

Case No.	Applicant	Site Name	Address	Site Type	Capable to Farm	Capable to Forest	Capable to Rural	Capable to Urban	Capable to Industrial	Capable to Other	Area (ha)	Volume (m³)	Height (m)	Use Class	Planning Officer	Notes	Access	Highways	Other		
CA002	CA002	White Cliffs Caravan Park, New Dover Road, Capel-le-Ferne	CT18 3HY	Capel-le-Ferne	Capel-le-Ferne	Capel-le-Ferne	24.43	142	POL	Brownfield	B017	Housing	Due to their existing uses, each of the three site portions has its own vehicular access from New Dover Road. The northern part of the site has been existing access, and the site is shared with a farm to the north. Improvements to each access would likely be required to render them suitable for serving residential development.	Due to the site size, full development of the site would have an impact on the levels of traffic using Old Dover Road. Proposals should be developed in conjunction with KCC Highways to mitigate this impact as far as possible.	Bus services are available from New Dover Road close to the site.	PD061 E037 and E042 cross the northern part of the site.	This site has the potential to impact the operation of the B0211 A201 Court Wood interchange, as such a full traffic impact assessment would be required to provide definitive data. There is also a possibility that impacts could be realised on the B0211 into Dover with existing constraints being present on Elm Valley Road and York Street. It is likely that Highways England will require a major and design assessment on the A20. Access to the site is achievable from B0211, although this may require the creation of a new roundabout on the B0211 and realignment of the road to accommodate lightening including a review of speed limits where necessary and will likely require two points of access. The site is relatively remote from the rest of the village as such depending on an east-west travel route to the high, unless significant amenities and services are provided as part of the site development offer. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are no bus stops located in reasonable proximity of the site and there would provide good access to services and amenities in surrounding settlements, however Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Further information submitted. However the plans do not fully address KCC Highways concerns to whether a pedestrian footway is achievable.	This site has the potential to impact the operation of the B0211 A201 Court Wood interchange, as such a full traffic impact assessment would be required to provide definitive data. There is also a possibility that impacts could be realised on the B0211 into Dover with existing constraints being present on Elm Valley Road and York Street. It is likely that Highways England will require a major and design assessment on the A20. Access to the site is achievable from B0211, although this may require the creation of a new roundabout on the B0211 and realignment of the road to accommodate lightening including a review of speed limits where necessary and will likely require two points of access. The site is relatively remote from the rest of the village as such depending on an east-west travel route to the high, unless significant amenities and services are provided as part of the site development offer. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	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.
CA003	CA004	Land at Cauldham Lane, Capel-le-Ferne	CT18 3HG	Capel-le-Ferne	Capel-le-Ferne	Capel-le-Ferne	0.76	15	G	SHAA	LD014	Housing	The site is accessed from Cauldham Lane which is a single track road and is very rural in nature. The site is located in the 40m zone and lightlines are unlikely to be achievable at the site. Whilst it is also part of the junction with Capel Street. There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to a need for a pedestrian crossing at the junction with Capel Street.	If the site were to come forward for development then KCC would need to be consulted.	There are no bus stops located on the New Dover Road, however these are outside of the recommended 400m walking distance. Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	PD061 E037 runs parallel to the western boundary. However these are outside of the recommended 400m walking distance. Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Access to the site is achievable from B0211, although this may require the creation of a new roundabout on the B0211 and realignment of the road to accommodate lightening including a review of speed limits where necessary and will likely require two points of access. The site is relatively remote from the rest of the village as such depending on an east-west travel route to the high, unless significant amenities and services are provided as part of the site development offer. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are no bus stops located in reasonable proximity of the site and there would provide good access to services and amenities in surrounding settlements, however Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Further information submitted. However the plans do not fully address KCC Highways concerns to whether a pedestrian footway is achievable.	A vehicle access into the site could be achieved, however some significant improvements would be required to provide the necessary road widening and pedestrian linkage to the existing footway.	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.
CA004	CA007	Old Dover Road Site, Capel-le-Ferne	CT18 3HG	Capel-le-Ferne	Capel-le-Ferne	Capel-le-Ferne	0.87	26	POL	SHAA	SH047	Housing	Access to the site would be from the Old Dover Road. The site is situated within the designated speed limit area (40mph) - a review of speed limits would be necessary. Given the road is relatively straight, sight lines may be achievable.	If the site were to come forward for development then KCC would need to be consulted.	The nearest bus stops are located on New Dover Road, within 400m of the site.	There are no footways here, meaning that pedestrian connectivity to the main part of Capel-le-Ferne is likely to be poor.	There are no bus stops located in reasonable proximity of the site and there would provide good access to services and amenities in surrounding settlements, however Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Further information submitted. However the plans do not fully address KCC Highways concerns to whether a pedestrian footway is achievable.	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.		
CA005	CA008	38 Cauldham Lane	CT18 3HG	Capel-le-Ferne	Capel-le-Ferne	Capel-le-Ferne	0.27	6	POL	SHAA	SH084	Housing	The site is accessed from Cauldham Lane which is a single track road and is very rural in nature. The site is located in the 40m zone and lightlines are unlikely to be achievable at the site. Whilst it is also part of the junction with Capel Street. There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to a need for a pedestrian crossing at the junction with Capel Street.	If the site were to come forward for development then KCC would need to be consulted.	There are no bus stops located on the New Dover Road, however these are outside of the recommended 400m walking distance. Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to a need for a pedestrian crossing at the junction with Capel Street.	Access to the site is achievable from B0211, although this may require the creation of a new roundabout on the B0211 and realignment of the road to accommodate lightening including a review of speed limits where necessary and will likely require two points of access. The site is relatively remote from the rest of the village as such depending on an east-west travel route to the high, unless significant amenities and services are provided as part of the site development offer. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are no bus stops located in reasonable proximity of the site and there would provide good access to services and amenities in surrounding settlements, however Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Further information submitted. However the plans do not fully address KCC Highways concerns to whether a pedestrian footway is achievable.	A vehicle access into the site could be achieved, however some significant improvements would be required to provide the necessary road widening and pedestrian linkage to the existing footway.	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.
CA006	CA009	Extension of the northern village cottage to include horticulture, Capel-le-Ferne	CT18 3HY	Capel-le-Ferne	Capel-le-Ferne	Capel-le-Ferne	1.36	29	Mixed	SHAA	CA006	Change to continue	There is an existing access to the site from Capel Street, although visibility is restricted at this point. Capel Street is a single track road which becomes a dual lane road towards the north, where the site is located.	The development of this site is unlikely to have a significant impact on the highway network. However, if the site were to come forward for development then KCC would need to be consulted with KCC.	There are no bus stops located on the New Dover Road, however these are outside of the recommended 400m walking distance. Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely.	There are no bus stops located in reasonable proximity of the site and there would provide good access to services and amenities in surrounding settlements, however Capel-le-Ferne itself is taking a key services and amenities which in turn reduces the transport sustainability credentials of the site.	Further information submitted. However the plans do not fully address KCC Highways concerns to whether a pedestrian footway is achievable.	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.		
DEA01	DEA01	Land to the west of Guff Road and to the south of Lufford Road	CT14 02D	Dual	Dual	North Dual	1.21	30	G	HEAA	HEAA11	Housing	Vehicular access to this site would be reliant on using either, or a combination of, Lufford Road and Miller Close, both of which have artificial barriers bordering the site. There is also a separate, private access directly onto Guff Road. It is likely that either the Lufford Road or Miller Close access could be made suitable to serve a residential development on this site.	In addition, development of the site would have a limited impact on the surrounding highway network. However, it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Guff Road, within 400m of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA02	DEA02	Land behind 291 to 275 St Richards Road, Deal	CT14 3FL	Dual	Mid H	0.50	15	POL	HEAA	HEAA5A	Housing	The site lies to the rear of properties along St Richard's Road, a well used access route to Deal from the west. There is an existing access point and the site is located on the site of St Richard's Road would require the acquisition of the party land. A suitable access is unlikely to be achievable.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development were to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	There are no bus stops located close to the site.	There is a continuous footpath connecting the site to the local services/facilities of Deal via St Richard's Road.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
DEA03	DEA04	Land at Guff Road, Deal	CT14 02D	Dual	Dual	North Dual	1.98	59	G	HEAA	HEAA67	Housing	Vehicular access to this site would be reliant on using either, or a combination of, Lufford Road and Miller Close, both of which have artificial barriers bordering the site. There is also a separate, private access directly onto Guff Road. It is likely that either the Lufford Road or Miller Close access could be made suitable to serve a residential development on this site.	In addition, development of the site would have a limited impact on the surrounding highway network. However, it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Guff Road, within 400m of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA04	DEA06	Land to the north of West Lane and east of the Footway (off Guff Road), Deal	CT14 02Z	Dual	North Dual	1.97	59	G	HEAA	HEAA79	Housing	Vehicular access to the site could be created via the Fairway, West Lane or Cannon Street, all of which have artificial barriers bordering the site.	The access themselves could likely be made appropriate to serve residential development on this site. However it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Guff Road, within 400m of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
DEA05	DEA07	Land to the west of Mutchings Timber and sawmills Build Centre, 79 Albert Road, Deal	CT14 3HQ	Dual	Dual	Middle Dual & Shobden	3.14	68	G	HEAA	HEAA90	Housing	The site is bounded to vehicular access and appears to be suitable for residential development on this site. However it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	Subject to access being created, development on this site would likely have an impact on the surrounding highway network, including Albert Road and Lufford Road. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	Bus services are available from Albert Road and Lufford Road, both within a 10 minute walk of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA06	DEA08	Land at Guff Road, Deal	CT14 02Z	Dual	Dual	North Dual	3.51	105	G	HEAA	HEAA110	Housing	Vehicular access to this site would be reliant on using either, or a combination of, Lufford Road and Miller Close, both of which have artificial barriers bordering the site. There is also a separate, private access directly onto Guff Road. It is likely that either the Lufford Road or Miller Close access could be made suitable to serve a residential development on this site.	In addition, development of the site would have a limited impact on the surrounding highway network. However, it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Guff Road, within 400m of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA07	DEA09	Land at the north east of Southwell Road, Deal (Waterloo Farm)	CT14 06A	Dual	Dual	Middle Dual & Shobden	1.61	63	G	HEAA	HEAA140	Housing	The western site boundary fronts Matthews Close that serves existing residential development. The provision of a suitable access point to the site however a suitable access point to the site would be subject to the provision of necessary measures (e.g. visibility splines).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development were to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	There are no bus stops located close to the site.	There is a continuous footpath directly connecting the site to the local services/facilities of Deal.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA08	DEA20	Land off Cross Road, Deal	CT14 3AA	Dual	Mid H	0.75	100	G	HEAA	HEAA18A	Housing	The site abuts Cross Road to the east, and is noted from the submission document that access is proposed directly onto Cross Road, close to the northwestern corner of the site, with a secondary access onto Cross Road located further to the south. Access to the site is achievable onto Cross Road, although concern would be raised regarding the width of Cross Road. Beyond the existing residential dwelling the road narrows significantly and the north is subject to an access point. The neighbouring site has been proposed forward by the same promoter (DEA20) and is subject to current pre-application advice, so it is possible that the concerns regarding road width could be ameliorated by developing the parcels either side of Cross Road in conjunction.	Development on this site would likely have an impact on the surrounding highway network, including Albert Road and Lufford Road. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	Bus services are available from St Richard's Road and Waterloo Street, both within a 10 minute walk. However there is no footpath connecting Sphynx Road to the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and over 400 metres to railway station.	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening to the width of the access together with additional paving/formation of existing single way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richard's Road to provide unconflicted pedestrian crossing point. Footway connection required to existing network at Station Road/Highway junction, which would involve widening/formation of existing single way working. Improvements also required at junction of Station Road/Highway junction to provide unconflicted pedestrian crossing point, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	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.		
DEA09	DEA21	Land at Cobble, Elms Road, Walmer	CT14 3UN	Dual	Dual	Mid H	2.82	66	G	HEAA	HEAA17B	Housing	The western site boundary fronts Cobble, a narrow road with no passing points, and therefore unlikely to be suitable to serve further residential development. There are no existing access points to the site however a suitable access point to the site would be subject to the provision of necessary measures (e.g. visibility splines).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development were to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	There are no bus stops located close to the site.	There is a no continuous footpath directly connecting the site to the local services/facilities of Walmer.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access appears suitable, however if the development of this site and the surrounding parcels came forward together, this would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation.	Access considered to be unachievable and/or highway impact cannot be mitigated.	
DEA10	DEA22	Land at Marlborough Road, Walmer	CT14 3LD	Dual	Dual	Mid H	1.45	39	G	HEAA	HEAA18E	Housing	The site currently has informal, tracked access from Marlborough Road, and from Elms Road to the south. There is sufficient space at either end to the track into a formal access that would be suitable to serve residential development, but the site promoter would need to prove that this would be achievable as a third party land would be required in both cases.	A development of around 30 units in this location would have an impact on the surrounding highway network, particularly Marlborough Road, St Richard's Road, Elms Road and the unconflicted Station Road. Therefore consultation with KCC - as Local Highway Authority - would be required to ensure the consideration of the cumulative impact on the local, wider, highway network.	The closest bus stops are located on St Richard's Road, around a 2 minute walk from the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and over 400 metres to railway station.	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening to the width of the access together with additional paving/formation of existing single way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richard's Road to provide unconflicted pedestrian crossing point. Footway connection required to existing network at Station Road/Highway junction, which would involve widening/formation of existing single way working. Improvements also required at junction of Station Road/Highway junction to provide unconflicted pedestrian crossing point, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	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.	
DEA11	DEA24	Land at St Richard's Road	CT14 3LG	Dual	Dual/Mid H	Mid H	10.23	310	G	HEAA	HEAA20	Housing	The site is located to the rear of properties along St Richard's Road, a well used access route to Deal from the west. There are two potential access points to the site on St Richard's Road, one currently serves the St Richard's Road GP surgery and the other is an informal highway providing access to a residential property. Access to these access points are constrained by the existing built form and would require the use of third party land.	Full development of this site would result in additional vehicular demand on the existing local highway network. Careful consideration will need to be given to the design and density of any development proposal that would be submitted for development with KCC - as Local Highway Authority - would be required to ensure the consideration of the cumulative impact on the local, wider, highway network. A Transport Assessment would be required to support any development proposal for this site.	There are no bus stops located close to the site.	Public Brideway E045 bisects the site from the south west to north east direction. Public Footpath E046 runs from the western boundary to the north and Public Footpath E047 runs to the north from the boundary. There is a continuous footpath connecting the site to the local services/facilities of Deal via St Richard's Road.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and over 400 metres to railway station.	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening to the width of the access together with additional paving/formation of existing single way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richard's Road to provide unconflicted pedestrian crossing point. Footway connection required to existing network at Station Road/Highway junction, which would involve widening/formation of existing single way working. Improvements also required at junction of Station Road/Highway junction to provide unconflicted pedestrian crossing point, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	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.	
DEA12	DEA25	Land between the A256 and North Deal	CT14 0AQ	Dual	Shobden/Mid Dual & Shobden	406.11	200	Mixed	HEAA	HEAA15A	Mixed	A site of this scale will likely need several access points, and in order to develop the parcels to the west and south of the county park and would require access to the site from the Footpath roundabout on the A256 from Church Street, and the other is an informal highway providing access to a residential property. Access to these access points are constrained by the existing built form and would require the use of third party land.	Due to the scale of the site proposed, the development would have a significant impact on the local and wider highway network. Careful consideration will need to be given to the design and density of any development proposal that would be submitted for development with KCC - as Local Highway Authority - would be required to ensure the consideration of the cumulative impact on the local, wider, highway network. A Transport Assessment would be required to support any development proposal for this site.	Bus services are available from Sandwich Road and North Deal. There is a continuous footpath from the site to the bus stops in Sandwich Road, although this would require crossing the A256 in two places. There is an existing railway which bisects the proposed allocation site, which could add further complication in serving access to North Deal (both within and between). The primary access to a site would need to be secured from the existing private access that serves Bettlebridge Park. It is not clear from the submission if this route is suitable for use as a public highway. This access route would need to be secured to North Deal (crossing the railway) to join the existing highway. This solution would be very costly, a bridge or culvert would be required to cross the railway, which in turn would require direct engagement with Network Rail. This could add significant expense (not potential delay) to the highway related infrastructure required to support this site. There are further concerns with the current access methodology for this site, it would inevitably lead to a significant increase in traffic activity in North Deal (with roads such as Guff Road, Elthelbert Road, Gatelyn Road and Heald Road). These existing roads are not historically designed/constructed to act as a primary road corridor and they may struggle to accommodate an increase in traffic. This could also include a significant increase in heavy goods vehicles in the locality. It is unlikely that the above layout are able to be resolved.	There is a no continuous footpath directly connecting the site to the local services/facilities of Walmer.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening to the width of the access together with additional paving/formation of existing single way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richard's Road to provide unconflicted pedestrian crossing point. Footway connection required to existing network at Station Road/Highway junction, which would involve widening/formation of existing single way working. Improvements also required at junction of Station Road/Highway junction to provide unconflicted pedestrian crossing point, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	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.		
DEA13	DEA26	Land to the rear of 133-147 St Richard's Road, Deal	CT14 3FL	Dual	Dual	Mid H	1.95	21	Mixed	Unimproved/Residential	LA15	Residential	The proposed allocation would represent a significant increase in the population of Deal & Shobden and would generate important Highway/Transportation considerations, particularly in relation to traffic pressure, access and public transport provision. The A256 (London Road) corridor is subject to existing AFD pressure during hours of peak demand. A development of this site and land has the potential to lead to a significant increase in traffic activity on this important primary road link. Manor Road Roundabout (located on the A256 corridor) is unlikely to cope with the additional traffic associated with this development, unless alternative access solutions can be secured. However it is important to highlight that potential access solutions to North Deal may generate their own highway concerns. The junction of Deal Road/A256 junction and Deal Road leading to Sandgate Lane leads to require improvements, as well as further investigation into potential impacts at A257/A256 (A14 Road roundabout). It is possible that an increase in net entering may occur between routes such as Northbourne Road for traffic from the development serving access to/from A256 corridor and Mangleham Road for the A256 corridor (South/Walmer) Highway junction. This site boundary abuts existing highway routes such as Guff Road, Southwell Road and the Street, however due to constrained geometry, any of these routes would not be appropriate as an access route to the site. There is an existing railway which bisects the proposed allocation site, which could add further complication in serving access to North Deal (both within and between). The primary access to a site would need to be secured from the existing private access that serves Bettlebridge Park. It is not clear from the submission if this route is suitable for use as a public highway. This access route would need to be secured to North Deal (crossing the railway) to join the existing highway. This solution would be very costly, a bridge or culvert would be required to cross the railway, which in turn would require direct engagement with Network Rail. This could add significant expense (not potential delay) to the highway related infrastructure required to support this site. There are further concerns with the current access methodology for this site, it would inevitably lead to a significant increase in traffic activity in North Deal (with roads such as Guff Road, Elthelbert Road, Gatelyn Road and Heald Road). These existing roads are not historically designed/constructed to act as a primary road corridor and they may struggle to accommodate an increase in traffic. This could also include a significant increase in heavy goods vehicles in the locality. It is unlikely that the above layout are able to be resolved.	There are no bus stops located close to the site.	There is a no continuous footpath directly connecting the site to the local services/facilities of Deal.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved without that party land. Down's appears to be sufficient with to provide an adequate road layout, as would be required for 25 dwellings. Only as its use to have a severe impact on the wider highway network, however there is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St Richard's Road.	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening to the width of the access together with additional paving/formation of existing single way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richard's Road to provide unconflicted pedestrian crossing point. Footway connection required to existing network at Station Road/Highway junction, which would involve widening/formation of existing single way working. Improvements also required at junction of Station Road/Highway junction to provide unconflicted pedestrian crossing point, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the local road network to accommodate the cumulative impact from sites in the locality particularly around manorham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	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.	
DEA14	DEA27	Land at Albert Road, Deal	CT14 3AB	Dual	Dual	Middle Dual & Shobden	4.54	142	POL	Brownfield	B039	Housing	The site is bounded to vehicular access and appears to be suitable for residential development on this site. However it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's congested highway network, where there is a limited opportunity for mitigation. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	Subject to access being created, development on this site would likely have an impact on the surrounding highway network, including Albert Road and Lufford Road. KCC Highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	Bus services are available from Albert Road and Lufford Road, both within a 10 minute walk of the site.	None identified.	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable access can be achieved				

Reference	Address	Site Ref	Parish	County	Area	Size (ha)	Use	Access	Highway	Other	Notes	Access	Highway	Other						
G0006	Land adjacent to Short Street, Childean	CT3 9R	Childean	Goodstone	Little Stour & Ashburn	1.02	5	G	HELA	HELA413	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges would be required to create appropriate visibility splays.	Initially on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding cumulative impacts on the wider highway network. If development was to come forward consultation with KCC - as Local Highway Authority - would be required.	No bus services in village	No footways serving site	Access with suitable visibility appears achievable onto Short Street, which would need widening at the access point. No footways serving the site or within the village. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Access with suitable visibility appears achievable onto Short Street, which would need widening at the access point.	Green	
G0007	Land at Childean Court Farm, Childean	CT3 9P	Childean	Goodstone	Little Stour & Ashburn	0.80	5	G	HELA	HELA413	Housing	It may be possible to achieve an acceptable highway access however the topography of the site means this would require significant earthworks which would be of detriment to setting of the conservation area.	Initially on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding cumulative impacts on the wider highway network. If development was to come forward consultation with KCC - as Local Highway Authority - would be required.	No bus services in village	No footways serving site	Access with suitable visibility appears achievable however the topography of the site means this would require significant earthworks which would be of detriment to setting of the conservation area.	No bus services in village.	Access with suitable visibility appears achievable however the topography of the site means this would require significant earthworks which would be of detriment to setting of the conservation area.	Yellow	
ETM01	Land to the west of The Drove Boundary Plan	CT34 0H	Deal	Great Mongomah	Eastly	1.40	25	G	HELA	HELA421	Housing	The plan submitted indicates two access: one via the existing track 1 that runs from Northbourne Road and one to be created from Mongomah Road. An alternative access via a gate across the Old Mongomah 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 regarding appropriate access geometry. The surrounding highway network is likely to be capable of accommodating development of the size proposed, but KCC highways are best placed to understand any cumulative effects.	The nearest bus stop is in Mongomah Road close to the village. This is within 400m of the site	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM02	Land off Mongomah Road	CT34 0P	Mongomah	Great Mongomah	Eastly	0.37	8	G	HELA	HELA422	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays.	The impact upon the wider highway network will largely be dependent upon when the site is developed. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	A bus stop is located adjacent to the site. The site is well connected to the local services/facilities of Great Mongomah	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM03	Land to the east of Northbourne Road, Great Mongomah	CT34 0G	Great Mongomah	Great Mongomah	Eastly	3.38	10	G	HELA	HELA427	Housing	The topography of this site is such that the works likely to be necessary to achieve appropriate highway access would involve third party land.	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.	A bus stop is located adjacent to the site. The site is well connected to the local services/facilities of Great Mongomah	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM04	Land to the east of Cherry Lane, Great Mongomah	CT34 0G	Great Mongomah	Great Mongomah	Eastly	1.00	15	G	HELA	HELA408	Housing	The site fronts Powell Lane to the west, a narrow rural track providing access to and ending at an isolated residential property to the west south and Cherry Lane to the north, a narrow rural lane with no passing points. There is an existing access point to the site from Powell Lane/Cherry Lane junction that is used by agricultural vehicles however this junction is congested with poor visibility and will be subject to improvements for any development proposals that may come forward.	The existing local road network is very restrictive and the narrow road is largely taken up by parked vehicles associated with adjacent properties. The existing hedges along the road add to visibility issues. Careful consideration will need to be given to the potential impact of any development proposal that may come forward on the local highway network and consultation with KCC - as Local Highway Authority - would be required.	There are no bus stops close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM05	Statio Engineering, Mongomah Road, Deal	CT34 0L	Deal	Great Mongomah	Eastly	1.05	36	PD	Unplanned Allocation	LA15	Housing									
ETM06	Land at Northbourne Road, Great Mongomah	CT34 0A	Great Mongomah	Great Mongomah	Eastly	0.46	10	G	Unplanned Allocation	LA37	Housing									
ETM07	Great Mongomah Farm, Cherry Lane, Great Mongomah	CT34 0F	Great Mongomah	Great Mongomah	Eastly	0.35	4	PD	Unplanned Allocation	LA37	Housing									
ETM08	Land North of Elen Hill, Deal	CT34 0L	Deal	Great Mongomah	Eastly	10.75	400	G	SHAA	PH022	Housing	The south western corner of the site fronts Mongomah Road, a well used access route to Great Mongomah from the south and east. The southern boundary fronts Elm Road, a narrow rural lane with limited passing points providing access to Water. Access to this site could be achieved however would require the removal of part of the loted wall along the western boundary to provide adequate sight lines.	Careful consideration should be given to the potential impact of the development of this site on the existing local highway network. Given the size of the proposed development a Transport Assessment will be required. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC - as Local Highway Authority - will be required.	There are bus stops close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM09	Site at Hillside Farm, Great Mongomah	CT34 0L	Great Mongomah	Great Mongomah	Eastly	0.67	20	G	SHAA	SH027	Housing	The western boundary of the site fronts Mongomah Road, a well used access route to Great Mongomah from the south and north. The northern boundary fronts Elm Road, a narrow rural lane with limited passing points providing access to Water. Access to this site could be achieved however would require the removal of part of the loted wall along the western boundary to provide adequate sight lines.	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 removal of any obstructions on the wider highway network.	There is a bus stop located close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM10	Land to the west of Lonsdale, Great Mongomah	CT34 0B	Great Mongomah	Great Mongomah	Eastly	0.80	40	Mixed	SHAA	MO02C	Change to IC	It was previously considered that development of up to 1 units only could be supported on the site (subject to the existing use of the site being abandoned).	Powell Lane, is narrow and suffers substantial visibility issues at its junction with Cherry Lane. Cherry Lane is unsuitable for large vehicles.	There are no footways in the vicinity.	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM11	Great Mongomah Farm, Powell Lane, Great Mongomah	CT34 0G	Great Mongomah	Great Mongomah	Eastly	0.35	5	G	SHAA	NO02N	Housing	The site is located to the south of Cherry Lane, a narrow rural lane with high banks, poor visibility and no passing points. The site also lies to the west of Mongomah Road, a well used access route from the south and north. Access to this site could be achieved however would require the removal of part of the loted wall along the western boundary to provide adequate sight lines.	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.	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
ETM12	Land to the south of Cherry Lane, Great Mongomah	CT34 0G	Great Mongomah	Great Mongomah	Eastly	1.51	40	Mixed	SHAA	MO02C	Change to IC	The site is located to the south of Cherry Lane, a narrow rural lane with high banks, poor visibility and no passing points. The site also lies to the west of Mongomah Road, a well used access route from the south and north. Access to this site could be achieved however would require the removal of part of the loted wall along the western boundary to provide adequate sight lines.	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.	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0001	Site between play area at Goston and Meadowcroft	CT35 9E	Goston/West Head	Goston	St Margaret's of Cliff	0.64	20	G	HELA	HELA441	Housing	The site is already served by a single access point associated with the current residential use. It would therefore be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays.	Removal of existing trees to allow this could however introduce a hard urban form within a rural area. The adjoining and surrounding roads are narrow single track country lanes with limited passing points, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	There are bus stops at the end of The Street, within 400m of the site	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0002	Connaught Barracks, Dover	CT35 9H	Dover	Goston	St Margaret's of Cliff	54.98	300	PD	Unplanned Allocation	CF10	Housing	The site is currently assessed at three points on Dover Road, and there is potential to create a secondary access onto the A258 if necessary. Given the proximity of the eastern side of the site to the coast, the location of the road would be carefully considered. A planning application has been submitted for the site but has yet to be determined.	Given that the Duke of York roundabout is known to suffer from capacity issues, a large scale development on this site has the potential to place significant additional pressure on the surrounding highway network. Proposals should be informed at an early stage by KCC Highways to ensure appropriate mitigation of cumulative impacts.	The closest bus stops are located on the A258 close to the coast part and east of Burgoyne Heights. These are both within 400m of the site	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0003	Land North of junction between A2 and A258	CT35 9E	Whitfield	Goston	St Margaret's of Cliff	45.56	300	Mixed	SHAA	PH004	Housing	Previous KCC highways objection to the location of any access on the A258 or Margins Lane. There is a high crash record on the A258 and there likely to be problems with junction spacing from the Duke of York Roundabout. It is unlikely that an adequate access could be achieved here to serve the size of development proposed without considerable highway improvements that would significantly affect the rural nature of the area. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	Full light lines likely to be achievable on the Dover Road through likely to necessitate removal of trees and shrubs along the western boundary.	The closest bus stops are within 400m of the site, however they are on the other side of the Duke of York Roundabout and there is no pedestrian crossing	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0004	Land to the west of Duke of York's School, Dover	CT35 9E	Dover	Goston	St Margaret's of Cliff	7.24	200	PD	SHAA	NO02V	Housing	Full light lines likely to be achievable on the Dover Road through likely to necessitate removal of trees and shrubs along the western boundary.	The wider road network could accommodate the additional traffic from development of this site. If an access could be achieved, this would need to be demonstrated by the proposals. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	The nearest bus stops are at the end of The Street, Goston, more than 400m from the site and without footways	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0005	Land adjacent to Burgoyne Heights Community Centre, Dover	CT35 9L	Dover	Goston	St Margaret's of Cliff	1.33	40	PD	SHAA	NO02V	Housing	Access should be achievable as the site is within a 10mph speed limit where the necessary sight lines may be created. Existing street lighting columns may need to be relocated.	Any development of this site is unlikely to have a significant impact on the highway network. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	There is a bus stop within five minute walk of the site and a school close by. The nearest stops are however within the main town of Dover and Burgoyne Heights is in a location divorced from Dover	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
G0006	Land to the south of Duke of York's School, Dover	CT35 9H	Dover	Goston	St Margaret's of Cliff	9.43	282	PD	SHAA	NO02V	Housing	Sight lines may be achievable on the Dover Road through likely to necessitate removal of trees and shrubs along the western boundary. Sight lines are less likely to be achievable onto the Duke of York Road along the alignment. However, it was previously considered that KCC highways that access of Dover Road would not be suitable, access on the A258 was unsuitable and use of the existing school access would also be unsuitable due to increased use and proximity to the Duke of York Roundabout.	The wider road network could accommodate the additional traffic from development of this site. It is unlikely that an adequate access could be achieved here to serve the size of development proposed without considerable highway improvements that would significantly affect the rural nature of the area. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	Bus provision is good on the A258 though currently poor on Dover Road	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
H0001	Land to the south of West Hougham Village	CT35 7B	West Hougham	Hougham Without	Capel's Ferne	1.07	25	G	HELA	HELA487	Housing	The site has no existing vehicular access, but has informal (dirty) access from Cowfold Road and Crooks Court Lane. The submission document indicates the location of formal access via both these routes, which are also the best that both routes are narrow single-track lanes would be detrimental to the character of both.	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.	There is no bus stop close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
H0002	Land at Lonsdale, West Hougham	CT35 7A	West Hougham	Hougham Without	Capel's Ferne	0.72	15	G	HELA	HELA487	Housing	The site is located to the north of Lonsdale Road, a single track rural lane. There is an existing access point to the east of the site via an existing track that could serve any development.	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 removal of any obstructions on the wider highway network.	There is no bus stop close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
H0003	Land at West Hougham (south of Appleby House and First Cottages)	CT35 7A	West Hougham	Hougham Without	Capel's Ferne	1.81	45	Mixed	SHAA	SA029	Housing	The site is located to the east of Baronside Lane, a narrow rural lane bounded by mature hedges and trees. There is an existing access point associated with the current private waste management site along Public Footpath ER227.	The narrow nature of the existing local highway network (i.e. Baronside Road) is not suitable to serve any further development and therefore works would be required to meet and fund additional demand. Mitigation measures are limited to the removal and hedges and trees which may be required to be removed to provide adequate sight lines. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required to ensure the removal of any obstructions on the wider highway network.	There is no bus stop close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
H0004	Land to the north east of Broadside Lane and to the rear of Jubilee Cottage, West Hougham	CT35 7B	West Hougham	Hougham Without	Capel's Ferne	1.38	25	Mixed	SHAA	H001	Housing	The site is located to the north of The Street and east of Broadside Lane. Both a narrow rural lane and the removal of hedges and trees would be required to provide adequate sight lines. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required to ensure the removal of any obstructions on the wider highway network.	Mitigation measures are limited to the removal and hedges and trees which may be required to be removed to provide adequate sight lines. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required to ensure the removal of any obstructions on the wider highway network.	There is no bus stop close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
H0005	Land to the north of Lady Curlew Road, West Hougham	CT35 7A	West Hougham	Hougham Without	Capel's Ferne	1.89	200	G	SHAA	NO02V	Housing	The availability of an acceptable and suitable access to the site is questionable given the restricted nature of the existing highway network.	The adjoining and surrounding roads are narrow single track country lanes with limited passing points, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. Considered that there would be very limited options for mitigation.	There is no bus stop close by	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.
K0001	Land to the east of Granville Road (south of Monningford), Kingdown	CT34 0E	Kingdown	Kingdown	Kingdown	1.22	5	G	HELA	HELA489	Housing	The site has an informal access from Granville Road which is used, an uneven, single track, gravel road with few passing points. The current access appears to be more readily used for pedestrian access from one side of the off course to the other rather than as a vehicular access. The site is far removed from the main highway network with access to the A258 (Dover Deal road) only possible via a network of private roads (Kingdown Hill, The Avenue) or through the narrow series of doglegs.	Early engagement with KCC Highways would advise more specifically on the impacts of development on the wider highway network.	The closest bus services to the site are located from Upper Street, Kingdown with services available at Deal	None identified	Access with suitable visibility appears achievable, however parking restrictions may be required to protect visibility and this may require removal of some existing on-street parking. Existing footway crossing the site but this does not continue into Mongomah. Utility on its own to have a severe capacity impact on the wider highway network.	No bus services in village.	Further information submitted. KCC highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway with a bearing on the travel checks and sustainability in transport terms.	Previously refused	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.

K0002	R0003	Land at Woodhill Farm, Ringwood Road, Kingdown	CT14 8DU	Kingdown	Ringwood with Kingdown	Ringwood	1.46	50	G	HELAA	HELA214	Housing	The site has an existing vehicular access from Chalk Hill Road, which it shares with the neighbouring playing field, although this access is expected to be improved and widened to allow access to be used for a range of development proposals coming forward. The site is a suitable location for a range of development proposals, including residential, commercial and leisure uses, as well as a range of other uses. The site is situated on a slope and is not suitable for a range of development proposals, including residential, commercial and leisure uses, as well as a range of other uses. The site is situated on a slope and is not suitable for a range of development proposals, including residential, commercial and leisure uses, as well as a range of other uses.	Development on site would increase vehicular movements on surrounding roads. Early consultation with KCC Highways would advise on the suitability of proposed access routes, as well as the impacts of the proposed access routes on the surrounding roads.	Bus services are available from The Rise towards Deal. The Rise is accessible via two footpaths (ER10) and ER11 from the site, although in both cases this involves walking in the opposite direction to the bus services.	A footpath (ER20) abuts the western edge of the site, while a further footpath (ER21) crosses the southern western corner of the site to link up with Chalk Hill Road. A public footpath (ER22) crosses from Chalk Hill Road across the southern corner of the site and the playing field towards the Primary School.	The proposed allocation site is located on the periphery of the village just outside of the existing 20mph zone. There appears to be one potential point of access onto Ringwood Road and visibility (particularly in the westbound direction) would be constrained due to a combination of road geometry and assumed third party land. Therefore, at this stage it would appear that an acceptable form of access could not be achieved. If landowner approval was available, then it may be possible to redesign the road to improve visibility. Pedestrian access to the site is relatively good, there is no footpath on Ringwood Road and the public footpath routes to the site are not particularly wide as such could lead to pedestrian activity on the verges and on-encroachment on private car travel in terms of traffic impact. It would be a moderate sized development, and could potentially generate in the order of 10-15 car movements in the peak hour (2 way). It may be necessary to check junction capacity at Ringwood Road/A256 as there is no right turn provision here and this would lead to an increase in right turn movements (particularly in the PM Peak).	Kingdown is not well served by public transport, there is a limited service accessible via Glen Road, however this is infrequent and does not operate throughout the day. It is unlikely that the proposed development will generate enough additional patronage to lead to an increase in bus service provision.	Further information submitted. KCC Highways have commented that they are in ongoing dialogue with the developer over this through the application process. The developer has indicated that they are in ongoing dialogue with the developer over this through the application process. The developer has indicated that they are in ongoing dialogue with the developer over this through the application process.	Access is constrained and further work is required to demonstrate that this is achievable. This work is currently being undertaken.	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.					
K0003	R0003	Kingdown Park Holiday Village, Upper Street, Kingdown	CT14 8EU	Kingdown	Ringwood with Kingdown	Ringwood	6.02	100	PDL	Brownfield	8013	Housing	The site has vehicular access via a lane onto Upper Street, which is used in association with its use as a Holiday Park, as well as carrying a small number of residential properties. It is likely that the land would be suitable to serve a suitable residential development on this site. The works required to make this site suitable would have detrimental impacts on the adjacent residential area, and in any case a site of this size would need a secondary emergency access and this does not appear achievable.	Early engagement with KCC Highways would advise on the suitability of roads, and the works required in order to provide suitable access to the site.	The nearest bus services are available from Jarvis Place, within 400m of the site.	ER8 follows the site's southern boundary.				It is unlikely that this land would be suitable to serve a suitable residential development on this site.				Access considered to be unachvable and/or highway impact cannot be mitigated.		
K0004	R0021	Site to the west of Kingdown Park Holiday Village, Kingdown	CT14 8DT	Kingdown	Ringwood with Kingdown	Ringwood	1.48	45	G	SILAA	K006	Housing	The site currently has access via the Holiday Park from Upper Street, and via a gate from The Avenue. It is likely that either of these accesses would be suitable to serve a development of the size proposed in their present form, as either would require significant improvement works to render them appropriate.	Early consultation with KCC Highways would advise on the suitability of roads, and the works required in order to provide suitable access to the site.	Bus services are available from Jarvis Place to Deal and its associated services/footpaths.	Three Public Rights of Way (ER1, ER6 and ER23) cross the site, providing pedestrian access from Upper Street and The Avenue down towards the waterfront to the south.				It is likely that neither of these accesses would be suitable to serve a development of the size proposed in their present form.			Access considered to be unachvable and/or highway impact cannot be mitigated.			
K0005	R0021	The former Scout Camp buildings and land running southwards from Woodham, The Avenue in the junction of Kingdown Hill & Oldham Road, Kingdown	CT14 8DX	Kingdown	Ringwood with Kingdown	Ringwood	2.91	112	PDL	SILAA	K007	Housing	The site's access would either be via Kingdown Hill or Oldham Road, both of which are narrow private roads, or through the camp site itself. The roads within the site are only sufficient for their current purpose and significant works would be required in order to render them appropriate to serve a development of the size proposed. The roads surrounding the site are not suitable for serving a development of the size proposed.	Early engagement with KCC Highways would advise on the suitability of roads, and the works required in order to provide suitable access to the site.	The site is far removed from services and facilities. Bus services are available to Deal from Jarvis Place.	None identified.				The site's access would either be via Kingdown Hill or Oldham Road, both of which are narrow private roads, or through the camp site itself. The roads within the site are only sufficient for their current purpose and significant works would be required in order to render them appropriate to serve a development of the size proposed.				Access considered to be unachvable and/or highway impact cannot be mitigated.		
K0006	R0023	Land to the south of Northcott Road, Kingdown	CT14 8ED	Kingdown	Ringwood with Kingdown	Ringwood	1.20	36	G	SILAA	K004	Housing	The site has no vehicular access and this would likely need to be created from Kingdown Hill, which is a private road. The site promoter would need to demonstrate that access could be achieved. Alternatively, access could be created from Oldham Road, but this, via Undercliffe Road, is not considered suitable to serve residential development.	The surrounding narrow lanes and private roads would likely not be capable of accommodating development on this site.	The site is far removed from services and facilities. Bus services are available to Deal from Jarvis Place.	None identified.				The surrounding narrow lanes and private roads would likely not be capable of accommodating development on this site.				Access considered to be unachvable and/or highway impact cannot be mitigated.		
K0007	R0024	Former Scout Camping Ground, The Avenue, Kingdown	CT14 8ES	Kingdown	Ringwood with Kingdown	Ringwood	10.57	294	G	SILAA	K002M	Housing	The site's main access is via The Avenue, a narrow private road, and is between buildings which form part of the holiday park. The existing roads within the holiday park are suitable for their current purpose, but may require significant works in order to serve a development of the size proposed.	Early engagement with KCC Highways would offer best guidance on the suitability of surrounding roads, as well as any works required to them to serve a major housing development.	The site is far removed from services and facilities. Bus services are available to Deal from Jarvis Place.	PR20 (ER8) abuts the northern boundary of the site, connecting Upper Street and The Avenue to Undercliffe Road in the bay.				The site's main access is via The Avenue, a narrow private road, and is between buildings which form part of the holiday park.				Access considered to be unachvable and/or highway impact cannot be mitigated.		
K0008	R0025	Land off Glen Road (Highgate Hill), Kingdown	CT14 8ES	Kingdown	Walmers	Walmers	1.05	5	G	Brownfield	80216	Housing	There is an existing informal access to the site from Glen Road, however this is constrained with poor visibility. Glen Road is a single track lane and development of this size may add additional pressure on the surrounding highway network, in particular Glen Road and The Rise.	However early consultation with KCC Highways as part of development proposals would advise on the suitability of access and the capabilities of surrounding roads.	Bus services are available from Glen Road for access to Deal.	Highgate Hill (ER3) abuts to the west of the site, and Public Rights of Way (ER2) crosses the southern corner of the site in addition. Public footpath (ER3) crosses the northern part of the site.				Constrained access with poor visibility.				Access considered to be unachvable and/or highway impact cannot be mitigated.		
LAN001	LAN001	Land adjacent to Church Lane and Walsborough Lane, East Langton	CT15 9FB	East Langton	St Margaret's at Cliffe	Langton	1.04	80	G	HELAA	HELA48	Housing	There is an existing farm access which could potentially provide acceptable sight lines. Removal of existing trees to allow this to be achieved would require a hard urban form within a rural area.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by the promoter. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	Site has within easy walking distance of East Langton and its services.	ER45 runs through site.				Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A256, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footpaths serving the site.				Within 400 metres recommended walking distance to nearest bus stops in The Street, however services are very limited.	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.	
LAN002	LAN003	Land adjacent to Lucerne Lane, Martin Mill	CT15 1U	Martin Mill	St Margaret's at Cliffe	Langton	1.08	100	G	HELAA	HELA171	Housing	The site is already served by a single access point off East Langton Road. The accessibility of an associated access to the site would be constrained by the residential nature of the existing highway network.	Development of this site is likely to have a further detrimental impact on the surrounding roads, if an access could be achieved, this would need to be demonstrated by the promoter. Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	The nearest bus stop is in Station Road, Martin Mill, where Martin Mill Station is also located. Trains are available from here to Ramsgate and London. Both are within 400m of the site but there is no pedestrian footway.	There is a footpath from the site to the village and the continuation of a footway would involve third party land.				Not clear that suitable visibility could be achieved as both East Langton Road and Lucerne Lane are unimproved. Existing road(s) would also need widening at access points. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A256, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footpaths serving the site.				Within 400 metres recommended walking distance to railway station and nearest bus stops in Station Approach, however bus services are very limited.	Not clear that suitable visibility could be achieved as both East Langton Road and Lucerne Lane are unimproved.	Access considered to be unachvable and/or highway impact cannot be mitigated.
LAN003	LAN006	Land adjacent Langton Court Bungalow, The Street, East Langton	CT15 1F	East Langton	St Margaret's at Cliffe	Langton	4.68	40	Mixed	SILAA	SH086	Housing	It is likely that the surrounding roads could accommodate residential development on this site, although views the site to come forward advice should be sought from KCC Highways regarding the provision of access to the site and any cumulative impacts from development.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by the promoter. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	The nearest bus stop is in The Street, East Langton, within 400m of the site, and Martin Mill Station is around 1.6 km south west (although there is no access to the site for the entirety of the route).	PR09 (ER4) abuts the site's western and northern boundaries.				Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A256, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footpaths serving the site.				Within 400 metres recommended walking distance to nearest bus stops in The Street, however services are very limited.	Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A256, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footpaths serving the site.	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.
LAN004	LAN007	Site at Langton Court Farm, East Langton	CT15 1F	East Langton	St Margaret's at Cliffe	Langton	0.63	18	Mixed	SILAA	SH044	Housing	Previous SHELAA assessment found that an acceptable road access could be established through the field to the site via a country lane. It is also noted that there would potentially be an issue with junction spacing meaning that any development would require a Traffic Statement indicating the level of traffic. These considerations remain.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by the promoter. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	Site has within easy walking distance of East Langton and its services.	None identified.				Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A256, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footpaths serving the site.				None identified.	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.	
LAN005	LAN008	Land at Exside Farm, The Street, East Langton	CT15 1F	East Langton	St Margaret's at Cliffe	Langton	0.76	10	PDL	HELAA	HELA212	Housing	The site's access is from The Street and through Exside Farm and the submission document advises that this land is in single ownership. However the access would require improvements in order to serve a residential housing development and this would be detrimental to the conservation area. PR09 (ER4) abuts the site to the south.	Development of the site as proposed would be unlikely to have a detrimental impact on the surrounding highway network, however early advice should be sought from KCC Highways regarding vehicular access to the site and the impact on PR09 (ER4).	Bus services are available from The Street in East Langton towards Dover and Deal.	ER47 runs along eastern boundary of site.				Work required to improve access, which would have a detrimental impact on the Conservation Area.				Work required to improve access, which would have a detrimental impact on the Conservation Area.	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.	
LAN006	LAN009	Martins Farm, Station Road, Martin Mill	CT15 1X	Martin Mill	St Margaret's at Cliffe	Langton	1.00	25	Mixed	HELAA	HELA224	Housing	The site has an existing informal access from Station Road associated with its use as a garage. The sloping topography to the south east of the site restricts visibility from the existing entrance, however a suitable visibility splay may be achievable if the site was taken forward for development.	Development of the site as proposed would be unlikely to have a detrimental impact on the surrounding highway network, however early advice should be sought from KCC Highways regarding vehicular access to the site and the impact on PR09 (ER4).	Martin Mill Station is located approximately 500 metres from the site, although the only pedestrian access to the station is via Station Road, which is also the main route for vehicular traffic into Martin Mill and Martin. Connections are available to Dover and onwards towards Ashford and London via the High Speed Rail network. Services can also be available from Station Road (outside the site) to Dover and Deal.	None identified.				Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splay required, as site is within designated section of London Road. Right turn lane and/or other measures may be required if access located opposite existing bus stop, to prevent traffic crossing through bus stop. Unlikely as to see to have a severe impact on the wider highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly tracks to, and junctions on, the A2, A256 and A256.				Part of site within and part of site more than recommended 400 metres walking distance to nearest bus stops in Bonny Banks.	Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splay required, as site is within designated section of London Road.	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.
LAN007	LAN010	Land adjacent East Langton and Martin Mill	CT15 1D	East Langton	St Margaret's at Cliffe	Langton	18.34	500	G	HELAA	DOC	Housing	The site is currently accessed for farm use a short distance to the south of Station Road, East Langton. The site has been promoted in conjunction with other sites in St Margaret's and Ringwood involving a combined transport strategy, but in isolation this site would need to be accessed from the lane to the west of Oldham Farm, as well as East Langton Road. Sufficient space exists in both these locations to create an access although concern would be raised about the narrowness of both lanes to serve residential development. A pedestrian access exists from Highgate Hill although this is situated on a steep bank so would not be suitable for vehicular access to the site.	The site is surrounded by narrow, single track lanes, which are not likely to be suitable to serve large scale residential development in this location.	The closest bus services are available in The Street, East Langton within 400m of the site, although this is an infrequent service. Martin Mill railway station, which is on the High Speed network, is around half a mile from the site, although no footpaths exist to provide pedestrian access to it.	PR09 (ER4) crosses the site via two routes.				The site is surrounded by narrow, single track lanes, which are not likely to be suitable to serve large scale residential development in this location.				The site is surrounded by narrow, single track lanes, which are not likely to be suitable to serve large scale residential development in this location.	Access considered to be unachvable and/or highway impact cannot be mitigated.	
LY0001	LY0001	Bonny Banks	CT15 1X	Lydden	Lydden & Temple East	Lydden	1.51	15	G	HELAA	HELA11	Housing	The site is located along London Road, a wide and well used carriageway track used as a key access into the village. There are no existing access points to the site however access can be achieved via Canterbury Road to serve any development, given that adequate visibility splays are provided.	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.	A bus stop is located close by.	There is a continuous footpath from the site to the centre of the village where there is a limited number of facilities and services.				Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splay required, as site is within designated section of London Road. Right turn lane and/or other measures may be required if access located opposite existing bus stop, to prevent traffic crossing through bus stop. Unlikely as to see to have a severe impact on the wider highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly tracks to, and junctions on, the A2, A256 and A256.				Part of site within and part of site more than recommended 400 metres walking distance to nearest bus stops in Bonny Banks.	Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splay required, as site is within designated section of London Road.	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.
LY0002	LY0002	Land to the north and west of Broadacre, Broadacre Lane, Lydden	CT15 1X	Lydden	Lydden & Temple East	Lydden	1.52	40	G	HELAA	HELA83	Housing	Access to the site could be achieved via land between 5 and 6 Broadacre. The landowner also retains ownership of the visibility splays at the junction of Broadacre and Broadacre Road. Individual access would be appropriate for future development along Broadacre.	The wider road network could accommodate the additional traffic from development of this site. Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage. If such development was to come forward consultation with KCC - as Local Highway Authority - would be required.	The site is well connected to the public transport system with bus stops located in close proximity to the site on Broadacre Road.	ER23 runs through site.				Appears to be sufficient room to achieve a 4 metre carriageway and 3.5-3.8 metre footway width from Broadacre. Would need to be clearly prioritised and provide good visibility and visibility width of Broadacre Road served site between Broadacre and Colford Hill. Appears suitable visibility may be achievable for access onto Church Lane but measured speeds would be needed to determine this as access is in restricted section of lane. Existing road would also need widening at access point but concern about narrow width of Church Lane serving site between Colford Hill and Canterbury Road. Appears suitable visibility may be achievable for access onto Broadacre Road measured speeds would be needed to determine this as access is in restricted section of lane. Existing road would also need widening at access point but concern about narrow width of Broadacre Road particularly on bends with poor visibility and at junctions, so likely to need removal of significant amount of parking to accommodate additional traffic. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly tracks to, and junctions on, the A2, A256 and A256. Concern regarding visibility splays within access third party land at Church Lane junction with Canterbury Road. Use of just the southern part of this site served off Broadacre raises the same issues regarding width of Broadacre Road and Church Lane, and existing parking.				More than recommended 400 metres walking distance to nearest bus stops in Canterbury Road.	Appears to be sufficient room to achieve a 4 metre carriageway and 3.5-3.8 metre footway width from Broadacre. Would need to be clearly prioritised and provide good visibility and visibility width of Broadacre Road served site between Broadacre and Colford Hill. Appears suitable visibility may be achievable for access onto Church Lane but measured speeds would be needed to determine this as access is in restricted section of lane. Existing road would also need widening at access point but concern about narrow width of Church Lane serving site between Colford Hill and Canterbury Road. Appears suitable visibility may be achievable for access onto Broadacre Road measured speeds would be needed to determine this as access is in restricted section of lane. Existing road would also need widening at access point but concern about narrow width of Broadacre Road particularly on bends with poor visibility and at junctions, so likely to need removal of significant amount of parking to accommodate additional traffic. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly tracks to, and junctions on, the A2, A256 and A256. Concern regarding visibility splays within access third party land at Church Lane junction with Canterbury Road. Use of just the southern part of this site served off Broadacre raises the same issues regarding width of Broadacre Road and Church Lane, and existing parking.	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.

L0003	L0003	Land adjacent to Lybden Court Farm, Church Lane, Lybden	CT15 7P	Lybden	Lybden	Lybden & Temple Ewell	2.18	65	Mixed	HELAA	HELAA13A	Housing	The site is located along Church Lane, a narrow rural lane with a passing place and a narrow lane. It is an existing single access point off Church Lane providing access to the residential property and parking facilities, visibility improvements may be required to ensure the provision of a safe access point.	Development of the whole site will generate additional demand on Church Lane and the Church Lane/Canterbury Road junction. The site is unlikely to take a significant impact on the existing highway network. If such development was to proceed forward, consultation with KCC - as Local Highway Authority - would be required to ensure the consideration of the cumulative impact on the wider highway network.	A bus stop is located close by	Public Footpath ER126 runs along the eastern boundary connecting the site to the Church Lane and Stonehill Road, providing connectivity to the village. There is a continuous footpath in close proximity to the site connecting the site to the centre of the village where there is a limited number of facilities and services.	Appears suitable visibility may be achievable as access within existing 30 mph speed limit. Existing road would need widening at access point but concern regarding narrow width of Church Lane serving site between Colford Hill and Canterbury Road. Concern regarding cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to and junctions on the A2, A236 and A240. Concern regarding visibility being across third party land of Church Lane junction with Canterbury Road. These concerns could possibly be overcome if site access designed to physically prevent access/egress to/from Church Lane to the north. Alterations would also be required to the bus Canterbury Road junction to manage vehicle movements. Should also need unobstructed pedestrian crossing where PROW ER126 joins Canterbury Road, to provide access to eastbound bus stop. This may require a build-out and/or removal of existing on-street parking, the connection to footway network in village, unless connection can be made to PROW ER126 at rear of site and this route can be signalled between the site and Canterbury Road. Concern regarding cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A236 and A240.	Within 400 metres recommended walking distance to nearest bus stops in Canterbury Road.		Appears suitable visibility may be achievable as access within existing 30 mph speed limit. Existing road would need widening at access point but concern regarding narrow width of Church Lane serving site between Colford Hill and Canterbury Road. Concern regarding cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A236 and A240. Footway connection needed to footway network in Stonehill Road, which appears achievable. Concern regarding visibility being across third party land at Church Lane junction with Canterbury Road.	Further information submitted does not adequately address Highway concerns. Further evidence required. KCC Highway recommendation that the applicant approaches them for pre-application advice, and they can look at this issue in more detail to inform future policy for the site.	Appears suitable visibility may be achievable as access within existing 30 mph speed limit. Existing road would need widening at access point but concern regarding narrow width of Church Lane serving site between Colford Hill and Canterbury Road. These concerns could possibly be overcome if site access designed to physically prevent access/egress to/from Church Lane to the north. Alterations would also be required to the bus Canterbury Road junction to manage vehicle movements. Should also need unobstructed pedestrian crossing where PROW ER126 joins Canterbury Road, to provide access to eastbound bus stop. This may require a build-out and/or removal of existing on-street parking.	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.
L0004	L0004	Land at Lybden	CT15 7B	Lybden	Lybden	Lybden & Temple Ewell	2.66	78	G	HELAA	HELAA20A	Housing	Individual access would be appropriate for footpath development along Stonehill Road.	The wider road network could accommodate the additional traffic from development of this site. Careful consideration will need to be given to the potential impact of any development as part of the planning application stage. If such development was to proceed forward, consultation with KCC - as Local Highway Authority - would be required.	The site is well connected to the public transport system with bus stops located in close proximity to the sites on Stonehill Road	ER126 runs along each side of site	Appears suitable visibility may be achievable for access onto Church Lane or Stonehill Road but measured speeds would be needed to determine this as accesses are in designated sections of lanes. Existing roads would also need widening at access points but concern about narrow width of Church Lane serving site between Colford Hill and Canterbury Road, and Stonehill Road serving site between Braden and Colford Hill. Concern with existing on-street parking in Stonehill Road particularly on bends with poor visibility and at junctions, so likely to need removal of significant amounts of parking to accommodate additional traffic. Concern regarding cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A236 and A240. Footway connection needed to footway network in Stonehill Road, which appears achievable. Concern regarding visibility being across third party land at Church Lane junction with Canterbury Road.	More than recommended 400 metres walking distance to nearest bus stops in Canterbury Road.		Appears suitable visibility may be achievable for access onto Church Lane or Stonehill Road but measured speeds would be needed to determine this as accesses are in designated sections of lanes.	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.		
L0005	L0005	Land near of, 114 Canterbury Road, Lybden	CT15 7ET	Lybden	Lybden	Lybden & Temple Ewell	1.46	44	PD	Unplanned Permission	L5/02166	Housing						Previous concerns could possibly be overcome if site access designed to physically prevent access/egress to/from Church Lane to the north. Alterations would also be required at the bus stop, alterations would also be required at the bus stop.	3P Granted - site removed from HELAA				
N0001	N0001	Land off Easote Street	CT15 4U	Norington	Norington	Aylesham	3.48	60	G	HELAA	HELAA23	Housing	The site has an informal access (via PROW ER338) onto Easote Street, and the submission proposes that this should be adapted to create the vehicular access enabling development on the site. Sufficient land exists on the Easote Street frontage to this with some removal of some vegetation, and an informal parking area would need to be retained in use.	If the promoter is able to demonstrate that they can secure sufficient land to create a suitable access to the site from Easote Street, then it is likely that the surrounding road could accommodate development on this site. Any development proposals come forward should be undertaken in consultation with KCC Highway to ensure the consideration of the cumulative impact on the wider highway network.	There are no bus stops close to the proposed site entrance in Easote Street, with well within 400m of the site	PROW ER338's route is followed by the proposed site access, with ER338 crossing the site via ER154A abutment on the southern edge of the site.	Access with suitable visibility does not appear achievable without third party land and possible removal of on-street parking. There appears to be a width constraint on achieving a suitable access further into the site. Concern regarding the impact on rural lanes to the south and east of the site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham.	No bus services in village.		Access with suitable visibility does not appear achievable without third party land and possible removal of on-street parking.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
N0002	N0002	Land off Mill Lane	CT15 7JA	Norington	Norington	Aylesham	1.97	26	G	HELAA	HELAA24	Housing	The site has no existing vehicular access, but the submission indicates that two accesses could be created from Mill Lane. This is feasible given the gentle gradient of the land and the small gully verge which forms the site boundary with Mill Lane.	It is likely that the surrounding road could accommodate residential development on this site, although were the site to come forward ahead of the PROW network of Norington. There is no continuous footpath directly connecting the site to the limited services/facilities of Norington.	The closest bus stops are in Easote Street around 400m from the site, although there are no footways to enable pedestrian access to the site and any cumulative impacts from development	PROW ER338 crosses the site	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.			There is no existing vehicular access, but the submission indicates that two accesses could be created from Mill Lane. This is feasible given the gentle gradient of the land and the small gully verge which forms the site boundary with Mill Lane.		The site has no existing vehicular access, but the submission indicates that two accesses could be created from Mill Lane. This is feasible given the gentle gradient of the land and the small gully verge which forms the site boundary with Mill Lane.	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.
N0003	N0003	Land off Sandwick Road	CT15 4HF	Norington	Norington	Aylesham	0.45	10	G	HELAA	HELAA25	Housing	The eastern site boundary fronts Sandwick Road, a well used access route to Norington from the east. There is a suitable access point to the site and the provision of a suitable access point would require the use of third party land or workarounds.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed 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 bus stops located close by	There is no continuous footpath directly connecting the site to the limited services/facilities of Norington.	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.			There is no existing access point to the site, however access could be achieved to Sandwick Road subject to the provision of necessary measures (e.g. visibility splays).		There is no existing access point to the site, however access could be achieved to Sandwick Road subject to the provision of necessary measures (e.g. visibility splays).	Access considered to be unachievable and/or highway impact cannot be mitigated.
N0004	N0004	Land to the north of Church Street, Norington	CT15 4LE	Norington	Norington	Aylesham	0.40	12	G	HELAA	HELAA15A	Housing	Access would be achievable from the site onto Church Street, although Church Street is a narrow, single-track lane and is most likely to be passed via Vicarage Lane, which is also single-track for most of its length.	The rural nature of the surrounding roads would greatly reduce the scale of development which could be safely accommodated on site. KCC Highway advice should be used to inform development proposals.	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.		Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site.	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.		
N0005	N0005	College Field, Sandwick Road, Norington	CT15 4HQ	Norington	Norington	Aylesham	3.46	40	G	HELAA	HELAA15B	Housing	The eastern site boundary fronts Sandwick Road, a well used access route to Norington from the north east. There is an existing access point to the site and the provision of a suitable access point would require the use of third party land or workarounds.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed 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 bus stops located close by	Public Footpath ER238A bisects the site from the east to the west. Public Footpath ER232 runs along the eastern boundary and Public Footpath ER231 runs along the southern boundary. There is no continuous footpath directly connecting the site to the limited services/facilities of Norington.	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.			There is an existing access point to the site, however access could be achieved to Sandwick Road subject to the provision of necessary measures (e.g. visibility splays).		There is an existing access point to the site, however access could be achieved to Sandwick Road subject to the provision of necessary measures (e.g. visibility splays).	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.
N0006	N0006	Prima Windows, Easote Street/Sandwick Road, Norington	CT15 4HF	Norington	Norington	Aylesham	1.24	35	PD	Unplanned Allocation	L4/2	Housing	The north eastern site boundary fronts Sandwick Road, a well used access route to Norington from the east. There is an existing access point to the site and the provision of a suitable access point would require the use of third party land or workarounds.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed 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 bus stops located close by	There is no continuous footpath directly connecting the site to the limited services/facilities of Norington.	Existing easement access suitable to serve the site (existing easement access suitable to serve the site).	No bus services in village.	Existing easement access suitable to serve the site.	Existing easement access suitable to serve the site.	Access appears achievable and any highway impact can be suitably mitigated.		
N0007	N0007	Old Court House, Pipers Hill, Norington	CT15 4L	Norington	Norington	Aylesham	1.81	57	PD	Brownfield	B01	Housing	The site has vehicular access via Pipers Hill although this is a single-track country lane.	It is unlikely that Pipers Hill and the surrounding rural highway network would be capable of accommodating full residential development of this site.	There are no bus stops located within 400m of the site	None identified	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.	It is unlikely that Pipers Hill and the surrounding rural highway network would be capable of accommodating full residential development of this site.	Access considered to be unachievable and/or highway impact cannot be mitigated.			
N0008	N0008	Land off Vicarage Lane, Norington	CT15 4Y	Norington	Norington	Aylesham	0.76	25	PD	SALAA	N001	Housing	The western site boundary fronts Vicarage Lane, a well used access route to Norington from the east. There is an existing access point to the site and the provision of a suitable access point would require the use of third party land or workarounds.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed 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 bus stops located close by	Public Footpath ER133 runs through the site from the east to the west and connects to the wider PROW network of Norington. There is no continuous footpath directly connecting the site to the limited local services/facilities of Norington.	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site.	No bus services in village.	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site.	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.			
N0009	N0009	Land North of Cornerways, Church Street, Norington, Dover	CT15 4LB	Norington	Norington	Aylesham	0.15	6	G	Site Visit	DDC	Housing	Access would be achievable from the site onto Church Street, although Church Street is a narrow, single-track lane and is most likely to be passed via Vicarage Lane, which is also single-track for most of its length.	The rural nature of the surrounding roads would greatly reduce the scale of development which could be safely accommodated on site. KCC Highway advice should be used to inform development proposals.	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.	Access with suitable visibility appears achievable, however this would require existing on-street parking to be removed. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site.	Access appears achievable and any highway impact can be suitably mitigated.			
N0011	N0011	Mercer Farm, Fingeham	CT14 0NG	Fingeham	Norborough	Eastly	2.10	6	PD	HELAA	HELAA57	Housing	The site has the benefit of existing access via The Drive, which passes through a courtyard in front of the farmhouse. The Drive, the main vehicular route through Fingeham, is narrow and constrained. Any future occupiers of this site would need to drive all the way through the village centre to access the main Sandwick Road, which may have a detrimental impact on the rural character of the village.	Were this site to be developed it would be necessary to ensure that the surrounding road could accommodate development on this site. Current guidelines for residential development, and also whether Fingeham's roads would be capable of accommodating development on this site.	A limited bus service is available from Broad Lane (at far end of Fingeham) towards Sandwick and Deal	PROW ER335 abuts the south of the site. Cycle route 789 abuts north-west of the site (passing along The Street).	Access with suitable visibility appears achievable at some point along the frontage. Unlikely on its own to have a severe impact on the highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. No footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Broad Lane and no footway.		Access with suitable visibility appears achievable at some point along the frontage. Unlikely on its own to have a severe impact on the highway network.	Access appears achievable and any highway impact can be suitably mitigated.		
N0032	N0032	The Former Packhouse, The Drive, Northbourne	CT14 0LW	Norborough	Norborough	Eastly	3.65	60	PD	HELAA	HELAA10	Mixed	The site has existing access via The Drive which would, in itself, likely be capable of accommodating a new development on this site. In addition, the submission document indicates that a new access could be created to allow access to the site from the east. This access would be used by large vehicles attending the Kent Bidsale point in the past. KCC Highway advice should be used to inform development proposals.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed forward, consultation with KCC - as Local Highway Authority - would be required to ensure the consideration of the cumulative impact on the wider highway network.	The site has poor access to public transport - the nearest bus stops are located on Northbourne Road. It is therefore likely that almost all journey requirements required by residents of the site would be made by private car.	ES80 runs through the site (joining the southern edge adjoining the north-bound), although the site is well screened from this site by the earth bank, and ES186 and ES187 are in the vicinity of the site.	Prop generation from 60 dwellings is likely to be significantly above that which could be generated by the permitted (and/or) on this brownfield site, and is therefore unacceptable due to limited visibility at access and width of The Drive. Concern regarding impact of this site on narrow sections of the route between the site and the A236/A238. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. Footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Deal Road and no footway.		Prop generation from 60 dwellings is likely to be significantly above that which could be generated by the permitted (and/or) on this brownfield site, and is therefore unacceptable due to limited visibility at access and width of The Drive. Further assessment is required.	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.		
N0033	N0033	White Horse Public House, Broad Lane, Fingeham	CT14 0LY	Fingeham	Norborough	Eastly	0.47	4	Mixed	HELAA	HELAA10	Housing	The site has no existing vehicular access, but one could be created from The Street.	The surrounding highway network is likely to be capable of accommodating a development of this size provided KCC Highway advice should be sought by any prospective developer to ensure that the access created would meet modern standards for safety and visibility.	Bus services are available from Broad Lane towards Sandwick and from The Street towards Dover	Cycle Route 789 passes the site (along The Street)	Access with suitable visibility appears achievable from The Street. Unlikely on its own to have a severe impact on the highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. Footway available in Broad Lane.	Within 400 metres recommended walking distance to nearest bus stops in Broad Lane.		Access with suitable visibility appears achievable from The Street. Unlikely on its own to have a severe impact on the highway network.	Access appears achievable and any highway impact can be suitably mitigated.		
N0034	N0034	Home Farm at Little Battischanger, Northbourne	CT14 0MT	Norborough	Norborough	Eastly	2.33	68	PD	HELAA	HELAA21	Mixed	The site has one existing access from Home Farm Road, although this is a narrow, single-track lane. Home Farm Road is single-track although it has two passing places.	Home Farm Road may be suitable to accommodate development of this site, although it is likely that almost all journey requirements required by residents of the site would be made by private car.	ES36 abuts the northern edge of the site	Section of access road between Northbourne Lane and site boundary is private road, therefore access may not be achievable. Northbourne Lane leading to site is narrow and unsuitable to accommodate additional dwellings. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. No footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Broad Lane and no footway.		Section of access road between Northbourne Lane and site boundary is private road, therefore access may not be achievable. Northbourne Lane leading to site is narrow and unsuitable to accommodate additional dwellings. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. No footways serving the site.	Access considered to be unachievable and/or highway impact cannot be mitigated.			
N0035	N0035	Battischanger Colliery, Battischanger, Deal	CT14 0EN	Deal	Norborough	Eastly	20.69	210	PD	Brownfield	B047	Housing	The site has existing vehicular access, associated with its former industrial use, via the residential road fronted from the A238 and Battischanger Lane. This access would be used by large vehicles attending the Kent Bidsale point in the past. KCC Highway advice should be used to inform development proposals.	There would be wider traffic implications from the redevelopment of a site of this size, with additional pressure to be put on the A238/A236 and major rural routes in the area. Any proposals for the site should therefore be developed in consultation with KCC Highway to ensure the consideration of the cumulative impact on the wider highway network. It is likely that the surrounding road could accommodate development on this site, although were the site to come forward ahead of the PROW network of Norington. There is no continuous footpath directly connecting the site to the limited local services/facilities of Norington.	Bus services are available from Circular Road, Battischanger around 400m from the centre of the site, although there is no road pedestrian access	ES27 crosses the site	Prop generation from 80 dwellings is likely to be significantly above that which could be generated by the permitted (and/or) on this brownfield site, and is therefore unacceptable due to limited visibility at access and width of The Drive. Concern regarding impact of this site on narrow sections of the route between the site and the A236/A238. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. Footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Deal Road and no footway.		This proposal allocation would represent a significant increase in the residential use of the brownfield site and would generate important highway infrastructure requirements in relation to traffic pressure, access and parking provision for the site. Further assessment is required.	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.		
PR001	PR001	Land to the north of Court Lane	CT15 3D	Preston	Preston	Little Stour & Ashbourne	1.15	20	G	HELAA	HELAA4	Housing	Vehicle access is proposed to be taken from Court Lane, which is a narrow, single-track lane. Sufficient space exists to create an access.	Home Court Lane is not sufficient in present form to serve a development of the size proposed, and the required works to make it sufficient would be severely detrimental to the character of the area. KCC Highway advice should be sought by any prospective developer to ensure that the access created would meet modern standards for safety and visibility.	Bus services are available from Preston Lane, within 400m of the site	ES15A passes close to the eastern boundary of the site	Access with suitable visibility appears achievable at some point along the frontage, however Court Lane is narrow with a lack of passing places and therefore unsuitable to serve an additional 35 dwellings. However Court Lane is narrow with a lack of passing places and therefore unsuitable to serve an additional 35 dwellings.	Within 400 metres recommended walking distance of nearest bus stops in The Street		Access with suitable visibility appears achievable at some point along the frontage, however Court Lane is narrow with a lack of passing places and therefore unsuitable to serve an additional 35 dwellings.	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.		
PR002	PR002	Land to the south of Court Lane	CT15 3D	Preston	Preston	Little Stour & Ashbourne	1.14	31	G	HELAA	HELAA6	Housing	The northern site boundary fronts Court Lane, a narrow rural lane serving residential development to the south-west of the site. The eastern site boundary fronts Preston Lane, a narrow rural lane serving residential development to the south-east of the site. There is no existing access point however a suitable access could be achieved via Court Lane, subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to proceed 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 is a bus stop located close by	Public Footpath ER238 bisects the site from the north to the south and connects to the wider PROW network of Preston. There is no continuous footpath directly connecting the site to the limited services/facilities of Preston.	Access with suitable visibility appears achievable at some point along the frontage, however Court Lane is narrow with a lack of passing places and therefore unsuitable to serve an additional 35 dwellings. However Court Lane is narrow with a lack of passing places and therefore unsuitable to serve an additional 35 dwellings.	Within 400 metres recommended walking distance of nearest bus stops in The Street		There is an existing access point however a suitable access could be achieved via Court Lane, subject to the provision of necessary measures (e.g. visibility splays).	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.		

Site ID	Site Name	Address	Postcode	County	Parish	Orientation	Area (sq m)	Height (m)	Category	Notes	Access	Highways	Other	Notes	Access	Highways	Other								
SUT009	SUT002	Downs Road, East Studfold (SUT02)	CT15 5DA	East Studfold	Sutton By Dover	East	1.26	5	G	SHAA	SUT01	Housing	The site is located along Downs Road where the road narrows into a single lane. There is no existing access to the site and therefore third party land would be required in order for suitable access to be achieved	A significant impact on the highway network. However, if such development is to come forward consultation with KCC - as a Local Highway Authority - will be required to ensure the consideration of the cumulative impact on the wider highway network	A bus stop is located close by	There is no footpath from the site to the village and the construction of a footpath would involve third party land. There are a limited number of services, with only a community bus	Appears access with suitable visibility achievable onto Downs Road, however this would require alteration/relocation of existing parking areas along the frontage. Unlike on the town to have a severe impact on the highway network. Concern regarding cumulative impact from potential visitors into an wider highway network, particularly rural lanes leading to and from routes/junctions leading to A256 and A258. No footways serving site.	More than recommended 400 metres walking distance to nearest bus stops in Homestead Lane				Appears access with suitable visibility achievable onto Downs Road, however this would require alteration/relocation of existing parking areas along the frontage. Unlike on the town to have a severe impact on the highway network. Concern regarding cumulative impact from potential visitors into an wider highway network, particularly rural lanes leading to and from routes/junctions leading to A256 and A258. No footways serving site.	Access appears achievable and any highway impact can be suitably mitigated.		
SUT010	SUT011	Land to the east of Homestead Farm, Ashley	CT15 5JA	East Studfold	Sutton By Dover	East	1.64	50	Mixed	SHAA	SUT05	Housing	The site is located along Waterhouse Road, a narrow rural lane. There is an existing single access point associated with the existing house on site however trees and hedges will need to be removed in order to provide adequate visibility. The achievability of an acceptable and suitable access to the site is dependent on the demand generated from any development is questionable given the restricted nature of the existing highway network	Any development on this site would have an impact on the existing restricted highway network and in particular concerns are raised regarding the additional pressure placed on the Chapel Lane, Homestead Lane and Roman Road to the north east of the site. Careful consideration will need to be given to the design of any development proposal and consultation with KCC - as a Local Highway Authority - will be required	There is no bus stop located close by	There is no footpath from the site to the village and the construction of a footpath would involve third party land. The site is located some distance from East Studfold where there are a limited number of services, with only a community bus					The achievability of an acceptable and suitable access to the site is dependent on the demand generated from any development is questionable given the restricted nature of the existing highway network	Access considered to be unachievable and/or highway impact cannot be mitigated.			
SUT011	SUT012	Chapel Lane, Ashley	CT15 9HS	East Studfold	Sutton By Dover	East	1.75	50	G	SHAA	ND005F	Housing	The site is located to the south of Chapel Lane and east of Down Road, which are narrow rural lanes with restricted visibility. There is no existing access point to the site and in order to achieve an acceptable access the widening of these roads will be required which may require third party land	Any development on this site would have an impact on the existing restricted highway network and in particular concerns are raised regarding the additional pressure placed on the Chapel Lane, Homestead Lane and Roman Road to the north east of the site. Careful consideration will need to be given to the design of any development proposal and consultation with KCC - as a Local Highway Authority - will be required	There is no bus stop located close by	There is no footpath from the site to the village and the construction of a footpath would involve third party land. The site is located some distance from East Studfold where there are a limited number of services, with only a community bus					There is no existing access point to the site and in order to achieve an acceptable access the widening of these roads will be required which may require third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.			
SUT012	SUT014	Land adjacent to Fiddings, Stonehage Road, East Studfold	CT15 9KA	East Studfold	Sutton By Dover	East	0.40	10	G	HEAA	HEAA23A	Housing	The site has an informal access to the northern portion of the site. The road between the junction of Stonehage Road and Down Road and the site's informal access is narrow and has no passing places	The wider road network would be capable of accommodating a development of this size, but the ability of Stonehage Road to safely accommodate additional vehicular movements. Any roadworks required to improve the access to the site would likely require third party land. Careful consideration with KCC - as a Local Highway Authority - will be required	Bus services are available from Homestead Lane towards Water	PROV DE43 crosses in a north-easterly direction from Stonehage Road to the north of the site	The road between the junction of Stonehage Road and Down Road and the site's informal access is narrow and has no passing places				Access considered to be unachievable and/or highway impact cannot be mitigated.				
TEM001	TEM001	Land to the west of the A2 near Whitfield roundabout	CT16 9AP	Dover	Lydden & Temple Ewell	Lydden & Temple Ewell	12.03	300	G	HEAA	HEAA8A	Housing	The site is located to the east of the A2, a well used dual carriageway road. There is an existing access point with limited visibility issues associated with the existing agricultural land use. Expansion of this access point would be problematic given the difference in levels and the provision of a suitable access point connecting to the A2 would require approval from Highways England	The A2 connects to Whitfield Roundabout that currently carries a significant amount of traffic and is subject to many accidents. Development of this site would be in close proximity to the Whitfield Roundabout and is likely to generate additional demand on a road that has limited capacity to accommodate additional traffic movements. Any development of this site would have a significant impact on the safety of those using the A2 and Whitfield Roundabout. There is a need for careful consideration with KCC - as a Local Highway Authority - and Highways England would be required	There are no bus stops close by	Public Highway (E22) is located to the west of the site which connects to the A2/PROV network of Temple Ewell and in turn provides access to the local centre	Access only available from A2 trunk road to Highways England need to be consulted, but appears unlikely to be acceptable. Concern regarding impact on wider KCC highway network including residential, Whitfield and Lydden road roundabouts and routes from town centre. No footways serving site.	More than recommended 400 metres walking distance to nearest bus stops in Sandwich Road			Access only available from A2 trunk road to Highways England need to be consulted, but appears unlikely to be acceptable	Access considered to be unachievable and/or highway impact cannot be mitigated.			
TEM002	TEM003	Land at Manor Olive Nursery, Lower Road, Temple Ewell	CT16 9DY	Temple Ewell	Lydden & Temple Ewell	Lydden & Temple Ewell	1.13	25	PD	Unimplemented Allocation	LAS	Housing							Current planning application for 14 dwellings which requires some improvement to visibility, requiring excavation over nos. 32 and 34 Lower Road. This has been accepted in highest terms. Due to existing use of access, however 2/3 dwellings unlikely to be acceptable. Connection can be made to existing footway network leading to school but no footways along rest of Lower Road	Within 400 metres recommended walking distance to nearest bus stops in High Street	PP Granted - site removed from HEAA				
TEM003	TEM004	Manor Farmery, Egerton Road, Temple Ewell	CT16 9BT	Dover	Lydden & Temple Ewell	Lydden & Temple Ewell	0.74	20	PD	SHAA	SH045	Housing	The site is located to the east of Egerton Road which is a narrow single lane with limited visibility. There is an existing access point to the site associated with the site's current use, via a private road off Egerton Road	The existing local highway network is restrictive and the Egerton Road/London Road junction is hazardous due to limited visibility to the right of junction. This restricts the site to the only access to the site from London Road. Any development of this site is likely to generate additional demand on the existing local highway network and therefore development should be resisted. There is limited opportunity to mitigate the potential highway impacts. However if development was to come forward consultation with KCC - as a Local Highway Authority - will be required	There are bus stops located close by	There is no PROV located within or close proximity to the site. There is no continuous footpath from the site along Egerton Road however a footpath does begin from London Road providing connection to local services and facilities	The existing local highway network is restrictive and the Egerton Road/London Road junction is hazardous due to limited visibility to the right of junction. This restricts the site to the only access to the site from London Road. Any development of this site is likely to generate additional demand on the existing local highway network and therefore development should be resisted. There is limited opportunity to mitigate the potential highway impacts. However if development was to come forward consultation with KCC - as a Local Highway Authority - will be required				The existing local highway network is restrictive and the Egerton Road/London Road junction is hazardous due to limited visibility to the right of junction. This restricts the site to the only access to the site from London Road. Any development of this site is likely to generate additional demand on the existing local highway network and therefore development should be resisted. There is limited opportunity to mitigate the potential highway impacts. However if development was to come forward consultation with KCC - as a Local Highway Authority - will be required	Access considered to be unachievable and/or highway impact cannot be mitigated.			
TEM004	TEM005	Whitfield Valley, Dover	CT16 9BU	Dover	Lydden & Temple Ewell	Lydden & Temple Ewell	8.02	240	Mixed	SHAA	PH005	Housing	The site is located to the east of properties north of the A2, a well used dual carriageway road. There is an existing access point with limited visibility issues associated with the existing agricultural land use. Expansion of this access point would be problematic given the difference in levels and the provision of a suitable access point connecting to the A2 would require approval from Highways England	The A2 connects to Whitfield Roundabout that currently carries a significant amount of traffic and is subject to many accidents. Development of this site would be in close proximity to the Whitfield Roundabout and is likely to generate additional demand on a road that has limited capacity to accommodate additional traffic movements. Any development of this site would have a significant impact on the safety of those using the A2 and Whitfield Roundabout. There is a need for careful consideration with KCC - as a Local Highway Authority - and Highways England would be required	There is a local bus stop close by	There is a continuous footpath connecting the site to the local centre	A secondary access would be required due to the site which is unachievable					Access considered to be unachievable and/or highway impact cannot be mitigated.			
TI001	TI001	Land on the west side of Dover Road	CT14 0B	Tilmanstone	Tilmanstone	East	0.95	15	G	HEAA	HEAA18	Housing	It may be possible to achieve an acceptable highway access however the removal of existing trees to improve visibility. Removal of existing trees to achieve this could however introduce a hazard from within a rural area	Any development of this site is unlikely to have a significant impact on the highway network. If an access point is achieved, this would need to be demonstrated by the promoter. If development was to come forward consultation with KCC - as a Local Highway Authority - will be required	None identified	Previously considered for 15 units therefore concerns remain the same. Appears suitable visibility may be achievable but measured speeds would be needed to determine this. Access would need to be from Dover Road only. Unlike on the town to have a severe impact on the highway network. No footways serving site.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited				Appears suitable visibility may be achievable but measured speeds would be needed to determine this. Access would need to be from Dover Road only. Unlike on the town to have a severe impact on the highway network. No footways serving site.	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.			
TI002	TI006	Dow's Corner, land to the north of Chapel Road, Tilmanstone	CT14 0P	Tilmanstone	Tilmanstone	East	4.53	63	G	HEAA	HEAA22	Mixed	The Dowfield House site has an informal, overgrown access from St Mary's Grove, and the horse paddock site has a more fully defined access from the same road. Both would require works to become suitable to some housing development of the nature proposed. A development of this site may improve vehicular and pedestrian access from St Mary's Grove to Dover Road and the Eastly Bypass beyond. Tilmanstone has excellent vehicular links to surrounding larger settlements owing to its proximity to the Eastly Bypass	KCC highways would need to be consulted regarding the suitability of visibility signs on the access to St Mary's Grove and the site's additional traffic movements on this road as a result of development. KCC highways would also need to be consulted on the safety of an access close the existing junction of Lower Street and Dover Road	Separate bus services are available from Dover Road towards Early and Sandbach	A Public Right of Way (PRoW) crosses the site from Dover Road to Chapel Road	Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TI002 as road is derelict. Suitable visibility does not appear to be available for access from TI002 onto St Mary's Grove. Comments on TI002 are the same as those made previously on TI006. The above comments also apply to combination of TI002 and TI006.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited and no footways			Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TI002 as road is derelict. Suitable visibility does not appear to be available for access from TI002 onto St Mary's Grove. Comments on TI002 are the same as those made previously on TI006. The above comments also apply to combination of TI002 and TI006.	Access considered to be unachievable and/or highway impact cannot be mitigated.			
TI003	TI007	Danfield House, St Mary's Grove, Tilmanstone	CT14 0S	Tilmanstone	Tilmanstone	East	3.10	25	PD	HEAA	HEAA22A	Housing	The Dowfield House site has an informal, overgrown access from St Mary's Grove, and the horse paddock site has a more fully defined access from the same road. Both would require works to become suitable to some housing development of the nature proposed. A development of this site may improve vehicular and pedestrian access from St Mary's Grove to Dover Road and the Eastly Bypass beyond. Tilmanstone has excellent vehicular links to surrounding larger settlements owing to its proximity to the Eastly Bypass	KCC highways would need to be consulted regarding the suitability of visibility signs on the access to St Mary's Grove and the site's additional traffic movements on this road as a result of development. KCC highways would also need to be consulted on the safety of an access close the existing junction of Lower Street and Dover Road	Separate bus services are available from Dover Road towards Early and Sandbach	A Public Right of Way (PRoW) crosses the site from Dover Road to Chapel Road	Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TI003 as road is derelict. Suitable visibility does not appear to be available for access from TI003 onto St Mary's Grove. Comments on TI003 are the same as those made previously on TI006. The above comments also apply to combination of TI003 and TI006.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited and no footways			Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TI003 as road is derelict. Suitable visibility does not appear to be available for access from TI003 onto St Mary's Grove. Comments on TI003 are the same as those made previously on TI006. The above comments also apply to combination of TI003 and TI006.	Access considered to be unachievable and/or highway impact cannot be mitigated.			
WA001	WA001	Land off Station Road, Walmer	CT14 7H	Walmer	Walmer	Walmer	11.83	223	G	Unimplemented Allocation	14/0061	Housing							PP Granted - site removed from HEAA						
WA002	WA002	Land at Rays Bottom between Liverpool Road and Newbottom	CT14 7PS	Dual	Walmer	Walmer	4.44	100	G	Brownfield	804	Housing	The site has no existing vehicular access, so this would need to be created over Liverpool Road. Liverpool Road is narrow and subject to a national speed limit, so a suitable access point and a reduction in the speed limit is likely to be necessary before development could go ahead. Given the site size, a secondary access point would also need to be provided	The development of 200 units in this location would increase the amount of traffic using Liverpool Road and Graves Road, which is a narrow and busy road. Consultation with KCC highways would be required to ensure the surrounding highway network is capable of accommodating such a development in addition to other developments in the area	The closest bus route is a special service from Graves Road, although there is no highway access to the stop	ER passes to the south of the site	Liverpool Road is narrow and is subject to a national speed limit, so a suitable access point and a reduction in the speed limit is likely to be necessary before development could go ahead.				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.				
WA003	WA004	Land at the Western end of Hawkhill Road, Walmer	CT14 7LN	Dual	Walmer	Walmer	0.45	22	G	SHAA	SH039	Housing	Hawkhill Road is private and any development would need permission from the current residents. Access to public highway (Bingwood Road) is already established	Any development of this site is unlikely to have a significant impact on the highway network. If such development was to come forward consultation with KCC - as a Local Highway Authority - would be required	There are bus stops nearby on Kingdown Road	There are no footpaths along Bingwood Road where Hawkhill Road meets it, although there is a footway/cycle path along the site's defences to the east				Hawkhill Road is private and any development would need permission from the current residents	Access considered to be unachievable and/or highway impact cannot be mitigated.				
WA004	WA005	Land to the rear of 20 and 64 Meyers Road, Walmer	CT14 7H	Walmer	Walmer	Walmer	0.72	21	G	SHAA	DE47	Housing	The site has two access points, one from Meyers Road to the east and one from Station Road to the north. Both accesses are single track and unimproved, and pass between terraced properties. SUD052 was refused by Planning Committee on the grounds of highway safety and the impacts of the increased vehicle movements on these accesses on the grounds of highway safety. The accesses are private and any development would need permission from the current residents, and the submission document indicates that the road surface could be improved where necessary	KCC highways advice should be sought as part of any development proposals on site	The site is located approximately 200 metres from Walmer Station and bus services are available from both Tapping Close to Dual, Sandwich and Dover	None identified					The site has two access points, one from Meyers Road to the east and one from Station Road to the north. Both accesses are single track and unimproved, and pass between terraced properties. SUD052 was refused by Planning Committee on the grounds of highway safety and the impacts of the increased vehicle movements on these accesses on the grounds of highway safety. The accesses are private and any development would need permission from the current residents, and the submission document indicates that the road surface could be improved where necessary	Access considered to be unachievable and/or highway impact cannot be mitigated.			
WA005	WA006	Land near of Hawks Hill House, Hawkhill Road, Kingdown	CT14 7LN	Kingdown	Kingdown	Kingdown	14.08	400	G	Brownfield	BR15	Housing	There is no existing access point to the site and therefore third party land would be required in order for suitable access to be achieved. If an access could be achieved, this would need to be demonstrated by the promoter	The adjoining and surrounding roads are narrow single track country lanes with limited parking spaces, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. The impact on the wider highway network will largely be dependent on where the access to the site is achieved. If such development was to come forward consultation with KCC - as a Local Highway Authority - would be required	There are bus stops nearby on Kingdown Road	There is a footway/cycle path along the site's defences to the east					There is no existing access point to the site and therefore third party land would be required in order for suitable access to be achieved	Access considered to be unachievable and/or highway impact cannot be mitigated.			
WA006	RN002	Land off Dover Road, Walmer	CT14 7H	Dual	Kingdown	Kingdown	4.08	85	G	HEAA	HEAA16F	Housing								PP Granted - site removed from HEAA					
WH001	WH001	Land to the north west of Whitfield's current housing allocation	CT15 5AD	Dover	Whitfield Urban Expansion	Whitfield Urban Expansion	69.02	600	G	HEAA	HEAA14B	Housing	The site is located to the north west of Whitfield's current housing allocation. It is currently a greenfield site, but will, as the site progresses, form a soft boundary to the Expansion. For the site to be developed, a Transport and Access Strategy would need to be devised which sets out the proposed access to the site, and the impact of the increased vehicle movements on these accesses on the grounds of highway safety. The accesses are private and any development would need permission from the current residents, and the submission document indicates that the road surface could be improved where necessary	Extending the Whitfield Expansion would place a significant burden on the A2, A256 and A258, and the Whitfield Urban Expansion. Detailed modelling work would need to be undertaken to establish an appropriate transport strategy to accommodate the additional traffic burden. KCC highways should lead on this although the site is not to be developed by Highways England	The site is currently remote with no bus services available	PROV ER8 crosses the site	This site would represent a further increase in housing allocation over an area already identified within the current Local Plan. Further information and modelling outputs will be required to assess the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy, which will need to be agreed with Highways England and KCC and may require third party land. The same applies to other junctions such as Duke of York and possibly Bentley Corner (outside of the district). While there is a concern that a longer term strategy for managing traffic on the A2 corridor is required at a national level, this may not be resolved prior to the Local Plan review being completed. In addition to the above, it is expected to consider the potential impact that further housing allocation may have on local corridors such as Ashburn Valley Road and the junctions located along this route such as London Road/Ashburn Road, Whitfield Hill/London Road and junctions within the District of Ashburn & Hythe, providing according to and from the A258/259 corridor.	Outside of the 400m walking distance from bus stops, however BRT delivery could provide longer term access to high quality bus services.			Further information and modelling outputs will be required to assess the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy	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.			
WH002	TI002	Eastling Down Farm, Sandwich Road, Wardenburg	CT15 5AS	Sutton	Tilmanstone	East	0.90		Mixed	HEAA	HEAA14F	Housing	The site is already served by a single access point. While it may be possible to modify this to achieve an acceptable highway access, this is likely to necessitate a substantial regrade of the existing junction. In this regard, as part of the Whitfield Urban Expansion, junction improvements are proposed at the 2526/Anderson Road junction through of present not yet fully designed. Therefore, the acceptability of any access for this site would need to be considered in conjunction with the junction improvements necessary for the Whitfield expansion	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC - as a Local Highway Authority - would be required	The site is currently considered to be isolated and of poor accessibility, however, this poor accessibility will improve as the Whitfield Urban Expansion is built out	None identified	Not clear that an access with suitable visibility to the north can be achieved as road is subject to a national speed limit and visibility constrained by changes in road level on approach. A speed survey on Sandbach Road and the approach to the access would be required to provide full clarification. The site is located in a remote location some considerable distance from the existing highway network and as such residential use has no access to travel or walking opportunities within the existing community in the area (as the Whitfield Urban Expansion is delivered) access to the site would naturally improve. In addition, 20 dwellings is unlikely to generate a severe impact on the surrounding highway network, however the cumulative impact of all development in the locality should be considered and appropriate mitigation secured on a proportionate basis. TIC.	More than recommended 400 metres walking distance to nearest bus stops in Sandbach Road, although in time access would improve as part of BRT proposals related to KCC.			Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy	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.			
WH003	TI003	Eastling Down Farm, Sandbach Road, Wardenburg	CT15 5AS	Sutton	Tilmanstone	East	0.90		Mixed	HEAA	HEAA14H	Housing	The site is already served by a single access point. While it may be possible to modify this to achieve an acceptable highway access, this is likely to necessitate a substantial regrade of the existing junction. In this regard, as part of the Whitfield Urban Expansion, junction improvements are proposed at the 2526/Anderson Road junction through of present not yet fully designed. Therefore, the acceptability of any access for this site would need to be considered in conjunction with the junction improvements necessary for the Whitfield expansion	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC - as a Local Highway Authority - would be required	The site is currently considered to be isolated and of poor accessibility, however, this poor accessibility will improve as the Whitfield Urban Expansion is built out	None identified	Appears suitable visibility may not be achievable to the north of the access. Proposed access does not appear to be suitable for adaptation to a 1:1 dwellings. Unlike on the town to have a severe impact on the highway network. No footways serving site.	More than recommended 400 metres walking distance to nearest bus stops in Hoge Lane, Whitfield			Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy	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.			

W0001	W0001	Land opposite Sunnyvale Cottage, Marchborough Road	CT13 9P	Sandwich	Woodhobe rough	Sandwich	0.27	5	Mixed	HELA	HELA3	Housing	The north eastern site boundary fronts Marchborough Road, a narrow rural lane with no passing points and poor visibility. There is an existing access point via Marchborough Road however this is a track which blocks the site providing access to Green Lane Farm which has the width of the site. A suitable access point to serve development could be achieved subject to the provision of necessary measures (e.g. visibility splays and removal of vegetation).	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 is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.						The north eastern site boundary fronts Marchborough Road, a narrow rural lane with no passing points and poor visibility. There is an existing access point via Marchborough Road however this is a track which blocks the site providing access to Green Lane Farm which has the width of the site. A suitable access point to serve development could be achieved subject to the provision of necessary measures (e.g. visibility splays and removal of vegetation).	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
W0002	W0002	Land at Beacon Lane Farm	CT13 9D	Woodhobe rough	Woodhobe rough	Sandwich	0.14	5	PDL	HELA	HELA3	Housing	The western site boundary fronts Beacon Lane, a narrow rural lane and an access route to Woodborough from the south west. There is an existing access point via Beacon Lane associated with the current use of the site and could serve the redevelopment of the site subject to the provision of necessary measures (e.g. visibility splays).	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 is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.	Acceptable access for 3 dwellings could be achieved bearing in mind the existing permitted uses on the site. No footways serving the site.	Within 400 metres of nearest bus stops in Hammett Road but extremely limited services.				There is an existing access point via Beacon Lane associated with the current use of the site and could serve the redevelopment of the site subject to the provision of necessary measures (e.g. visibility splays).	Access appears achievable and any highway impact can be suitably mitigated.
W0003	W0003	Land at Beacon Lane Farm (Plot 2), Beacon Lane	CT13 9D	Woodhobe rough	Woodhobe rough	Sandwich	0.45	12	G	HELA	HELA3	Housing	The western site boundary fronts Beacon Lane, a rural access route to Woodborough from the south west. There is no existing access point to the site however a suitable access could be achieved subject to the provision of necessary measures (e.g. visibility splays).	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 is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.				There is no existing access point to the site however a suitable access could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.		
W0004	W0004	Land adjacent to Marchborough Cottage, Farm Lane	CT13 9H	Woodhobe rough	Woodhobe rough	Sandwich	0.27	2	G	HELA	HELA3	Housing	The western site boundary fronts Farm Lane off Marchborough Lane, a narrow rural lane serving adjacent residential dwellings with large gardens. The southern site boundary fronts a narrow track that provides access to neighbouring agricultural associated properties to the east. There is no existing access point however a suitable access via Farm Lane could be achieved subject to the provision of necessary measures (e.g. suitable visibility splays). A secondary access via the track to the south is not achievable.	Development of this site is likely to add vehicular demand to the Farm Lane/Marchborough Road which is located at a bend and has limited visibility. 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 is no bus stop located close by.	Public Footpath E225 runs along the western boundary and connects to the wider PRON network of Marchborough/Woodborough. There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.				There is no existing access point to the site however a suitable access could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.		
W0005	W0005	Beacon Lane Farm, Beacon Lane, Woodborough	CT13 9B	Woodhobe rough	Woodhobe rough	Sandwich	1.03	5	PDL	HELA	HELA13	Housing	The eastern site boundary fronts Beacon Lane, a rural access route to Woodborough from the south west. There is an existing access point to the site via Beacon Lane associated with the current use and could continue to serve the redevelopment of this site.	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 is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.	The site has permission for relocation of the adjacent farmyard and chapel of rest, with a new access onto Beacon Lane (it appears this has been partly implemented). The agreed visibility splays for the access across nos. 1 and 2 Beacon Lane are in the ownership of the applicant. The allocation for 3 dwellings would need to provide the same safety, which would not be achievable if the dwellings to the south are outside the allocation site or otherwise. This has been addressed through the submission of further information.	More than 400 metres recommended walking distance to nearest bus stops.	Further information submitted. KCC have commented that this address their initial concerns.	There is an existing access point to the site via Beacon Lane associated with the current use and could continue to serve the redevelopment of this site.	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.		
W0006	W0006	Land south of Sandwich Road, Woodhobe rough	CT13 9L	Woodhobe rough	Woodhobe rough	Sandwich	3.15	10	G	SHAA	LD92	Housing	The northern site boundary fronts Sandwich Road, as well as access route to Woodborough from the east. There is an existing access point at the north western corner via Sandwich Road associated with the current use of the site. A suitable access to accommodate the development of this site could be achieved subject to the provision of necessary measures (e.g. visibility splays) and a secondary access would be required.	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.	There is continuous footpath via north of Sandwich Road directly connecting the site to the limited local services/facilities of Woodborough.	Access with suitable visibility appears achievable. Secondary emergency access required and this appears to be sufficient for length to achieve this. Connection to existing footway network on north side of Sandwich Road will be required and this will need a fence along the site frontage with associated dropped kerbs and tactile paving. Whilst this would provide protection access to the nearest bus stops and limited services in Woodborough, there is an existing gap in the footway network heading east towards. Concern about impact of additional kerbs on road, road, to west of site.	Within 400 metres recommended walking distance of nearest bus stops in The Street.		Access with suitable visibility appears achievable. Secondary emergency access would be required and there appears to be sufficient frontage length to achieve this.	Access appears achievable and any highway impact can be suitably mitigated.		
W0007	W0007	Wood Ash Garage at the Junction of Beacon Lane and Draxton Road, Woodborough	CT13 9B	Woodhobe rough	Woodhobe rough	Sandwich	0.32	10	PDL	SHAA	W0003	Housing	The eastern site boundary fronts Hammett Road, a rural access route to Woodborough from the south west. There is an existing access point to the site via Hammett Road associated with the current commercial use of the site and is suitable to accommodate the redevelopment of this site.	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 is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.	Ten dwellings would be acceptable bearing in mind existing permitted uses on the site, however the access point would need to be approved in Hammett Road to maintain available visibility. Unlikely on its own to have a severe impact on the highway network. No footways serving the site.	Within 400 metres of nearest bus stops in Hammett Road but extremely limited services.		Ten dwellings would be acceptable bearing in mind existing permitted uses on the site, however the access point would need to be approved in Hammett Road to maintain available visibility.	Access appears achievable and any highway impact can be suitably mitigated.		
W0008	W0008	Woodhobe rough, Sandwich Road, Woodborough	CT13 9G	Woodhobe rough	Woodhobe rough	Sandwich	2.32	75	PDL	SHAA	SH021	Housing	The north eastern corner of the site fronts Sandwich Road, a well used access route to Woodborough from the east. The site is currently accessed via a private high width drive to Manor House and into Woodhobe Way (to the west of the site). A suitable access to Woodhobe Way via Sandwich Road would require the acquisition of third party land and is limited regarding visibility. Therefore, access to this site is not achievable.	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 E220 runs along the northern boundary and connects to the wider PRON network of Woodborough. There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodborough.	A suitable access point via Woodhobe Way or Sandwich Road would require the acquisition of third party land and is limited regarding visibility. Therefore, access to this site is not achievable.			A suitable access point via Woodhobe Way or Sandwich Road would require the acquisition of third party land and is limited regarding visibility. Therefore, access to this site is not achievable.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
W0009	W0009	Land to the rear of the Street	CT14 0A	Worthing	Worthing	Sandwich	1.19	5	G	HELA	HELA12	Housing	The site is located to the rear of properties between The Street and Jubilee Road. Key routes through the village. There is an existing access point via a track between properties off The Street providing access to the north of the site. However, it is of poor visibility and is narrow in width to accommodate two-way vehicular movements.	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 is a bus stop close by.	Public Footpath E243A is located to the south of the site and connects to the wider PRON network of Worthing. There is a continuous path from the site to the local services/facilities of Worthing via The Street.	There is an existing access point via a track between properties off The Street providing access to the north of the site. However, it is of poor visibility and is narrow in width to accommodate two-way vehicular movements.			There is an existing access point via a track between properties off The Street providing access to the north of the site. However, it is of poor visibility and is narrow in width to accommodate two-way vehicular movements.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
W0010	W0010	Land that lies between A238 Deaf Road and Jubilee Road	CT14 0T	Worthing	Worthing	Sandwich	0.56	100	G	HELA	HELA28	Housing	Individual accesses for limited frontage development could be achieved.	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.	There is a bus stop close by.	Public Footpath E243 is located to the north of the site and connects to the wider PRON network of Worthing. There is a continuous path from the site to the local services/facilities of Worthing via Jubilee Road.	Individual accesses for limited frontage development could be achieved.		Individual accesses for limited frontage development could be achieved.	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.			
W0011	W0011	Land off southern side of Felderland Lane	CT14 8P	Worthing	Worthing	Sandwich	0.34	12	G	HELA	HELA35	Housing	The site is located to the south of Felderland Lane - a narrow rural lane with no passing points and poor visibility. There is an access point providing access to the neighbouring residential properties however there is no existing access point to the site. Access can only be achieved via Felderland Lane however work would be required to provide adequate visibility splays. Consideration should be given to frontage development in order to achieve a suitable access point.	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 is no continuous footpath to provide access to the closest bus stop along A238 Deaf Road.	Public Footpath E225 runs along the south of the site and connects to the wider PRON network of Felderland and Worthing. There is no continuous footpath providing access to the local services/facilities of Worthing to the west of the street.	Access can only be achieved via Felderland Lane however work would be required to provide adequate visibility splays.			Access can only be achieved via Felderland Lane however work would be required to provide adequate visibility splays.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
W0012	W0012	Land at Jubilee Road, Worthing	CT14 0T	Worthing	Worthing	Sandwich	3.64	54	G	HELA	HELA210	Housing	Individual accesses for limited frontage development could be achieved.	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.	There is a bus stop close by.	Public Footpath E243 is located to the north of the site and connects to the wider PRON network of Worthing. There is a continuous path from the site to the local services/facilities of Worthing via Jubilee Road.	Individual accesses for limited frontage development could be achieved.		Individual accesses for limited frontage development could be achieved.	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.			
W0013	W0013	Land west of Mill Lane, Worthing	CT14 0U	Worthing	Worthing	Sandwich	3.13	100	G	HELA	HELA211	Housing	The site is located to the west of Mill Lane, a narrow rural lane with poor visibility. There is a single access point on Mill Lane associated with the existing agricultural use of the site however achieving suitable access with appropriate visibility splays would require the removal of hedges.	If development was to come forward consultation with KCC - as Local Highway Authority - would be required whether a Transport Assessment is required.	Whilst bus stops are close by, access to those would be via crossing the A238 Deaf Road.	Public Footpath E238 runs along the western boundary of the site and connects to the wider PRON network of Felderland and Worthing. There is no continuous footpath from the site to the local services/facilities of Worthing and the site is disconnected from Worthing by the A238 Deaf Road.	There is a single access point on Mill Lane associated with the existing agricultural use of the site however achieving suitable access with appropriate visibility splays would require the removal of hedges.			There is a single access point on Mill Lane associated with the existing agricultural use of the site however achieving suitable access with appropriate visibility splays would require the removal of hedges.	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.		
W0014	W0014	Land to the east of Jubilee Road, Worthing	CT14 0R	Worthing	Worthing	Sandwich	1.27	10	G	SHAA	LD912	Housing	The site has no existing vehicular access although given the flat nature of the land here this would seem straightforward to create from Jubilee Road. Jubilee Road is narrow so some localized widening may be required around the access point to the site.	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.	There is a bus stop in Jubilee Road, within 400m of the site.	E243 and E246 pass a short distance to the south and east of the site.	Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.		Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point.	Access appears achievable and any highway impact can be suitably mitigated.		
W0015	W0015	Land to the rear of Jubilee Road, Worthing	CT14 0N	Worthing	Worthing	Sandwich	1.03	20	G	SHAA	NO200N	Housing	The site has access for farm vehicles from Jubilee Road, and sufficient space exists to provide a formal vehicular access to this location.	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.	There is a bus stop in Jubilee Road, within 400m of the site.	E232 & E230 run along edge of site.	Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point. A footway would be required along the site frontage together with unobstructed crosswalk to existing footway on other side of road. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.		Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point.	Access appears achievable and any highway impact can be suitably mitigated.		
W0016	W0016	Land north of glasshouses, Worthing	CT14 0D	Worthing	Worthing	Sandwich	7.01	302	G	SHAA	W0062	Housing	The primary access to this site would need to be from Convent Lane (E238) although there is insufficient space to provide an access capable of serving 300 dwellings in this location. This would also require third party land. In addition, it's not clear how a secondary/emergency access could be provided to the site, which would be required for a development of this site.	If development was to come forward consultation with KCC - as Local Highway Authority - would be required to assess the potential impact of the development and cumulative effects of other sites in the area.	There is a bus stop on The Street, within 400m of the site.	E235A runs through site, E233A & E239E run along edge of site.	The primary access to this site would need to be from Convent Lane (E238) although there is insufficient space to provide an access capable of serving 300 dwellings in this location. This would also require third party land.			The primary access to this site would need to be from Convent Lane (E238) although there is insufficient space to provide an access capable of serving 300 dwellings in this location. This would also require third party land.	Access considered to be unachievable and/or highway impact cannot be mitigated.		
W0017	W0017	Land to the East of former Bilsley Nursery, The Street, Worthing	CT14 0D	Worthing	Worthing	Sandwich	0.83	20	G	SHAA	DOC	Housing	Access to this site appears to be achievable from The Street.	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.	There is a bus stop on The Street, within 400m of the site.	E227A about the site's northern boundary.	Potentially no connection to highway to gain access (adjacent roads within Bilsley Nursery development are remaining private and not being adopted), unless agreement reached with owner. Further information submitted to clarify the situation. These private roads are also not necessary to be laid out to accommodate additional dwellings. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.	Further information submitted. KCC highway have commented that the proposed route to the site between plots 16 and 17 is only 4 metres wide and does not include any footpath. Further development on remaining private and not being adopted, unless agreement reached with owner. Further information submitted to clarify the situation. These private roads are also not necessary to be laid out to accommodate additional dwellings. Unlikely on its own to have a severe impact on the highway network.	Highway concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.			