shared drive way. The driveway is narrow and may restrict access. Visibility appears achievable for scale of development proposed.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	no bus stops are visible	There are no footpaths along this stretch of saddlers hill	No Comment	No Comment	Access arrangement to be confirmed. Visibility appears achievable Lack of public transport.	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC4S026	Military Road	Dover	CT17 9BH	0.11	The site has existing vehicular access from Military Road associated with its use as a car park, and it is likely that this would be suitable to serve a minor residential development.	It is unlikely that a development of the scale proposed would have a significant impact on surrounding streets in terms of vehicular traffic, however the Council would need to be comfortable accommodating the loss of off-street parking in this location	The site does offer excellent links to public transport due to its proximity to the Town Centre for bus services and Dover Priory railway station	A PROW passes to the west of the site, from Folkestone Road via steps up to Military Road	Access with suitable visibility appears achievable. Potential loss of parking from existing DDC parking area. Unlikely on its own to have a severe impact on the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in Folkestone Road and York Street.	Existing car park access likely to be suitable to serve development	Green	Access appears achievable and any highway impact can be suitably mitigated.
TC4S027	Roosevelt Road	Dover	CT16 2BS	0.32	The sites benefit from existing access from Roosevelt Road and via the three adjoining Closes, Boston Close, Florida Close and Washington Close.	It is unlikely that a development of the scale proposed would have a significant impact on nearby streets in terms of vehicular traffic	The sites also benefit from excellent access to bus services via bus stops in Roosevelt Road.	None identified	Access with suitable visibility appears achievable for all three parcels, although existing bus stop fronting western parcel may need relocating. Unlikely on their own or in combination to have a severe impact on the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in Roosevelt Road.	Existing access likely to be suitable to serve development of the scale proposed	Green	Access appears achievable and any highway impact can be suitably mitigated.

TC45028	Peverell Road	Dover	CT16 2EN	0.19	The site has two existing vehicular accesses from Peverell Road and Hirst Close	It is unlikely that a development of the scale proposed would have a significant impact on nearby streets in terms of vehicular traffic	The site is within close proximity to a bus stop at Melbourne Avenue.	There are additional pedestrian routes through from the western boundary to serve the adjacent blocks of flats.	Suitable access achievable using existing access point(s). Concern over increase in highway parking as a result of loss of parking spaces currently available on this site, and in combination with Colton Crescent site nearby. Unlikely on its own to have a severe impact on the capacity of the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in Rokesley Road.	Access achievable Potential impact on highways parking.	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45029	land adjacent to fieldings	Stoneheap Road, Dover	CT15 5BU	0.40	The site has a street frontage	The site is off a single lane, and there is no on street parking	Poor public transport provision in the vicinity	The site has no footpath	Vehicle Access achievable onto Stoneheap Road, however road itself is very narrow and not particularly suitable to serve an additional 10 dwellings. No pedestrian facilities to existing footway network. Therefore it is not recommended for allocation (in highway terms)	No meaningful public transport options within the village, however it may be possible for Demand Responsive solution to be explored as part of wider development proposals within the Local Plan	Appears suitable access and visibility may be achievable, however the existing road would need widening at access point. Poor local public transport provision	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45030	Colton Crescent	Dover	CT16 2EQ	0.20	The site has an existing vehicular access from Colton Crescent to the garages and for parking.	It is unlikely that a development of the scale proposed would have a significant impact on nearby streets in terms of vehicular traffic	The site is within close proximity to a bus stop at Melbourne Avenue.	There are pedestrian accesses to the site from Colton Crescent and Peverell Road in addition to the vehicular access.	Suitable access achievable using existing access point(s). Concern over increase in highway parking as a result of loss of parking spaces currently available on this site, and in combination with Peverell Road site nearby. Unlikely on its own to have a severe impact on the capacity of the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in Rokesley Road.	Existing access likely to be suitable to serve development of the scale proposed	Green	Access appears achievable and any highway impact can be suitably mitigated.
TC45031	Former Allotment Land, Aycliffe	Dover	CT17 9HB	1.51	There is no existing useable vehicular access, although the plan indicates that access would be from/the site is connected to Old Folkestone Road. It is a very steep incline up to the site and again overgrown.	KCC Highways advice should be sought regarding the impact of the proposed development on the highway network, however given the proximity of the site to the A20 there are unlikely to be significant impacts	There are bus stops nearby, reliance on public transport, cycle or car into Dover Town for access to main amenities.	No PROWs cross or abut the site	Access with suitable visibility appears achievable, although significant level issues to overcome. May need to remove existing on-street parking to maintain visibility at access. Unlikely on its own to have a severe impact on the wider highway network.	Within 400 metres recommended walking distance to nearest bus stops in Old Folkestone Road.	Access is achievable Significant level issues to overcome. Assessment of visibility at access required	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45032	Ethelbert Road garages	Deal	CT14 6RA	0.09	The site has good existing access to the highway. Highways visibility from site access is good.	It is unlikely that a development of the scale proposed would have a significant impact on nearby streets in terms of vehicular traffic	Bus stop approximately 100 metres away	Footpaths along sites northern boundary, PROW adjacent to western boundary.	Ethelbert Road (30mph) has footways either side and access is achievable. Any redundant crossings to be removed. Footpath to western boundary.	Bus stops within close walking distance of the site (80A/84) with relatively frequent service.	Access is achievable to the site	Green	Access appears achievable and any highway impact can be suitably mitigated.
TC45033	Land to the North of Chapel Lane Ripple.	The South Westerly addendum to the field being the part between the halves of the village and then folding around to match the properties along the south westerly part of Church Lane. Corner of Church and Chapel Lanes Ripple. TR348498 L shaped land.	CT14 8JF	5.55									
TC45034	Wingham Remembrance Garden	High Street, Wingham	CT3 1BJ										
TC45035	Red Lion Corner Garden	Wingham High Street, Wingham	CT3 1AB										
TC45036	Wingham Green	Mill Road, Wingham	CT3 1NJ										
TC45037	land at the back of Felder Lodge	Felder Lodge, Deal Road, Worth	CT14 0BD	0.50									
TC45038	Canton	Downs Rd, East Studdal, Dover	CT15 5DB	0.86	The access is narrow and constrained. Highways comments needed on suitability.	It is unlikely that a development of the scale proposed would have a significant impact on nearby streets in terms of vehicular traffic	Reliance on car for travel, as no train station.	No PROWs cross or abut the site	It would appear that the required sightlines for an access onto the highway could not be achieved within land that the site promoter has control over. Therefore the provision of parking on site would not be possible. Therefore it is not recommended for allocation.	No meaningful public transport options within the village, however it may be possible for Demand Responsive solution to be explored as part of wider development proposals within the Local Plan	It would appear that the required sightlines for an access onto the highway could not be achieved within land that the site promoter has control over	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45039	Chapel Hill	Eythorne	CT15 4BB	0.21	There is a current vehicular access to the site, which is a single car width, not possible for vehicles to pass. Highways comment needed on suitability of access for residential as opposed to garages.	Some on street parking options for visitors, access area fairly parked up with cars from neighbouring properties.	No train station, reliance on bus or car.	Footpath from the site to local amenities.	Access possible via existing private drive from The Crescent, however access width is restricted therefore the access road would need to remain private some concern over the number of dwellings proposed as an additional 5 would take the number of dwellings over the recommended number served via a private drive. Some initial concern over the loss of the existing parking areas to the rear as they appear to serve existing dwellings, therefore suitable replacement off street parking may need to be provided either within the layout of the site or within the curtilage of the site. It is possible that the site capacity may reduce as a result. Suggest that an indicative site layout is prepared for consideration.	Within 400 metres recommended walking distance to nearest bus stops although bus services within the village are not particularly frequent.	Some concern over the number of dwellings proposed as an additional 5 would take the number of dwellings over the recommended number served via a private drive. Access otherwise achievable but garages used for parking by existing residents so replacement spaces likely to be needed	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45040	Land at Homestead Farm	Waldershare Road, Ashley, Dover	CT15 5JA	0.21									
TC45041	Land at Shatterling Cottage	Shatterling Cottage, Roman Road, Shatterling, Kent	CT3 1JR	0.88									
TC45042	Sandwich Wildlife Park	Bellers Bush, Dover Road, Sandwich, Kent	CT13 0DG	2.91									
TC45043	The Paddock	Ferne Lane		0.56	The site has existing vehicular access from Ferne Lane.	However KCC Highways commented that Ferne Lane and the lanes leading to/from the site are narrow with a lack of formal passing places and poor visibility at bends/junctions.	KCC also commented that given the location of the site and lack of footway network, most if all trips would likely be made by car from the site, so the site is not particularly sustainable.	PROW ER150 crosses the site from its entrance at Ferne Lane westwards towards Chalksole Green, although due to mesh fencing placed at the site entrance this did not appear passable when a site visit was undertaken.	Access with suitable visibility may be achievable, however measured speeds are required to determine the appropriate visibility. Ferne Lane and the lanes leading to/from the site are narrow with a lack of formal passing places and poor visibility at bends/junctions. The site is therefore not considered suitable in highway terms for 15 dwellings. Location of the site and lack of footway network means most if not all trips will be by car, so not particularly sustainable.	More than recommended 400 metre walking distance to nearest bus stops in Alkham Valley Road, and no footway in Ferne Lane, Warren Lane or Slip Lane.	The site has existing access, although concern over narrow lanes leading to/from the site, with poor visibility and few passing places. Also lack of public transport options	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.

TC45044	Halfacres	Short Lane, Alkham		0.17	A suitable access could be achieved via Short Lane	Development of the site at the scale proposed is unlikely to have a significant impact on the surrounding highway network	The site is within 400m of a bus stop in Alkham Valley Road	ER177 passes adjacent to the north of the site	Access with suitable visibility appears achievable directly from Short Lane utilising existing access, rather than from restricted bridleway ER177. Unlikely on its own to have a severe impact on the wider highway network. Junction of Short Lane with Alkham Valley Road acceptable for the additional dwellings proposed.	Within 400 metres recommended walking distance to nearest bus stops in Alkham Valley Road.	Suitable access possible via Short Lane and unlikely to have a significant impact on the wider highway network	Green	Access appears achievable and any highway impact can be suitably mitigated.
TC45045	Land adjacent to 101 New Dover Road	Capel le Ferne		0.49									
TC45046	Jubilee Road Community Centre site	Jubilee Road Sandwich		0.27	The site has good existing access to the highway. Highways visibility from site access is good.	There is existing on site car parking and immediate adjacent to the west.	No bus stops are visible.	Footpaths are connected to the site.	Jubilee Road (30mph) is a residential street with footways on both sides. Existing access would need to be reconfigured and is achievable.	The site is remote from bus services.	Existing access would need to be reconfigured but this is achievable	Green	Access appears achievable and any highway impact can be suitably mitigated.
TC45047	104 Northwall Road	104 Northwall Road, Deal	CT14 6PP	0.28	There is currently no existing access to the rear of the site. Access could be achieved through removal of the existing house or an access strip within the site to east of the existing house. Good highways visibility at southern boundary of site.	There is a manually operated rail level crossing to the west of the site.	No visible bus stops.	Footpaths either side of road along southern boundary of the site	Access may prove difficult in terms of junction spacing with the private road adjacent to the railway line, especially to serve multiple dwellings. Northwall Road (30mph) has footways and is within reasonable walking distance of the school and local amenities. Any new road would need to include a turning head capable of accommodating refuse vehicles.	buses can be accessed on Western Road (80A/84) which has a reasonably frequent service although the nearest stop is beyond a 400m distance from the site (approx. 500m).	Access may prove difficult in terms of junction spacing with the private road adjacent to the railway line, especially to serve multiple dwellings	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45048	West View	West View, Chapel Hill, Eythorne	CT15 4BA	0.02	The site has an existing access point and strip that would be shared with the residential property to the south west.	Development of the site at the scale proposed is unlikely to have a significant impact on the surrounding highway network	There is a bus stop near the access point to the site	No PROWs cross or abut the site	It would appear that the required sightlines for an access onto the highway could not be achieved within land that the site promoter has control over. Therefore the provision of parking on site would not be possible. Therefore it is not recommended for allocation (in highway terms)	Within 400 metres recommended walking distance to nearest bus stops although bus services within the village are not particularly frequent. However it may be possible for Demand Responsive Public Transport solution to be explored as part of wider development proposals within the Local Plan	Access may prove difficult, limited public transport nearby	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45049	HOLLYOAKS STABLES	HOLLYOAKS STABLES, LAND SOUTH SIDE FERNE LANE, CHALKSOLE ALKHAM DOVER KENT	CT15 7EE	1.32	KCC Highways commented that access with suitable visibility may be achievable, however measured speeds are required to determine the appropriate visibility.	Warren Lane/Ferne Lane and the lanes leading to/from the site are narrow with a lack of formal passing places and poor visibility at bends/junctions.	KCC also commented that given the location of the site and lack of footway network, most if all trips would likely be made by car from the site, so the site is not particularly sustainable.	PROW ER150 crosses the site from its entrance at Ferne Lane westwards towards Chalksole Green, although due to mesh fencing placed at the site entrance this did not appear passable when a site visit was undertaken.	Access with suitable visibility may be achievable, however measured speeds are required to determine the appropriate visibility. Warren Lane/Ferne Lane and the lanes leading to/from the site are narrow with a lack of formal passing places and poor visibility at bends/junctions. The site is therefore not considered suitable in highway terms for 42 dwellings. Location of the site and lack of footway network means most if not all trips will be by car, so not particularly sustainable.	More than recommended 400 metre walking distance to nearest bus stops in Alkham Valley Road, and no footway in Warren Lane or Slip Lane.	The site has existing access, although concern over narrow lanes leading to/from the site, with poor visibility and few passing places. Also lack of public transport options	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45050	Sherley Farm	Sherley Farm, Reach Road, St Margaret's at Cliffe	CT15 6HY	1.49	Existing access from Upper Road.	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	Reliance on car for transport. Unsustainable location.	There is no footpath to the site and it is not connected to a settlement.	Upper Road is derestricted but measured speeds from 2019 indicate that visibility splays of 160 metres x 2.4 metres x 160 metres would be required at the access. It is not clear that these can be achieved. Location of site and lack of footway network means most if not all trips will be by car, so not particularly sustainable. Unlikely on its own to have a severe impact on the wider highway network.	No bus service available.	Concern over ability to provide adequate visibility splays, and remoteness of site from public transport options	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45051	Land at Church Street (East), Nonington	Adjacent Nonington Primary School, Church Street, Nonington		0.99	Good access point to the site that slopes up a ridge. There is good highways visibility at point of access.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no visible bus stops near the site.	There are no footpaths running along the road to north of the site. A PROW runs along the north boundary of the site.	No footways serving the site, however there is a PROW next to the site which can provide a limited level of connectivity between the site and the school. However the lack of good quality pedestrian access is a concern and will lead to increased pedestrian activity within the carriageway. Vehicle access achievable onto Church Street however the surrounding highway network including Church Street is geometrically constrained as such this development is likely to create additional vehicle and pedestrian conflict and is not recommended for allocation (in highway terms).	No meaningful public transport options within the village, however it may be possible for Demand Responsive solution to be explored as part of wider development proposals within the Local Plan	Site access possible, although surrounding highway network not recommended for additional vehicle and pedestrian conflict	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45052	Land on the Eastern side of Ellen's Road	Alexandria Drive, Deal	CT14 9JJ	0.19									
TC45053	Farm land behind and accessed from Adelaide Road	Farm land behind and accessed from Adelaide Road		5.95									
TC45054	Land at Church Street (West), Nonington	Church Street, Nonington		1.84	There is no access to this site. The site could only be accessed for parcel of land submitted to east reference TC45051 or a new access would need to be created.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	No visible bus stops.	No footpaths along the road to the north of the site.	No footways serving the site, lack of good quality pedestrian access is a concern and may lead to increased pedestrian activity within the carriageway. Vehicle access achievable onto Church Street however the surrounding highway network including Church Street is geometrically constrained as such this development is likely to create additional vehicle and pedestrian conflict and is not recommended for allocation (in highway terms).	No meaningful public transport options within the village, however it may be possible for Demand Responsive solution to be explored as part of wider development proposals within the Local Plan	Site access possible, although surrounding highway network not recommended for additional vehicle and pedestrian conflict	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45055	Land at Wentways Farm Cottage	Wentways Farm Cottage, Strakers Hill, East Studdal, Dover, Kent	CT15 5BS	3.42									
TC45056	Land adjoining Glendale	Strakers Hill, East Studdal, Dover, Kent	CT15 5BS	0.18	Access from Strakers Hill, Potential for a suitable access, need Highways comments	No on street parking as a single lane road.	No train station at East Studdal, bus route, but reliance on car for travel.	no footpath serving the site, but near to footpaths in Downs Road.	It is not clear if a suitable access could be achieved. Visibility as sightlines in line with the current posted limit appear to not be achievable, measured speeds would be required to ascertain if suitable visibility can be achieved. No footway links to wider footway network. Therefore it is not recommended for allocation.	No meaningful public transport options within the village, however it may be possible for Demand Responsive solution to be explored as part of wider development proposals within the Local Plan	Concern over achievability of suitable access, and measured speeds required to determine required visibility. Lack of public transport options and no footway link to wider footway network	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.

TC45057	Land at Youngs Place, land north of The Street, land south of The Street West Hougham.	Land at Youngs Place, land north of The Street, land south of The Street West Hougham.	CT15 7AX	0.96									
TC45058	Land at Cowper Road	Land at the west end of Cowper Road River	CT17 0PL	0.26	The site is accessed from Cowper Road, which is single lane. The access is narrow, but potential for sufficient visibility splays.	This is the current situation for all of the other dwellings accessed from Cowper Road. No on street parking options for visitors.	The site is in a sustainable location with access to a bus stop at Lewisham Road and train station at Kearsney.	no designated footpath. There is a path showing on the map through the site and up to River Down Wood, but this is not showing on the PROW map.	Cowper Road is a private street and therefore access to the site may not be achievable. Whilst the width of road and visibility available at the junction with the highway in Lewisham Road is not ideal, it already serves approximately 70 dwellings so the addition of 4 or 5 dwellings is unlikely to have a severe impact at the junction or on the wider highway network.	More than recommended 400 metre walking distance to nearest bus stops in Lewisham Road.	Cowper Road is a private street and therefore access to the site may not be achievable. The site is more than 400m from the nearest bus stop	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45059	Land to the rear of Archers Court Road	Archers Court Road, Whitfield	CT16 3HP	1.67									
TC45060	The Farmstead (Sand Hole Field)	Sandwich Road, Ash	CT3 2SH	0.51									
TC45061	Threeways	Land Adjacent to Field Cottage (Threeways), Vicarage Lane, Nonington, Dover, Kent	CT15 4LA	0.23									
TC45062	Land north of Woodnesborough Road	Woodnesborough Road, Sandwich		1.02									
TC45063	Land at Woodnesborough Road	Woodnesborough Road, Sandwich		1.71									
TC45064	The Homestead Field	Homestead Lane, East Studdal, Kent	CT15 5BN	0.98	The access to the site is proposed from Homestead Lane from an access not currently in place, but approved through DOV/19/01050. Highways comment required on suitability of proposed access for the 9 plots proposed. .	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	Poor public transport provision in the vicinity	No PROWs cross or abut the site	Access to highway achievable on Homestead Lane. Unlikely on its own to have a severe impact on the capacity of the wider highway network.	Poor public transport coverage in this part of the highway network. However it may be possible for Demand Responsive Public Transport solution to be explored as part of wider development proposals within the Local Plan (Further discussions would be required with local bus operators)	Access to highway achievable on Homestead Lane, however concern over poor public transport options available in this location	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45065	Cosby Farm	Ratling, Aylesham, Canterbury	CT3 3HL	0.58									
TC45066	LAND ADJOINING LAYHAM GARDEN CENTRE,	LOWER ROAD, STAPLE, KENT	CT3 1LH	0.72									
TC45067	The Glebe Plot	The Glebe, (Off Short Street), Station Road, Chillenden Canterbury Kent	CT3 1PR	0.38									
TC45068	Fields on Downs Road East Studdal (behind the community centre)	East Studdal (behind the community centre)	CT15 8BS	7.68	Potential for access to be created onto Downs Road, alongside the Community Centre.	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	No train station, reliance on car, not a sustainable location for a development of this size.	There is a footpath through the site, although not shown on PROW map.	Access to highway potentially achievable on Homestead Lane, but will lead to the loss of hedgerow/trees. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258 which are geometrically constrained. Possible that a much smaller allocation may be permissible, however further assessment work would be required including traffic distribution forecasts. Therefore it is not recommended for allocation in its current form.	Poor public transport coverage in this part of the highway network. However it may be possible for Demand Responsive Public Transport solution to be explored as part of wider development proposals within the Local Plan (Further discussions would be required with local bus operators)	Access to highway potentially achievable on Homestead Lane, however concern regarding cumulative impact of development on rural lanes so traffic distribution forecasts required. Also concern over poor public transport options	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45069	Land west of Mongeham Road	Great Mongeham, Deal	CT14 9LW	0.35	The plan submitted indicates two accesses: one via the existing Hack n Tack entrance from Northbourne Road and one to be created from Mongeham Road. An informal access via a gate exists on the Mongeham Road boundary. It is likely that both options could be made suitable to serve residential development.	Proposals for the site should be informed at an early stage by KCC Highways advice regarding access geometry. The surrounding highway network is likely to be capable of accommodating a development of the size proposed, but KCC Highways are best placed to understand any cumulative effects	The nearest bus stop is in Mongeham Road close to the village hall. This is within 400m of the site	None identified	No comment	No comment	Original HELAA GTM001 assessment still stands. It is likely that both options could be made suitable to serve residential development.	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45070	Land adjacent to Ashton Close	Great Mongeham, Deal	CT14 0HJ	1.37	Access to the site from south west corner, however poor highways visibility to the west. The site would require a new access point along the western edge, though it is difficult to see where this could occur without disturbing existing tree and scrub boundary screening along the edge.	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	There is a bus stop immediately adjacent to the Southwest corner of the site.	There are no footpaths adjacent to the site. A prowl runs along the southern boundary.	The site has a highway boundary with Cherry Lane (6" width restriction) and Northbourne Road, both of which are very narrow and without footways. The site is within a 30mph limit. A PROW (Church Path) borders the site to the south. Access is likely to be achievable from Northbourne Road.	Bus stops are located on Northbourne Road in the immediate vicinity of the site (81A/541/542) although services are infrequent.	Access likely to be achievable from Northbourne Road, although this road is narrow and has no footways	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45071	Land North of Northbourne Road	Great Mongeham, Deal	CT14 9LR	0.81	The site has existing good access with good visibility on the highway.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	No visible bus stop.	There are no footpaths linking to the site. A PROW runs along the western boundary out into the open countryside.	The site appears to have an access onto a shared private drive but visibility is poor and will require improvements. Northbourne Road is narrow and without footways (30mph). The creation of new access would require significant loss of vegetation if sight lines can be achieved.	Bus stops are within walking distance of the site but without pedestrian safeguarding (see 070 for details).	The site appears to have an access onto a shared private drive but visibility is poor and will require improvements. Northbourne Road is narrow and without footways	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45072	Hare & Hounds pub	The Street, Northbourne, Deal	CT14 0LG	0.12									
TC45073	Land to the south of The Droeway, north of Salisbury Road	St Margaret's Bay		2.72	Access to the site could be provided from either Salisbury Road or The Droeway, although Salisbury Road is private so the promoter would need to ensure that there is right of access. Both roads are at their narrowest in the vicinity of the site, although there may be scope for some localised widening along the site frontages.	The development of this site is unlikely to have a significant impact on the highway network, although the cumulative effect of developing the site on the constrained St Margaret's High Street should be considered. If the site ever came forward for development, this would need to be in consultation with KCC who can advise on road/junction capacity	The site is isolated from public transport, with the nearest bus services available from a stop at the top of Bay Hill, more than 400m from the site	ER26 runs along edge of site	Direct access to the highway is achievable from either The Droeway or Salisbury Road. However Salisbury Road is private as such it should be checked that the land promoter has rights of access. Notwithstanding this, the Junction of Salisbury Road/The Droeway is poor with insufficient sightlines with very limited scope for improvement. The Droeway geometrically constrained and is subject to a large amount of on street parking which reduces effective width, whilst in theory waiting restrictions could be imposed, this would have a significant impact on local parking amenity. The Junction of The	More than recommended 400 metre walking distance to nearest bus stops on Sea Street.	Only small reduction in site size from STM010. - Assessment from STM010 still stands Direct access to the highway is achievable from either The Droeway or Salisbury Road, However Salisbury Road is private as such it should be checked that the land promoter has rights of access	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45074	Land adjacent Courtlands	Kingsdown		0.71	Existing access point to south of site, potentially having to cross 3rd party land to reach the highway. Visibility reflects the residential nature of the roads immediate to south of the site.	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	There is a nearby bus stop.	There is no footpaths near the site, however the residential estate immediately to the south has shared surface that lead down onto the main highway which has footpaths. There is a PROW that runs along the western boundary of the site.	Access would be onto Courtlands, an adopted shared surface currently serving approximately 12 properties.	Bus stops are within walking distance on Kingsdown Road (80B/82/82A) with a reasonably frequent service	Access achievable onto Courtlands, and public transport options within 400m	Green	Access appears achievable and any highway impact can be suitably mitigated.

TC45099	Land to the east of The Street	Preston	CT3 1DP	0.62	The site is accessed by a strip 40 to 45 metres long from the main road. The access strip is wide between 5 to 7 metres. There is good visibility at the point where the access strip meets the main road.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	there are no nearby bus stops or a train station.	There are no footpaths on either side of the road by the access point	The Street (30mph) is without footways or walkable verges from this location to the village amenities or bus stops. Some form of pedestrian safeguarding would need to be considered. Access could likely be achieved utilising and upgrading existing access points.	Bus stops are within walkable distance of the site but not safe to access (11) and the service is infrequent.	Access could likely be achieved utilising and upgrading existing access points. The Street has no footways or walkable verges so some form of pedestrian safeguarding would need to be considered	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45100	Land on the South West side of Hillside Road	Dover	CT17 0JQ	0.88	Access could be achieved from the potential point however the potential access point for the site raises up a steep slope.	Potentially development of the scale proposed could have an impact on nearby roads in terms of vehicular traffic	The are footpaths next to the site that connect to bus stops	There is a PROW nearby but not abutting or crossing the site.	Access off Hillside Road would need to be a bellmouth with radius kerbs to support the number of proposed units which may possible although tight to achieve with necessary footway connections into the existing. Turning provision for delivery and refuse vehicles must be provided within the site.	Regular bus services exist within easy reach of the site	Access could be achieved though impact on highways would need to be addressed	Amber	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45101	Long Lane Cottage/Stables	Long Lane, Shepherdswell, Dover	CT15 7LX	7.99									
TC45102	Land at The Street	West Hougham	CT15 7BD	0.27	The site is adjacent to an existing access serving the adjacent dwelling. Proposed access is close to Eight Acres junction, Highways comments needed.	It is unlikely that a development of the scale proposed would have a significant impact on nearby roads in terms of vehicular traffic	No train station, limited bus options, reliance on car or cycle on rural roads.	The site is bordered by two public footpaths, path 0132/ER200/1 to the east of the site and path 0132/ER198/1 to the south, with no PROW through the site.	Access with suitable visibility appears achievable. Unlikely on its own to have a severe impact on the wider highway network. No footway network serving site.	No bus service in village. Nearest stops approximately 2 kilometres to south on Folkestone Road.	Access with suitable visibility appears achievable. Unlikely on its own to have a severe impact on the wider highway network. No footway network serving site. No bus service in village.	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45103	Land off Malmaims Road, Lascelles Road and Church Road	Dover		0.67									
TC45104	Land to the rear of The Paddock	Petts Lane, Wingham, Kent	CT3 1BX	0.83	The site is located to the rear of properties along the A257 High Street, a well used access route to Wingham from the north. There is an existing access point via Pett's Lane, a narrow track off High Street however a suitable access with adequate visibility to serve the development of this site is unachievable due to adjacent properties	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE169 bisects the site from the east to the west and connects to the wider PROW network of Wingham. There is no a continuous footpath via Preston Hill directly connecting the site to the local services/facilities of Wingham	Amber site considered as shown on plan (10 units). Visibility to south does not appear achievable due to close proximity of existing dwellings to edge of carriageway in A257 High Street. Width of access to allow two cars to pass at junction with A257 High Street and provide layout to adoptable standard does not appear achievable. Unlikely on its own to have a severe capacity impact on the wider highway network. Comments also apply to combined amber+red site.	Within 400 metres recommended walking distance of nearest bus stops in High Street.	Most of WIN012 assessment applies to this smaller sub parcel Width of access to allow two cars to pass at junction with A257 High Street and provide layout to adoptable standard does not appear achievable	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45105	Harnden, Stourmouth Road	Preston		0.22									
TC45106	Land at Redhouse Wall	Deal		3.70	There is no access onto a highway. The site is an open field, with fields between it and the nearest highway.	The proposed use of a caravan park for a 100 homes would have an impact on the nearby highway which is narrow rural lands.	The nearest highway does not have footpaths or visible bus stop. The train line to the south of the site does not have a stop.	There is a PROW to the north of the site but this does not abut or cross the site and would not be impacted.	Redhouse Wall is a private road with a junction onto Golf Road. Golf Road is lightly trafficked and traffic calmed although no pedestrian safeguarding exists until the edge of the residential settlement of Deal Town, although the route would be suitable for cycling.	Bus stops are located in Sandown Close but are beyond the recommended 400m walking distance to the site and the route would be unfit for much of its length. The services are frequent.	Access is not achievable. Proposed development would create traffic impacts on the highways nearby.	Red	Access considered to be unachievable and/or highway impact cannot be mitigated.
TC45107	The Glebe	SW of Coldred Road, Shepherdswell	CT15 7LF	2.78									
TC45108	Land at Durlock Road	Staple		0.44									
TC45109	The Frog and Orange PH	Shattering		0.44									
TC45110	Green Oak Farm	Statenborough Lane, Eastry	CT13 0DJ	3.67	At present there is no access to the site. Access could be achieved through the farm and residential buildings to north east.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no visible bus stops.	There are no footpaths around the site.	The site connects on three frontages to public highway. Sandwich road is within a NSL as is Statenborough Lane. Whilst the Woodnesborough Road frontage is within a 30mph limit the frontage here is limited and close proximity to the junction with Foxborough Hill. Woodnesborough Hill (6'6" width restriction) and Statenborough Lane are both narrow in places and without footways. Sandwich Road is also without footways and suitable pedestrian safeguarding will be required to access nearby bus stops (43A/87A/81B/88). Loss of hedgerow required to achieve visibility from a new access on all sides.	Within reasonable walking distance of bus stops	Sandwich road is within a NSL as is Statenborough Lane. Whilst the Woodnesborough Road frontage is within a 30mph limit the frontage here is limited and close proximity to the junction with Foxborough Hill. Woodnesborough Hill (6'6" width restriction) and Statenborough Lane are both narrow in places and without footways. Sandwich Road is also without footways and suitable pedestrian safeguarding will be required to access nearby bus stops	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45111	94 Canterbury Road	Lydden		0.25									
TC45112	Land rear of Meadow Cottage	The Street, Preston		1.79	It is not clear where access to the site could be obtained as it is enclosed by built environment a PROW and open countryside. Potential access through Meadow Cottage residential drive. Or pub car park on eastern boundary, however in both cases this may require removal of trees. From either potential access there is good highways visibility.	A development of the size proposed is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	Bus Stops are available in The Street although there is no direct footpath from the site	A proW runs along the Western boundary. Poor footpath network to east of site. PROW to west links to good footpaths to road north of site.	Access with suitable visibility appears achievable. Would need to provide improvements to pedestrian route along site frontage and also preferably to/from the primary school (the latter may be dependent on other developments coming forward). Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on Preston/Grove link and the Preston Hill/A257 junction.	Within 400 metres recommended walking distance to nearest bus stops in The Street.	Access with suitable visibility appears achievable. Would need to provide improvements to pedestrian route along site frontage and also preferably to/from the primary school	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
TC45113	Land North and South of Kennels Farm	Deal		5.24									
TC45114	Land at Ratling Road	Aylesham		1.45	The site has existing good access with reasonable visibility.	Further development or redevelopment of the site is unlikely to have any further impact on the highways network.	There are no footpaths, cycleways or bus stops adjacent to or near the site. There is a nearby train station however the sites access is the further point from the station and would then be along unlit country lanes with no footpaths	The nearby PROW neither abuts or crosses the site	the existing access off Ratling Road can be modified to support residential development. the site will require the footpath connection to Ackholt Road to be an all weather surface. It and overlooked. The footway on the opposite side of Ratling Road (to which the new path will connect) will need improving to attain a minimum width at the very least consistent with that over the bridge itself.	the site is within the immediate vicinity of the train station and subject to the suitability of the new footway can connect to the wider village amenities. Bus stops are beyond the recommended 400m walking distance and the possibility of a closer stop should be discussed with the network provider.	Access to the site is suitable for intensification of existing use but unsuitable for residential due rural country lanes by the site	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.

TC45115	Land North of Astley Avenue	Dover		9.57	The site has an existing vehicular access from Astley Avenue and pedestrian access from Napier Road. The proposed accesses via Astley Avenue and Napier Road appear suitable to serve the number of dwellings proposed in each case. However KCC Highways Officers raised concerns over the proposed Roman Road access, related to the constrained nature of Roman Road and Old Charlton Road and the incidence of recorded personal injury crashes at the Old Charlton Road/Connaught Road/Barton Road junction. KCC also raised doubts over the ability to provide suitable visibility at the railway bridge due to the highway land available and likely visibility requirements.	The scheme proposes to disperse vehicular traffic via three routes, namely Astley Avenue to the south, Napier Road to the west and Roman Road to the east. It is submitted that by relocating the existing industrial uses and distributing the majority of vehicular traffic from the proposed development to Roman Road, this will improve the experience of residents in Astley Avenue, who currently endure disruption from regular HGV movements and associated noise and air pollution. It is also noted that the site's promoters seek to make Astley Avenue a priority for walking and cycling to promote sustainable journeys to Dover's services.	In terms of public transport, the Transport Note advises that the site is within 400m of bus stops in Melbourne Avenue and Barton Road, although the majority of the centre of the site is more than 400m from both. The site is around a mile, as the crow flies, from Dover Priory railway station.	No PROWs cross or abut the site, though there is a path that runs from Napier Road to Astley Avenue along the periphery of the allotments	Access for the suggested 10 units from Napier Road is achievable. Access to the suggested 18 units from Astley Avenue would be via the existing private road under the railway bridge. Whilst this road would not be adopted and its layout is not strictly in accordance with Kent Design, there appear to be feasible improvements which would allow the limited development indicated without an overbearing impact on the highway. Access to the suggested 61 units from Roman Road is undesirable bearing in mind the constrained nature of both Roman Road and Old Charlton Road, and concerns over the incidence of recorded personal injury crashes at the Old Charlton Road/Connaught Road/Barton Road junction. There is also doubt over the ability to secure suitable improvements at the railway bridge due to the highway land available and likely visibility requirements.	More than recommended 400 metre walking distance to nearest bus stops in Barton Road.	Access to the suggested 61 units from Roman Road is undesirable bearing in mind the constrained nature of both Roman Road and Old Charlton Road, and concerns over the incidence of recorded personal injury crashes at the Old Charlton Road/Connaught Road/Barton Road junction. There is also doubt over the ability to secure suitable improvements at the railway bridge due to the highway land available and likely visibility requirements. More than recommended 400 metre walking distance to nearest bus stops in Barton Road.	Amber	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.	
TC45116	Land at Station Road	Walmer		11.7										
TC45117	Land off Dover Road	Walmer		4.05										
TC45118	Land to rear of The Street	Worth												
TC45119	Maydeken	Agester Lane, Denton		1										
TC45120	WCBP Potential Phase 4				The site has a suitable point of access from the existing employment area that has been developed at Whitfield to the north west of the site.	The development of employment uses on the site would create substantial vehicles uses however the highway network immediate adjacent to the site where access could be achieved appears suitable.	The potential access point has footpaths and some cycleways and a bus stop nearby.	There is a PROW which runs through the centre of the site and along the south western boundary. Development would need to be sensitive to the setting of the PROWs and mitigate impacts	The site can be accessed via a new junction onto the proposed spine road to serve the WCBP and also the Dover Fasttrack route. A new footway cycleway link is to be provided along the spine road and this should continue into the site as far as necessary. A full TA will be required to measure traffic impacts on the surrounding network including the Whitfield roundabout and the Duke of York roundabout.	The site will be served by the Dover Fasttrack	The site has a good potential access point. The highways immediately adjacent to the site should be able to accommodate the vehicle usage generated by the proposed development. There are good public transport options close to the site. Design of the site would need to be sensitive to the PROW	Green	Access appears achievable and any highway impact can be suitably mitigated.	