	HELAA Reference	Previous HELAA Beference	Location	Post Code Settlemen	Site Information	Ward Site Size (ha)	Agreed Housing G or PD Number	NL Site_Origin	Origin_Ref Use	Site Access Concerns	Officer C Impact on Highway Network	omments Adequate Access to Public Transport	Public Rights of Way	KCC Highways Comments Accessibility of Site from KCC sheet Nov 2019	Access to Transport	Altered in KCC comments review	Comment in HELAA table	Site Hishways Summary Further Assessment (Summer 2020)	Hishway Summary (RAG)	84G Justification
I       I	ALK001	ALK002	Land south of Bushy Ruff, Dover	CT16 3EE Dover	Alkham	River 1.06	20 G	HELAA	HELAA125 Housing	used access route to Alkham from the east. A suitable access via Alkham Road could be achieved subject to th	significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be	The site is located within 10 minutes' walk from Kearsney Railway Station and is close to a bus stop	There is no continuous footpath connecting the site to the services/facilities of Dover Town					be achieved subject to the provision of necessary measures (e.g. visibility		Access appears achievable and any highway impact can be suitably milicated
N </td <td>ALK003</td> <td>ALK003</td> <td>Land at Fernfield Lane, Hawkinge</td> <td>CT18 7AW Alkham</td> <td>Alkham</td> <td>River 2.12</td> <td>19 G</td> <td>HELAA</td> <td>HELAA170 Housing</td> <td></td>	ALK003	ALK003	Land at Fernfield Lane, Hawkinge	CT18 7AW Alkham	Alkham	River 2.12	19 G	HELAA	HELAA170 Housing											
N         Norman         N <td>ALK003</td> <td>ALK004</td> <td>Land at Short Lane, Alkham</td> <td>CT15 78Z Alkham</td> <td>Alkham</td> <td>River 0.32</td> <td>10 G</td> <td>HELAA</td> <td>HELAA91 Housing</td> <td>residential development to the west and north of the</td> <td>significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be</td> <td>A bus stop is located close by</td> <td>which connects to the wider network of the village. There is a continuous footpath to the centre of the village where there is a limited number of facilities and</td> <td>the existing footway on the opposite side of the road, however this appears achievable with drooped kerbs and tactile paving, giving access to footway network into village. Unlikely on its own</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Access appears achievable and any highway impact can be suitably mitigated.</td>	ALK003	ALK004	Land at Short Lane, Alkham	CT15 78Z Alkham	Alkham	River 0.32	10 G	HELAA	HELAA91 Housing	residential development to the west and north of the	significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be	A bus stop is located close by	which connects to the wider network of the village. There is a continuous footpath to the centre of the village where there is a limited number of facilities and	the existing footway on the opposite side of the road, however this appears achievable with drooped kerbs and tactile paving, giving access to footway network into village. Unlikely on its own						Access appears achievable and any highway impact can be suitably mitigated.
N         N	ALK004	ALK007		CT15 7BZ Alkham	Alkham	River 0.17	5 G	SHLAA	ALX01 Housing	residential development to the west and north of the	Any development of this site is unlikely to have a circleforer import on the history extension Memory of	A bus stop is located close by	Restricted Byway ER177 passes adjacent to the north of	Access with suitable visibility appears achievable. Unlikely on its own to have a severe impact on the wider highway network. Juntion of Short Lane with Aliham Valley Road acceptable for the				achievable. Unlikely on its own to have a		Access appears achievable and any highway impact can be suitably
N </td <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>The site has no existing formal access but could be</td> <td>required to ensure the consideration of the cumulative</td> <td></td> <td>bus stop and pub</td> <td>additional dwellings proposed.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>mitigated.</td>										The site has no existing formal access but could be	required to ensure the consideration of the cumulative		bus stop and pub	additional dwellings proposed.						mitigated.
N       N	ALK005	ALKOOS	Hill View House, Short Lane, Alkham	CT15 7BZ Alkham	Alkham	River 0.29	8 6	SHLAA	ALK02V Housing	Hill Lane. Any access via Short Lane requires cossing third party lunds, so the via promotors would need to prove that this is achievable if it is intended to access th skein this way. The highprook Hill Lane access (Equestrian Cantro) access appears sufficient to serve i small residential development, although some work ma be required in order to improve sight lines upon exitin	to have a significant impact on the highway network, e although were development proposals brought forward for the site this should be done in collaboration with Kent County Council in their capacity as the Highway y Authority	5 minute walk from the site. Daytime services are		Existing access to site is private, single-track drive so not suitable to serve an additional B deadings. Unlikely on its own to have a server impact on the wider highway-network.				track drive to not suitable to serve an additional 8 devilings	٨	Access considered to be unachievable and/or highway impact cannot be mitigated.
N         N	ALKOOE	ALK009	Malmains Farm Land, Alkham	CT15 7EW Alkham	Alkham	River 9.44	285 G	SHLAA	NSD1ALK Housing	Site fronts Alkham Valley Road, a main route nto Dover with an existing farm access. Sight lines likely to be achievable depending on the position of the access	Due to size of site, KCC Highways would need to be consulted to understand cumulative impacts of development on strategic routes	Services of Alkham within dose walking distance	No PROW identified					depending on the position of the access. Due to size of size, KCC Highways would need to be consulted to understand cumulative impacts of development on		ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
No         No<	ASH001	ASH001	Land south of the A2S7	CT3 2AF Ash	Ash J	Little Stour 8.47 8.Ashstone	150 G	HELAA	HELAA31 Mixed	Indicates plan suggested a new access off the AS3, an an access through the within a bork form alse lawlich is subject to current application activity) and across a further field to the south. It would be for the promoten- to prove that either of these options would be achievable in practice. The site to the east has been subject to a recent appeal refusal. It is therefore difficult to see how access could be achieved to this its unleaded to see how access could be achieved to this its unleaded the neighbouring sites were developed in coipunction, and so considered in isolation the site has significant.	traffic pressure on the A257 and Sandwich Road, and due to the size of the site a traffic assessment would be required. This should be developed in collaboration with		EE107 and E466 flank the site on its western and eastern	of a right turn law would be required. Scondary emerging access would also be required and it gapars this may be advised also be individuely connection to Estavelo hild actificing additional lightway land). Consections would also need to be made to the entiting bolary memoria and loss starting bolary. The start appear advisorial with provide of additional memoria and loss starting bolary and the start appear advisorial with provide of additional memory and the starting bolary and the start appear advisorial advisorial advisorial advisorial provides and advisorial advisorial advisorial advisorial provides and advisorial adviso				Concern regarding the cumulative impact on the wide's highway networks if each patient and actions rule, which is an expected and actions rule, which is a manufacture with the part is be reached wide with the part is be reached wide actions and the part is be reached actions		tijhways concerns have been identified in natation to access and/or highway impact and further assessment is encoded to demonstrate whether this can be mitigated.
N         N <th< td=""><td>ASH002</td><td>ASH002 Lat</td><td>nd at the end of Langdon Avenue, New Street</td><td>CT3 289 Ash</td><td>Ash J</td><td>Little Stour 0.73 &amp; Ashstone</td><td>5 G</td><td>HELAA</td><td>HELAA32 Housing</td><td>Arence, a private, informally-made road which connect to New Street: Langdon Avenue is also a PROW - EE10 The entrance to Langdon Avenue is narrow and any widening works would require further third party land Langdon Avenue is unlikely to be suitable to serve further residential development. The fair's southern howndru: arbit: Connech Lane a single.hare rural tra:</td><td>In terms of traffic volumes, a development of the size proposed would have a marginal impact on the wider</td><td>minute walk from Langdon Avenue, and bus services towards Canterbury and Sandwich are available from</td><td>Langdon Avenue is a PROW - EE120</td><td></td><td></td><td></td><td></td><td>to serve further recidential development</td><td></td><td>Access considered to be unachievable and/or highway impact cannot be mitigated.</td></th<>	ASH002	ASH002 Lat	nd at the end of Langdon Avenue, New Street	CT3 289 Ash	Ash J	Little Stour 0.73 & Ashstone	5 G	HELAA	HELAA32 Housing	Arence, a private, informally-made road which connect to New Street: Langdon Avenue is also a PROW - EE10 The entrance to Langdon Avenue is narrow and any widening works would require further third party land Langdon Avenue is unlikely to be suitable to serve further residential development. The fair's southern howndru: arbit: Connech Lane a single.hare rural tra:	In terms of traffic volumes, a development of the size proposed would have a marginal impact on the wider	minute walk from Langdon Avenue, and bus services towards Canterbury and Sandwich are available from	Langdon Avenue is a PROW - EE120					to serve further recidential development		Access considered to be unachievable and/or highway impact cannot be mitigated.
N         N	ASH003	ASH003	Land south of Mill Field	CT3 2BD Ash	Ash	Little Stour 0.55 & Ashstone	8 G	HELAA	HELAA4S Housing	The site's access would be via Mill Field, an existing cul t de sac which has recently been extended by ten units and now provides an appropriate access into this site.	impact on the wider highway network, although KCC advice should be sought as part of the development		PROWS EE111 and EE111A meet close to the site's western boundary at the corner of Coombe Lane	on its own 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 at the AS37/4255 roundabout, which may need to be resolved through CL or \$105				extension to Mill Field currently under construction. Unikely on its own to have a server impact on the video highway		Access appears achievable and any highway impact can be suitably mitigated.
N         N	ASHOD	ASH004	Land to the north of Molland Lane, Ash	CT3 2JF Ash	Ash j	Little Stour 4.46 & Ashstone	110 G	HELAA	HELAA95 Housing	be created by a continuation of Mollard Lane. With th removal of a hedgerow sufficient land exists to create this. Due to the number of units proposed, a second emergency access would be required and this would need to be through the site to the east which has planning consent for 90 dwellings. This represents the biggest access issue with the site	bevelopment on this site would generate additional traffic pressure on Molland Lane and The Street, and due to the size of the site a traffic assessment would be required. This should be developed in collaboration with	Bus services towards Custerbury and Sandwich are available from The Sovet, a 5-30 minute walk from the cite	PROW EE464 forms the basis of the site's access, while PROW EE30A and EE112 also cross the site	sizes 12 outs and third-party taket may be required, it may be possible to provide causes how Decourt cares to the approved table for Ordenlings, subject to approach table the Indecourts, Secondary emergings access sended to required and approach to be available from ACSY via an existing of least cares. Cannot accel additional tables of Social Marcel and Matter and ACSY via an existing of least cares. Cannot accel additional tables of Social Marcel and Matter and the approach of the approach of the tables of the approach of the approach of the regard to the welfor highway network. Them patiential additional tables within the tables, particularly at the AZSY 2016 considered within the most of the approach of the approach of the SDE funded				Further information provided to demonstrate that access is achievable through neighbourg development KA: KCC have commented that this clarifies the situation. This will need to be taken into account in the highways modeling work for the Local percent in the highways modeling work for the Local percent in the regimes. The situation is the situation in the situation is the situation in the situation in the situation is the situation in the situation in the situation is the situation in the situation in the situation is the situation is the situation in the situation is the situation is the situation in the situation is the s	· · · · · · · · · · · · · · · · · · ·	lighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
N </td <td>ASH005</td> <td>ASH005</td> <td>Land west of Molland Lane, Ash</td> <td>CT3 2HL Ash</td> <td>Ash g</td> <td>Little Stour 1.61 &amp; Adhstone</td> <td>40 G</td> <td>HELAA</td> <td>HELAA95 Housing</td> <td>used access route from the A327 Ath Pgpass and Molland Lane that is restrictive given existing poor visibility. Whist a suitable access point could be achieved subject to the provision of appropriate visibilit splays, significant earthworks would be required which would have a detrimental impact on the character of</td> <td>significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative</td> <td>There are bus stops close by</td> <td>however Public Footpaths EE120 and EE1238 run along the western and northarn houndaries of the cite and</td> <td>Guilton and then uncontrolled pedestrian crossing required to existing footway on south side of Guilton, which may require removal of some existing on-street parking on southern side of mask Initialies on the runn to have a scenae impact on the wider histowar network. Concern reasoning the</td> <td>Within 400 metres of nearest bus stops in Guilton/The Street</td> <td></td> <td></td> <td>to have a severe impact on the wider</td> <td>· · · · · · · · · · · · · · · · · · ·</td> <td>ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.</td>	ASH005	ASH005	Land west of Molland Lane, Ash	CT3 2HL Ash	Ash g	Little Stour 1.61 & Adhstone	40 G	HELAA	HELAA95 Housing	used access route from the A327 Ath Pgpass and Molland Lane that is restrictive given existing poor visibility. Whist a suitable access point could be achieved subject to the provision of appropriate visibilit splays, significant earthworks would be required which would have a detrimental impact on the character of	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops close by	however Public Footpaths EE120 and EE1238 run along the western and northarn houndaries of the cite and	Guilton and then uncontrolled pedestrian crossing required to existing footway on south side of Guilton, which may require removal of some existing on-street parking on southern side of mask Initialies on the runn to have a scenae impact on the wider histowar network. Concern reasoning the	Within 400 metres of nearest bus stops in Guilton/The Street			to have a severe impact on the wider	· · · · · · · · · · · · · · · · · · ·	ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
No	ASHOO	ASH006	Land off Sandwich Read, Ach	CT3 2AH Ash	Ash j	Little Stour 5.76 & Ashstone	100 G	HELAA	HELAA132 Mixed	the north) and Sandwich Road (to the south). Sandwich Road is a key access route to the village of Ash from th- east. A single suitable access point via Sandwich Road i achievable subject to the provision of appropriate	traffic on the Sandwich Road/AS27 and AS27/AS26 junctions, as well as Sandwich Road/Cherry Gaten Lane and it therefore likely to have an impact on the existing local highway neteors'. Consultation with highways. England and KEC – as Local Highway Autohoffy – would be required for any development proposal for this site to ensure the identification of necessary measures to misigate the impact on development on the local	There are bus stops located close by	local services/facilities and Public Bridleway EE466 is located to the west of the site and connects to the wider	acceptable. Suitable access is achievable, industing saccendary emergency access. Footway required along site frontage to connect to existing network radio bus strates, one of which may need relaccing. Extension of existing 30 mph speed limit to encompass site would alone be deviable. Ublishing on the bare a scores impact on the wider hydrowy hereonst. Concern regarding comulative impact at the Schwick Results? Junction from potential allocation rises mark this works.				which was refused at appeal, however highway matters were acceptable. Sutable access is achievable, including		Access appears achievable and any highway impact can be suitably mitigated.
I         I	ASH007	ASH007	Land to the rear of 24 Sandwich Road, Ash	CT3 2AF Ash	Ash į	Little Stour 2.83 & Ashstone	85 G	HELAA	HELAA135 Housing	development proposals on this site would be reliant or the surrounding sites - ASH01 and ASH000 (White Pos [ Farm) which is subject to application activity. The submission document indicates access through White Post Farm although the promoter would need to			EE107 and E466 flank the site on its western and eastern	without third party land. Third party land also appears to be required for indicative second access shown on submitted plan. Secondary emergency access required but does not appear available. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the ASS/ASS foundabout which may need to be resolved				not appear to be sufficient for first access shown without third party land. Third party land also appears to be required for indicative second access		Access considered to be unachievable and/or highway impact cannot be mitgated.
N         N	ASHOO	ASH008	Land to the east of Queens Road, Ash	CT3 28A Ash	Ash j	Little Stour 4.07 & Achstone	100 Mixed	HELAA	HELAA136 Mixed	read (porthem section) will poor visibility (provided access from the most of Akih via 251 Akih bysaci) and south of Weddington Lara and the A52 Akih bysaci Them are all solarizing points the site site visibility the access of the access points and a site visibility Alley. A subside access point is a schwards via Queen Read, subject to the provision of appropriate visibility splays	traffic and then nerves scalar of Gueen Ruad is of insufficient with the acommodate be thisly additional demand. The uniting local highway network is the startistic and indication unusline does be given to the potential cumulative impact of the development of anglibouring particular on the widh highway network. Comutations with highways fighted and UCC – as Load development program libra may mane forward to memore the identification of any necessary measures to the identification of any necessary measures to the identification of the identif	There are bus stops located along The Sever	of the site and connects to the wider MDW network of Adh. There is no continuous foodpath via Queens Road to local services/facilities	velened an execution, some section of downs hand to not in the of insufficient width to commonitate track the insufficient legislation of the provide section of provide the section of the commonitate track the insufficient legislation of the section of the section of the compared of the section of the section of the section of the section of the compared to the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the product of the section of the section of the section of the section of the product of the section of the section of the section of the section of the product comes reperinding the commonly simple to the section of the production of the section of the product of the section of the section of the product comes reperinding the commonly simple to the section of the product comes reperinding the commonly simple to the section of the section of the section of the product of the section of the product comes reperinding the commonly simple to the section of the section of the section of the product of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the section of the secti	More than recommended 400 metrics walking distance to nearest bus stops in The Sheet.			could be widened as recessing, narrow section of Queens Road to north of site is of insufficient width to accommodate traffic from development (single-way working with no passing places and poor		Ighning concerns have been identified in nelation to across and/or highning impact and further association to require to de enomorphic whether this can be mitigated.
A       A	ASH005	ASH009		CT3 2AF Ash	Ash		30 Mixed	HELAA	HELAA137 Housing	used key access route to Ash from the east. There is an existing access point off Sandwich Road associated with	traffic flows that are unlikely to have a significant impact	There are bus stops close by	boundary of the site and connects to the wider PROW network of Ash. There is a continuous footpath					IP Granted - site removed from HELAA		
A A	A5H010	ASH010	Land adjacent Saunders Lane, Ash	CT3 28X Ash	Ash J	Little Stour 3.40 8.Ashstone	76 G	HELAA	HELAA152 Housing	narrow rural Iane with poor visibility and minimal passing points. There is an existing access point via Suunders Lane however this is not suitable to sarre the full development of this site. Development of only the eastern part of the site would require an access point via Collar Matters Green which would require third part land, as well as to provide a suitable road width and footway consection. Secondary emergency access	cignificant impact on the highway network. However, if such development was to come forward consultation with KCC-asi Local Highway Authority- would be required to encourse the consideration of the cumulative impact on the wider highway network. Any development in conjunction with the development of other case with Auh would give concern to the cumulative impact on the wider highway network. Thure we opportunities for the necessary imgistion measures.	There are bus stops located dose by	the site and connects to the wider PROW network of	visibility may be available but mascured speeds needed to determine this as access within derestricted sone. Unlikely on its own to have a severe impact on the wider highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sits within thigh, particularly at the AS2/JA25 for undiabout which may need to be resolved	Within 420 metros recommended waiking distance of nearest but stops in Sandwich Read			ped/cycle access also to New Street. Appears suitable visibility may be available but measured speeds needed to determine this as access within		Nghwayi concerns have been identified in relation to access and/or highway impact and further accessment is required to demonstrate whether this can be mitigated.
A         A	ASH011	ASH011	Guilton,Ash	CT3 2HS Ash	Ash g	Little Stour 0.78 8. Ashstone	10 PDL	HELAA	HELAA163 Housing	used access route into Ash via the west (e.g. A257 Ash Bypass), Northern parcel – there is an existing access point via Pedding Lane. Southern parcel – there is an existing access point off Pedding Lane associated with the existing business use of the site. Suitable access is achievable subject to the provision of suitable visibility	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops located dose by	the limited local services/footpath of Ash however a connection to the existing footway on the opposite side of Guilton could be achieved with dropped kerbs and	determined through a speed survey, as the size is just outside the existing 30 mph speed limit. There would need to be a connection to the existing forthway to the opposite side of cultures and Dis appears achievable with dropped kinds and tactile parking. However, there are limited pedictruin tradition integer to its subgest anomatics (chockard and dong) and this is thrende situary to appear active acception of the substantiability ordentiatis of the size, to integer on the size of the and the substantiation of the size of the	Within recommended 400 metres walking distance of nearest bus stops in Guiton.			achievable, but visibility requirements: will need to be determined through a speed survey, as the site is just outside		lighways concerns have been identified in relation to access and/or highway impact and further assessment is required to barro state whether this can be mitigated.
Image: A marked for an and for a marked for an and for	ASH012	ASH012	Land at Guilton, Ash	CT3 2HP Ash	Ash	Little Stour 0.40 & Ashstone	12 6	HELAA	HELAA169 Housing	could be created onto Guilton (The Street). The location and geometry of this would need to be sensitive with regard to the Durlock Lane junction which is opposite	additional pressure on The Street. If development was to come forward on the site then the views of KCC, as	Sandwich and Canterbury and Ash's village services are	PROW EE123A passes to the rear (north) of the site					although one could be created onto		ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
Image: Note of the second of the se	ASH013	ASH014	Land to the west of Orequer Lane, Auh	CT3 2AZ Ash	Ash j	Little Stour 3. 20 8. Ashstone	90 G	Unimplementer Allocation	LA20 Housing	The site is located to the west of Chequer Lane, a well- used access route to Aih from the north, and to the south of the A237 Aih Bypaca. A suitable access point achievable subject to the provision of suitable and access	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	There are bus, stops located dose by	south and intersected by Public Footpath EE113 towards the north eastern corner. These connect to the wider PROW network of Ash. There is a continuous footpath alone Cheoser Lane that connects the site to the limited	will need to be velocited to allow northbood which to para a which waiting to the right into the data access and evelo inflation with the mediating on other approximation gene heart dia de the read. A new forthway connecting to the velocities in the needed along the site for the provide a continuous to the south of the south of the needed along the site for the provide a continuous to the south of the south of the needed along the site for the provide a continuous to the south of the south of the needed along the site provides a continuous to the south of the south of the needed and the forth provide a continuous to the south of the south of the needed and the forth provide a continuous to the south of the south of the needed and the south of a provide and the south of the south of the south of the needed and the needed along and the provideg a continuous pelocities much behaves the site and the while provide content reaseling much into a pelocities much all behaves the south and the needed and the provideg a continuous pelocities much all behaves the time and the needed and the provideg a continuous pelocities much all behaves the time and the needed and the needed and the south pelocities and the needed and the needed and the needed and the needed and the needed and the needed and the south period of the needed and the needed and the needed and the needed and the south period of the needed and the needed a				99 Granted - site removed from HEAA		
Appl.         Appl. <th< td=""><td>ASH014</td><td>ASH015</td><td>Land to the south of Sandwich Road, Ash</td><td>CT3 2AH Ash</td><td>Ash J</td><td>Little Stour 3.34 8.Ashstone</td><td>63 PDL</td><td>Unimpelmentec Allocation</td><td>LA21 Housing</td><td>Sandwick Read and one narrow access onto thew Street The site also includes Cherry Graden, a residential property which has access from Cherry graden Lane. Access to the site for residential use would be achievable from Sandwich Read. Given that the site is in multiple conversible and of varied application history, careful consideration would need to be given to ensuring a consistent and sensible approach is taken to access and uport, which would also mainting the</td><td>pressure onto Sandwick Read in particular, and due to the site size a raffe assessment may be required. KCC should be consulted as part of the development process</td><td>with services available to Canterbury and Sandwich. As village centre and its services are around a 10 minute</td><td>L PIOW EE466 meets with Sandwich Road to the north of the side</td><td></td><td></td><td></td><td></td><td></td><td></td><td>Access appears achievable and any highway impact can be suitably mitigated.</td></th<>	ASH014	ASH015	Land to the south of Sandwich Road, Ash	CT3 2AH Ash	Ash J	Little Stour 3.34 8.Ashstone	63 PDL	Unimpelmentec Allocation	LA21 Housing	Sandwick Read and one narrow access onto thew Street The site also includes Cherry Graden, a residential property which has access from Cherry graden Lane. Access to the site for residential use would be achievable from Sandwich Read. Given that the site is in multiple conversible and of varied application history, careful consideration would need to be given to ensuring a consistent and sensible approach is taken to access and uport, which would also mainting the	pressure onto Sandwick Read in particular, and due to the site size a raffe assessment may be required. KCC should be consulted as part of the development process	with services available to Canterbury and Sandwich. As village centre and its services are around a 10 minute	L PIOW EE466 meets with Sandwich Road to the north of the side							Access appears achievable and any highway impact can be suitably mitigated.
Image: Section 1       Image: Section 2       Image: Section 2 <td< td=""><td>ASH015</td><td>ASH016</td><td>Former Council Yard, Molland Lea, Ash</td><td>CT3 2IQ Ash</td><td>Ash</td><td>Little Stour 0.16 &amp; Ashstone</td><td>5 PDL</td><td>Unimplemented Allocation</td><td>LA23 Housing</td><td>Lea, a cui-de-sac. There is an existing access onto Molland Drive associated with the existing use of the site via Molland Lea which could serve a development of</td><td>significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative</td><td>There are bus stops located close by</td><td>boundary of the site and EE113 to the east which connect to the wider PROW network of Ash. There is a continuous footpath from the site connecting to the</td><td></td><td></td><td></td><td></td><td>Drive associated with the existing use of the site via Molland Lea which could</td><td></td><td>Access appears achievable and any highway impact can be suitably mitigated.</td></td<>	ASH015	ASH016	Former Council Yard, Molland Lea, Ash	CT3 2IQ Ash	Ash	Little Stour 0.16 & Ashstone	5 PDL	Unimplemented Allocation	LA23 Housing	Lea, a cui-de-sac. There is an existing access onto Molland Drive associated with the existing use of the site via Molland Lea which could serve a development of	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops located close by	boundary of the site and EE113 to the east which connect to the wider PROW network of Ash. There is a continuous footpath from the site connecting to the					Drive associated with the existing use of the site via Molland Lea which could		Access appears achievable and any highway impact can be suitably mitigated.
ASNUC         ASNUC         Link of Winning Window         C1 22.5         All         All         B         Description (Hower Window)         Description (Hower Window) <thdesc< td=""><td>ASH016</td><td>ASH020</td><td>Land at Westmarsh, Preston</td><td>CT3 2LS Ash</td><td>Ash</td><td>Little Stour 0.61 &amp; Ashstone</td><td>19 6</td><td>Brownfield</td><td>BR46 Housing</td><td>Drove, and there is sufficient space within the site to create an appropriate access onto Wass Drove for housing. However Wass Drove is a single-track lane with few passing places and therefore unlikely to be suitable</td><td>Development of the site would place some additional</td><td>The site is extremely remote, with no bus services accessible</td><td>None identified</td><td></td><td></td><td></td><td></td><td>few passing places and therefore unlikely to be suitable to serve further residential</td><td></td><td>Access considered to be unachievable and/or highway impact carnot be mitigated.</td></thdesc<>	ASH016	ASH020	Land at Westmarsh, Preston	CT3 2LS Ash	Ash	Little Stour 0.61 & Ashstone	19 6	Brownfield	BR46 Housing	Drove, and there is sufficient space within the site to create an appropriate access onto Wass Drove for housing. However Wass Drove is a single-track lane with few passing places and therefore unlikely to be suitable	Development of the site would place some additional	The site is extremely remote, with no bus services accessible	None identified					few passing places and therefore unlikely to be suitable to serve further residential		Access considered to be unachievable and/or highway impact carnot be mitigated.

AYL001 A	VL001 Land at Dorman Avenue Nor	th CT3 38P Ayleshar	m Aylesham Aylesha	n 0.31	9 G	HELAA	HELAA64 Housing	This site is located to the vest of Doman Avenue North and west. There is an existing access point that is currently a track providing access apoint that is properties along Doman Avenue North. An access point could be achievable further south along Doman Avenue North, subject to the provision of necessary measures, where there is currently a gree applicationes the	Any development of this sha is unlikely to have a significant impact on the highway network. However, it such development was to come forward consultation with EC-as also algebrash Atthety-mould be required to ensure the consideration of the comutative impact on the user for waters.	There are bus stops located close by	There is a continuous footpath connecting the site to the focal services, facilities of Aylesham	Access with watable validity opports achievable lost would require the removal of some watary lask by our outer parking in the variant paperameter of some sources of some watary within 400 matrix increasing and outer out	a		Access with suitable visibility appears achievable but would require the removal of owne existing tay by and on- street parking		Access appears achievable and any highway impact can be suitably mitigated.
AYL002 A	YL002 Land at Boulevard	CT3 38/P Ayleshar	m Aylesham Aylesha	n 0.61	17 6	HELAA	HELAA66 Housing	properties It may be possible to achieve an acceptable highway access. Early consultation with KCX Highways would however be required to an adoptable standard and the number of developed to an adoptable standard and the number of developed to an adoptable standard and the	s and at yields is it also it is manipheric yee. A those it howards repeated at the cast manipheric fails indicated back and the set manipheric behaviour at bloom - yitraftuk yeenigit socal as - 238	A bus stop is located dose by. The site is well connected to the amendies and services of Aylesham	None Identified	Appears zons may be difficult to achieve without allocation/sense of a waiting totils, restrictions in bit acade bareause. Cooping zam and balavard Constraints, theread of the restrictions may be appeared balavior and accounted in a special of allowing and the total total acceptation which is accounted on the special of allowing and the total total total acceptation which is accounted on the special of allowing and the special of allowing and the comparison of a special of the start, choice appear last sets and the special total and the acceptation which is accessed and the start, choice appear last sets and the special total and the special of the start, choice appear last sets and the special total and the special of the start, choice appear last sets and the special accessed and special of the start, choice and the special accessed and the special choice access within the veloce	a		Appears access may be difficult to achieve without alter action/vernoval of existing traffic restrictions in link road between Cooling Lane and Bouleard Courtiess. Removal of the restrictions would allow suitable access with acceptable visibility.	94 -	tighways concerns have been identified in relation to access and/or highway impact and furth assessment is required to demonstrate whether this can be mitigated.
A 1003 A	Land to the south of Spinney Lane, A	syloitam CT3.EC14 Ajoitaan	m Aylesham Aylesha	a 192.22	640 G	HELAA	HELA323 Mixed	The proposal would be in addition to the existing proposal ad Aphabian for a result (2000 some iso) and themakers require statistical package and the manufacture of the statistical package and the and highway improvements.	Assess for this program any to achieve the sense (sense Line to be under regime achieved regime reg and programments to signify and and is justices with the EGNA for the programments achieved any program and the first programments and the program and the contemportunity of the program and the program and the first programments and the research is normalized and the monocel through more detailed weak.	area and is 270m from the centre where there is a new health centre and local shops. Aylesham Primary School is approximately 700 metres walk away. Development	16256, 286, 200 A. Bit costs or short the one	The second advances would request a specification in the specification of physication of the specification constructions, in terms of whickar a result is the specification in the specification of th	의 에에 년 년 동 		Whild a justice improvement is planed as part of the entropy Advance pagestors, it, unlike the entropy of the entropy of the entropy of the most detailed and the entropy of the the entropy of the entropy	м ,	tighway: concerns have been skecofield in malicito access and/or fughway the standard to a deconstruct and whether this can be mitigated.
A11204 A	Farmland lying to the north Aylanham east of the E2046 (Adioham Ro		m Aylesham Aylesha	n 36.35	500 G	HELAA	HELAA127 Mixed	Road, a well-usid access note from the west, north and south. This road also delineates the district boundary with Catterbury. There is no existing access point however there is a considerable amount of side frontage along Adisham Road which could be used to provide a further point of access, however some localised	demand and there is limited scope to improve capacity within the locality due to geometrical constraints. There is limited opportunity to mitigate the potential	There are bus, steps located does by	Footpath EE284 runs along the eastern boundary. These all connect to the wider PROW network of Aylesham. There is a not a continuous footpath directly connecting	It is under at the binding of the line to be appoind as half of it is producted in real. There is a provide it is the total product of the line	re i i i i i i i i i i i i i i i i i i i		The anticing total highway network is an end while a schedule of the second se	a ,	tighways concerns have been described in indicator to access and/or highway imagic too for their accessment's the case be milligated.
	11005 Land off Hot Street, Snowdown, A 2005 Site at The Graphical Phy. Domain 2006 Site at The Graphical Phy. Domain		n Aylesham/N Aylesha		10 PDL		HELAA89 Employme t	As indicated as the previously's submitted gives, prever the previously access spatial to the conduct part of the to be and here to the larger submitted are any of these about their indicated gives and gives and gives and about the set indicates and gives and gives and about the larger submitted gives and gives and about the larger submitted gives and gives and about the larger state of the state of the state of the indicate of the larger submitted gives and gives and indicate for the larger gives and state of the state indicate for the larger gives and state of the state of which, for the many applied.		The closes thus stags are adjacent to Secondare calway dation to the word of the site, advaced the site padestrian floriney to access either of These transport office.	Rea decilied	And access to the site would agaper to be achievable, however picketions access to the wire material is protecting around an agaper to be achievable, however picketions access to the wire material is protecting around an agaper to be achievable, and the site of the picket of penetry would make picket engineers and an agaper to be achievable and the site of the picket of the picket of achievable and the site of the picket of the site of the picket of penetry would make picket engineers and and a site of the picket of pickets and analyzed on the picket of the picket of the picket of pickets and picket of the picket of the picket of the picket of pickets and picket of the picket of the picket of the picket of pickets and picket of the picket of picket of the picket of pickets and picket of the picket of picket of picket of pickets and picket of pickets and picket of picket of picket of picket of picket of pickets and picket of picket	in re 6 Am d		And anota to the low work appoint to be activately to have well appoint access to the under actives its appoint of the under actives the statewest the stateward products and the state of the stateward products and the state and generate potential capacity products the capacity of the constant of the state and generate potential capacity products the capacity of the constant of the state and generate potential capacity measures of final to achieve PP Capacity - also reasoned them thtAA	м -	tighway sancara kawa baan dantifad in ndiatra sanca andych kighway na sancara sanca sancara sa
	AP002 Land adjacent to 502 New Dover	for the			10 6	Permission	HELAA30 Housing	The site is located on the New Dover Road, a busy fast flowing road. There is currently no access point to the site. and at least part of the hodiency adjacent to the	The development of this cite is well-by to have a property of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state need to be in consultation with KCC	There are bus stops located in reasonable probinity of the fails and these would provide good access to services the state of these second provide good access to service Capel in forms that is lacking in the systemics and amenifest which to medical the type service and amenifest which to medical the type service substrated by orderetails of the site	A footwyruns along the southern extent of the size	Access with subday vagaes activaties, infloads the exact tools of the access with lands by elevities to the skitched of these Menoralized the totality last stage, as wells be need to worth memory access the total state of the skitched o			Profusitive - war remove new next next Access with valuable visibility appears acleveable, although the exact foration of the access will be initiated by the existing access to the Battle of Artain Memorial and the existing best close, as well as the need to restrict the number of access points to a minimum	H I	tighways concerns have been identified in valation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAP002 C	AP003 Site adjacent Capel Garage, Old Dov Capel-le-Ferne	er Road, CT18 7HN Capel Le Ferne	e Capelle Capell Ferne Ferne	0.71	9 G	HELAA	HELAAS1 Housing	Access to the site is from the Old Dover Road, which is a narrow, constrained residential road. No existing access to the site. If the site ever came forward for development, this would need to be in consultation with KCC.	The development of this site is unlikely to have a significant impact on the highway network. However, it the site ever came forward for development, this would need to be in consultation with KCC	There are bus stops located in reasonable proximity of the site and these would provide good access to services and amenities in surrounding autometers, however Capel le Ferne Itself is lacking in key services and amenities which in turn reduces the (transport) sustainability oredentials of the site	No footways along this part of the Cld Dover Road meaning pedectrian connectivity is limited				Access to the site is from the Old Dover Road, which is a narrow, constrained residential road		ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAP003 C	APOD4 Land at New Dover Road, Capel-le	-Ferne CT18 7/8 Capel le Ferne	e Capelle Capell Ferne Ferne	0.16	5 Mixed	HELAA	HELAASS Housing	Access to the site is from the New Dover Road, which is a fast flowing road. No existing access to the site. If the site ever came forward for development, this would need to be in consultation with KCC	The development of this site is unlikely to have a significant impact on the highway network. However, it the site ever came forward for development, this would need to be in consultation with KCC.	There are bus stops located in reasonable proximity of the site and these would provide good access to services and amenities in surrounding estemants; however Capel le Ferne itself is lacking in key services and amenities which in turn reduces the [transport] sustainability credentials of the site	No footways adjacent to the site meaning pedestrian connectivity is limited				No existing access to the site. The development of this site is unlikely to have a significant impact on the highway network	H	ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAP004 C	AP005 Land south of New Dover Road and Winehouse Lane, Capel-le-Fer		e Capelle Capell Ferne Ferne	1.02	31 G	HELAA	HELAA88 Housing	Access to the site is from the New Dover Road, which is a fast flowing road. No existing access to the site. Road width restrictors to the front of the site along the Dover Road. If the site ever cane forward for development, this would need to be in consultation with KCC	The development of this site is unlikely to have a significant impact on the highway network. However, it the site ever came forward for development, this would need to be in consultation with KCC.	There are bus stops located in reasonable proximity of the site and these would provide good access to services and amenities in surrounding ustelments; however Capel le Ferne Ibadi is lacking in key services and amenities which in turn reduces the [transport] sustainability credentials of the site	No footways adjacent to the site meaning pedestrian connectivity is limited				No existing access to the site. The development of this site is unlikely to have a significant impact on the highway network	H	ighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAPOOS C	AP007 Land at New Dover Road, Capel-Je	-Ferne CT18 7LH Capel la Ferne	e Capelle Capell Ferne Ferne	17.40	142 G	HELAA	HELAA133 Mixed	This site has already been considered through a recent planning application (DOV/S/03409) and no highway objections were lodged. Therefore the Highway Authority are comfortable that an appropriate form of access can be achieved on this site	In isolation the Highway Authority are comfortable that the surrounding highway network could cope with he ways further impacts from his site. Network the level of growth within the locality will need to be considered on a cumulative basis	There are bus stopp located in reasonable proximity of the tile and these would provide good access to services and amenifies in surrounding attitements, however Capelia Ferrer Itaelf Is studieg in sky rankics, and amenifies which in turn reduces the (transport) sustainability oredentials of the site	PROW ERIAL, ERIOL, EXIL & ERISS runs along south west edge of skej	This sole has already been considered through a next planning application (DOV)XIGH48) and the highery applications are higher. Therefore is indicates in an appropriate the off-application are higher. Therefore is indicated and shalf-applications are already off the highery andershift call agree is a set out the blank and these wold provide goal access to survive and annext the staff application are already off the higher planness that the set and and these wold provide goal access to survive and annext the staff application are already off the higher planness that the set and advertise planness the staff and the the higher planness the subscription of the set as an determined to high applications are already off the higher planness the set as the set of the higher planness the set of the higher planness the set of the set of the higher planness the set of the higher planness the set of the higher planness the higher planne	ies i		This site has already been considered through a recent planning application (DOV/JG046) and no highway objections were lodged. Therefore in isolation was confortable that an appropriate form of access can be achieved and the surrounding highway network could cope with the likely traffic impacts.		Access appears achievable and any highwayimpact can be suitably mitigated.
CAPODS C	APODE Land to the east of Great Cauddham Fo	rm, Capel- CY18 7/2 Capel la Ferne	e Capelle Capel Ferne Ferne	6.35	50 G	HELAA	HELAA191 Mousing	The Highways Authority have raised concerns with registed to the kill access. Due to constrained pointerly, Caddithan Line is not autibate access this site. The junction of Caudithan Linear and Capit? Shore Linear pointer access and the concerns access the network of the concerns access the the site is authority. Jablen to data for the level of development popoach. The view of later first and Recuss though the toropy amongone Jacobian access to the site is a childrawish, ablen to data for the level of development popoach. The view of later first and Recuss though the site significant emergency access would like ring on a single point of with y	The Highways Authority are concerned that this level of development could have an impact on the operation (capacity at the junctice) of Capal Strengt 2021 and this would need to be explored more actual barrow and the shore where could be provided The level of growth within the locality with need to be considered on a compatibility of the compatibility of the set of the compatibility of the compatibility of the set of the compatibility of the considered on a compatibility of the set of the compatibility of the compatibility of the set	There are box steps located in reasonable proteining of the init and these enabled provide good source. It services and amenitorial to including self-enterthan the event Capel II forms that if sideling into the self- amenities with into mediacist the formsport sustainability oredentials of the site	None identified	Due to constrained generaty, California Lare is not sublide to access this site. The junction of California and Capit Strest is also accounted and in the comparisity of the XED1 tawn Show that California and Capit Strest is also accounted to access the site of the Strest tawn properties. The values of data is also access that the site of the Strest tawn properties. The values of data is a solution and the transmission would likely and these set of provide goal cases to access the site of the site of the set of the site of the site of the set of the set of the site of the set of the	es	Invertee information unembed that definite the points trained KCC rightways, KCC rightways, KCC rightways, KCC rightways, KCC rightways, KCC rightways, KCC rightways, and the source into suggesting a sense induction of the sensings, so this subset to the sense into a sense in the sense into a sense into a sense take in the sense induction water the required as an and to sense path drawing has been supplied, but the sense into a loss of the sense into a sense in the sense into a sense path drawing has been supplied, but the sense into a loss of the sense into a loss of the sense into a loss of the sense into a sense into a loss of the sense into a loss of the sense into a loss of the sense into a loss of the sense into a loss of the sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense into a loss of sense in	Capit Struct is relatively narraw, however is wide enough for two cars to para confortable, therefore access to the site is achievable, able not state for the production is site site from 150 develope relations in site from 150 develope relations access. Nearward if the site of states in the foreign states and of face fire access should be sought.	H I	tighways concerns have been identified in visition to access and/or highway impact and or three assessment is required to demonstrate whether this can be mitighted.
CAP007 C	AP009 Land north west of New Dover Road, Ferne	Capel-le- CT18 7HH Capel le Ferne	e Capel le Capel I Ferne Ferne	4.51	60 G	HELAA	HELAA194 Housing	Access to this site would, as the indicative plan communication agence, need to be oracided directly from their bown back, and have all opposite sits which, with an appropriate scenario and an appropriate scenario and objects the strategiest of the site. The methodoxing site was also put forward in the Call for Sites (CAR001).	If the size care forward for devicement, this would need to be in conjunction with ICC as the highway authority, IL is likely that they Down fload could opp cufficiently with a devicement of the size promoted.	Several bus stops are located in New Dover Road.	PROW EX251 runs parallel to the western boundary	The is the construction to the guidable program systems cannot be provided for angle CMMD (point) and a construction to the guidable program systems cannot be provided for angle CMMD (point) highwas generations from gene CMMD is advected as eight that have exalt that require its read optimized to the system of the site and sets that is actualed as eight that the distribution of the site matched to the system of the site and sets that is actualed as each the distribution of the site have been been been been been been been be	54 64 14		The site has no connection to the public highway unless access in provided through CAROD cores from Caldbam Lave through CAROD or CAROD would not be accoupted us to constrained highway geometry!	,	Access considered to be unachievable and/or hylpway impact cannot be mitigated.
CAP008 C	Land on the south side of Winehouse i le-Ferne	Lane, Capel- CT 18 7/E Capel le Ferne	e Capelle Capell Ferne Ferne	1.43	45 G	HELAA	HELAA94 Housing	Access to the site would be from Winehouse Lan, which runs along the northern boundary of the site. Winehouse Lane in narrow, with no footsays and as a react is unlikely to be scatable to save further residential development. Access to the site would requires softwarble loss of height porvoids scatable table lines. It is also outside 30mph speed limit which requires softwarble loss of height porvoids scatable to one forward for development then KCC would need to be consulted.	If the site were to come forward for development then XCC would need to be consulted	There are bus stops located on the New Dover Road, however these are outside of the recommended 400m walking distance. Capiel IF steme faith facking in buy services and amenities which in turn reduces the (transport) sustainability ordentials of the site	HOW fortpath ER2Q runs along the short southeastern boundary. There are no pedestrian footaays connecting the site, with the nearest footaays ending some sittace away. Nedestina tallagareting is therefore considered poor and relators on the private car is likely				Winehouse Lane is narrow, with no footnays and as a result is unlikely to be suitable to serve further residential development		Access considered to be unachievable and/or highway impact cannot be mitigated.
CAP009 C	AP012 Longships, Cauldham Lane, Capel-I	e-Ferne CT18 7HG Capel la Ferne	e Capelle Capell Ferne Ferme	0.49	10 PDL	HELAA	HELAA216 Housing	The site is accessed from Cauditians Lane which is a single track road and is very rural in nature. The speed limit goes of form Kompho Sompho Sompho Som, by Low Boundary, but the site is located in the Stomphosen. KUP inglifescip have confirmed that it is subley that access road are achievable. This is given the poor vicibility and rural nature of the nad. Visibility sub poor state junction with Capal Street.	The has been and as a second s	Several bus stops are located in New Dover Road.	There are no pedestrian footways along Caudiham Lane. Any development would therefore give rise to dependency on the private car	These are too stopp been conclosed through planning reference 13/0522. Could be table to stopp bucket in rescendul provider you will be advance to a significant improvement. Its advance to a significant improvement to the significant improvement. The table and the significant improvement to the significant improvement. The table and the significant improvement to the si			Caudiham Lane is subject to constrained highway geometry between the site and the junction of Capel Street. A whicular access in the talk could be a chived, however some significant improvements to Caudiham Lane would be required		tighways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAPO10 C	APO13 Land between 107 and 127 Capel Stree Ferne	rt, Capel-la- CT18 7HB Capel-la Ferne	- Capelle Capell Ferne Ferne	1.51	40 G	Unimplemented Allocation	LA26 Housing	The site is on Capel Street, which is a narrow recidential street. There is one access points to the site and the site is well screened by a ubstratial hidgency, which may give rise to visibility issues. There is a footnary on the access side of the street, but not directly along the site foretage, meaning that one would need to be provided. To achieve satisfactory access to the site, the hedgerow forming onto Capel St would need to be removed.	have a significant impact on the highway network,	There are bus stops located on the New Dover Road; however these are outside of the recommended 400m satisfing distance. Qoally farme shall be loading in hitsy services and ametics which in turn induces the (transport) unstandability oreientials of the site	There are no pedestrian footways connecting the ske, with the nearest footway unding some distance away. Pedestrian anglewarding is therefore ansideed poor and reliance on the private car is likely.	This do hay previously them anniholds through planning ofference IOO(ESE) IS during whether and ESE and a set routed. Its preparation of an impact target its three transmissions are previously the estimate the set of the	56		This site has previously been considered through planning reference DOV/26/02336 during which no objections were acised to the proposed development subject to some footway improvement and localised waiting redirictions		Access appears achievable and any highway impact can be suitably mitigated.
CAPO11 C	AP014 Land known as the former Archway Fill New Dover Road, Capel-Is-Fer	ing Station, ne CT18 7JD Capel-le Ferne	- Capelle Capells Ferne Ferne	0.66	18 G	Brownfield	BR05 Housing	The site fronts onto the New Dover Road, a bury fast flowing road. There is an existing access to the site, athough this is currently reacticade via a locked gate. It unlikely that there would be significant access issues with the development of the site. It the site area came forward for development, this would need to be in consultation with KCC	The development of this site is unlikely to have a significant impact on the highway network	A bus stop is located close by	There is an existing footpath which runs along the southern boundary adjacent to the site	Access with unbials valuation spaces solihoods, although entiting shard may need related by depending assess location. Bade analogies may need although pending for staff-turning right and that are and provide pending and access to survival search and access to survival search and the of grandwidth in the locality will need to be considered as a consider to bade, there are a number b to provide the first and access to survival search and the search and the search and the search and the need to be the biological search and the search and the biological search and the search and the biological search and the search and the search and the search and the search and the provide the search and the provide the search and the provide the search and the provide the search and the provide the search and	ta 66 Ma		Access with satable vicibility appears achievable, although existing island may need relocating depending on access location		Access appears achievable and any highway impact can be suitably mitgated.

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CAP012	CAP015 W	White Cill's Caravan Park, New Dover Road, Cape Is-Ferne	CT18 7HY Cape Fen	He- Capelle se Ferne	Capella Ferne 24.43	142 g	s. Brownfield	BR57 Mousi	northern, largest part of the site has two existing	Proposals should be developed in conjunction with KCC	Rus services are available from New Dowr Road close t the sites	o PROWS BR397 and ER3AG cross the northern part of the	This site has the potential is impact the operation of the ISCU( ASU (Curri Wand Interchange, as use a 1 and PSIC mapat assument through the regiment to provide a definition to the regiment and the potential potential assument through the regiment to the potential associations being and the potential association association and the potential association and and deep parameters on the AAA Access the tables advected from ISCU, although the association of the regiment of the AAAA Access the tables advected from ISCU, and the association applications in the control of the ISCU and endpotential from ISCU, the association and the second association and the ISCU and endpotent and the association and the second association and the ISCU and endpotent part of the on the area (the bala bala), which end potential methods and endpotent part of the on the area (the bala bala). The second potential methods are also associated the control and the analysis of the bala bala. The second potential the table association and the advection of the table bala bala, unsignation methods and endpotent controllation the interleop potent and the second potential the second potential the controllation the interleop potent and the second potential the second potential the and the advection of the second potential the second potential the controllation therein potential the second potential the second potential the and the second potential the second potential the second potential the controllation therein potential the second potential the second potential the second potentis the seco	and these would provide good access to services and amenities in surrounding settlements, however Capel le Ferne itself is lacking in key services and amenities which in turn reduces the			This site has the potential to impact the operation of the BDD1/AD/Court Wood Interchang, as such a full traffic impacts a single start and the start reported a software start. Across the table is a consubility from BDD1, and though the may require the constant of a new roundabout on the BDD1 and significant of the add b accommodate significant single and b accommodate initis where records and a such requires two points of access	Highways concerns have been identified in relation to access and/or highway impacts and further assessment's required to sensitivity the can be mitigated.
CAP013	CAP016	Land at Cauldham Lane, Capel-lo-Ferne	CT18 7HG Cape Fen	i-le- Capel le te Ferne	Capel le 0.76 Ferne	15	SHLAA	LDF014 Housin	The site is accessed from Cauldham Lane which is a single track road and is very varial in nature. The site is located in the Komph zone and giving finites are unlikely to be achievable at the site. Visibility is also poor at the junction with Capel Stress: There are no pdestrist footnavys along Cauldham Lane. Any development would therefore give rise to dependency on the private <i>CR</i> .	If the site were to come forward for development then KCC would need to be consulted	however these are outside of the recommended 400m walking distance. Capel le Ferne itself is lacking in key	PROW ER253 runs parallel to the western boundary. There are no padestrian flootways connecting the toky with the nearest flootway ending some distance away •Bedestrian safeguarding is therefore considered poo- and reliance on the private car is likely	geometry between the site and the junction of Caple Street. A venicular actions into the site could be achieved, however some significant improvements to Cauldham Lane would be required to	and these would nowide arress to services and amenities in		Further information submitted. However the plans do not full address ICC Highways concerns as to whether a pedestrain footway is achievable.	A vehicular access into the site could be achieved, however some significant improvements to Cauldham Lane would be required to provide the necessary road widening and pedestrian linkage to the existing footway network	Highways concerns have been identified in natation to access and/or highway impact and turber assessment is required to demonstrate whather this can be mitigated.
CAP014	CAP017	Old Dover Road Site, Capel-le-Ferne	СТ18 7HU Саре Fer	He- Capel le te Ferne	Capel le 0.87 Ferne	26 p	l Shlaa	SHL047 Housin	Access to the site would be from the Old Dover Road. The site is situated within the derestricted speed limit area (60mph) - a review of speed limits would be necessary. Given the read 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 in New Dover Road within 400m of the site	There are no footways here, meaning that pedestrian connectivity to the main part of Capel is somewhat limited					Given the road is relatively straight, sight lines may be achievable. A review of speed limits would be 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.
CAP015	CAP018	38 Cauldham Lane	CT18 7HG Cape Fer	ile- Capelle he Ferne	Capel le 0.27 Ferne	б р	L SHLAA	SHL084 Housin	The site is accessed from Caudham Lane which is a single track road and is very rural in nature. The site is located in the 60mph zone and sightlines are unlikely to be achievable at the site. Visibility is also poor at the junction with Capel Street. Th	If the site were to come forward for development then RCC would need to be consulted	walking distance. Capel le Ferne itself is lacking in key	dependency on the private car. PROW ER253 runs nea	а. Г а				The site is accessed from Cauldham Lane which is a single track road and is very rural in nature	Access considered to be unachievable and/or highway impact cannot be mitigated.
CAP016	CAP019	Extension of the northern village confines to include Hollingbury Farm, Capel-le-Ferne	CT18 7EY Cape Fen	He- Capelle he Ferne	Capel le 1.26 Ferne	29 M	ed SHLAA	CAPOIC Change confin	There is an existing access to the site from Capel Street although visibility is restricted at this point. Capel Street is a single track read which becomes mere rural in nature towards the north, where the site is located	The development of this is an inhibity to have a significant impact on the highway network. If the site ever came forward for development, this would need to be in consultation with ICC	There are bus stops located on the New Dover Road, however these are outside of the recommended 400m walking distance. Capel le Ferne Itself is lacking in key services and amenifes which in turn reduces the (transport) sustainability credentials of the site	There are no pedestrian footways connecting the site					Capel Street is a single track road which becomes more rural in nature towards the north, where the site is located. Access is constrained	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.
DEA001	DEA001	Land to the west of Golf Road and to the south or Lanfranc Road	CT34 6QD De	al Deal	North Deal 1.21	30	HELAA	HELAA15 Housi	the site. There is also a separate, private access directly	In isolation, development of the site would have a limited impact on the surrounding highways, however is would be made bandicial for this shad on the neighbouring parcels to come forward tagether, which bould rout in a significant additional build on North David costained highway statenti, where there is immed oppoundly for mitgetion. CCB highways should therefore be sought in order to advise on the most appropriate parties of development of the issues.	The sile's nearest bus stops are located in Golf Road, within 400m of the sile	None identified					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 costrained highway network, where there is limited opportunity for mitigation	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA002	DEA002	Land behind 281 to 273 St Richards Road, Deal	CT14 9LF De	al Deal	Mil Hill 0.50	15 p	L HELAA	HELAASB	The site lies to the rear of properties along St Richards Road, a welf-sciel access routs to Deal from the west. There is no existing access point and the site is land locked and the provision of a suitable access point to the site vis St Richards Road would require the acquisition of third party land. A suitable access is unlikely to be achievable.	significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be	There are bus stops located close by	There is a continuous footpath connecting the sile to th local services/Racilities of Deal via St Richards Road	Site on connected to public highway on keysons access cannot be adheed. But does that accesses while the advected without cars fuel ad. Second paper to be unificant within the provide an adoptable read topox, as would be required for 35 dealings, totheside and ably of low as a seein again of the widh religious readers, however them to concern our the ability of low as a seein again, and and an advected to the second secon	Within 400 metres recommended walking distance to nearest bus stops in St Richards Road.			Site not connected to public highway so it appears access cannot be achieved	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA003	DEA004	Land at rear of 87 Golf Road, Deal	CT34 6QD De	al Deal	North Deal 1.98	59	HELAA	HELAA67 Housi	Vehicular access to this site would be related on using either, or a combination of Lanfranc Road and Miller Cose, both of which have artificial barriers boerlengt onto GM Road. It is likely that either the Lanfranc Road or Miller Coal accession could be made access direct or Miller Coal accession could be made a residential development on this like.	neighbouring parcels to come forward together, which	The star's nearest bus stops are located in Golf Road, within 400m of the star	None identified					Access appears suitable, however if the development of this site and the surrounding parotis came forward together, this word result in a significant additional burden on North Deal's costrained highway network, where there is limited opporutnity for mitigation	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA004	DEA006	Land to the north of West Lea and west of the Fairway (off Golf Road), Deal	CT14 6P2 De	al Deal	North Deal 1.97	59	HELAA	HELAA79 Housi	Whicular access to the site could be evaluad via The Fairway, West La ar Cannon Street, al of which there artificial barriers bordwing the site.	The accesses themselves could likely be made appropriate to serve residential development on this site, however it would be most therefored for this site and the angihbouring parents to come forward tagether which would result in a significant additional burden on North basi's costrained highway network, where there is limited appropriate pattern of development for this anau- school therefore be receipt to reder to adultae on the onci appropriate pattern of development for this anau-	The site's nearest bus stops are located in Golf Road,	None identified					Access appears suitable, however if the development of this site and the surrounding partosis came forward together, this world result in a significant additional burden on Neutro Davis cottrained highway network, where there is limited opporthing for mitigation	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA005	DE4007	Land to the west of Hutchings Timber and Jewsons Build Centre, 79 Albert Road, Deal	CT14 9JQ De	al Deal	Middle Deal & 3.54 Sholden	68	HELAA	HELAA90 Housi	The site is landlocked to vehicular access and appears reliant on the site of the south, which news has plannin concert for 142 devellings and an access road from with albert Road to Southwall Road. It would be for the site promoter to demonstrate that access will be achieved from the permitted site to the south	Subject to access being orwards, development on this site would be likely to have an impact on the surrounding highway network, including Abert Road and London Road. (CC Highway adves should therefore be sought early on in the development process to encure the capability of the surrounding roads to accommodate development on this late.	Bus services are available from Albert Road and Lodor Road, both within a 5 minute walk of the site	None identified					The site is landlocked to vehicular access and appears relarit on the site to the south	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA006	DEA008	Land at Golf Road, Deal	CT34 682 De	al Deal	North Deal 3.51	105	HELAA	HELAA119 Housi	Welicular access to the site could be created via Lanfirst Road, The Fairway, Cannon Stevet or West Lau, all of which have artificial barriers bordering the site.	The accesses themselves could likely be made appropriate to serve residential development on this with, newers' the would be most therefored for this size and the asylbouring parents to come forward together which would result in significant distribution burden on Nerth Dast's costrained highway network, where there is limited approaching for mitigations. A colleging should thurefore be usuafit in order to adulate on the nord appropriate pattern of development for this area.	The site's nearest bus stops are located in Golf Road,	None identified					Access appears suitable, however if the development of this site and the surrounding parolis came forward together, this would result in a significant additional burden on North Deal's costrained highway network, where there is limited opportunity for mitigation	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA007	DEA009	Land at the north east of Southwall Road, Deal (Wallers Field)	CT14 95R De	al Deal	Middle Deal & 1.61 Sholden	63	HELAA	HELAA145 Housi	The eastern site boundary fronts Matthews Close that serves existing residential development. The provision of a suitable access point via Matthews Close could be achieved subject to the provision of necessary measure (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 tht Cr-ass local Highway Authority – would be required to ensure the consideration of the comulative impact on the wider highway network.	There are bus stops located close by	There is a continuous footpath directly connecting the site to the local services/facilities of Deal					PP Granted - site removed from HELAA	
DEACOS	DEA010	Land off Cross Road, Deal	CT34 9LA De	al Deal	Mil Hil 8.73	100	HELAA	HELAA358 Mousi	The site about C-ces Route I were and a most head in the site of the site of	pressures in the area, particularly in Cross Road, St Richards Road, Station Road and Ellens Road. A traffic assessment would be required and KIC Highways advice should be sought regarding the wider implications of	But services are available from 50 Biohards Road and Walker Station is within a ten minute with. Research Branch in the fulgath connecting Systery Road to the ut	None identified	Access with validative validative papears achievable fram Cises fluid, with validative validative papears achievable fram Cises fluid weak most meet where we have a second or the second region of th	station.			Access with sublish explore activities are consistent with the accessible reserves bases from Society reserves to conserve or the ability of the Local Read network to accessible accessible accessible reserved mergelane thank, Maroir Raio media to be considered from all local gain growth in the area.	Highwaya cancerns have been identified in relation to access and/or highway impact and intere assessment is required to demonstrate whether this can be mitigated.
DEA009	DEA011	Land at Coldblow, Ellens Road, Walmer	CT14 9JN De	al Deal	Mil Hil 2.82	66	HELAA	HELAA178 Housi	The western site boundary fronts Coldblow, a narrow nural lane with no passing points, and therefore unlike to be unlable to sarve further residential development in there is no existing access point to the site however subject to the provision of nacessary measures (e.g. visibility splay).	Any development of this site is unlikely to have a significant impact on the highway network. However, if	There are no bus stops located close by	There is a no continuous footpath directly connecting the site to the local services/facilities of Walmer					The western site boundary fronts Coldblow, a narrow rural lane with no passing points, and therefore unlikely to be suitable to serve further residential development	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA010	DE4012	Land at Mariborough Road, Walmer	CT14 9LD De	al Deal	Mil Hill 1.45	39	HELAA	HELAA181 Housi	northeast via Mariborough Road, and from Ellens Road to the southwest. There is sufficient space at either en to turn 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	A development of around 50 units in this location would have an impact on the surrounding highways, in particular Marthorough Read S Historia Read. These Read and the constrained Sation Read. Therefore constitution with ECC – as Local Highway Muthorhy – would be required to smore the consideration of the comulative impact on the local, and wider, highway networks		. None identified					There is sufficient space at either end to turn the track into a formul access that would be suitable to serve residential development, but the site promoter would need to prove that this would be achievable as third party land would be required in both cases. Concern over cumulative highways impact in this location.	Highways concerns have been identified in relation to acosis and/or highway impact and forther assessment is required to demonstrate whether this can be mitgated.
DEA011	DEA014	Land at St Richards Road	CT34 9LG De	al Deal/Great Morgeham	Mil 10.23 Hill/Eastry	310	HELAA	HELAA20 Housi	The site is located to the rear of properties along 5: Richards Road, a well-sead access note to Deal from the west. There are two potential access points to the task via 5: Richards Road, one carrently acress the 5: Richards Road Di agreys and the extential property. Mithor and access points are mortalized by the existing built form and woold require the use of third party land.	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 may come forward and consultation with RCC – as Local Highway Authority – would be required. A Forecast forcement model be consisted to required.	There are bus stops located close by	from the western boundary to the north and Pubic Footpath ED60 runs to along the northern boundary.	with the existing highway, however neither of these are particularly suitable as there is insufficient				It would appear that the there are two theoretical points of access with the existing highway, however neither of these are particularly suitable at there is insufficient width in order to achieve an adoptable access on the highway with necessary belimouth arrangement. Concern over annuktive highways impact in this location.	Access considered to be unachievable and/or highway impact cannot be mitigated.
DEAG12	DEA015	Land between the A356 and North Deal	СТ34.0АQ De	al	Middu Daviš 406.33 Suddan		ed HELAA	NEGATSIA Mise	A size of this scale will togically need several access parties, and in scale to be average to parties. To the average needs can also have the foreignment of the access of the A284 and the Charlon Lane, and a neural development that access works then physically activates in any of these locations.	south's to be over capacity and as trainic accessing the 'south's the via the A258/Sandwich Road would need to use this. KCC Highways advice should be used to inform proposals at an early stage. As the highways authority,	Hyton Drivee. There is a continuous footpath from the west' site to bus stops in Sandwich Road, although thi would require crossing the A258 so improvements would likely be required. Bus stops in Church Lane would be within a five minute walk from the site.	MOVE IF 2017 Adults the analous float of the Yourd' Ob while EEBS and EOH run along the adjoir of the Yourd Ob.		Deal could provide an opportunity for a reconfiguration of existing has services in the locality and provision of stags within the development table. A public transport strategy round be essential to a development of this case and case, at this stags is under whether new or ablend bus services would be feasible. A bus priving transmission and to be introduced to discourge travel into Deal by private car as existing publicly available without priving study in the public publicly available without public gravitation car as existing publicly available without public gravitation car as existing demand.			This program difficulties would regresses a splitform to resus in the probability of the la Scholler and evants have the splitform of the last scholler and evants particularly in ordinar to self-presents a control product and present and the to be resolved to be resolved	Access emolities to be an exclusion of the acceleration of the acc
DEA013 DEA014	DEA018 DEA027	Deal Land at Albert Road, Deal			Mill Hill 1.35 Middle Deal 4.54 & Sholden		Allocation		8								PP Granted - site removed from HELAA PP Granted - site removed from HELAA	
DEA015	DEA028	Linwood Youth Centre, 92 Mill Road, Deal	CT14 9AG De		Middle Deal 0.27 & Sholden			BR43 Housi	*								PP Granted - site removed from HELAA	
DEA016	DEA041	Reservoir St Richards Road, Deal (DO146)	CT14 9JT De	al Deal			L SHLAA	PP004 Housin	8								PP Granted - site removed from HELAA	

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DEA017	DEA042	Alexandra Drive, Deal	CT14 SLF Da	ial Deal	MELHEI	24.18	725 G	SHLAA	PHS015 Housing	Richard's Road Surgery, and via Mariborough Road, which has sufficient space for access to be created from the industrial Estate. There are also cut-throughs adjuent to 145 St Richards Road and 281 St Richards Road which may be suffable as pedestrian or secondar	Due to the size of the size, residential development here would be expected to significantly add to traffic volumes on 58 Richards Road, Cross Road and Station Road, as well as on the wider highway network. Development proposits hould therefore be informed at an early stage by the views of RCC Highways officars, who are best object to understand the cumulative impact of	There are bus stops located in St Richards Road, approximately a 5 minute walk from the site	PROWS ED43, ED38, ED60 and ED45 all cross the western half of the site				Due to the size of the size, reduced advectorpotent have sound the expected to significantly with a buffic values or size filled and future of the size of the size of the filled and the size of the size of the size of the filled and the size of the size of the size of the filled and the size of the size of the size of the size of the filled and the size of the filled and the size of the	Access considered is in an acceleration and/or highway reside access to mitigated.
DEA018	DEA048	Church Lane/Hyton Drive, Deal CT14 9QS	CT14 95Q De	ial Sholden	Eastry	0.48	18 G	HELAA	HELAA231 Housing	There is no existing vehicular access to the site but on could be created from Hyton Drive. As many of the Hyton Drive properties have allocated parking spaces in	A development of the size submitted is unlikely to have a significant impact on the surrounding highway	Bus services are available from Fox Road towards Upp Deal and Knesdown, and from London Road to	PROW EE392A crosses the field to the north of the site approximately 100 metres from the northern boundar of the site. In addition PROW ED56 (Church Path) runs past the site's southern boundary. In addition several	Access with suitable visibility appears achievable from Hyton Drive. Unlikely on its own to have a severe impact on the witer highway network. It should be noted that the section of hyton Drive serving the site is a private near and therefore the sed does not connect friendly to the public.	Within 400 metres recommended walking distance to nearest		Access with suitable visibility appears adhievable from hyton Drive. Unlikely on	Access appears achievable and any highway impact can be suitably
										<sup>1</sup> would seem necessary to design parking into any proposals for this site also. Parking spaces have been included on the indicative plan submitted.	network. However KCC Highways would ultimately advise on this	Sandwich, Deal town centre and Dover	informal walkways have developed which abut the sits and navigate from Church Lane around the Hyton Driv development	bighway, so agreement would need to be reached with the owner of the private street to gain     access.	bus stops in Hancock's Field.		its own to have a severe impact on the wider highway network	migated
DEA019	DE4049	Land to the rear of Station Road, Walmer	CT14 7RH Wal	mer Walmer	Walmer	0.30	8 PDL	HELAA	HELAA232 Housing	The time has two access points, one from Mayers Naos to the east and no from Station Role to the north. Both Accesses are single-track and unmade, and pass between tracescal properties. 3100/3201 was included be Planning Committee on the grounds of highway allow the sequence of the transacted and the inclusioning residents, and these are walk and acuts occurrents access coada are privately enseed allow the service over them, and the submission document indicates the the read our faces could be improved where necessary	<ul> <li>KCC Highways advice should be rought as part of any development proposition site</li> </ul>	The she is located approximately 200 metres from Walmer Station and bus services are available from Joh Tapping Close to Deal, Sandwich and Dover	hn None identified				38,00032 was refused by Planning Committee at the grounds of Highway with a momentum of the second second second second the amounty of the displanning residence the amounty of the displanning residence and these are valid and decite concerns	Access considered to be unachievable and/or biplinay impact cannot be mitigated.
D£4020	DE4050	Land off Cross Road, Deal	CT34 9IN D	ral Deal	Mill Hill	3.99	100 G	HELAA	HELAA235 Mousing	The site has no entiting vehicular access although it such the provides no create access them obtained the indicates that access would have be created from the indicates that access would have be created from the target of the site of the site of the site of the random with implex program galaxies. The indicates that access are given as the indicates that access are given as the indicates that access are given as the indicates that access are given as the site of the site of the indicates that access are also be the site of the site of the site of the indicates that access are also be the site of the site of the site of the indicates of the site of the indicates of the site has directed in the indicate of the site of the indicates of the indicates of the site of the indicates of indicates of indicates of indicates of indicates of indicates of i	prospective developer regarding the suitability of	walner folder is another in Sphere Root althoug there is on using particular access for the use in Sphere Root (and the using an excellance of the Roother Root (and the using a sphere of the Robustis Root (based based to Dover and Dove	0 Nore dettiled	Access with subdive studying appears an intensity from Copie Long 2, which were studyed and the second studyed stud	Within 400 metrics recommended surface distances to receive the stops in Caser Read-red just new 400 metrics to realizery stations		Access with satisfies visibility appears achievable from Cross field, with Satisfies and Satisfies and Satisfies and Satisfies adaptive data hand and satisfies and adaptive data hand and satisfies and adaptive data hand and satisfies and man status and the locality approximative around morphic field.	Nghung concers has been shored in nation to access and/or layour impact of the functional accessment to require to communication the content accessment the
DEA021	DEA051	Land off Freemen's Way, Deal	CT14 9DH D	al Deal	Mil Hil	3.69	88 G	HELAA	HELAA237 Housing	The ske has an existing informal access from Freemen Way which is included in the submitted site plan. The access is directly opposite an existing junction on Freemens Way	KCC Highways advice would be required in order to assess whether the access could be made subable to serve a residential development, and wether the surrounding highway network including freemens. Way would be suitable to accommodate such a development	Bus services are available from Mill Hill to Deal Town Centre, Sandwich and Dover. The closest station to th site is Walmer, located approximately 1 kilometre awa as the crow files	n He Dy Nione identified	Access with subdive subdity appears activable, however this may require extension of moting partice sets/calous and therefore loss of some acting on a sub-set partice, built-type in the sets to the set of the set of the based entered to accommodate the consultative inpact from size in the locality, particularly around morphism flack, More Yakar at 2006 flack from Satura the locality particularly accordence from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Mill Hill.		Access with subable visibility appears advisorable, however this may require entensise of enting parking versifications and theorem inspect of the visibility on its come to theore a justice and the visibility on its come have a server impact of the welfor hyper version.	Access appears achievable and any highway impact can be suitably mitigated.
DOV001	DOV001	Land to the right of Gordon Lodge at the top o Vale View Road	f CT17 SNP Do	ver Dover	Tower Hamlets	1.45	40 G	HELAA	HELAA14 Housing	and constrained by on-street parking associated with the terraced nature of all the dwellings. It is therefore	It is unlikely that the development of this site would have a significant impact on the highways network. However this would need to be tested in combination with other sites coming forward as part of the Local Plan process	There is a pedestrian footway on Vale View Road that the site could connect to	Site is within walking distance of a bus stop on the t folkestone Road. Site is accessible to Dover Town Centre and its associated services and amenities				It is unikely that Vale Vew Road could be made suitable to save further residential development in this location	Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV002	DOV002	Land on the south side of Elms Vale Road	CT17 9P5 Do	ver Dover	Maxton, Elms Vale & Priory	0.81	16 G	HELAA	HELAA26 Housing	Ems Vale Road runs along the northern boundary of th site. This is a single track road. There is no direct acces to the front of the site, but there appears to be a road that runs from Eins Vale up to the top of the site (on th southern boundary), but it is unclear at to whether th	It is unlikely that the development of this site would have a significant impact on the highway network. However this would need to be tested in combination with other sites coming forward as part of the Local Plan process.	The sile has a poor relationship to the existing settlement and is not within 400m of a bus stop	There is no pedestrian access to the site, and the nearest footway terminates some distance away on th other side of the road from the site.				It is unlikely that the development of this ult would have a significant impact on the highway network, however the site has a poor relationship to the existing with timement and in care with each of a	Highwayk concerns have been identified in mattern to access and/or highway required to demonstrate whaten demonstrate whaten to be minipated.
004003	DOV003	Ferrybridge House, Abbey Road, Dover	CT17 OLF Do	ver Dover	St Radigunds	1.10	33 Mixed	HELAA	HELAAS3 Housing	is in the landowners control Existing access to the site is through the Coombe Valle Industrial Estate. However, access from the site is proposed onta Abby Road, which is a single with country Lane with a speed limit of 60mpThe Highway Authorith have confirmed that the visibility solar	,		<ul> <li>The Highway Authority have commented that a 1.5m Rodray is required balances the loss and the authority has a stream of which and authority the backward with the in a walkink. When the pedicities environment is unable</li> </ul>				best step The information of the information of th	Access considered is a watcheadel and/or hybrid years cannot be molipited
DOV004	DOV004	Land at Abbey Road, St Radigunds, Dover	CT17 OLE Do	ver Dover	St Radigunds	0.78	23 G	HELAA	HELAA68 Housing	No existing access. However a dirt track has been formed onto the cite from 3r Rudgunds Road. At the junction with Abbay Road the speed limit to Ange. In order to achieve Astronal Speed Limits to Ange. In order to achieve adequate visibility/sight limit all of the frontage vegetation would need to be removed.	It is unlikely that the development of this site would have a significant ingract on the highways network. However this would need to be issted in combination with other sites coming forward as part of the local Plan protests.	There is a bus stop within close proximity to the site o Barwick Road connecting the site to the services and amentities in Dover Town	PROW EB7 runs along the south eastern boundary of the site. There is a pedestrian footnay on the other sid of SR Radiguent Rada but not immediativy adjoant the site, meaning a footnay would be required				No existing scars, in order to achieve adequare initiality/spire free at or the frontage vegation would need to be removed	Highways, concerns, barre barre barre In processor that was a subject of pro- mosance and of the subject of the subject of the diverse required to demonstrate whether this can be mitigated.
DOV005	DOVOD6 Fo	ormer tennik courts at Cystolie Athletic Groun Crabble Road, River	d, (117 0QE Do	ver Dover	St Radigunds	1.75	50 Mixed	HELAA.	HELAA70 Housing	All present there is no which access to the data bloch it forms of plants of the data it is not prace and practice. The adjointly forward it is not plants of adjoint the data is adjoint of holes. It is not practice. The adjointly focus would make any plants of the site on adjoint of holes. It is not are houses in the way (Expensed Visc). The other path of access and the hone Catable as, this would be able an adjusted to the adjoint of the last would be an adjusted to the adjoint of the last would be an experiment. The impeging why of the last would be not adjusted to the data block of the data practice of the adjoint of the adjoint of the last practice of the adjoint of the adjoint of the last practice of the adjoint of the adjoint of the last practice of the adjoint of the adjoint of the last practice of the adjoint of the adjoint of the last plants with makes the data bits adjoint on adjoint of the last would all how the last has any site consideration.	have a significant impact on the highways network. However this would need to be tested in combination with other sites coming forward as part of the Local Plan	There is a loss step within close proximity to the site Coldble Are connecting the site to the services and amendies in Dover Texm	<ul> <li>Depending on point of access, there is an existing selectricity fortness y on Minns Turnate but ont on Cabble Ave, meaning a fortney would be required.</li> </ul>				The topography and access problems with exact this call efficient to progress	Access considered to be unachievable and/or highway regard cannot be mitigated.
DOV006	DOV007	Land at Dundedin Drive (south), Dover	CT16 2JU Do	ver Dover	Buckland	0.37	8 Mixed	HELAA	HELAA73 Housing	Owing to the existing use of part of the site as garages the site benefits from direct access from Dunedin Drive	with other sites coming forward as part of the Local Plan	The site is a short walk from Melbourne Avenue, fron where bus services are available to Dover Town Centr and Whitfield.	n Pedestrian access from Dunedin Drive				The site benefits from direct access from Dunadin Drive	Access appears achiveble and any highway impact can be suitably mitigated.
DOV007	DOV008	Former Co-op, Castle Street, Dover	CT16 1PT Do	ver Dover	Castle	0.28	30 PDL	HELAA	HELAA86 Mixed	Access to the site would be from Stembrook	process. It is unlikely that the development of this site would have a significant impact on the highways network. However this would need to be tasted in combination with other sites comine flowwerd as part of the local Plan	The site is within the town centre boundary and therefore highly sustainable. There are bus stops and train station (Dover Priory) within close proximity of th	a There is a pedestrian footway to the front of the site along Stembrook	Access and impact likely to be acceptable for 30 devellings bearing in mind the existing permitted uses on the site.	Within 400 metres recommended walking distance to nearest bus stops in King Street.		Access and impact likely to be acceptable for 30 dewellings bearing in mind the existing permited uses on the site.	Access appears achievable and any highway impact can be suitably mitiganak
DOV008	DOV009	Land adjoining 455 Folkestone Road, Dover	CT17 90X Do	ver Dover	Maxton, Elms Vale & Priory	0.34	5 6	HELAA	HELAA110 Housing	The site has no existing access, and due to the raised nature of folkestone Road above the land to the south suitable access may be difficult to create. Were access to	proven	Bus services are available from Folkestone Road to		Acress with usballer visibility appears achievable but may require parting restrictions and benefore removal of some existing on-strate particles traibility. She gradients may create a need for considerable existences. Acress would need to be restricted to a ingifug point ensu- weather met of the Usballey on the one table are averaging and on the highway restore.	Within 400 metres recommended walking distance to nearest bus stops in Folkastone Road.		Further information submitted. Clarified that access is activable. ECC rightways have commented that the considerable aerthwaits required to facilities the access to the submitted to activable the facilities the access to the submitted to the submitted to the sub- cess may also the submitted to access to the submitted to access the submitted t	Access appears achievable and any highway impact can be subbly mitigated.
D-0V009	DOVD10	Land at Stanhope Road, Dover	CT16 29R Do	ver Dover	buckland	0.82	32 6	HELAA	HELAA116 Housing	The site is located to the north of Stanhope Road. It would be possible to extend this road into the site. If	Protein It is unlikely that the development of this site would have a significant impact on the highways network, with other sites coming forward as part of the local Plan process.	The names but, stop is bucked outlide SEdemund? School providing a service to the trans names, howeve this is easily within waiking distance.	ir Pedesbrian access to the site from Starthope Rd. PROM EBX15	Access can be achieved with the extension of Stanhape Raud, however parking restrictions likely to be received to provided parsing places in existing extension of Stanhape Raud. These with result in the last of some existing action place relation action of the solution of the solution of actions and the solution of the solution o	Within 420 metrics recommended walking distance to nearest bus steps in Buckland Avenue.		Access on be address of spaces	Annua appears actionate and any hydroxy metal can be usuality weighted.
000000	DOV011 P	Poultons Family Centre, Vale View Road, Dove	r CT17 9NR Do	ver Dover	Maxton, Elms Vale & Priory	0.46	25 PDL	HELAA	HELAA117 Housing	Existing access from Vale View Road and Winchelsea St Car park on-site which is accessed from Wincelsea St	It is unlikely that the development of this site would have a significant impact on the highways network. However this would need to be tested in combination with other sites coming forward as part of the Local Plan process.		There is a pedestrian footway on Vale View Road and Winchelsea St that the site could connect to.	Access and impact likely to be acceptable for 35 develops bearing in mind the existing permitted uses on the site. Access should be spit as it is now between Vale View Road and Winchelsea Street.	Within 400 metres recommended walking distance to nearest bus stops in Folkestone Road and Elms Vale Road.		Access and impact likely to be acceptable for 25 dwellings bearing in mind the existing permitted uses on the site	Access appears achivoble and any highwary impact can be suitably mitigated.
D0V011	DOV012	Land to the west of Hillside Road, Dover	CT17 0JQ Do	ver Dover	St Radigunds	0.84	30 G	HELAA	HELAA148 Housing	Site is on Hillide Road. No existing access to the site, however land between 67 and 73 Hillide Road has bee solmitted as a suitable access atthough this is overgrown. Hillide Road is contrained by on-street parking and is unlikely to be suitable to serve further residential development	It is unlikely that the development of this site would have a significant impact on the highways network. However this would need to be tested in combination	There is a bus stop within walking distance of the site o Crabble Are connecting the site to the services and amenities in Dover Town	on There is an existing pedestrian footway on Hillside Roa	d			Hillinde Road is constrained by an-street participand is unfailing and is unfailing to be variable to serve further residential development	Access considered to be untachinvable and/or highway impact cannot be mitigated.
D0V012	DOV013	Western Heights and Farthingloe	CT15 7AA Do	ver Dover/Hou ham Without	<sup>16</sup> Town & Pier/Capel Ja Ferne	162.45	100 Mixed	HELAA	HELAA172 Housing	Western Heights: Access has been proposed from Citadel Road and Citadel Creacent, both of which always prove recidents development. <u>Barthington</u> Access to this site would be via an existing access towards the waters neb boundray, and a new access be created from what is currently Great Farthinglos Farm. The vestme access has been used for industria	The comutative impacts of both developments would have as impact on the uninsending highway reterring. REC righways advice should therefore be used to inform propositis at an any traps.	There are boar sings in Foundation in Road Close to the proposed assesses the assess	Norel dontified	Access with sublicit withing agains achievable, however resourced govers would need to be clearly to confron this. A right turn law would be required along with other alterations to provide achievable consolitors is the resulting floating and rightway. The admission of the adding to repair basis the second second second second second second second second acting achievable consolitors and fractad technology for eachievable second acting achievable consolitors and fractad technology for eachievable basis and the second second second second second second second basis activity of the second second second second second second basis activity of the second second second second second basis activity of the second second second second second basis activity second second second second second second basis activity second	Withow 400 metrics recommended washing distance to nearest bear higher in Printeenand Read.		Access with sublide middley appears althouble, lowever measured speaks would need to be needed to confirm the	Ny province concerns have been solver of pro- toring and the solution of the s
DOV013	DOV014	Land and buildings on the east side of Holmestone Road, Dover	CT17 OUF Do	ver Dover	St Radigunds	0.26	95 PDL	HELAA	HELAA177 Housing	Site is an Holmestone Road. Access to the site is however through the Coombe Valley Industrial Estate. An access road has been provided into the site; however this has been blocked at the entrance to the industrial unit.	The development should not have a significant impact r on the highways network. This would need to be tested as part of a planning application however.	Site is outside of the recommended distance to the nearest bus stop.	Site is served by a pedestrian footway on Holmestone Road which leads through the industrial estate. As a result the pedestrian environment is uninviting	,			Access to the site is through the Coombe Vailiey industrial Estate. Site is outside of the recommended distance to the nearest but stop.	Highways concerns have been identified in relation to access and/or highway impact and furthe assessment is required to demonstrate whather this can be miggard.
DOV014	DOV017 Fo	ormer Sleed Wood Refuse Tip, off Abbey Road Dover	d, CT15 7DQ Do	Hougham Without/D ver	n Capelle o Ferne/St Radigunds	11.13	180 PDL	HELAA	HELAA114 Other	Access to the site is from Coombe Road, a single track Iane with few passing places. Residents would be required to access the site through the Coombe Valley Industrial Estate	The development should not have a significant impact on the history of estimate. This would need to be torted	The site is outside of the recommended distance to th nearest bus stop	10 There is no pedestrian access along Coombe Road				Access to the site is from Coombe Road, a single track lare with few passing places. Revidence word for enquired to access the site through the Coombe Valley industrial Essate	can be mapping. Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV015 DOV016	DOV018	65 Folkestone Road, Dover		ver Dover	Priory Maxton		11 G 29 PDL	Unimplemented Permission Unimplemented	15/00364 Housing	5							Valley industrial Estate PP Granted - site removed from YELAA PP Granted - site removed from YELAA	
004017	DOV024	Dover	CT17 98N Do		Priory		200 PDL		CP8 Housing	bisection by the A20, which hampers connectability between the Waterfront and the Town Centre. There is	The provision of converted residential units and improvements to the retail/commercial effor which are anticipated for the site are likely to cause an increase in traffic movements within and around the site. Any proposails housi therefore be informed by KKC Highways from an early stage to enable appropriate mitigation of any cumulative impacts	bus services are available from fork screet although th	Y				The dbit is well downed its trend of well-scalar traffic, and the Wellshord head, Mariner buryfic, and the Wellshord and a classificity the allowing access into and through the dbit from flowmend theore (ADI)	Ngipung concers has been shored in nation to access and/or highway impact and furbulance required to demonstrate whether the care to indigend.

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DOV018 DOV025	Mid Town	CT16 15W Dover	Dover Castle	5.99 3	100 PDL Uni	implemented Allocation	Personater Road and Ladywell/Park Street Jaint Be Md Tore Hand Street Laint Be Md Tore Hand Street Laint Be Md Hand Hand Hand Hand Hand Hand Hand Hand	Given the proximity of public transport connections, the Md Town toke could be relevinged without public type additional processor on the highway relations. However, any prospectual for the site should be developed in collaboration with the site should be developed in complete effects.	But starting, Door Notry salway status and the toses centry's dropping offer are all located within a five minute welk of the site	None identified			4	Given the proximity of public transport convections, the Mid Town site could be redevloped without pluring muga additional pressure on the highway network	Acces appare altivatio and any lighty report on the scalary mitpand.
D0V019 D0V026	Albany Piace Car Park, Dover	CT17 9AT Dover	Dover Town & Pier	0.28 1	15 PDL Uni	implemented Allocation I	LAR Nousing to a corport. The dark noise is a capare, the dark noise is a gateway to the Western- Neights would need to be considered in any development proposal	The car park currently provides approximately ninety- four spaces, to redevelopment of the site could reduce the number of vehicle movements on anrounding reads. The development should not have a significant action of the higher sectored. This would need to be parking forunge (2007) indicated that Allawy Reac Car Park could be down elimitor any resultant capacity problems within the town centre car parking stock.	She is in close proximity to Dover priory Station and Dover Town Centre Bus Station	Ster is in close proximity to Dover Town Centre and its services and amenities				No access issues identified	Access appears antiwedde and any Bigleway Impact on Six Indulty metgeneti
DOV020 DOV027	Land adjacent to the former Melbourn Primary School, Dover	e County CT16 2/H Dover	Dover Buckland	0.43	10 PDL Uni	implemented Allocation	The site does not have direct access from Melbourne Avenue. The Former Melborne County Primary School is now re-occupied and access to the site is therefore unachievable as it relise on using the school entrance and care park.	The development should not have a significant impact on the highways network. This would need to be tested as part of a planning application however	The site is within a five minute walk from a bus stop, with frequent services both to Dover toen centre and to the employment and facilities located in White Cliffs Business Park.	<ul> <li>A Public Right of Way (EB11) runs parallel to the site, to the west, but does not abut any part of the site</li> </ul>			S	The Former Melborne County Primary school is now re-occupied and access to the site is therefore unachievable as it relies on using the school entrance and car park	Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV021 DOV028	Former TA Centre, Landon Road, D	over CT17.62 Dover	Dover St Radigunds	0.34 1	10 PDE Uni	nimplemented a	The significant counter least of table based provides in the significant counter least of table based of the significant counter least of tables o	The development should not have a significant impact on the highways network. This record need to be based in a part of a planning application however	The site is close to Doorn Toom Centre and all its annualises. The site is in waiting distance of Doorn Printy Edition and the book stopp on Landon Read	n Nore identified				The existing access point off London Road is acceptable	Acces appears achievable and any fightway-space can be satisfy employed.
DOV022A DOV029	Land in Coombe Valley, Dover	CT17 OUP Dover	Dover St Radigunds	1.82 1	100 PDL Uni	implemented Allocation	LA8 Housing The site benefits from existing access from Coombe Valley Road and Primrose Road	Early consultation with KCC Highways would be required to understand the potential impacts of development of the site on the narrow, traffic lighted railway bridge to the south east of site. Early engagement with KCC Highways would advise on mitigation strategies for the nalway bridge impacts	The site has a bus stop adjacent to its Coombe Valley Road boundary with connections to Dover Town centre	None identified			9	Early consultation with KCC Highways would be required to understand the optential impacts of development of the lie on the narrow, traffic-lighted railway bridge to the south east of site	Highways concerns have been identified in relation to access and/or highway impact and privat assessment is required to demonstrate whether this can be mitigated.
DOV0228 DOV029	Land in Coombe Valley, Dover	CT17 0FQ Dover	Dover Coombe Valley	0.91 4	40 PDL Uni	nimplemented Allocation	LA8 Housing The site has existing access from Coombe Valley Road, abthough a staffic-light controlled, single carriageway junction is located under the railway line immediately to the east of the site.	Early consultation with KCC Highways would be required to understand the potential impacts of development of the site on the narrow, traffic-lighted railway bridge to the east of the site. Early engagement with KCC Histwark would advice on misitation stratesies for the	Bus services to Dover Town Centre are accessible from Coombe Valley Road, opposite the site	None identified			ا م 12	Early consultation with KCC Highways would be required to understand the optential impacts of development of the ite on the narrow, traffic-lighted railway bridge to the south east of site	Nighways concerns have been Montified in relation to access and/or highway impact and fortune assessment is required to demonstrate whether this cas be miligated.
DOV022C DOV029	Land in Coombe Valley, Dover	CT17 0EX Dover	Dover Coombe Valley	0.37	20 PDL Uni	implemented Allocation	LAB Housing The site benefits from existing access routes from Coombe Valley Road and Primrose Road	railway bridge impacts The site is located in close proximity to the single- carriageway, rutific light controlled pinch point underneath the railway line, to the east of the site. Consultation with KCC Highway would advise on the ability of the pinch point to accommodate additional whickair movements.	Bus services to Dover Town Centre are available from Coombe Valley Road	None identified			1	The site is located in close proximity to the single-carriageway, traffic light controlled pinch point underneath the railway line, to the east of the site	Highways concerns be been Microfiled is nation to access and/or highway impact and further accessment is required to demonstrate whether this carb emiligated.
DOV022D DOV029	Land in Coombe Valley, Dover	CT17 OHJ Dover	Dover Valley	2.60 8	80 PDL Uni	Allocation	LA8 Housing							PP Granted - site removed from HELAA	
DOV022E DOV029	Land in Coombe Valley, Dover	CT17 0LG Dover	Dover Coombe Valley	3.69 2	120 PDL Uni	nimplemented Allocation	LAB Housing The site has existing access from Banwick Road	Increased traffic levels in the Coombe Vallay area may impact on the congested Coombe Vallay Road, and the valific-light controlled princh point under the railway line at the eastern end of Coombe Valley Road. Consultation with RCC Highway would need to be undertaken to advise on the highway impacts of a development of this size	Bus services are available from Barwick Road, connecting to Dover Town Centre	None identified			1 10 10 10 10 10 10 10 10 10 10 10 10 10	Increased traffic levels in the Coombe falley area may impact on the congested bombe Valley Road, and the traffic-light controlled pindh point under the railway ine at the eastern end of Coombe Valley Road	Highways concerns have been identified in relation to access and/or highway implicat and furth accessment is required to demonstrate whilement this can be entigated.
DOV023 DOV030	Buckland Mill, Dover	CT17 OFF Dover	Dover St Radigunds	2.38 1	124 PDL Uni	nimplemented Allocation	Access will be from Crabble HII. The access arrangements for the site have been approved as part of the planning application for the redevelopment of the site in compinions with the Highway Authority. These are now being delivered as part of the redevelopment of the site.		Site is in dose proximity to bus stops on Crabble Hill	Pedestrian footway on Crabble Hill. Site is in walking distance of Dover priory Station. Site is in walking distance of Dover Town Centre and its services and amenibies				The access arrangements for the site have been approved as part of the planning application for the development of the site in conjunction with the Highway Authorit	Access appears achievable and any highway impact can be suitably mitigated.
DOV024 DOV032	Factory building, Lorne Road, Dov	ver CT16 2AA Dover	St Dover Radigunds	0.25	8 PDL Uni	timplemented Allocation	The entropy of the second seco	The development should not have a significant impact on the highways network. This would need to be totated as part of a planning application however	A GP surgery is located on Buckland Avenue, and a variety of primary schools are within a Tive minute walk. The nearest bus stop is located on Buckland Avenue providing a school to the town cancer, however, this easily within walking distance. There are a number of facilities on offer in the town center including the Down Discovery Centre, and Dover Priory railways station.	None identified			in	The existing access is narrow, so mprovements will be required to ensure visibility	Fighways concerns have been identified in netations to access and/or highway impact and further associates is required to detomotistic whether this can be mitigated.
DOV025 DOV033	Land off Wycherley Crescent, Dov	ver CT16 2BH Dover	Dover Budkland	0.54 1	10 PDL Uni	simplemented L Allocation L	The site Mark Galaxies A Strange 40 Wight-Nety Consert and Mark Mark The Net and Annual Annual Annual Mark Mark Mark Mark Mark Mark Mark Mark	Residential development on site would increase the number of whicalar movements on Mitton Road, a narrow threat with few passing planst, and where parking a lamost acclusivity on-struct. Early consultation with IKC2 highways would advise on the impact of development. In the surrounding read and Rodputh Indexest	There are bus stops located in Wycherley Crescent and The Lince, with services available to Down Town Centre and Whitfield	• None identified			T	There may be issues associated with the gradient of the site in order to achieve a suitable access	Tighneys concers have been been toortifue in extension or access and or highway linguat and further assessment to the theory of the second or the concert of the second or the concert of the second or the second o
DOV026 DOV034	Westmount College, Folkestone Road,	, Dover CT17 95Q Dover	Maxton, Dover Elms Vale & Priory	1.43 1	100 PDL Uni	nimplemented L Allocation	LA10 Housing Existing access onto Follestone Road	It is unlikely that the development of this site would have a significant impact on the highways network. However this would need to be tested in combination with other sites coming forward as part of the Local Plan protests.	Site is within walking distance of bus stops on the Follestone Road. Site is in close proximity to Dover Priory Station. Site is accessible to Dover Town Centre and its associated services and amenibies	There is a pedestrian footway on the Folkestone Road				Existing access onto Folkestone Road	Access appears achievable and any highway impact can be suitably mitigated.
DOV027 DOV048	Winchelsea Road, Dover	CT17 95R Dover	Maxton, Eims Vale & Priory	0.42	9 PDL 8	Brownfield B	Access to this site would be via Winchelizea Road, which currently server esciential development as well as the ductural area or which the site forms parts. The abit's Housing access is single-and and constrained by development, b is unlikely area the necessary importances subable to serve residential development.	on the highways network. This would need to be tested	There is a bus stop located on either side of Folkestone Road, close to the end of Winchelsea Road.	None identified			ju T	The site's access is single-track and constrained by development, so it is unitiely that the necessary improvements could be made to render the access suitable to serve residential development.	Access considered to be unachievable and/or hydrowy impact cannot be mitigated.
D0V028 D0V051	Charlton Shopping Centre, High Street	t, Dover CT16 1AR Dover	Dover Tower Hamiets	0.63 5	100 PDL	SHLAA SH	The shr's vehicular access is via Dour Street into the multi-bactery or parts to the rain (molt) of the aboguing the street of the street of the street provides an opportunity to improve the padesticat provides an opportunity to improve the padesticat shock is consolidy on one Otherst and London Nast, which is consolidy on one park.	Given the proximity of public transport connections, the social bar indevloped without placing huge additional pressure on the highway networks. However, any proposals for the sub should be developed in collaboration with KCC Highways is order to understand cumulative effects.	Bus services are available from London Road, within very assy access of the site	None Identified	Order them helds particulars where the proposed development and an experiment (), and the set of the proposed development of the set			It is unlikely to lead to an increase in traffic impact when measured against the existing uses of the site	Acces appears achievable and any Bigleway impact too be subbly mergioned
DOV029 DOV057	Industrial Buildings, Poulton Close, E	Dover CT17 OHL Dover	St Dover Radigunds	2.19 1	100 PDL	SHLAA DO	OV22 Housing The site benefits from existing access from Poulton	Advice would need to be sought from KCC Highways on the impacts of a development of the size proposed on the surrounding highway network	Bus services are available from Coombe Valley Road towards Dover Town Centre and Whidfield	None identified	Access achievable from Pouhon Close, Budy Stat existing cases would generate similar levels of traffic impact to proposed housing development, therefore unlikely be objectiveshale from traffic impact proposed.			Access achievable from Poulton Close, likely that existing uses would generate similar levels of traffic impact to proposed housing development, therefore unlikely to be objectionable from traffic impact perspective.	Access appears achievable and any highway-impact can be suitably mitigated.
DOV030 DOV058	Land at Durham Hill, Dover	CT17 9TS Dover	Dover Town & Pier	0.34 5	10 G	SHLAA DO	OV25 Hossing The sibe has no existing access, and the site could only be accessed by vehicles from Durham Hill. However the site is at a higher level than the road, so the gradient change may mean that access would be troublesome to create.	A development of the size proposed is unlikely to have a significant impact on the surrounding highway network. Early engagement with KCC Highways would be advisable, in order to gain appropriate advice on the highway impacts of development as well as the suitability of proposed access.	Bus services are available from York Street to Dover Town Centre and Whitfield	None identified	Access with suitable visibility appears achievable. Access point would need to be traveral salient alies of the to and significant two differences along majority of the foretage. Unlikely on its own to have a laverer impact on the lightway resteach.			Access with suitable visibility appears achievable	Access appears achievable and any highway-impact can be suitably metigated.
DOV031 DOV059	DDC owned site - Land to the south site Recreation Ground, Elms Vale Road, I		Maxton, Dover Elms Vale & Priory	0.41 1	16 G	SHLAA SH	The site has no existing access, and creating a suitable access would be difficult due to the steep gradient of the bank	The number of units promoted would be unlikely to have a significant impact on surrounding reads, although KCC Highways would advise on highway capacity. Early consultation with KCC Highways would advise on the creation of access and the impacts on surrounding reads.	There are bus stops located on Elms Vale Road, with services available to Dover Town Centre	None identified			d	The site has no existing access, and creating a suitable access would be difficult due to the steep gradient of the bank	Access considered to be unachievable and/or highway impact annot be mitigated.
DOV032 DOV050	Church Street, Car Park, Dover (DO	V25) CT16 18Y Dover	Dover Castle	0.25 5	50 PDL	SHLAA UC	Clurch Street Car Parly Stembrook Car park is accessed via Stembrook - a on way street which hads from and to Cathi Street.	It is likely that this access and the surrounding reads would be capable of accommodating exidential development on this fab, but consultation with KCC Highways should be undertaken in order to understand any cumulative effects	Bus services are available from Pencester Road, within a S minute walk from the site	n None identified	Under from initial identition shafts to the proposed development energi fields garling. In present of third at least of half to a soft the development energi fields garling, a gard of energy amounts of pallish to energy energies and palling to a soft the entities of the entities for the entities of the soft and then provide of the base will need be considered by the 10 Amount and energies for the entities of palling and the base will need be considered by the 10 Amount and energies for the entities of the			Undear from initial submission whether the proposed development woold nclude parking, however the location of this size lends itself to a car free development, as it is located close to a range of service amenities and public transport opportunities	Access appears achievable and any highway impact can be suitably mitigated.
DOV033 DOV052	DDC owned Site - Crabble Athletic Gin former cricket pitch	ound - CT17 08 Dover	St Dover Radigunds	4.15 1	125 PDL	SHLAA SH	Howing The sole has existing, level access from Crabble Law, and a steep pedestrian access from Crabble Avenue	Due to the nature of its use, the ground and its surrounding roads experience regular busy spells on matchicky. However when compared to the normal pattern of movements in the area, a recidential development of the size proposed would put additional pressure on the surrounding road network. Any applicant taeling to develop the size would bu addition to seek guidance from KCC highways regarding the highway impacts of development	Bus services are available from Lewicham Road and Crabble Avenue to Dover town centre	None identified			,	The site has existing, level access from Crabble Lane, and a steep pedistrian access from Crabble Avenue	Access appears achievable and any highway impact can be uitably mitigated.
DOV034 DOV065	Land at Crabble Lane, Niver	CT17 ONY Dover	Dover St Radigunds	5.16 1	155 G	SHLAA NSO	The site currently has no access, so an access would need to be created from Cabble Lane, which narrows significantly size that the site what hereing in a southweating discretion. It may not be possible to create an appropriate access from Cabble Lane due to the gradient constraints.	A significant housing development on this site would greatly increase the number of vehicle movement along Crabble Lane, which is a residential threat with housing on both sites. Consultation would need to be carried out with KCL in respect of highway and MROW impacts as part of a development proposal if the site was to come forward.	The nearest bus services are available in The Ridgeway, within 400m of the site	A Public Right of Way (EB17) crosses the site.				It may not be possible to create an appropriate access from Crabble Lane due to the gradient constraints.	Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV035 DOV067	137-142 London Road, including to th	re rear CT17 0TG Dover	Dover St Radigunds	0.12 1	10 PDL	SHLAA DO	OV07 Housing The site is currently a car wash and is accessed directly from London Road. It is likely that this access could be made suitable to serve residential development	Housing development on this site would have a minimal impact on the surrounding highway network, but KCC Highways should be consubed regarding the geometry of the second survey.	Bus services are available from London Road, within 400m of the site	None identified	Access and impact likely to be acceptable for 50 deadling braning in mind the existing permitted Within 400 metrors incommended walking distance to nazvect osses on the site.		A	ccess and impact likely to be acceptable for 10 dwellings bearing in mind the existing permitted uses on the site.	Access appears achievable and any highway impact can be suitably mitigated.
DOV036 DOV058	Land north of Melbourne Avenue, D	tower CT16 21H Dover	Dover Buckland	0.41 1	16 G	SHLAA SA	The site has no existing access, although direct access to the control form Molleviere Automatic	of the proposed access. Housing development on this site would have a minimal impact on the surrounding highway network, but KCC Highways should be consuber organding the geometry of the proposed access.	Bus services are available from Melbourne Avenue, within 400m of the site	None identified			T d	The site has no existing access, although firet access to the site could be created from Melbourne Avenue	Highways concerns have been Menofiled in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
DOV037 DOV071	Crabble Athletic Ground, River	CT17 0QE Dover	St Dover Radigunds	2.71 8	80 PDL	SHLAA SA	The site has one existing access route from Crabble Lare up to the dist/Drawn's parking rates on the near of the stand, however the work disk on same stand, however the work dist is same redeveloped. In addition, the steep gradering generally works would be necessary in order to review suitable access	pattern of movements in the area, a residential development of the size proposed would put additional	Bus services are available from Lewisham Road to Dove town centre	A Public right of Way (EB37) abuts the western edge of the practice pitch, providing a useful link via tags from Lewisham Road to the woodland in the LWS				Constrained access and concerns regarding impact on the highways network	Access considered to be unachimulate and/or highway impact cannot be mitigated.
DOV038 DOV072	Land Between Dover Road and Melb Avenue, Dover	ourne CT16 231 Dover	Dover/Gust on Buckland/St Margaret's at Cliffe	56.84 10	000 G	SHLAA PH	Access to the site could be created from Melbourne Avenue, Fronss Fields, Dover Howal (distant) and as a scondary option, Koman Roat, which is presently a single-arack lave that provides access to a duster of residential properties, after which it becomes a fourtual.	Development of the entire site would have significant	Bus services are available from Melbourne Avenue, which is a tangent to the western portion of the site	PROWs ER60, E813 and E812 all cross the site				Development of the entire site would have significant impacts on the surrounding highway network	Highways concerns have been laterafied in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.

DOV039	RIV001 SI	ille bordered by Minnis Lane and to the north o Abbey Road	CT157DW Dover	River	River 2	3.14	500 G	HELAA	HELAA46 Housing	The site has no vehicular access, but could be accessed for farm use from Minist Lane or Abbey Read. It is unlikely that either of thesis would be deemed appropriate to serve a large residential development in their present forms so significant widening works woold be required	Development of the entire site would have significant impacts on the surrounding highway network, so KCC tighways abvics should be sought at an early stage and used to inform development proposals	The nearest bus stops are in The Ridgeway, River and Banekik Road. There int Yootpath access to either and both are around a 20 minute walk from the sta	d None identified					It is unlikely that offser Monis Lane or Abby fload would be deneed appropriate save a large residential development	Acce an	cess considered to be unachievable and/or highway impact cannot be mitigated.
EA5001	EA5001	Land at Lower Street, Eastry	CT13 0IH Eastry	Eastry	Eastry 6	5.19	120 G	HELAA	HELAA99 Housing	The site is located to the ear of properties along lower field, a well-sciel access mode to locally from the south the theorem of the south well-south of the south the south the law well well well access the south the south the law well with which is provided in the south the access of the south the south the south the south allower access with access on the software has a measured. Additional access on the software has a measured additional access on the software has a allower at the south or access on the software a neticed lead. On us the south of the development a neticed lead of the development a neticed society access weld be required.	the existing local and wider highway network. Careful consideration would need to the design and density of any development proposal that may come forward and consultation with KCC – as local highway Authority– would be nequeited to ensure that potential impact and associated miligation measures are identified. A Transport Assessment will be required for any	There are but stops located does by	Public Fodgash EESB runs through the old from the north west to this side of ear and Public Fodgash ESSB runs along the northern boundary. These conner to the water MOM national of a Early. There is no enclosues to togeth to the watering MOM connecting the state the boat window, fluctimes of Early.	Access with sublate voltring appears schlwader onto Lever Rusz Additional access onto Access with sublate would entry accessible dust to some works and poor alignment at access required for the law act the access the two Rwite Russer Rusz accession to bolks a network required for the law act the sound to the NorthRusser Rusz Russers accession to bolks an entrem in a sound accession of the access the two Rwite Russers Russers Russers accession to bolks an entered in accession accession of the sound to the norther Russer Russers Russers accession accession of the accession of the NorthRusser Russer Russers Russers accession accession of the Russers Russers Russers Russers accession of the Russers Russers Russers Russers Russers accession of the Russers Russers Russers Russers Russers ADS(ADST)ADSR	Within 400 metres recommended walking distance of nearest bus stops in Lower Street, however these are currently informal with on footburker or functions			Access with subble volbility appears antibusedie not a lower facts. Concern about professional impact at Down Road/b256 roundation	in a	heapy concerns have been Mercefield relation to access and/or high-way impact and for their assessment is guined to demonstrate whether this can be mitigated.
EA5002	EA5002	Land at Buttacle Pond, Lower Street, Eastry	CT13 OUF Eastry	Eastry	Eastry 3	1.93	80 G	HELAA	HELAA320 Housing	There is no existing herease however it is likely that this	Development of this site is likely to have an impact on the second second second second second second second compared at the two likely of the data second s	There are but stops located does by	site to the local services/facilities of Eastry. with the	Not due to the which's which gas to a showed at the access and access fload. Existing an enter particing operator the access model also needed to be memorical. Current about particular appears to the source data (252) studied. Current registration the particular float has the data maintain and the source of the source of the source of the source of the source of the access to the next leaves about parts on the source of the source of the access of the next leaves access the source of the source of the source of the access of the next leaves access the source of the source of the access of the source of the access of the access of the source of the source of the access of the acce	Within 400 mittras securimented wahring distance of neurosci bas stags in leave Rack, Security Trias en converty informal with as factory of Sachine.			For their information submitted. ECC regimes is how communities that address is their concerns of the second secon	in o	hverys concerns have been identified relation to access and/or highway impact and further assossment is guined to demonstrate whether this can be mitigated.
EAS003	EA5003	The Fines, Thornton Lane, Eastry	CT13 0EU Eastry	Eastry	Eastry 0	1.65	18 PDL	HELAA	HELAA109 Housing	The site is located to the east of Thomton Lane, a narrow rural Lane with no passing points and limited skibility. There is an existing access point off Thomton Lane associated with the current use of the site.	Development of this site, in combination with neighbouring parcel (EASOS), may impact on the existing restricted local highway setement. Careful consideration will need to be given to the design and density and the potential impact of any development proposal that may come forward and consultation with KCC - as Local implany Autority - will be required	There is no bus stop located dose by	There is no continuous footpath directly connecting the site to the local services/facilities of Eastry					The shirts is located to the sease of Theorem Lake, a narrow rural lake with no passing points and limited visibility	Arcea	tess considered to be unachievable and/or highway impact cannot be mitigated.
EAS004	EAS004	land at Woodnesborough Lane, Eastry	CT13 0DX Eastry	Eastry	Eastry 1	153	28 G	HELAA	HELAA147 Housing	Visibility at the access point onto Woodnesborough Lan has been deemed acceptable by KCC Highways,	<ul> <li>Any development of this site is unlikely to have a significant impact on the highway network</li> </ul>	A bus stop is located close by	None identified	Access with unlikely visibility appears achievable onto Woodneshorrough Lane, which would would localized whereing is 4.2 metrics at access point. Suggestud access via Shemara Fami development, and requires und Philia phily philaris and and the metrics, incruss of tat advances fami (and Fami pointed) and phylotheread of the metrics of the shemara fami philarity and the sheet of the sheet capacity impacts the sheet of the sheet of the sheet of the sheet of the one sheet capacity impacts have been of the sheet of the sheet of the sheet of the one sheet to sheet the sheet of the sheet the sheet of the sheet of the metrics to the sheet registery sheets from potential advances to each the sheet application philare and the sheet to sheet the sheet of the sheet the sheet of the sheet application philare metrics to the sheet sheets the sheet the sheet the sheet application philare and the sheet to sheet the sheet the sheet the sheet the sheet application philare the sheet to sheet the sheet the sheet the sheet the sheet the sheet to philare between the sheet phylother the sheet to be sheet to philare between the sheet phylother the sheet to be the sheet to be sheet to be sheet to be sheet to be the sheet to be the sheet to be sheet to be sheet to be sheet to be the sheet to be sheet to	Within 400 metrics recommended walking distance of nearest bus steps in Gore Lane.			Actes with suitable wolding uppers achievable and traditionary Law, which well activitized antiang to 4.8 margs at access plan	in a	hways concerns have been identified relation to access and/or highway impact and further assessment is guired to demonstrate whather this can be mitigated.
EAS005	EAS005 T	The storage depot at The Pines, Thornton Lane, Eastry	CT13 0EU Eastry	Eastry	Eastry 2	1.57	50 PDL	HELAA	HELAA165 Housing	The site is located to the east of Thomton Lane, a narrow rural lane with no passing points and limited visibility. There is an existing access point off Thomton Lane associated with the current use of the site.	Development of this citiz, in combination with neighbouring parcel (EAS03), may impact on the existing restricted local highway network. Cardful consideration will need to be given to the design and density and the potential impact of any development proposal that may come forward and consultation with KEC – as Local Highway Authority – will be required.	There is no bus stop located dose by	There is no continuous footpath directly connecting the site to the local services/flacities of Eastry					The site is basis of the set of Theorem Law, a surrow will be with a particip parts and transfer dealing		cess considered to be unachievable and/or highway impact cannot be mitigated.
EAS006	EA5006	Land at Liss Road, Eastry	CT13 QIY Eastry	Eastry	Eastry 1	1.35	20 G	HELAA	HELAA203 Housing	Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of slin is public highway but not suitable to arve the development due to trasticate width and visibility. Concerns regarding poor visibility a Liss Road/Mill Lane junction.	Unlikely on its own to have a severe capacity impact on the wider highway network. Concern registring the cumulative impact on the wider highway network from potential allocation sites with the visuage, particularly to relation to the rural bane, leading to/from the vilage and junctions on A256/A257/A258	Within 400 metros recommended walking distance of nearest bus stops in Foxborough Hill	7 No connection to footway network in village	Los Ruad fronting clas is not part of the public highway. Section of Lics Ruad from White Wood Ruad to northwest corner of Julia highway fast not sublack is save the devicement of us resolution with an evaluation. Corners regressing proversibly rest cata backWill are justiced. Rescentioned with a sublance, Corners regressing regime results with a subwest application in the website highway related is in Village. Utilitation in the new a savere application and the website highway related in the sublance regime in the submet related related from the submet of the submet relation of the submet relation in the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation of the submet relation for the submet relation of the submet relation f	Within 400 metres recommended walking distance of nearest bus stops in Mil Lane.			Lists load forwards with a straight of the methods of the straight of the straight of the within Wood fload the interthermal correct of this straight hyperty built of the straight of the the sources the advectagement. Such as exceeded within the straight within the straight of the stra		cess considered to be unachievable and/or highway impact cannot be mitigated.
EA5007	EA5007	Land east of Foxborough Hill, Eastry	CT13 0DL Eastry	Eastry	Eastry 3	1.05	13 Mixed	HELAA	HELAA92 Employme t	The western boundary of the site fronts Fashorough Hill, a well-axed late providing access to Eastry from th north. There is an existing access priority a forbarroogh Hill associated with the current size of the site however fash and the standard be required to ansure the provide of adequate visibility splays to safely accommodate additional demand. Bus tops may need to be relacated to provide such access.	<ul> <li>such development was to come forward consultation</li> <li>with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative</li> </ul>	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/flacities of Eastry	Solidale vehicular access appears achievable, but viability requirements will need to be determined through a speed survey, as the take is just existing the existing 20 mph speed limit. No encreticito to toleway releask's initigati, builty on to exist take as an even capacity impact on the viable highway extends. Cacern regarding the cumulative impact on the viable highway existents them potential actions on text with the edites, particularly invitations to the rule highway teachs them potential actional one with the edites. Just and the edites the thrust law law and registering and the edites and actions and the edites of the rule actions the taken takes law and rules and actions are set with a cost of actions and actions and actions are active actions and actions and actions are active actions and actions and actions are active active actions and active acti	Within 400 metres recommended walking distance of nearest besistops in Fedborough Hill			Solitable vehicular access appears athrenoide, but vicibility experiments will need to be determined through a speed curvey	in the second	hways concerns have been identified relation to access and/or highway impact and further assessment is guired to demonstrate whether this can be mitigated.
EAS008 EAS009	EAS009 EAS010	Gore Fueld, Gore Lana, Eastry Eastry Court Farm, Eastry	CT13 OLI Eastry CT13 OHL Eastry			1.93	55 Mixed	Unimplemented Allocation	LA28 Housing	The south weatown part of the site fronts Church Street anarrow law with limited capacity and wicklift, Acars via Church Sheet weak on the same sheadse without with an estimate parson with a same and using off Brack Street which weather and a regard front works to accommodate additional demand.	Any development of this bits is a statistic to have a gapping and impact on the highway natures?. However, if such development was to some however of consultation with the constraint of the statistical statistics required to the statistic statistics and the statistics impact on the wider leghway reducirk.	There are but shops facilitied within walking distance from the plan.	Adds Footpath EX11 runs along the western boundar and connects to the wester HOM methods of Examp the is a continue stage of devices of the second site to the local sensing flucture of Large	Appens acres to it adheselve from Church Street without agreement from third party indexent, as 3 Mary 1 Chur is a pirate merit and sub on the late out to accommodia as additional 33 adheselve and visibility at Church Langelbook Street and Street News Terrer Jonation adhese ta divisibility at Church Langelbook Street and Street News Terrer Jonation Church and a street application and the add Street News Terrer Jonation Church Street Street Street Street Street Street Street Street within the village, particularly in relation to the visibility by Non the village and junctions on ASS(ASS7)2028.	Within 420 mitris scannended waking distance of neuroic bus staps in Figh Street.	¥	Appears across set adheader from Ound Street without agreement from fired pully indexness, as 30 early Calor dates to ensure approximation of a set of a set of a set of a Calor to a set of a Calor to a set of a set of a set of a set of a calor of a set of a set of a set of a set of a set of a set of a set of a and a set of a set of a set of a particle to the real and a set of a particle to the set of a set of a set of a particle or a SEG42237/2018.	However their comments stand on the 19 dwellings plus commercial that have consettly been coherited. IFC Midshurver Appears access not achievable from	in a	hways concerns have been identified relation to across and/or highway mpact and for the associants mpact and for the associants can be mitigated.
EA5010 EA5011	EA5011 EA5012	Eastry Hospital, Mill Lane, Eastry The Old Chalk Pit, Heronden Road, Eastry	CT13 0IU Eastry CT13 0ET Eastry				20 PDL	Unimplemented Allocation Unimplemented Allocation	LA29 Housing	Whilst there are concerns with the existing entrance, due to the curvature of the road, the site is currently guined as a road haulage dopt to it is likely that development of the site would have lower traffic movements than the current use.	Access to the agricultural land onto Thornton Lane would not be suitable due to the width of the road and the unsuitable junction between. Thornton Lane and Hieronden Road. Coccern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly in relation to the rural lanes leading to/from the village and junction on A55(A/S2/AS8.	Within 400 metres recommended walking distance of nearest bus stops	None identified					Pforund - dis emotion HEAA While there are concern with the existing entrance, due to the concurse the site of the site concern with the the read, the dis is concern by the development of the site work for the existing entrance of the site work for the concernent table the concernent site.	in r	hways concerns have been identified relation to access and/or highway impact and further accessment is guired to demonstrate whether this can be mitigated.
EA5012	EAS015	Lower Gore Field, Lower Gore Lane, Eastry	CT13 0ED Eastry	Eastry	Eastry 3	1.97	35 G	SHLAA	SHL053 Housing	The existence boundary of the site fronts Lower Gave Lane, a well-used access node into Existry wis the north exist and outs. There is no existing access point however access could be achieved via lower Gave Lane subject to the provision of the execssary measures (e.g. visibility splays).	Any development of this clin is unlikely to have a significant inpact on the high-way reheads. However, if such development was to common forward consultation with RCC – as Local ing/way Authority – woold be required to an accure the consideration of the cumulative impact on the wider highway network.	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Eastry	Access with suitable visibility appears achievable onto Lover Gore Lane. There would need to be a footawy connection to the existing footawy on the opposite disk of the neal at chicked lead, however this appears all-advected with dispeak leads and tackip appears the footawy network into Village. Chickley on the opposite dispeak leads the chicked leads of the whether. Concern register the scalar chicked leads of the village and periods the twicking advection the village approximation on additional to the village and periods the village and periods on add/scalar leads on additional to a size of addition the village and periods on add/scalar leads on additional to a size of addition the village and periods on add/scalar leads on add/scalar leads of the size of addition the village and periods on add/scalar leads on a Size/Size/Size.	Within 400 metres recommended wilking distance of nearest bus stops in Lower Gore Lane.			Access with satisfies withing appears achievable onto Lower Gore Lane.	AG	iccess appears achievable and any highway impact can be suitably mitigated.
EA5013	EA5016	Land at Heronden Road, Eastry (EAS06)	CT13 0EZ Eastry	Eastry	Eastry 2	1.75	82 Mixed	SHLAA	SHL022 Housing	The site is considered to be unsuitable because a point of access would be difficult to achieve due to the curvature of the road and the restriction it would make to sight lines.	The impact on surrounding junctions would also need to be assessed due to the potential size of the site	Within 400 metres recommended walking distance of nearest bus stops	None identified					The site is considered to be unsuitable because a priori of access would be difficult to achieve due to the unvature of the road and the restriction it would make to sight lines.		cess considered to be unachievable and/or highway impact cannot be mitigated.
EAS014	EAS017	Land at Heronden Road, Eastry (EASO4)	CT13 0ET Eastry	Eastry	Eastry 0	2.30	13 G	SHLAA	SHL024 Housing	Access to the site would be unsuitable due to the narrow rural lake and the existing junction.	Access to the agricultural land onto Thornton Lane would not be suitable due to the width of the road and the unsuitable junction between thornton Lane and Haronden Road. Concern regarding the cumulative impact on the wider highway network from potential allocation isses within the village, particularly in relation to the rural lanes leading to/from the village and junction on ASS(AVS)/ASS8.	Within 400 metres recommended waiking distance of nearest bus stops	None identified					Access to the site would be unsultable due to the narrow-null law acid the existing justice.	Acce	cess considered to be unachievable and/or highway impact cannot be mitigated.
EA5015	EA5018	Land adjoining Walton Cottages, Woodnesborough Lane, Eastry	CT13 0DP Eastry	Eastry	Eastry 2	1.98	88 PDL	SHLAA	NS01EAS Housing	The western boundary of the site fronts Sandwich Road a well-used access route into Eastry from the north. There is no existing access point however a suitable access point rouid be achieved via Sandwich Road, subject to the provision of necessary measures (e.g.	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops located close by	Public Footpath EE251 runs along the eastern site boundary and connects to the wider PROW network of Eastry. There is a continuous footpath via Sandwich Road connecting the site to the local services/facilities of Eastry.	r				There is no existing access point however a suitable access point could be achieved via Sandwir Roda, subject to he proteine of mossary measures (e.g. viewibility galay v	in a	hways concerns have been identified relation to access and/or highway impact and further assessment is guired to demonstrate whether this can be mitigated.
EA5016	EA5019	Land adj to Thornton Lane, Eastry	CT33 0LA Eastry	Eastry	Eastry 4	1.23	150 mixed	Shlaa	SHL028 Housing	wishing upper, Section of the section of the section of the section of the section Section of the section of the section of the section of the section section of the section of the section of the section of the section bits users the development data to section the Redden and existing a section. The section of the section section of the sec	potential allocation sites within the village, particularly in	Within 420 metror recommendari walking dictance of nearest bus steps in Mill Lane	No conscion to footway vetwork in village	Liss Read Rooting dots is not gain of the goals's highway, Senton of Liss Read from White Wood Read's in orthwest carrier of Jole a public highway. Senton unbidd to same the development due to reactive with and wahling's concerning approximation provided in the standard for an and the reactive standard provide the standard provide in the standard for an and the standard provide standard provide the standard for an and the standard the standard provide the standard standard for an active standard standard standard standard the standard the standard table standard provide standard standard standard standard standard tables and the standard provide the standard standard standard standard tables and the standard standard standard standard standard standard standard standard standard standard standard standard standard standard standard standard the standard standard standard standard standard standard standard standard the standard standa	Within 40 metric recommended withing different of neurosci box respin Milliane.			Use Road Floriding also is not part of the public highway. Section: of Line Road Nom of a line spatial chighway for our sublide to as send to chighway that our our sublide to as send to development of a loss restricted width and visibility.	Acce an	coss considered to be unachievable and/or highway impact cannot be mitgated.
EAS017	EAS022	and at Walton House and Walton Lee, Sandwich Road, Eastry	CT13 0DP Eastry	Eastry	Eastry S	5.49	15 Mixed	HELAA	HELAA222 Mixed	There is existing vehicular access to Walton House from Sandwich Road, although this access is likely to require significant important in order to sorve a resident development. These works would be detrimental to the setting of the laste building and conservation area, and the submission document indicates that other, new, accesses could be created classer that north of the site and therefore further from the listed building	Sandwich Road is unlikely to be problematic, although if development was to come forward on this site	Bus services are available from Sandwich Road to Sandwich and Dover, with village services accessible on Eastry High Street a short walk from the site	PROW EESS adjoins the eastern boundary of the site, and EESS numb between the Walton House section of the site and the land to the read of Walton Las. Redestrian access is available from the site to Eastry High Street					There is existing webscale access to Watter House Brom Standards Naud, although this access is Balance for sequence eiginfluint improvements is an other server a resoluted development	in n	hways concerns have been identified relation to access and/or highway impact and further assessment is guired to demonstrate whether this can be mitigated.
EV7001	EYT001	Land at Monkton Court Lane	CT15 48H Eythome	Eythome S	Eythorne & hepherdsw 3 ell	1.94	20 G	HELAA	HELAA13 Housing	The site is located to the east of Moniton Court Lane and to the north of Kennel Hill, both of which reads are well used. A valiable and adequate access point could be achieved at this site via Moniton Court Lane which would require the removal of the existing hedgerow.	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 XCC - 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	There is a single footpath along Moniton Court Lane providing access from the site to the village and its loca services/facilities	Planning permission influed and diamissed at appeal for 20 dwelling on the site, however it was accepted in highway terms. An additional 20 dwelling are utiliarly to here a sever capacity impact on the well-influence nearest based in mode to high doctation of suffic access areard made, shorthard Court Leve would near the influe doctation of suffic access and the several made the set of the several transfer and the several transfer and access the set of the several transfer and the several transfer and the set of the several transfer access the set of the several transfer and the several transfer and the several transfer access the several transfer and the several transfer and the several transfer access the several transfer and the several transfer access to the several transfer access and the several transfer access the several transfer access and the several transfer access to the several transfer access and the several transfer access the several transfer access and the several transfer access access and the several transfer access access and the several transfer access access acc	Within 400 metres recommended walking distance to nearest bus stops in Kennel Hill/The Street.			Planning parmitsion relaxed and diameters at append for 20 selectings on the skyleney terms		iccess appears achievable and any highway impact can be suitably mitigated.
EVT002	EVT002	Farm land behind and accessed from Adelaide Road	CT15 4DR Elvington	i Eythorne S	Eythorne & hepherdsw S ell	i.95 ::	120 G	HELAA	HELAA47 Housing	The main access route into the site will use the existing access road along the north east which utilias the main access road through thington along Adalade Road. If however understood that this is caused by the parkin bound and these parents. A subworld be required for any needed parents. A subworld be required for any require for developments over 50 units.	s impact on the highway network. If an access could be achieved, this would need to be demonstrated by site y promoters. If such development was to come forward	There are 3 bus stops in the village of Elvington along Adviside Road, 52 Johns Road and Milner Road	The site would have good pedestrian links to the village of Evington	Does not appear to be a connection to the highway available without using their party land, and and more than it can does that sub-tables within the sub-tables available adaptable particles and main the by parties dats. Exceeding warming on the sub-table adaptable approximation of the by parties dats. Exceeding warming on the sub-table tables and tables and appear advances to Conson regarding warming of the sub-tables and and the sub-table tables and appear advances to Conson regarding warming of the sub-tables and and tables and tables advances to the sub-table tables and tables and tables and tables and tables the sub-table tables and tables and tables and tables and warming and the particular Advances and experiments and tables and tables and tables and warming advances and tables tables and tables and tables and tables and tables advances and tables tables and tables and tables and tables and tables and tables and tables advances and tables and table	Within 400 metrics incommanded walking distance to nearest bus stops in Adviate Read/Witter Read.			Does not appear to be a connection to the highway available without caring thost party liquid a content to in its initial without a second second second second second second second second second second second Addied addied aby activity and second	in n	hways concerns have been identified relation to access and/or highway impact and further assessment is quied to demonstate whether this can be mitigated.
EYT003	EYT003	Land adjoining Terrace Road, Elvington	CT15-4EJ Elvington	i Eythorne S	Eythorne & hepherdsw 8 ell	1.07	150 6	HELAA	HELAA75 Housing	There is no existing access point to the site and therefore ather third party land would be required in order for unively access to be advised or significant earth movements to create an access of Adelaide Road	The wider road network could accommodate the additional traffic from development of this size. If an access could be achieved, this would need to be demostrated by the promoters. If such development was to come forward consultation with KIC – as Local Highway Authority – would be required	There are 3 bus stops in the village of Elvington along Adelaide Road, St Johns Road and Milner Road	The site would have good pedestrian links to the village of Exington and Eythorne.	Appears subble visibility achievable at some point along site frontages (mait access better from Addated Maad with secondary, possibly mergerers gene, access them Terrate Madd. Concern fightwore shorted, possible resources (main access the secondary) and parking and split access the secondary to call strength from the AMSSE times with wells, on store parking and split access and practicely in all strength wells are compared parking and split access and practicely in all strength of all split wells). Concerning the store of the split access and practicely access the second access the second excession of a store existing on storest parking and requiring removal of some existing on street parking.	Within 400 metres: recommanded walking distance to nearest bus stops in Milner Road.			Appears raidate visibility policies/bit ar same peter integra tale increasing inter- cances them the NA Addukt Read and secondary, possibly emergency only, access from Ternas Road)	in r	hways concerns have been identified relation to access and/or highway impact and further assessment is guired to demonstrate whether this can be mitigated.
EYT004	EYT004	Land adjoining Adelaide Road, Elvington	CT154DP Elvington	Eythome S	Eythorne & hepherdsw 1/ ell	0.29	180 G	HELAA	HELAA76 Housing	Whilst an access may be achievable along Barfrestone Road, this is likely to necessitate widening of the road.	Barfrestone Road is a narrow single track country lanes with fimited passing places, poor alignment rad poor forward visibility. Development of this due is lakely to have a further detrimental impact on this local read methods. If an access could be actived, this would meet to be demonstrated by site promoters. If acch development uss to come forward considerion with KCC – as Local Highway Authority – would be required	There are 3 bus stops in the village of Elvington along Adduide Road, St Johns Road and Mitner Road	The site would have good pedestrian links to the village of Evington and Eythome.	,				While an association may be achimately along Barlynoton Road, this is lawly to necrositate widering of the road.	in the second	hways concerns have been identified relation to access and/or highway impact and further assessment is gared to demonstrate whether this can be mitigated.

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EYT005	EYT005	Land At Shooters Hill, Eythorne	CT15 4	LY Eythorne Eyt	Eythor home Shephe ell	ne & rdsw 0.86	20	G	HELAA	HELAA77	well-used road pro Elvington. There is the site and only Footpath EE348 landlocked as to a site third party lan with the existin	I to the south of the site. The site is achieve a suitable access point to the	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	There is a bus stop close by	Public Footgath EEM runs along the southern boundary and connects to the wider PROW network of Epidems. There is continuous footgath wide Sootern HII providing access to local services/facilities.	Does not appear to be a conception to be highered to Posterior that adults which a complete time to be a series and a conception of the terms of the terms of the term of the term and the terms of the term where the terms of terms of the terms of the terms of the terms of the term set additional development of the terms of the terms of the terms of the terms of terms of the terms of the terms of the terms of the terms of the terms of terms of the terms of the terms of the terms of the terms of the terms of terms of the terms of the terms of the terms of the terms of the terms of terms of terms of the terms of terms of terms of terms of terms of terms of terms and terms of terms on the set and pushes and the terms of terms of terms of terms of terms of terms of	Within 400 metres recommended walking distance to nearest bus stops in Shooters Hill.			Does not appear to be a connection to the highway in Shooters Hill available without using third party land. Also appears suitable visibility not available	Access considered to be unachievable and/or highway impact cannot be mitigated.
EYT006	EYT006	Land off Kennel Hill, Eythorne	CT 15 4	BL Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 8.11	80	G	HELAA	HELAA104	road and a key ac adequate access; Housing require the accuss and safe access po nature) would req	splays	<ul> <li>improvements: Consultation with KC – as Local Highways Authority – would be required for any development proposal that comes forward to ensure the assessment of potential impacts and identification of any essential mitigation measures.</li> </ul>	A bus stop is located close by	Public Bridleway ERSS along the northern boundary connects the table to the work of PROV network of protones. There as insple forograph and publishes Court Law providing across from the site to the wilky and its local service/facilities.	Not clear that subdity visibility cauld be activated as terrors HI develocid and bench veduce available visibility. Utilities on the two is some respect on the visible highway elevelut, clearnin regarding consisted insegarching particulations also are well being veduced. The second sec	Within 400 metros recommended walking distance to nearest bus stops in Kennel HII/The Steet.			Not clear that suitable vicibility could be achieved as Kennel Hill derestricted and bends reduce available visibility	Access considered to be unachievable and/or highway impact cannot be mitigated.
EYT007	EYTODS	Land to the west of Coldred Road, Eythor	ne CT154	BE Eythome Eyt	Eythor horne Shephe ell	ne & rdsw 1.44	10	G	HELAA	HELAA124	Housing Active adjacent to existing neigh achievable access the removal of northern bound	bouring business uses. A further point off Coldred Lane would require		A bus stop is located close by	There is no continuous footpath along The Street providing access from the site to the village and its locs services/facilities.					A further achievable access point off Coldred Lane would require the removal of the existing hedgerow along the northern boundary in order to provide appropriate 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 mitgated.
EYTOOB	EYTCO9	Land on the south eastern side of Roman V Elvington	Nay, СТ15 4	NP Elvington Eyt	Eythor home Shephe ell	ne & rdsw 1.65	50	G	HELAA	HELAA138	Drive which, at its Housing and some small tre to provide a suffi	ss to the site appears to be off Beech border with the site, has only a hedge set. It is likely that this could be altered icient access to serve the number of units proposed.	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 BCC - as Local Highway Authority - would be required to ensure the consideration of any cumulative effects on the wider highway network.	The nearest bus stop is in \$1 John's Road, within 400m o the sibe	of PROW EE335 abuts the site to the west	Subble scenus schwadz from end d bend Drins. Sociotary emergency accus required which down entrappert tak achivable. Unlike in the schwart bene schwart benget of the highway hearder. Concurr regarding amultaria impact from patiential allocation taks or wide regarding and schwart process from physical tak activation and the schwart patient for the schwart in case in our all patients and to worth of stage juelds). Connection to ackivity for the schwart in case in a schwart patient and a schwart patient for the schwart worth and the schwart bar town of well and jueld bar. Connections to ackivity for the schwart worth and the schwart bar town of well and jueld bar. Connections to ackivity requiring removal of some existing on street parting.	Within 400 metrics recommended walking distance to nearest bus stops in 5t Johns Road.	 	Further information submitted. Addresses KCC Highways concerns	Suitable access achievable from end of Beech Drive. Secondary emergency access required which does not appear to be achievable. Further information submitted which addresses concerns	Highways concerns have been identified in relation to access and/or highway impact and further accessment is required to demonstrate whether this can be mitgated.
EYT009	EYTO10	Land to the east of Terrace Road, Elvingto	on CT15-4	EJ Elvington Eyt	Eythor home Shephe ell	ne & rdsw 10.34	150	G	HELAA	HELAA139	therefore third ps for suitable access Housing that access could LA36. The achieve	isting access point to the site and arty land would be required in order to be achieved. It has been suggested be achieved through allocated site ability of an acceptable and suitable ditional demand generated from any ent is however questionable	and the lot of the second second by the second second of the second	There are 3 bus stops in the village of Elvington along Adelaide Road, St Johns Road and Milner Road	The site would have good pedestrian links to the villag of Evington and Eythorne	Does not appear to be a connection to the highway Thirtsen Road without wing thrift appry land, whice a coasts through the OT1000 provide accordary emergen y casars to a connection with the one of the particular discosts to the and highway. The tensor has a set of the particular discosts in a wide highway methods, particular discosts through Fythern to Appeared all discosts in an wide highway method, particular discosts in use of particular discosts and the Applicable. Specifically, and an applicable and applicable accounts and the Applicable (counted in highway method). This case is a wide the anoth of wide particular backs and and an applicable accounts and the of counts along on outra participal counts (method). The another and the achieved but work and one counts participal counts (method).	More than recommended 400 metres walking distance to nearest bus stops in Milner Road.			Does not appear to be a connection to the highway in Terrace Road without using third party land, unless access through site PT003 provided. Execondary emergency access required which does not appear to be achievable	Highways concerns have been identified in relation to access and/or highway impact and further accessment is required to demonstrate whether this can be mitigated.
EVT010	EYT011	Land lying to the south east of Eythorne Vil	lage CT15 4	BH Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 3.56	100	G	HELAA	HELAA155	Housing used road that is a the east. To achi require the remo	d to the south of Kennel Hill, a well- key access route into the village from even a access via Kennel Hill would val of the woodland in the northern to enable the provision of suitable visibility splays.	Full development of this site would generate additional suffic flows along kennel this and The Street that is sufficient and would require the adquitation of this during land for any required highways indigenerate additional the sufficient of the highways advantion, mouth the required for any development proposal that comes forward to ensure the assessment of potential impacts and identification of any essential mitigation measures.	A bus stop is located close by	Public Foreguths FEED and FEED are located adjuster to the late and connect the site to the wider PROF to the late of Ephanes. These is no contrast one foregan- along the Street providing access them to show the village and its local services/ficelities.					To achieve an access via Kennel Hill would require the removal of the woodland in the northern part of the site to enable the provision of suitable visibility splays	Highways concerns have been identified in relation to access and/or highway impact and factors assessment is required to demonstrate whether this can be mitigated.
EVT011	EYT014	Land adjacent to Coldred Road and Flax Co Lane, Eythorne	ourt CT15.4	BE Eythorne Eyt	Eythor home Shephe el	me & ndow 1.50	20	6	HELAA	HELAA182	Public Bridleway 5 and to the west of Housing route into the vill point is achievable need to be some d	d to the south of Flax Court Lane (a EEH5), a narrow and restricted lane, of Coldred Road, a well-used access lage of Fythorme. A vehicular access off Coldred Road however this will listance from the existing roundabout visibility splays would be required.	development was to come forward consultation with KCC – as Local Highway Authority – would be required to	There is a bus stop close by	Public Bridleway EEMS runs along the northern boundary and connects to the wider MOW network of Sythoms, providing access to local services and facilitie	r				A vehicular access point is achievable off Coldred Road however this would need to be some distance from the existing roundabout and appropriate visibity splays would be required	Highways concerns have been identified in relation to access and/or highway impact and forther assessment is required to demonstrate whether this can be mitigated.
EVT012	EYT015	Sweetbriar Lane, Elvington	CT15 4	EF Elvington Eyt	Eythor home Shephe el	ne & rdsw 1.85	50	G	Unimplemente Allocation	d LA36	Housing Sweetbriar Lane. 1	d need to be created for this site from There is sufficient land within the site undary to achieve this	required to ensure the consideration of the cumulative	The nearest bus stop is in St John's Road, within 400m o the site	of A PROW (EE335) flanks the southern edge of the site					A new access would need to be created for this site from Sweetbriar Lane. There is sufficient land within the site boundary to achieve this	Access appears achievable and any highway impact can be suitably mitigated.
EVT013	EYT016	Land at Homeside, Eythorne	CT15 4	HL Eythome Eyt	Eythor horne Shephe el	ne & rdsw 0.81	25	G	Unimplemente Allocation	d LA36	Housing winor access ro Sandwich Road. Ti via Sun Valley Wa currently used	Ind to the south of Sun Valley Way, a sad forming part of a cul-de-cac off here is an existing single access point y that is in multiple ownership and is a aggreden land for neighbouring are no other suitable access points.	significant impact on the highway network. However, if such development was to come forward consultation with tRC-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	There is a continuous footpath connecting the site to local services and facilities	Does not appear to be a connection to the nearest highway in Son Vulley Way without using third party land. Utilially on its own to have a server impact on the highway network. Consern regarding consultative impact from potential allocation sites on wider highway network, particularly nodes through Entone UK2/VZE (Sizes with which, no crete particular) and significant increase in see of junction) and to north of willage (with).	More than recommended 400 metrics wilking distance to nearest bus stops in Coldred Road.			Does not appear to be a connection to the nearest highway in Sun Valley Way without using third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
EVT014	EYT017	Land North of Eimton Lane, Eythorne (EYT	(11) CT15-4	uR Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 1.82	77	G	SHLAA	SHL020	Housing There is one sing This however has previously deemer sight lines to accon	le access road to site (Elmton Road). poor alignment to the north and was d by KCC highways to have unsuitable nmodate any additional development	The wider road network could accommodate the additional traffic from development of this size. Considerable highway improvements: would be required to the Wigmore land; Einton Road junction which would involve third party land. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The nearest bus stop is in Wigmore Lane close to the end of Shooters Hill, more than 400m from the site. There is not continuous footpath covering this route	There is no footpath from the site to the village and th construction of a footmay would involve third party land.					There is one single access read to ske (Elmon Road). This however has poor alignment to the north and was previously deemed by KCC highways to have unsuitable sight lines to accommodate any additional development	Access considered to be unachievable and/or highway impact carnot be mitigated.
EVT015	EVT018	Play area to the west of Adelaide Road, Elvir	ngton CT15-4	25 Elvington Eyt	Eythor horne Shephe ell	ne & rdsw 0.28	5	PDL	SHLAA	EYTO9	may be capab Housing development. Con- givento how thi opp	s access interacts with the junction osite on Chaucer Road.	Subject to an acceptable access being achieved, development of this she is unlikely to have a significant impact on the highway network. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with RCC - as Local highway Authority - would be required.	There are 3 bus stops in the village of Elvington along Adulaide Road, St Johns Road and Milner Road	The site would have good pedestrian links to the villag of Exington.	Does not appear to be a connection to the highway autilable without using third pany lend, and even their trappears valiably may be impeded by adjacent hedges on third pany lend and by partield cars. Unlikely on its own to have a severe impact on the highway reference.	Within 400 metres recommended walking distance to nearest bus stops in Adelaide Road/Milner Road.			Does not appear to be a connection to the highway available without using third party land, and even then it appears visibility may be impeded by adjacent hedges on third party land and by parked cars	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitgated.
EYT016	EVT019	Land to the rear of St Peter's and St Paul's Church Hill, Eythorne	hurch, CT15 4	iH Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 0.56	17	G	SHLAA	EYTOG	require reconstruct previously assess	g access onto Barfrestone Road which essed as acceptable for development its. Any larger development would ction of the existing access which was ed as unlikely to be achievable to an adopted standard.	Any development of this site, if limited to no more than five units, is unlikely to have a significant impact on the highway nateorit. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	Site is within five minute walk of local amenities and a bus stop	None identified					There is an existing access onto Barfrestone Road which was previously assessed as acceptable for development of up to five units	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.
EVT017	EYT020	Land between properties on Wigmore Lane railway line Eythorne	and CT15 4	IL Eythome Eyt	Eythor horne Shephe ell	ne & rdsw 2.10	63	G	SHLAA	EYTOS	Housing sightlines which c	cess onto Wigmore Lane has poor could not be improved sufficiently to h acceptable vehicular access.	The wider road network could accommodate the additional traffic from development of this size. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The nearest bus stop is in Wigmore Lane close to the end of Shooters Hill, within 400m of the site. There is continuous footpath covering this route	There is no footpath from the site to the village and th construction of a footway would involve third party land.	•				The existing access onto Wigmore Lane has poor sightlines which could not be improved sufficiently to achieve an acceptable vehicular access.	Access considered to be unachievable and/or highway impact cannot be mitigated.
EVT018	EYT021	Land off Barville Road, Tilmanstone	CT15 5	IQ Tilmanstone Eyt	Eythor horne Shephe el	ne & rdsw 16.02	480	6	SHLAA	NS01TH.	flowing road. The site though it a Housing informal access at possible to ach however the ren	ed on the Barville Road, a busy fast re is no axisting formal access to the ppears farm vehicles enter via an the south eastern conner. It may be we an acceptable highway access noval of hedges may be required to prove visibility splays	The impact spon the wider highway network will targely be dependent open where access to the last is deemed achievable. If an access could be achieved, this would need to be demonstrated by the promoters. It is however unlikely that an adoptate access could be achieved here without considerable highway improvements that would significantly after the runal nature of the area. If such development was to come forward consultation with CCC – as tood highway Authority – would be required.	The site is not considered well connected to the public transport system	There is no footpath from the site to the village and th construction of a footway would involve third party lan					It may be possible to achieve an acceptable highway acces however the removal of hedges may be required to improve 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.
EYT019	EYT022	DDC owned site - land to east of Adelaide R Eythome	oad, CT15 4	AL Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 0.27	6	PDL	SHLAA	SHL031	vehicular access o	It use as garages, the site has direct nto Adelaide Road. This access could able to serve a small residential development	A small scale development on this site is unlikely to have a significant impact on the highway network, but consultation with KCC, as highways authority, should be undertaken to inform development proposals	The nearest bus stops are in Adelaide Road, well within 400m of the site	n None identified	Access with soluble visibility appears achievable. Parking restrictions may be neassary in Adelaide Road to protect visibility at access. Unlikely on its cent to have a severe impact on the highway network. Concern regardless comundates impacts from potential allocation sisks on video highway network, particularly rootes through Fohrme to A2/A255 (suese with wide), on-street parking and significant increase in use of particular and no north of Village (width).	Within 400 metres recommended walking distance to nearest bus stops in Adelaide Road.			Access with suitable visibility appears achievable	Access appears achievable and any highway impact can be suitably mitigated.
EYT020	EYT023	Shooters Hill, Eythorne	CT15-4	XX Eythorne Eyt	Eythor horne Shephe ell	ne & rdsw 2.48	75	6	HELAA	HELAA226	Proposed that acc Hill. An electricity: Shootnar, Hill and I the sink's frontage road significantly a land immediated though it could be the case it wo demonstrate that	onto Shooters Hill is banked, with the shove the site. In addition, the strip of y adjoining Shooters Hill appears as	A development of the size promoted will have an impact on the highway network of Ephtome. Early advice from KCC highways would be accommended in order to asses the suitability of the proposed accoss, the capability of availability of the proposed accoss, the additional wholice movements and advice the size development on the PROW which adjoins the size	Bus services are available from Shooters till to Whitfield, Dover, Eastry and Ewigton	A Public Right of Way (EEJ45A) adjoins the length of th eastern boundary of the site					No direct access - third party land required- not demonstrated this is actionable	Access considered to be unachievable and/or highway mpact cannot be mitigated.
EV1021	EYT024	Land off Shooters Hill, Fythorne	CT 15 4/	iD Eythorne Eyt	Eythor horne Shepha el		48	G	HELAA	HELAA227	situ'i most logical a Along the souther site and Shotters' so engineering va Folliste access by providing on-si develling, utilitie Shotters Hill. The r from land to the and Turk Pad' wh onto Shotters' Hill.	have existing vehicular access, and the access would come from Shoeters HIE. In part of the boundary between the HIB the road is banked above the site, orders would be required in order to to the site. For properties on the houters HIE, this has been dait with these are florated evolutioners of the most flat access into the site would be were of properties down as 'SBJ ave are of properties to sustain platforms access justifies it sustaining informal access justifies it is sustaining informal access justifies to access third party land	A development of the size proposed will have an undeniable impact on the highway network of Eythorne. Early consultation with KCC Highways regarding the	Bus services are available from Shooters Hill to Whitfield, Dover, Eachy and Ehrington	A Public Right of Way (IFERSA) blocks the sile					No direct arrays - Roid party land required - not demonstrated this is activable	Access considered to be wanhinvable and/or highway impact cannot be mitigated.
60081	600001	Land next to Yew Tree Farm, Chillenden Fa Chillenden	irm, CT3 1	'S Chillenden Good	ineston & Ashs e	itour 0.42 tone	8	PDL	HELAA	HELAA50	Housing access howeve	ie to achieve an acceptable highway r the removal of hedges would be eate appropriate visibility splays.	Unlikely on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding comulative impact on wider highway network, particularly rural lanes; within and leading to village. 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					It may be possible to achieve an acceptable highway access however the removal of hedges would be required to create appropriate 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.
60082	600002	Yew Tree Farmhouse, Boyes Lane, Goodnes	itone CT3 16	D Goodneston Good	éneston & Ashs e	itour 0.22 tone	5	G	HELAA	HELAA129	Housing Anarrow rural lan points. There is a serving the current be required to import the term of ter	ndary of the site fronts Boyes Lane, a se with limited visibility and passing in existing site access via Boyes Lane rule of the site however works would prove safety of this access point his access point his access point his access point his access point access ation to improve visibility splays).	Concerns are raised regarding the poor visibility at the Boyes Lane/Galess Hill junction and the narrow with of Boyes Lane is accommodating additional demand. Cannel consideration will need to be given to the doign and demity of any development proposit that may come forward to identify the potential impact on the local highway network and any necessary migation measures: Commutation with KCC- as local rightway Authority – will be required	There is a bus stop located close by	There is no continuous footpath connecting the site to the limited local services/facilities of Goodhestone	Access with sublide sublidy does not appear activable without third party land. Genom- egapeing good visibility at the bayes Land, Sadden's Hill Juncton. Concern regarding any namew with of Bayes Lane. No foreizer, saving the site or within the witige, Usibility on its own to love a known oppingly regard in the within hybrid party restort.	No bus services in vilage.			Access with suitable visibility does not appear achievable without third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
600003	600003	Land adjacent to Fitswalters Meadow and B Lane, Goodnestone	loyes CT3 15	D Goodneston Goor e	e Little S e & Ashs		5	G	HELAA	HELAA129	narrow rural lan Housing points. There is n Boyes Lane witho	idary of the site fronts Boyes Lane, a re with limited visibility and passing to existing site access and access via to suitable visibility does not appear at the acquisition of third party land.	Concerns are raised regarding the poor visibility at the Boyes Lane/Saddien Hill junction and the narrow with of Boyes Lane in accommodating addient data data Canel a consideration will need to be given to the doing consel forward to being the postantial impacts on the local hypeway retends and any seccesary miligation measures. Consultation with KCC = a local hyphowy Authority – will be required.	There is a but stop located close by	There is no continuous footpath connecting the site to the limited local services/facilities of Goodhestone	Access with within which gives not appear advanced within the given land. Concern regarding part withing at the baryes Lang Saddard Will particle. Concern regarding any narrow within a Bayes Lane. No focus parts aroung the late or within the willige, bitlinky on its own to have a source appearing might in the welfer lightway releasest.	No bus services in village.			Access with suitable visibility does not appear achievable without third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
600084	G00004	Land adjacent to The Street, Goodnestor	te CT315	H Goodneston Goor e	e Little S e	itour 0.09 tone	3	G	HELAA	HELAA129	Housing Housing Housing Housing Housing for neighbouring point to the site as	indary fronts the Street, a well-used oviding access to the centre of the errn boundary fronts a track which is los footpath connecting to the wider Goodnestone and is used as an access dewillings. There is no existing access id a suitable access would require the is of third party land.	Concerns are raised regarding the poor visibility at the Street/School Late junction and the ratio task integrated and the anisting load highings in accommodating additional dimend. Countil consideration will need to be given to be design and downly of any conductance supposal and the local highway networks and any nexissary mitigation measures. Consultation with Net C – sa Load Highway Authority – will be required.	There are bus stops located within walking distance	Public Footpath EE271 runs along the southern site boundary and connects to the widder MROW instended Goodpatemost, There is a continuous statpath connecting the site to environment, fluctities of Goodnestone	Access with unbelly windling does not appear scheveline without fills of garwy lood and sense of a scaling on-scheve garwing. Concern regarding very narrow with of disput Laws. No feetings, saming the above rathin the village, Unblag on lise sens to be as some capacity impact on the solid or lightway notation.	No bus services in village.			Access with suitable visibility does not appear achievable without third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
600885	600005	Bonnington Farmyard, Goodnestone	CT3 15	N Goodneston Good e	ineston e e	itour 1.26 tone	15	Mixed	HELAA	HELAA130		indary of the site fronts Love Lane, a e with limited visibility and passing points.	Conterns any pixel regarding the poor stability add the conterns of the second stability of the second stability of the second of the second stability of the second stability of the design and design of any development proposal that may come forward to identify the patential impact on the local playmay network and any necessary mitigation measures. Consultation with KCC – as Local highway Authority – will be required.	The site is in an isolated location with poor connectivity to local services and public transport.	r None identified					Concerns are raised regarding the poor visibility and the nerrow width of Love Lane in accommodating additional demand	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.

										Unlikely on its own to have a severe capacity impact on									1
GOD006 GOD006	Land adjacent to Short Street, Chiller	enden CT3 1PR Chiller	nden Goodneston &/ e	tle Stour 1.02 Ishstone	5	G	HELAA	HELAA131 Housi	It may be possible to achieve an acceptable highway access however the removal of hedges would be required to create appropriate visibility splays.	the wider highway natwork. There may however be concern regarding cumulative impact on wider highway natwork, particularly rural larges: within and leading to village. If development was to come forward consultation with KCC – as tood 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 forthways surving the site or within the village, subliking on its own to have a severe capacity impact on the wider highway retwork.	No bus services in village.				Access with suitable visibility appears achievable onto Short Street, which would need widening at the access point	Access appears achievable and any highway impact can be suitably mitigated.
GOD007 GOD007	Land at Chillenden Court Farm, Chille	lenden CT3 1PP Chilere	rden Goodneston Lit e & A	tle Stour 0.80 Ishistone	5	6	HELAA	HELAA215 Housi	It may be possible to achieve an acceptable highway access however the topology of the site means this would require significant earthworks which would be detriment to setting of the conservation area.	Unlikely on its own to have a severe capacity impact on the wider highway natuond. There may however be concerns regarding cumulative impact on wider highway of atteach, particularly rural lanes within and leading to williger. If development was to come forward consultation with KC – as Local Highway Authority – wood be required	, No bus services in village	No footways serving site						It may be possible to achieve an acceptable highway access however the topology of the site means this would require significant earthworks which would be of detriment to setting of 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.
GTM001 GTM001	Land to the rear of The Drove Bounda	ary Plan CT14 OHB Dea	al Great Mongeham	Eastry 1.60	25	6	HELAA	HELAA21 Housi	The plan submitted indicates two accesses: one via it existing Hack in Tack entrance from Northbourne Rou and one to be crisited from Moogham Moad. An informal access via a gate exists on the Mongham Re boundary. It's likely that both options could be mail suitable to serve residential development.	<ul> <li>Proposals for the site should be informed at an early stage by KCC Highways advice regarding access geometry. The surrounding highway network is likely to be capable of accommodating a development of the size</li> </ul>	The nearest bus stop is in Mongeham Road close to t village hall. This is within 400m of the site	he None identified						It is likely that both options could be made suitable to serve residential 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.
GTM002 GTM002	Land off Mongeham Road	CT14 9LP Monge	Great Mongeham	Eastry 0.37	8	G	HELAA	HELAA22 Housi	It may be possible to achieve an acceptable highwa access however the removal of hedges may be requir to improve visibility splays	The impact upon the wider highway network will largely	A bus stop is located adjacent to the site. The site is w	None identified						It may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve 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.
GTM003 GTM004	Land to the east of Northbourne Road Mongeham	d, Great CT14 0HJ Gre Monge	at Great ham Mongeham	Eastry 3.33	10	G	HELAA	HELAA97 Housi		<ul> <li>Any development of this site is unlikely to have a ill significant impact on the highway seturcid. However, it such development was to come forwid consultation with KCC – as Local Highway Authority – would be required.</li> </ul>	A bus stop is located adjacent to the site. The site is w connected to the local services/facilities of Great Mongeham	vel None identified	Access with subdate subdate appears activately however applicit restrictions may be experied to Access with the extension of a some except on strong paring the strong paring. Except books booting cits but this does not contract into Monghane. Utilities on its own to how a server capacity impact on the welfor highway reducts.	No bus services in village.	¥ - adext	Previously missed	Further information submitted. KCC Highways have comment that the information provided addresses their concerns regarding which access, however but of fortherly with the bearing on the travel choice and sustainability in transport terms.	The topology of this site is such that the works likely to be necessary to achieve d appropriate frontage access will introduce a hard urban form within a nural area. I would also seem likely that construction of such accesses would involve thing anty land. Further information provided to clarify that access 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.
GTM004 GTM005	Land to the east of Cherry Lane, Gr Mongoham	ireat CT34 0HG Gre Monge	ar Great ham Mongeham	Eastry 1.00	15	G	HELAA	HELAA98 Housi	The site fronts Newell Law to the west, a narrow run trads providing access to and ending at an isolated residential property to the wider south and Chery La to the north, a narrow runal law with no passing point mare is an esting access point to the site via Power Lawa (Cherry Law junction that is used by apricultur whicks however this junction is constained with po- visibility and will be subject to improvements for an development proposal; that may come forward.	the narrow road is largely taken up by parked vehicles associated with adjacent properties. The existing is, hedgerows fronting the road add to visibility issues. Careful consideration will need to be given to the	There are no bus stops close by	Public Footgash IDSA runs through the cite from the morth west to the south-seal and connects to the wide POW network of Great Mongham and mightbouring settlements. There is no continuous forbards from the site connecting it to the limited services/facilities of Great Mongham						The site fronts Piewell Lane to the west, a narrow rural tack providing access to and ending at an isolated residential property to the wider south and Cherry Lane to the north, a narrow rural lane with no passing points	Access considered to be unachievable and/or highway impact cannot be mitigated.
GTM005 GTM006	Stalco Engineering, Mongeham Road	d, Deal CT14 SLL Dea	al Great Mongeham	Eastry 1.05	36	PDL U	nimplemented Allocation	LA15 Housi	ing									PP Granted - site removed from HELAA	
GTM006 GTM007	Land at Northbourne Road, Great Mon Great Mongeham Farm, Cherry Lane,	Monge	ham Mongeham	Eastry 0.46	10	G .	Allocation	LA37 Housi										PP Granted - site removed from HELAA	
GTM007 GTM008 GTM008 GTM009	Mongeham Land North of Ellens Hill, Deal	C124 OHF Monge	ham Mongeham	Eastry 0.35		G	Allocation	PHS012 Housi	ng The south western corner of the site fronts. Monphal- Road, a well-and access route into Great Monghia from the south and east. The isouthern boundary for these Road, a surrow rural law as the limited wisble and official point. There is an source parameters and the south of the source of the overlapment the other would require a second and emergency sour- with appropriate wisbley register.	Careful consideration should be given to the potential impact of the full development of this like on the sensing local highway network. Given the size of the proposed development a Transport Assessment will be the design of any development proposal just furward at and consultation with RCC-set local righways Authors - and consultation with RCC-set local ingineers Authors	There are bus stops close by	Public Bridleway EDS runs along the eastern boundary and hulk fongaths EDB, EDB and EDB run through the site connection be the weak PMO memory of our boundary in the Statistican's hand and Mongelian Road connecting the site local and Mongelian Road connecting the site to local and Mongelian Road desat Mongelian.						PP Granted - site removed from HELAA Access concerns identified. Careful consideration should be given to the potential impact of the ful devolution potential impact of the ful devolution network.	Highways concerns have been identified in relation to access and/or highway impact and further assessment required to demonstrate whether this can be mitigated.
GTM009 GTM010	Site at Hillside Farm, Great Mongeh	iham CT14 9JL Grea Morge	at Great I ham Mongeham	Eastry 0.67	20	G	SHLAA	SHL007 Housi	The western boundary of the site Fronts Mongeham Road, a well-used access route to Great Mongeham from the south and the north. The morthem bounda from the Road, anarow rural law with Imited passing points providing access to Walter-Access this site could be achieved howere would require the removal of part of the listed wall along the western boundary to provide adeque sight lists.	such development was to come forward consultation with KCC – as Local Highway Authority – would be	There is a bus stop located close by	There is no continuous footpath connecting the site to the local services/facilities of Great Mongoham						Access to this site could be achieved however would require the removal of part of the listed wall along the western boundary to provide adequate sight lines.	Access considered to be unachievable and/or highway impact cannot be mitigated.
GTM010 GTM011	Land to the west of Lansdale, Great Mor	ongeham CT14 0LB Great	at Great ham Mongeham	Eastry 0.80	40 s	Mixed	SHLAA	MOND1C Change	e to									PP Granted - site removed from HELAA	
GTM011 GTM012	Great Mongeham Farm, Pixwell Lane, Mongeham	, Great CT14 0HG Great Monge	at Great ham Mongeham	Eastry 0.35	5	G	SHLAA	NS01MON Housi	It was previously considered that development of up ing 5 units only could be supported on the site (subject t the existing use of the site being abandoned).	Porwell Lane, is narrow and suffers substandard visibility at its junction with Cherry Lane. Cherry Lane is unsuitable for large vehicles	The site is approximately 300m away from the neare bus stop (the No. 14 hourly service to Deal, Sandwid and Cantarbury).	st h There are no footways in the vicinity.						It was previously considered that development of up to 5 units only could be supported on the site (subject to the existing use of the site being	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this
GTM012 GTM013	Land to the south of Cherry Lane, G	Sreat CT14 0HG Grea	at Great	Eastry 1.51	40 5	Mixed	SHLAA	MON03C Change	The site is located to the south of Cherry Lane, a narr rural lane with high banks, poor visibility and no pass to brint. The site also lies to the west of Mongsham Ro a well-used access road times the south and north	The existing local road network is very restrictive and with enarrow road is largely taken up by partiade vahicles a associated with adjacent properties. The existing d, hedgerous fronting the road add to visibility issues. Careful consideration with each to be elven to the	There are no bus stops located close by	There is no continuous footpath connecting the site to the local services/facilities of Great Monetham						abandoned). However access concerns remain The site is located to the south of Cherry Lane, a narrow rural lane with high	can be mitigated. Access considered to be un achievable and/or hishwav impact cannot be
	Mongeham	Morge	ham Mongeham					sc	Works to Cherry Lane and the bank would be register in order to achieve a subtalle access point weight necessary visibility splays to ensure safety.	d potential impact of any development proporal that may come forward on the load highway network and consultation with KC – as Load Highway Authority – would be required. Removal of existing trees to achieve this could howeve introduce a band urban forw within a rural prace. The		the local services/facities of Great Mongeniam						banks, poor visbility and no passing points	mitigated.
GU5001 GU5001	Site between play area at Guston a Meadowcroft	and CT15 SER Guston tilel	√whi Guston Ma Id a	St irgaret's 0.64 t Cliffe	20	6	HELAA	HELAA42 Housi	The site is already sarved by a single access point associated with the current equestrian cut. It would therefore be possible to achieve an acceptable high access however the removal of hedges may be requir to improve visibility splays.	adjoining and surrounding roads are narrow single trad- outry lanes with limited passing places, poor alignment and poor forward visibility. Development of this load nade natheories. If such development was to this load nade natheories. 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	There is no footpath from the site to the village and the construction of a footway would involve third party land						It would therefore be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays	Highwaye concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
GU5002 GU5002	Connaughts Barracks, Dover	CT16 1HU Dov	er Guston Ma a	St irganet's 54.98 t Ciffe	300	PDL U	inimplemented Allocation	CP10 Housi		<ul> <li>Given that the Duke of York roundabout is known to suffer from capacity issues, a timpe-caix development e on this size has the potential to place significant additional pressure on the sumonoding highway A network. Proposils should be informed at an early stage by KCC Highways to ensure appropriate militation of cumulative impacts.</li> </ul>	The dosest bus stops are located on the A258 close the coach park and east of Burgoyne Heights. These a both within 400m of the site	No PROW identified, but there is footway from the site to bus stops at the coach park						The site is currently accessed at three points on Dover Road, and there is potential to create a secondary access onto the A258 if necessary.	Access appears achievable and any highway impact can be suitably mitigated.
GU5003 GU5003	Land North of Junction between A2 an	nd A258 CT35 5E5 Whith	ield Guston Mi	St irgaret's 46.56 t Ciffe	1000 s	Mixed	SHLAA	PHS004 Housi	Previous XCC highesprophic process the creation of a scores on the ASS of manyments in Tables in July calar in encode on the ASSB and there likely be problem Roundabout. It is unlikely that an electrate acress register the activity of the advance acress the activity of the activity of the advance acress that would significantly that the number and nature of the same finance to candid the advance acress that would significantly that the number and nature of the consultation we would be required would be required.	f such development was to come forward consultation of such development was to come forward consultation ath KCC – as Local Highway Authority – would be required	The dosest bus stops are within 400m of the site. however they are on the other side of the Duke of Yof roundabout and there is no pedestrian crossing	rk						Previous KCC highways objection to the creation of any access on the A358 or Hangmans Lane	Access considered to be unachievable and/or highway impact cannot be mitigated.
GUS004 GUS004	Land to the west of Duke of York's Schoo	sol, Dover CT15 SEN Dove	er Guston Ma a	St irgaret's 7.24 t Ciffe	200	6?	SHLAA	NS13DOV Housi	Full sight lines likely to be achievable on the Dover Ro though likely to necessitate removal of trees and scru along the western boundary.	b access could be achieved, this would have to be demonstrated by site promoters. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required.	Guston, more than 400m from the site and without footways	connectivity is limited						Full sight lines likely to be achievable on the Dover Road though likely to necessitate removal of trees and scrub along the western boundary.	Access appears achievable and any highway impact can be suitably mitigated.
GUS005 GUS005	Land adjacent to Burgoyne Heights Con Centre, Dover	mmunity CT15 SLZ Dow	er Guston Ma	St argaret's 1.33 t Ciffe	40	PDL	SHLAA	NS15DOV Housi	Access should be achievable as the site is within a 30mph speed imit where the necessary sight lines co- be created. Existing struct lighting columns may need be relocated.	Any development of this site is unlikely to have a id 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 sit and a school close by. The nearest shops are howew within the main town of Dover and Burgoyne Heights in a location divorced from Dover	er Nees identified						Access should be achievable as the site is within a 30mph speed limit where the necessary sight lines could be created.	Access appears achievable and any highway impact can be suitably mitigated.
GUSCOS GUSCOS	Land to the south of Duke of York's S Guston, Dover	School, CT15 SEH Dow	er Guston M.	St Irgaret's 9.43 t Cliffe	282	67	SHLAA.	NS14DOV Housi	Sight lines may be achievable on the Dowr Road thou likely to necessitiate removal of trees and scrub about the weath boundary. Sight lines are used to a scrub about the weath boundary. Sight lines are used to a scrub graphment, therewer, it was previously considered to ECC Highways that casses of Dowr Raide would not the eaking scrub access scole about about do to increased uses and provide the bake of twis Roundabout.	additional traffic from development of this size. It is unlikely that an adequate access could be achieved here	Bus provision is good on the ASSE though currently po on Dover Road	oor No footways lafgacent to the site meaning pediatrium connectivity is limited						Sight lines may be achievable on the Down Road though likely to necessitate removal of trees and sorub along the western boundary	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whother this can be mitigated.
HOU001 HOU001	Land to the south of West Hougham 1	Village CT1578B We Hough	st Hougham C ham Without	iapel le 1.07 Ferne	25	G	HELAA	HELAA87 Housi	The site has no axising vehicular access, but has, informal (arm) access from Lowskip Acod and Cred Court Lane. The submission document indicates the greation of formal accesses via both these routes, while due to the fact that both nocks are narrow single era lanes would be detimiental to the character of both stretch.	Any development of this site is unlikely to have a significant impact on the highway network. However, is such development was to come forward consultation the struct of the second structure of the second second structure of the second structu	There is no bus stop close by	PROW ER200 crosses the side, while ER198 adjoint its northern boundary. ER199 follows part of the route of the proposed Crooks Court Lane access	Appears that party land registed to achieve access connections to lawely of the adult's Cost Cost Lawe. Earlier and world kill an order world any access point and a cost lawely and the not appear achievable without that party lawel. Level since also all Cost Lawe access paint. Costoner registed partners laws active register (becauser any party lawel of bases. The second particular size and the second party lawel of the laws within and leveling to viriage, and junctions with REXII and Alkhaw Walky Rext. No toorkay acteant law or through Value.	No but services in village.				Appears third party land required to achieve access connections to Lowslip Hill and/or Crooks Court Lane. Existing reads would also need widening at access points. Suitable visibility also does not appear achievable without third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
HOU002 HOU002	Land at Lowslip, West Hougham	m CT15 7AY We Hough	st Hougham C ham Without	lapel le 0.72 Ferne	15	6	HELAA	HELAA187 Housi	The cite is located to the north of Lowsig Read, a sing narrow rural lane. There is an existing access point to the east of the site via an oxising track that could ser any development.	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 close by	Public Forgath EE2D runs across the north weat of the this providing as link to the wall of national of Weat Hougham. There is no continuous forotpath connecting the site to the limited services/facilities available in Weat Interface and the state of the services of the party land						The site is located to the north of Lowslip Road, a single narrow rural lane	Access considered to be unachievable and/or highway impact carnot be mitigated.
HOU003 HOU005	Land at West Hougham (north of Apsel) and Fint Cottages)	éy House CT15 7AY Wer Houge	st Hougham C Nithout	apel le 1.81 Ferne	45 1	Mixed	SHLAA	SAD29 Housi	The site is located to the east of Barnsole Lan, a nam- rural lane bounded by mature hedgenous and trees of there is an existing access point associated with the current private water management task along hubit bridleway (5227	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 stops close by	the site providing a link to the wider network of West Hougham. There is no continuous footpath connecting the site to the limited services/facilities available in West	Appears unlikely within your be achievable but nearured speech would be needed to determine the as across in developing and one. Rothing rand would also need within ego across pairs: Concern speech provide a size range charms regarding most of the as and pairs: Concern specific pairs of the size and takes within and leading to silips, and particles with SEDI and Albert Waley Read. No thereary network index on through silips.	No bus services in village.				Appears suitable wishilty may be achievable bot measured speeds would be needed to determine this as access in in derestrated accesson of lane. Existing road would also need widening at access point. Concern engesting, narrow lane serving site	Highways concerns have been identified in reliation to access and/or highways impact and further assessment required to demonstrate whether this can be mitigated.
HOU004 HOU006	Land to the north east of Broadsole Lan the rear of Jubilee Cottage, West Hou	ne and to ugham CT15 788 We Hough	st Hougham C ham Without	apelle 1.28 Ferne	25 8	Mixed	SHLAA	HOU01 Housi	The site is located to the north of The Street and east Broadsolo Lane. Both a narrow rural lanes and the removal of hedges and banks would be required to accommodate any additional demand generated (u.g. provide adquate visibility spit), A single access po is achievable via a track off Broadicle Lane.	tt consideration of the cumulative impact on the wider highway network	There is no bus stops close by	Hougham. Aside from the PROW ER193, there is no continuous footpath connecting the site to the limited	Appears suitable viability may be achievable but measured speeds would be needed to determine their as zeros is in developing of a set of allow. Existing rand would also need wideling at zeross point, Corens should near here are writer writer. Concorn regarding may of this site and comulative impact then potential aboution sites on wolf hybrinary network, particulary rural lanes within and laveing to midge. And putchers with 2021 and Abban Valley Read. No footway network lett or through viable.	No bus services in village.			Further information submitted does not adequately addres highway concerns. Further evidence required	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is <sup>5</sup> in derestricted section of lane. Existing noad would also need videning at access point. Concern regarding narrow lane 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.
HOU005 HOU007	Land to the north of Lady Garne Road, Hougham	d, West CT15 7BA Wer Hough	st Hougham C ham Without	apel le 3.89 Ferne	290	6	SHLAA	NS01HOU Housi	The achievability of an acceptable and suitable access serve additional demand generated from any development is questionable given the restricted nati- of the existing highway network.	The adjoining and surrounding coads are narrow ingle track country lanes with limited passing places, poor alignment and poor forward wishilty. Development of this local coad network. Considered that there would be wery limited options for mitigation	There is no bus stops close by	PROW EH293 and EH294 cross the site and connect to the village. Hougham however has a very limited number of services						The achievability of an acceptable and suitable access to serve additional demand generated from any development is quastionable given the restricted nature of the existing highway network	Access considered to be unachievable and/or highway impact carnot be mitigated.
XIN001 RINC01	Land to the east of Granville Road (so Morningside), Kingsdown	outh of CT14 8EL Kingsd	Ringwould Iown with Ri Kingsdown	rgwould 1.22	5	G	HELAA	HELAA59 Housi	The size has an informal access from Granule Read which is, itself, un uneven, ingle track granter and a few passing places. The current access appears to more readily used for padatatina access from one size of the geff current to the other atlase than a siz which access. The size is for anomalis from the main higher plausible via a network of private reads (Dirgsdown to The Avenue) or through the narrow center of Grapdo	<ul> <li>Early engagement with KCC Highways would advise more specifically on the impacts of development on sits</li> </ul>	The closest bus services to the site are located from Upper Street, Kingsdown with services available to De	n None identified						The site is far removed from the main highway network with access to the 4258 (Dover-Daal read) only plausible via network of private reads (Kingsdown Hill, The Avenue) or through the nerrow centre of Kingsdown	Access considered to be unachievable and/or highway impact cannot be mitigated.

KIN002 RIN009	9 Land at Woodhill Farm, Ringidown	gwould Road, CT14 8D)	Kingsdown Ringwould Kingsdown Rin Kingsdown	swould 3.46	90	G	HELAA H	HELAA234 H	The dot has no standard problem acquires them churd with back which 11 hours with the singlehouring priving field, adhung 11 hours with the singlehouring priving field and the standard single standard for the single private ward before send to be imposed and shall be standard to be priving that and the priving field and be accessed to be priving that and the priving field, adhoging the site that and standard access the site standard be accessed and the site and the site and the site of the site of the site of the site of the site of the site of the site of the site of the site of the site of the site of the site of the site the site of the site of the site of the site of the site of the site of the site of the site of the site o		Bus services are available from The Real traverist Deal The Real accessible via two foregoints (1202) and the Them The Like, Margin II shot cause that an evolu- mailing in the appendix direction first	A billiows (EXD) short the western edge of the short white a further billiows (2023) crosses the south- leader and the short of the short of the short of the facult a public (south) (EXD) crosses the south- facult and the short of the short of the public field towards the Primary School.	The proposed allocations the kindcate on the participanty of the ellarge just builde of the enlarge location zone. There appares to be only one particular point of access on the Response's that and and approximate the second second participant of access on the Response's that and most approximate the access of the Response to the Response's that and second participant of access of the Response to the Response's that and access approximate the response to the Response to the Response to the second participant of the Response to the Response to the Response to the participant of the Response to the Response to the Response to the Response to the second participant of the Response to the Response to the Response to the second participant of the Response to the Response to the Response to the the Response to the Response to the Response to the Response to the second participant of the Response to the Response to the Response to the the Response to the Response to the Response to the Response to the Response to the participant of the Response to the Response to the Response to the Response to the the Response to the Respons	Engedness is not well synable transport, there is a minuted annuas accessible via Gane funct, because this infrequent and datases of operate throughout the day is additional pathomage in advancement of the service provision		Purples independent advantation EXC implements have accommonly that they are in againing datases, way also accommonly them to again a straight datases way also accommon them to again a straight provide a straight by the accommon them to again a straight provide a straight by the accommon the base of the many straight provide a straight by the straight by the accommon the accommon the which the again accommon the accommon the straight by the accommon the accommon the accommon the accommon the straight by the accommon the accommon the accommon the accommon the straight by the accommon the accommon the accommon the accommon the straight by the accommon the accommon the accommon the accommon the straight by the accommon the accommon the accommon the accommon the straight by the accommon the accommon the accommon the accommon the accommon t	Highways concerns have been identified in relation to access and/or highway required to demonstrate whether this can be mitigated.
KIN003 RIN010	0 Kingsdown Park Holiday Villag Kingsdown	je, Upper Street, CT14 8EU	Ringwould Kingsdown with Rin Kingsdown	would 6.02	150	PDL Br	rownfield	BR53 H	The site has vehicular access via a tane onto Upper Street, which is used in association with its use as a Holding Write, saw with a sensitial small number of the strength of the strength of the strength of the survey of the strength of the strength of the strength on this site. The works request to make it surtained would have detrimental impacts on the adjuent conservation area, and in any criterioal would have would have detrimental preparing access and this does not appear activation.	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 tarvist Place within 400m of the site	6. BRB follows the sfar's southern boundary				It is unlikely that this loos would be wouldn't to serve a disorder relationshi development on this lab.	Access considered to be unachievable and/or highway impact cannot be mitigated.
KINOC4 RUNCII	1 Site to the west of Kingsdown Village, Kingsdow		Kingsdown Ringwould Rin Kingsdown Rin	would 1.48	45	G :	SHLAA	KIND6 He	The site currently has access via the Holiday Park from Upper Street, and via a gate from The Avenue, it is likely that neither of thesia accesses would be suitable to sarve a development of the site proposed in their present form, so either would require significant improvement works to render them appropriate	Early consultation with KCC Highways would advise on the soltability of vehicular access and any impacts on PROWs	Bus services are available from Tarvist Place to Deal an its associated services/Pacifices	Three Public Rights of Way (EK7, ER8 and ER207) cross d the site, providing pedestrian access from Upper Street and The Avenue down towards the seafront to the south	ă A			It is lawly that realition of these ansates would be suitable to some and development of the size proposed in their present form.	Access considered to be unachievable and/or highway impact cannot be mitigated.
XIN005 RIN012	The former Scout Camp built running southwards from Wi Avenue to the junction of Kin Oldstairs Road, Kings	roodlands, The ngsdown Hill & CT14 8DX	Kingsdown Ringwould Rin Kingsdown Rin	would 2.91	112	PDL	SHLAA	KINO7 H	The site's access would either be via Kingdown Hill or Oldstain Rad, both of which are narrow private roads, or through the camp site last?. The radis within the amplite are only sufficient for their current purposes as significant works would be required in order to render them appropriate to save a development of the size proposed. The radis surrounding the size and capable of serving a development of the size proposed to size the size proposed.	Early angagement 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. But services are available to Deal from Jarvict Place	* None identified				The UNY sectors would either be via logadown Hill or Oldenin House, John of which as an encore private racial, or though the carry of the Half. The reads, within the carry of the Half. The reads within the carry of the Half.	Access considered to be unachievable and/or highway impact cannot be mitigated.
KINOD6 RINO13	3 Land to the south of Northcotre	a Road, Kingsdown CT14 8ED	Kingsdown Ringwould with Rin Kingsdown	would 1.20	36	G :	SHLAA	XIND4 He	The site has no which access and this would like need to be created from Kingdown Hill, which is a privale road. The site promoter would need to demonstrate that access could be achimed. Adamately, access could be acted and the Oddstains Road, but thui, ab Undereitin hoad is not considered solution to serve and access the second second beam of the second be to serve restand from Oddstains and the second second access the second second beam of the solution to serve restand a development.	The surrounding narrow lanes and prviate roads would likely not be capable of accommodating development or this site	<sup>1</sup> The site is far removed from services and facilities. But services are available to Deal from Jarvist Place	s None identified				The sorrounding stampe latents and protest reads wand likely not be capable of accommodating development on this site	Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN007 BUN014	4 Former Scout Camping Groun Kingsdown	nd, The Avenue, CT14 8ES	Kingsdown Kingsdown Rin	would 10.57	294	G :	SHLAA	KIN02M He	The site" main access is via The Avenue, a narrow private rada, and in between buildings which form part of the holidary park. The existing roads which she holidary park are subtable for their current purpose, but may require againtizer which is order to save a development of the size proposed	Early angagement with KCC Highways would offer best guidance on the suitability of surrounding roads as wel as any works required for them to serve a major housing development	The site is far removed from services and facilities. Bu services are available to Deal from Jarvist Rice	PROW ERE adjoins the northern boundary of the site, connecting Upper Street and The Avenue to Undercliff Road in the bay	5. 50			The slin's main acress is via The Avenue, a acress private race, and in between buildings under the buildings parts	Access considered to be unachievable and/or highway impact cannot be mitigated.
KINDOB RINO16	6 Land off Glen Road (Knights H	till), Kingsdown CT14 8BS	Kingsdown Walmer W	almer 1.65	5	G Br	rownfield	8R216 H	There is an existing informal access to the site from Glee Road, however this is constrained with poor visibility. Outing Glee Road is a single tack tack there and development of the site may put additional pressure on the surrounding highway network, in particular Glen Road and The Rise	However early consultation with KECC Highways as part of any 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	Restricted Byway ER29 passes to the west of the site, and Public Bridleway ER21 abuts the south-eastern comer of the site. In addition, Public Footpath ER3 crosses the northern tip of the site				Constrained access with poor visability	Access considered to be unachievable and/or highway impact cannot be mitigated.
LANGOS LANGOS	Land adjacent to Church Lane 2 Lane, East Lange	and Waldershare CT15 SFB	East Langdon Mt	St 4.04 garet's 4.04 Ciffe	80	G	HELAA 1	HELAA49 H	Dure is an earling from source which can'd parterially provide exceptible sight trace, memory of earling trace to achieve the downer includes and a failed order from within a rand also.	The adjoint get unworking reak are control parts with limited participation. Development of the while bits i limit parts are for the determined instance of the second read to be determined in the second read and read to be determined by the protection. and the elegenetic static scars for any second to required	Site law within any waiking distance of East Langton and its survives	886 rum, Braugh sha	Ageness shalling is achived in at some point along frontage. Existing read wood alon need watering at coarse pairs. Concurs and out some whom so storing gain. Concurs negating impact of this site and compared transport toor putched bases of the site pairs and the site of the site pairs attends to the site of the read-dataset. Forget Laws, Sendwich fload and Withfald Raveddoost. No featneys serving the site.	within 40 metric recommended walking distance to nearest but days in The Steers, however services are very limited.		Agears visibility is ethioside at anne pone arong hortage. Foisign and would also me dising at possiss parts Cancern about surrow lares serving sta	Highwayi tancaris have been kantifed in neliatin to kacosi and/or highway ingapit and interactional seasonnet to ingapit and interactional seasonnet to can be mitigated.
LAN002 LAN003	8 Land adjacent to Lucerne Lar	ne, Martin Mil CT15 51	Martin MB Langdon Mu	St garet's 5.08 Ciffe	100	6	HELAA H	HELAA175 H	The olic is already served by a single access point of East Langton Nucl. The advectability of an acceptable and unblack access is surveit additional demand generation restricted nature of the existing lightway releask	Development of this site is black to have a horizon determined impact to this black rate numbers $\tau$ and access routed be achieved, this would need to be access routed be achieved, this would need to be access to be a piece to the potentiar Large to a constant of the site of the s	The nearest but step is in Station Read, Mardin Mal, where Martin Mill statism is also located. Tomics are available lines have to Banagata and London. Here are wellow-60m of the Stategy is no periodicities footneys	There is no footgash from the site to the village and th construction of a footway would involve third party law	No cher that sublet weblig could to obhered a lost fait singlen Rad od somme Lon per lost ober that sublet weblig could be obhered a lost fait singlen Rad od somme Long per lost soming the Counter regarding impact of this lost and counder the some the sub- ad sources on each right-systemet, particularly our line within ad society subge, and junction with ACR, and a rith molecularly could be within ad society subge, and junction with ACR, and a rith molecularly soming the site.	Within 400 mitters recommended suiking distance to railways station and manual bus itage is Station Approach, Network but services are very limited.		Not clear that subable valuables could be advanced as both said angles housi and Subarnet states are directed and	Access considered to be unachievable and/or highway impact cannot be mitigated.
LAN003 LAN006	6 Land adjacent Langdon Court Street, East Langd		East Langdon Mu Langdon a	St garet's 4.68 Ciffe	40	Mixed	SHLAA	SHL086 He	The site has no ensiting whicular access, bet this could be created from East Largelon Read.	It is likely that the surrounding reads could accommodate residential development on this situ. Although were the lot come forward addres should be sought from ECC tighways regarding the provision on access to the ide and any comulate impacts from development.	The nearest bus stop is in The Struet, East Langdon, within e00n of the site, and Martin Mill cateon is a around a two minute walk away (although there is not footway for the entirety of the route)	PROW EB44 adjoins the sRe's western and northern boundaries	Appears visibility is softwards at some port allengt hordage. Nationg med word allen east welsening at access pairs. Concern abort samere lanes samling tilt. Concern regering impact of this take of comulative impact from patiential allectation take on water highway meterst, particularly visual as with and landing to lange and juscification. Star 2000, and in You promoting visual and and and and appeared and and and and and and and patiential with and	Within 420 metros recommended walling distance to nearest bos stops in The Street, however rankes are very limited.		Agears visibility is arbitrated as come point array for competitivity and would also not efficiently at a company of Concern about surrow lines serving she	Highways concerns have been identified in natation to access and/or highway impact and further assessment is required to demonstrate whicher this can be mitigated.
LANDO4 LANDO7	7 Site at Langdon Court Farm,	, East Langdon CT15 SJF	East Langdon Ma a	St garet's 0.63 Ciffe	18	Mixed	SHLAA	SHLD44 He	Previous SHLAA assessment found that an acceptable road access could be established though noted that this would be onto a country law. It was also noted that builting there could potentially be an issue with junction spacing making that any development would require a Traffic Statement industing and the there are also that the conditionations remain.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further definential limpact on the local road network. If an access could be achieved, this would need to be demonstrated by place prontext. If such development was to come forward consultation with KEC – as Local highway. Authority – would be required	Site Ses within easy walking distance of East Langdon and its services	None identified				The adjoining and surrounding roads are country loses with limited passing place. Development of the whole data. Sinch the have a full environment impact of this board road research.	Highways concerns have been identified in reliation to access and/or highway impact and further assessment is required to demonstrate whather this can be mitigated.
LAN005 LAN008	8 Land at Eastside Farm, The Stre	eet, East Langdon CT15 5JF	East Langdon Ma Langdon a	St garet's 0.76 Ciffe	10	PDL	HELAA H	HELAA217 H	Five site's access is from The Street and through Eastbild Farm and the submission document advices that this land is in single ownership. However the access would housing devolopment and this would be dedrimentar to the conservation area. PROM EAPT adjoint the site to the conservation area. PROM EAPT adjoint the site to the south	highway network, however early advice should be sought from KCC Highways regarding vehicular access to	Bus services are available from The Street in East Langdon towards Dover and Deal	EB47 runs along eastern boundary of site				Work required to improve accest, which would have a continuent of improve content would be a continuent of the Content works of the	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.
LANOD5 LANOD9	9 Martinvale Farm, Station Roa	ed, Martin Mill CT15 SiX	Martin Mill Langdon Ma a	St garet's 1.00 CSIFFe	25	Mixed	HELAA H	HELAA224 H	The site has an existing informal access from Station Road associated with its use as a manage. The toping topography to the acut6-asst of the site restricts wisbility from the existing the attractance, however suitable visibility splay may be achievable if the site was taken forward for development	Given the limited size of the size and its presimity to the ASSB its limity that the currounding sad's would be capable of accommodating a residential development on this size. However, RCC (righways pictance should be sought at an early stage in any development proposal in relation to the size access and the capability of surrounding roads and junctions.	Martin MII Station is located approximately 500 methe from the Jav, although the only pedeciatian access to th taction is via Station Read, which is also the main rout for well-calar traffic into Martin MII and Martin. Connections are available to bower and oftwards towards Athford and London via the High Speed Rail methork. Sportic bus services are available from Station Road (ourtide the station) to Dover and Deal	s e None identified				Constained actors with restituted visibility	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	0 Land adjoning East Langdon a	and Martin Mill CT15 SID	Esst Langdon Ma	St garet's 18.34 Ciffe	500	G	HELAA	DDC H	The lab is convertign accessed for florm use a short datasets the second distance have distance that is all below segmented in trajections with the data that is all below segmented of the data that is the second distance of the data that is all below distance to the accession of the data that the data of distance and data that the data that the data that the manusement of below have been were distance that the data that the data that the data that manusement of both have to show the data that the data that the data that the manusement of both have to show the data would be the under the vectorial neurons the data.	The bits is surrounded by names, single-back lanes, which are not likely to be outside to save to pro-cale residential development in this location	The object two arrays or a soluble in Two branc, for the second	a PROW BH/7 crosses the site via two routes				The cite is contracted by some (eight track lane, which are not limit y to be multiple to any eight scalar or electric development in this location	Access considered to be unachievable and/or highway impact cannot be antigated.
LYD001 LYD001	1 Bosney Banks	: CT15 76R	Lydden Lydden T	iden & mple 1.51 well	15	G	HELAA	HELAA1 H	The site is located along landow Road, a wide and well used carriageway that is used as a key access into the vitage. There are no existing access points to the site however as costs and the advected site access the point server any development, given that advectat vibility splays are provided	significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be	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 facilities and services	Appears contable adulty any pie administration of points in provident of administration of the second of the barreght of administration of the second of the barreght of administration of the second of the second of the second of the second of the barreght of administration of the second of the second of the second of the second of the provest traffic comparison (the second of the second of the second of the second of the lightware strategies). Cancers regarding the communities measure to the second of the lightware strategies. Cancers regarding the communities measure to the second of the protect traffic comparison of the second of the second of the second of the protect traffic comparison of the second of the second of the protect traffic comparison of the second of the second of the second of the protect traffic comparison of the second of the second of the second of the protect traffic comparison of the second of the second of the second of the second of the protect traffic comparison of the second of the second of the second of the protect traffic comparison of the second of the second of the protect traffic comparison of the second of the second of the protect traffic comparison of the protect traffic	Part of site within and part of site more than recommended 400 metres walking datance to rearest bus stops in Booney Barks.		Appears suitable visibility may be activable but options for position of access may be limited and are beingth of suitability graps; respect, as tells a within developed restore in tableat	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.
1/1002 1/1002	2 Land to the north and west Stonehall Line, Lyd		Lydden Lydden T	Iden & mple 1.52 well	40	G	HELAA I	HELAA83 H	Acts to the lot could be actived via and between 5 and 8 boats. The lot document also entities memory and the statistical statistical statistical statistical boards. The lot document along provide for frontage development along Sconduil.	impacts of any development as part of the planning	The data well construction to the paties present a space with the strapping strangest in the space of the strapping	B115 runs through site	Appears to be unificient near to achieve 4.8 metro carringency and 3.5.18 metro featurey with them beacters. Would end to theory priority and provide give way from an effect way with and entiting and the states of the states of the states of the state states of the state of the states of the state states of the state states of the state states of the states of the state states of the s	nearest bus stops in Canterbury Road.		Apprain to be sufficient norm to achieve A structure consigning and 5.5.1. In other features water from the sufficient of the sufficient near to industry and provide a structure of the second structure of the sufficient of the sufficient of the sufficient near fit sufficient of the sufficient of the sufficient of the sufficient of the sufficient of the	Highways concerns have been identified in indicate the access and/or highway required to demonstrate whether this can be miligated.

1/10/003	170023	Land adjust to liption Court Fam, Church Land, Spiller	CT25.7/P Lydden Lydden	tydden & Tengie Ewell	2.18	65 Mixed	HELAA	HELAA134 Housing	is an existing single access point off Church Lane providing access to the residential property and parkin	e Lane/Canterbury Road junction however this is unlikely to cause a significant impact on the existing highway	A but they is included door by	Public Frontysch RESE ones along the eastern boundar connecting the tale to the Church land and Standard Raid, providing connecting to the Halling. There is a connecting the tale to the control of the siteling where there is a limited number of facilities and services.	Appears suitable visibility may be achievable as access within existing 30 mph speed birts. Existing rated exold and volceming at access point fail access regarding fairness with of Outro Liase provide a start of the start o	Within 400 metric economiseded tasking distance to nairect box Highrin Contentiny's Raid.	v	visibility polars being across their purry land at Church Lane junctions with Caterbury Road. Previous concerns could possibly be overcome if site access designed to physically provent access/genes to from Church Lane to the north. Natrations would also be required at their Caterbury Road junctions to manage which movements. Would also need succontrolled predestrain consist genes PPION ERL5 joins Caterbury Road, to provide access to acathound bus tops. This may require a build cated (or removal of	highway concerns. Further evidence required. KCC Highways recommend that the applicant approaches them for pre application advice, and they can look at this size in more detail to inform future policy for the site.	Appears a solid in visibility may be infrared and a social within visibility of the mark specific intro. Target and and new of indexing at access parts that within the second second second second Calified HI and California Market Further and remarket registed	Ngheng soont bas ben booling ang a soont bas ben booling inget and further assessments regard and burther assessments and the mitighted.
LYDOD4	LYD004	Land at lyddun	CT15 7LB Lydden Lydden	Ewell	2.66	78 G	HELAA	HELAA204 Housing	Individual access would be appropriate for frontage development along Stannhal	The solar read network could accommodate the definited shift: from development of this size. Careful consideration will need to be given to the potential constraints of the solar shift of the solar shift of the application stage. This development was to come forward consultation with KCC - as local Highway Authority - would be required	The data is well connected to the public burgeout spots with their stops located in close parameters to the other Standard Read	en en IDIIS rues aleng sacch edge of site	Approximation in the second se	More than recommended 400 metrics willing distance to rearest but stops in Carterbory Read.		exting on-start particip		Appears suitable visibility may be activable for access onto Durch Lane of Sonnhall Rock Tomacurd species would be needed to determine this a accesses are in derecting section, of lanes	Highways concerns have been identified in nation to access and/or highway requiring to the access and/or highway requiring to the access and the this can be mitigated.
LYD005	LYD005	Land rear of, 114 Canterbury Road, Lydden	CT15 7ET Lydden Lydden	Lydden & Temple Ewell	1.46	44 PDL	Unimplemented Permission	15/01184 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 reouired at the two		PP Granted - site removed from HELAA	
NON001	NON001	Land off Easole Street	CT15-4EU Nonnington Noningto	in Aylesham	3.48	60 G	HELAA	HELAA23 Housing	The site has an informal access (via PROW EE318) onto Eacele Street, and the submission proposes that this should be adapted to create the whicksal' access enabling development on the site. Sufficient land exist on the Eacele Street frontage to do this with thew removal of source registration, and an informal parking area would need to be reduced in size	If the promoter is able to demonstrate that they can access sufficient land to rease a suitable access to the safe rism Eacle Street, thin it is likely that the surrounding reads could accommodate development on this site. Any development propacal could forward should be undertaken in conjunction with KCC highways to understand any cumulative impacts from development	There are bus stops close to the proposed site entran in Easole Street, well within 400m of the site	or PROW EESIS's route is followed by the proposed site access, while EESIS croues the site and EESISA abuts the northern edge of the site	Access with sublable visibility does not appear achievable without third party land and possible reamout of on-shared parting. There appears to be a withit constraint on achieving a sublable adoptable access. Under into the data. Concern regarding the impact on noral lanes to the south and east of the site. Concern regarding the matchine inspect on the only filtered to the south potential allocation sites within the village and in referance.	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 mitgabed.
NON002	NON002	Land off Mil Lane	CT15 7LN Nonnington Noningto	n Aylesham	1.97	26 G	HELAA	HELAA24 Housing	The site has no existing vehicular access, but the submission indicates that two accesses could be create from Mil Lane. This is feasible given the gentle gradien of the land and the small grass wrge which forms the site boundary with Mil Lane.	It is likely that the surrounding roads could commodate residential development on this tax, although were the site to come forward advice should be sought from KCC Highwaps regarding the provision of access to the cle and any comulative impacts from development	The closest bus stops are in Eacole Street around 400 from the site, although there are no footways to enab pedestrian access	Im PROW EE318 crosses the site						The site has no existing vehicular access, but the submission indicates that two accesses could be created from Mil Lane. This is feasible given the gentle gradient of the land and the small grass verge which forms the site boundary with Mil 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.
NON003	NON003	Land off Sandwich Road	CT15-4HF Hannington Noningto	in Aylesham	0.45	10 G	HELAA	HELAA25 Housing	The western site boundary fronts Sandwich Road, a we used access insult to Roonging from the said. There is no end and access point music require the said third suitable access point music require the said third party and or earthworks.	s such development was to come forward consultation	There are no bus stops located close by	There is no continuous flootputh directly connecting the site to the limited services/flucifies of floorington.						There is no existing access point to the site and the provision of a scattable access point woold require the use of third party land or earthworks.	Access considered to be unachievable and/or highway impact cannot be mitigated.
NON004	NON004	Land to the north of Church Street, Nonington	CT15 4LE Nonington Noningto	n Aylesham	0.40	12 6	HELAA	HELAA154 Housing	Access would be achievable from the site onto Church Street, although Church Street is a narrow, single-trad lane and is most likely to be accessed via Vicarage Lane which is also single-track for most of its length.	k reduce the scale of development which could be safely	There are no bus stops located close by	None identified	Access with subtale viability appears achievable, however this would remove existing on-street parking privated to the school). Concern regarding marrow lanes and existing web-standard pandors on readers tightion site. Concern angeding the schuldbard might on the weble highway returns's how potential allocation sites with the viabal and in ApleAuan. No tostways arring the sole.	No bus services in village.				Access with suitable visibility appears achievable, however this would remove existing on-street parking (related to the school?). 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.
NONDOS	NON005	College Field', Sandwich Road, Nonington	CT15-4HQ Nonington Noningto	n Aylesham	3.46	40 G	HELAA	HELAA156 Housing	The eastern boundary fronts Sandwich Road, a well- used access route into Nonington from the north east. There is no existing access point to the sith however access could be achieved via Sandwich Road subject to the provision of neassary measures (e.g. visibility splays).	<ul> <li>significant impact on the highway network. However, if such development was to come forward consultation</li> </ul>	There are no bus stops located close by	Public Foopath E212BA bisects the size from the act to the west, Public Footpath E2121 cms along the acaterr boundary and Public Footpath EE311 cms along the southern boundary. These all connect to the wilder PROM network of Nonington. There is no continuous footpath directly connecting the size to the limited services/facilities of Nonington	-					There is no existing access point to the site however access could be achieved via Sandwich 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.
NONOG	NON005	Prina Window, Earth Dwerffanderin Rauf, Norrigion	CT25-4rtf Nonington Noningto	in Aylesham	1.54	35 POL	Unimplemented Allocation	LA42 Housing	The north eastern she boundary hons Sandwith Nea The north eastern she boundary hons Sandwith Nea There's an existing across point or Sandwith field easted with the current sue of the she	Any development of this site is unlikely to have a or operation topol on the lightway reducers. Nearess, 4 operations are also as a second s	There are no but stops located close by	There is no continuous therpath directly encounting the olde to the limited announg fluctilities of fluctuages	Eating externment some sindle to some the site (solid) wedenment some has par- wickling (solitely on to some takes a somer capacity regard on the select highway means), barrang in one the wedge of a first and a spin-to solitation of graff grade means. Covers regarding the unschalars inspect on the solid regionsy retract the particular allocation also which the elege and in functions to finationsy on entry first data allocation also	No bos servos in vilage.				Exciting excision wat associated to serve the circ	Arean appears adversable and any highway repart can be satisfy migrate.
NGN007	NON008	Old Court House, Pinners Hill, Nonington	CT15-4LL Nonington Noningto	n Aylesham	1.81	57 PDL	Brownfield	BR51 Housing	The site has whicular access via Pinners Hill although this is a single-tracked country lane.	It is unlikely that Prinners 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 sit	te None identified						It is unlikely that Pinners 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.
NON008	NON010	Land off Vicarage Lane, Nonington	CT15-4IY Nonington Noningto	n Aylesham	0.76	25 PDL	SHLAA	NON01 Housing	site via Vicarage Lane and further significant works would be required to ensure the provision of a safe an	8 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 BCC-action Highway Anthroffywould be required to ensure the consideration of the comulative impact on the wider highway network.	There are bus stops close by	Public Footpath EE313 runs through the site from the east to the west and connects to the wider PBOW network of Nonington. There is no continuous footpath directly connecting the site to the limited local services/fluctifies of Nonington	s					Access concerns. 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.
NON029	NON011	Land North of Cornerways, Church Street, Nonington, Dover	CT15 4LB Nonington Noningto	n Aylesham	0.15	8 G	Site Visit	DDC Housing	Access would be achievable from the site onto Church Street, atthough Church Street is a narrow, single-acti lines and in most lines to be accessed by Vacrage Lan- 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 this. CC highways address though the scale to inform development proposals	There are no bus stops located close by	None Identified	Access with unlikely solubility opposes achievable. Concern regarding some lines and enoting sale and and particular an index to them take. Concern regarding the considered impacts of the water highway network from patential allocation biox within the utiges and in Aphobam. No fastways secting the cos	No bos services in village.				Access considered achievable. Wider highway impact would need mitigating	Access appears activeable and any highway impact can be suitably mitigated.
NORDD1	NOR001	Mercers Farm, Finglesham	CT34 ONG Finglesham Northbou e	m eastry	2.10	6 PDL	HELAA	HELAA57 Housing	occupiers of this site would need to drive all the way through the village centre to access the Deal-Sandwich Road, which may have a detrimental impact on the run character of the village	b seek KCC Highways advice on whether the access meets current guidelines for residential development, and also whether Finglesham's roads leave the village suitable or how the second seco	A limited bus service is available from Broad Lane (att far end of Finglesham) towards Sandwich and Deal	PROW EEXES abuts the south of the site. Cycle route TR adult south-west of the site (passing along The Street) KCC PROW addres should be sought in order to understand any works required to the PROW as a resul of development on this site	Activities and activity appears accesses account point acception and	More than recommended 400 metre walking distance to nearest bus tops in Broad Lane and no footway.				Access with suitable visibility appears achievable at some point along site 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.
NOR002	NOR002	The Former Packhouse, The Drove, Northbourne	CT34 0.W Northbourn Northbou e e	m Eastry	1.65	60 PDL	HELAA	HELAA105 Mixed	The site has existing access via The Dreve which would in itself, lawly be capable of accemondating a new development on this site. In addition, the submission document indicates that a new access could be created so as to also provide some extra parking for Northbourne Village NaII. This access would have been used by large vehicles attending the Kent Salads plane I to past KCC Highwark would advise on whether the access	d Any proposals should be developed in consultation with KCC Highways to ensure the suitability of access and to approve any works to PROWs	The site is well-located for access to the village hall an Northbournet's pub. A limited bus service is available from Deal Read to Stapple and Great Mongham, although it is likely that were this site redeveloped th majority of journeys would be required to be made b private car, including to access schools and health facilities	EE369 runs through the site (along the south-eastern     edge adjoining the earth bund) although the site is wel     screened from this side by the earth bund, and EE3694     weight the site is the union of the rine	Trip generation from 80 dwellings is likely to be significantly above that which could be generated by the permitted caugity on this travenified data, and is therefore unacceptable acts to finited visability at cause a dwell of The books corrunn regarding major dots is one name- sections of the notate between the aid and the X256 /X252 Concern regarding rate candidate impact on the water highway network thom potential allocation taks in the locality. No foothway serving the alter.	More than recommended 400 metre walking distance to nearest bus stops in Deal Read and no footway.				Trip generation from 80 dwellings is likely to be significantly above that which could be generated by the permitted usis() on this brownfield site, and is therefore unacceptable due to limited visibility at access and with of The Drove. 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.
NOR003	NOR003	White Horse Public House, Broad Lane, Finglesham	CT14 OLY Finglesham Northbou e	m Eastry	0.47	4 Mixed	HELAA	HELAA190 Housing	The site has no existing vehicular access, but one could be created from The Street	The surrounding highway network is likely to capable of accommodating a development of the size proposed. KC Highways 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 Sandwich and from The Street towards Dover	Cycle Route TR9 passes the site (along The Street)	Access with subally appears activeable from The Street. Unlikely on its own to have server impact on the highway network. Concern regarding the comulative impact on the wider highway network from potential allocation sizes in the locality. Footway available in fitred 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 severe impact on the highway network	Access appears achievable and any highwayimpact can be suitably mitigated.
NOR004	NOR034	Home Farm at Little Betteshanger, Northbourne	CT14 GNT Northbourn Northbou e e	m Eastry	2.33	68 PDL	HELAA	HELAA211 Mixed	The site has one existing access from Home Farm Road although this is via a cretch of private road which is is the same ownership as the farm. Home Farm Road is single track although it has two passing places	additional development altrocupt the capability of the road would need to be assessed by KCC Highways	The sibe has poor access to public transport – the nearest bus stops are located on Northbourne Boad. Is therefore likely that almost all journeys functionall required by residents of the site would be made by private car	by EE376 abuts the northern edge of the site	Section of access and between flucthouses Lake and olds boundary appriate mode, therefore access may not a adversable. Notethouse lake lake fluct bots in some and examitable to accessmoots 80 additional dealings. Contain regarding impact of this also manares sections of the routes between the lake and the 425 (2023). Concern regarding the comulative impact on the adder highway network time protectical adoctation sites in the locality. No forekeeps soming the site regarding accession of the site of the 425 (2023) and a site of the local site of the site of the regarding accession of the site of the 425 (2023) and and a site of the local site of the site of the regarding accession of these regressions a significant interaction of the site.	The A258 LOTTION IS SUBJECT OF REGULE OUS SERVICE, NOWEVER				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 69 additional dwellings	Access considered to be unachievable and/or highway impact cannot be mitigated.
NORODS	NOR006	Bettechanger Colliery, Bottechanger, Deal	CT14 0EN Deal e	m Eastry	20.69	210 PDL	Brownfield	BR47 Housing	The cite has excellent existing vehicular access, associated with its forware industrial use, via the Fourierad rowardboor from the A258 and Bettschnings Road. Colliers Way is connextly closed by barriers, although would be adequate to serve reidential development. If reopened.	There would be wider traffic implications from the redevolgment of a site of this site, with additional pressure likely to be out on the A258, A556 and many and instate inbetween. Any proposal for the size adult therefore the devolged or conjunct of the the adult therefore the devolged or conjunct of the tighways to analise a traffic strategy to be devolged from takes in the accurate the complete impacts of other devolgement takes in the area.	Bus services are available from Circular Road, Betteshanger around 400m from some of the site, although there is no direct pedestrian access	EE367 crosses the site	Non-Disenver Weit and extending previous implicant ingleways (Transport status encoderations) tables to straff prevent, previous and public transport strates resolutions and strateging and transport and publications and previous in the strateging and trade generation and previous calculations and a strate strateging and trade generation and previous calculations and a strate strateging and trade generation and trade strateging and the strateging and trade generation and trade provide strateging and trade and and generating and property provides with reader to strate the strateging and and generating and property provides with reader to be understates to check the impact of addied stratefic code and capacity decisis will reader to be understates to check the impact of the strateging strateging and applications will reader to be understates to check the impact of the strateging st	site, which in turn would discourage use of these services. There are hourly services located on Broad street, which could potentially be improved, which are located closer to the site. It may be possible for discussions to be held with local bus operators and KCC Public Transcort Team around options to				This proposed allocation would represent a significant increase in the population of the bothbourne Ward and would generate important in reliation to traffic pressure, access and public transport provision in the locality: 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 miligated.
PREDD1	PRE001	Land to the north of Court Lane	CT3 1D3 Preston Preston	Little Stour & Ashstone	1.15	20 G	HELAA	HELAA4 Housing	Vehicular access is proposed to be taken from Court Lane, which is a narrow, single-track lane. Sufficient space exists to create an access	However Court Lane is not sufficient in present form to sare a development of the size proposed, and the required works to make sufficient would be swerely detrimental to the character of the area. KCC Highways should be consulted to understand the suitability of Court Lane for accommodating residential development, as well as the capacity of the surfacility of network	Bus services are available from Preston Lane, within 400m of the site	<sup>1</sup> EE1SIA passes close to the eastern boundary of the sib	Appears subable visibility available at some point along site frontage(s), however Court Lave is narrow with a lack of parsing places and therefore wisicable to sime an additional 20 dentifies, to bio fontespa sime) action cancer appending the unarbane impact on the wind highway network from potential allocation site within the village, particularly on Preston/Grove link and the Preston sti().0253 junction.	Within 400 metres recommended walking distance of nearest bus stops in The Soviet				Appears suitable visibility available at some point along site frontage(s), 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.
PRE002	PRE002	Land to the south of Court Lane	CT3 1DJ Preston Preston	Little Stour & Ashstone	1.14	31 G	HELAA	HELAA6 Housing	The northern site boundary fronts Court Lave, narrow rural base same presidential development to the northern vests of the site. The exatens site boundary fronts Prestan lave, a narrow yet well-acid access route to Prestan via the south. There is no existing access point however a sublicate access could be actived via Court Lane, subject to the provision of necessary measures (e.g. viability splays).	significant impact on the highway network. However, if such development was to come forward consultation	There is a bus stop located close by	Public Footpath EESS8 bisacts the site from the north to the south and connects to the wider PRDW network of Preston. There is no continuous footpath directly connecting the to the foot sinurious fluctities of Preston						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. vidbillty 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.

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PRE003 PRE	16003	Apple Tree Farm, Stourmouth	Road CT3 1F	tS Preston	Preston & Ashstone	0.76	12 Mi	ixed HELAA	HELAA10	The eastern site boundary fronts Sourmov well-aud access nodes to Prester from the second well with the correct and the sit suitable to serve development of this	th. There hoad ind is cominut mpact on the nighway network chowever with KEC – as Local Highway Authority – would be cominut no exercise the consideration of the comulation		There is no continuous footpath directly connecting th site to the local services/Latilities of Preston. The provision of a packetine footbary would require three party land	where its considered as shown on point (simils), should without access and within papers advanceds. However, where application constraints (stress or uses the of Stress-mouth fluid and it appears in its not achieved during the party land. Healths mentation is thormation and with Refligst terms are just advanced through REG2, towards and paper lands is particle and and the reflection terms of the advanced on the Reflection of the advanced on the reflection of the REG2, there are reflection of the advanced on the reflection of the REG2, there are benefores high particles and and the Reflection of the advanced on the stress benefores high particles are used and the sparts of an use character in the sparts and the sparts than particular to a stress the sparts of an use character in the sparts. Also, and applies to ambat the sparts and advanced on the sparts of an use character in the sparts and the sparts than particular of the sparts of an use character in the sparts and the sparts of the shore the sparts and the sparts of an use character is real and the sparts of the shore the sparts and advanced on the sparts of the spart of the shore the sparts of the shore the sparts and advanced on the shore the sparts of the shore the sparts of the shore the sparts of the sparts of the shore the spart of the shore the sparts of the shore the sparts of the shore the sparts of the sparts of the shore the spart of the shore the sparts of the shore the spart of the shore the spart of the shore the sparts of the shore the spart of the shor	Within 400 metres recommended walking distance to nearest bus steps in The Street.		Further information submitted. Previousnot for new access granted under 1902235 - tentre and regarding predestrian access and provided. SCC Splanway have commented that access and provided. SCC Splanway have commented that access and provided. SCC Splanway have commented that access and provided. SCC Splanway have an experimented for a SOCG arear access regimes acc.	Suitable vehicular access and visibility n appears achievable d	Highways concerns have been identified in relation to access and/or highway impact and further accessment is required to demonstrate whether this can be mitigated.
PRE004 PRE	kE004 Lar	nd to the rear of Lucketts Oast an Cottages, The Street, Preste	nd Lucketts CT3 00	DL Preston	Preston & Ashstone	3.69	100	G HELAA	HELAA93		Preston, Any development of this site is unlikely to have a significant impact on the highway network. However errorpose such development was to come forward consultatio treet with KEC – as Local Highway Authority – wood be appears required to ensure the consideration of the cumulatio either impact on the wider highway network.	, if n There are bus stops close by ve	Public Footpath EES3 runs along the western bounda and Public Footpath EEE47 runs along the northwrn boundary. These both connect the wider PROW netwo of Preton. There is no continuous footpath directly connecting the site to the local services/facilities of Preston and would require third party land	V Viability appears unachievable due to third party land required on either side of access. Would need connection to Borbary network on opposite side of the Storest and gain viability for approximation constrained to acceptars unachievable due to the signal malance. Conser- regarding the impact of this development and the cumulative impact on the walke highway network from panetal indications since within the single, particularly on Nexton/Growelin and the Nexton High2357 junction.	Within recommended 400 metres waiking distance of nearest bus stops in The Street	α		Visibility appears unachievable due to third party land required on either side of access	Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE005 PRE	KE006 Land	i to the south east of Preston Ga The Street, Preston	rden Centre, CT3 1E	D Preston	Preston & Ashstone	1.15	5 Mi	ixed HELAA	HELAA108	The site plans submitted indicate that a ne would be created between The Street and M the easy with an existing informal entrancel south of Preston Garden Centre, close to Buthers: The exist cont Mill Lave would be on a 90 degree bend with poor visibility directions, and the narrowness of Mill Lave leads to that To service in readential devolution	Lane to d to the suitable to serve residential development, but if proposals were brought forward this should be done conjunction with KCC as the highways authority. wild not	de Bus stops are located dose to the Half Moon and Seven in Stars public house, within 400m of the site	n None identified					The exit onto Mill Lane would be positioned on a 90 degree band with poer visibility in both directions, and the narrowness of Mill Lane would not kind itself to serving residential development.	Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE006 PRE	NE007	Cobb's Yard, Longmete Road, P	Vreston CT3 10	N Preston	Preston & Ashstone	0.99	29	G HELAA	HELAA143	Housing Housing The northern site boundary fronts Longme narrow line providing access to Proton fro Housing associated with the existing access point via Longm associated with the existing caravan and or additional demand unbjects to the provision of measures (e.g. visibility splays).	Road, a Any development of this site is unlikely to have a the east. significant impact on the highway network. However e Road such development was to come forward consultation d serve with KCC-as Local Highway Authority- would be d		There is no continuous footpath directly connecting th site to the local services/Radifies of Preston					There is an existing access point via Longmete Road associated with the existing caravan and could serve additional demand 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.
PRE007 PRE	16008 La	and lying at the west side of Pres Preston	iton Lane, CT3 10	oP Preston	Preston & Ashstone	2.00	30 Mi	ixed HELAA	HELAA144	The submission documents indicate that the informal accesses would be retained and giving access to the site from The Street and Housing A previous application on this site was refu- highway concerns relating to the Court Lane wisibility pipelys: The access onto The Street Imbad visibility to the north	roved, It would be for the promoter to demonstrate that urt Lane. suitable access can be achieved to the site, and if due to proposals should be developed with KCC highways w are the authority on access geometry as well as	ho The nearest bus stops are located on Preston Lane, within 400m of the site	PROW EE153A crosses the site					A previous application on this site was reluted due to highway concerns relating to the Court Lane access and visibility splays. The access cont The Street would have limited visibility to the north. Further assessment would be 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.
PRE008 PRE	86009	Hardacre Farm, Mill Lane, Pre	eston CT3 1H	iB Preston	Preston & Ashstone	3.73	3	G HELAA	HELAA176	The plan submitted indicates that access wo Housing from Mill Law, on which frontage there is gold access to the dis.	Mill Land is a narrow single tooled law, and is the endror untilling the installand is save in the received addressignment to Developing this cite williable to their single-case timpact in terms of highway capacity. And responsible to beingle forward contralision with KC ensure the beinged from and contralision with KC ensure the single-tool and the respirate of the widder highway network.	if The nearest bus stops are located on The Street, within 400m of the site	<sup>9</sup> PROW EE344 crosses the southern part of the site					MII Iane is a narrow, single-tracked Iane, and is therefore unlikely to be suitable to serve new recidential development	Access considered to be unachievable and/or highway impact cannot be mitgated.
PRE009 PRE	NEO12 Pr	reston Garden Centre, The Street	t, Preston CT3 1E	D Preston	Preston & Ashstone	1.36	41 p	DL Brownfield	I BRSS	The site has existing access onto The Street Wousing with its current use. It is likely that this would improved in order to serve residential devel the site	eed to be such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulat impact on the wider highway network	<ul> <li>Rus stons are located since to the Half Moon and Sever</li> </ul>	n PROW EE137 abuts the southern edge of the site					The site has existing access onto The Street associated with its current use. It is likely that this would need to be improved in order to serve residential development on 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.
PRE010 PRE	NEO13 Land	d to the north of Preston Primary Lane, Preston	y School, Mill CT3 1H	IB Preston	Preston & Ashstone	0.49	14 ,	G SHLAA	PRED2	Housing The site has no existing wehicular access, would need to be created from Mill 1		if The clocect hus stop is located on The Street within	None identified					No access to the site. Mill Lane is a narrow, single-tracked lane, and is therefore unlikely to be suitable to serve new residential development	Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE011 PRE	NEO14 Lar	nd to the west of Grove House, G Preston	Srove Way, CT3 1E	E Preston	Preston & Ashstone	0.31	9	g shlaa	PRED1 PRED5	The northern boundary fronts Grove Road, road providing access to Prezion from the serves recent residential development to nor existing Road an eligibouring properties to the air no existing access point however a suitable be achieved off Grove Road subjects to the necessary measures (e.g. visibility spi necessary measures (e.g. visibility spi	stand Ginf Cantingatt on the highway natwork. However such development was to come forward consultation the http://www.would.be expired to ensure the consideration of the cumulati		Public Footpath EE153 runs along the eastern boundar and connects to the wider PROW network of Preston There is a continuous footpath directly connecting the site to the local service/facilities of Preston	7				There is no existing accets point however a satable access could be achieved off Grove 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 where assessment is required to demonstrate whether this can be mitigated.
PRE012 PRE	IEO15 La	and adjoining Downs Cottage, Gro Preston	ove Road, CT3 1E	E Preston	Preston & Ashstone	0.25	9	G SHLAA	PREDS	The she fronts Grove Road, a well-used no- recent development to the north of Grove neighbouring properties to the east. There is access point to the stat. The site is located with poor skibility and the provision of a su- safle access would require necessary mass vegetation removal and visibility spi	ad and significant impact on the highway network. However such development was to come forward consultation bide and with tCC - as to come forward consultation with tCC - as to call highway Authority - would be required to ensure the consideration of the cumulation of the cumulation of the cumulation the cumulatio	If in There are bus stops located close by ve	There is a continuous footpath directly connecting the site to the local services/facilities of Preston					The site is located on a bend with poor visibility and the provision of a suitable and safe access would require necessary measures (e.g. vegetation removal and visibility splays	Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE013 PRE	KEO16 La	nd adjoining Downs Cottage, Gre Preston	ove Road, CT3 1E	£ Prestan	Preston & Ashstone	0.21	11	G SHLAA	PRE07	The site does not front any highway and access to this site would require the acquising party land. An access point sine adveloped site is unachievable		n There are hur cheer incated does he	Public Footpath ET331 runs along the eastern bounded and connects to the wider PPOW instead's of Prestor There is no contractions footpath direct connecting its site to the local services/facilities of Preston					An access point to serve development at this site is unachievable	Access considered to be unachievable and/or highway impact cannot be mitgated.
PRE014 PRE	6E017 La	and north of Salvatori Depot, Gro Preston	ove Road, CT3 1H	iP Prestan	Preston & Ashstone	5.66	183	G SHLAA	PRE21	The site as submitted is landlocked from access and appenes dependent on access to from Grove Road. Howeld be for the site's demonstrate that access is achieved		The nearest bus stops are located close to the Half	None identified					The site as submitted is landlocked from whicular access and apperes dependent on access being created from Grove Road	Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE015 PRE	16025 H	iamden Farm, Stourmouth Road,	l, Preston CT3 1H	iP Preston	Preston & Ashstone	0.14	10 p	DL HELAA	HELAA228	The site has an existing driveway access Stourmouth Road. This access is located be house and the outbuilding. The access wou improvements were the site to facilitate re- development	een the KCC Highways would advise on the required access require	Bus services are available from The Street (outside Hall Moon and Seven Stars pub) to Canterbury and Westwood Cross	f Two PRDWs cross the field to the east of the site, but d not directly abut or affect the site	•				The access would require improvements were the site to facilitate residential 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.
PRED16 PRE	NE026	Site north of Discovery Drive, P	Yeston CT3 1F	G Prestan	Preston & Ashstone	1.10	35 M	ored Site Visit	DDC	The size as submitted it landscient from access and apports dependent on access to Housing from Grow Road. Access appears adheads to the west of Spartan Cost adhough this third party constration.	created a a track	The nearest bus stops are located close to the Half Moon and Seven Stars PH, more than 400m from the	None Identified	Advertisity on connections to highery gain, massis adjustert stanks. Next Piguin taxes and Discover beine are reading using and or table paid paid paid. The simulation of advertisity, the provide next and alter on execution of paid and the simulation of advertisity. The provide next and alter are executed and paid and the simulation of advertisity, the provide next and advertisity of the simulation of advertisity of the sectors. There are advectional to find the simulation of advectisity to the sectors. There are advectising the simulation of advectisity to the simulation of advectisity between the simulation of the simulation of the simulation of advectisity to the sectors. There are advectisity that the simulation of the	Within recommended 400 metres withing distance of nearest bus stops in The Street.		ACC highways have community that accuss an anguments and propagation photomers in the factor used to be during to be a regularment for a SOCE around accuss rights effic.	Potentially no connection to highway to grain access (adjacent reads Med Repair Linea and Dacenty Drive are remaining private and not being adoptal), units: agreement readwide with events. Turther assessment 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.
PRE017 PRE	iE027 Site	north-west of Appletree Farm, S Road, Preston	Stourmouth CT3 1F	N Prestan	Preston & Ashstone	2.53	25	G Site Visit	DDC		t of the would be best placed to advise on the location and	Υ.	None identified	Networks are a constructed in this light and a light across displacements which the Papel in the and Done. The process the mean rank and the second	Within recommended 400 metros walking distance of neurost bus stops in The Street.	a	ECC regimery have commanded that access an experiments of propagation statustical is involved model by the definition as a regimeration of SOCI according of the set of regimeration of set of	Potentially no connection to highway to gran access (adjacent roads Red Popor Line and Discovery Drive are remaining Private and not being adoptal), uniess agreement reached with owner. Further assessment required	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to dimensionate whether this can be mitigated.
RINOD1 RIN	N003	Land at Ripple Down House, Rin	ngwould CT14 8	HE Ringwould	Ringwould with Ringwould Kingsdown	144	30	G HELAA	HELAA174	country lane with no passing places. The site	gie track It is unlikely that the development of this site would have a significant impact on the highways network in Dover However this would need to be tested in combination layby to with other sites coming forward as part of the Local P process.		r There is a pedestrian footway on the Dover Road that the site could connect to.					Site is accessed from Church Lane, which is a single track country lane with no passing places.	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.
RUNDO2 RUN	N004 Ring	Land at Ringwould Alpines, Dovi would - site submitted 4 times b or 81, care home, holiday accome	v Lee Evans CT14 8	HG Ringwould	Ringwould with Ringwould Kingsdown	1.01	20 p	DL HELAA	HELAA186	The frost part of the site (BINDGA) is coursent garden centre, with while call a coordinate (ASS). This access would likely need impor- ter to save residential development, bu- t carry out these works. This site could then the RIN002 site	er Road It is unlikely that the development of this site would ments in have a significant impact on the highways networks however this would need to be tested in combinatio with other sites coming forward as part of the local P	d Site is within walking distance of a bus stop on the Dove Read with connections to Dover and Deal and beyond lan	WDW ER14 passes alongside the northeastern boundary of the site. There is a padeatrian footway or the Dover Road that the site could connect to.					The front part of the site (BHM04) is currently used as a garden centre, with webicular access onto Dover Road (A258). This access would likely need improvements in order to serve residential development, but with the removal of some frontage vegetation there is space to carry out these works	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.
RINCO3 RIN	NOOS Lai	nd at Ringwould Nursery, Hangmould Ringwould	nans Lane, CT14 8	HJ Ringwould	Ringwould with Ringwould Kingsdown	23.21	150 M	ixed HELAA	HELAA188/ HELAA239	The site is correctly accessed via Heighness accesses angle stack, for firms usite, but that and increaded and the site of the site. There against the create that has also. There against the create that have and the site. Theorem and the site of the site of the method ensuits as addresses, factor the conservation of the regions a second the site. Based of the regions a second the site of the power of the regions as a second the site of the second and the site of the site of the second and the site of the site of the power of the regions as a second to be site of the second and in Gasens Rise	I new imited achievability of access to the site, and the cumulation achievability of access to the site, and the cumulation of the additional pressure on the A258 and Duke of York additional pressure on the A258 and Duke of York in the drafting of any development proposals and the site of the in the drafting of any development proposals and the site of the in the drafting of any development proposals and the site of the integration of the site of the integration of the site of the integration of the integ	ut	PROVERSI and CECE on a file site	The set of exception date differences is the inclusion of the corresponse of the AGM. The AGM and the provide of the corresponse of the AGM and the AGM and the AGM and AGM a	Asses to escendable for an engine of the end of the engine of the end of the engine of the end of th		There is a subsidiarial difference is lower between the piles and the carriagement of the AZM, which is classifier provision and the carriagement of the AZM, which is classifier to provision of the carriagement of the AZM, which is classifier to the which any exploration of registrum mining and the carriagement of the transmission of the AZM and the AZM and the AZM and which any exploration of registrum mining and the carriagement of the transmission of the AZM and the AZM and parsen in detection of the AZM and the Card parsen in detection of the AZM and the AZM and parsen in detection of the AZM and the AZM and parsen in detection of the AZM and the AZM and parsen in detection of the AZM and the AZM and parsen in detection of the AZM and the AZM and parsen in detection of the AZM and the AZM and and parsen in detection of the AZM and the AZM and and parsen in detection of the AZM and the AZM and and the AZM and the AZM and the AZM and the AZM and parsen in detection of the AZM and the AZM and and the AZM an	There is a considerable difference in level between the site and the carriagency on the A23, which call make the province of an access on the control withing and pacetorian facilities. Further assessment is required.	Highways concerns have base skeeting in which we access and/or highway impact and further associated to require the further associated to can be mitigated.
RINCO4 RIN	N006 Ri	ingwould Alpines, Dover Road, R	tingwould CT14 8	HG Ringwould	Ringwould with Ringwould Kingsdown	0.22	5 p	DL HELAA	HELAA200	while while a specie to carry	However this would need to be tested in combination with other sites coming forward as part of the Local P process.	Site is within walking distance of a bus stop on the Dove	ar None identified	Existing site access acceptable for 5 dwellings bearing in mind existing permitted uses on site.	Within 40D metres recommended walking distance to nearest bus stops in Dover Road.	z		Existing site access acceptable for 5 dwellings bearing in mind existing permitted uses on site.	Access appears achievable and any highway impact can be suitably mitigated.
RIN006 RIN	N008 R	ingwould Alpines, Dover Road, R	tingwould CT14 8	HQ. Ringwould	Ringwould with Ringwould Kingsdown	0.73	25	G HELAA	HELAA202	The site has no existing whicular access to need to be created from Dover Road (J228) space exists at the site frontage to create this the practicating of unruing into the site, spe- turning right, from Dover Road would ne carefully considered.	It is unitawy that the development of the site would create a significant impact on the highways network However this would need to be tested in combination with other sites coming forward as part of the Local P process.	d Ste is within walking distance of a bus stop on the Dove Road with connections to Dover and Deal and beyond	er None identified					Sufficient space exists at the site frontage to create this access, but the practicality of turning into the site, especially when turning right, from Dover Road would need to be carefully considered	Highways concerns have been identified in relation to access and/or highway impact and further acsessment is required to demonstrate whether this can be mitigated.
RIPO01 RIPI	P001	Coldblow, Ripple Road	CT 14 8	HA Deal	St Ripple Margaret's at Cliffe	7.95	100 M	ined HELAA	HELAA2	The site is located along Coldblow Road, an law. This is access their via Steple Road, narrow Line or via Station Road, which nace of an unmande Ralaway Lovel Cossing, RA whether the means of access to the site via / RogRe Road can be access. Any development of Belly to require significant highways mitigat whether the means of access. Any development of	milarly serve additional demand generated from any development is questionable given the restricted nation of the asisting highway network. Development of th ansure a this local road network. If such development was to this local road network. If such development was to	is there are a limited number of services and a railway station	EE438 & EE442 run along teo sides of the site to the ea and south	Appears subdiv violatily may be achievable but messured upeak would be needed to determine this as access is in detectional endor of laws. During rarea would also need widening at access a point. Covern appearing name that sample and existing optimized and game. Charan- requering impact of this is and cumulative impact from potential allocation sites on where highway strends, practicity narral lines kalled to allo, juscificative with 250 and rapid or wider A250 contrast and orain routes to each of lak to footnays saming the site.	More than recommended 400 metres walking distance to nearest bus stops in ASS8 Dover Road or Deal			The site is located along Coldblow Road, a narrow rural land. This is access either via Ripple Road, a cimilarly narrow lane or via Station Road, which receissitates use of an urmanned Railway Level Crossing	Access considered to be unachievable and/or highway impact cannot be mitigated.
RIP002 RIP1	P002	Land off Chapel Lane, Ripp	ple CT14 8	1G Sutton	St Ripple Margaret's at Cliffe	5.55	50	G HELAA	HELAA180	The site is correctly served by an access point larm which is in correct use as a informal and a fame access point source large large from the second server and the second second second termination of the second second second second second second second second second second second decimental impact on this becari road on decimental impact on this becari road on	ting area t may highway If such development was to come forward consultation required with KCC – as Local Highway Authority – would be and verter	on The site is connected to the public branqort system with bus stops located within a five minute wild of the site on Moneghan Road	h E5638A & E5437 run along north and eastern edges o the Life	Appears unlikely wabling may be adhered to at some point along finatage. Existing rand would alon and walaning at atoms point. Concern ingerling scores law soming table. Concern ingerling instead, samitable you'll be added and a some some some some some some some some	Within 400 mitries recommended walking distance to naivest bus stopie in Sutton Road, however bus services are very limite	a a		Appears suitable visibility may be achievable as some point along frontage Existing road would also need widening at access point. Concern regarding narrow lane 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 miligated.

					St					The lanes surrounding the site are narrow, limiting opportunities for appropriate sight lines for access. T	e If such development was to come forward consultation	The site is connected to the public transport system with					The lanes surrounding the site are narrow, limiting opportunities for	Access considered to be unachievable
RIPOD3	RIP003	Land off Church Lane, Ripple	CT148JJ Ripple		Margaret's at Cliffe	6.54 60	6	HELAA	HELAA183 H	using adjoining and surrounding roads are narrow single tr country lanes. Development of this site is likely to hav further detrimental impact on this local road netwo Removal of existing trees to achieve acceptable sign	ck with KCC – as Local Highway Authority – would be a required	bus stops located within a five minute walk of the site on Mongehan Road					appropriations sight limits for access. The adjoining and second regression and and access the annow single track country lanes.	and/or highway impact cannot be mitigated.
RIP004	RIPOD4	Land at Ripple Farm, Crooked S Road, Ripple	CT14 8JQ Ripple	Ripple 8	St Margaret's at Cliffe	0.93 12	G	HELAA	HELAA185 H	lines could introduce a hard urban form within a rur area. The adjoining and surrounding roads are narro single track country lanes. Development of this site likely to have a further detrimental impact on this lo- road network	i with NLC - As Local Highway Admonty - would be required	A bus stop is located approx half a mile from the site in Mongeham Road	EE438 runs through site. There is no footpath from th site to the village and the construction of a footway would involve third party land	,			The adjoining and surrounding roads are narrow single track country lanes	Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN001	SAN001	Bell Trees, Sandown Road	CT13 SNY Sandwic	ch Sandwich	Sandwich	0.36 12	PDL	HELAA	HELAA20 H	The site is located to the north of Sandown Road, a w used road providing access to Sandwich from the ea There is an existing access via Sandown Road associa with the current use of the site.	ed 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 a continuous footpath connecting the site to the local services/Tacilities of Sandwich				There is an existing access via Sandown Road associated with the current use of the site.	Access appears achievable and any highway impact can be suitably mitigated.
SAN002	SAN002	Windmil Farm, Ash Road, Sandwich	CT13 908 Sandwic	ch Sandwich	Sandwich	4.31 60	G	HELAA	HELAA56 H	Both sections of the site are served by access point associated with the existing agricultural use it thereft may be possible to active an acceptable highway access however the reamound of hedges may be require to improve visibility splass. If an access could be achieved, this would need to be demonstrated by si	re The impact upon the wider highway network will largely be dependent upon where access to the site is deemed	, There are bus stops located within approx. 200m of the site	There is a continuous footpath connecting the site to the local services, flacilities of Sandwich though this is som distance				It therefore may be possible to solvive an acceptable highway scare. In however, the removal of helps may be required to improve 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.
SAN003	SAN003	Land at Jubilee Road, Sandwich	CT13 0QP Sandwic	ch Sandwich	Sandwich	0.24 7	G	HELAA	HELAA78 H	The site is fronts Jubilee Road to the north east that well used and sarves entiting the residential development. There is an existing access point via Jubilee Road that appears acceptable to sarve development of this site.	Any development of this sits is unlikely to have a significant impact on the highway network. However, is such development was to come forward consultation with KC – as Local highway Authority – would be required to easure the consideration of the cumulative impact on the wider highway network.	There are bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	•			There is an initiate access plotter size hobbins fixed that appears integrable to hobbins development of this size.	Access appears achievable and any highway impact can be suitably mitigated.
SAN004	SANOD4 L	Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich	CT13 9LY Sandwic	ch Sandwich	Sandwich	3.30 50	PDL	HELAA	HELAA111 H	The submission indicates that two new accesses wo be cruated from Stonar Road into the site, as part of comprehensive site redevelopment.	d The redevelopment of this site would have an impact on the surrounding highway network, so consultation with KCC, as highway authority is advised	The closest bus stops are in Ramsgate Road, within 400m of the site	None identified	Access appears adheaded from Ramsgate Raid. Unitality on its own to have a server impact on the highway network basing in mind the patential which movements already being generated by the existing uses on the Lic Coursen regarding combilities impact on the webric highway network. Toom patential adrocation shes in the locality, particularly the A258, A258 and A557 roundboxes.	Within 400 metres recommended walking distance to nearest bus stops in Ramsgate Road.		Access appears achievable from Rumgabe MacAu Unitable yon in the sens to Ruora a server impact on the highway endered bearing in minic dhe potential white recommend and activable bearing potentiate by the stating using on the site	Access appears achievable and any highway impact can be suitably mitigated.
SAN005	SAN005	Land at St Geroge's Road, Sandwich	CT13 9LD Sandwic	ch Sandwich	Sandwich	7.41 75	G	HELAA	HELAA112 H	The site is located to the rear of residential property that front St. George's Neural To achieve a suitable access point, the acquisition of third party land would entiting access road via St. George's Road providin access to properties at the rear of those along St. George's Road.	s The impact of the full development of this site on the be assessed for any development proporal brought forward. Consultation with KIC-as Load Highway Authority— would be required to ensure any impacts are identified and mitigated as necessary.	There are bus stops and a railway station close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	-			To a cheve a valuable access point, the acquisition of this jary in the would be required and further works mould be 35. Georgiv's hoad y conditioned access to accessive the accessive the second accessive properties at the sear of these along 32. Georgiv's Hoad .	Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN006	SAN006	Sandwich Highway Depot/Chippies Way, Ash Road, Sandwich	CT13 9HZ Sandwic	ch Sandwich	Sandwich	2.09 32	PDL	HELAA	HELAA236 H	The site is already served by a single access point associated with the existing KCC Deport. It would therefore be possible to achieve an acceptable highw access	Any development of this site is unlikely to have a significant impact on the highway network in view of the existing use. A Transport Assessment of Statement will be required or a proposal of this as: KC trighway, would be able to provide a further indication of the Bikely requirements to be incorporated into any submission.	There are no bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	Use of exiting access and inpact on network liskly to be acceptable bearing in mind existing peritting discs on the lish, however parking netroticions may be required on such idea of Ah. BacaStrand Street Improver Waldhig, however, and the second parking the task is Ala intended to provide articular parking for the term, the impact of this on the Mahiney network work and the bacastess. Concern stagening cumulative amplication the weld in highway metwork lish of the bacastess. Concern and the localing particularly the ASS, ASS and ASS montabless.	Within 400 metrics recommended walking distance to nearest bus stops in Adh Road.		Use of existing access and impact on methods they be basicitypical basing in mind exacting permitted uses on their existing access of the second access of the existing access of the second access of the Read/Darued Street to Access of the Read/Darued Street to access on the second access the second access of the second access of the Read Street Street Street Street Street Street Street Street Street Street Street Street Street Street Street Street Street Street Stree	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.
SAN007	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	CT13 0BN Sandwic	ch Sandwich	Sandwich	1.58 80	G	HELAA	HELAA120 I	The site fronts Dover Road (beyond the Delf) which is well-used access route into Sandwich from the sout There is an existing access pair via a bridge from Do Road. Therefore, an access point via Dover Road we be achievable subject to the provision of suitable visibility splays	<ul> <li>significant impact on the highway network. However, if er such development was to come forward consultation</li> </ul>	There are bus stops close by	Public Footpath ESG runs along the south western corn of the site which connects to the wider PROW naturor in the south of Sandwich. There is a continuous footpa connecting the site to the local service/[Ruclities of Sandwich	F Access appears achievable bot right-sum lane and new pedechtion crossing labor appears achievable bot right-sum lane and new pedechtion crossing labor appears achievable a	Within 400 metres recommended walking distance to nearest bus stops in Dover Road and railway station at Delfside.		Access appears achievable but right sum lane and mer packetarian consult glade mit by land training and insteam parking on weaked of an antipart parking and weak tick of Down 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.
SAN008	SAN008 V	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	CT13 0AA Sandwic	ch Sandwich	Sandwich	0.70 35	Mixed	HELAA	HELAA122 H	Woodnesborough Road and the private access to th the site are narrow and constrained, so the promote world need to demonstrate that a suitable access to the to enable residential development is achievable, submission indicates that the site owner owner as wide section of the access road.	The solitability of access and the complative impact of	A bus stop is located within walking distance	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	The read fronting the citie is photot and therefore direct access to/from the public high-way cannot be achieved. Concern regarding limited withing for driven and polerations at the junction of the photot cases when high-public scales are been to be as leaved been accessed on result from restrict the start of the photon. Concern regarding methods impact on the which high-way network activates photon. Concern regarding methods impact on the which high-way network that all excess to its in the locality, particularly the ASIR ASIS and ASIS resultabless.	More than recommended 400 metre walking distance to nearest bus stops at Galdhal.		Further information submitted: LCC telephones betwee comments that frame the information provided access previous disappears that frame the information provided access previous disappears that frame the information provided access previous disappears that frame the information access previous disappears that frame that is regarding concerns allow parality gives that disappears and that is regarded access that any and disappears and that is regarded access to a submitted to the information access and access and access that any disappears and access and access and access and access and disappears and access and access and access and access that access and access and access and access and access and disappears and access and access and access and access and disappears and access and access and access and access and access and access and access and access and access and access and access and access and access and access and access and access access and acces	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whather this can be millipated.
SAN009	SAN009	Harp Meadow (Beers' Yard), land rear of 1 to 13 Woodnesborough Road, Sandwich	CT13 9BA Sandwic	ch Sandwich	Sandwich	0.63 10	PDL	HELAA	HELAA123 H	The site is located to the rear of properties that from Woodnexborough Road, a well-ased roots providin access to Sandwich from the west. There is an existin access point between no.: and 5 Woodnexboroug Road associated with previous use of the site	Any development of this site is unlikely to have a significant impact on the highway network. However, is such development was to come forward consultation with KCC - as Local highway Authority - would be required to easure the consideration of the cumulative impact on the wider highway network.	There is a bus stop close by	Public Footpath EDIC4 is located to the vest of the ski (beyond the Butt) which connects to the wider PROM network of Sandwich. There is a continuous footpath connecting the site to the local services/facilities of Sandwich	Existing access is narrow and visibility onto Woodhvoborough Road is limited/oresets third party land-on-auth-old. Tesposals would not be acceptable if they are likely to generate an increase in which movements over that which could be generated by the permitted case on the old.	Within 400 metrics recommended walking distance to nearest bus stops at Guildhall.		Extent generas in a remova set a tability and Woodnecktorweight Haad is beitelig browne here garery tand at any beitelig browne here garery tand at any attributed of the set of the set of the set of the set of the set of the set is watering any set of the set constant of the set.	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.
SAN010 SAN011	SAN010	Land adjacent to John's Graen and Rose Nursey. Dover Road, Sandwich Discovery Park, Ramgate Road, Sandwich		ch Sandwich	Sandwich	4.30 100			HELAA146 H	the site's southeastern boundary in order to facilitar this.	Down Read is contributed and names clicer to Its incrinor with Day Read, and ever this its developed it, existion has work to the only next bits and and the bits. Any day are possible to the only next bits and the second second second second second second ensure that the effects on Down Head, and counted impacts from other developments in the area, sever als to be sufficiently mitigated.	A bus stops is located within weaking distance	There is a conformule length the served of the last to the last last last last last last last last	This case is builted and the adjust of the low fit bardly need to the XXX standard of considered indices, excess and only happing alreading where the start is a start of considered the distance start and the hypothical phenolesis due to the fit bardly and the start of the start of the start is a start, as such a start table to start with the start of the phenolesis of the start is a start, as such as start table to start with the start of the start of the start is a start, as such as start table to start with the start of the distance start and the start is a start is a start of the start of the start of the distance start and the start is a start is a start of the start of the start of the distance start and the start is a start of the start of the start of the start of the distance start and the start of the start of the start of the start of the distance start and the start of the start of the start of the start of the distance start and the start of the distance start of the start of the distance start of the start of the distance start of the start of the distance start of the start of the distance start of the start of the distance start of the start	Within 400 metrics excemmended walking distance to searce bas logic is built total. Treasure There are no policitation composed on the search of the search of the search improvements and freed to be couple.		If considered is incidence, scores would be physically achievable via Sover Road, with over Social Control Control Control Health and Social Control Control Control Health and Social Control Control Control of all and Social Control Control Control of development. In Orthon 2010; of development - Solar Antonio Control Regiment.	Nghaga anama tau kas kasilar a natar bu basas ada da nghaga mga tar da futba sasasani s negara ta da satu sasasani s negara ta da satu satu can ba nitigada.
SAN012	SAN012	Land to the west of St Bart's Road, Sandwich	CT13 OBU Sandwic	ch Sandwich	Sandwich	5.32 156	Mixed	Unimplemented Allocation	LA16 H	using For farm use, the site is accessed via Dover Road, however in order for the site to be developed for residential use a new access should be created from	Residential development on the site would have an						PP Granted - site removed from HELAA	
SAN013	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	CT13 OBY Sandwic	ch Sandwich	Sandwich	3.43 60	G	Unimplemented Allocation	LA17 H	Deal Road. A portion of the existing hedgerow woul need to be removed in order to create appropriate 3; lines, and the new access could provide access to heighbouring Sports Centre. The Dover Road acces could be made suitable to be used as an emergenc access.	should be consulted at an early stage in any site proposals.	The dosest bus stops are in Deal Road, within 400m of the site	None identified				Access is considered active-table and highways impacts and likely be able to be mitigated	Access appears achievable and any highway impact can be suitably mitigated.
SAN014	SAN015 La	and adjacent to Rope Walk, Whitefriars Meadow Sandwich	CT13 9AS Sandwid	ch Sandwich :	Sandwich	0.33 9	G	Brownfield	BROS H	The site does not connect to an existing public highw The provision of a suitable access point to the site wo require the acquisition of 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 to ensure the consideration of the cumulative impact on the wider highway network.	There is a bus stop close by	Public Footpath ESIL3 runs along the scothern boundary and ESILS runs along the western boundar of the size. Both footpaths connect to the wider PROW natwork of Sandwich. There is a continuous footpath connecting the size to the local services/Pacilities of Sandwich.	r If considered in tableton, access would be physically achievable via Sover Rack, with spine			The site does not connect to an existing public highway. The provision of a social de access parties to the the annu- require the acquisition of third party land engine the acquisition of third party land	Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN015	SAN016	Kumer Nursen, Sandwich	CT13 0DA Sandwic	th Sandwich :	Sandwich	2.40 67	Mixed	SHLAA	РН5017 Н	In a recent planning application, concerns were rain regarding the narrowang of Down Mack Buck to pairs and the second second second second second second near to demonstrate that a cascara cascara to be not would be advantate that a cascara cascara without that accarate the for the second second second second accarate the for the second second second second accarate the for the second second second second accarate the forth of the second s	<ul> <li>whole would need to be taken into account, so KLC, as histories withouts chould be conculted on terr</li> </ul>	The closest bus step is located in bard local, within ddfin of the site	EB runs along edge of cite to north west	builties existing to consolitate assess, Hensers Doer Rod Bell s noticity constructed to turns of natural foreign of the segments of the norm, exists in not in calcies to exist in the sector product of the sector segments of the norm of the norm of the norm of the exist in the sector sector segments and the norm of the sector of the sector of particle on sectors. The effects on construction of the sector of the sector of particle on sectors the effects on construction of the sector of the sector of particle on sectors. The effects on construction of the sector of the sector of particle on sectors. The effects on construction of the sector of the sector of the sector of the sector of the sector of the sector of the sector of particle on sectors. The effects on construction of the sector of the sector of particle on the sector of the sector sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector of the sector o	Within 400 methos recommended walking distance to search ban taiper i four failed. Theseer the ways no polarization company failing walk of the search and the search maps and the search of the search of the search of the search of the search of the search of the search of the search of the searc		If considered in indicator, excess woold be physically advanced are shown fraid, with one challend and/advanced manual and advanced and the shown of read and characterized and advanced and read and characterized and advanced in the shown of read and characterized and advanced in the shown of read and characterized and advanced in the read and characterized and advanced in the shown of the shown of the required.	High any concern to be been shorted of the instance to access and/or high range impact and further assessment is required to the further assessment is can be mitigated.
SAN016	SAN018	Poulders Gardens, Sandwich	CT13 GAU Sandwic	ch Sandwich :	Sandwich	3.95 80	G	SHLAA	РН5019 Н	It may be possible to achieve an acceptable highwar access wis summyield candrains or Poulders Road. Ear consultation with KCC Highwarys would however bu- required to establish may constraints to this being developed to an adoptable standard and the number developed to an adoptable standard and the number developed to an adoptable standard at this access an access could be achieved, this would need to be developed by achieved, this would need to be developed by the promoters	r Careful consideration will need to be given to the potential impacts of any development as part of the of planning application stage	A bus stop is located within walking distance	The site is within walking distance of the local services/facilities of Sandwich				Ti aning Marganatabili ba akhinan an acceptanti mghang access ani Saonyada Gardems ar Paudansi 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.
SAN017	SAN019	Land South of St Andrews Catholic Church, Sandwich	CT13 9LE Sandwid	th Sandwich :	Sandwich	1.58 47	Mixed	SHLAA	рн5020 н	The size is located to the south east of S Georgy T No a kay would providing access to Sandwich Ratalway Saz and connecting to Doner Road. There is an extering accession that S. George T Road accession and current case of the cite. For where, for their work how be required to create as adequate and safe access the size to accommodate full development of the si	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	There are bus stops close by.	There is a continuous footpath providing access to th local services/Rollides of Sandwich (including Sandwic Rollway Station).				There is an existing access point as a George Y Most associated with the current case of the skin Answerser, Faller advectors and a skin Answerser, Faller advectors and a skin associated by the skin advectors and and associates the skin accessmodate all development of the skin	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whather this can be mitigated.
SAN018	SAN021	North Poulders Farm, Richborough Road, Sandwich (SAN06)	CT13 9JE Sandwid	th Sandwich :	Sandwich	1.29 34	PDL	SHLAA	SHLD55 H	The eastern part of the site fronts Richborough Road narrow lane used to access Sandwich from the nort west. A suitable access point could be achieved subjue to the provision of necessary measures	Any development of this site is unlikely to have a significant impact on the highway network. However, is such development was to conservation on the WKC - as Local highway Authority - would be required to ensure the consideration of the cumulated impact on the wider highway network.	There are no bus stops close by	There is no continuous footpath connecting the site to the local services/facilities of Sandwich				A suitable access point could be achieved subject to the provision of intensary measures	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.
SAN019	SAN022	Sydney Nursery, Dover Road, Sandwich	CT13 0DB Sandwid	ch Sandwich :	Sandwich	2.05 10	6	SHLAA	SHL065 H	The site has existing informal access onto Dover floa assoinated with its use as horse paddodcy(stables sofficient space exists to erale an appropriate whole access onto Dover fload enabling residential development of the site	Down Read is constrained and survey closer to its junction with their Read, and even this site developed in closetare this work but the draw rate of and of the site. Any tage proposals should be drahed under constraintion with CE as the highway submitty. To ensure that the effects on Down Read, and cumulative impacts from other developments in the new, were ability to be sufficiently meighted.	The doset bus stops are located on the ASS Deal Road, dose to Sandwich Wildlife Furt, these are within 400m of the site via ESS	ESSS runs along western edge of site	It specially that a server set ingat on the high-say retreact may be avoided braining in mind the based of the server server is a server score to diversity on the server the server the server is the server to be the server the server to be server to be the server to be servere	Within 400 metres recommended walking distance to nearest bus stops in Deal Raad. More than 400 metres recommended walking distance to nearest westbound bus stop in Dover Road.		Further information respected Summer 2010, Availing response response and the summer set of the summer set of the summer set of the person of the summer set of the summer set of the summer set of the set o	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.
SAN020	SAN026	Land to the rear of 19-117 Woodnesborough Road, Sandwich	CT13 0EY Sandwid	th Sandwich :	Sandwich	2.25 87	G	SHLAA	SAN15 H	The site has no existing whicular access, albeit pedestrian access is available to the site from Woodneborough Road met to the holidag PAV site site access and an informal whicular access exists to the site of the site of these rootes will require the party ring and, o the site's promoter would need deemstrate that this is achievable. Otherwise the sit effectively lund/cocket from whichal access	constrained. KLC Highways advice should be sought as part of any development proposals to ensure that the cumulative impacts from development can be	The dosest bus stops are on Woodnesborough Road, within 400m of the site	PROW ES9 abuts the shif's western and northern boundaries				The existent of appropriate vehicular access via when of the existence of appropriate require the the significant of the significant of the significant promoter would need to be done that it is is addressed to be addressed on the is affectively indicated in one whick are accessed.	Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN021	SAN027	Land at Sandwich Industrial Estate, Sandwich	CT13 9LU Sandwid	th Sandwich :	Sandwich	1.54 41	PDL	SHLAA	SHL047V H	effectively landicided from vehicular access The northern part of the site fronts Lancaster Way the Sandwith connects to Shorer Road, the main access read the Sandwith Inductal ListEater activity and the sandwith access and HO's. The southern part of the site can be accessed via Splitfire Road, alloc connected to Stone Road	Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highways Authority –	There are bus stops located some distance from the site along Ramsgate Road	There is a continuous footpath connecting the site to the local services/facilities of Sandwich				The enorthern part of the sale fronts Liancator Way which connects to Storer Read, the main access road to this Sandwich Indextual States which is used by a sint of any a first. The salarities the sale of the State States and the sale of the State States of the Read, which connected to Storer Bart	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.
SAN022	SAN028	Land to the rear of Sandwich Industrial Estate	CT13 9LY Sandwic	ch Sandwich :	Sandwich	3.99 108	i PDL	SHLAA	SAN03M H	The site can be accessed via a single lane track off Sto Read/Lancaster Way of which sare the existing industrie state. To achieve a suitable access to using works and massares woold be required. Full development of the site would require the provision second emergency access which would not be achievable at this site	consultation with KEC – as Local Highways Authority – ar will be required to ensure that the potential impacts of a development over 100 units are considered and any	There are no bus stops located close by	There is a continuous flootpath connecting the site to the local services/facilities of Sandwich				of anose electric a revertice of scientification of the science of the science of the science of the science of the science of the science of the science of the science of the science o	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.

k         k																				
N         N	SAN023 SAN029	Land at Archers Low Farm, St George's Road, Sandwich	L CT13 910	Sandwich	Sandwich Sandwich	h 2.19	40	G	HELAA	HELAA218		well-used road providing access into Sandwich from the east. There is an existing access to the site via Sandown Road however further work would be required to achieve a suitable access to serve up to 50 dwellings. There is an opportunity for a second access point via 5t.	such development was to come forward consultation with KCC – as Local Highway Authority – would be	r There are no but stops does by	There is a continuous footpath connecting the site to the local services/fucities of Sandwich	Read as likely to be challenging due to limited forekary with and subsequent sightlene regularements to wand and to be vertical to amongene photosian access only. The provision of 42 dentilings is unlikely to create a source impact on the unreading highway whethere, have set Schoopers Read Schoolem Read (notable) regulared are structured philms, such a review of the Street (Taga) are subject to command geometry to not interest particip. Such a review of the source of the structure of the source of the structure of the source of				Further information submitted. ACC Highways I have come bart from the information provided access supports achies abelie with the potential loss of trens to achieve sightness that activate the support of the set of the set of the EACC Highways have stated that the generality agree that the Local Rued networks built would be produced across a the Local Rued networks built would be produced to general multitude images of SNAD2, 34 AMO2 SNAD2, 35 AMO2 32 that Town, CAMD25 new has planning consent (in particu- dency RAMD25 new has planning consent) in particu- tion of the set of set of the set of set of the set o
Image: space	SAN024 SAN031	Land adjacent to John's Green and Rose Nurse Dover Road, Sandwich	IN, CT13 00E	Sandwich	Sandwich Sandwich	h 27.69	500	G	Shlaa/helaa	N/A	Housing	It would be possible to create access to the late fram both Woodheutoreugh Rusid and Down Rusid, atthough tome extension accommodate this	have a significant impact on the local and wider highwave network. A Transport assessment would be required, and KCC Highways advice should be sought to inform	Y The closest buck blog to the close to board in Wicodirectorrough Road, within 400m of the site		Wedeelength Russ. If cancilend in building, across well be physically achieved to a data for a consignition of the physical structure and the physical structure and the wedge structure and the physical structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and the structure and structure and structure and the structure and the structure and the structure and structure and structure and structure and the structure and the structure and structure and structure and structure and structure and the structure and structure and structure and structure and structure and the structure and structure				
I         I	SHE001 SHE001	Land off Mill Lane	CT15 7LR		Shepherdsw Eythorne ell with Coldred ell	& ow 18.21	100	G	HELAA	HELAA33	Mixed	Mill Lane. Sufficient space exists to create this access, although the section that fronts the site is single-track and with limited passing places. Much of the surrounding highway network is of incostent widths, and the section of Mill Lane to the north of the site is	assessment would therefore be required to demonstrate that Mill Lane, Church Hill and Eythorne/Shapherdswell Road are able to cope with th development of 100 dewellings in this location. This should be consulted on by KCC Highways in order to mitigate any cumulative impacts of development on	<ul> <li>400m of the site although no footway exists to access</li> </ul>	None identified					
Image: Section Sectin Section Sectin Section Section Section Section Section Section Se	SHE002 SHE002	Upton House, 4 Mill Lane, Shepherdswell	CT15 7U	Shepherdsw ell		& w 0.65	20	Mixed	HELAA	HELAA60	Housing					Development of this scale is unlikely to generate a severe impact on the surrounding highway network, however the cumulative impact of development within surrounding villages should be	bus stops in Mill Lane, however services are not particularly frequent and development is unlikely to instigate improved			1
No.         No. <td>SHE003 SHE003</td> <td>Land to the north of Westcourt Lane, Shipherdswell</td> <td>CT15 7PU</td> <td>Shepherdsw el</td> <td>Shepherdsw ell with Coldred ell</td> <td>&amp; ow 13.81</td> <td>100</td> <td>G</td> <td>HELAA</td> <td>HELAA63</td> <td>Housing</td> <td>would need to be created from Westcourt Lane - the submission dourment proposed two new accesses as would be required for a site of this size. These accesses are achievable, although the submission plan indicates widening works to Westcourt Lane. It is not clear how</td> <td>distance before either of the site accesses would be reached, and although there are some pacsing places concern would be raised about the ability of Westouri lane to accommodate a development of over 300 units. CC: highways would ultimately be best placed to judge the cumulative impacts of this and any other nearly development tests, so then should be consided as sent</td> <td>t the site, and Shepherdswell Station is also nearby, although to access both the bus stops and the station would require walking along Westcourt Lane where</td> <td>d None identified</td> <td>An access is achievable on to Westmort Laws, however this highway is not unlable as an access model for a size of this case and scale. It is a surrow with limited parsing apportunities is both direct the size of the scale and scale. It is a surrow with limited parsing apportunities is both cashfold interactions to the determinent of highway unlety and the free of tartfic.</td> <td>Site outside of 400m recommended walking distance to public transport</td> <td></td> <td></td> <td></td>	SHE003 SHE003	Land to the north of Westcourt Lane, Shipherdswell	CT15 7PU	Shepherdsw el	Shepherdsw ell with Coldred ell	& ow 13.81	100	G	HELAA	HELAA63	Housing	would need to be created from Westcourt Lane - the submission dourment proposed two new accesses as would be required for a site of this size. These accesses are achievable, although the submission plan indicates widening works to Westcourt Lane. It is not clear how	distance before either of the site accesses would be reached, and although there are some pacsing places concern would be raised about the ability of Westouri lane to accommodate a development of over 300 units. CC: highways would ultimately be best placed to judge the cumulative impacts of this and any other nearly development tests, so then should be consided as sent	t the site, and Shepherdswell Station is also nearby, although to access both the bus stops and the station would require walking along Westcourt Lane where	d None identified	An access is achievable on to Westmort Laws, however this highway is not unlable as an access model for a size of this case and scale. It is a surrow with limited parsing apportunities is both direct the size of the scale and scale. It is a surrow with limited parsing apportunities is both cashfold interactions to the determinent of highway unlety and the free of tartfic.	Site outside of 400m recommended walking distance to public transport			
N N	SHEOD4 SHEOD4		CT15 7LP	Shepherdsw ell	Shepherdow Eythorne ell with Coldred ell	& w 5.46	40	G	HELAA	HELAA85		points in St Andrews Gardens. As a secondary option, the site could be accessed via Meadow View Road, although this is an unmade private road and follows the	place additional pressure on the surrounding highway network, in particular St Andrews Gardens, Mill Lane and Church Hill. KCC Highways advice should therefore be sought as part of any development proposals to	There we but stops on Mill Lans at the and of St. Andreas Gardens, within 400m of the site	EIDE crosses the site	Access appears achievable from St Andrews Gardens. Concerns about impact on Mill Lane (width) Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rootes through to A2/A256 (issues with width, on-street	Within 600 websits recommended webling distance to express box stops in Mil Lane but limited services.	¥	not be activitable at this point. Conservs about impact of 140 dwellings on Church Hill, Mill Lane and St Andrews Gardens (widt), on-street parking). Secondary emergency access required which does not appear to be achievable. Concern regarding impact of this side and cumulative impact from potential allocation sites on wider highway network, particularly outsets through the AQA265 (issues with width, on-street parking	the information supplied access appears to be achievable Highways still have concerns over the level of develops proposed within Shepherdswell & Eythorne on Shepher
No         No<	SHEQOS SHEQOS	Land to the west of Church Road, Coldred	CT15 5AQ	Coldred	Shepherdsw ell with Coldred	& w 1.30	5	G	HELAA	HELAA126	i Housing	submission indicates that a vehicular access would be created off Church Road via this informal access. This would appear achievable although concern would be	A development of the size proposed is unlikely to have significant impact on the surrounding highway network	The nearest bus stops are located close to the Carpenters Arms on Church Hill, more than 400m from the site	n None identified					
No	SHE006 SHE006	Land at Botolph Street Farm, Shepherdswell	I CT15 7NH		Shepherdow Eythorne ell with Coldred ell	& ow 0.82	20	G	HELAA	HELAA198	Housing	Road. This appears achievable although a portion of hedgerow would need to be removed in order to achieve access and sufficient sight lines. Some widening	the east of the site by on-street parking. Any proposals coming forward on the site should seek the views of fC/ Highways at an early stage to ensure that the cumulativ impacts of development can be accomodated bu the	C The dosest bus stop is on Eythome Road, within 400m of the site	ERE crosses the she	suitable visibility available for access off Conhill. Road would need widening at access point. No footbay serving site. Concern regarding cumulative impact from potential allocation sites on wide highway network, particularly routes through to AJ/A256 (success with wideh), on-street parking an		¥	off Coxhill. Road would need widening at access point. No	that their original comments suggested that vehicle access be gained from Coshill Road, however there is still a cor- over lack of footway provision, which may be compound the increase in vehicle activity from developments in Shepherdwell and Eythorne. KCC Highways still have co-
No 10	SHE007 SHE007	Land east of Coshill Road, Shepherdswell	CT15 7NN	Shepherdsw ell	ell with ell Coldred	& sw 1.01	20	G	HELAA	HELAA199	Housing	Road. This appears achievable although a portion of hedgerow would need to be removed in order to achieve access and sufficient sight lines. Some widening works may be required at the access point. A farm	the east of the site by on-street parking. Any proposals coming forward on the site should seek the views of KD [Highways at an early stage to ensure that the cumulativ impacts of development can be accomodated bu the	C The dosest bus stop is on Eythome Road, within 400m of the site	* ERB1 crosses the site					
N     N <td>SHE008 SHE009</td> <td>Land off Mill Lane, Shepherdswell</td> <td>CT15 7LI</td> <td></td> <td>ell with Coldred</td> <td></td> <td>10</td> <td>G</td> <td>Unimplemented Allocation</td> <td>d LA32</td> <td>Housing</td> <td>Lane, which appears achievable</td> <td>A development of the size proposed is unlikely to have significant impact on the surrounding highway network</td> <td>a There are bus stops on Mill Lane at the end of St Andrews Gandens, within 400m of the site</td> <td>None identified</td> <td></td> <td></td> <td></td> <td></td> <td></td>	SHE008 SHE009	Land off Mill Lane, Shepherdswell	CT15 7LI		ell with Coldred		10	G	Unimplemented Allocation	d LA32	Housing	Lane, which appears achievable	A development of the size proposed is unlikely to have significant impact on the surrounding highway network	a There are bus stops on Mill Lane at the end of St Andrews Gandens, within 400m of the site	None identified					
Image: Section Sectin Section Sectin Section Section Section Section Section Section Se	SHE009 SHE012	Land to the rear of 23 Mill Lane, Shepherdswe	ell CT15 7LI	Shepherdsw ell	ell with Shepherds	& cw 0.42	12	G	SHLAA	SHE01	Housing	The site appears to be landlocked, and therefore it would not be possible to achieve vehicular access to the site	A development of the size proposed is unlikely to have a significant impact on the surrounding highway network	a There are bus stops on Mill Lane at the end of Millfield within 400m of the site	c, ER79 adjoins the site to the south, and ER78 abuts the west of the site					
N N	SHE010 SHE013	Land at 50 MBI Lane, Shepherdswell	CT 15 7LT	Shepherdsw ell	Shepherdsw Eythorne ell with Shepherds Coldred ell	& ow 0.74	22	Mixed	SHLAA	NS03SHE	Housing	tracked, so widening works would be required if an access were to be created here to serve residential development. A hedgerow would need to be removed	the existing access would limit the quantum of development which would be appropriate on this site. Is also likely that development this far north along MII Lane would encourage rat running from the site to Shephardowell load, via a structh of MII lane that is single-track, has two blind bends and has few passing places. KCC helphaway advice should be sought at an	t The nearest bus stops are on Mill Lane at the end of S Andrews Gardens, more than 400m of the site and no footway exists to access these	EN1 passes close to the east of the site					
Image: See 1	SHE011 SHE014	Land to rear of 25 Mill Lane, Shepherdswell	CT15 7LI	Shepherdsw ell	Coldred ell		6	G	SHLAA	SHE01C	Housing	The site appears to be landlocked, and therefore it would not be possible to achieve vehicular access to the site	A development of the size proposed is unlikely to have a significant impact on the surrounding highway network	a There are bus stops on Mill Lane at the end of Millfield within 400m of the site	5, ER78 abuts the west of the site					1
1 </td <td>SH0001 SH0001</td> <td>Land at Churchfield Farm, Vicarage Lane, Shold</td> <td>den CT14 OAL</td> <td>Sholden</td> <td>Sholden Deal &amp; Sholden</td> <td>5.76</td> <td>48</td> <td>G</td> <td>HELAA</td> <td>HELAA102</td> <td>Housing</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	SH0001 SH0001	Land at Churchfield Farm, Vicarage Lane, Shold	den CT14 OAL	Sholden	Sholden Deal & Sholden	5.76	48	G	HELAA	HELAA102	Housing									
N         N	5H0002 SH0004	Land at South West of Sandwich Road, Sholde Deal	in, CT14 0AD	Sholden	Sholden & Sholder	al 23.68 n	100	G	HELAA	HELAA223	Housing	Sindwich Road, at "what is the most northerly point of the fast submitted from a real action summed roads: allowing pederation access to the de from further could in Sindwich Road, of a low from Konghum Road. The Sindwich Road, of a low from Konghum Road. The Access to be from ASIE Sindwich Road, a short situates to the south of the existing fram counted risk the pederation connections and summer risk may and pederation connections statistication and real the pederation connections statistication and the risk frame pederation connections statistication and the south of the Sindwich Road agenes schenkolds beforger south real and sindwich Road agenes schenkolds beforger south real actions and the south of the south of the south of the south of the sindwich Road agenes schenkolds beforger	The line is Golded Code IS served a constrained reads, such as Megalem Read and Manach Man. The mean served reads was a served of the mean served in the area would need to be assessed to ensure they appropriate migration can be provided. For this reason REC Highways should be consulted early on in any development proposals		E039 and E048 ons the site, while E038 alouts its southeastern boundary and E032 alouts to northweatern boundary	number of established highway toes which should be balanced when considering the morits of the potential allocation. There is consern over the ability of the local read network [particularly at Manor fload and Mongsham Reads) to cope with increases in staffic resulting from Local Read allocations. It is suggested that these junction (Irlins are assessed in more detail to assertain the potential for posterimityping these location, which will largely discuss the level of power.				
Image: Note:	SH0003 SH0005		CT14 GAT	Hacklinge	Sholden/W Eastry	0.27	8	PDL	HELAA	HELAA230	Housing		from its current use than would occur after redevelopment for housing. Purefrone the ultis's access L and the surrounding roads would be capable of accemendating a housing development on this site. However KCC Highways advice may still need to be sought in order to ensure that the access meets current standards. For residential development		s None identified					
A         A	SH0004 SH0007	Land adjoining Pegasus, Sandwich Road, Shold	len CT14 GAD	Sholden	Sholden & Sholder	n 1.21	42	6	Planning Application	DDC	Housing	appears achievable onto A258 Sandwich Road as proposed in outline application 51(9022):6 which is under condisideration. It appears the site may have historically had informal access via E530, although this is no longer useable	such as Mongeham Road and Manor Road. The cumulative impact of this and other development sites in the area would need to be assessed to ensure that appropriate mitigation can be provided. For this reason KCC Highways should be consulted early on in any		f EE389 abouts the site to the south	turn lane, although this would be preferable. Vehicular access from the adjoining shared private drive serving Pegasas would not be acceptable and would need to be prevented. Unlikely on its own to have a severe impact on the surrounding highway network, however the cumulative impact of all development in the locality should be considered and appropriate mitigation secure.				
Image         Image <th< td=""><td>STA001 STA001</td><td>Summerfield Nursery, Barnsole Road</td><td>CT3 1LD</td><td>Staple</td><td>Staple &amp; Ashston</td><td>ur 1.40 he</td><td>16</td><td>PDL</td><td>HELAA</td><td>HELAA7</td><td>1 1</td><td>rural lane. The northern boundary frons Mill Lane, a narrow rural lane with limited visibility and the eastern boundary fronts Barnsole Road, a narrow rural land with restricted visibility. There is an existing access point to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate the site of the site o</td><td>significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative</td><td>There is no bus stop located dose by</td><td>There is no continuous footpath directly connecting the site to the local services/Pacifities of Staple</td><td></td><td></td><td></td><td></td><td></td></th<>	STA001 STA001	Summerfield Nursery, Barnsole Road	CT3 1LD	Staple	Staple & Ashston	ur 1.40 he	16	PDL	HELAA	HELAA7	1 1	rural lane. The northern boundary frons Mill Lane, a narrow rural lane with limited visibility and the eastern boundary fronts Barnsole Road, a narrow rural land with restricted visibility. There is an existing access point to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate to the site via Mill Lane and is suitable to accommodate the site of the site o	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There is no bus stop located dose by	There is no continuous footpath directly connecting the site to the local services/Pacifities of Staple					
Image: bit in the series of the ser	STA002 STA002	Warren House, Buckland Lane	СТЗ 114	Staple	Staple & Ashston	ur 0.43 he	10	PDL	HELAA	HELAA34	Housing	although this would need significant improvements in order to serve residential development. In any case, the access is located on a blind bend, so acceptable sight	Significant impact on the highway network. However, if such development was to come forward consultation with KC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	the site, although services are very infrequent	d None identified	serving site also narrow. No connection to footway network in village. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village	Within 400 metres recommended walking distance of nearest bus stops in The Street/School Lane, however there are no bus services.			
h         h	STA003 STA003	The Barn, Chapel Lane, Barnsole	CT3 1NX	Staple	Staple Little Stor & Ashston	ur 0.37 1e	5	6	HELAA	HELAA44	Housing	Lane, a narrow and restricted lane. There is an existing access point associated with the current agricultural use of the site. Development of this site would increase the number of vehicles, placing additional demand on Chapel Lane that is very restricted by the existing properties. Further development of this lane would be	the development of this tak and accessibility, Careful consideration will need to be given to the design and density of any development proposal that may come forward and constraintion with NCC — to local Highway Authority – will be require to ensure the consideration of the cumulation impact on the video Highway network The widening of Ohapel Lane will require the acquisition of third party land		There is no continuous footpath directly connecting the othe to the local service/facilities of Staple	party land required on either side of accesses. Existing roads/lanes also narrow at access points. No connection to footpasy nateurity in village. Unlikely on its own to have a severe range/to impart	Within 400 metres recommanded walking distance of nearest bus stops in The Street/School Lane, however there are no bus services.	· Y-added	Previously missed	
Image: Note Since S	STA004 STA004	Land at Durlock Road, Staple	CT3 1/D	Staple	Staple & Ashston	ur 0.24	3	G	HELAA	HELAA48	Housing	need to be created from Durlock Road. As it passes the site, Durlock Road is narrow, so widening works would likely be required at the proposed access point.	under consideration which also proposes access onto Durlock Road. The development of this site in isolation would have a negligible impact on the highway network but it is important that the cumulative effects of other development in the area is carefully considered to	s The doast bus stops are in Durlock Road, well within 400m although services are very infrequent	None identified	metres at access point, to enable two vehicles to pass. No connection to footway network in village. Unlikely on its own to have a severe capacity impact on the wider highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation	Within 400 metres recommended walking distance of nearest bus stops in Durlock Road, however there are no bus services.			
J         J	STA005 STA005	Animal Farm, Mil Road, Staple	СТЗ 11.Н	Staple	Staple & Ashston	ur 0.99 Ne	30	G	HELAA	HELAA142		used access route to Staple from the east and the southern site boundary fronts Mill Road, a narrow lane with poor visibility. There is no existing access point within the site boundary and a suitable access via Lower Road and Mill Road would require the use or acquisition	significant impact on the highway network. However, it such development was to come forward consultation with KEC – as tocal Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops located close by		unless massured speeds indicate a losser visibility requirement, but suitability would be achievabili if combined with STAOR-Durick head will need localized widening to 4.8 metres at access point; be valida treu vehicles to pass. No connection to footway network in villagu. Dhilay on its own to have a server capacity impact on the wider highway network. To none regarding th cumulative impact on the wider highway network from potential allocations alse within the villagu.	Within 400 metres recommended walking distance of nearest bus stops in Durlock Road, however there are no bus services	¥	Buckland Lane access points, due to third party land required on either side of accesses. Existing road/lanes also narrow at access points. No connection to footway network in village. Unlikely on its own to have a severe capacity impact on the wider highway network. Concern regarding the cumulative impact on the wider highway heatwork. For oncernia allocation	
STADD	STA006 STA006	Land fronting Lower Road, Staple	СТЗ 11.Н	Staple	Staple Little Stor & Ashston	ur 0.70 te	18	Mixed	HELAA	HELAA121	Housing	used access route to Staple from the east. There is no existing access point however a suitable access point could be achieved via Lower Road subject to the	significant impact on the highway network. However, if such development was to come forward consultation with KC- as is call Highway Authority - would be required to ensure the consideration of the cumulative impact on the wider highway network	T There are bus stops located close by	boundary and connects to the wider PROW network of Staple. There is no continuous footpath directly connecting the site to the local services/facilities of	Unlikely on its own to have a severe capacity impact on the wider highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites.	nearest bus stops in School Lane and in any case no bus	Y - added		
	STA007 STA008	Mill Road, Staple - larger site	CT3 1JZ	Staple	Staple & Ashston	4.11 Ne	120	G	SHLAA	SHL092	Housing	narrow rural lane with nonr visibility and limited nassing	significant impact on the highway network. However, it g such development was to come forward consultation with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple					

Further information submitted. KCC Highways have commented	Access to this site would be possible via	
that from the information provided access appears achievable, aliable with the potential loss of trees to achieve splitfilms. The Technical note does not provide any further clarity over straffic distribution within the values, which would have been useful. KCC Highways have stated that they generally agree that on its own, the 40 developing is unlikely to generate a severe impact on the Local Resolution to the would be produced to consider the constraints of the severe that the severe instration the severe instration of the severe that the severe instration the local Resolution to the severe that the severe instration the local Resolution to the severe instration with the ensider local Resolution and Interaction with the ensider local Resolution and Interaction with the ensider local Resolution and Interaction Resolutions.	Access to this site would be polisite van Sandram Raud, however vehicle access onto 35 Georges Road is likely to be Alahenging due to limited footawy width and subsequent sightline requirements so would need to be restricted to emergene/polestrian access only. Further information provided to demonstrate access is achievable. However cumulative impact on the highways network needs to be accessed.	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whather this can be mitigated.
Marry We Chang	If considered in isolation, access would be physically activately us bloodenaborough load, however there is concern that this access arrangement would only same to do to avoiding traffic pressures in and around Sandwich Toem Cansee or at a sunning through be considered very carefully. Further assessment would be 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.
	Access to the site has been proposed to be taken from Mill Lane. Sufficient space exists to create this access, although the section that fronts the site is single-track and with limited passing places	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.
	PP Granted - site removed from HELAA	
	An access is achievable on to Westcourt Lane, however this highway is not suitable as an access route for a site of this size and scale. Further assessment is requred to demonstrate whether this is achievable	Highways concerns have been identified in relation to access and/or highway impact and further accessment is required to demonstrate whether this can be mitigated.
Further Information provided. KCC have commented that from the information supplied across appears to be achievable. KCC have a second second second second second second second proposed within Sequence (Second Second Second Second Read Contril Read	Meadow View Lane is a private road and therefore access may not be achievable at this point. Concerns about impact of 140 dealings on Church NII, MBI Lane and SI Andrees Gradens (width, on- street parking). Secondary amergency Laccess required which does not appear to be achievable. Further evidence has been provided to demonstrate that access is achievable. Concern over comulstein impact on the road network	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whather this can be mitigated.
	Access would appear achievable although concern would be raised about the narrow lane serving the site	Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whather this can be mitigated.
Further information submitted. KCC Highways have commented that their original comments suggested that whick a boosts could be gained from Carlill Road, however their is still a content over lack of footnay provision, which may be compounded by the increase in which activity from developments in Suspiratedwall and Sythorne. KCC Highways still have contents our the level of advogment projocod which Shapherdsawall & Eythorne on Shapherdswell Road/Coshill Road.	Track from Westcourt Lane is private and therefore access may not be achievable. Appears studievisibility available for access off Conhil. Road would need widening at access point. Access arrangements have since been clarified but there is still contern over footway provision. Contern also over cumulative impact on the road network	Highways concerns have been identified in relation to access and/or highway impact and forther assessment required to demonstrate whether this can be mitigated.
	Access appears achievable although a portion of hedgerow would need to be removed in order to achieve access and sufficient sight lines. Some widening works may be required at the access point	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.
	Access to the site would need to be created from Mill Lane, which appears achievable	Access appears achievable and any highway impact can be suitably mitigated.
	The site appears to be landlocked, and therefore it would not be possible to achieve vehicular access to the site	Access considered to be unachievable and/or highway impact cannot be mitigated.
	The narrowness of Mill Lane to the north and south of the existing access would limit the quantum of development which would be appropriate on this 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.
	The site appears to be landlocked, and therefore it would not be possible to achieve vehicular access to the site	Access considered to be unachievable and/or highway impact cannot be mitigated.
	PP Granted - site removed from HELAA	
	Access likely to be achievable from Sandwich Road, however this would laid to the loss of a number of established hydrowy break with should be balanced when considering the monts of the potential allocation	Highwayi concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
	The site has existing access directly from Sandwich Road, located close to the southern boundary of the site	Access appears achievable and any highway impact can be suitably mitigated.
	Access with suitable visibility appears achievable from London Road without the need for a right turn lane, although this would be preferable	Access with suitable visibility appears achievable from London Road without the need for a right turn lane, although this would be preferable
	PP Granted - site removed from HELAA	
	The site has an existing access off Buckland Lane, although this would need significant improvements in order to serve residential development. In any case, the access is located on a blind bend, so acceptable sight into seem impossible to achieve.	Access considered to be unachievable and/or highway impact cannot be mitigated.
	The site is located to the north west of the end of Chapel Lane, narrow and restricted lane. There is an existing access point associated with the current agricultural use of the site	Highways concerns have been identified in relation to access and/or highway impact and hother assessment required to demonstrate whather this can be mitigated.
	Access with suitable visibility appears achievable. Durlock Road will need localised widening to 4.8 metres at access point, to enable two vehicles to pass	Access appears achievable and any highway impact can be suitably mitigated.
	Visibility appears unachievable at either Lower Road or Buckland Lane access points, due to third party land required on either tide of accesses. Existing roads/lanes also narrow at access points	Access considered to be unachievable and/or highway impact cannot be mitigated.
	There is no existing access point however a suitable access point could be achieved via Lower 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.
	There is no existing access point and a suitable access point via Buckland Land could not be achieved	Access considered to be unachievable and/or highway impact cannot be mitigated.

STA008 STA009											The roads surrounding the site are narrow which may							
	Mill Road, Staple -	le - smaller site C	TT3 1/Z Staple	Staple & Ash	Stour 2.50 stone	20 N	Alixed	SHLAA SHL06	67 Housin	The site would need to be accessed from Mill Road Access would be physically achievable in this location and although Mill Road is narrow, it also provides aco to the village hall and a recreation ground.	limit the quantum of development which would be	The closest bus stops are in School Lane, within 400m the site, although services are very infrequent	of There is no continuous footpath directly connecting the site to the local services/ltacilities of Staple			Access words be physically achievable in this location. The roads uncounting the site are narrow which may limit the quartum which may limit the description of development which would be apprepriate in this location	Highways concerns Nav in relation to access a impact and further required to demonstra can be mitig	s and/or highway ir assessment is trate whether this
STA009 STA011	Land North of Lower Road Durlock Road, Staj	toad and to the east of Staple (SUT03)	CT3 1/X Staple	Staple & Acl	Stour 0.69	20	G	SHLAA SHLOO	08 Housin	The western like boundary hosts Durlack Road, a arrow land providing access to Staple from the row usuality withing for a Stappe shown you for events of the start of the start of the start of the events of the start of the start of the start of the events of the start of the provision of encess measures (access to enable how which is a booling at access to enable how which is pass	d Any development of this site is unlikely to have a significant impact on the highway natwork. However, if e such development was to come forward consultation with KEC – as Local Highway Authority – would be ry required to ensure the consideration of the cumulative	There are bus stops located dose by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple	Access will validly validly for a Singh zoe may not be ableved for this one on to see when measured speech indices a team visibility requirement, but utuality walidly adversarily of models that STADAS. Avoid Mark and were but utuality walidly of a metric at access prior to model team walidly to grant. No consoliton to thorawy retained in single. Other access prior to model team walidly to grant. No consoliton to thorawy retained in single. All the second of the second team of the second team of the second multiple second team of the second team of the second team of the multiple second team of the second team of the second team of the periodicity in station to the insulface leads to the second periodicity in station to the insulface.	Wittim 420 metros recommended walking distance of reasons bus stops in Durlack Read, however there are no bus services.	Access with workable without for this data access any work as achievables for this data indicate a sinser without programmer. The workable without programmer, the workable without programmer and the sinser access and the achievable of combined with 37 AGM	Highwaya cancers have in waladan to access a impact and further a require to access a can be milit	s and/or highway ir assessment is trate whether this
STADIO STADI2	Land between Fairview and Road/Fleming Roa	and Chapel Lane, Lower Cl Road, Barnsole	T3 1LH Staple	Staple & Ast	Stour 1.11	30	6	SHLAA SUTO	04 Housin	The southern site boundary fronts Lower Road, a we used access noute to Staple from the ear. There is n earling access point however a suitable access point could be achieved subject to the provision of necessa measures (e.g. visibility splays).	o cuch doubleement way to come feeward consultation	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/Racilities of Staple	Access will sublish exhibit appears advanded. No connection to foot-any network in reliago, Unlikely on to one to have a server capacity impact on the value highway stream. Concess regarding the sublished inspace of the value highway streams from potential allocation data within the village, particularly in relation to the rural lases leading to/from the village.	More than recommended 400 metre waiking distance to nearest for stopin 5-bold Law and any case no but services services.	Acress with suitable visibility appears achievable	Access appears ache highway impact ca mtigate	ievable and any an be suitably ted.
STAD11 STAD13 L	Land adjoining the Rookery,	ery, Durlock Road, Staple C	T3 1IU Staple	Staple & Ast	Stour 0.71 stone	25	6	HELAA HELAAJ	221 Housin	The western site boundary fronts Durlock Road, a narrow lane providing access to Staple from the nor and in restricted. There is no existing access point subject to the provision of necessary measures (e.g. visibility splays). Durlock Road will need localized widening at access to enable the or whiches to pass.	Any development of this site is unlikely to have a bigotificant impact on the highway rotatoxic. However, if such development was to come forward consultation with KCC - as is scalar highway Authority - about be required to ensure the consideration of the cumulative impact on the wider highway network.	There are but stops located dose by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple			There is no existing access point however a utuality access point update is achieved messaring acquiring starting access point of the point messaring acquiring starting access the starting access the factor of the starting access the starting access the starting access the access the starting access the s	Highways concerns have in relation to access a impact and further required to demonstra can be mitig	s and/or highway ir assessment is trate whether this
STA012 STA007	The Three Tuns, The	The Street, Staple C	T3 1LN Staple	Staple & Ash	Stour 0.48 stone	9	PDL B	Brownfield BR35	5 Housin	ing						PP Granted - site removed from HELAA		
STM001 STM001 La	Land adjacent to Sea Street of properties at Lig	et and backing onto rear Lighthouse Rd	St T15 6IA Margaret's at Ciffe	St Marg Margarets at C	t aret's 2.65 iffe	80	G	HELAA HELAA	416 Housin	An acceptable access could be created but the change levels on the site would require earth movements an removal of hedgerow	In The development of this site is unlikely to have a significant impact on the highway network. However, if the site ever came forward for development, this would need to be in consultation with KCC	St Margaret's is a large village with many facilities. There are a number of bus stops which provide service to both Dover and Deal	There are waiking and cycle connections along the northern boundary of the site with Sea Street			An acceptable access could be created but the charge in levels on the size would require each most act removal of hadgerow	Highways concerns have in relation to access a impact and further required to demonstra cab be mitig	s and/or highway er assessment is trate whether this
STM002 STM002	Land adjacent to junction Dover Ro		St T15 6EP Margaret's at Cliffe	St Marg Margarets at (	t aret's 1.70 iffe	50	G	HELAA HELAA	17 Housing	ing doctors surgery. Access appears achievable onto Stati Road, albeit lengthy sight lines would be required give that the national speed limit applies on the section of	The development of this site is unlikely to have a significant impact on the highway network. However, if on the site ever came forwards for development, this would need to be in consultation with KCC. KCC highways would also advise on the sight file requirements	St Margaret's is a large village with many facilities. There are a number of but stops which provide service to both Dover and Deal	is None identified			Access appears achievable onto Station Rout, abelie lengthy sight lines would be required given that the ancional speed limit applies on the section of road which passes the size.	Highways concerns have in relation to access a impact and for there required to demonstra can be might	s and/or highway ir assessment is trate whether this
STM003 STM003 Ce	Land adjacent to Reach Ro Court Farm and rear of prop	Road bordering Reach roperties on Roman Way	St T15 GAH Margaret's at Cliffe	St Marg Margarets at C	t aret's 3.57 iffe	40	G	HELAA HELAA	128 Housin	read which passes the role. The tilts is carrently accessed via a tamotand state and the carrently accessed via a tamotand state by possible to rease a new second state. The tilts by possible to rease a new second state and from 5 Marger's village centre and the services from the state three, but the state and the services the village out of the state of the services the village out of the state of the state of the state three, but the state of the	h The development of this site will have some impact on le the local highway network. If the site ever came forward for development, this would need to be in consultation with KIC2 to ensure cumulative effects are appropriately e considered	Bus services are available from 3t Margaret's village centre to bover and beat	None identified	Which a particle which the advanced is from Nach Nach and appropriate connection to the whiteperformance of the state of	But services can be assumed on High Street / Son Street, Program Times and non-tit for examinational dOBs making defaunce of the second second second second second second second public transport from the programmed also.	Which score and/to do investor score to the score of popport of the score score to the score of the score score score score score all to a choice of the score score score score score and the score score score score score score score and the score score score score score score score score distributed within a standard and the score sco	Acres spears sch hybray ingat a nigae	can be suitably
STM004 STM004	Land adjacent to Sea	Seaways, Bay Hill CT	St Margarets Bay	St Margarets at 0	t aret's 0.31 iffe	2	G	HELAA HELAA	427 Housin	The site would need vehicular access from Bay Hill, b due to the topography of the land it is difficult to se how this would be feasible.	A development of the size proposed would have a minimal impact on the surrounding highway network. Early ungagement with KCC Highways would advise on the suitability of any access which could be provided on cite	Bus services are available from the top of Bay Hill towards St Margaret's village, Dover and Deal	ER281 runs along southern edge of site			The site would need whicular access from Bay Hig, but due to the topography of the land it at difficunt to see hore this would be feasible.	Access considered to b and/or highway imp mitigater	npact cannot be
STM005 STM005	South Goodwin House, 61 Margare		St Margaret's	St Marg Margarets at 0	t aret's 0.29 iffe	5 N	Noved	HELAA HELAA	461 Housing	The site has existing access via Granville Road, althout this is a private road to the promoter would need to ensure the access is available. In addition, the section fronting the proposed access location is narrow, and provides of meand access to the Dover Patrol Mamori so some locatied widening may be required were Granville Road to serve further residential developme	The development of this site is unlikely to have a significant impact on the highway network. However, if the cite area create for development this would	St Margaret's is a large village with many facilities. There are a number of bus stops which provide service to both Dover and Deal	is ER9 runs along eastern edge of site			The citie bas entiting anests via Granulla Read, although this is a granule read on the granular read and the same that the granular read and the same that access is available	Highways concerns have in relation to access a impact and further a required to demonstra required to demonstra	s and/or highway ir assessment is trate whether this
STM006 STM006	Land at New Townsend Fa	t Farm, Station Road, St CT arets	T15 6ES St Margaret's	St Margarets at 0	t arets 13.35 iffe	10	G	HELAA HELAA2		The tale has existing access from Station Read in the form of a farm track, on this would require integration access and wellinking into outs to serve integration access and wellinking into outs to serve mit-recentablead, which would require a significant end-case of the serve of the serve in any case was employed to the server of the serve in any case was employed to serve outs and the server of the server any case of the server of the server of the server any target to the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server advectory of the server of the server of the server	Id significant impact on the wider highway network. However, if the site ever came forward for development, this would need to be in consultation with	St Margaret's is a large vilage with many facilities. There are a number of bus stage while provide service to both Dover and Dual	n BRL and B22 onus the site	In isolation 12 deadling is writely to have a server impact on the surrounding coal retreerk. There are the potential across points that the local work of diff Hore Cattage, have contents must across point and. With provide the result of the cattage, have a server in the local point and the local server in the survey of the cattage. The across is this location (b) manage particular are of during ), have a server in this location (b) manage particular are of during. However, three surveys and as the provide the measure registerial rate on during. However, there is unlike to be provide the measure registerial rate and during indexistent durings. Therefore, and the provide the measure registerial rate and during indexistent durings. Therefore, and during any provide on without the stress are an another durings. Therefore, and during any provide on without the stress are an another during the first measure in demand to participation the reliage an another the stress of the stress and the measure in demand to participation to the stress and the stress of the stress and the stre	Solar of the site is backed a choice of the 400x recommendate Solar more an entropy the stage. Market shares the of singe Solar hand, a single site back and the helps for suffer research. There are not appear that there is insufficient queue within the highway doubting the Solar are applied the Solary's doubting to the development case.	Further information tabilities. KCC have commented to the the have a seven impact to this surprocessing is welled to a surprocessing in the second impact to the second impa	Nghaay conservation in elidato to caso a ingata da da furba e equita da da furba e caso to mitg	s and/or highway ir assessment is trate whether this
STM007 STM007	Land to the west of Town Margarets (S	wnsend Farm Road, St cT x (Site B)	T15 6/E St Margaret's	St Marg Margarets at C	t aret's 0.63 iffe	18	6	HELAA HELAA1	196 Housin	Access to the site is achievable via Townsend Form Road, and the site has two existing form-geted access — one into each part of the site	Concultation with Kent County Council Highways department would advise on the highway impacts of development proposals	Bus services are available from the High Street to Dove and Deal	r A Public Right of Way (ER32) passes the site to the north west	Against success activates from our of Transmort fram fload, but would need to produce table webby webby mission as the for draws merging from AA. Give and predictions creating the standing floating would are to be stocked on the tab. Some gainst questions may be another than the stocked on the stocked on the tab. Some gainst questions may be percent as some horn on the survey of the stocked on the stocked on the storifs creating webby merging the stocked on the stocked on the storifs creating webby merging the stocked on the stocked on the stocked storifs creating webby merging the stocked on the stocked on the stocked stocked on the stocked on the stocked on the stocked on the stocked stocked the stocked.	Within 400 metros recommended walking distance to nearest stups in High Street	Appears access is achievable from end of Toronset of term back, but handle and of the second of the second of the second of the second of the for driver sensing in the shall be second of predictivants creating the junction	righwaya cancers han in nelation to scata a regional to demonstra can be mitig	s and/or highway ir assessment is trate whether this
STM008 STM008	Land to the west of Town Margarets at Clif	wnsend Farm Road, St Cliffe (site A)	T15 GEP St Margaret's	St Marg Margarets at C	k aret's 0.63 iffe	18	G	HELAA HELAA3	196 Housin	Access to the site is achievable via Townsend Farm Road, and the site has two existing farm-gated access – one into each part of the site	Consultation with Kent County Council Highways department would advise on the highway impacts of development proposals.	Bus services are available from the High Street to Dove and Deal	r A Public Right of Way (ER32) passes the site to the north west	Appears access with subble visibility is achievable from Townsend Form Road. The southern section of Townsend Form Road would need weldening in places and a footbary provided using at sub-sections of the southern section may be negative the northern section provide pacing places. It is unlikely that 55 develops would generate a server have nor the sourcoding highway related need southern and available trait of the southern section general concerns over traffic lowels with the Visiog years the concentrated on the soft his hould be concluded in the the three placed in access the the beauti- es to his hould be concluded in the norther placed and some the house the house the the the placed in the the placed in the house house the house the house the house house the house the house house house the house house house the house ho	Within 400 matters excernmended withing distance to nearest stage in High Sever.	Appears come units industry elabora por Appears to the intervention of the test industry The a contention section of Tomanised Ferr Read and and and and and and and and and a floating provided and and are from a part of a floating provided and and are from a part of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the intervention of the inter	Highways concerns have in relation to access a impact and further a required to demonstra required to the militi	s and/or highway Ir assessment is trate whether this
STM009 STM011	DDC owned site - Land on Portal School, Sea Stree		'15 GAW St Margarets	St Marg Margarets at C	t aret's 0.56 iffe	17	G	SHLAA SHLOA	43 Housin	An acceptable access could be created, and a farm access already exists into the field, but the change in levels on size would mean excavations would be necessary, as well as the removal of hedgerows	The development of this site is unlikely to have a significant impact on the highway network. However, if the site ever came forward for development, this would need to be in consultation with KCC	There are walking and cycle connections available alon Saa Street to the centre of St Margueret's village, and several bus routes are available offering services to Dover and Deal	8 None identified			An exceptible servers could be constant, and a few access claude particities that the fault, but the clauge in leads on case would man exceptions would be necessary, as well as the removal of hexposes	Highways concerns have in relation to access a impact and further a required to demonstr can be mitig	s and/or highway ir assessment is trate whether this
STM010 STM015 <sup>1</sup>	Land located between Salis Droveway, St Marga	Salisbury Road and The cr rgarets-at-Cliffe CT	St Margarets	St St Margarets At C	t aret's 2.72 iffe	35	6	SHLAA SADZI	18 Housing	Access to the site could be provided from either Salitory fload or The Droweway, attrough Salitory Road is private work on the privater work in ded to ensu that there is right of access. Both roads are at the narrowest in browing of the site, about there in the scope for some toolided advantagebog the site froateget.	e cumulative effect of developing the site on the constrained St Margarets High Street should be	The site is looked from public transport, with the name to us services available from a stop at the top or Bay MII, more than 420m from the site	f ER25 runs along edge of site	Exert sums the highers is advected from other Tab Densery or follow Plast. However, billionly heat a syntae as with Houde to be bound the the high angement in eight of assess. Resultational tables in the machine of the boundary patient the sufficience of the theorem of the standard of the share of the the boundary patient boundary and an advect the standard of the standard of the standard of the the standard matching of the standard of the standard of the standard of the same of the standard of the standa	More than recommended 400 metre walking distance to memoria bus steps or See Street.	Developed to be highly a anti-series in the statistical pro- facilitation in the statistical pro- lament of the statistical pro- sent the statistical pro- duct the land promoter has rights of access	Highways cancers have in edition to access a engine of access can be access can be access can be access	s and/or highway ir assessment is trate whether this
STM011 STM016	Land to the north of Salisbur at-Cliffe		F15 6DP St Margarets	St St Marg Margarets at C	t aret's 0.30 iffe	5	6	SHLAA STMD	29 Housing	Access to the site could be provided from either Satisficury Road or The Drowway via the neighbouri STM013 tell releveloped in conjunction. Satisfaury Road privates to the promoter would need to ensure that there is right of access. Both roads are at their narrowski the vicinity of the sale, although there be scope for some localized widening along the site frontages.	The development of this site is unlikely to have a gightficant impact on the highway network, although the commutative effect of developing the site on the constances. If the site ever came forward for onsidered. If the site ever came forward for development, this would need to be in consultation with KCC who can advise on road/junction capacity.	The site is isolated from public transport, with the nearest bus services available from a stop at the top Bay Hil, more than 400m from the site	f None identified			and belonce at locar tal of a target and the second of the basis for a locar 1 stat 100MC proceedings on the notion (or a logation)	Highways concerns have in validan to access a impact and further required to demonsta can be mitig	s and/or highway ir assessment is trate whether this
SUT001 SUT002	Land at Homestead Farm,	rm, Waldershare Road CT	T15 SIA Ashley	Sutton by Dover Ea	try 0.21	5	G	HELAA HELAA	442 Housin	ng Acces is achievable via Waldershave Road, a narrov rursi lane	Whilst Waltershare Road and the existing road network serving the village are narrow, there are some possing process available and the additional energy and from the proposed development [2 and th, 1 is using nathersh: Cardin Condenization will need to be pipers to the design of any development proposal put forwards and consultation with CC - as Load (Piperson & Archivity - 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 footpay would involve third part. In the site is located one distance from East Studie where there are a limited number of services, with only a community had	Parning permission was refused for three dwellings on this kite, however it was assignable in highway terms. An additional three dwellings are unlikely to kines assure capably impact on the highway terms. An additional three dwellings are unlikely to kine at its the wellings.	Within 400 metres recommended walking distance to nearest bes steps in Waldershare Road, Norwear Hos services are very Institut	Planning permission was refused for three dwellings on this state, however it was acceptable in lightway terms	Aczes appears ache Nymay nyacz ca migas	can be suitably
SUT002 SUT003	Land adjacent to The Follie Studdai		T15 SDB Sutton	Sutton by Ea	try 2.57	15	G	HELAA HELAA	172 Housing	The site is located along Downs Road, a single lane we passing points further along the road to the east. The are two existing access points along Downs Road the 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 t with KC – as Loal 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	There is no footpath from the site to the village and the construction of a footway would involve third party land. There are a limited number of services, with only a community hall			The site is located along Downs Road, a single law with parsing points for that along the road to the east There are have existing access point, along Downs Road that could serve any development.	Access appears achie highway impact ca mitigate	can be suitably
SUT003 SUT004	Seaview, Downs Roar	toad, East Studdal CT	T15 SDA Sutton	Sutton by Dover Ea	try 0.63	10	6	HELAA HELAA	174 Housin	There is no existing access point to the site however access could be achieved via Downs does but would require the acquisition of third party land. To achiev any suitable access point to the site via bowns Road Downs Cacess point to the site via the 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 WC = 25 (and lishward anthority, unnish the	A bus stop is located close by	There is a footpath from the site to the village via Down Road and Downs Close. There are a limited number of services, with only a community hall	Appears suitable visibility available onto Downs Close, however access from here would require ender through she SURDIS. Other access shares from Downs Read is not unlabel for 11 denlings. Dollable on the base a save analyzed on the highway models. Concern regarding tares leading to site and reacting Junctions studies get a SUS and ASE connection can be made to existing forotaxy retends in hull asE.	Within 400 metros recommended wähing distance to nearest bus stops in Homestad Lane, Neareer bus samiost are vary limited.	Appears suitable visibility available onto Downs: Cise, Rowew access from here would require roads through site \$20205. Other access alown from Down head in not autolation for 13	Highways concerns have in relation to access a impact and further a required to demonstra can be might	s and/or highway ir assessment is trate whether this
SUT004 SUT005	Land adjacent of 1 Downs	wis Close, East Studdal CT	T15 58Y Sutton	Sutton by Ea Dover	try 0.71	10	6	HELAA HELAA3	150 Housin	Access to the site could be achieved via Downs Clos however this may require the removal of a telephon pole	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	A bus stop is located close by	There is a footpath from the site to the vilage via Down Road and Downs Close. There are a limited number of services, with only a community hall	exchange toolkary interiors in writing. Appears subble visibility available onto Deams Costa. Unlikely on ito even to have a server impact on the highway retench. Cincorum approximation impact from potential allocation takes on welfor highway retench, pinctually roral lanes leading tools and note-(pinctuons leading to A256 and A25. Consordion can be una date to except footway retench in wilding.	Within 400 metror recommended withing distance to rearrest bus steps in Protestaal Laas, Neewer bus samista are very limited.	desting: Appear in clubble violation and appear Descent Color: Utilities for a series to have a series inpact on the highway naturals	Fighways concerns hav in relation to access impact and further a required to demonstra can be mig	s and/or highway er assessment is trate whether this
SUT005 SUT006 1	The Homestead, Homestea	stead Lane, East Studdal CT	T15 SBN Sutton	Sutton by Dover Ea	ary 1.76	30	G	HELAA HELAA1	161 Housing	The click is located to the near of properties along torserelated Late, a survey near lane, A scitzbal is excess point in visuable and advanced of thematota Lane between the Homestaad and corolland neighbouring the residential properties to the east. A access point of Stankers Hill would require acquiring third party land	d significant impact on the nighway network. However, in such development was to come forward consultation with KEC – as Local Highway Authority – would be	A but stop is located dose by however there are minimal services	There is a footpath from the site to the village via Homestaad Law. There are a limited number of services, with only a community hall	Append subtle visible activation to soft of acress (32 mpl and using adjacent land allowed as an exempting, however visibility to morth may require land them adjacent existing bolicate all visible. Appears with adjacent appendix and the soft hand adjacent acress 28 advellings, however limit in sum exempting appendix analysis in soft hand adjacent acress 28 advellings. The adjacent appendix adjacent appendix analysis in soft hand adjacent acress 20 advellings. Appendix adjacent	Within 407 notes recommended withing distance to reason: busicity: in Pointestaal Laas, Neever busicities are very limited.	Appear to subactive intervention south intervention (30 kpm hand) and handware subactive intervention however without part of the subactive intervention and the subactive intervention (30 kpm hand) kpm handware intervention (30 kpm hand) kpm handware intervention (30 kpm hand) kpm handware intervention (30 kpm hand) and kpm hand	Nightanya carana hara Ni ngintanya karana Ni ngintanya Ni ngintanya Karananya da baranya Karananya karang	ave been identified s and/or highway ir assessment is trate whether this
SUT006 SUT007 I	Land adjacent to Stonehea	heap Road, East Studdal CT	T15 58U Sutton	Sutton by Ea Dover	try 1.52	35	6	HELAA HELAAS	162 Housin	The site is located along Stoneheap Road (northern boundary) which is a narrow rural lane. There is no writing access point to the site however a suitable access point could be achieved via Stoneheap Road w the removal of existing hedges to ensure the provide of adequate visibility splays	significant impact on the highway network. However, if such development was to come forward consultation with KEC – as Local Highway Authority – would be	A bus stop is located close by	There is no footpath from the site to the village however Public footpath E432 runs along the eastern boundary connecting the site to the village. There are a limited number of services, with only a community hall	Appears isstable visibility may be achievable at some point along site frontage. Existing read- world alon seek valening at access point. Concern regarding manye lanes uniting die. Concern regarding impact of this is her and consider impact from potential alocation sites on water highway network, particularly rural lanes leading to its lanet notaticyluccions ladout to ASS and ASS. No flowings remaining and and readers particular based	Within 400 matrice recommended withing distance to nearest bus stops in Homestad Late, Nearest bus services are very limited.	Appears initiative within the part of the second se	Highways concerns have in relation to access a impact and forther i required to demonstra can be mile	s and/or highway ir assessment is trate whether this
SUT007 SUT008 E	East Studdal Nursery, Dowr	owns Road, East Studdal CT	T15 5D8 East Studdal	Sutton by Dover Ea	try 1.00	30	PDL Unit	implemented Allocation LA35	5 Housin	The site is located along Downs Road where the roa narrows into a single lane. The site is already served a single access point associated with the nursery. It	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 RCC – as Local infit way Authority – would be required to ensure the consideration of the cumulative	A bus stop is located close by	There is no footpath from the site to the village and the construction of a footway would involve third party land. There are a limited number of services, with only a community hall	Converte planning application for up to 21 dwallings on this site under reference DOU/14/02125 to which we have raised no objection barring is mind the converticant Fain allocation, woiting use a barrier of the state of the Converte magnifies parameters they provide the two plantings of the state of the magnifies the state of multiple state of the state of the state of the network, particularly rural lense keeping to be and multiple state of the state of the posterior the state of the multiple state of the state of the state of the network, particularly rural lense keeping to bits and multiple states. The forthers particularly rural lense keeping to bits and multiple states.	More than recommended 400 metrics waiting distance to nearest bucktings in themselved laws.	Contrast generating approximation for our part of the Participant of the Architecture of the Architecture of the Part VI (2012) To which we have maked real adjusted to assuming with and the contrast lace of the Architecture of the Architecture of the second Parts advanced one with the contrast lace of Parts advanced one with the architecture of the part advanced one with the Architecture of the part advanced one with the Architecture of the part advanced one with the Architecture of the Architecture of the Architecture of the Architecture of the part advanced one with the Architecture of the Architecture of the Architecture of the Architecture of the Architecture of the Architecture one part advanced one with the Architecture of the Architecture of the Architecture of the Architecture of the Architecture one advanced one advanced one advanced one advanced one advanced	Access appears article highway impart ca mitigate	tievable and any can be suitably
SUT008 SUT009	Land at Fieldings, Stonehea (SUT06)	heap Road, East Studdal CT	[15 58U East Studdal	Sutton by Dover Ear	try 0.42	10 N	fixed	SHLAA SHLOO	05 Housing	The site is bounded by Stoneheap Road to the weat which is a narrow rural lane. A suitable access point or be achieved on the site with the removal of existing hedges to ensure the provision of adequate visibilit splays	where where and a second statement is also also a second data	A bus stop is located close by	There is no footpath from the site to the village and the construction of a footpay would involve third party land. There are a limited number of services, with only a community hall	Appears suitable violating una van point comparation of the second state of the second	Within 400 metros recommended willing distance to rearest bus steps in transmissia Lane, Newver bus similars are very Umbail	the access) Appears isolated one philipmy be achieved at a classifier years and a classifier years frontage. Eaching years and years and years welling at any philipmic achieved years regarding across taxes serving the	righwayc cancers hav in relation to access a impect and further require to distinguist can be milig	s and/or highway ir assessment is trate whether this

										The site is located along Downs Road where the road	Any development of this site is unlikely to have a significant impact on the highway network. However, if		There is no footpath from the site to the village and th			Appears access with suitable visibility achievable onto Downs Road, however	Access appears achievable and any
SUT009	SUT010	Downs Road, East Studdal (SUT01)	CT15 SDA East Stude	dal Sutton by Dover	Eastry 1	.26 5	G	SHLAA	SUT01 Hous	ing narrows into a single lane. There is no existing acces point to the site and therefore third party land would required in order for suitable access to be achieved The site is located along Waldershare Road, a narroo	such development was to come forward consultation e 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	construction of a footway would involve third party land. There are a limited number of services, with only community hall	severe impact on the highway network, Concern regarding cumulative impact from potential allocaton sites on wider highway network, particularly rural lanes leading to site and rootec/junctions leading to A256 and A258. No footways serving the site.	Mare the recommanded 400 performance and the second s	this would require alteration/relocation of existing parking areas along site frontage.	highway impact can be suitably mitigated.
SUT010	SUT011	Land to the east of Homestead Farm, Ashley	CT15 50A East Stude	dal Sutton by Dover	Eastry 1	.64 50	i Mixed	Shlaa	SUTOS Hous	rural lane. There is an existing single access point associated with the dwelling house on site however trees and hedgerows will need to be removed in ord to provide adequate visibility splays. The achievability to provide adequate visibility splays.	Any development on this sile would have an impact on the existing extericals highway naturals. Careful of consideration will need to be given to the design of any development proposition for themat and consultation with KCC – as local highway Authority – will be required a	There is no bus stop located dose by	There is no lootpath from the site to the village and the construction of a footbary would involve third party land. The site is located some distance from East Studd where there are a limited number of sarrices, with onl a community hall	а а У		The achievability of an acceptable and suitable access to serve additional 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, Achiey	CT15 SHS East Stude	dal Sutton by Dover	Eastry 1	.75 50	G	SHLAA	NS02SUT Hous	restricted visibility. There is no existing access point t	Any development on this tile would have an impact on the existing restricted highway network and in particular concerns are arealized regarding the additional pressure placed on the Chapel Lane, Homestead Lane and Roman Roads the north-east of the site. Carello consideration will need to be given to the design of any development propopal put forward and consultation with RC-1 as Local Highway Authority – will be required	There is no bus stop located dose by	There is no footpath from the site to the village and the construction of a footbacy would involve third party land. The site is located some distance from East Studde where there are a limited number of services, with onl a community hall	a 4		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 La	Land adjacent to Fieldings, Stoneheap Road, Eas Studdal	CT15 5BX East Stude	dal Sutton by Dover	Eastry 0	1.40 10	G	HELAA	HELAA233 Hous	The site has an informal access to the northern portion of the site. The read between the junction of Standha Road and Downs Road and the site's informal access narrow and has no passing places		Bus services are available from Homestead Lane towards Walmer	PROW EE43 crosses in a north-auterly direction from Stoneheap Road to the north of the site			The road between the junction of Stoneheap Road and Downs Road and the situ's informal access is narrow and has no packing places	Access considered to be unachievable and/or highway impact cannot be mitigated.
TEMODI	TEM001	Land to the worst of the N2 year Whitfield roundabout	CT16 3AP Dover	Ewell	Lydden & Temple 12 Ewell	2.03 300	0 G	HELAA	HELAA84 Hous	point with limited visibility splays associated with the	The A2 connects to White/A Execution That currently any any any any any final connect of braffic and a subject to many academics. Development of the bits of the subject to many academics of the subject of the subject to subject of the subject of the subject of the subject of subject of the subject of the subject of the subject of subject of the subject of the subject of the subject of the subject of the subject of the subject of the subject of the subject of the subject of highway match of any development of the subject of subject of the subject of the subject of highway match of any development of the subject of subject of the subject of subject of subject of subject of the subject of subject of subject of subject of subject of subject of subject of subject of subject of subject of subject of subject of su	There are no bus stops does by	Natic Foodpath REE2 is located to the west of the ub which connects to the wider MOX network of Tempt Ewail and in turn provides access to the local centre	Access only available from A3 trust race (as highway: England need to be consulted, but appears withing to be acceptable, Common regarding impact on water ICC Markers induced in which is a constant of the second	More than recommended 400 metrics and long distance to nearest buildings in Sandwich Road	Access only available form 32 point and a regressive England and to be consulted, but appears united to be acceptable	Access considered to be unachiveable and/or highway impact cannot be mitgated.
TEM002	TEM003	Land at Manor View Nursery, Lower Road, Temple Ewell	CT16 3DY Temple Ewell	e Temple Ewell	Lydden & Temple 1 Ewell	_13 25	PDL	Unimplemented Allocation	LAS Hous	ing				Current planning application for 14 dwelling which requires some improvement to visibility, requiring estement over not. 32 and 34 Lower Road. This has been accepted in highway tarms due to existing use of access, however 15/33 dwelling unlikely to be acceptable. Connection can be made to existing footway network leading to school but no footways along rest of Lower Road.	Within 40 metrics incommended walking distance to naivest but steps in High Street.	PP Granted - site removed from HELAA	
TEM003	TEM004 1	Manor Farmyard, Egerton Road, Temple Ewell	CT16 38T Dover	Temple Ewell	Lydden & Temple 0 Ewell	1.74 20	POL	Shlaa	SHL045 House	The site is located to the east of Egenon Road which names single late with limited visibility. There is an existing sign access point to the visionicate with the site's current use, via a private road off Egenon Road	The existing local highway network is restrictive and the genera fixed/network is maintenance of the limited visibility as a result of the location of a wall immediating to be rely across to the list from London Rule and the the only access to the size from London Rule additional dimension of the existing build highway network which would in turn have as impact on safety impacts however fixed procession. There is limited computing to migrate the potential highway impacts however if any development as to come forward consultation with RCC – as local highway Additional dimension of the existing build procession of the size of the size of the forward consultation with RCC – as local highway Additional dimension of the acting build and the size of the size of the Additional dimension of the size of the Additional dimension of the size of the forward consultation with RCC – as local highways Additional dimension of the size of the Additional dimension of the size of the Additional dimension of the size of the forward consultation with RCC – as local highways Additional dimension of the forward of the size of the forward of the size of the forward of the size of the forward	There are bus stops located dose by	There is no PROV located within or in does proximily the site. There is no continuous longath from the site along Eptertra Ach however a footshift does begin from London Read providing convection to local service and facilities	- -		The existing local highway natured is restorchas and the fightum Road/London Road junction is haardoned by Imited visibility as result of the location of a wall immediately to the right of the junction. This junction would be the only access to the site from London Road	Access considered to be unachievable and/or highway impact cannot be mitigated.
TEM004	TEMODS	Whitfield Valley, Dover	CT16 38U Dover	Temple Ewell	Lydden & Temple 8 Ewell	1.02 246	0 Mixed	SHLAA	PHS005 House	A2, a well-used dual carriageway and to the east of th rear of properties of Laburnum Close and Woodside Close. There is no existing scients access easiet access	The activity just lightway means is particular sources the backet particular sources and the second	There is a local bus stop close by	There is a continuous footpath connecting the site to the local services and facilities of Fengle Evel			A secondary access would be required due to the site size which is unachievable	Access considered to be unachievable and/or highway impact cannot be mitgated.
TiL001	TIL001	Land on the west side of Dover Road	CT14 0/8 Tilmansto	one Tilmanstone	Eastry 0	1.95 15	G	HELAA	HELAA19 Hous	It may be possible to achieve an acceptable highway access however the removal of hedges may be require to improve visibility splays. Removal of existing trees: achieve this could however introduce a hard urban for within a rural area	Any development of this site is unlikely to have a significant impact on the highway network. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with KC – as Local Highway Authority – would be required	In terms of connectivity, the site is accessible by public transport with bus stops outside the site. The settleme of Tilmanstone is limited in terms of amenities which a limited to a Church and a village hall.	c nt None identified re	Physically considered for 55 units therefore comments remain the same Append subbilit adultify any to achievable to a near-unit specify would be needed to devenue this. Access would need to be from Dover Nade of up, which you in our to be used a subset capacity impact on the highway retruck. No footways serving size.	Within 400 metros escamaneded nailing distance to nairect bas stapis in Dover Rauk, however bas 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	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.
711.002	T1L006 D	Dow's Corner, land to the north of Chapel Road Tëmanstone	CT34 0JF	one Tilmanstone	Eastry 4	-53 63	- G	HELAA	HELAA225 Mixe	The Dansfeld House site has an informal, overgrow access from 5t Marys Grows, and the hours paddeds to has a new site hybrinal access from the same rask housing development of the nature application. A development of the nature proposed, and the factor solar may improve thickar and pedetition access from 5t Mary's Grow to Doer Mary and the factor housing any improve the same rask and the factor housing any improve the same rask and the factor housing the provide the factor housing california the same rask and the factor housing terminent own and the factor housing the provide the factor housing terminent own and the factor housing the same rask and the factor terminent own and the factor housing the provide the factor housing terminent own and the factor housing the provide the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and the factor housing terminent own and terminent own and the factor housing ter	KCC Highways would need to be consulted regarding the satiability of visibility pulsys on the access to St Marys Grove and the likely additional traffic movements on this road as a result of development. KCC Highways	, Sparadic bus services are available from Dover Road towards Eastry and Sandwich	A Public Right of Way (EEOQ crosses the size from Dover Read to Ohayel Read	Not deur Marchaldels rability of the next scale dealer deal power fract for anyone of the data and a development. Since the scale of the scale of the scale of the TNR22 entry of the scale of the TNR22 entry of the scale of the TNR22 entry of the scale of the the scale of the TNR22 entry of the scale of the scale of the scale of the SNR of the scale of the scale of the SNR of the scale of the scale of the SNR of the scale of the scale of the SNR of the scale of the SNR of the SNR of the scale of the SNR of the scale of the SNR of the	Within 400 metros recommended walking distance to nearest has steps in Dozer fault, Simoner to uniform any similar and no bodiency.	Not clear that satable vicibility to the north can be achieved onto Dover Road for access to TIODQ2, are rade is derestricted. Satable visibility does not appear to be available for access from TILDD2 onto St Marys Grove	Access considered to be unachievable and/or highway impact cannot be mitgated.
TIL003	T1L007 E	Danefield House, St Mary's Grove, Tëmanstone	CT14 0JS Tilmansto	one Tilmanstone	Eastry 3	130 25	; PDL	HELAA	HELAA229 Hous	The Dansfield House site has an informal, overgrow access from 3t Maryn Grow, and the horse publicity has a new top hormal access from the same rasis housing development of the nature apposed. A development of the nature apposed, development on the many improve thickar and exelision to the many improve the approxem. The same the same same same same same and the factory spaces showd. The same same exailent whickar in this to surrounding larger tettements outing to be provinty too the larger space.	a suitability of visibility plays on the access to St Marys Grove and the likely additional traffic movements on this road as a result of development. KCC Highways	, Sparadic bus servizes are available from Dover Road towards Eastry and Sandwich	A Public Right of Way (EEEQ) crosses the site from Dover Read to Chapel Read	Not chur the calculate calculary is the next car to achieve from the calculate of the answer to 100000 an ended development. Since which we have a spectra to be analysis for answer then TMB22 enter 5 Marys Grave. Camments as T1000 are the same at these and provides for TMB2. The above comments also apply to cambination of T1000 and T1000.	Within 420 metros recommended walking distance to nearest has steps in Doner fault, Simoner to unindex are uny limited and no landway.	Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TUDO2, aroad is derestricted. Suitable visibility does not appear to be available for access from TILD02 onto St Marys Grove	Access considered to be unachievable and/or highway impact cannot be mitigated.
WAL001	WAL001	Land off, Station Road, Walmer	CT14 7RH Walmer	r Walmer	Walmer 11	1.63 223	3 G	Unimplemented Permission	14/00361 Hous	The site has an existing vehicular arrass on this would	The development of 100 units in this location would					PP Granted - site removed from HELAA	
WAL002	WAL002	and at Rays Bottom between Liverpool Road an Hawkisdown	<sup>d</sup> CT14 7PS Deal	Walmer	Walmer 4	.44 100	0 G	Brownfield	BR04 Hous	Localised widening is likely to be required around the site's access point and a reduction in the speed limit; likely to be necessary before development could go ahead. Given the site site, a secondary/emergency access would also need to be provided	required to ensure that the surrounding highway network is capable of accommodating such a development in addition to other developments in the area	The dosest bus noute is a sponsific service from Gram Road, although there is no footway access to the stop				Liverpool Road is nerrow and is subject to the national speed limit, so localised widening is likely to be required around the sile's access point and a reduction in the speed limit; is likely be necessary before development could go ahead.	Highways concerns have been identified in relation to access and/or highway impact and for ther assessment is required to demonstrate whether this can be mitigated.
WAL003	WAL004	Land at the Western end of Hawkshill Road, Walmer	CT14 7LN Deal	Walmer	Walmer 0	145 22	G	SHLAA	SHL039 Hous	Hawkshill Road is private and any development woul need permission from the current residents. Access I public highway (Kingsdown Road) is already establishe	Any development of this site is cunsterly to have a significant impact on the highway natwork. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There are bus stops nearby on Kingsdown Road	There are no footpaths along Kingsdown Road where Hawkshill Road meets it, although there is a footway/cycle path along the sea defences to the east			Hawkshil 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.
WAL004	WAL005	Land to the rear of 20 and 64 Mayers Road, Walmer	CT14 7RJ Walmer	r Walmer	Walmer 0	1.72 21	G	Shlaa	DEA27 Hous	The site has two access points, one from Mayers Note to be access and one from Station Nation 1. The site of the state of	r KCC Highways advice should be sought as part of any development proposals on site	The site is located approximately 200 metres from Walter Station and bos services are available from Joh Tapping Close to Deal, Sandwich and Dover	n None identified			The sile has then access point, one from Mayers Road to the east and one from Saton Road to the north. Both accesses are eigher acts an ummade, and pass between terraced properties. 18(00502 was reflected by Roming Committee on the grounds of highway safety	Access considered to be unachievable and/or highway impact cannot be mitgated.
WAL005	WALOO6	Land rear of Hawks Hill House, Hawkshill Road, Kingsdown	CT14 7LN Kingsdow	Ringwould with Kingsdown	Ringwould 14	4.08 400	0 G	Brownfield	BR215 Hous	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 achieved, this would need to be demonstrated by site promoters	The adjoining and surrounding roads are narrow single track country lanes with limited passing pileses, poor alignment and poor forward visibility. Development of this tool road or feavort visibility. Development of this tool road network. The impact one the visibility of the network of the impact one shore access to the lisk is deveload activable. If such development was to come forward consultation with KCC = as Load ligning with others. The works the regime	There are bus stops nearby on Kingsdown Road	There is a footway/cycle path along the sea defences t the east			There is no existing access point to the site and therefore third party land would be required in order for willable access to be achieved	Access considered to be unachievable and/or highway impact cannot be mitigated.
WAL006	RIN002	Land off Dover Road, Walmer	CT14 7PE Deal	Ringwould with Kingsdown	Ringwould 4	.08 85	G	HELAA	HELAA167 Hous	ling						PP Granted - site removed from HELAA	
WH1001	WHI001	Land to the north west of Whitfield's current housing allocation	CT15 SAD Dover	Shepherdsw ell with Coldred/Til manstone	Eastry/Eyth orne & 61 Shepherdow ell	9.02 600	° G	HELAA	HELAA149 Hous	and Access Strategy would need to be devised which links well with the Expansion site (as detailed in the Co	Extending the Withfield Expansion would glace a inglificant bunch in the A2 A25G and A20, and the Withfield and Date of Yorks roundations. Details an appropriate transport strategy as bacterimodals we address of the file and the instance of the instance of the default of the A15G and A25G and A	The disk currently remote with no bus services available	PROW EMB crosses the site	The shead of segment is further increases in biological actions one or above that it relates that the source is a second segment is a second sequence of the second second sequence of the second sec	Guides of the 600 waters platers from two integ, however Biff planey could provide super times some to high quarter miss conversions	Further information and modeling outputs will be required to assertian the abouts impact of the increased situation on the sorrowshift hybrid current observations that the Whitfield Roundbalout will not be able to cope with additional development without an appropriate mitigation strategy	Highwaya concerns have been sidentified in indicional access and/or while the indicional access and/or while the required to demonstrate whether this can be miligated.
WH1002	TIL002	Easting Down Farm, Sandwich Road, Waldershare	CT15 SAS Sutton	<sup>1</sup> Tilmanstone	Eastry 0	1.30	Mixed	HELAA	HELAA341 Hous		be dependent upon where access to the site is deemed achievable. If such development was to come forward it consultation with KCC – as Local Highway Authority – s would be required n	The site is currently considered to be isolated and of poor accessibility, However, this is poor accessibility w improve as the Whitteed State expension is built out	8 Sana identified	Not due that an access with subdite visible to the worth can be achieved as rand is target to national quest limit and visibility numericanism by pharpass in random and upper and . Aquest to move the subset of the subset of the approximate the subset of the subset of the limit of the subset of the approximate the subset of the subset of the limit of the subset of the approximate the subset of the subset of the subset of the subset of the approximate the subset of the subset of the distance of the subset of the distance of the subset of the all development is the limit pharmagement of the subset of the pharma the properticate basis. The C	Many fluer recommended 400 note walking distance to marrier bus steps in Standards Hauf, Although it their access and direptone as part of HIT proposition values to WOC	Further information and modeling outputs will be required to ascerting the absolute impact of this increased allocation on the surrounding highway network, however it is evident from from the surrounding highway has a surrounding the surrounding the formation of the sub to to copie 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 discount also whither this can be mitigated.
WHI003	TILOO3	Easting Down Farm, Sandwich Road, Waldershare	CT15 SAS Sutton	<sup>1</sup> Tilmanstone	Eastry 0	139	Mixed	HELAA	HELAA184 Hous	The site is already similed by a single access point. Whi The site is already similed by a single access point. Whi The site hyperbase site is a site of the sit	be dependent upon where access to the site is deemed achievable. If such development was to come forward t consultation with KCC – as Local Highway Authority –	The site is currently considered to be industed and of poor accessibility. However, this is good accessibility improve as the Whitfield Ubban expansion is built out	8 None identified	Appears suitable visibility may not be achimable to the north of the access. Proposed access drive not suitable for adoption to save 12 deadings, tailindig on to own to have a seven capacity impact on the highway reducest. No feetnawy saving site.	Mene than recommended XIZ metrics withing distance to access these angle in Forger Lane, Whithhel	Forther information and modelling outputs will be required to aisortain the about the model of this increased allocation on the surrounding highway network, however it is evident from Gurnet observations that the Whitfield Roundbalout wing the ball to to copy with adaptive the surround the ball to copy with adaptive model of the surround to adaptive to appropriate motigation strategy	Highway, concarse have been identified in relation to access and/or highway impact and inter assessment is required to demonstrate whether this can be mitigated.

WHI024 TIL004	Easting Down Furm, Sandwich Road, Waldershare	CT15 SAS Sutton	Tilmanstone Ea	žry 0.82	Min	ed HEU	NA HELA	44340 Housing	The site is already served by a single access point. While R may be possible to modelly this to accelete an acceptable highway access, this is they be nonceletable regards, as got of the Whiteld Scheme segments, perform improvements are proposed at the Add/Schemest in the Whiteld Scheme segments on yet Add/Schemest in the Whiteld Scheme segments on yet Add/Schemest in the Whiteld Schemest and access the junction improvements means any term of yet the junction improvements means any term of the Whiteld the junction improvements means any term of the Whiteld Regardism.	achievable. If such development was to come forward	The site is correctly considered to be todated and of poor accessibility. We server, this is poor accessibility will improve as the Whitfield USan expansion is built out	None identified	Some sure of the entiting access would be acceptable basing in mind there agrees to be some permission analysis on the table. If this case if the access would request spectromy is a meta- tage of the entities of the source of the access would request the source instantial question and would be accessed and the access and accesses and accesses and accesses and instantial question. The access the access the access would request and accesses and calculations. The access the access the access would be requested. A speed calculation for the access the thread to access would be requested and the access the access accesses accesses and access the accesses and the accesses and the accesses and the accession of the access the access and the accesses and the access	More than recommended 400 metry walking distance to neuroticlos steps in Sanders's Naud, although its time access would improve as part of MT proposals instant to WUL.			Further information and modeling outputs, will be required to assortant the assortant the assortant the assortant the adjustment on the surrounding high way network, however it is useden from current observations that the Whiteled Roundadoust will not be able to cope with adjustment of the able to cope with appropriate mitigation strategy	in relatio impact required t	s concerns have been identified Sion to access and/or highway ct and further assessment is d to demonstrate whether this can be milligated.
WHI005 SHE008	Field adjacent to Singledge Manor, Singledge Lane, Whitfield	CT15 SAD Whitfield	Shapherdow Eyth ell with Coldred	rne & ardsw 1.49 I	6	і нец	4A HELA	AA128 Housing	The site adjoins the WH020 (Ushan Expansion) also and as such model the repeated to be developed in operations. As such as the intermetry building the model of the site of the site of the site of the site of the to the Expansion. For the site to be developed, a the site of the Expansion for the site to be developed as which in the site of the Expansion for (as statistics the Care Stranger and Whiteler 900), as the site determine the site of the developed as the Care Stranger and Whiteler 900, as the site determine the site of the developed as the Care Stranger and Whiteler 900, as the site determines the site of the developed as the Care Stranger and whiteler 900, as the site the accordance to a site of the developed as the site of the site o	The consultative inpact of development on this and surrounding land would place a significant burder on the A2_A356 and A32 and the Whiteheld and blace force: roundblace Abacelian non-language on would match the surgestantian to work an appropriate the surgestantiant to be a support of the surgestantiant burders. Size of lengest-school land on the bace forgined	The site is currently remote with no bus services publicitie	None identified	Net dar flat acces with subder skibling can be achieved in this derectived laws. Singledge Law is some with limited withing and guines, so fighting and no licenses as minimized to are no addiseare to develop.	More than recommended 400 metre walking distance to rearest box steps in Nursery Lane.			Further information and modeling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, biorecent it is used without the surrounding without and Boundabourk and not be able to copy with additional development without an appropriate mitigation strategy	in relatio impact required t	s concerns have been identified for to access and/or highway at and further accessment is to demonstrate whether this can be miligited.
WHI026 WHI023	Guide Hut, Sandwich Road, Whitfeld	CT26 3NG Dover	Whitfield Wh	field 0.24	8 Mio	ed HEL	NA HEL	AA81 Housing	The site's only direct vehicular access is via Guilford Avenue, ouring to the use of the south-vectore portion of the site as a garage para. The Guide exit to the Isis on direct vehicular access, but there is padetotion access through a gate to the Guide that Life from the parking area.	Development on site would place additional pressure or Narser (Law, a road with narrow watchin, particularly tests to bi particular backwish Nackai would need to be loogift as to where would be most papergrafest to predict access to the site. There is limited particular to would be most to the site of the site of the site of the planning press; would addres on the site balance of access impact on MOX, we also the need to provide adequate particular constraints quarter adequate particip quarters.	Aylesham Eastry and Canterbury	A Public Right of Way (EROI) adjoins the south-western boundary of the site	Soon's opport across is available law, failfuld along a france is france in the failful part france the bid benefity and the particle highersy. Appears a point of the about with similar isolable solably way has achieved from Sandon Nata, fai may involve relation on a similar solable solably and factors and information calculates. Littles of the one is has a second particle activity and the under highway network. Appears to be some exciting and the solar which would be depined if development takes plane.	Within 400 metres recommanded walking distance to named bus steps in Sandwich Read.			Appears a private drive access with solution-visibility may be achieved from Sandreich finda dut may involve reducation of existing suffic island/gatewy feature and telecommunications cabinets	in relatio impact required t	s concerns have been identified tion to access and/or highway to a demonstrate and for the access to demonstrate whether this can be mitigated.
WHI057 WHI054	Holly Lodge Retriement Community, Holly Lodge Sandwich Road, Whitfield	CT16.3aP Dover	Whitfield Wh	field 3.68	6	I HEU	4A HELA	44160 Other	The dot forms gare of the WHOME (Jubbe Espansion) to and as row whether the regarded the developed in conjunction. As such, the state is correctly isolated, bur- WIL, as the Espansion progresses, from part of the Espansion. For the site to be developed, a Transport and Access Strategy and Whitelet S90, as the will determine the safet preferred access points. The site would be explicitly preferred access points. The site would be A256 and A2, as well as inflation care to pre- walling and cycling drog drog drog drog born walking and cycling drog born re pion.	The conclusive impact of development on this and surrounding land would place significant burden on the XL 2055 and 202 and the Withfield and Dale of theirs considerabors. Useful modeling your would need to buildentiate the excitate and appropriate build model to build the set of the set of the model model. Set of impacts close the inclusions for clingways close law of the fingland.	The nearest bus stop is in Sandwich Road, more than 400m from the site and with no footways enabling access	None Identified					For the site to be developed, a Transport and Access Strategy would need to be develop which links will with the Expansion which constrained SPD (or Socialized and Whithed SPD)	in relatio impact required t	s concerns have been identified tion to access and/or highway et and further accessment is to demonstrate whether this can be miligated.
WH008 WH005	Managed Expansion of Whitfield	CT16 3HY Whitfield				unimpler Alloca		P11 Housing	The late was allocated for the development of 5750 units in the Care Strategy (2026). For the site to be developed, a Transport and Careos Strategy works and to the developed which is in the with the Whitfield SPA, and its wirt to be A256 and A2. This would determine the expected by the strategy of the strategy of the expected to provide inflastitucture to encourage waiting and cycling for shorter trips.	the A2, A256 and A20, and the Whitheid and Doke of Yorks mundahouts, Datailed modelling work would		ENC2, EN2, EN7, EN54, EN28, EN294, EN264, EN64, EN66 and E5534 cross the alte					For the site to be developed, a Transport and Access Strategy would need to be developed with its in line with the Whithed STO, and links will to the AS56 and A.Z. This would determine the most suitable access points PP Granted - site removed from HELA.	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further acsessment is d to demonstrate whether this can be mitigated.
WIN001 WIN001	Land off Preston Hill	CT3 1EJ Wingham			60 G	Permis	aion		The north exiten site boundary fronts Wenderton Lane, a narrow rural lane with poor visibility, it also front in Netato Hill, will wall cast costs robust to Wingham front the north. There is an exiting access point rule to the north in the set of the site site of the suitable to save development of this site lag, ennound of vegetables and provision of adequire visibility strategies to save development of this site lag, ennound of vegetables and provision of adequires visibility strategies and a set of the site lag. The same development and provision of adequires visibility strategies and an exist brind also the subscription of the site lag. The same development and the subscription of the same of the site of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subscription of the subs	Any development of this site is unlikely to have a significant impact on the highway network. However, it such development was to come forward consultation with tit C + as to display any Anthony — would be required to ensure the consideration of the comulative impact on the wider highway network.	There are but stops located dow by	There is a continuous footpath via Precton Nil directly connecting the site to the local service/facilities of Wingham					The north eastern site boundary fronts Winderton Lane, a narrow rural lane with poor visibility. An access point along Network Wilewood require the acquisition of third party land and is therefore sitely to be unactiveable	Access co- and/or	considered to be unachievable or highway impact cannot be mitigaated.
WIN002 WIN002	Land off Preston Hill Road	CT31DB Wingham	Wingham Little & Asi	Stour 1.02 stone	20 G	і нер	VA HEL	LAA9 Housing	The site has no existing access, and the submission proposes that this would be orasted of Preston HII. This appears achievable although would require the second of a large portion of the heightrow to enable access and sufficient sight lines. In any case, given the actional speed in applies on Pression HII as fronts the site, KCC Highwap would not be soft in the sufficient sight lines are available.	Any development of this site is unlikely to have a spatial impact on the highway network. However, it such development war to come forward consultation with REC - as social inginese, Authority - would be required to instance the conductation of the combative impact on the water highway network.	There are bus stops located close by on Preston Hill	None identified					The site has no existing access, and the submission proposes that this would be created off Preston Hit. This appears achievable although would require the removal of a large portion of the hedgerow to enable access and sufficient sight lines.	impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN033 WIN003	Land adjacent to Staple Road	CT3 11X Wingham	Wingham Little & Asl	Stour 0.83 stone	20 6	i HEL	NA HELF	AA38 Housing	Access appears to be aclievable towards the vectors and of the lab but veliably requirements will need to be determined through a speed survey. The lob is just outside the existing 10 mph speed limit. Minor velicing of 20 pile lobar will be required in the vicinity of the access to achieve minimum 5.5 metro width at access on LC nenection to the existing floatway network can the north skill of Staple Road will be required and this limit nead a new science of floatway in the highway werg, connecting to Miller Cloue, with saccesside orthogoed through and calling and participations in the highway werg, connecting to Miller Cloue, with	Unlikely on its own to have a server impact on the widd highway network, however additional impact over and above this development may raise concern with regard to the Sopie Read/sharm load junctions which is subject to constrained geometry	, More than recommended 400 metre waiting distance to nearest bus stops in High Street.	None identified	Access appears to be achievable towards the wettern and of the cite but visibility requirements will need to be adversioned through a speed array, as the size is just achievable the existing 20 mph and 20 mph and 20 mp	More than recommended 400 metre walking distance to nearest bus stops in High Street.			Access appears to be achievable towards the weatern end of the site but visibility requirements will need to be determined through a spectrumy, as the heid is just outside the existing 30 mph speed limit	impact required t	s concerns have been identified for to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN004 WIN004	Land adjacent to White Lodge, Preston Hill	CT31DB Wingham	Wingham Little & Acl	Stour 0.31 stone	8 PD	NL HEL	VA HELA	AA40 Housing	The site has an existing informal access off Preston Hill, but this would require improvements in order to save residential development. An acceptable access onto Preston Hill appear achievable, however the national speed limit applies on the read as fronts the site, so RCC Highways would need to confirm that sufficient sight lines are available.		There are bus stops on Preston Hill within 400m	PROW EESSI passes dose to the rear (east) of the site	Access might possibly be acceptable, however speed survey will be required to fully clarify that suitable vabibility could be achieved in this deventioned action of mod. Utiliaity on its own to have a severe impact on the wider highway naturely.	Within recommended 400 metres walking distance of nearest but stops in Preston Hill, however services are limited. More than recommended 400 metres walking distance to nearest bu stops with frequent services in High Street.			Access might possibly be acceptable, however speed survey will be required to fully durity thas suitable visibility could be achieved in this devisaticated section of road	impact required t	s concerns have been identified tion to access and/or highway et and further assessment is d to demonstrate whether this can be mitigated.
WIN005 WIN005	Old Railway Station, Canterbury Road, Wingham	CT3 1NH Wingham	Wingham & Little & Asl	Stour 1.92 Stone	6 Mix	Ned HEL	VA HELA	AA54 Housing	The northern and western boundaries front Canterbury Road, a well-used access route to Wingham from the outh west. There is an esting access point via Canterbury Road associated with the current use of the site which could continue to sarve the development of this also ubject to the provision of necessary measures (e.g. viability splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, it such development was to come forward consultation with RCC as it call Highway Anthorhy - 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 EE122 runs along the eastern site boundary and connects to the wide PROW network Wingham. There is a continuous footpath via Canterbury Road directly connecting the site to the local services/facilities of Wingham					There is an existing access point via Canterbory fload associated with the current use of the site which could continue to serve the development of this site subject to the provision of necessary measures (e.g. viability splayc).	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN006 WIN006	Land at Broomhill, Gobery Hill, Wingham	CT131JJ Wingham	Wingham & Asl	Stour 1.32 stone	11 6	i HEL	VA HELA	AA82 Housing		In isolation, development of this site is unlikely to have significant impact on the highway network. However, it such development was to come forward consultation with RCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	The nearest bus services are available from Wingham Thigh Street, within 400m of the site. Consideration may need to be given to pedestrians crossing the A357 to access bus services via the existing footway	None identified	Access with simble visibility appears achievable. Improvements would be needed to indire to the existing 3D multiply appears and highlight prevenues of access. Intervenents in an event of a effective prime and Prestim Hill to provide pedestrian crossing Buildine, allowing connection between the and bus stapping/minical/amentical writige, however at this stage it is not date whether a stale form of crossing improvement can be availed in this location.	Within 400 metres recommended walking distance to nearest bus stops in High Street.			Access with suitable visibility appears achievable. Improvements would be needed to reinforce the existing 30 mph gateway and highlight presence of access	impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN007 WIN008	Wingham Engineering Works and land to the east, Goodnestone Road, Wingham	CT3 1AQ. Wingham	Wingham & Asl	Stour 5.63 stone	162 Mix	ied HEL	NA HELA	AA113 Mixed	The site has saveral accesses from Goodnestone Road associated with its use as a small industrial tites, and the sumission proposes that as a part of the site? redevelopment, new accesses would be created onto Goodnestone Road. This appears activeable, although a secondary emerginery access would need to be provided due to the number of units proposed	sites in the area would need to be modelled. Concerns have previously been raised regarding the Staple	The closest bus stops are in Staple Road, within 400m of the site	None identified					The submission proposes that as a part of the shis's redovelopment, new accesses would be created onto Goodnestone Road. This appears achievable, although a secondary emergency access would need to be provided due to the number of units proposed	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN008 WIN009	Land lying on the north eastern fringe of Wingham and north of the A257	CT3 131 Wingham	Wingham Little & Acl	Stour 5.52 stone	105 G	i HEL	NA HELA	AA172 Housing	The site has no existing vehicular access, so this would need to be created onto A257 (Gobery Hill; KCC Highways would need to acies which or unficient sight lines are available from the site, given the gradient, and preasimily of the brow of the hill to the east, and the 50 miles per hour speed limit which applies on the road as fronts the site.	The cumulative impact of this and other development sites in the area would need to be modeled. The addition of over 100 units in this location will have an impact on traffic levels on Wingham High Street, to HC Highways advice should be sought regarding mitigation strategies for this	The nearest bus services are available from Wingham High Street, around 400m from the site. Consideration may need to be given to pedestrians crossing the A257 to access bus services via the existing footway	EE158 crosses the site, while EE41 abuts the northwestern corner of the site and EE151 passes close to the north of the site					KCC Highways would need to advise whether sufficient sight lines are available from the site, given the gradient; and proximity of the brow of the hill to the sait, and the 50 miles per hour speed limit which applies on the road as front the site	impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN009 WIN010	Land at Cadar Lodge, Canterbury Road, Wingham	1 CT3188 Wingham	Wingham & Asi	Stour 5.47 stone	50 Min	ied HELJ	4A HELA	AA205 Housing	Access assumed to be directly off ASIS Canterbury Road, as existing access to permitted sites WMRD3 and WMRD4 is phosta and with not become part of pakke hand in road and the sport hand. Not apparts there hand in road and the sport hand. Not apparts there have a strip of third party hand. Not apparts the boundary and the highway, preventing connection to the highway.	Unlikely on its own to have a severe ingact on the wide highway network	<ul> <li>Within recommended 420 metrors walking distance of nearest bus stops in High Street</li> </ul>	No footneys serving site. PROW EE48 runs near site and could possibly be improved to provide connection to School Laze and while footnay networks in willige. Nowever it appears this again may require third party land	Account assume that has defined as the set of whether DEAA the physical device assume any diffetive results of setting and well and more and more than assume that DEAA the setting of the setting and the setting and the setting and the the the the the DEAA the physical devices and the setting and the setting and the setting and the physical devices and the setting and the setting and the setting and the physical devices and the setting and the setting and the setting and the physical devices and the setting and the setting and the setting and the physical devices and the setting and the setting and the setting and the physical devices and the setting and the setting and the physical devices and the setting and the physical devices and physical	Within recommended 400 metrics walking distance of nearest box stops in High Street.			Access assumed to be directly off A357 Catarbury Road, as existing access to parmitted tisks WH021 and WH024 is private and will not become part of a private and will not become part of and the achievable due to beau on the achievable due to beau may a strip of thrid party tand for a part may astrip of thrid party tand between the site boundary and the highway, preventing connection to the highway.	Access oc and/or	considered to be unachievable or highway impact cannot be mitigated.
WIN010 WIN011	Land east of Adisham Road, Wingham	CT3 1AU Wingham	Wingham & Little & Asi	Stour 1.75	40 G	i HEL	VA HELA	4A207 Housing	The western site boundary fronts Adisham Road, a narrow lane however well-used access route to Wingham form the south. There is no existing point to the site and the provision of a suitable access point would require earthworks and is therefore not achievable	Any development of this site is unlikely to have a significant impact on the highway network. However, il such development was to come forward consultation with KC – as Local Highway Authorhy – would be required to encore the consideration of the cumulative impact on the wider highway network.	There are bus stops located dose by	There is no a continuous footpath directly connecting the site to the local service/facilities of Wingham					There is no existing point to the site and the provision of a suitable access point would require earthworks and is therefore not achievable		considered to be unachievable or highway impact cannot be mitigated.
WIN011 WIN012	Land west of Adisham Road, Wingham	CT3 1AZ Wingham	Wingham Little & Acl	Stour 2.01	50 G	i HEL	1A HELA	AA208 Housing	The site does not have existing vehicular access, but the submission proposes creating this from Adisham Road. This appears physically achivedual, athough the 30 miles per hour limit may need to be extended to enable safe enty to and access from the site. It appears from the plan that a secondary (pedectrian) access is proposed to the site via an existing track to the north of the site.	A development in this location would add additional pressure onto the Staple Roud/High Street and High Street/AS2 junctions. KCC Highwas should advice on the cumulative impacts of this site and others in the area to ensure appropriate mitigation strategies	The nearest bus services are available from Canterbury Road (A257), although this is around 400m from the site	EE176 blacts the site, and EE48 provides onward access to Wingham Primary School and High Street					The site does not have existing vehicular access, but the submission proposes creating this from Adisham Read. This appears physically achievable, although the 30 miles per hour limit may need to be extended to enable safe entry to and access from the site	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN012 WIN015	Land to the rear of The Paddock and either side of Petts Lane (track), Wingham	CT3 1BX Wingham	Wingham Little & Acl	Stour 2:15 stone	64 G	i shu	ua wi	NO1 Housing	The site is located to the rear of properties along the A257 High Streat, a well used access route to Wingham from the north. There is an existing access point via Petrt Lane, a narrow track off High Street however a suitable access with adequate wisibility to serve the development of this site is unachievable due to adjacent properties.	Any development of this site is unlikely to have a significant impact on the highway naturofit. However, il such development was to come forward consultation with KC – as Local Highway Authority – would be required to encore the consideration of the countailese impact on the wider highway network	There are bus stops located dose by	Public Footpath EE169 bisects the site from the east to the west and connects to the wider PROW network of Wingham. There is no a continuous footpath via Prestor Hill directly connecting the site to the local services/facilities of Wingham	Anher vite considered as shown on gibes (20 with), Volkilly to such does not appear achievable due to does presently of existing dewillings to edge of corresponse in ASST religibles with the access to able the way to to pass at a justice with ASST high phote and provide layout to adoptable standard does not appare achievable, Volkalay on its own to have a source appared in which religible protects. The approximation applies are obtained and/or with a with a standard actions. The applies are obtained and/or with a with a religible protects. The matter and applies are obtained and/or with a matter and a standard actions and a standard and/or with a standard actions. The action actions are applied and and/or with a standard actions are applied and a standard actions and actions are actions and a standard actions and a standard actions are actions at a standard actions and actions and actions and actions are actions at a standard actions and actions and actions at a standard actions and actions at a standard actions and actions at a standard actions at a standard actions at a standard actions at a standard actions at a	Within 400 metres recommended walking distance of nearest bus stops in High Street.			Width of access to allow two cars to pass at junction with AS37 High Street and provide layout to adoptable standard does not appear achievable		considered to be unachievable or highway impact cannot be mitigated.
WIN013 WIN016	Land fronting Gobery Hil, Wingham	CT3 1DE Wingham	Wingham & Asl	Stour 0.97	29 G	i shu	4A N503	2WIN Housing	properties. The northern tile boundary fronts A257 Gobery Hill, a wel-used main access routs to Wingham from the east. There is an existing access point via a track off Gobery Hill which could serve the development of this sets subject to the provision of necessary massures (e.g. visibility splay).	Any development of this site is unlikely to have a	There are bus stops located close by.	There is a continuous footpath via Gobery Hill directly connecting the site to the local services/facilities of Wingham					There is an existing access point via a track off Gobery Hill which could serve the development of this site subject to the provision of necessary measures (e.g. visibility splays).	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whather this can be mitigated.
WIN014 WIN018	Footpath Field, Staple Road, Wingham,	CT3 IAL Wingham	Wingham Little & Asl	Stour 3.60	50 G	i HEL	1A HELA	14234 Housing	Access could be provided to the site from Staple Road with the removal of a hedgerow, or from Miller Close near the junction with Staple Road, or further north in the vicinity of number 22. The site frontage is within a actional speed inter locas, so conficient sight lines would need to be approved by KC Highways, and some localised widening may be required access is to be provided from Staple Road.	A development in this location would add additional pressure onto the Staple Road/High Street and High Force/1675 investions FOR Withows characterial shifts and	The nearest bus services are available from Staple Road, within 400m of the site	EE114 crosses the site	Access appears to be achievable but visibility requirements will need to be determined through a tasket sommer, as the size a solubility the control of the size	More than recommended 400 metre walking distance to nearest bus stops in High Street.	v	Access appears to be achievable but visibility regularments will need to be determined fromget acquest survey, as the like is outside the existing the galaxies of the second strategies of table Road will be required along the last fromtoge. Fortney regular Courser regarding the special for second strategies of the second Courser regarding the special of table second strategies and and Athieve Read/High Street junctions.	Access spopers to be achievable but visibility requirements will need to be determined through a speed curvey, as the cite's costick the existing 20 mph speed firmt. Widening of Scapik Road will be required along the site frontage	in relatio impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.
WIN015 WIN019	Former Gregory's Yard, rear of 67 High Street, Wingham	CT3 1DW Wingham	Wingham & Asi	Stour 0.31 stone	10 Min	ied HELJ	IA HELA	4A238 Housing	The site has no existing vehicular access, and part of the adjoining site was redeveloped following application 54(90232): The submission proposes to use an access from 5X Marys Meadow, which was used as a construction access for the neighbouring site. Access from 5X Mary Meadow seems to be activuoble, although this appears to require third party land.	Any development of this site is unlikely to have a significant impact on the highway network. However, it such development was to come forward consultation with RCC as a local highway Anthority - would be required to ensure the consideration of the comulative impact on the wider highway network.	The nearest bus stops are in Wingham High Street, within 400m of the site	None identified					Access from St Marys Meadow seems to be achievable, although this appears to require third party land.	impact required t	s concerns have been identified tion to access and/or highway ct and further assessment is d to demonstrate whether this can be mitigated.

WOR009 WOR017	Land to the East of former Bisley Nursery Street, Worth	r, The CT14 OFD	Worth Wo	rth Sandwich	0.83	20	6	Site Visit	DDC	Access to this site appears to be achievable from 1 Cropin Close	Any development of this site is vestilely to have a significant inpact on the higher systems. Nonever, if such developments was come forward as with VCC - as Load ingineses, Autority - would be reconstruction with VCC - as Load ingineses, autority - constructions with VCC - as Load ingineses, autority - would be required	There is a bus stop on The Street, within 400m of the site	EE237A abuts the sha's northern boundary	Potentially no connection to highway to gain accord (adjound reads within Balay Norsey, development are remaining private and not heng adgoted, writes agreement reached with development are write an alte not no security lad out to accompande additional develop. Unlikely on th one to have a server impact on the highway nutricit.		The first provided number to the Chaptered Hard Societted To only in other walls and the set of the Societted To provident. Therefore, this world on societted register (Societted Registered) and a context of the Societted Societted Registered To and the Chaptered Societted Societted Registered To and the Chaptered Societted Societted Societted Societted Forder representation to be second and chaptered Registeries and societted Socie	<ul> <li>Nursery development are remaining private and not being adopted), unless agreement reached with owner. Further ot information submitted to clarify site access. Concerns over width of proposed access and footpath provision. Further</li> </ul>	in in	says concarns have been identified datafor to access and/or highway gata and further assessment is and the mitigated.
WOR008 WOR016	Land north of glasshouses, Worth	CT14 OFD	Worth Wor	rth Sandwich	7.01	302	6	SHLAA	WOR02	The primary access to this site would need to be for Covento Lane (EE2a) altowidg there is insufficient space to provide an access capable of arring 300 dealing in this location. This would also require the party land. I addition, it's not clash how a second approximation and the provide land and site, which would be required for a development of site.	It 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	There is a bus stop on The Street, within 400m of the site	EE235A runs through site, EE237A & EE236 run along edges of site			Further information submitted, KCC Hishwark have commented	The primary access to this die would need to be from Cownton Lane (E226) although threats in instificient gaze to provide an access capable of serving 300 dwellings in this location. This would also require third party land.	Acc a	ss considered to be unachievable (of highway impact cannot be mitigated.
WOR007 WOR012	Land to the rear of Jubilee Road, Wort	th CT14 0DN	Worth Wo	rth Sandwich	1.03	20	6	SHLAA	NSD1WOR	The site has access for farm vehicles from Jubilee Ro Housing and sufficient space exists to provide a formal vehic access in this location.	lar with KCC – as Local Highway Authority – would be required. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	here is a bus stop in Jubilee Road, within 400m of th site	EE252 & EE250 run along edge of site	Appears subday wolfsy may be advected at some paint delay the foreign Existing read world were allowed at access paint. A foreign yours and be represed allowed and the foreign tagether with uncertainties considered and another you and an advected and the foreign to sent to take a some inspect on the highway retractor.			Appears suitable visibility may be achievable at some point along site frontape. Existing road would need widening at access point		sos appears achievable and any gifunary mpact can be subably mitigated.
WOR006 WOR011	Land to the east of Jubilee Road	CT14 0DR	Worth Wo	rth Sandwich	1.27	10	6	SHLAA	LDF012	The site has no ensisting vehicular access although gi the flat nature of the land have this would seem straightforward to create from Jublee Read. Juble Read in surrows as some localized welening may required around the access point to the site	such development was to come forward consultation with KCC – as Local Highway Authority – would be e required. If such development was to come forward	here is a bus stop in Jubilee Road, within 400m of th site	EE243 and EE456 pass a short distance to the south and east of the site	Appears hubble wishtly may be achievable but existing on-street parking may need to be removed to provide the same, facing road would nade volving at access point. Unlikely on the same to bree is server impact on the highery network.			Appears suitable visibility may be achievable but existing on-street parking may nied to be removed to provide the same. Existing road would need widening at access point	A	ses appears activable and any ginearympact can be uitably mitigated.
WOR005 WOR005	Land west of Mill Lane, Worth	CT14 0DU	Worth Wo	rth Sandwich	3.13	100	6	HELAA	HELAA213	Housing agricultural use of the site however achieving a suita	w ss if development was to come forward consultation with KCC – as Local Highway Authority – would be required to W	hilst bus stops are close by, access to those would b via crossing the A258 Deal Road.	Public Bridleway EE238 runs along the wordern boundary of the site and connects to the wider PROW extended felderland and Worth. There is no continuous folopath from the site to the local services/facilities in worth and the site is disconnected from Worth by the A235 beak fload				There is a single access point via MBI Lane associated with the existing agricultural use of the site however adhieving a suitable access with appropriate visibility splays would require the removal of holgerows		ways concerns have been identified elation to access and/or highway part of the density of the second second second second and the second second second second second can be emilipared.
WOR004 WOR004	Land at Jubilee Road, Worth	CT14 00T	Worth Wo	rth Sandwich	3.64	94	G	HELAA	HELAA210	Housing Individual accesses for limited frontage developme could be achieved	Any development of this site is unlikely to have a significant ingat on the highway network. However, if such development was to come forward consultation with KCC-astical lighway Authority – would be required. If such development uss to come forward consultation with KCC-astical lighway Authority – would be required.	There is a bus stop close by	Public Footpath EE459 is located to the north of the site and connects to the wider PROW network of Worth. There is a continuous path from the site to the local services/facilities of Worth via Jubilee Road				Individual accesses for limited frontage development could be achieved		say concerns have been identified station to across and/or highway space and further assistement is lived to demonsitize and whither this can be mitigated.
WOR003 WOR003	Land off southern side of Felderland La	ane CT14 08P	Worth Wo	rth Sandwich	0.34	12	G	HELAA	HELAA35	The site is located to the south of Feiderland Lane- narrow rural land with no passing points and poo- visability. There is an access point providing access to provide the providing residential properties however there is accessed access points the task. Access can only built actived a la Feiderland Lane however revolve would required to provide adcessar witchild to galaxy. Consideration should be given to fromage developm in order to achive a suitable access, point in order to achive a suitable access.	f 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. The with KCC – as Local Highway Authority – would be considered to acrue the aperiorithms of the comorbane.	ere is no continuous feedpath to provide access to th closest bus stop along A258 Deal Road	Public Footpath EE2S1 runs along the south of the site and connects to the wider PROW network of relateriand and Worth. There is no continuous footpath providing access to the local services/facilities of Worth to the west of the Hamlet				Access can only be achieved via Felderland Lane however work would be required to provide adequate visibility splays	Acc	ss considered to be unachievable (of highway impact cannot be mitigated.
WOR002 WOR002	Land that lies between A258 Deal Road : Jubilee Road	and CT14 CDT	Worth Wo	rth Sandwich	6.56	150	G	HELAA	HELAA28	Housing Individual accesses for limited frontage developme could be achieved	Any development of this site is uniliarly to have a significant ingat on the highway network. Nowever, if such development was to come forward consultation with KCC - as Local inginway Authority - would be required: if such development uses to come forward consultation with KCC - as Local inginway Authority - would be required.	There is a bus stop close by	Public Footpath EE343 is located to the north of the cite and connects to the wider PROW network of Worth. There is a continuous path from the cite to the local service/facilities of Worth via Jubilee Road				Individual accesses for limited frontage development could be achieved	in the second	says concerns have been identified liation to access and/or highway pact and further assessment is of the do ensortstate which this can be millipated.
WOR001 WOR001	Land to the rear of The Street	CT14 0DA	Worth Wo	rth Sandwich	1.19	5	G	HELAA	HELAA12	properties off The Street providing access to the no	ge. significant impact on the highway network. However, if	There is a bus stop close by.	Public Footpath EEXXDA is located to the south of the locate of connects to the wide PROW network of Worth. There is a continuous path from the value to the local services/fladities of Worth via The Street				There is an existing access point via a track between properties off The Street providing access to the neutril of the site. However, is of poor visibility and is narrow in width to accommodate two- way vehicular movements		ss considered to be unachievable (or highway impact cannot be mitigatud.
W00008 W00010	Woodnesborough Nurseries, Sandwich R Woodnesborough	koad, CT13 ONG W	Noodnesbo Woodr raugh rau	tesbo gh Sandwich	2.52	75	PDL	SHLAA	SHL021	The north eastern corner of the site fronts Sandwi Road, a well-used access route to Woodnesboroug from the east. The site is correctly accessed 4 as pairs single width drive to Manor House and onto Woodli Way (to the west of the site), a stubble access point Woodland Way or Sandwich Road would require th acquisite of third party land as is limited require subbility. Therefore, access to this site is not achieve	h Any development of this site is unlikely to have a ate significant impact on the highway network. However, if nd such development was to come flowaid consultation via with KEC – as Local Highway Authority – would be required to ensure the consideration of the cumulative	There are bus stops located close by	Public Foodpath EE220 runs along the northern boundary and connects to the wider MPDM natural Woodnesborrough. There is no continuous footpath directly connecting the site the he limited local services/facilities of Woodnesborrough				A suitable access point via Woodland Way or Sandacich Road woodd require the acquintion of third party land and is limited regregoing wibblity. Therefore, access to this site is not achievable		ni considerat la la unachinada dan hydrowa impact connet be mitigated.
W00007 W00009	Wood Ash Garage at the junction of Beacon and Drainless Road, Woodesborough	n lane CT13 OPR W	Noodnesbo Woodr raugh rau	nesbo gh Sandwich	0.32	10	PDL	SHLAA	W0003	The southern site boundary fronts Hammil Road, a r access route to Woodneixborough from the south w and is located on the corner of a cross junction. Ther an existing access point via Hammil Road associate	Any development of this site is unitarily to have a st. upper standard on the highway network. However, if is such development was to care forward consultation d with KCC-as Local ingitiway Authority – would be required to exame the consideration of the cumulative the impact on the wider highway network.	There is no bus stop located dose by	There is no continuous footpath directly connecting the site to the limited local service/(Facilities of Woodnesborough	The dealing would be acceptable basing in mice existing parential and () on the site, however the access party exact less the application of means fixed to macrine available existing . In terms of exacts have the set to be a set to b			Ten dwelling would be acceptable bearing in mind existing permitted use(s) on the site, however the access point would need to be optimised in stammil Road to maximice available visibility		xes appears activable and any gifway mpot can be suitably mitigraid.
w00005 w00008	Land south of Sandwich Road, Woodnesbo	orough CT13 OLZ <sup>W</sup>	Noodnesbo Woodr rough rou	nesbo gh Sandwich	3.15	10	G	SHLAA	LDF02	The northern site boundary fronts Sandwich Road, well-used access route to Weodensborough from t east. There is an existing access point at the north western corner via Sandwich Road associated with Housing current use of the site. A suitable access to accemendate the development of this is could ta achieved subject to the providen of nekessam, massa (e.g. visibility splay) and a secondary access would 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 NEC - as tocal Highway Authority - would be required to ensure the consideration of the cumulative	There are bus stops located close by	There is continuous footpath via norther of Sandwich Road directly connecting the site to the limited local services/facilities of Woodnesborough	Across with unbide validity uppers achieved is. Scienced or sense provide a def deve apparars to be unliferent fronting length to achieve this. Convection to texting for the length of the forter with a science and a line sequint and a true length and the length approved protection across to the answer to be approved and the sequint and a true length and the length approved and texture and a sense the answer to be approved and the sequint and a true length and the length approved and texture and the length and the length and the length approved and texture and the length approved and texture and texture box steps in the length and the length of a different steps for the length and length and the length and length and length and the length and length an			Access with satable visibility appears achievable. Secondary emergency access required and three appears to be sufficient frontage length to achieve this	A	sis spears schwabe and any ghway impact can be untubly mitigetud.
woocos woocos	Bacon Lane Narsery, Bacon Lane, Woodnesborough	Стіз ФРВ W	Noodnesbo Wood rough rou	nesbo Sandwich gh	1.03	5	PDL	HELAA	HELAA153	The earders lake boundary hosts Bassian Lane, a re- access route to Woodnedworkingh from the stands Reading Area is an earling assess point of the skill of lake the standing assess point of the skill of the arrive the redeevilapment of this lake	Any development of this law a unitary to have a generating set on the legitimary nature, it may be the generating set on the legitimary nature, it may be the set of the set of the set of the set of the set of the set of the set of the set of the set of the set of the legislation is not and a set of the set of the set of the set of the set of the set of the set of the set of the set of the set of t	There is no bus step leasted does by	There is no continuous foregraph directly connecting the site to the limited and annual inductions of Woodnesberrough	The shi bis particular for relaxion of the adjurant forend parties and shaped of rest white the access the flat adjurant for the last bios party support and the parts of the state of the party for the assessment sets set. 3 add biologies and and approved the state option, accessible of the applicant. The adjurant for 5 develops would need all provide the state option, accessible, biolitary on to even to have a sets in the lapleary reteark. No footbary, and the last.		Further information submitted, VCC base commented that the addresses than influe concerns	The site has germitation for relations of the dependence protocol and the site of the dependence of the site of the site of the site of the magnetic site of the site of the site of the site of the magnetic site of the site of the site of the site of the the site of the site of the site of the site of the the site of the site of the site of the site of the base of the site of the site of the site of the base of the site of the site of the site of the base of the site of the site of the site of the base of the site of the site of the site of the base of the site of	i. I i i i i i i i i i i i i i i i i i i	way stockers hav been Meridiad Infanto ta access and/or highway gada and further assessment is and the mitigated.
W00004 W00004	Land adjacent to Marchborough Cottage, Lane	.Farm CT13 OPH W	Naadhesbo Waadh raugh rau	tesbo Sandwich gh	0.27	2	G	HELAA	HELAA39	southern site boundary fronts a narrow track tha provides access to neighbouring agricultural associa	Development of this site is likely to add vehicular demand to the Farm Lang/Nachhorough Road winch 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 development was to come forward consultations with development was to come forward consultations with exercise the event forward network be required to account the event/event/on a the summittee interview of en-	There is no bus stop located close by	Public Footpath E225 runs along the western boundary and connects to the water MDW network of Manshorough/Woodnebborough. Then is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnebborough				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).	in in	sep concerns have been teentified fatters to access and/or highway gate and further assessment is can be mitigated.
W00003 W00003	Land at Beacon Lane Farm (Plot 2), Beacon	n Lane CT13 OPD W	Noodnesbo Woodr raugh rau	nesbo Sandwich gh	0.45	12	6	HELAA	HELAA37	The western site boundary fronts Beacon Lane, a ru access route to Woodnesborough from the south w Housing There is no existing access point to the site howeve	ral Any development of this site is unlikely to have a significant impact on the highway network. However, if	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough				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).	in the second	say: concerns have been identified historin to access and/or highway gacat and further accessment is tried to demonstrate whether this can be mitigated.
woote2 woote2	Land at Beacon Lane Farm	CT13 0PD W	Noodnesbo Woodr rough rou	tesbo Sandwich	0.34	5	PDL	HELAA	HELAA36	The western site boundary front Beacon Lane, a nam	h Any severapment of this size is unitary to have a significant impact on the highway network. However, if such development was to come forward consultation he with KCC – as Local Highway Authority – would be	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services,flacities of Woodnesborrugh	Anaptable across for 3 dwellings could be achieved bearing in mind the avoiding parmitted uses on Wittin 400 metrics of neurost bus stops in tranmit load but extra mark finited arcsa.			There is an existing access point via Beacon Lane associated with the current use of the site and could serve the redevelopment of this site subject to the provision of necessary measures (e.g. visibility splays).		xss appears activizable and any glineary mpact can be suitably mitigated.
W00001 W00001	Land opposite Sunnyside Cottages, Marshborough Road	CT13 0PF	Sandwich Woodr rou	nesbo Sandwich gh	0.27	5	Mixed	HELAA	HELAA3	The north asstem site boundary fronts Marshbotov Road, a narrow rural lane with no passing point a poor visibility. There is an existing across point vi and the second second second second second second within like to the west of the site. A windlaw across p to serve development could be achieved subjects to serve development could be achieved subjects provision of necessary measures (e.g. visibility spla and removal or equestant).	d 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 KC – as Local Highway Authority – would be required to ensure the consideration of the cumulative here.	There is no bus stop located dose by.	There is no continuous footpath directly connecting the site to the limited load an relocatifications of Woodneburrough				The north existen cise boundary fronts Muchiborough Road, a narrow rural law with na passing points and poor visibility. A subable access point to save development could be achieved subject to the provision froncesary measures (e.g. visibility splays and removal of your points of the same set of the s		way concerns have been liketified diaton te access and/or highway and the second second second second second diaton te constructed wather this can be miligated.