Site Information													Officer Comments				KCC Highways Comments			Site Highways Summary	Highway Summary (RAG)	RAG Justification
HELAA Reference	Previous HELAA Reference	Location	Post Code	Settlement	Parish	Ward	Site Size (ha)	Agreed Housing Number	G or PDL	Site_Origin	Origin_Ref	Use	Site Access Concerns	Impact on Highway Network	Adequate Access to Public Transport	Public Rights of Way	Accessibility of Site	Access to Transport	Further Assessment (Summer 2020)			
ALK001	ALK002	Land south of Bushy Ruff, Dover	CT16 3EE	Dover	Alkham	River	1.06	20	G	HELAA	HELAA125	Housing	The site is located to the south of Alkham Road, a well-used access route to Alkham from the east. A suitable access via Alkham Road could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	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				A suitable access via Alkham Road could be achieved subject to the provision of necessary measures (e.g. visibility splays).		Access appears achievable and any highway impact can be suitably mitigated.
ALK002	ALK003	Land at Fernfield Lane, Hawkinge	CT18 7AW	Alkham	Alkham	River	2.12	19	G	HELAA	HELAA170	Housing								PP Granted - site removed from HELAA		
ALK003	ALK004	Land at Short Lane, Alkham	CT15 7BZ	Alkham	Alkham	River	0.32	10	G	HELAA	HELAA91	Housing	The site is located to the east of Short Lane that serves residential development to the west and north of the site. A suitable access could be achieved via Short Lane	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	A bus stop is located close by	Bridleway ER 177 is located to the south of the site 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 services	Access with suitable visibility appears achievable. There would need to be a footway connection to the existing footway on the opposite side of the road , however this appears achievable with dropped kerbs and tactile paving, giving access to footway network into village. Unlikely on its own to have a severe impact on the wider highway network. Juntion of Short Lane with Alkham Valley Road acceptable for the additional dwellings proposed.	Within 400 metres recommended walking distance to nearest bus stops in Alkham Valley Road.		Access with suitable visibility appears achievable		Access appears achievable and any highway impact can be suitably mitigated.
ALK004	ALK007	Land to the south of Short Lane, to east of Beachwood, Alkham	CT15 7BZ	Alkham	Alkham	River	0.17	5	G	SHLAA	ALK01	Housing	The site is located to the east of Short Lane that serves residential development to the west and north of the site. A suitable access could be achieved via Short Lane	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	A bus stop is located close by	Restricted Byway ER177 passes adjacent to the north of the site. This does provide pedestrian access the limitee services in Alkham village centre, including a village hall, bus stop and pub	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 Alkham Valley Road acceptable for the additional dwellings proposed.	Within 400 metres recommended walking distance to nearest bus stops in Alkham Valley Road.		Access with suitable visibility appears achievable. Unlikely on its own to have a severe impact on the wider highway network.		Access appears achievable and any highway impact can be suitably mitigated.
ALK005	ALK008	Hill View House, Short Lane, Alkham	CT15 7BZ	Alkham	Alkham	River	0.29	8	G	SHLAA	ALK02V	Housing	The site has no existing formal access but could be accessed via Hogbrook Equestrian Centre off Hogbrook Hill Lane. Any access via Short Lane requires crossing third party land, so the site promoters would need to prove that this is achievable if it is intended to access the site in this way. The Hogbrook Hill Lane access (Equestrian Centre) access appears sufficient to serve a small residential development, although some work may be required in order to improve sight lines upon exiting the site.	A development of the size proposed would be unlikely to have a significant impact on the highway network, 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 Authority	The nearest bus stop is on Alkham Valley Road, approx a 5 minute walk from the site. Daytime services are avaailble from here towards Dover and Folkestone	Restricted Byway ER177 passes close to the north of the site across the Recreation Ground	Existing access to site is private, single-track drive so not suitable to serve an additional 8 dwellings. Unlikely on its own to have a severe impact on the wider highway network.	More than recommended 400 metres walking distance to nearest bus stops in Alkham Valley Road.		Existing access to site is private, single-track drive so not suitable to serve an additional 8 dwellings		Access considered to be unachievable and/or highway impact cannot be mitigated.
ALK006	ALK009	Malmains Farm Land, Alkham	CT15 7EW	Alkham	Alkham	River	9.44	285	G	SHLAA	NS01ALK	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 close walking distance	No PROW identified				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		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.
ASH001	ASH001	Land south of the A257	CT3 2AF	Ash	Ash	Little Stour & Ashstone	8.47	150	G	HELAA	HELAA31	Mixed	The site has no existing vehicular access. The promoter's indicative plan suggested a new access off the A257, and an access through the White Post Farm site (which is subject to current application activity) and across a further field to the south. It would be for the promoter 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 site unless the neighbouring sites were developed in conjunction, and so considered in isolation the site has significant access issues to be resolved.	Development on this site would generate additonal 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 Kent County Council as highway authority.	The services of Ash vilage centre are around a 5 minute walk from the centre of the site. Bus services are available from Sandwich Road to Sandwich and Canterbury	PROW EE105 and EE53A cross the site, while PROW EE107 and E466 flank the site on its western and eastern boundaries	Access with suitable visibility appears achievable onto the A257 Ash Bypass, however a minimum of a right turn lane would be required. Secondary emergency access would also be required and it appears this may be achievable via the bridleway connection to Sandwich Road (utilising additional highway land). Connections would also need to be made to the existing footway network and bus stops in Sandwich Road and these appear achievable with provision of additional footway lengths and an uncontrolled crossing point to the south side of the road. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	Within recommended 400 metres walking distance of nearest bus stops in Sandwich Road.		Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.		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.
ASH002	ASH002	Land at the end of Langdon Avenue, New Street	CT3 2BP	Ash	Ash	Little Stour & Ashstone	0.73	5	G	HELAA	HELAA32	Housing	The site's most appropriate access point is via Langdon Avenue, a private, informally-made road which connects to New Street. Langdon Avenue is also a PROW - EE110. 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 site's southern boundary abuts Cooombe Lane, a single-lane rural track with few passing places, so access from this direction would also be considered unsuitable.	In terms of traffic volumes, a development of the size proposed would have a marginal impact on the wider highway network	The services of Ash village centre are around a 10 minute walk from Langdon Avenue, and bus services towards Canterbury and Sandwich are available from the end of Langdon Avenue	Langdon Avenue is a PROW - EE110				Langdon Avenue is unlikely to be suitable to serve further residential development.		Access considered to be unachievable and/or highway impact cannot be mitigated.
ASH003	ASH003	Land south of Mill Field	CT3 2BD	Ash	Ash	Little Stour & Ashstone	0.55	8	G	HELAA	HELAA45	Housing	The site's access would be via Mill Field, an existing cul de sac which has recently been extended by ten units and now provides an appropriate access into this site.	Developing this site is unlikely to have a significant impact on the wider highway network, although KCC advice should be sought as part of the development process	Bus services are available from New Street to Canterbury and Sandwich, and the village services of Ash are within a ten minute walk.	PROWs EE111 and EE111A meet close to the site's western boundary at the corner of Coombe Lane	Access appears achievable from the extension to Mill Field currently under construction. 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 sites within the village, particularly at the A257/A256 roundabout, which may need to be resolved through CIL or S106 funded improvement scheme.	Within recommended 400 metre walking distance to nearest bus stops.		Access appears achievable from the extension to Mill Field currently under construction. Unlikely on its own to have a severe impact on the wider highway network		Access appears achievable and any highway impact can be suitably mitigated.
ASH004	ASH004	Land to the north of Molland Lane, Ash	CT3 2JF	Ash	Ash	Little Stour & Ashstone	4.46	110	G	HELAA	HELAA95	Housing	The site has no existing vehicular access but one could be created by a continuation of Molland Lane. With the 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	Development on this site would generate additonal 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 Kent County Council as highway authority.	Bus services towards Canterbury and Sandwich are available from The Street, a 5-10 minute walk from the site	PROW EE464 forms the basis of the site's access, while PROW EE90A and EE112 also cross the site	The width of Molland Lane, particularly to the north of School Road, makes access challenging to serve 110 units and third-party land may be required. It may be possible to provide access from Chequer Lane via the approved site for 90 dwellings, subject to agreement between the landowners. Secondary emergency access would be required and appears to be available from The A257 via an existing field access. Concern about additional traffic on School Road and Molland Lea/Holness Road, and at the Chequer Lane/A257 junction. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	More than recommended 400 metre walking distance to nearest bus stops in The Street.	Further information provided to demonstrate that access is achievable through neighbouring development site. KCC have commented that this clarifies the situation. This will need to be taken into account in the highways modelling work for the Local Plan.	The width of Molland Lane, particularly to the north of School Road, makes access challenging to serve 110 units and third-party land may be required. Site promoter has clarified that access is achievable through neighbouring development 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.
ASH005	ASH005	Land west of Molland Lane, Ash	CT3 2HL	Ash	Ash	Little Stour & Ashstone	1.61	40	G	HELAA	HELAA96	Housing	The site is located to the north of Guilton Lane, a well-used access route from the A257 Ash Bypass and Molland Lane that is restrictive given existing poor visibility. Whilst a suitable access point could be achieved subject to the provision of appropriate visibility splays, significant earthworks would be required which would have a detrimental impact on the character of this area	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by	There is no continuous footpath directly from the site however Public Footpaths EE120 and EE123B run along the western and northern boundaries of the site and connect to the wider PROW network of Ash and provide access to local services/facilities	Appears suitable visibility only available from Molland Lane. Footway required from site access to 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 road. 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 sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	Within 400 metres of nearest bus stops in Guilton/The Street		Appears suitable visibility only available from Molland Lane. Unlikely on its own to have a severe impact on the wider highway network		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.
ASH006	ASH006	Land off Sandwich Road, Ash	CT3 2AH	Ash	Ash	Little Stour & Ashstone	5.76	100	G	HELAA	HELAA132	Mixed	The site is located in between the A257 Ash Bypass (to the north) and Sandwich Road (to the south). Sandwich Road is a key access route to the village of Ash from the east. A single suitable access point via Sandwich Road is achievable subject to the provision of appropriate visibility splays	Full development of this site would generate additional traffic on the Sandwich Road/A257 and A257/A256 junctions, as well as Sandwich Road/Cherry Garden Lane and it therefore likely to have an impact on the existing local highway network. Consultation with Highways England and KCC – as Local Highway Authority – would be required for any development proposal for this site to ensure the identification of necessary measures to mitigate the impact on development on the local highway network	There are bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities and Public Bridleway EE466 is located to the west of the site and connects to the wider PROW network of Ash	Site subject to a previous application which was refused at appeal, however highway matters were acceptable. Suitable access is achievable, including secondary emergency access. Footway required along site frontage to connect to existing network and bus stops, one of which may need relocating. Extension of existing 30 mph speed limit to encompass site would also be desirable. Unlikely on its own to have a severe impact on the wider highway network. Concern regarding cumulative impact at the Sandwich Road/A257 junction from potential allocation sites near this junction. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	Within 400 metres recommended walking distance of nearest bus stops in Sandwich Road		Site subject to a previous application which was refused at appeal, however highway matters were acceptable. Suitable access is achievable, including secondary emergency access.		Access appears achievable and any highway impact can be suitably mitigated.
ASH007	ASH007	Land to the rear of 24 Sandwich Road, Ash	CT3 2AF	Ash	Ash	Little Stour & Ashstone	2.83	85	G	HELAA	HELAA135	Housing	In terms of vehicular access the site is landlocked, and development proposals on this site would be reliant on the surrounding sites - ASH001 and ASH009 (White Post Farm) which is subject to application activity. The submission document indicates access through White Post Farm although the promoter would need to demonstrate that this is achievable.	Development on this site would generate additonal 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 Kent County Council as highway authority.	The services of Ash village centre are around a 5 minute walk from the centre of the site. Bus services are available from Sandwich Road to Sandwich and Canterbury	PROW EE105 and EE53A cross the site, while PROW EE107 and E466 flank the site on its western and eastern boundaries	Width of access and visibility available do 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 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 A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	Within recommended 400 metre walking distance to nearest bus stops.		Width of access and visibility available do 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 shown on submitted plan		Access considered to be unachievable and/or highway impact cannot be mitigated.
ASH008	ASH008	Land to the east of Queens Road, Ash	CT3 2BA	Ash	Ash	Little Stour & Ashstone	4.07	100	Mixed	HELAA	HELAA136	Mixed	The site is located to the west of Queens Road, a narrow road (northern section) with poor visibility (providing access from the north of Ash via A257 Ash Bypass) and south of Weddington Lane and the A257 Ash bypass. There are 3 existing points to the site; via Wellington Lane, Queen's Road and the A257 Ash Bypass (Burford's Alley). A suitable access point is achievable via Queens Road, subject to the provision of appropriate visibility splays	Development of this site would generate additional traffic and then narrow section of Queens Road is of insufficient width to accommodate the likely additional demand. The existing local highway network is restrictive and consideration would need to be given to the potential cumulative impact of the development of neighbouring parcels on the wider highway network. Consultation with Highways England and KCC – as Local Highway Authority – would be required for any development proposal that may come forward to ensure the identification of any necessary measures to mitigate the potential impact of the development on the local and wider highway networks	There are bus stops located along The Street	Public Footpath EE465 runs along the eastern boundary of the site and connects to the wider PROW network of Ash. There is no continuous footpath via Queens Road to local services/facilities	Amber site considered as shown on plan (71 units). Although Queens Road fronting site could be widened as necessary, 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 visibility on approach to bend). Only footway connection available is via The Quicks link to Chequer Lane opposite the site, however visibility is poor. May be possible to improve by realigning road and widening footpath. No other connections to existing footway network available. Concern regarding conflict with vehicles queuing at A257 approach from Chequer Lane in peak hours, bearing in mind close proximity of Queens Road to this junction. Concern regarding cumulative impact at the Chequer Lane/A257 junction from potential allocation sites near this junction. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	More than recommended 400 metres walking distance to nearest bus stops in The Street.		Although Queens Road fronting site could be widened as necessary, 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 visibility on approach to bend).		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.
ASH009	ASH009	Land to the rear of White Post Farm, Sandwich Road, Ash	CT3 2AF	Ash	Ash	Little Stour & Ashstone	1.20	30	Mixed	HELAA	HELAA137	Housing	The site is located adjacent to Sandwich Road, a well-used key access route to Ash from the east. There is an existing access point off Sandwich Road associated with former agricultural use of the site	Development of this site is likely to generate additional traffic flows that are unlikely to have a significant impact on the existing local highway network	There are bus stops close by	Public Footpath EE107 runs along the north western boundary of the site and connects to the wider PROW network of Ash. There is a continuous footpath connecting the site to local service/facilities of the village				PP Granted - site removed from HELAA		
ASH010	ASH010	Land adjacent Saunders Lane, Ash	CT3 2BX	Ash	Ash	Little Stour & Ashstone	3.40	76	G	HELAA	HELAA152	Housing	The site is located to the west of Saunders Lane, a narrow rural lane with poor visibility and minimal passing points. There is an existing access point via Saunders Lane however this is not suitable to serve the full development of this site. Development of only the eastern part of the site would require an access point via Collar Makers Green which would require third party land, as well as to provide a suitable road width and footway connection. Secondary emergency access required does not appear to be achievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network. Any development in conjunction with the development of other sites within Ash would give concern to the cumulative impact on the wider highway network. There are opportunities for the necessary mitigation measures provided through the relevant funding mechanisms	There are bus stops located close by	Public Footpath EE108A runs along the western edge of the site and connects to the wider PROW network of Ash. There is a continuous footpath from the site via Sandwich Road connecting the site to the limited local service/facilities of Ash	Access only from Sandwich Road, with ped/cycle access also to New Street. Appears suitable visibility may be available but measured speeds needed to determine this as access within derestricted zone. 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 sites within the village, particularly at the A257/A256 roundabout which may need to be resolved through CIL or S106 funded improvement scheme.	Within 400 metres recommended walking distance of nearest bus stops in Sandwich Road		Access only from Sandwich Road, with ped/cycle access also to New Street. Appears suitable visibility may be available but measured speeds needed to determine this as access within derestricted zone		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.
ASH011	ASH011	Guilton,Ash	CT3 2HS	Ash	Ash	Little Stour & Ashstone	0.78	10	PDL	HELAA	HELAA163	Housing	Both parcels are located adjacent to Pedding Lane, a well-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 splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is no continuous footpath connecting the site to 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 tactile paving	Suitable vehicular access appears achievable, but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit. There would need to be a connection to the existing footway on the opposite side of Guilton and this appears achievable with dropped kerbs and tactile paving. However, there are limited pedestrian footpaths linking to the village amenities (school and shops) and this is therefore likely to lead to greater car use, reducing the sustainability credentials of the site. 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 sites within the village, particularly at the A257/A256 junction. Above comments apply to amber + red site.	Within recommended 400 metres walking distance of nearest bus stops in Guilton.		Suitable vehicular access appears achievable, but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit		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.
ASH012	ASH012	Land at Guilton, Ash	CT3 2HP	Ash	Ash	Little Stour & Ashstone	0.40	12	G	HELAA	HELAA169	Housing	The site has no existing vehicular access although one 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 the site	Development of the site would place a marginal additional pressure on The Street. If development was to come forward on the site then the views of KCC, as highway authority, should be sought	Bus services are available from outside the site to Sandwich and Canterbury and Ash's village services are around 10 minute walk away	PROW EE123A passes to the rear (north) of the site				The site has no existing vehicular access although one could be created onto Guilton (The Street).		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.
ASH013	ASH014	Land to the west of Chequer Lane, Ash	CT3 2AZ	Ash	Ash	Little Stour & Ashstone	3.10	90	G	Unimplemented Allocation	LA20	Housing	The site is located to the west of Chequer Lane, a well-used access route to Ash from the north, and to the south of the A257 Ash Bypass. A suitable access point is achievable subject to the provision of suitable and safe visibility splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	The site is bounded by Public Footpath EE112 to the 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 along Chequer Lane that connects the site to the limited local services/facilities of Ash	Site already has planning consent for 90 dwellings. Suitable access can be achieved. Chequer Lane will need to be widened to allow northbound vehicles to pass a vehicle waiting to turn right into the site access and retain sufficient width for the existing on street parking on the east side of the road. A new footway connecting to the existing network will be needed along the site frontage. The existing footway network to the south of the site on the west side of Chequer Lane does not provide a continuous route to the bus stops and other services/amenities in The Street, so a pedestrian crossing point and associated build-out will therefore be required near The Quicks, providing a connection to the existing continuous footway network on the east side of Chequer Lane and thus providing a continuous pedestrian route between the site and the village centre. Concern regarding cumulative impact at the Chequer Lane/A257 junction from potential allocation sites near this junction. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly at the A257/A256 roundabout.	More than recommended 400 metres walking distance to nearest bus stops in The Street.		PP Granted - site removed from HELAA		

ASH014	ASH015	Land to the south of Sandwich Road, Ash	CT3 2AH	Ash	Ash	Little Stour & Ashstone	3.34	63	PDL	Unimpeimented Allocation	LA21	Housing	The site has several existing access routes onto Sandwich Road and one narrow access onto New Street. The site also includes Cherry Garden, a residential property which has access from Cherry garden Lane. Access to the site for residential use would be achievable from Sandwich Road. Given that the site is in multiple ownership and of varied application history, careful consideration would need to be given to ensuring a consistent and sensible approach is taken to access and layout, which would also maximise the development opportunity on the site	Development of the site would place additional traffic pressure onto Sandwich Road in particular, and due to the site size a traffic assessment may be required. KCC should be consulted as part of the development process	There are bus stops located close by on Sandwich Road, with services available to Canterbury and Sandwich. Ash village centre and its services are around a 10 minute walk from the site	PROW EE466 meets with Sandwich Road to the north of the site				Access to the site for residential use would be achievable from Sandwich Road		Access appears achievable and any highway impact can be suitably mitigated.
ASH015	ASH016	Former Council Yard, Molland Lea, Ash	CT3 2JQ	Ash	Ash	Little Stour & Ashstone	0.16	5	PDL	Unimplemented Allocation	LA23	Housing	The site is located to the rear of properties of Molland Lea, a cul-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 lower density	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE112 runs along the northern 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 limited local services/facilities of Ash				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 lower density		Access appears achievable and any highway impact can be suitably mitigated.
ASH016	ASH020	Land at Westmarsh, Preston	CT3 2LS	Ash	Ash	Little Stour & Ashstone	0.61	19	G	Brownfield	BR46	Housing	The site has an existing gated field access onto Wass 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 to serve further residential development	Development of the site would place some additional pressure on Wass Drove. Should the site come forward for development KCC Highways advice should be sought	The site is extremely remote, with no bus services accessible	None identified				Wass Drove is a single-track lane with few passing places and therefore unlikely to be suitable to serve further residential development		Access considered to be unachievable and/or highway impact cannot be mitigated.
AYL001	AYL001	Land at Dorman Avenue	CT3 3BP	Aylesham	Aylesham	Aylesham	0.31	9	G	HELAA	HELAA64	Housing	The site is located to the west of Dorman Avenue North, a well-used access route to Aylesham from the north and west. There is an existing access point that is currently a track providing access to the rear of properties along Dorman Avenue North. An access point could be achievable further south along Dorman Avenue North, subject to the provision of necessary measures, where there is currently a green gap between two properties	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Aylesham	Access with suitable visibility appears achievable but would require the removal of some existing lay-by and on-street parking in the vicinity of the access (approximately 6 spaces). Width of land available for access appears to provide sufficient room to replace parking lost in Dorman Avenue North, in lay-bys in initial section of access. 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 within the village.	Within 400 metres recommended walking distance of nearest bus stop in Attlee Avenue.		Access with suitable visibility appears achievable but would require the removal of some existing lay-by and on-street parking		Access appears achievable and any highway impact can be suitably mitigated.
AYL002	AYL002	Land at Boulevard	CT3 3BP	Aylesham	Aylesham	Aylesham	0.61	17	G	HELAA	HELAA66	Housing	It may be possible to achieve an acceptable highway access. Early consultation with KCC Highways would however be required to establish any constraints to this being developed to an adoptable standard and the number of dwellings that could be accommodated	Any development of this site is unlikely to have a significant impact on the highway network. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	A bus stop is located close by. The site is well connected to the amenities and services of Aylesham	None identified	Appears access may be difficult to achieve without alteration/removal of existing traffic restrictions in link road between Cooting Lane and Boulevard Courrieres. Removal of the restrictions may be possible subject to assessment of the impact of allowing all traffic to enter the link road from Cooting Lane. Removal of the restrictions would allow suitable access with acceptable visibility. Footway connections would be required to existing network in Boulevard Courrieres and on opposite side of link road, including dropped kerbs and tactile paving. 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 within the village.	Within 400 metres recommended walking distance of nearest bus stops in Hill Crescent/Cooting Lane.		Appears access may be difficult to achieve without alteration/removal of existing traffic restrictions in link road between Cooting Lane and Boulevard Courrieres. Removal of the restrictions would allow suitable access with acceptable 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.
AYL003	AYL003	Land to the south of Spinney Lane, Aylesham	CT3 & CT4	Aylesham	Aylesham	Aylesham	132.22	640	G	HELAA	HELAA103	Mixed	The proposal would be in addition to the existing proposals at Aylesham for around 1,000 homes (and any possible employment uses at Snowdown), which themselves require a substantial package of transport and highway improvements.	Access for this proposal may be achievable onto Spinney Lane but would require substantial engineering improvements to Spinney Lane and its junction with the B2046. Further improvements would be required along the B2046 and with its junction to the A2. Owing to the size of the development, public transport and traffic calming measures would be needed in surrounding villages. The range of these measures could only be determined through more detailed work	The northern boundary is adjacent to the existing urban 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 at this scale would probably have to include additional local facilities	EE296, 298, 300 & 301 cross or abut the site	This proposed allocation would represent a significant increase in the population of Aylesham, over and above that already earmarked and with it would bring a whole host of important Highway/Transportation considerations. In terms of vehicular access, the primary access would most likely need to take place from Spinney Lane, however in its current form this is a relatively constrained county lane and its junction onto the B2046 would not be sufficient to accommodate the likely increase in traffic demand. Given the proposed size of the development a number of access points would be required to spread traffic loading and manage emergency access. Significant improvements would need to be implemented onto Spinney Road which is in a sensitive location as well as improved junctions at both Cooting Road (with Adisham Road) which is currently set up as a priority junction without dedicated right turning facilities and possibly Doorman Avenue (where a right turn lane current exists). This may then instigate requirement for third party land. There are concerns over the Junction at A2/A260 which is already reaching its operational capacity. Whilst a junction improvement is planned as part of the existing Aylesham village expansion, it is unlikely to be sufficient to accommodate significant increases above already planned growth that it is intended to consume. A Merge and Diverge assessment may also highlight a need to review the existing slip road arrangement onto the A2 (Highways England's views should also be sought). A comprehensive remodelling of this junction may be required, which given experience at other major junctions in the locality could cost upwards of £20Million depending on the specification requirement. A large development in this location in addition to the already significant growth that has been realised/is planned may also lead to an unacceptable level of traffic increase and rat running through the existing villages surrounding the site, which are served by roads with constrained geometry and are not suitable for significant additional traffic loading. High Street Wingham/A257 junction is already subject to a significant level of peak hour queuing/delay which in turn could exacerbate additional traffic loading onto rural routes in the locality there is limited scope to improve capacity in this location due to geometrical constraints. In the absence of more detailed traffic studies, definitive clarification is unable to be provided, however an initial steer would be that some of these issues are likely to be insurmountable. Assessment on junctions further afield such as through Littlebourne or in Canterbury District would also need to be explored in more detail.	Access to rail transport is reasonable, with an hourly service to London/Canterbury/Dover from both Snowdown and Aylesham, however no train capacity information is presently available to ascertain if there is enough capacity for additional passenger demand on this route. Bus services do not relate well to the existing train station within Aylesham & Snowdown and have limited coverage. Large parts of the site would be outside of recommended walking distances. Bus services are available in the locality; however these would need to be improved both in terms of coverage and frequency in line with already planned growth. Early engagement with the commercial bus operators would be required to identify if there are commercially viable solutions moving forward, otherwise it is possible that sustainability of the site (in transport terms) would be compromised and traffic impact increased.		Whilst a junction improvement is planned as part of the existing Aylesham expansion, it is unlikely to be sufficient to accommodate significant increases above already planned growth that it is intended to consume. In the absence of more detailed traffic studies, definitive clarification is unable to be provided by the Highway Authority, however an initial steer from them would be that some of these issues are likely to be insurmountable. Further Transport Assessment work is required to demonstrate whether the issues identified can be suitably mitigated.		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.
AYL004	AYL004	Farmland lying to the north Aylesham and to the east of the B2046 (Adisham Road)	CT3 3JA	Aylesham	Aylesham	Aylesham	36.35	500	G	HELAA	HELAA127	Mixed	The site is located to the east of the B2046 Adisham Road, a well-used access route from the west, north and south. This road also delineates the district boundary with Canterbury. There is no existing access point however there is a considerable amount of site frontage along Adisham Road which could be used to provide a further point of access, however some localised realignment of the road may be required to achieve adequate sightlines	The existing local highway network is already reaching its operational capacity and whilst a junction improvement at the A2/A260 junction is planned as part of the existing Aylesham Village Expansion, it may not be sufficient to accommodate significant additional demand and there is limited scope to improve capacity within the locality due to geometrical constraints. There is limited opportunity to mitigate the potential implications of the development of this site on the 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 KCC – as Local Highway Authority – and Highways England will be required. For a development of this size, a range of transportation studies will be required	There are bus stops located close by	Public Footpath EE286A runs along the southern boundary, Public Footpath EE286 and EE283 runs through the site from the west to the east and Public 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 the site to the local services/facilities of Aylesham	It is unclear as to the extent of the site to be assessed as half of it is annotated in red. There is a considerable amount of site frontage on Adisham Road (bounding the red section) which could theoretically provide a further point of access, however some localised realignment of the road may be required to achieve adequate sightlines. To the south it is not clear how this development could interface with the existing development or if land is available to make such a connection, therefore an indicative access plan would be required. The internal layout of the existing settlement expansion would not appear to be designed to act as a local distributor road to a large number of additional dwellings as such this level of additional development could instigate the requirement for sperate access solution, which would encompass the land marked red. There are concerns over the Junction at A2/A260 which is already reaching its operational capacity. Whilst a junction improvement is planned as part of the existing Aylesham Village expansion, it may not be sufficient to accommodate significant increases above already planned growth that it is intended to consume. A Merge and Diverge assessment may also highlight a need to review the existing slip road arrangement at the A2 (Highways England's views should also be sought). It is important to consider this allocation both on its own and in conjunction with other prospective development in the locality. High Street Wingham/A257 junction is already subject to a significant level of peak hour queuing/delay which in turn could exacerbate additional traffic loading onto rural routes in the locality there is limited scope to improve capacity in this location due to geometrical constraints. In the absence of more detailed traffic studies, definitive clarification is unable to be provided, however an initial steer would be that some of these issues are likely to be very difficult to address.	Access to rail transport is reasonable, with an hourly service to London/Canterbury/Dover from Aylesham, however no train capacity information is presently available to ascertain if there is enough capacity for additional passenger demand on this route. Bus services do not relate well to the existing train station within Aylesham & Snowdown and have limited coverage. Large parts of the site would be outside of recommended walking distances. Bus services are available in the locality; however these would need to be improved both in terms of coverage and frequency in line with already planned growth. Early engagement with the commercial bus operators would be required to identify if there are commercially viable solutions moving forward, otherwise it is possible that sustainability of the site (in transport terms) would be compromised and traffic impact increased.		The existing local highway network is already reaching its operational capacity and whilst a junction improvement at the A2/A260 junction is planned as part of the existing Aylesham Village Expansion, it may not be sufficient to accommodate significant additional demand and there is limited scope to improve capacity within the locality due to geometrical constraints. In the absense of more detailed traffic studies, definitive clarification is unable to be provided by the Highway Authority, however an initial steer from them would be that some of these issues are likely to be very difficult to address. Further Transport Assessment work is required to demonstrate whether the issues identified can be suitably mitigated.		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.
AYL005	AYL005	Land off Holt Street, Snowdown, Aylesham	CT15 4JN	Aylesham	Aylesham/Nonington	Aylesham	41.77	10	PDL	HELAA	HELAA89	Employment	As indicated on the promoter's submitted plan, there are three possible access points to the northern part of the site and two to the larger southern part of the site. Given their industrial past, it is likely that any of these could be made appropriate to serve residential uses, although the length of sight lines across the Snowdown Railway bridge may effect the location of access, and it is likely that the speed limit in this area would need to be reduced. The site is split across Holt Street, a well-used route from Nonington and Sandwich towards the A2 on which, for the most part, the national speed limit applies.	Development of the site would place a significant traffic burden on Holt Street, Nonington and the Aylesham access to the A2. Any development proposals brought forward on the site should therefore be developed in collaboration with KCC, the highway authority.	The closest bus stops are adjacent to Snowdown railway station to the west of the sites, although there is no pedestrian footway to access either of these transport offers.	None identified	Road access to the site would appear to be achievable, however pedestrian access to the wider network is poor with no footway provision across the railway on Aylesham Road. The junction of Holt Street/Aylesham Road is currently arranged as a priority junction and it is felt that a significant development of this scale could generate potential capacity problems here, and the constrained geometry would make positive mitigation measures difficult to achieve. There are concerns over the junction at A2/A260 which is already reaching its operational capacity. Whilst a junction improvement is planned as part of the existing Aylesham Village expansion, it may not be sufficient to accommodate significant increases above already planned growth that it is intended to consume. A Merge and Diverge assessment may also highlight a need to review the existing slip road arrangement at the A2 (Highways England's views should also be sought). It is important to consider this allocation both on its own and in conjunction with other prospective development in the locality. Given the site location, there is the potential for a significant increase in traffic loading onto rural routes in the locality particularly those seeking to access the primary road network (A2, A256 and A257), many of these rural highway routes are subject to constrained geometry. In the absence of more detailed traffic studies, a definitive clarification is unable to be provided, however an initial steer is that some of these issues are likely to be very difficult to address/mitigate.	Access to rail transport is reasonable, with an hourly service to London/Canterbury/Dover from Aylesham, however no train capacity information is presently available to ascertain if there is enough capacity for additional passenger demand on this route. The site is not well related to the settlement of Aylesham where the majority of local services and amenities are located as it is some considerable distance from the site. This in turn could make this site very dependent on private car-based travel. Bus services in the locality are limited therefore further discussions with local bus operators would need to be sought to identify if there is any opportunity for new (commercially viable) services could be introduced.		Road access to the site would appear to be achievable, however pedestrian access to the wider network is poor with no footway provision across the railway on Aylesham Road. The junction of Holt Street/Aylesham Road is currently arranged as a priority junction and it is felt that a significant development of this scale could generate potential capacity problems here, and the constrained geometry would make positive mitigation measures difficult to achieve		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.
AYL006	AYL006	Site at The Greyhound PH, Dorman Avenue South, Aylesham	CT3 3EY	Aylesham	Aylesham	Aylesham	0.27	8	PDL	Unimplemented Permission	11/00942	Housing									PP Granted - site removed from HELAA		
CAP001	CAP002	Land adjacent to 101 New Dover Road	CT18 7JD	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	0.49	10	G	HELAA	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 hedgerow adjacent to the site would need to be removed to facilitate this. 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, if 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 settlements; however Capel le Ferne itself is lacking in key services and amenities which in turn reduces the (transport) sustainability credentials of the site	A footway runs along the southern extent of the site	Access with suitable visibility appears achievable, although the exact location of the access will be limited by the existing access to the Battle of Britain Memorial and the existing bus stop, as well as the need to restrict the number of access points to a minimum. The existing off-road cycleway to the west of the site will need to be extended across the site frontage, to the existing crossing island to the east of the site. Road markings may need altering to provide for traffic turning right into site. Extension of the existing 40 mph speed limit westwards to encompass the site may be possible if measured speeds are appropriate. Unlikely on its own to have a severe impact on the highway network. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.		Access with suitable visibility appears achievable, although the exact location of the access will be limited by the existing access to the Battle of Britain Memorial and the existing bus stop, as well as the need to restrict the number of access points to a minimum		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.
CAP002	CAP003	Site adjacent Capel Garage, Old Dover Road, Capel-le-Ferne	CT18 7HN	Capel Le Ferne	Capel le Ferne	Capel le Ferne	0.71	9	G	HELAA	HELAA51	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, if 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 settlements; 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 along this part of the Old Dover Road meaning pedestrian connectivity is limited				Access to the site is from the Old Dover Road, which is a narrow, constrained residential 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.
CAP003	CAP004	Land at New Dover Road, Capel-le-Ferne	CT18 7JB	Capel le Ferne	Capel le Ferne	Capel le Ferne	0.16	5	Mixed	HELAA	HELAA55	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, if 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 settlements; 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		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.
CAP004	CAP005	Land south of New Dover Road and east of Winehouse Lane, Capel-le-Ferne	CT18 7JB	Capel le Ferne	Capel le Ferne	Capel le 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 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, if 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 settlements; 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		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.
CAP005	CAP007	Land at New Dover Road, Capel-le-Ferne	CT18 7LH	Capel le Ferne	Capel le Ferne	Capel le Ferne	17.40	142	G	HELAA	HELAA133	Mixed	This site has already been considered through a recent planning application (DOV/16/01469) 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 the likely traffic impacts from this site. However the level of growth within the locality will need to be considered on a cumulative basis	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site	PROW ER241, ER280, E242 & ER252 runs along south west edge of site)	This site has already been considered through a recent planning application (DOV/16/01469) and no highway objections were lodged. Therefore in isolation we are comfortable that an appropriate form of access can be achieved and the surrounding highway network could cope with the likely traffic impacts. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.		This site has already been considered through a recent planning application (DOV/16/01469) and no highway objections were lodged. Therefore in isolation we are comfortable 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 highway impact can be suitably mitigated.
CAP006	CAP008	Land to the east of Great Cauldham Farm, Capel-le-Ferne	CT18 7LZ	Capel le Ferne	Capel le Ferne	Capel le Ferne	6.35	50	G	HELAA	HELAA191	Housing	The Highways Authority have raised concerns with regards to the site access. Due to its constrained geometry, Cauldham Lane is not suitable to access this site. The junction of Cauldham Lane and Capel Street is also unconventional and in close proximity to the B2011 New Dover Road. Capel Street is relatively narrow, however is wide enough for two cars to pass comfortably, therefore access to the site is achievable, albeit not ideal for the level of development proposed. The views of Kent Fire and Rescue should be sought as emergency access would likely rely on a single point of entry	The Highways Authority are concerned that this level of development could have an impact on the operation/capacity at the junction of Capel Street/B2011 and this would need to be explored in more detail before a definitive steer could be provided. The level of growth within the locality will need to be considered on a cumulative basis however	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site	None identified	Due to its constrained geometry, Cauldham Lane is not suitable to access this site. The junction of Cauldham Lane and Capel Street is also unconventional and in close proximity to the B2011 New Dover Road. Capel Street is relatively narrow, however is wide enough for two cars to pass comfortably, therefore access to the site is achievable, albeit not ideal for the level of development proposed. The views of Kent Fire and Rescue should be sought as emergency access would likely rely on a single point of entry. There are some initial concerns that this level of development could have an impact on the operation/capacity at the junction of Capel Street/B2011 and this would need to be explored in more detail before a definitive steer could be provided. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.	Further information submitted that clarifies the points raised by KCC Highways. KCC Highways have commented that the note submitted tests 200 dwellings whereas the Local Plan is suggesting a smaller allocation of 50 dwellings, so this addresses our concerns. KCC Highways are still concerned that Cauldham Lane is not a suitable route for emergency access and no swept path drawing has been supplied, but the smaller allocation of 50 removes the need for this secondary access. If the allocation is extended beyond 50 in the future then Kent Fire and Rescue should be consulted.	Capel Street is relatively narrow, however is wide enough for two cars to pass comfortably, therefore access to the site is achievable, albeit not ideal for the level of development proposed. The reduction in site size from to 50 dwellings addresses concerns regarding the secondary access. However if the size of the site increases in the future the views of Kent Fire and Rescue should be sought.		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.

CAP007	CAP009	Land north west of New Dover Road, Capel-le-Ferne	CT18 7HH	Capel le Ferne	Capel le Ferne	Capel le Ferne	4.51	60	G	HELAA	HELAA194	Housing	Access to this site would, as the indicative plan submitted suggests, need to be created directly from New Dover Road. An informal footpath exists which follows the same route. The site could also be provided with an appropriate secondary access via works to a footpath to the north of the site. The neighbouring site was also put forward in the Call for Sites (CAP001).	If the site came forward for development, this would need to be in conjunction with KCC as the highway authority. It is likely that New Dover Road could cope sufficiently with a development of the size promoted.	Several bus stops are located in New Dover Road.	PROW ER253 runs parallel to the western boundary	The site has no connection to the public highway unless access is provided through CAP001 (access from Cauldham Lane through CAP009 or CAP013 would not be acceptable due to constrained highway geometry). If access through CAP001 is achievable a right turn lane would be required in New Dover Road, which would also require relocation of the existing bus stop. The existing off-road cycleway to the west of the site will need to be extended across the site frontage, to the existing crossing island to the east of the site. Extension of the existing 40 mph speed limit westwards to encompass the site may be possible if measured speeds are appropriate. Unlikely on its own to have a severe impact on the highway network. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.		The site has no connection to the public highway unless access is provided through CAP001 (access from Cauldham Lane through CAP009 or CAP013 would not be acceptable due to constrained highway geometry)		Access considered to be unachievable and/or highway impact cannot be mitigated.
CAP008	CAP010	Land on the south side of Winehouse Lane, Capel-le-Ferne	CT18 7JE	Capel le Ferne	Capel le Ferne	Capel le Ferne	1.43	45	G	HELAA	HELAA94	Housing	Access to the site would be from Winehouse Lane, which runs along the northern boundary of the site. Winehouse Lane is narrow, with no footways and as a result is unlikely to be suitable to serve further residential development. Access to the site would require considerable loss of hedging to provide suitable site lines. It is also outside 30mph speed limit which requires further highway considerations. If the site were to come forward for development then KCC would need to be consulted	If the site were to come forward for development then KCC 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. Capel le Ferne itself is lacking in key services and amenities which in turn reduces the (transport) sustainability credentials of the site	PROW footpath ER242 runs along the short southeastern boundary. There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely				Winehouse Lane is narrow, with no footways 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	CAP012	Longships, Cauldham Lane, Capel-le-Ferne	CT18 7HG	Capel le Ferne	Capel le Ferne	Capel le Ferne	0.49	10	PDL	HELAA	HELAA216	Housing	The site is accessed from Cauldham Lane which is a single track road and is very rural in nature. The speed limit goes up from 30mph to 60mph just west of the site boundary, but the site is located in the 30mph zone. KCC Highways have confirmed that it is unlikely that access could be achievable. This is given the poor visibility and rural nature of the road. Visibility is also poor at the junction with Capel Street.	Due to its constrained geometry. Cauldham Lane is not likely to be deemed appropriate to serve additional development.	Several bus stops are located in New Dover Road.	There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to dependency on the private car	This site has previously been considered through planning reference 13/00302. Cauldham Lane is subject to constrained highway geometry between the site and the junction of Capel Street. A vehicular access into the site could be achieved, however some significant improvements to Cauldham Lane would be required to provide the necessary pedestrian linkage to the existing footway network which could be disproportionate to the scale of development.	There are bus stops located in reasonable proximity of the site and these would provide access to services and amenities in surrounding settlements, however footway links to the are absent on Cauldham Lane and would need to be addressed. Capel le Ferne itself is lacking in key services and amenities which in turn reduces the (transport) sustainability credentials of the site.		Cauldham Lane is subject to constrained highway geometry between the site and the junction of Capel Street. A vehicular access into the site could be achieved, however some significant improvements to Cauldham Lane 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.
CAP010	CAP013	Land between 107 and 127 Capel Street, Capel-le-Ferne	CT18 7HB	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	1.51	40	G	Unimplemented Allocation	LA26	Housing	The site is on Capel Street, which is a narrow residential street. There is one access point to the site and the site is well screened by a substantial hedgerow, which may give rise to visibility issues. There is a footway on the eastern side of the street, but not directly along the site frontage, meaning that one would need to be provided. To achieve satisfactory access to the site, the hedgerow fronting onto Capel St would need to be removed.	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 as part of any planning application on this site, in consultation with KCC	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 amenities which in turn reduces the (transport) sustainability credentials of the site	There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely.	This site has previously been considered through planning reference DOV/16/01316 during which no objections were raised to the proposed development subject to some footway improvements and localised waiting restrictions. Naturally the level of growth in the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are initially deemed suitable for development.	There are bus stops located in New Dover Road, however these are outside of the recommended 400m walking distance.		This site has previously been considered through planning reference DOV/16/01316 during which no objections were raised to the proposed development subject to some footway improvements and localised waiting restrictions		Access appears achievable and any highway impact can be suitably mitigated.
CAP011	CAP014	Land known as the former Archway Filling Station, New Dover Road, Capel-le-Ferne	CT18 7JD	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	0.66	18	G	Brownfield	BR05	Housing	The site fronts onto the New Dover Road, a busy fast flowing road. There is an existing access to the site, although this is currently restricted via a locked gate. It is unlikely that there would be significant access issues with the development of 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	A bus stop is located close by	There is an existing footpath which runs along the southern boundary adjacent to the site	Access with suitable visibility appears achievable, although existing island may need relocating depending on access location. Road markings may need altering to provide for traffic turning right into site. Unlikely on its own to have a severe impact on the highway network. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.		Access with suitable visibility appears achievable, although existing island may need relocating depending on access location		Access appears achievable and any highway impact can be suitably mitigated.
CAP012	CAP015	White Cliffs Caravan Park, New Dover Road, Capel-le-Ferne	CT18 7HY	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	24.43	142	PDL	Brownfield	BR57	Housing	Due to their existing uses, each of the three site portions has its own vehicular access onto New Dover Road. The northern, largest part of the site has two existing accesses, one of which is shared with a farm to the north. Improvements to each access would likely be required to render them suitable for serving residential development.	Due to the site size, full development of the site would have an impact on the levels of traffic using Old Dover Road, and the nearby connection with the A20. Proposals should be developed in conjunction with KCC highways to mitigate this impact as far as possible	Bus services are available from New Dover Road close to the sites	PROWs ER197 and ER240 cross the northern part of the site	This site has the potential to impact the operation of the B2011/ A20/ Court Wood Interchange, as such a full traffic impact assessment would be required to provide a definitive steer. there is also a possibility that impacts could be realised on the B2011 into Dover with existing constraints being present at Elms Vale Road and York Street. It is likely that highways England will require a merge and diverge assessment onto the A20. Access to the site is achievable from B2011, although this may require the creation of a new roundabout on the B2011 and realignment of the road to accommodate sightlines including a review of speed limits where necessary and will likely require two points of access. The site is relatively remote from the rest of the village as such dependency on car based travel is likely to be high, unless significant amenities and services are provided as part of the on site development offer. Naturally the level of growth within the locality will need to be considered on a cumulative basis, there are a number of sites that have been submitted for consideration therefore joint impact assessments may need to be progressed if a number of these sites are deemed suitable for development.	There are bus stops located in reasonable proximity of the site 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 (transport) sustainability credentials of the site.		This site has the potential to impact the operation of the B2011/ A20/ Court Wood Interchange, as such a full traffic impact assessment would be required to provide a definitive steer. Access to the site is achievable from B2011, although this may require the creation of a new roundabout on the B2011 and realignment of the road to accommodate sightlines including a review of speed limits where necessary and will likely require two points of access		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.
CAP013	CAP016	Land at Cauldham Lane, Capel-le-Ferne	CT18 7HG	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	0.76	15	G	SHLAA	LDF014	Housing	The site is accessed from Cauldham Lane which is a single track road and is very rural in nature. The site is located in the 60mph zone and sightlines are unlikely to be achievable at the site. Visibility is also poor at the junction with Capel Street. There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to dependency on the private car.	If the site were to come forward for development then KCC 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. Capel le Ferne itself is lacking in key services and amenities which in turn reduces the (transport) sustainability credentials of the site	PROW ER253 runs parallel to the western boundary. There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. •Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in derestricted section of lane. Cauldham Lane is subject to constrained highway geometry between the site and the junction of Capel Street. 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 which could be disproportionate to the scale of development.	There are bus stops located in reasonable proximity of the site and these would provide access to services and amenities in surrounding settlements, however footway links to the are absent on Cauldham Lane and would need to be addressed.	Further information submitted. However the plans do not fully address KCC 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 relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
CAP014	CAP017	Old Dover Road Site, Capel-le-Ferne	CT18 7HU	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	0.87	26	PDL	SHLAA	SHL047	Housing	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 road is relatively straight, sight lines may be achievable.	If the site were to come forward for development then KCC would need to be consulted	The nearest bus stops are located 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	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	0.27	6	PDL	SHLAA	SHL084	Housing	The site is accessed from Cauldham Lane which is a single track road and is very rural in nature. The site is located in the 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 KCC 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. Capel le Ferne itself is lacking in key services and amenities which in turn reduces the (transport) sustainability credentials of the site	There are no pedestrian footways along Cauldham Lane. Any development would therefore give rise to dependency on the private car. PROW ER253 runs near to the site. There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely				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	Capel-le-Ferne	Capel le Ferne	Capel le Ferne	1.26	29	Mixed	SHLAA	CAP01C	Change to confines	There is an existing access to the site from Capel Street, although visibility is restricted at this point. Capel Street is a single track road which becomes more rural in nature towards the north, where the site is located	The development of this site is unlikely 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 KCC	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 amenities which in turn reduces the (transport) sustainability credentials of the site	There are no pedestrian footways connecting the site, with the nearest footway ending some distance away. Pedestrian safeguarding is therefore considered poor and reliance on the private car is likely				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 of Lanfranc Road	CT14 6QD	Deal	Deal	North Deal	1.21	30	G	HELAA	HELAA15	Housing	Vehicular access to this site would be reliant on using either, or a combination of, Lanfranc Road and Miller Close, both of which have artificial barriers bordering the site. There is also a separate, private access directly onto Golf Road. It is likely that either the Lanfranc Road or Miller Close accesses could be made suitable to serve a residential development on this site.	In isolation, development of the site would have a limited impact on the surounding highways, however it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's costrained highway network, where there is limited opportunity for mitigation. KCC highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Golf Road, within 400m of the site	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	Deal	Deal	Mill Hill	0.50	15	PDL	HELAA	HELAA58		The site lies to the rear of properties along St Richards Road, a well-used access route 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 via St Richards Road would require the acquisition of third party land. A suitable access is unlikely to be achievable.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Deal via St Richards Road	Site not connected to public highway so it appears access cannot be achieved. Not clear that suitable visibility can be achieved without third party land. Doesn't appear to be sufficient width to provide an adoptable road layout, as would be required for 15 dwellings. Unlikely on its own to have a severe impact on the wider highway network, however There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in St 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	CT14 6QD	Deal	Deal	North Deal	1.98	59	G	HELAA	HELAA67	Housing	Vehicular access to this site would be reliant on using either, or a combination of, Lanfranc Road and Miller Close, both of which have artificial barriers bordering the site. There is also a separate, private access directly onto Golf Road. It is likely that either the Lanfranc Road or Miller Close accesses could be made suitable to serve a residential development on this site.	In isolation, development of the site would have a limited impact on the surounding highways, however it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's costrained highway network, where there is limited opportunity for mitigation. KCC highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Golf Road, within 400m of the site	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.
DEA004	DEA006	Land to the north of West Lea and west of the Fairway (off Golf Road), Deal	CT14 6PZ	Deal	Deal	North Deal	1.97	59	G	HELAA	HELAA79	Housing	Vehicular access to the site could be created via The Fairway, West Lea or Cannon Street, all of which have artificial barriers bordering the site.	The accesses themselves could likely be made appropriate to serve residential development on this site, however it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's costrained highway network, where there is limited opportunity for mitigation. KCC highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Golf Road, within 400m of the site	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.
DEA005	DEA007	Land to the west of Hutchings Timber and Jewsons Build Centre, 79 Albert Road, Deal	CT14 9JQ	Deal	Deal	Middle Deal & Sholden	3.14	68	G	HELAA	HELAA90	Housing	The site is landlocked to vehicular access and appears reliant on the site to the south, which now has planning consent for 142 dwellings and an access road from Albert Road to Southwall Road. It would be for the site promoter to demonstrate that access will be achievable from the permitted site to the south	Subject to access being created, development on this site would be likely to have an impact on the surrounding highway network, including Albert Road and London Road. KCC Highways advice should therefore be sought early on in the development process to ensure the capability of the surrounding roads to accommodate development on this site	Bus services are available from Albert Road and Lodon Road, both within a 5 minute walk of the site	None identified				The site is landlocked to vehicular access and appears reliant 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	CT14 6RZ	Deal	Deal	North Deal	3.51	105	G	HELAA	HELAA119	Housing	Vehicular access to the site could be created via Lanfranc Road, The Fairway, Cannon Street or West Lea, all of which have artificial barriers bordering the site.	The accesses themselves could likely be made appropriate to serve residential development on this site, however it would be most beneficial for this site and the neighbouring parcels to come forward together, which would result in a significant additional burden on North Deal's costrained highway network, where there is limited opportunity for mitigation. KCC highways should therefore be sought in order to advise on the most appropriate pattern of development for this area.	The site's nearest bus stops are located in Golf Road, within 400m of the site	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.
DEA007	DEA009	Land at the north east of Southwall Road, Deal (Wallers Field)	CT14 9SR	Deal	Deal	Middle Deal & Sholden	1.61	63	G	HELAA	HELAA145	Housing	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 measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There 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		
DEA008	DEA010	Land off Cross Road, Deal	CT14 9LA	Deal	Deal	Mill Hill	8.73	100	G	HELAA	HELAA168	Housing	The site abuts Cross Road to the east, and I note from the submission document that access is proposed directly onto Cross Road, close to the northeastern corner of the site, with a secondary access onto Cross Road located further to the south. Access will be achievable onto Cross Road, although concern would be raised regarding the width of Cross Road. Beyond the existing residential dwellings the road narrows significantly, and to the north it is subject to on-street parking. The neighbouring site has been put forward by the same promoter (DEA020) and is subject to current pre-application advice, so it is possible that the concerns regarding road width could be ameliorated by developing the parcels either side of Cross Road in conjunction.	A development on this site and/or the site to the east (DEA020) would have a significant impact on traffic pressures in the area, particularly in Cross Road, St Richards Road, Station Road and Ellens Road. A traffic assessment would be required and KCC Highways advice should be sought regarding the wider implications of development in this location.	Bus services are available from St Richards Road and Walmer Station is within a ten minute walk. However there is no footpath connecting Sydney Road to the site	None identified	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening in the vicinity of the access together with additional passing places/formalisation of existing single-way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richards Road to provide uncontrolled pedestrian crossing point. Footway connection required to existing network at Station Road/Sydney Road junction, which would involve widening/formalisation of existing single-way working. Improvements also required at junction of Station Road/Station Approach/Court Road to provide uncontrolled pedestrian crossing points, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and just over 400 metres to railway station.		Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
DEA009	DEA011	Land at Coldblow, Ellens Road, Walmer	CT14 9JN	Deal	Deal	Mill Hill	2.82	66	G	HELAA	HELAA178	Housing	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. There is no existing access point to the site however a suitable access point via Coldblow could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There 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	DEA012	Land at Marlborough Road, Walmer	CT14 9LD	Deal	Deal	Mill Hill	1.45	39	G	HELAA	HELAA181	Housing	The site currently has informal, tracked access from the northeast via Marlborough Road, and from Ellens Road to the southwest. There is sufficient space at either end 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 achievable as third party land would be required in both cases.	A development of around 50 units in this location would have an impact on the surrounding highways, in particular Marlborough Road, St Richards Road, Ellens Road and the constrained Station Road. Therefore consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the local, and wider, highway network	The closest bus stops are located on St Richards Road, around a 10 minute walk from the site	None identified				There is sufficient space at either end 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 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 access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
DEA011	DEA014	Land at St Richards Road	CT14 9LG	Deal	Deal/Great Mongeham	Mill Hill/Eastry	10.23	310	G	HELAA	HELAA20	Housing	The site is located to the rear of properties along St Richards Road, a well-used access route to Deal from the west. There are two potential access points to the site via St Richards Road, one currently serves the St Richards Road GP surgery and the other is an informal highway providing access to a residential property. •Works to these access points are constrained by the existing built form and would require the use of third party land.	Full development of this site would result in additional vehicular demand on the existing local highway network. Careful consideration will need to be given to the design and density of any development proposal that may come forward and consultation with KCC – as Local Highway Authority – would be required. A Transport Assessment would be required to support any development proposal for this site	There are bus stops located close by	Public Bridleway ED45 bisects the site from the south west to north east direction. Public Footpath ED38 runs from the western boundary to the north and Pubic Footpath ED60 runs to along the northern boundary. There is a continuous footpath connecting the site to the local services/facilities of Deal via St Richards Road	This site is difficult to access. It would appear that the there are two theoretical points of access with the existing highway, however neither of these are particularly suitable as there is insufficient width in order to achieve an adoptable access onto the highway with necessary bellmouth arrangement, which would usually be required for development of this scale. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road			It would appear that the there are two theoretical points of access with the existing highway, however neither of these are particularly suitable as there is insufficient width in order to achieve an adoptable access onto the highway with necessary bellmouth arrangement. Concern over cumulative highways impact in this location.		Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA012	DEA015	Land between the A256 and North Deal	CT14 0AQ	Deal	Sholden/Deal	Middle Deal & Sholden	406.31	2500	Mixed	HELAA	HELAA151A	Mixed	A site of this scale will logically need several access points, and in order to develope the parcels to the west and south of the country park these would most likely need to come from the Fowlmead roundabout on the A258 and from Church Lane, via the recent development at Hyton Drive and/or via Southwall Road. It is unlikely that access would be physically achievable in any of these locations.	Due to the scale of the site proposed, the development would have a signifiant impact on the local and wider highway network. The Manor Road roundabout is known to be over capacity and all traffic accessing the 'south' site 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, their feedback would be key to determining the suitability of any scheme in these locations, when the cumulative impact of such development on the highway network is taken into account.	Bus services are avaiable from Sandwich Road and Hyton Drivee. There is a continuous footpath from the 'west' site to bus stops in Sandwich Road, although this 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.	PROW EE387 abuts the eastern flank of the 'west' site, while EE385 and ED4 run along two edges of the 'south' site.	This proposed allocation would represent a significant increase in the population of Deal & Sholden and would generate important Highway/Transportation considerations, particularly in relation to traffic pressure, access and public transport provision. The A258 (London Road) corridor is subject to existing traffic pressure during hours of peak demand. A development of this size and scale has the potential to lead to a significant increase in traffic activity on this important primary road link. Manor Road Roundabout (located on the A258 corridor) is unlikely to cope with the additional traffic associated with this development, unless alternative access solutions can be secured, however it is important to highlight that potential access solutions to North Deal may generate their own highway concerns. The junctions of Deal Road/A256 junction and Deal Road (leading to Sandwich) are likely to require improvements, as well as further investigation into potential impacts at A257/A256 (Ash Road roundabout). It is possible that an increase in rat running may ensue between routes such as Northbourne Road for traffic from the development seeking access to/from A256 corridor and Mongeham Road for the A258 corridor (south/Walmer). There are several locations where the site boundary abuts existing highway routes such as Golf Road, Southwall Road and The Street, however due to constrained geometry, none of these routes in their current form are appropriate to act as a primary access to a development of this size and scale. There is an existing railway which bisects the proposed allocation site, which could add further complication in gaining access to North Deal (both vehicle and pedestrian). The primary access to a site would need to be secured from the existing private access that serves Betteshanger Park. It is not clear from the submission if this route is available for use (as it falls outside of the proposed allocation boundary), however if it is available, it is possible it would need to be upgraded and reconfigured/rerouted to enable it to serve as a public highway. This access route would need to extend to North Deal (crossing the railway) to join the existing highway. This solution would be very costly, as a bridge structure would be required to cross the railway, which in turn would require direct engagement with Network Rail. This could add significant expense (and potential delay) to the highway related infrastructure required to support this site. There are further concerns with the required access methodology for this site, as it would inevitably lead to a significant increase in traffic activity in North Deal (within road such as Golf Road, Ethelbert Road, Godwyn Road and Harold Road). These existing roads are not historically designed/configured to act a primary road corridor and they may struggle to accommodate an increase in traffic from development and any background traffic that would naturally utilise this route. This could also include a significant increase in heavy goods vehicles in the locality. It is unlikley that the above issues are able to be resolved.	The site is remote from existing public transport and is outside of the recommended 400 metres walking distance to nearest bus stops on A258, although a new road access route to North Deal could provide an opportunity for a reconfiguration of existing bus services in the locality and provision of stops within the development site. A public transport strategy would be essential to a development of this size and scale, at this stage it is unclear whether new or altered bus services would be feasible. A bus priority scheme may also need to be introduced to discourage travel into Deal by private car as existing publicly available visitor parking stock in the town may not be able to cope with a significant increase in parking demand.		This proposed allocation would represent a significant increase in the population of Deal & Sholden and would generate important Highway/Transportation considerations, particularly in relation to traffic pressure, access and public transport provision. It is unlikley that the above issues are able to be resolved		Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA013	DEA018	Land to the rear of 133-147 St Richard's Road, Deal	CT14 9LF	Deal	Deal	Mill Hill	1.35	21	Mixed	Unimplemented Allocation	LA15										PP Granted - site removed from HELAA		
DEA014	DEA027	Land at Albert Road, Deal	CT14 9RB	Deal	Deal	Middle Deal & Sholden	4.54	142	PDL	Brownfield	BR39	Housing									PP Granted - site removed from HELAA		
DEA015	DEA028	Linwood Youth Centre, 92 Mill Road, Deal	CT14 9AG	Deal	Deal	Middle Deal & Sholden	0.27	6	PDL	Brownfield	BR43	Housing									PP Granted - site removed from HELAA		
DEA016	DEA041	Reservoir St Richards Road, Deal (DO14G)	CT14 9JT	Deal	Deal	Mill Hill	1.09	32	PDL	SHLAA	PP004	Housing									PP Granted - site removed from HELAA		
DEA017	DEA042	Alexandra Drive, Deal	CT14 9LF	Deal	Deal	Mill Hill	24.18	725	G	SHLAA	PH5015	Housing	The most logical access points to this site would be via Alexandra Drive, which already provides access to St Richard's Road Surgery, and via Marlborough Road, which has sufficient space for access to be created from the Industrial Estate. There are also cut-throughs adjaent to 145 St Richards Road and 281 St Richards Road which may be suitable as pedestrian or secondary accesses. Access could be achievable from the south of the site onto Ellens Road, although this is a narrow lane with few passing places.	Due to the size of the site, residential development here would be expected to significantly add to traffic volumes on St Richards Road, Cross Road and Station Road, as well as on the wider highway network. Development proposals should therefore be informed at an early stage by the views of KCC Highways officers, who are best placed to understand the cumulative impact of devlopment on the wider highy network.	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 site, residential development here would be expected to significantly add to traffic volumes on St Richards Road, Cross Road and Station Road, as well as on the wider highway network		Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA018	DEA048	Church Lane/Hyton Drive, Deal CT14 9QG	CT14 9SQ	Deal	Sholden	Eastry	0.48	18	G	HELAA	HELAA231	Housing	There is no existing vehicular access to the site but one could be created from Hyton Drive. As many of the Hyton Drive properties have allocated parking spaces it would seem necessary to design parking into any proposals for this site also. Parking spaces have been included on the indicative plan submitted.	A development of the size submitted is unlikely to have a significant impact on the surrounding highway network. However KCC Highways would ultimately advise on this	Bus services are available from Fox Road towards Upper Deal and Kingsdown, and from London Road to Sandwich, Deal town centre and Dover	PROW EE392A crosses the field to the north of the site, approximately 100 metres from the northern boundary of the site. In addition PROW ED56 (Church Path) runs past the site's southern boundary. In addition several informal walkways have developed which abut the site and navigate from Church Lane around the Hyton Drive development	Access with suitable visibility appears achievable from Hyton Drive. Unlikely on its own to have a severe impact on the wider highway network. It should be noted that the section of Hyton Drive serving the site is a private road and therefore the site does not connect directly to the public highway, so agreement would need to be reached with the owner of the private street to gain access.	Within 400 metres recommended walking distance to nearest bus stops in Hancock's Field.		Access with suitable visibility appears achievable from Hyton Drive. Unlikely on its own to have a severe impact on the wider highway network		Access appears achievable and any highway impact can be suitably mitigated.
DEA019	DEA049	Land to the rear of Station Road, Walmer	CT14 7RH	Walmer	Walmer	Walmer	0.30	8	PDL	HELAA	HELAA232	Housing	The site has two access points, one from Mayers Road to the east and one from Station Road to the north. Both accesses are single-track and unmade, and pass between terraced properties. 18/00592 was refused by Planning Committee on the grounds of highway safety and the impacts of the increased vehicle movements on these accesses on the amenity of neighbouring residents, and these are valid and acute concerns. The access roads are privately owned although the site's owners have right of access for vehicles and pedestrians over them, and the submission document indicates that the road surfaces could be improved where necessary	KCC Highways advice should be sought as part of any development proposals on site	The site is located approximately 200 metres from Walmer Station and bus services are available from John Tapping Close to Deal, Sandwich and Dover	None identified				18/00592 was refused by Planning Committee on the grounds of highway safety and the impacts of the increased vehicle movements on these accesses on the amenity of neighbouring residents, and these are valid and acute concerns		Access considered to be unachievable and/or highway impact cannot be mitigated.
DEA020	DEA050	Land off Cross Road, Deal	CT14 9JN	Deal	Deal	Mill Hill	3.99	100	G	HELAA	HELAA235	Housing	The site has no existing vehicular access although it would be possible to create access from either Cross Road or Station Road. The submission document indicates that access would likely be created from Cross Road close to the northwestern corner of the site. Cross Road and Station Road as abut the site are single track roads with limited passing places. Northwards of its tangent with the site, Cross Road is wide enough for two cars to pass eachother, although it contains a number of parked vehicles which impede progress along the road. Station Road contains a narrow railway bridge approximately 100 meters from the southeastern corner of the site which, in addition to parked cars around it, acts as a pinch point for traffic. Visibility past the bridge in either direction is poor, and the junction of Sydney Road and Station Road adjoins the bridge. The remainder of Station Road already suffers from traffic congestion, with many parked cars along the road	KCC Highways advice should be sought by any prospective developer regarding the suitability of proposed access as well as the capability of surrounding roads to accommodate a residential development on this site	Walmer Station is accessible via Sydney Road although there is no existing pedestrian access from the site to Sydney Road. Limited bus services are available from Walmer Station with further routes available from St Richards Road towards Dover and Deal	None identified	Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. Cross Road would need widening in the vicinity of the access together with additional passing places/formalisation of existing single-way working and footway connection to existing network in Cross Road. Improvements also required at junction of Cross Road with St Richards Road to provide uncontrolled pedestrian crossing point. Footway connection required to existing network at Station Road/Sydney Road junction, which would involve widening/formalisation of existing single-way working. Improvements also required at junction of Station Road/Station Approach/Court Road to provide uncontrolled pedestrian crossing points, providing improved access to railway station and bus stops. Highway improvements will require removal of some existing on-street parking. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Court Road and just over 400 metres to railway station.		Access with suitable visibility appears achievable from Cross Road, with secondary emergency access from Station Road. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station 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.
DEA021	DEA051	Land off Freemen's Way, Deal	CT14 9DH	Deal	Deal	Mill Hill	3.69	88	G	HELAA	HELAA237	Housing	The site has an existing informal access from Freemens 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 suitable to serve a residential development, and whether 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 the site is Walmer, located approximately 1 kilometre away as the crow flies	None identified	Access with suitable visibility appears achievable, however this may require extension of existing parking restrictions and therefore loss of some existing on-street parking. Unlikely on its own to have a severe impact on the wider highway network. There is concern over the ability of the Local Road network to accommodate the cumulative impact from sites in the locality, particularly around mongeham Road, Manor Road and Station Road. Cumulative impact needs to be considered from all local plan growth in the area.	Within 400 metres recommended walking distance to nearest bus stops in Mill Hill.		Access with suitable visibility appears achievable, however this may require extension of existing parking restrictions and therefore loss of some existing on-street parking. Unlikely on its own to have a severe impact on the wider highway network		Access appears achievable and any highway impact can be suitably mitigated.
DOV001	DOV001	Land to the right of Gordon Lodge at the top of Vale View Road	CT17 9NP	Dover	Dover	Tower Hamlets	1.45	40	G	HELAA	HELAA14	Housing	Site is accessed from Vale View Road which is narrow and constrained by on-street parking associated with the terraced nature of all the dwellings. It is therefore unlikely that Vale View Road could be made suitable to serve further residential development in this location.	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 Folkestone Road. Site is accessible to Dover Town Centre and its associated services and amenities				It is unlikely that Vale View Road could be made suitable to serve 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 9PS	Dover	Dover	Maxton, Elms Vale & Priory	0.81	16	G	HELAA	HELAA26	Housing	Elms Vale Road runs along the northern boundary of the site. This is a single track road. There is no direct access to the front of the site, but there appears to be a road that runs from Elms Vale up to the top of the site (on the southern boundary), but it is unclear as to whether this is in the landowners control	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 site 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 the other side of the road from the site.				It is unlikely that the development of this site would have a significant impact on the highway network, however the site has a poor relationship to the existing settlement and is not within 400m of a bus stop		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.
DOV003	DOV003	Ferrybridge House, Abbey Road, Dover	CT17 0LF	Dover	Dover	St Radigunds	1.10	33	Mixed	HELAA	HELAA53	Housing	Existing access to the site is through the Coombe Valley Industrial Estate. However, access from the site is proposed onto Abbey Road, which is a single width country lane with a speed limit of 60mpThe Highway Authority have confirmed that the visibility splay required to the east of the access is not in the control of the landowner and/or highway authority and therefore cannot be provided/ or maintained. The eastern section of the stretch of Abbey Road between the site and Barwick Road has no passing place and there is insufficient intervisibility between the last passing place and the wider section of Barwick Rd, meaning that vehicles may meet in this narrow section and one will have to reverse back to a passing place.	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.	If an access onto Abbey Road can be achieved then the site is within close proximity to a bus stop on Barwick Road. Without this access, then the accessibility of the site to the nearest bus stop is poor and involves going through the Coombe Valley Industrial Estate	The Highway Authority have commented that a 1.5m footway is required between the site and the existing footway network in Barwick Road, however this cannot be achieved with the land available. Without this the pedestrian environment is unsafe				The Highway Authority have confirmed that the visibility splay required to the east of the access is not in the control of the landowner and/or highway authority and therefore cannot be provided/ or maintained		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV004	DOV004	Land at Abbey Road, St Radigunds, Dover	CT17 0LE	Dover	Dover	St Radigunds	0.78	23	G	HELAA	HELAA68	Housing	No existing access. However a dirt track has been formed onto the site from St Radigunds Road. At the junction with Abbey Road the speed limit changes from National Speed Limit to 30mph. In order to achieve adequate visibility/sight lines all of the frontage vegetation would need to be removed.	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 bus stop within close proximity to the site on Barwick Road connecting the site to the services and amenities in Dover Town	PROW EB7 runs along the south eastern boundary of the site. There is a pedestrian footway on the other side of St Radigunds Road, but not immediately adjacent to the site, meaning a footway would be required				No existing access. In order to achieve adequate visibility/sight lines all of the frontage vegetation would need to be removed		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.
DOV005	DOV006	Former tennis courts at Crabble Athletic Ground, Crabble Road, River	CT17 0QE	Dover	Dover	St Radigunds	1.75	50	Mixed	HELAA	HELAA70	Housing	At present there is no vehicular access to the site. Minnis Terrace (adjacent to the site) is very steep and does not meet Kent Design standards with regards to gradient. The adjoining houses would make any adjustments to the gradient unlikely. The junction visibility is also poor and cannot be improved as there are houses in the way (Kingswood Vilas). The other point of access would be from Crabble Ave; this would result in the loss of a number of established mature trees to allow an adoptable road to be constructed onto the site. To provide the visibility splay third party land would be required. The topography of the land would also be problematic. The topography and access problems will make this site difficult to progress. If the Athletic Ground is to be kept open then any layout would also have to take this use into consideration.	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 bus stop within close proximity to the site on Crabble Ave connecting the site to the services and amenities in Dover Town	Depending on point of access, there is an existing pedestrian footway on Minnis Terrace but not on Crabble Ave, meaning a footway would be required.				The topography and access problems will make this site difficult to progress		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV006	DOV007	Land at Dundedin Drive (south), Dover	CT16 2JU	Dover	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	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.	The site is a short walk from Melbourne Avenue, from where bus services are available to Dover Town Centre and Whitfield.	Pedestrian access from Dunedin Drive				The site benefits from direct access from Dunedin Drive		Access appears achievable and any highway impact can be suitably mitigated.

DOV007	DOV008	Former Co-op, Castle Street, Dover	CT16 1PT	Dover	Dover	Castle	0.28	30	PDL	HELAA	HELAA86	Mixed	Access to the site would be from Stembrook	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.	The site is within the town centre boundary and therefore highly sustainable. There are bus stops and a train station (Dover Priory) within close proximity of the site	There is a pedestrian footway to the front of the site along Stembrook	Access and impact likely to be acceptable for 30 dwellings 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 dwellings bearing in mind the existing permitted uses on the site.		Access appears achievable and any highway impact can be suitably mitigated.
DOV008	DOV009	Land adjoining 455 Folkestone Road, Dover	CT17 9JX	Dover	Dover	Maxton, Elms Vale & Priory	0.34	5	G	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 be created to the site via Folkestone Road, it would be via a 40mph section of the busy B2011	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.	Bus services are available from Folkestone Road to Dover Town Centre and Folkestone	Pedestrian access would be from the existing footpath on the Folkestone Rd. Cycle paths run along Folkestone Road in both directions past the site	Access with suitable visibility appears achievable but may require parking restrictions and therefore removal of some existing on-street parking to protect visibility Site gradients may create a need for considerable earthworks. Access would need to be restricted to a single point near western end of site. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance to nearest bus stops in Folkestone Road.	Further information submitted. Clarified that access is achievable. KCC Highways have commented that the considerable earthworks required to facilitate the access to the site might affect the viability of the site.	Access would need to be restricted to a single point near western end of site. Unlikely on its own to have a severe impact on the highway network. Considerable earthworks required.		Access appears achievable and any highway impact can be suitably mitigated.
DOV009	DOV010	Land at Stanhope Road, Dover	CT16 2PR	Dover	Dover	buckland	0.82	32	G	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 development were to take place it would require a turning head. Stanhope Road already serves in excess of 50 dwellings. Stanhope Road is very heavily parked on both sides and protected passing areas are therefore likely to be required if substantial additional traffic is to be accommodated. May need to extend parking restrictions at junction with Barton Road to secure visibility for increased use of junction.	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.	The nearest bus stop is located outside St Edmund's School providing a service to the town centre, however this is easily within walking distance.	Pedestrian access to the site from Stanhope Rd. PROW EBX15	Access can be achieved with the extension of Stanhope Road, however parking restrictions likely to be required to provided passing places in existing sections of Stanhope Road. This will result in the loss of some existing on-street parking which would likely need replacing within the site. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance to nearest bus stops in Buckland Avenue.		Access can be achieved with the extension of Stanhope Road, Unlikely on its own to have a severe impact on the highway network		Access appears achievable and any highway impact can be suitably mitigated.
DOV010	DOV011	Poultons Family Centre, Vale View Road, Dover	CT17 9NR	Dover	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.	Site is within walking distance of a bus stop on the Folkestone Road. Site is accessible to Dover Town Centre and its associated services and amenities	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 25 dwellings bearing in mind the existing permitted uses on the site. Access should be split 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 achievable and any highway impact can be suitably mitigated.
DOV011	DOV012	Land to the west of Hillside Road, Dover	CT17 0JQ	Dover	Dover	St Radigunds	0.84	30	G	HELAA	HELAA148	Housing	Site is on Hillside Road. No existing access to the site, however land between 67 and 73 Hillside Road has been submitted as a suitable access although this is overgrown. Hillside Road is constrained 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 with other sites coming forward as part of the Local Plan process.	There is a bus stop within walking distance of the site on Crabble Ave connecting the site to the services and amenities in Dover Town	There is an existing pedestrian footway on Hillside Road				Hillside Road is constrained by on-street parking and is unlikely to be suitable to serve further residential development		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV012	DOV013	Western Heights and Farthingloe	CT15 7AA	Dover	Dover/Hougham Without	Town & Pier/Capel le Ferne	162.45	100	Mixed	HELAA	HELAA171	Housing	Western Heights: Access has been proposed from Citadel Road and Citadel Crescent, both of which already serve residential development. Farthingloe: Access to this site would be via an existing access towards the western site boundary, and a new access to be created from what is currently Great Farthingloe Farm. The western access has been used for industrial purposes so is likely already acceptable to serve residential development. The promoter would then need to demonstrate that access can be achieved onto Folkestone Road from the Great Farthingloe Farm site. Folkestone Road is significantly raised above Great Farthingloe Farm. Both acccesses currently lead into a national speed limit zone so this may need to be adjusted downwards to ensure safe access	The cumulative impacts of both developments would have an impact on the surrounding highway network. KCC Highways advice should therefore be used to inform proposals at an early stage.	There are bus stops in Folkestone Road close to the proposed eastern site access	None identified	Access with suitable visibility appears achievable, however measured speeds would need to be checked to confirm this. A right turn lane would be required along with other alterations to provide suitable connections to the existing footway and cycleway. The extension of the existing 40 mph speed limit would be desirable if measured speeds are appropriate and suitable measures put in place. These measures could include narrowing the existing running lanes and widening the existing southern footway to provide an off-road footway/cycleway between the site access and the existing on-road cycle lanes/crossing island to the east of the access. Unlikely on its own to have a severe impact on the wider highway network, particularly bearing in mind the extant permissions on the site.	Within 400 metres recommended walking distance to nearest bus stops in Folkestone Road.		Access with suitable visibility appears achievable, however measured speeds would need to be checked to confirm this		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.
DOV013	DOV014	Land and buildings on the east side of Holmestone Road, Dover	CT17 0UF	Dover	Dover	St Radigunds	0.26	95	PDL	HELAA	HELAA177	Housing	Site is on 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 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 Valley Industrial Estate. Site is outside of the recommended distance to the nearest bus stop.		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.
DOV014	DOV017	Former Sleed Wood Refuse Tip, off Abbey Road, Dover	CT15 7DQ	Dover	Hougham Without/Dover	Capel le Ferne/St Radigunds	11.13	180	PDL	HELAA	HELAA114	Other	Access to the site is from Coombe Road, a single track lane 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 highways network. This would need to be tested as part of a planning application however.	The site is outside of the recommended distance to the nearest bus stop	There is no pedestrian access along Coombe Road				Access to the site is from Coombe Road, a single track lane with few passing places. Residents would be required to access the site through the Coombe Valley Industrial Estate		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV015	DOV018	65 Folkestone Road, Dover	CT17 6RZ	Dover	Dover	Maxton, Elms Vale & Priory	0.06	11	G	Unimplemented Permission	15/00364	Housing								PP Granted - site removed from HELAA		
DOV016	DOV019	Land adjacent to allotments, Folkestone Road, Dover	CT17 9JU	Dover	Dover	Maxton, Elms Vale & Priory	0.98	29	PDL	Unimplemented Permission	15/01032	Housing								PP Granted - site removed from HELAA		
DOV017	DOV024	Dover Waterfront	CT17 9BN	Dover	Dover	Town & Pier	12.27	200	PDL	Unimplemented Allocation	CP8	Housing	The site is well-served in terms of vehicular traffic, with Wellesley Road, Marine Parade and Cambridge Road allowing access into and through the site from Townwall Street (A20). The main transport issue with the site is its bisection by the A20, which hampers connectability between the Waterfront and the Town Centre. There is an existing pedestrian/cycle underpass, but it may be desirable to develop an access strategy for the site which provides a better connection to the town centre and its services. This would in turn reduce the need for parking within the site.	The provision of converted residential units and improvements to the retail/commercial offer which are anticipated for the site are likely to cause an increase in traffic movements within and around the site. Any proposals should therefore be informed by KCC Highways from an early stage to enable appropriate mitigation of any cumulative impacts	Bus services are available from York Street although this is more than 400m from the site. Dover Priory railway station is walkable from the site. Both are within a ten minute walk	None identified				The site is well-served in terms of vehicular traffic, with Wellesley Road, Marine Parade and Cambridge Road allowing access into and through the site from Townwall Street (A20)		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.
DOV018	DOV025	Mid Town	CT16 1BW	Dover	Dover	Castle	5.99	100	PDL	Unimplemented Allocation	CP9	Housing	Pencester Road and Ladywell/Park Street skirt the Mid Town site, but the most important transport issue for the site is pedestrian connectability through and around the site. Given its town centre location, the redevelopment of the site presents an opportunity to improve the pedestrian experience in this area, as well as boosting the accessibility of the River Dour which flows through the site in various constrained forms. The centrality of the location also negates thed need to provide designated parking as a given in any residential development proposals	Given the proximity of public transport connections, the Mid Town site could be redeveloped without placing huge additional pressure on the highway network. However, any proposals for the site should be developed in colaboration with KCC Highways in order to understand cumulative effects	Bus services, Dover Priory railway station and the town centre's shopping offer are all located within a five minute walk of the site	None identified				Given the proximity of public transport connections, the Mid Town site could be redeveloped without placing huge additional pressure on the highway network		Access appears achievable and any highway impact can be suitably mitigated.
DOV019	DOV026	Albany Place Car Park, Dover	CT17 9AT	Dover	Dover	Town & Pier	0.28	15	PDL	Unimplemented Allocation	LA4	Housing	No access issues identified, as site currently functions as a car park. The site's role as a gateway to the Western Heights would need to be considered in any development proposal	The car park currently provides approximately ninety-four spaces, so redevelopment of the site could reduce the number of vehicle movements on surrounding roads. 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. Dover Parking Strategy (2007) indicated that Albany Place Car Park could be closed without any resultant capacity problems within the town centre car parking stock.	Site is in close proximity to Dover priory Station and Dover Town Centre Bus Station	Site is in close proximity to Dover Town Centre and its services and amenities				No access issues identified		Access appears achievable and any highway impact can be suitably mitigated.
DOV020	DOV027	Land adjacent to the former Melbourne County Primary School, Dover	CT16 2JH	Dover	Dover	Buckland	0.43	10	PDL	Unimplemented Allocation	LA6	Housing	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 relies on using the school entrance and car 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 town centre and to the employment and facilities located in White Cliffs Business Park.	A Public Right of Way (EB11) runs parallel to the site, to the west, but does not abut any part of the site				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, London Road, Dover	CT17 0SZ	Dover	Dover	St Radigunds	0.34	10	PDL	Unimplemented Allocation	LA7	Housing	The site abuts London Road at the front of the site and George Street, to the rear. The existing access point off London Road is acceptable (fronts one way section of residential access road with corner protection traffic regulations orders). There are no traffic regulation orders on George Street to the rear. Possible access point off George Street but high flanking wall is likely to be protected and will restrict sight lines. George Street is at a higher level than the site, this could make a frontage development difficult unless the land is built up, however the front of the site (London Road) is at road level. The site may then need to be split if frontage development is desired or a graded road will be required to allow access from George Street. No traffic regulations orders on any of the approaches.	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 close to Dover Town Centre and all its amenities. The site is in walking distance of Dover Priory Station and the bus stops on London Road	None identified				The existing access point off London Road is acceptable		Access appears achievable and any highway impact can be suitably mitigated.
DOV022A	DOV029	Land in Coombe Valley, Dover	CT17 0UP	Dover	Dover	St Radigunds	1.82	100	PDL	Unimplemented 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 railway bridge impacts	The site has a bus stop adjacent to its Coombe Valley Road boundary with connections to Dover Town centre	None identified				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		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.
DOV022B	DOV029	Land in Coombe Valley, Dover	CT17 0FQ	Dover	Dover	Coombe Valley	0.91	40	PDL	Unimplemented Allocation	LA8	Housing	The site has existing access from Coombe Valley Road, although a traffic-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 Highways would advise on mitigation strategies for the railway bridge impacts	Bus services to Dover Town Centre are accessible from Coombe Valley Road, opposite the site	None identified				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		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.
DOV022C	DOV029	Land in Coombe Valley, Dover	CT17 0EX	Dover	Dover	Coombe Valley	0.37	20	PDL	Unimplemented Allocation	LA8	Housing	The site benefits from existing access routes from Coombe Valley Road and Primrose Road	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. Consultation with KCC Highways would advise on the ability of the pinch point to accommodate additional vehicular movements	Bus services to Dover Town Centre are available from Coombe Valley Road	None identified				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 have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
DOV022D	DOV029	Land in Coombe Valley, Dover	CT17 0HJ	Dover	Dover	Coombe Valley	2.60	80	PDL	Unimplemented Allocation	LA8	Housing								PP Granted - site removed from HELAA		
DOV022E	DOV029	Land in Coombe Valley, Dover	CT17 0LG	Dover	Dover	Coombe Valley	3.69	220	PDL	Unimplemented Allocation	LA8	Housing	The site has existing access from Barwick Road	Increased traffic levels in the Coombe Valley area may impact on the congested Coombe Valley Road, and the traffic-light controlled pinch point under the railway line at the eastern end of Coombe Valley Road. Consultation with KCC Highways 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				Increased traffic levels in the Coombe Valley area may impact on the congested Coombe Valley Road, and the traffic-light controlled pinch point under the railway line at the eastern end of Coombe Valley 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.
DOV023	DOV030	Buckland Mill, Dover	CT17 0FF	Dover	Dover	St Radigunds	2.38	124	PDL	Unimplemented Allocation	LA9	Housing	Access will be from Crabble Hill. The access arrangements for the site have been approved as part of the planning application for the redevelopment of the site in conjunction with the Highway Authority. These are now being delivered as part of the redevelopment of the site.	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	Site is in close 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 amenities				The access arrangements for the site have been approved as part of the planning application for the redevelopment 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, Dover	CT16 2AA	Dover	Dover	St Radigunds	0.25	8	PDL	Unimplemented Allocation	LA10	Housing	The existing access is narrow, so improvements will be required to ensure visibility. Parking in this area is on street and limited, meaning that parking would need to be provided as part of the development	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	A GP surgery is located on Buckland Avenue, and a variety of primary schools are within a five minute walk. The nearest bus stop is located on Buckland Avenue providing a service to the town centre, however, this is easily within walking distance. There are a number of facilities on offer in the town centre including the Dover Discovery Centre, and Dover Priory railways station.	None identified				The existing access is narrow, so improvements will be required to ensure 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.

DOV025	DOV033	Land off Wycherley Crescent, Dover	CT16 2BH	Dover	Dover	Buckland	0.54	10	PDL	Unimplemented Allocation	LA10	Housing	The site has direct frontage to Wycherley Crescent and Milton Road. There is existing pedestrian access on the south-eastern side of Wycherley Crescent and Milton Road, but not on the side of the site The site fronts Milton Road and Wycherley Crescent, both within a 30mph speed limit. There may be issues associated with the gradient of the site in order to achieve a suitable access. No footways front the site, but they are located on the opposite side of the carriageways. Street lighting columns may need relocating along the site boundary.	Residential development on site would increase the number of vehicular movements on Milton Road, a narrow street with few passing places, and where parking is almost exclusively on-street. Early consultation with KCC Highways would advise on the impact of development on the surrounding road and footpath network	There are bus stops located in Wycherley Crescent and The Lines, with services available to Dover Town Centre and Whitfield	None identified				There may be issues associated with the gradient of the site in order to achieve a suitable access		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.
DOV026	DOV034	Westmount College, Folkestone Road, Dover	CT17 9SQ	Dover	Dover	Maxton, Elms Vale & Priory	1.43	100	PDL	Unimplemented Allocation	LA10	Housing	Existing access onto Folkestone 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 process.	Site is within walking distance of bus stops on the Folkestone Road. Site is in close proximity to Dover Priory Station. Site is accessible to Dover Town Centre and its associated services and amenities	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 9SR	Dover	Dover	Maxton, Elms Vale & Priory	0.42	9	PDL	Brownfield	BR48	Housing	Access to this site would be via Winchelsea Road, which currently serves residential development as well as the industrial area of which the site forms part. The site's access is single-track and constrained by development, so it is unlikely that the necessary improvements could be made to render the access suitable to serve residential development.	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	There is a bus stop located on either side of Folkestone Road, close to the end of Winchelsea Road.	None identified				The site's access is single-track and constrained by development, so it is unlikely that the necessary improvements could be made to render the access suitable to serve residential development.		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV028	DOV051	Charlton Shopping Centre, High Street, Dover	CT16 1AR	Dover	Dover	Tower Hamlets	0.63	100	PDL	SHLAA	SHL006	Housing	The site's vehicular access is via Dour Street into the multi-storey car park to the rear (north) of the shopping centre. There is pedestrian access via this route and directly from London Road. Redevelopment of the site provides an opportunity to improve the pedestrian connection between Dour Street and London Road, which is currently an uninviting walk through the car park.	Given the proximity of public transport connections, the site could be redeveloped without placing huge additional pressure on the highway network. However, any proposals for the site should be developed in colaboration with KCC Highways in order to understand cumulative effects	Bus services are available from London Road, within very easy access of the site	None identified	Unclear from initial submission what the proposed development would encompass (i.e will the existing public car parking be retained), however the location of this site lends itself to a car free development, as it is located close to a range of service amenities and public transport opportunities. It is unlikely to lead to an increase in traffic impact when measured against the existing uses of the site. The surrounding areas are largely subject to Traffic Regulation Orders which control parking on the highway. The loss of parking stock in the town will need to be considered by the LPA (from a local amenity/economic perspective), however a reduction in parking is largely in line with aspirations to manage car based journeys into the centre of Dover and could align with a possible future park and ride strategy.	The site is located close to a regular bus services on the High Street.		It is unlikely to lead to an increase in traffic impact when measured against the existing uses of the site		Access appears achievable and any highway impact can be suitably mitigated.
DOV029	DOV057	Industrial Buildings, Poulton Close, Dover	CT17 0HL	Dover	Dover	St Radigunds	2.19	100	PDL	SHLAA	DOV22	Housing	The site benefits from existing access from Poulton Close	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 Whitfield	None identified	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.	Site just outside of 400m recommended walking distance to public transport		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	10	G	SHLAA	DOV25	Housing	The site 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 towards eastern edge of site to avoid significant level differences along majority of site frontage. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance to nearest bus stops in York Street and Priory Street, and railway station.		Access with suitable visibility appears achievable		Access appears achievable and any highway impact can be suitably mitigated.
DOV031	DOV059	DDC owned site - Land to the south site opposite Recreation Ground, Elms Vale Road, Dover	CT17 9PR	Dover	Dover	Maxton, Elms Vale & Priory	0.41	16	G	SHLAA	SHL080	Housing	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 roads, 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 roads	There are bus stops located on Elms Vale Road, with services available to Dover Town Centre	None identified				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 cannot be mitigated.
DOV032	DOV060	Church Street, Car Park, Dover (DOV2S)	CT16 1BY	Dover	Dover	Castle	0.25	50	PDL	SHLAA	UCS005	Housing	Church Street Car Park/ Stembrook Car park is accessed via Stembrook -a one way street which leads from and to Castle Street.	It is likely that this access and the surrounding roads would be capable of accommodating residential development on this site, but consultation with KCC Highways should be undertaken in order to understand any cumulative effects	Bus services are available from Pencester Road, within a 5 minute walk from the site	None identified	Unclear from initial submission whether the proposed development would include parking, however the location of this site lends itself to a car free development, as it is located close to a range of service amenities and public transport opportunities. The surrounding areas are largely covered Traffic Regulation Orders which control parking on the highway. The loss of parking stock in the town will need to be considered by the LPA from an amenity perspective, however is largely in line with aspirations to manage future car based journeys into the centre of Dover.	Located close to existing bus services and future provision of the BRT Service which is likely to route along Castle Street		Unclear from initial submission whether the proposed development would include parking, however the location of this site 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	DOV062	DDC owned Site - Crabble Athletic Ground - former cricket pitch	CT17 0JB	Dover	Dover	St Radigunds	4.15	125	PDL	SHLAA	SHL098	Housing	The site has existing, level access from Crabble Lane, 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 matchdays. However when compared to the normal pattern of movements in the area, a residential development of the size proposed would put additional pressure on the surrounding road network. Any applicant seeking to develop the site would be advised to seek guidance from KCC Highways regarding the highway impacts of development	Bus services are available from Lewisham Road and Crabble Avenue to Dover town centre	None identified				The site has existing, level access from Crabble Lane, and a steep pedestrian access from Crabble Avenue		Access appears achievable and any highway impact can be suitably mitigated.
DOV034	DOV065	Land at Crabble Lane, River	CT17 0NY	Dover	Dover	St Radigunds	5.16	155	G	SHLAA	NS05DOV	Housing	The site currently has no access, so an access would need to be created from Crabble Lane, which narrows significantly just after the site when traveling in a southwesterly direction. It may not be possible to create an appropriate access from Crabble Lane due to the gradient constraints.	A significant housing development on this site would greatly increase the number of vehicle movements along Crabble Lane, which is a residential street with housing on both sides. Consultation would need to be carried out with KCC in respect of highway and PROW 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 the rear	CT17 0TG	Dover	Dover	St Radigunds	0.12	10	PDL	SHLAA	DOV07	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 consulted regarding the geometry of the proposed access.	Bus services are available from London Road, within 400m of the site	None identified	Access and impact likely to be acceptable for 10 dwellings bearing in mind the existing permitted uses on the site.	Within 400 metres recommended walking distance to nearest bus stops in London Road and Crabble Hill.		Access 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	DOV068	Land north of Melbourne Avenue, Dover	CT16 2JH	Dover	Dover	Buckland	0.41	16	G	SHLAA	SAD15	Housing	The site has no existing access, although direct access to the site could be created from Melbourne Avenue, subject to consultation with the Highway Authority	Housing development on this site would have a minimal impact on the surrounding highway network, but KCC Highways should be consulted regarding the geometry of the proposed access.	Bus services are available from Melbourne Avenue, within 400m of the site	None identified				The site has no existing access, although direct access to the site could be created from Melbourne Avenue		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.
DOV037	DOV071	Crabble Athletic Ground, River	CT17 0QE	Dover	Dover	St Radigunds	2.71	80	PDL	SHLAA	SAD18	Housing	The site has one existing access route from Crabble Lane up to the staff/players' parking area to the rear of the main stand, however this would be unsuitable to serve the number of units proposed were the site redeveloped. In addition, the steep gradients generally surrounding the site mean that significant engineering works would be necessary in order to create suitable access	Due to the nature of its use, the ground and its surrounding roads experience regular busy spells on matchdays. However when compared to the normal pattern of movements in the area, a residential development of the size proposed would put additional pressure on the surrounding road network. Any applicant seeking to develop the site would be advised to seek guidance from KCC Highways regarding the highway impacts of development	Bus services are available from Lewisham Road to Dover town centre	A Public right of Way (EB17) abuts the western edge of the practice pitch, providing a useful link via steps from Lewisham Road to the woodland in the LWS				Constrained access and concerns regarding impact on the highways network		Access considered to be unachievable and/or highway impact cannot be mitigated.
DOV038	DOV072	Land Between Dover Road and Melbourne Avenue, Dover	CT16 2JJ	Dover	Dover/Guston	Buckland/St Margaret's at Cliffe	56.84	1000	G	SHLAA	PHS007	Housing	Access to the site could be created from Melbourne Avenue, Fitness Fields, Dover Road (Guston) and as a secondary option, Roman Road, which is presently a single-track lane that provides access to a cluster of residential properties, after which it becomes a footpath.	Development of the entire site would have significant impacts on the surrounding highway network, so KCC Highways advice should be sought at an early stage and used to inform development proposals	Bus services are available from Melbourne Avenue, which is a tangent to the western portion of the site	PROWs ER60, EB13 and EB12 all cross the site				Development of the entire site would have significant impacts on the surrounding highway network		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.
DOV039	RIV001	Site bordered by Minnis Lane and to the north of Abbey Road	CT15 7OW	Dover	River	River	23.14	500	G	HELAA	HELAA46	Housing	The site has no vehicular access, but could be accessed for farm use from Minnis Lane or Abbey Road. It is unlikely that either of these would be deemed appropriate to serve a large residential development in their present forms so significant widening works would be required	Development of the entire site would have significant impacts on the surrounding highway network, so KCC Highways advice should be sought at an early stage and used to inform development proposals	The nearest bus stops are in The Ridgeway, River and Barwick Road. There isn't footpath access to either and both are around a 20 minute walk from the site	None identified				It is unlikely that either Minnis Lane or Abbey Road would be deemed appropriate to serve a large residential development		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS001	EAS001	Land at Lower Street, Eastry	CT13 0JH	Eastry	Eastry	Eastry	6.19	120	G	HELAA	HELAA99	Housing	The site is located to the rear of properties along Lower Road, a well-used access route to Eastry from the south. The south western boundary fronts Lower Street and the southern boundary fronts Nortbourne Road, a rural lane with limited visibility. There is no existing access however access with suitable visibility appears to be achievable (subject to the provision of necessary measures). Additional access onto Northbourne Road would not be acceptable due to the narrow and poor alignment at the existing crossroads junction with Lower Road. Due to the scale of the development a restricted secondary access would be required.	Development of this site is likely to have an impact on 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 required to ensure that potential impact and associated mitigation measures are identified. A Transport Assessment will be required for any development proposal that may come forward for over 100 units.	There are bus stops located close by	Public Footpath EE259 runs through the site from the north west to the south east corner and Public Footpath EE258 runs along the northern boundary. These connect to the wider PROW network of Eastry. There is no continuous footpath (via the existing PROW) connecting the site to the local services/facilities of Eastry.	Access with suitable visibility appears achievable onto Lower Road. Additional access onto Northbourne Road would not be acceptable due to narrow nature and poor alignment at existing crossroads junction with Lower Road, however a restricted secondary emergency access would be required for the site and this could be from Northbourne Road. No connection to footway network in village. Concern about potential impact at Dover Road/A256 roundabout. Concern 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 junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Lower Street, however these are currently informal with no footways or facilities.		Access with suitable visibility appears achievable onto Lower Road. Concern about potential impact at Dover Road/A256 roundabout		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.
EAS002	EAS002	Land at Buttsole Pond, Lower Street, Eastry	CT13 0JF	Eastry	Eastry	Eastry	3.93	80	G	HELAA	HELAA100	Housing	The site is located to the rear of properties along Lower Road, a well-used access route to Eastry from the south. There is an existing access, however it is likely that this would need to be widened to achieve access with suitable visibility. Due to the scale of the development a restricted secondary access may be required	Development of this site is likely to have an impact on the existing local and wider highway network. It has been proposed that a relief road will be incorporated into the design of the site to provide relief from the congested Lower Street, through the Eastry Hospital site to the north and onto Mill Lane. Whilst this may be a benefit to the site, careful consideration would need to be given to the design in consultation with KCC. Similarly, 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 required to ensure that potential impact and associated mitigation measures are identified. A Transport Assessment will be required for any development proposal that may come forward for over 100 units.	There are bus stops located close by	The site will be linked to the village along Lower Street site to the local services/facilities of Eastry. with the possibility of further linkage through the Eastry Hospital Site	Not clear that suitable visibility can be achieved at the access onto Lower Road. Existing on-street parking opposite the access would also need to be removed. Concern about potential impact at Dover Road/A256 roundabout. Concern regarding the impact of this site and 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 junctions on A256/A257/A258. This also applies to alternative vehicular access from Mill Lane through site EAS010. No footways serving site although pedestrian connection could be made to EAS010, which could also serve as secondary emergency access.	Within 400 metres recommended walking distance of nearest bus stops in Lower Road, however these are currently informal with no footways or facilities.	Further information submitted. KCC Highways have commented that the information provided addresses their concerns regarding vehicle access, however as part of the development of the site they would be requesting that a pedestrian access to the north into the village is provided. This should form part of the policy and land allocation for the site.	Not clear that suitable visibility can be achieved at the access onto Lower Road and further work is required to demonstrate this. Access arrangements have now been clarified. Pedestrian link from the north of the site to the village 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.
EAS003	EAS003	The Pines, Thornton Lane, Eastry	CT13 0EU	Eastry	Eastry	Eastry	0.65	18	PDL	HELAA	HELAA109	Housing	The site is located to the east of Thornton Lane, a narrow rural lane with no passing points and limited visibility. There is an existing access point off Thornton Lane associated with the current use of the site.	Development of this site, in combination with neighbouring parcel (EAS005), may impact on the existing restricted local highway network. 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 Highway Authority – will be required.	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Eastry				The site is located to the east of Thornton Lane, a narrow rural lane with no passing points and limited visibility		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS004	EAS004	land at Woodnesborough Lane, Eastry	CT13 0DX	Eastry	Eastry	Eastry	1.53	28	G	HELAA	HELAA147	Housing	Visibility at the access point onto Woodnesborough Lane has been deemed acceptable by KCC Highways,	Any development of this site is unlikely to have a significant impact on the highway network	A bus stop is located close by	None identified	Access with suitable visibility appears achievable onto Woodnesborough Lane, which would need localised widening to 4.8 metres at access point. Suggested access via Shemara Farm development would require use of third party private road on that site, so may not be achievable. New footway could be provided along Woodnesborough Lane to footway at adjacent Shemara Farm development access, giving access to footway network into 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 sites within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Gore Lane.		Access with suitable visibility appears achievable onto Woodnesborough Lane, which would need localised widening to 4.8 metres at 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.
EAS005	EAS005	The storage depot at The Pines, Thornton Lane, Eastry	CT13 0EU	Eastry	Eastry	Eastry	2.57	50	PDL	HELAA	HELAA165	Housing	The site is located to the east of Thornton Lane, a narrow rural lane with no passing points and limited visibility. There is an existing access point off Thornton Lane associated with the current use of the site.	Development of this site, in combination with neighbouring parcel (EAS003), may impact on the existing restricted local highway network. 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 Highway Authority – will be required.	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Eastry				The site is located to the east of Thornton Lane, a narrow rural lane with no passing points and limited visibility		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS006	EAS006	Land at Liss Road, Eastry	CT13 0JY	Eastry	Eastry	Eastry	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 site is public highway but not suitable to serve the development due to restricted width and visibility. Concerns regarding poor visibility at Liss Road/Mill Lane junction.	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 within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258	Within 400 metres recommended walking distance of nearest bus stops in Foxborough Hill	No connection to footway network in village	Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of site is public highway but not suitable to serve the development due to restricted width and visibility. Concerns regarding poor visibility at Liss Road/Mill Lane junction. 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 sites within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Mill Lane.		Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of site is public highway but not suitable to serve the development due to restricted width and visibility		Access considered to be unachievable and/or highway impact cannot be mitigated.

EAS007	EAS007	Land east of Foxborough Hill, Eastry	CT13 0DL	Eastry	Eastry	Eastry	1.05	13	Mixed	HELAA	HELAA92	Employment	The western boundary of the site fronts Foxborough Hill, a well-used lane providing access to Eastry from the north. There is an existing access point via Foxborough Hill associated with the current use of the site however further works would be required to ensure the provision of adequate visibility splays to safely accommodate additional demand. Bus stops may need to be relocated to provide such access.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Eastry	Suitable vehicular access appears achievable, but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit. 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 sites within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258. Above comments apply to combination of sites EAS007 and EAS021.	Within 400 metres recommended walking distance of nearest bus stops in Foxborough Hill.		Suitable vehicular access appears achievable, but visibility requirements will need to be determined through a speed survey		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.
EAS008	EAS009	Gore Field, Gore Lane, Eastry	CT13 0LJ	Eastry	Eastry	Eastry	1.93	55	Mixed	Unimplemented Allocation	LA27	Housing									PP Granted - site removed from HELAA		
EAS009	EAS010	Eastry Court Farm, Eastry	CT13 0HL	Eastry	Eastry	Eastry	0.84	5	G	Unimplemented Allocation	LA28	Housing	The south western part of the site fronts Church Street, a narrow lane with limited capacity and visibility. Access via Church Street would not be achievable without the agreement and acquisition of third party land. There is an existing access point via a narrow lane off Brook Street which would require further works to accommodate additional demand.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There are bus stops located within walking distance from the site.	Public Footpath EE251 runs along the western boundary and connects to the wider PROW network of Eastry. There is a continuous footpath directly connecting the site to the local services/facilities of Eastry.	Appears access not achievable from Church Street without agreement from third party landowner, as St Mary's Close is a private street. Concerns about narrow nature of Church Lane due to on-street parking. Concerns about lack of visibility at Church Lane/Brook Street and Brook Street/Lower Street junctions. 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 within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in High Street.	Further information submitted. KCC Highways have commented that there appears to have been a mix up on previous HELAA submissions as they had the site logged at 33 dwellings. However their comments stand on the 19 dwellings plus commercial that have recently been submitted. KCC Highways would not want to see a material increase in traffic at the Church Lane/Brook Street and Brook Street/Lower Street junctions as visibility is constrained here. It may be prudent to clarify what the extant use of the farm building would create as a fallback and then compare that to the forecast traffic from the proposed development to ascertain what the net increase in traffic would be. KCC Highways suggest that the land promotor provides further evidence/data to that affect (via a transport consultant & highways pre application enquiry).	Appears access not achievable from Church Street without agreement from third party landowner, as St Mary's Close is a private street. Concern over increase in traffice at Church lane/ Brook St and Brook St/ Lower St junctions. Further evidence 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.
EAS010	EAS011	Eastry Hospital, Mill Lane, Eastry	CT13 0JU	Eastry	Eastry	Eastry	4.99	80	PDL	Unimplemented Allocation	LA29	Housing									PP Granted - site removed from HELAA		
EAS011	EAS012	The Old Chalk Pit, Heronden Road, Eastry	CT13 0ET	Eastry	Eastry	Eastry	0.69	20	PDL	Unimplemented Allocation	LA30	Housing	Whilst there are concerns with the existing entrance, due to the curvature of the road, the site is currently used as a road haulage depot so 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 Heronden Road. Concern 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 junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops	None identified				Whilst there are concerns with the existing entrance, due to the curvature of the road, the site is currently used as a road haulage depot so it is likely that development of the site would have lower traffic movements than the current use.		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.
EAS012	EAS015	Lower Gore Field, Lower Gore Lane, Eastry	CT13 0ED	Eastry	Eastry	Eastry	3.97	35	G	SHLAA	SHL053	Housing	The eastern boundary of the site fronts Lower Gore Lane, a well-used access route into Eastry via the north, east and south. There is no existing access point however access could be achieved via Lower Gore Lane subject to the provision of the necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There 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 Lower Gore Lane. There would need to be a footway connection to the existing footway on the opposite side of the road at Orchard Road, however this appears achievable with dropped kerbs and tactile paving, giving access to footway network into 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 sites within the village, particularly in relation to the rural lanes leading to/from the village and junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Lower Gore Lane.		Access with suitable visibility appears achievable onto Lower Gore Lane.		Access appears achievable and any highway impact can be suitably mitigated.
EAS013	EAS016	Land at Heronden Road, Eastry (EAS06)	CT13 0EZ	Eastry	Eastry	Eastry	2.75	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 point of access would be difficult to achieve due to the curvature of the road and the restriction it would make to sight lines.		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS014	EAS017	Land at Heronden Road, Eastry (EAS04)	CT13 0ET	Eastry	Eastry	Eastry	0.30	13	G	SHLAA	SHL024	Housing	Access to the site would be unsuitable due to the narrow rural lane 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 Heronden Road. Concern 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 junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops	None identified				Access to the site would be unsuitable due to the narrow rural lane and the existing junction.		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS015	EAS018	Land adjoining Walton Cottages, Woodnesborough Lane, Eastry	CT13 0DP	Eastry	Eastry	Eastry	2.98	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 could be achieved via Sandwich Road, subject to the provision of necessary measures (e.g. visibility splays.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There 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.				There is no existing access point however a suitable access point 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.
EAS016	EAS019	Land adj to Thornton Lane, Eastry	CT13 0LA	Eastry	Eastry	Eastry	4.23	150	mixed	SHLAA	SHL028	Housing	Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of site is public highway but not suitable to serve the development due to restricted width and visibility. Concerns regarding poor visibility at Liss Road/Mill Lane junction. Thornton Lane subject to the national speed limit so suitable visibility may not be achievable for an access here. Although Thornton Lane could be widened along the site frontage, the rest of the lane is too narrow to accommodate the development. Concerns regarding poor visibility and vehicle turning constraints at Thornton Lane/Hoaden Road junction	Concern regarding the impact of this site and 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 junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Mill Lane	No connection to footway network in village	Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of site is public highway but not suitable to serve the development due to restricted width and visibility. Concerns regarding poor visibility at Liss Road/Mill Lane junction. Thornton Lane subject to the national speed limit so suitable visibility may not be achievable for an access here. Although Thornton Lane could be widened along the site frontage, the rest of the lane is too narrow to accommodate the development. Concerns regarding poor visibility and vehicle turning constraints at Thornton Lane/Hoaden Road junction. No connection to footway network in village. Concern regarding the impact of this site and 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 junctions on A256/A257/A258.	Within 400 metres recommended walking distance of nearest bus stops in Mill Lane.		Liss Road fronting site is not part of the public highway. Section of Liss Road from White Wood Road to northwest corner of site is public highway but not suitable to serve the development due to restricted width and visibility.		Access considered to be unachievable and/or highway impact cannot be mitigated.
EAS017	EAS022	Land at Walton House and Walton Lea, Sandwich Road, Eastry	CT13 0DP	Eastry	Eastry	Eastry	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 improvements in order to serve a residential development. These works would be detrimental to the setting of the listed building and conservation area, and the submission document indicates that other, new, accesses could be created closer to the north of the site, and therefore further from the listed building	The wider road network could accommodate the additional traffic from a development of this size. The creation of a safe vehicular access to the site from Sandwich Road is unlikely to be problematic, although if development was to come forward on this site consultation with KCC – as Local Highway Authority – would be required	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 EE251 adjoins the eastern boundary of the site, and EE241 runs between the Walton House section of the site and the land to the rear of Walton Lea. Pedestrian access is available from the site to Eastry High Street				There is existing vehicular access to Walton House from Sandwich Road, although this access is likely to require significant improvements in order to serve a 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.
EYT001	EYT001	Land at Monkton Court Lane	CT15 4BH	Eythorne	Eythorne	Eythorne & Shepherdswell	1.94	20	G	HELAA	HELAA13	Housing	The site is located to the east of Monkton Court Lane and to the north of Kennel Hill, both of which roads are well used. A suitable and adequate access point could be achieved at this site via Monkton 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 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	There is a single footpath along Monkton Court Lane providing access from the site to the village and its local services/facilities	Planning permission refused and dismissed at appeal for 20 dwellings on the site, however it was acceptable in highway terms. An additional 20 dwellings are unlikely to have a severe capacity impact on the wider highway network bearing in mind the likely distribution of traffic across several routes. Monkton Court Lane would need widening between the site access and Kennel Hill. Concern about the increase in use of the Monkton Court Lane/Kennel Hill junction due to sub-standard visibility available to the west. Connection to existing footway network could be achieved with footway along site frontage and crossing points to footway on west side of Monkton Court Lane.	Within 400 metres recommended walking distance to nearest bus stops in Kennel Hill/The Street.		Planning permission refused and dismissed at appeal for 20 dwellings on the site, however it was acceptable in highway terms		Access appears achievable and any highway impact can be suitably mitigated.
EYT002	EYT002	Farm land behind and accessed from Adelaide Road	CT15 4DR	Elvington	Eythorne	Eythorne & Shepherdswell	5.95	120	G	HELAA	HELAA47	Housing	The main access route into the site will use the existing access road along the north east which utilises the main access road through Elvington along Adelaide Road. It is however understood that this is owned by the parish council and there permission would be required for any necessary adaptations. A secondary access point may require for developments over 50 units	Subject to an acceptable access being achieved, 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 KCC – 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 Evington	Does not appear to be a connection to the highway available without using third party land, and even then it is not clear that suitable width exists to achieve suitable adoptable junction radii with Adelaide Road. Also appears visibility may be impeded by adjacent hedges on third party land and by parked cars. Secondary emergency access would be required and this does not appear achievable. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width). Connections to existing footway network could be achieved but would need crossing points across Adelaide Road, requiring removal of some existing on-street parking.	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 is not clear that suitable width exists to achieve suitable adoptable junction radii with Adelaide Road. Further assessment is required to demonstrate whether these issues can be overcome.		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.
EYT003	EYT003	Land adjoining Terrace Road, Elvington	CT15 4EJ	Elvington	Eythorne	Eythorne & Shepherdswell	8.07	150	G	HELAA	HELAA75	Housing	There is no existing access point to the site and therefore either third party land would be required in order for suitable access to be achieved 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 demonstrated by site promoters. If such development was to come forward consultation with KCC – 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 Evington and Eythorne.	Appears suitable visibility achievable at some point along site frontages (main access better from Adelaide Road with secondary, possibly emergency only, access from Terrace Road). Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width). Connections to existing footway network could be achieved but would need crossing points across Terrace Road, requiring removal of some existing on-street parking.	Within 400 metres recommended walking distance to nearest bus stops in Milner Road.		Appears suitable visibility achievable at some point along site frontages (main access better from Adelaide Road with secondary, possibly emergency only, access from Terrace 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.
EYT004	EYT004	Land adjoining Adelaide Road, Elvington	CT15 4DP	Elvington	Eythorne	Eythorne & Shepherdswell	10.29	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 limited passing places, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with KCC – 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 Evington and Eythorne.				Whilst an access may be achievable along Barfrestone Road, this is likely to necessitate widening of the 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.
EYT005	EYT005	Land At Shooters Hill, Eythorne	CT15 4LY	Eythorne	Eythorne	Eythorne & Shepherdswell	0.86	20	G	HELAA	HELAA77	Housing	The site is located to the north east of Shooters Hill, a well-used road providing access to Lower Eythorne and Elvington. There is no existing vehicular access point to the site and only access can be gained via the Public Footpath EE348 to the south of the site. The site is landlocked as to achieve a suitable access point to the site third party land would be required. This combined with the existing topography (e.g. changes in land levels), a suitable access via Shooters Hill is not achievable.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There is a bus stop close by	Public Footpath EE348 runs along the southern boundary and connects to the wider PROW network of Eythorne. There is a continuous footpath via Shooters Hill providing access to local services/facilities.	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. New Road to east of site not suitable to serve additional 25 dwellings. Unlikely on its own to have a severe impact on the wider highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width).	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	CT15 4BL	Eythorne	Eythorne	Eythorne & Shepherdswell	8.11	80	G	HELAA	HELAA104	Housing	The site is located to the north of Kennel Hill, a well-used road and a key access route from the east. A safe and adequate access point via Monkton Court Lane would require the acquisition of third party land. An achievable and safe access point via Kennel Hill (that is restrictive in nature) would require the provision of suitable visibility splays	Full development of this site would generate additional traffic flows along Kennel Hill and The Street that is restrictive in nature and would require the acquisition of third party land for any required highways improvements. Consultation with KCC – 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.	A bus stop is located close by	Public Bridleway ER352 along the northern boundary connects the site to the wider PROW network of Eythorne. There is a single footpath along Monkton Court Lane providing access from the site to the village and its local services/facilities.	Not clear that suitable visibility could be achieved as Kennel Hill derestricted and bends reduce available visibility. Unlikely on its own to have a severe impact on the wider highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width). Connection to existing footway network in Kennel Hill could be achieved, however it appears there may be problems achieving a crossing point to the westbound bus stop.	Within 400 metres recommended walking distance to nearest bus stops in Kennel Hill/The Street.		Not clear that suitable visibility 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	EYT008	Land to the west of Coldred Road, Eythorne	CT15 4BE	Eythorne	Eythorne	Eythorne & Shepherdswell	1.44	10	G	HELAA	HELAA124	Housing	The site is located to the west of Coldred Road, a narrow yet well-used road that has poor visibility. The site is located adjacent to an access point associated with the existing neighbouring business uses. 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.	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.	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 local 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 mitigated.
EYT008	EYT009	Land on the south eastern side of Roman Way, Elvington	CT15 4NP	Elvington	Eythorne	Eythorne & Shepherdswell	1.65	50	G	HELAA	HELAA138	Housing	The primary access to the site appears to be off Beech Drive which, at its border with the site, has only a hedge and some small trees.It is likely that this could be altered to provide a sufficient 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 KCC – 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 St John's Road, within 400m of the site	PROW EE335 abuts the site to the west	Suitable access achievable from end of Beech Drive. Secondary emergency access required which does not appear to be achievable. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width). Connections to existing footway network could be achieved but would need crossing point across Sweetbriar Lane, requiring removal of some existing on-street parking.	Within 400 metres recommended walking distance to nearest bus stops in St 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 assessment is required to demonstrate whether this can be mitigated.
EYT009	EYT010	Land to the east of Terrace Road, Elvington	CT15 4EJ	Elvington	Eythorne	Eythorne & Shepherdswell	10.34	150	G	HELAA	HELAA139	Housing	There is no existing access point to the site and therefore third party land would be required in order for suitable access to be achieved. It has been suggested that access could be achieved through allocated site LA36. The achievability of an acceptable and suitable access to serve additional demand generated from any development is however questionable	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with KCC – 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 Evington and Eythorne	Does not appear to be a connection to the highway in Terrace Road without using third party land, unless access through site EYT003 provided. Secondary emergency access required which does not appear to be achievable	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 EYT003 provided. Secondary 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 assessment is required to demonstrate whether this can be mitigated.
EYT010	EYT011	Land lying to the south east of Eythorne Village	CT15 4BH	Eythorne	Eythorne	Eythorne & Shepherdswell	3.56	100	G	HELAA	HELAA155	Housing	The site is located to the south of Kennel Hill, a well-used road that is a key access route into the village from the east. 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.	Full development of this site would generate additional traffic flows along Kennel Hill and The Street that is restrictive in nature and would require the acquisition of third party land for any required highways improvements. Consultation with KCC – 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.	A bus stop is located close by	Public Footpaths EE350 and EE351 are located adjacent to the site and connect the site to the wider PROW network of Eythorne. There is no continuous footpath along The Street providing access from the site to the village and its local services/facilities.				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 further assessment is required to demonstrate whether this can be mitigated.

EYT011	EYT014	Land adjacent to Coldred Road and Flax Court Lane, Eythorne	CT15 4BE	Eythorne	Eythorne	Eythorne & Shepherdswell	1.50	20	G	HELAA	HELAA182	Housing	The site is located to the south of Flax Court Lane (a Public Bridleway EE345), a narrow and restricted lane, and to the west of Coldred Road, a well-used access route into the village of Eythorne. A vehicular access point is achievable off Coldred Road however this would need to be some distance from the existing roundabout and appropriate visibility splays would be required.	Development of this site would generate additional traffic on the existing local highway network that is restrictive in nature with limited capacity. 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 Bridleway EE345 runs along the northern boundary and connects to the wider PROW network of Eythorne, providing access to local services and facilities.				A vehicular access point is achievable off Coldred Road however this would need to be some distance from the existing roundabout and appropriate visibility splays 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.
EYT012	EYT015	Sweetbriar Lane, Elvington	CT15 4EF	Elvington	Eythorne	Eythorne & Shepherdswell	1.85	50	G	Unimplemented Allocation	LA36	Housing	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	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.	The nearest bus stop is in St John's Road, within 400m of the site	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.
EYT013	EYT016	Land at Homeside, Eythorne	CT15 4HL	Eythorne	Eythorne	Eythorne & Shepherdswell	0.81	25	G	Unimplemented Allocation	LA36	Housing	The site is located to the south of Sun Valley Way, a minor access road forming part of a cul-de-sac off Sandwich Road. There is an existing single access point via Sun Valley Way that is in multiple ownership and is currently used as garden land for neighbouring property. There are no other suitable access points.	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	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 Sun Valley Way without using third party land. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to north of village (width).	More than recommended 400 metres walking 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.
EYT014	EYT017	Land North of Elmton Lane, Eythorne (EYT11)	CT15 4AR	Eythorne	Eythorne	Eythorne & Shepherdswell	1.82	77	G	SHLAA	SHL020	Housing	There is one single access road to site (Elmton 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	The wider road network could accommodate the additional traffic from development of this size. Considerable highway improvements would be required to the Wigmore Land/ Elmton 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 the construction of a footway would involve third party land.				There is one single access road to site (Elmton 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 cannot be mitigated.
EYT015	EYT018	Play area to the west of Adelaide Road, Elvington	CT15 4DS	Elvington	Eythorne	Eythorne & Shepherdswell	0.28	5	PDL	SHLAA	EYT09	Housing	There is an existing access on to Adelaide Road which may be capable of serving a limited amount of development. Consideration would however need to be givento how this access interacts with the junction opposite on Chaucer Road.	Subject to an acceptable access being achieved, 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 KCC – 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 Evington.	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. Unlikely on its own to have a severe impact on the highway network.	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 mitigated.
EYT016	EYT019	Land to the rear of St Peter's and St Paul's Church, Church Hill, Eythorne	CT15 4AH	Eythorne	Eythorne	Eythorne & Shepherdswell	0.56	17	G	SHLAA	EYT06	Housing	There is an existing access onto Barfrestone Road which was previously assessed as acceptable for development of up to five units. Any larger development would require reconstruction of the existing access which was previously assessed 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 network. 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.
EYT017	EYT020	Land between properties on Wigmore Lane and railway line Eythorne	CT15 4HL	Eythorne	Eythorne	Eythorne & Shepherdswell	2.10	63	G	SHLAA	EYT05	Housing	The existing access onto Wigmore Lane has poor sightlines which could not be improved sufficiently to achieve an 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 the 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.
EYT018	EYT021	Land off Barville Road, Tilmanstone	CT15 5BQ	Tilmanstone	Eythorne	Eythorne & Shepherdswell	16.02	480	G	SHLAA	NS01TIL	Housing	The site is located on the Barville Road, a busy fast flowing road. There is no existing formal access to the site though it appears farm vehicles enter via an informal access at the south eastern corner. It may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If an access could be achieved, this would need to be demonstrated by site promoters. It is however unlikely that an adequate access could be achieved here without considerable highway improvements that would significantly alter the rural nature of the area. If such development was to come forward consultation with KCC – as Local 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 the construction of a footway would involve third party land				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.
EYT019	EYT022	DDC owned site - land to east of Adelaide Road, Eythorne	CT15 4AL	Eythorne	Eythorne	Eythorne & Shepherdswell	0.27	6	PDL	SHLAA	SHL031	Housing	Due to its current use as garages, the site has direct vehicular access onto Adelaide Road. This access could be made suitable 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	None identified	Access with suitable visibility appears achievable. Parking restrictions may be necessary in Adelaide Road to protect visibility at access. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly routes through Eythorne to A2/A256 (issues with width, on-street parking and significant increase in use of junctions) and to 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 4AX	Eythorne	Eythorne	Eythorne & Shepherdswell	2.48	75	G	HELAA	HELAA226	Housing	The site has no direct vehicular access, and it has been proposed that access could be achieved from Shooters Hill. An electricity substation is located on the corner of Shooters Hill and Brimsdale Lane, and the remainder of the site's frontage onto Shooters Hill is banked, with the road significantly above the site. In addition, the strip of land immediately adjoining Shooters Hill appears as though it could be in third-party ownership, and if this is the case it would be for the site's promoter to demonstrate that access would be possible to the site across this land.	A development of the size promoted will have an impact on the highway network of Eythorne. Early advice from KCC Highways would be recommended in order to assess the suitability of the proposed access, the capability of surrounding roads to accommodate additional vehicular movements and the effect of the development on the PROW which adjoins the site	Bus services are available from Shooters Hill to Whitfield, Dover, Eastry and Elvington	A Public Right of Way (EE345A) adjoins the length of the eastern boundary of the site				No direct access - third party land required- not demonstrated this is achievable		Access considered to be unachievable and/or highway impact cannot be mitigated.
EYT021	EYT024	Land off Shooters Hill, Eythorne	CT15 4AD	Eythorne	Eythorne	Eythorne & Shepherdswell	1.49	48	G	HELAA	HELAA227	Housing	The site does not have existing vehicular access, and the site's most logical access would come from Shooters Hill. Along the southern part of the boundary between the site and Shooters Hill the road is banked above the site, so engineering works would be required in order to facilitate access to the site. For properties on the opposite side of Shooters Hill, this has been dealt with by providing on-street parking and steps down to the dwellings, albeit these are frontage development onto Shooters Hill. The most flat access into the site would be from land to the rear of properties known as 'Déjà vu' and 'Our Pad' where there is existing informal access onto Shooters Hill, although any access provided here would be required to cross 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 provision of access to the site, the PROW which currently crosses the site, and the suitability of surrounding roads to accommodate additional vehicular movements would be advisable	Bus services are available from Shooters Hill to Whitfield, Dover, Eastry and Elvington	A Public Right of Way (EE345A) bisects the site				No direct access - third party land required- not demonstrated this is achievable		Access considered to be unachievable and/or highway impact cannot be mitigated.
GOO001	GOO001	Land next to Yew Tree Farm, Chillenden Farm, Chillenden	CT3 1PS	Chillenden	Goodnestone	Little Stour & Ashstone	0.42	8	PDL	HELAA	HELAA50	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges would be required to create appropriate visibility splays.	Unlikely on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding cumulative 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.
GOO002	GOO002	Yew Tree Farmhouse, Boyes Lane, Goodnestone	CT3 1PD	Goodnestone	Goodnestone	Little Stour & Ashstone	0.22	5	G	HELAA	HELAA129	Housing	The western boundary of the site fronts Boyes Lane, a narrow rural lane with limited visibility and passing points. There is an existing site access via Boyes Lane serving the current use of the site however works would be required to improve safety of this access point (e.g. clearing vegetation to improve visibility splays).	Concerns are raised regarding the poor visibility at the Boyes Lane/Saddlers Hill junction and the narrow width of Boyes Lane in accommodating additional demand. Careful consideration will need to be given to the design and density of any development proposal that may come forward to identify the potential impact on the local highway network and any necessary mitigation measures. Consultation with KCC – as Local Highway 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 Goodnestone	Access with suitable visibility does not appear achievable without third party land. Concern regarding poor visibility at the Boyes Lane/Saddlers Hill junction. Concern regarding very narrow width of Boyes Lane. No footways serving the site or within the village. Unlikely on its own to have a severe capacity impact on the wider highway network.	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.
GOO003	GOO003	Land adjacent to Fitzwalters Meadow and Boyes Lane, Goodnestone	CT3 1PD	Goodnestone	Goodnestone	Little Stour & Ashstone	0.14	5	G	HELAA	HELAA129	Housing	The eastern boundary of the site fronts Boyes Lane, a narrow rural lane with limited visibility and passing points. There is no existing site access and access via Boyes Lane without suitable visibility does not appear achievable without the acquisition of third party land.	Concerns are raised regarding the poor visibility at the Boyes Lane/Saddlers Hill junction and the narrow width of Boyes Lane in accommodating additional demand. Careful consideration will need to be given to the design and density of any development proposal that may come forward to identify the potential impact on the local highway network and any necessary mitigation measures. Consultation with KCC – as Local Highway 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 Goodnestone	Access with suitable visibility does not appear achievable without third party land. Concern regarding poor visibility at the Boyes Lane/Saddlers Hill junction. Concern regarding very narrow width of Boyes Lane. No footways serving the site or within the village. Unlikely on its own to have a severe capacity impact on the wider highway network.	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.
GOO004	GOO004	Land adjacent to The Street, Goodnestone	CT3 1PH	Goodnestone	Goodnestone	Little Stour & Ashstone	0.09	3	G	HELAA	HELAA129	Housing	The western boundary fronts the Street, a well-used narrow road providing access to the centre of the village. The southern boundary fronts a track which is also used as a public footpath connecting to the wider PROW network of Goodnestone and is used as an access for neighbouring dwellings. There is no existing access point to the site and a suitable access would require the use of third party land.	Concerns are raised regarding the poor visibility at the Street/School Lane junction and the restricted nature of the existing local highway in accommodating additional demand. Careful consideration will need to be given to the design and density of any development proposal that may come forward to identify the potential impact on the local highway network and any necessary mitigation measures. Consultation with KCC – as Local 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 wider PROW network of Goodnestone. There is a continuous footpath connecting the site to the limited services/facilities of Goodnestone	Access with suitable visibility does not appear achievable without third party land and removal of existing on-street parking. Concern regarding very narrow width of Boyes Lane. No footways serving the site or within the village. Unlikely on its own to have a severe capacity impact on the wider highway network.	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.
GOO005	GOO005	Bonnington Farmyard, Goodnestone	CT3 1PN	Goodnestone	Goodnestone	Little Stour & Ashstone	1.26	15	Mixed	HELAA	HELAA130	Housing	The northern boundary of the site fronts Love Lane, a narrow rural lane with limited visibility and passing points.	Concerns are raised regarding the poor visibility and the narrow width of Love Lane in accommodating additional demand. Careful consideration will need to be given to the design and density of any development proposal that may come forward to identify the potential impact on the local highway 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.	None identified				Concerns are raised regarding the poor visibility and the narrow 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.
GOO006	GOO006	Land adjacent to Short Street, Chillenden	CT3 1PR	Chillenden	Goodnestone	Little Stour & Ashstone	1.02	5	G	HELAA	HELAA131	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges would be required to create appropriate visibility splays.	Unlikely on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding cumulative 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	Access with suitable visibility appears achievable onto Short Street, which would need widening at the access point. No footways serving the site or within the village. Unlikely on its own to have a severe capacity impact on the wider highway network.	No bus services in village.		Access with suitable visibility appears achievable onto Short Street, which would need widening at the access point		Access appears achievable and any highway impact can be suitably mitigated.
GOO007	GOO007	Land at Chillenden Court Farm, Chillenden	CT3 1PP	Chillenden	Goodnestone	Little Stour & Ashstone	0.80	5	G	HELAA	HELAA215	Housing	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.	Unlikely on its own to have a severe capacity impact on the wider highway network. There may however be concerns regarding cumulative 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 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 Boundary Plan	CT14 0HB	Deal	Great Mongeham	Eastry	1.60	25	G	HELAA	HELAA21	Housing	The plan submitted indicates two accesses: one via the existing Hack n Tack entrance from Northbourne Road and one to be created from Mongeham Road. An informal access via a gate exists on the Mongeham Road boundary. It is likely that both options could be made suitable to serve residential development.	Proposals for the site should be informed at an early stage by KCC Highways advice regarding access geometry. The surrounding highway network is likely to be capable of accommodating a development of the size proposed, but KCC Highways are best placed to understand any cumulative effects	The nearest bus stop is in Mongeham Road close to the village hall. This is within 400m of the site	None identified				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	Mongeham	Great Mongeham	Eastry	0.37	8	G	HELAA	HELAA22	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	A bus stop is located adjacent to the site. The site is well connected to the local services/facilities of Great Mongeham	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, Great Mongeham	CT14 0HJ	Great Mongeham	Great Mongeham	Eastry	3.33	10	G	HELAA	HELAA97	Housing	The topology of this site is such that the works likely to be necessary to achieve appropriate frontage access will introduce a hard urban form within a rural area. It would also seem likely that construction of such accesses would involve third party land..	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required.	A bus stop is located adjacent to the site. The site is well connected to the local services/facilities of Great Mongeham	None identified			Further information submitted. KCC Highways have commented that the information provided addresses their concerns regarding vehicle access, however lack of footway will have a 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 appropriate frontage access will introduce a hard urban form within a rural area. It would also seem likely that construction of such accesses would involve third party 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, Great Mongeham	CT14 0HG	Grear Mongeham	Great Mongeham	Eastry	1.00	15	G	HELAA	HELAA98	Housing	The site fronts Pixwell Lane to the west, a narrow rural track 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. There is an existing access point to the site via Pixwell Lane/Cherry Lane junction that is used by agricultural vehicles however this junction is constrained with poor visibility and will be subject to improvements for any development proposals that may come forward.	The existing local road network is very restrictive and the narrow road is largely taken up by parked vehicles associated with adjacent properties. The existing hedgerows fronting the road add to visibility issues. Careful consideration will need to be given to the potential impact of any development proposal that may come forward on the local highway network and consultation with KCC – as Local Highway Authority – would be required.	There are no bus stops close by	Public Footpath ED54 runs through the site from the north west to the south east and connects to the wider PROW network of Great Mongeham and neighbouring settlements. There is no continuous footpath from the site connecting it to the limited services/facilities of Great Mongeham				The site fronts Pixwell Lane to the west, a narrow rural track 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, Deal	CT14 9LL	Deal	Great Mongeham	Eastry	1.05	36	PDL	Unimplemented Allocation	LA15	Housing									PP Granted - site removed from HELAA		
GTM006	GTM007	Land at Northbourne Road, Great Mongeham	CT14 0LA	Great Mongeham	Great Mongeham	Eastry	0.46	10	G	Unimplemented Allocation	LA37	Housing									PP Granted - site removed from HELAA		
GTM007	GTM008	Great Mongeham Farm, Cherry Lane, Great Mongeham	CT14 0HF	Great Mongeham	Great Mongeham	Eastry	0.35	4	PDL	Unimplemented Allocation	LA37	Housing									PP Granted - site removed from HELAA		
GTM008	GTM009	Land North of Ellens Hill, Deal	CT14 9JL	Deal	Great Mongeham	Eastry	10.75	450	G	SHLAA	PHS012	Housing	The south western corner of the site fronts Mongeham Road, a well-used access route into Great Mongeham from the south and east. The southern boundary fronts Ellens Road, a narrow rural lane with limited visibility and passing points. There is an existing access point via St. Edmund's Road which serves an existing development off St. Richard's Road. Full development of the site would require a second and emergency access with appropriate visibility splays.	Careful consideration should be given to the potential impact of the full development of this site on the existing local highway network. Given the size of the proposed development a Transport Assessment will be required. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highways Authority – will be required.	There are bus stops close by	Public Bridleway ED45 runs along the eastern boundary and Public Footpaths ED60, ED35 and ED43 run through the site connecting to the wider PROW network of Great Mongeham, Ripple and Deal. There is a continuous footpath via St. Richard's Road and Mongeham Road connecting the site to local services/facilities of Deal and Great Mongeham.				Access concerns identified. Careful consideration should be given to the potential impact of the full development of this site on the existing local highway network		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.
GTM009	GTM010	Site at Hillside Farm, Great Mongeham	CT14 9JL	Great Mongeham	Great Mongeham	Eastry	0.67	20	G	SHLAA	SHL007	Housing	The western boundary of the site fronts Mongeham Road, a well-used access route to Great Mongeham from the south and the north. The northern boundary fronts Ellens Road, a narrow rural lane with limited passing points providing access to Walmer. 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.	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 located close by	There is no continuous footpath connecting the site to the local services/facilities of Great Mongeham				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 Mongeham	CT14 0LB	Great Mongeham	Great Mongeham	Eastry	0.80	40	Mixed	SHLAA	MON01C	Change to SC									PP Granted - site removed from HELAA		
GTM011	GTM012	Great Mongeham Farm, Pixwell Lane, Great Mongeham	CT14 0HG	Great Mongeham	Great Mongeham	Eastry	0.35	5	G	SHLAA	NS01MON	Housing	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 abandoned).	Pixwell 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 nearest bus stop (the No.14 hourly service to Deal, Sandwich and Canterbury).	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 abandoned). However access concerns remain		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.
GTM012	GTM013	Land to the south of Cherry Lane, Great Mongeham	CT14 0HG	Great Mongeham	Great Mongeham	Eastry	1.51	40	Mixed	SHLAA	MON03C	Change to SC	The site is located to the south of Cherry Lane, a narrow rural lane with high banks, poor visibility and no passing points. The site also lies to the west of Mongeham Road, a well-used access route from the south and north. Works to Cherry Lane and the bank would be required in order to achieve a suitable access point with the necessary visibility splays to ensure safety.	The existing local road network is very restrictive and the narrow road is largely taken up by parked vehicles associated with adjacent properties. The existing hedgerows fronting the road add to visibility issues. Careful consideration will need to be given to the potential impact of any development proposal that may come forward on the local highway network and consultation with KCC – as Local Highway Authority – would be required.	There are no bus stops located close by	There is no continuous footpath connecting the site to the local services/facilities of Great Mongeham				The site is located to the south of Cherry Lane, a narrow rural lane with high banks, poor visibility and no passing points		Access considered to be unachievable and/or highway impact cannot be mitigated.
GUS001	GUS001	Site between play area at Guston and Meadowcroft	CT15 5ER	Guston/whitfield	Guston	St Margaret's at Cliffe	0.64	20	G	HELAA	HELAA41	Housing	The site is already served by a single access point associated with the current equestrian use. It would therefore be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays	Removal of existing trees to achieve this could however introduce a hard urban form within a rural area. The adjoining and surrounding roads are narrow single track country lanes with limited passing places, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There are bus stops at the end of The Street, within 400m of the site	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		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.
GUS002	GUS002	Connaughts Barracks, Dover	CT16 1HU	Dover	Guston	St Margaret's at Cliffe	54.98	300	PDL	Unimplemented Allocation	CP10	Housing	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. Given the sensitivity of the eastern side of the site in proximity to the Castle, the location of this would need to be carefully considered. A planning application has been submitted for the site but has yet to be determined	Given that the Duke of York roundabout is known to suffer from capacity issues, a large-scale development on this site has the potential to place significant additional pressure on the surrounding highway network. Proposals should be informed at an early stage by KCC Highways to ensure appropriate mitigation of cumulative impacts	The closest bus stops are located on the A258 close to the coach park and east of Burgoyne Heights. These are 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.
GUS003	GUS003	Land North of Junction between A2 and A258	CT15 5ES	Whitfield	Guston	St Margaret's at Cliffe	46.56	1000	Mixed	SHLAA	PHS004	Housing	Previous KCC highways objection to the creation of any access on the A258 or Hangmans Lane. There is a high crash record on the A258 and there likely be problems with junction spacing from the Duke of York Roundabout. It is unlikely that an adequate access could be achieved here to serve the size of development proposed without considerable highway improvements that would significantly alter the rural nature of the area. If such development was to come forward consultation 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	The closest bus stops are within 400m of the site, however they are on the other side of the Duke of York roundabout and there is no pedestrian crossing	Whilst a nearby petrol station may provide basic facilities, this would not be within walking distance since it would be too dangerous for pedestrians to cross the Duke of York Roundabout.				Previous KCC highways objection to the creation of any access on the A258 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 School, Dover	CT15 5EN	Dover	Guston	St Margaret's at Cliffe	7.24	200	G?	SHLAA	NS13DOV	Housing	Full sight lines likely to be achievable on the Dover Road though likely to necessitate removal of trees and scrub along the western boundary.	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 demonstrated by site promoters. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required.	The nearest bus stops are at the end of The Street, Guston, more than 400m from the site and without footways	No footways adjacent to the site meaning pedestrian 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 Community Centre, Dover	CT15 5LZ	Dover	Guston	St Margaret's at Cliffe	1.33	40	PDL	SHLAA	NS15DOV	Housing	Access should be achievable as the site is within a 30mph speed limit where the necessary sight lines could be created. Existing street lighting columns may need to be relocated.	Any development of this site is unlikely to have a significant impact on the highway network. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop within five minute walk of the site and a school close by. The nearest shops are however within the main town of Dover and Burgoyne Heights is in a location divorced from Dover	None 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.
GUS006	GUS006	Land to the south of Duke of York's School, Guston, Dover	CT15 5EH	Dover	Guston	St Margaret's at Cliffe	9.43	282	G?	SHLAA	NS14DOV	Housing	Sight lines may be achievable on the Dover Road though likely to necessitate removal of trees and scrub along the western boundary. Sight lines are less likely to be achievable onto the 60mph A258 owing to existing alignment. However, it was previously considered by KCC Highways that access of Dover Road would not be suitable, access on the A258 was unsuitable and use of the existing school access would also be unsuitable due to increased use and proximity to the Duke of York Roundabout.	The wider road network could accommodate the additional traffic from development of this size. It is unlikely that an adequate access could be achieved here to serve the size of development proposed. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	Bus provision is good on the A258 though currently poor on Dover Road	No footways adjacent to the site meaning pedestrian connectivity is limited				Sight lines may be achievable on the Dover Road though likely to necessitate removal of trees and scrub along the western boundary		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.
HOU001	HOU001	Land to the south of West Hougham Village	CT15 7BB	West Hougham	Hougham Without	Capel le Ferne	1.07	25	G	HELAA	HELAA87	Housing	The site has no existing vehicular access, but has informal (farm) access from Lowslip Road and Crooks Court Lane. The submission document indicates the creation of formal accesses via both these routes, which, due to the fact that both roads are narrow single-track, lanes would be detrimental to the character of both streets.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There is no bus stop close by	PROW ER200 crosses the site, while ER198 adjoins its northern boundary. ER199 follows part of the route of the proposed Crooks Court Lane access	Appears third party land required to achieve access connections to Lowslip Hill and/or Crooks Court Lane. Existing roads would also need widening at access points. Suitable visibility also does not appear achievable without third party land. Level issues also at Crooks Court Lane access point. Concern regarding narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with B2011 and Alkham Valley Road. No footway network into or through village.	No bus services in village.		Appears third party land required to achieve access connections to Lowslip Hill and/or Crooks Court Lane. Existing roads 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	CT15 7AY	West Hougham	Hougham Without	Capel le Ferne	0.72	15	G	HELAA	HELAA187	Housing	The site is located to the north of Lowslip Road, a single narrow rural lane. There is an existing access point to the east of the site via an existing track that could serve any development.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There is no bus stop close by	Public Footpath ER220 runs across the north west of 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 Hougham. Provision of a footpath would require third 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 cannot be mitigated.
HOU003	HOU005	Land at West Hougham (north of Apsely House and Flint Cottages)	CT15 7AY	West Hougham	Hougham Without	Capel le Ferne	1.81	45	Mixed	SHLAA	SAD29	Housing	The site is located to the east of Barnsole Lane, a narrow rural lane bounded by mature hedgerows and trees. There is an existing access point associated with the current private waste management site along Public Bridleway ER217	The narrow nature of the existing local highway network (e.g. Barnsole Road) is not suitable to serve any further development and therefore works would be required to meet and future additional demand. Mitigation measures are limited to the removal and hedges and banks which may be problematic in relation to biodiversity interests. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There is no bus stops close by	Public Bridleway ER217 runs across the north west of 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 Hougham. Provision of a footpath would require third party land.	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in derestricted section of lane. Existing road would also need widening at access point. Concern regarding narrow lane serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with B2011 and Alkham Valley Road. No footway network into or through village.	No bus services in village.		Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in derestricted section of lane. 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 mitigated.
HOU004	HOU006	Land to the north east of Broadsole Lane and to the rear of Jubilee Cottage, West Hougham	CT15 7BB	West Hougham	Hougham Without	Capel le Ferne	1.28	25	Mixed	SHLAA	HOU01	Housing	The site is located to the north of The Street and east of Broadsole Lane. Both a narrow rural lanes and the removal of hedges and banks would be required to accommodate any additional demand generated (e.g. to provide adequate visibility splays). A single access point is achievable via a track off Broadsole Lane.	Mitigation measures are limited to the removal and hedges and banks which may be problematic in relation to biodiversity interests. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stops close by	Public Footpath ER193 runs across the north west of the site providing a link to the wider network of West Hougham. Aside from the PROW ER193, there is no continuous footpath connecting the site to the limited services/facilities available in West Hougham. Provision of a footpath would require third party land	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in derestricted section of lane. Existing road would also need widening at access point. Concern about narrow lane serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with B2011 and Alkham Valley Road. No footway network into or through village.	No bus services in village.	Further information submitted does not adequately address highway concerns. Further evidence required	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in derestricted section of lane. 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 mitigated.
HOU005	HOU007	Land to the north of Lady Garne Road, West Hougham	CT15 7BA	West Hougham	Hougham Without	Capel le Ferne	3.89	290	G	SHLAA	NS01HOU	Housing	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	The adjoining and surrounding roads are narrow single track country lanes with limited passing places, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. Considered that there would be very limitied options for mitigation	There is no bus stops close by	PROW ER193 and ER194 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 questionable given the restricted nature of the existing highway network		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN001	RIN001	Land to the east of Granville Road (south of Morningside), Kingsdown	CT14 8EL	Kingsdown	Ringwould with Kingsdown	Ringwould	1.22	5	G	HELAA	HELAA59	Housing	The site has an informal access from Granville Road which is, itself, an uneven, single track, private road with few passing places. The current access appears to be more readily used for pedestrian access from one side of the golf course to the other rather than as a vehicular access. The site is far removed from the main highway network with access to the A258 (Dover-Deal road) only plausible via a network of private roads (Kingsdown Hill, The Avenue) or through the narrow centre of Kingsdown	Early engagement with KCC Highways would advise more specifically on the impacts of development on site on the wider highway network	The closest bus services to the site are located from Upper Street, Kingsdown with services available to Deal	None identified				The site is far removed from the main highway network with access to the A258 (Dover-Deal road) only plausible via a network of private roads (Kingsdown Hill, The Avenue) or through the narrow centre of Kingsdown		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN002	RIN009	Land at Woodhill Farm, Ringwould Road, Kingsdown	CT14 8DJ	Kingsdown	Ringwould with Kingsdown	Ringwould	3.46	90	G	HELAA	HELAA214	Housing	The site has an existing vehicular access from Chalk Hill Road, which it shares with the neighbouring playing field, although this access is presently laid to grass. This junction would therefore need to be improved and visibility from it taken into account as part of any development proposals coming forward. The site is well placed for access to the primary school and the playing field, although pedestrian and vehicular access towards the centre of the village may be difficult to create due to a shortage of appropriate land for this purpose between the site and the village centre	Development on site would increase vehicular movements on surrounding roads. Early consultation with KCC Highways would advise on the suitability of any proposed access works, as well as the impacts on the Bridleways and PROW	Bus services are available from The Rise towards Deal. The Rise is accessible via two footpaths (ER20) and ER5) from the site, although in both cases this involves walking in the opposite direction first	A bridleway (ER20) abuts the western edge of the site, while a further bridleway (ER21) crosses the south-western corner of the site to link up with Chalk Hill Road. A public footpath (ER5) crosses from Chalk Hill Road across the southeastern corner of the site and the playing field towards the Primary School.	The proposed allocation site is located on the periphery of the village just outside of the existing 20mph zone. There appears to be only one potential point of access onto Ringwould Road and visibility (particularly in the westbound direction) would be constrained due to a combination of road geometry and assumed third party land. Therefore, at this stage it would appear that an acceptable form of access could not be achieved. If farmland opposite was available, then it may be possible to realign the road to improve visibility. Pedestrian access to the site is relatively poor: there is no footway on Ringwould Road and the public footpath routes to the site are not particularly visible as such this could lead to pedestrian activity on the carriageway and an overreliance on private car for travel. In terms of traffic impact, this would be a moderate sized development, and could potentially generate in the order of 60-70 car movements in the peak hour (2-way). It may be necessary to check junction capacity at Ringwould Road/A258 as there is no right turn provision here and this would lead to an increase in right turn movements (particularly in the PM Peak).	Kingsdown is not well served by public transport, there is a limited service accessible via Glen Road, however this is infrequent and does not operate throughout the day. It is unlikely that the proposed development will generate enough additional patronage to lead to an increase in bus service provision.	Further information submitted. KCC Highways have commented that they are in ongoing dialogue with the developer over this through our Pre-application enquiry process. We have advised them to speak to you in relation to aligning highway assessment with the Local Plan modelling. If they have land on opposite side of road, then we are relatively confident that a vehicle access can be achieved, but require speed survey to confirm this, which the applicant has indicated that they will arrange.	Access is constrained and further work is required to demonstrate that this is achievable. This work is currently being undertaken		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.

KIN003	RIN010	Kingsdown Park Holiday Village, Upper Street, Kingsdown	CT14 8EU	Kingsdown	Ringwould with Kingsdown	Ringwould	6.02	150	PDL	Brownfield	BR53	Housing	The site has vehicular access via a lane onto Upper Street, which is used in association with its use as a Holiday Park, as well as serving a small number of residential properties. It is unlikely that this lane would be suitable to serve a sizeable residential development on this site. The works required to make it suitable would have detrimental impacts on the adjacent conservation area, and in any case a site of this size would need a secondary emergency access and this does not appear achievable.	Early engagement with KCC Highways would advise on the suitability of roads, and the works required in order to provide suitable access to the site	The nearest bus services are available from Jarvist Place, within 400m of the site	ER8 follows the site's southern boundary				It is unlikely that this lane would be suitable to serve a sizeable residential development on this site		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN004	RIN011	Site to the west of Kingsdown Park Holiday Village, Kingsdown	CT14 8DT	Kingsdown	Ringwould with Kingsdown	Ringwould	1.48	45	G	SHLAA	KIN06	Housing	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 these accesses would be suitable to serve a development of the size 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 suitability of vehicular access and any impacts on PROWs	Bus services are available from Jarvist Place to Deal and its associated services/facilities	Three Public Rights of Way (ER7, ER8 and ER297) cross the site, providing pedestrian access from Upper Street and The Avenue down towards the seafront to the south				It is likely that neither of these accesses would be suitable to serve a development of the size proposed in their present form		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN005	RIN012	The former Scout Camp buildings and land running southwards from Woodlands, The Avenue to the junction of Kingsdown Hill & Oldstairs Road, Kingsdown	CT14 8DX	Kingsdown	Ringwould with Kingsdown	Ringwould	2.91	112	PDL	SHLAA	KIN07	Housing	The site's access would either be via Kingsdown Hill or Oldstairs Road, both of which are narrow private roads, or through the camp site itself. The roads within the campsite are only sufficient for their current purpose so significant works would be required in order to render them appropriate to serve a development of the size proposed. The roads surrounding the site are not capable of serving a development of the size proposed	Early engagement with KCC Highways would advise on the suitability of roads, and the works required in order to provide suitable access to the site	The site is far removed from services and facilities. Bus services are available to Deal from Jarvist Place	None identified				The site's access would either be via Kingsdown Hill or Oldstairs Road, both of which are narrow private roads, or through the camp site itself. The roads within the campsite are only sufficient for their current purpose		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN006	RIN013	Land to the south of Northcotre Road, Kingsdown	CT14 8ED	Kingsdown	Ringwould with Kingsdown	Ringwould	1.20	36	G	SHLAA	KIN04	Housing	The site has no vehicular access and this would likely need to be created from Kingsdown Hill, which is a private road. The site promoter would need to demonstrate that access could be achieved. Alternatively, access could be created from Oldstrairs Road, but this, via Undercliffe Road, is not considered suitable to serve residential development.	The surrounding narrow lanes and prviate roads would likely not be capable of accommodating development on this site	The site is far removed from services and facilities. Bus services are available to Deal from Jarvist Place	None identified				The surrounding narrow lanes and prviate roads would likely not be capable of accommodating development on this site		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN007	RIN014	Former Scout Camping Ground, The Avenue, Kingsdown	CT14 8ES	Kingsdown	Ringwould with Kingsdown	Ringwould	10.57	294	G	SHLAA	KIN02M	Housing	The site's main access is via The Avenue, a narrow private road, and in between buildings which form part of the holiday park. The existing roads within the holiday park are suitable for their current purpose, but may require significant works in order to serve a development of the size proposed	Early engagement with KCC Highways would offer best guidance on the suitability of surrounding roads as well as any works required for them to serve a major housing development	The site is far removed from services and facilities. Bus services are available to Deal from Jarvist Place	PROW ER8 adjoins the northern boundary of the site, connecting Upper Street and The Avenue to Undercliffe Road in the bay				The site's main access is via The Avenue, a narrow private road, and in between buildings which form part of the holiday park		Access considered to be unachievable and/or highway impact cannot be mitigated.
KIN008	RIN016	Land off Glen Road (Knights Hill), Kingsdown	CT14 8BS	Kingsdown	Walmer	Walmer	1.65	5	G	Brownfield	BR216	Housing	There is an existing informal access to the site from Glen Road, however this is constrained with poor visibility. Glen Road is a single track lane and development of the site may put additional pressure on the surrounding highway network, in particular Glen Road and The Rise	However early consultation with KCC 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 ER19 passes to the west of the site, and Public Bridleway ER21 abuts the south-eastern corner 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.
LAN001	LAN001	Land adjacent to Church Lane and Waldershare Lane, East Langdon	CT15 5FB	East Langdon	Langdon	St Margaret's at Cliffe	4.04	80	G	HELAA	HELAA49	Housing	There is an existing farm access which could potentially provide acceptable sight lines. Removal of existing trees to achieve this could however introduce a hard urban form within a rural area.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	Site lies within easy walking distance of East Langdon and its services	ER45 runs through site	Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A258, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footways serving the site.	Within 400 metres recommended walking distance to nearest bus stops in The Street, however services are very limited.		Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
LAN002	LAN003	Land adjacent to Lucerne Lane, Martin Mill	CT15 5JJ	Martin Mill	Langdon	St Margaret's at Cliffe	5.08	100	G	HELAA	HELAA175	Housing	The site is already served by a single access point of East Langdon Road. 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	Development of this site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by site promoters. Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The nearest bus stop is in Station Road, Martin Mill, where Martin Mill station is also located. Trains are available from here to Ramsgate and London. Both are within 400m of the site but there is no pedestrian footway	There is no footpath from the site to the village and the construction of a footway would involve third party land	Not clear that suitable visibility could be achieved as both East Langdon Road and Lucerne Lane are derestricted. Existing road(s) would also need widening at access points. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A258, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. No footways serving the site.	Within 400 metres recommended walking distance to railway station and nearest bus stops in Station Approach, however bus services are very limited.		Not clear that suitable visibility could be achieved as both East Langdon Road and Lucerne Lane are derestricted		Access considered to be unachievable and/or highway impact cannot be mitigated.
LAN003	LAN006	Land adjacent Langdon Court Bungalow, The Street, East Langdon	CT15 5JF	East Langdon	Langdon	St Margaret's at Cliffe	4.68	40	Mixed	SHLAA	SHL086	Housing	The site has no existing vehicular access, but this could be created from East Langdon Road.	It is likely that the surrounding roads could accommodate residential development on this site, although were the site to come forward advice should be sought from KCC Highways regarding the provision of access to the site and any cumulative impacts from development.	The nearest bus stop is in The Street., East Langdon, within 400m of the site, and Martin Mill station is around a ten minute walk away (although there is not footway for the entirety of the route)	PROW ER44 adjoins the site's western and northern boundaries	Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes within and leading to village, and junctions with A258, Duke of York roundabout, Forge Lane, Sandwich Road and Whitfield roundabout. Pedestrian access to the primary school would be achievable with a connection to the existing adjacent footway in The Street.	Within 400 metres recommended walking distance to nearest bus stops in The Street, however services are very limited.		Appears visibility is achievable at some point along frontage. Existing road would also need widening at access point. Concern about narrow lanes serving site		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
LAN004	LAN007	Site at Langdon Court Farm, East Langdon	CT15 5JF	East Langdon	Langdon	St Margaret's at Cliffe	0.63	18	Mixed	SHLAA	SHL044	Housing	Previous SHLAA assessment found that an acceptable road access could be established though noted that this would be onto a country lane. It was also noted that there could potentially be an issue with junction spacing meaning that any development would require a Traffic Statement indicating the level of traffic. These considerations remain.	The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network. If an access could be achieved, this would need to be demonstrated by site promoters. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	Site lies within easy walking distance of East Langdon and its services	None identified				The adjoining and surrounding roads are country lanes with limited passing places. Development of the whole site is likely to have a further detrimental impact on this local road network		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
LAN005	LAN008	Land at Eastside Farm, The Street, East Langdon	CT15 5JF	East Langdon	Langdon	St Margaret's at Cliffe	0.76	10	PDL	HELAA	HELAA217	Housing	The site's access is from The Street and through Eastside Farm and the submission document advises that this land is in single ownership. However the access would require improvements in order to serve a residential housing development and this would be detrimental to the conservation area. PROW ER47 adjoins the site to the south	A development of the size promoted would be unlikely to have a detrimental impact on the surrounding highway network, however early advice should be sought from KCC Highways regarding vehicular access to the site and the impact on PROW ER47	Bus services are available from The Street in East Langdon towards Dover and Deal	ER47 runs along eastern boundary of site				Work required to improve access, which would have a detrimental impact on the Conservation Area		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
LAN006	LAN009	Martinvale Farm, Station Road, Martin Mill	CT15 5JX	Martin Mill	Langdon	St Margaret's at Cliffe	1.00	25	Mixed	HELAA	HELAA224	Housing	The site has an existing informal access from Station Road associated with its use as a manege. The sloping topography to the south-east of the site restricts visibility from the existing site entrance, however a suitable visibility splay may be achievable if the site was taken forward for development	Given the limited size of the site and its proximity to the A258 it is likely that the surrounding roads would be capable of accommodating a residential development on this site. However KCC Highways guidance should be sought at an early stage in any development proposals in relation to the site access and the capability of surrounding roads and junctions	Martin Mill Station is located approximately 500 metres from the site, although the only pedestrian access to the station is via Station Road, which is also the main route for vehicular traffic into Martin Mill and Martin. Connections are available to Dover and onwards towards Ashford and London via the High Speed Rail network. Sporadic bus services are available from Station Road (outside the station) to Dover and Deal	None identified				Constrained access with restricted 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	Land adjoning East Langdon and Martin Mill	CT15 5JD	East Langdon	Langdon	St Margaret's at Cliffe	18.34	500	G	HELAA	DDC	Housing	The site is currently accessed for farm use a short distance to the south of Guston Road, East Langdon. The site has been promoted in conjuction with other sites in St Margarets and Ringwould enabling a combined transport strategy, but in isolation this site would need to be accessed from the lane to the west of Glebelands Farm, as well as East Langdon Road. Sufficient space exists in both these locations to create an access although concern would be raised about the narrowness of both lanes to serve residential development A pedestrian access exists from Hollands Hill although this in situated on a sharp bend so wouldn't be suitable for vehicular access to the site.	The site is surrounded by narrow, single-track lanes, which are not likely to be suitable to serve large-scale residential development in this location	The closest bus services are available in The Street, East Langdon within 400m of the site, although this is an infrequent service. Martin Mill railway station, which is on the High Speed network, is around half a mile from the site, although no footways exists to provide pedestrian access to it	PROW ER47 crosses the site via two routes				The site is surrounded by narrow, single-track lanes, which are not likely to be suitable to serve large-scale residential development in this location		Access considered to be unachievable and/or highway impact cannot be mitigated.
LYD001	LYD001	Bosney Banks	CT15 7ER	Lydden	Lydden	Lydden & Temple Ewell	1.51	15	G	HELAA	HELAA1	Housing	The site is located along London Road, a wide and well used carriageway that is used as a key access into the village. There are no existing access points to the site however access can be achieved via Canterbury Road to serve any development, given that adequate visibility splays are provided	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	A bus stop is located close by	There is a continuous footpath from the site to the centre of the village where there is a limited number of facilities and services	Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splays required, as site is within derestricted section of London Road. Right turn lane access or other measures may be required if access located on existing lay-by, to prevent traffic running through lay-by. 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 sites within the village particularly routes to, and junctions on, the A2, A256 and A260.	Part of site within and part of site more than recommended 400 metres walking distance to nearest bus stops in Bosney Banks.		Appears suitable visibility may be achievable but options for position of access may be limited due to length of visibility splays required, as site is within derestricted section of London Road		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
LYD002	LYD002	Land to the north and west of Broadacre, Stonehall Lane, Lydden	CT15 7LB	Lydden	Lydden	Lydden & Temple Ewell	1.52	40	G	HELAA	HELAA83	Housing	Access to the site could be achieved via land between 5 and 6 Broadacre. The landowner also retain ownership of the visibility splays at the junction of Broadacre and Stonehall Road. Individual access would be appropriate for frontage development along Stonehall	The wider road network could accommodate the additional traffic from development of this size. Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required.	The site is well connected to the public transport system with bus stops located in close proximity to the sites on Stonehall Road	ER115 runs through site	Appears to be sufficient room to achieve 4.8 metre carriageway and 1.5-1.8 metre footway width from Broadacre. Would need to change priority and provide give-way lines and visibility where each existing arm of Broadacre meets 'through' road. However, concern about narrow width of Stonehall Road serving site between Broadacre and Coldred Hill. Appears suitable visibility may be achievable for access onto Church Lane but measured speeds would be needed to determine this as access is in derestricted section of lane. Existing road would also need widening at access point but concern about narrow width of Church Lane serving site between Coldred Hill and Canterbury Road. Appears suitable visibility may be achievable for access onto Stonehall Road but measured speeds would be needed to determine this as access is in derestricted section of lane. Existing road would also need widening at access point but concern about narrow width of Stonehall Road serving site between Broadacre and Coldred Hill. Concern with existing on-street parking in Stonehall Road particularly on bends with poor visibility and at junctions, so likely to need removal of significant amounts of parking to accommodate additional traffic. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A256 and A260. Concern regarding visibility splays being across third party land at Church Lane junctions with Canterbury Road. Use of just the smaller part of this site served off Broadacre raises the same issues regarding width of Stonehall Road and Church Lane, and existing parking.	More than recommended 400 metres walking distance to nearest bus stops in Canterbury Road.		Appears to be sufficient room to achieve 4.8 metre carriageway and 1.5-1.8 metre footway width from Broadacre. Would need to change priority and provide give-way lines and visibility where each existing arm of Broadacre meets 'through' road. However, concern about narrow width of Stonehall Road 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.

LYD003	LYD003	Land adjacent to Lydden Court Farm, Church Lane, Lydden	CT15 7JP	Lydden	Lydden	Lydden & Temple Ewell	2.18	65	Mixed	HELAA	HELAA134	Housing	The site is located along Church Lane, a narrow rural lane with no passing points and limited visibility. There is an existing single access point off Church Lane providing access to the residential property and parking facilities, visibility improvements may be required to ensure the provision of a safe access point.	Development of the whole site will generate additional demand on Church Lane and the Church Lane/Canterbury Road junction however this is unlikely to cause a significant impact on the existing highway network. 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.	A bus stop is located close by	Public Footpath ER116 runs along the eastern boundary connecting the site to the Church Land and Stonehall Road, providing connectivity to the village. There is a continuous footpath in close proximity to the site connecting the site to the centre of the village where there is a limited number of facilities and services.	Appears suitable visibility may be achievable as access within existing 30 mph speed limit. Existing road would need widening at access point but concern regarding narrow width of Church Lane serving site between Coldred Hill and Canterbury Road. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A256 and A260. Concern regarding visibility splays being across third party land at Church Lane junctions with Canterbury Road. No connection to footway network in village, unless connection can be made to PROW ER116 at rear of site and this route can be upgraded between the site and Canterbury Road. Concern regarding visibility splays being across third party land at Church Lane junctions with Canterbury Road. Previous concerns could possibly be overcome if site access designed to physically prevent access/egress to/from Church Lane to the north. Alterations would also be required at the two Canterbury Road junctions to manage vehicle movements. Would also need uncontrolled pedestrian crossing where PROW ER116 joins Canterbury Road, to provide access to eastbound bus stop. This may require a build-out and/or removal of existing on-street parking.	Within 400 metres recommended walking distance to nearest bus stops in Canterbury Road.	Further information submitted does not adequately address highway concerns. Further evidence required. KCC Highways recommend that the applicant approaches them for pre application advice, and they can look at this issue in more detail to inform future policy for the site.	Appears suitable visibility may be achievable as access within existing 30 mph speed limit. Existing road would need widening at access point but concern regarding narrow width of Church Lane serving site between Coldred Hill and Canterbury Road. Further information 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.
LYD004	LYD004	Land at Lydden	CT15 7LB	Lydden	Lydden	Lydden & Temple Ewell	2.66	78	G	HELAA	HELAA204	Housing	Individual access would be appropriate for frontage development along Stonehall	The wider road network could accommodate the additional traffic from development of this size. Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is well connected to the public transport system with bus stops located in close proximity to the sites on Stonehall Road	ER115 runs along south edge of site	Appears suitable visibility may be achievable for access onto Church Lane or Stonehall Road but measured speeds would be needed to determine this as accesses are in derestricted sections of lanes. Existing roads would also need widening at access points but concern about narrow widths of Church Lane serving site between Coldred Hill and Canterbury Road, and Stonehall Road serving site between Broadacre and Coldred Hill. Concern with existing on-street parking in Stonehall Road particularly on bends with poor visibility and at junctions, so likely to need removal of significant amounts of parking to accommodate additional traffic. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village particularly routes to, and junctions on, the A2, A256 and A260. Footway connection needed to footway network in Stonehall Road, which appears achievable. Concern regarding visibility splays being across third party land at Church Lane junctions with Canterbury Road.	More than recommended 400 metres walking distance to nearest bus stops in Canterbury Road.		Appears suitable visibility may be achievable for access onto Church Lane or Stonehall Road but measured speeds would be needed to determine this as accesses are in derestricted sections of lanes		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
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								PP Granted - site removed from HELAA		
NON001	NON001	Land off Easole Street	CT15 4EU	Nonnington	Nonington	Aylesham	3.48	60	G	HELAA	HELAA23	Housing	The site has an informal access (via PROW EE318) onto Easole Street, and the submission propsoes that this should be adapted to create the vehicuar access enabling development on the site. Sufficient land exists on the Easole Street frontage to do this with thew removal of some vegetation, 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 create a suitable access to the site from Easole Street, then it is likely that the surrounding roads could accommodate development on this site. Any development proposals coing 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 entrance in Easole Street, well within 400m of the site	PROW EE318's route is followed by the proposed site access, while EE316 crosses the site and EE316A abuts the northern edge of the site	Access with suitable visibility does not appear achievable without third party land and possible removal of on-street parking. There appears to be a width constraint on achieving a suitable adoptable access further into the site. Concern regarding the impact on rural lanes to the south and east of the site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham.	No bus services in village.		Access with suitable visibility does not appear achievable without third party land and possible removal of on-street parking		Access considered to be unachievable and/or highway impact cannot be mitigated.
NON002	NON002	Land off Mill Lane	CT15 7LN	Nonnington	Nonington	Aylesham	1.97	26	G	HELAA	HELAA24	Housing	The site has no existing vehicular access, but the submission indicates that two accesses could be created from Mill Lane. This is feasible given the gentle gradient of the land and the small grass verge which forms the site boundary with Mill Lane.	It is likely that the surrounding roads could accommodate residential development on this site, although were the site to come forward advice should be sought from KCC Highways regarding the provision of access to the site and any cumulative impacts from development	The closest bus stops are in Easole Street around 400m from the site, although there are no footways to enable pedestrian access	PROW EE318 crosses the site				The site has no existing vehicular access, but the submission indicates that two accesses could be created from Mill Lane. This is feasible given the gentle gradient of the land and the small grass verge which forms the site boundary with Mill Lane.		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
NON003	NON003	Land off Sandwich Road	CT15 4HF	Nonnington	Nonington	Aylesham	0.45	10	G	HELAA	HELAA25	Housing	The western site boundary fronts Sandwich Road, a well-used access route to Nonington from the east. There is no existing access point to the site and the provision of a suitable access point would require the use of third party land or earthworks.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network.	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the limited services/facilities of Nonington.				There is no existing access point to the site and the provision of a suitable access point would 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	Nonington	Aylesham	0.40	12	G	HELAA	HELAA154	Housing	Access would be achievable from the site onto Church Street, although Church Street is a narrow, single-track lane and is most likely to be accessed via Vicarage Lane, which is also single-track for most of its length.	The rural nature of the surrounding roads would greatly reduce the scale of development which could be safely accommodated on site. KCC Highways advice should be used to inform development proposals	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable, however this would remove existing on-street parking (related to the school?). Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.		Access with suitable visibility appears achievable, however this would 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.
NON005	NON005	College Field', Sandwich Road, Nonington	CT15 4HQ	Nonington	Nonington	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 site however access could be achieved via Sandwich Road subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	Public Footpath EE218A bisects the site from the east to the west, Public Footpath EE312 runs along the eastern boundary and Public Footpath EE311 runs along the southern boundary. These all connect to the wider PROW network of Nonington. There is no continuous footpath directly connecting the site 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.
NON006	NON006	Prima Windows, Easole Street/Sandwich Road, Nonington	CT15 4HF	Nonington	Nonington	Aylesham	1.14	35	PDL	Unimplemented Allocation	LA41	Housing	The north eastern site boundary fronts Sandwich Road, a well-used access route to Nonington from the east. There is an existing access point via Sandwich Road associated with the current use of the site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the limited services/facilities of Nonington	Existing easternmost access suitable to serve the site (existing westernmost access has poor visibility). Unlikely on its own to have a severe capacity impact on the wider highway network, bearing in mind the existing use of the site and potential existing traffic generation. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.		Existing easternmost access suitable to serve the site		Access appears achievable and any highway impact can be suitably mitigated.
NON007	NON008	Old Court House, Pinners Hill, Nonington	CT15 4LL	Nonington	Nonington	Aylesham	1.81	57	PDL	Brownfield	BRS1	Housing	The site has vehicular access via Pinners Hill although this is a single-tracked country lane.	It is unlikely that Pinners hill and the surrounding rural highway network would be capable of accommodating full residential development of this site	There are no bus stops located within 400m of the site	None identified				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 4JY	Nonington	Nonington	Aylesham	0.76	25	PDL	SHLAA	NON01	Housing	The western site boundary fronts Vicarage Lane, a narrow rural land with limited visibility and no passing points. There is an existing informal access point to the site via Vicarage Lane and further significant works would be required to ensure the provision of a safe and suitable access point to serve any development (e.g. visibility splays). Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by	Public Footpath EE313 runs through the site from the east to the west and connects to the wider PROW network of Nonington. There is no continuous footpath directly connecting the site to the limited local services/facilities of Nonington				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.
NON009	NON011	Land North of Cornerways, Church Street, Nonington, Dover	CT15 4LB	Nonington	Nonington	Aylesham	0.15	8	G	Site Visit	DOC	Housing	Access would be achievable from the site onto Church Street, although Church Street is a narrow, single-track lane and is most likely to be accessed via Vicarage Lane, which is also single-track for most of its length.	The rural nature of the surrounding roads would greatly reduce the scale of development which could be safely accommodated on site. KCC Highways advice should be used to inform development proposals	There are no bus stops located close by	None identified	Access with suitable visibility appears achievable. Concern regarding narrow lanes and existing sub-standard junctions on routes to/from site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village and in Aylesham. No footways serving the site.	No bus services in village.		Access considered achievable. Wider highway impact would need mitigating		Access appears achievable and any highway impact can be suitably mitigated.
NOR001	NOR001	Mercers Farm, Finglesham	CT14 0NG	Finglesham	Northbourne	eastry	2.10	6	PDL	HELAA	HELAA57	Housing	The site has the benefit of existing access from The Street, which passes through a courtyard in front of the farmhouse. The Street, the main vehicular route through Finglesham, is narrow and constrained. Any future 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 rural character of the village	Were the site to be developed it would be necessary to 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 unsuitable for accommodating development	A limited bus service is available from Broad Lane (at the far end of Finglesham) towards Sandwich and Deal	PROW EE365 abuts the south of the site. Cycle route TR9 abuts south-west of the site (passing along The Street). KCC PROW advice should be sought in order to understand any works required to the PROW as a result of development on this site	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. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. No footways serving the site.	More than recommended 400 metre walking distance to nearest bus stops 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	CT14 0LW	Northbourne	Northbourne	Eastry	3.65	60	PDL	HELAA	HELAA105	Mixed	The site has existing access via The Drove which would, in itself, likely be capable of accommodating a new development on this site. In addition, the submission document indicates that a new access could be created so as to also provide some extra parking for Northbourne Village Hall. This access would have been used by large vehicles attending the Kent Salads plant in the past KCC Highways would advise on whether the access meets current standards and could therefore open a	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 and Northbourne's pub. A limited bus service is available from Deal Road to Staple and Great Mongeham, although it is likely that were this site redeveloped the majority of journeys would be required to be made by 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 well screened from this side by the earth bund, and EE369A and EE367 are in the vicinity of the site	Trip generation from 80 dwellings is likely to be significantly above that which could be generated by the permitted use(s) on this brownfield site, and is therefore unacceptable due to limited visibility at access and width of The Drove. Concern regarding impact of this site on narrow sections of the routes between the site and the A256 /A258. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. No footways serving the site.	More than recommended 400 metre walking distance to nearest bus stops in Deal Road and no footway.		Trip generation from 80 dwellings is likely to be significantly above that which could be generated by the permitted use(s) on this brownfield site, and is therefore unacceptable due to limited visibility at access and width 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 0LY	Finglesham	Northbourne	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. KCC 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 suitable visibility appears achievable from The Street. Unlikely on its own to have severe impact on the highway network. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality. Footway available in Broad Lane.	Within 400 metres recommended walking distance to nearest bus stops in Broad Lane.		Access with suitable visibility appears achievable from The Street. Unlikely on its own to have severe impact on the highway network		Access appears achievable and any highway impact can be suitably mitigated.
NOR004	NOR004	Home Farm at Little Betteshanger, Northbourne	CT14 0NT	Northbourne	Northbourne	Eastry	2.33	68	PDL	HELAA	HELAA211	Mixed	The site has one existing access from Home Farm Road, although this is via a stretch of private road which is in the same ownership as the farm. Home Farm Road is single track although it has two passing places	Home Farm Road may be suitable to accommodate additional development although the capability of the road would need to be assessed by KCC Highways	The site has poor access to public transport – the nearest bus stops are located on Northbourne Road. It is therefore likely that almost all journeys functionally required by residents of the site would be made by private car	EE376 abuts the northern edge of the site	Section of access road between Northbourne Lane and site boundary is private road, therefore access may not be achievable. Northbourne Lane leading to site is narrow and unsuitable to accommodate 69 additional dwellings. Concern regarding impact of this site on narrow sections of the routes between the site and the A256 /A258. Concern regarding the cumulative impact on the wider highway network from potential allocation sites in the locality.No footways serving the site.	More than recommended 400 metre walking distance to nearest bus stops in Broad Lane and no footway.		Section of access road between Northbourne Lane and site boundary is private road, therefore access may not be achievable. Northbourne Lane leading to site is narrow and unsuitable to accommodate 69 additional dwellings		Access considered to be unachievable and/or highway impact cannot be mitigated.

NOR005	NOR006	Betteshanger Colliery, Betteshanger, Deal	CT14 0EN	Deal	Northbourne	Eastry	20.69	210	PDL	Brownfield	BR47	Housing	The site has excellent existing vehicular access, associated with its former industrial use, via the Fowlmead roundabout from the A258 and Betteshanger Road. Colliery Way is currently closed by barriers , although would be adequate to serve residential development if reopened.	There would be wider traffic implications from the redevelopment of a site of this size, with additional pressure likely to be out on the A258, A256 and many rural routes inbetween. Any proposals for the site should therefore be developed in conjunction with KCC Highways to enable a traffic strategy to be developed that takes into account the cumulative impacts of other development sites 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	This proposed allocation would represent a significant increase in the population of the Northbourne Ward and would generate important Highway/Transportation considerations in relation to traffic pressure, access and public transport provision in the locality. This site is already served by highway infrastructure of reasonable specification, which was intended to serve the existing commercial/employment use/allocation. Site observations suggest that the existing access road/junction onto the A258 appears to have residual capacity with limited queueing, however a development of this size and scale could have an impact on traffic flow on the A258 corridor as it would generate far greater opposing movements than are currently experienced, therefore more detailed traffic study and capacity checks will need to be undertaken to check the impact of development at this junction. Ideally, a development of this size and scale should be	The A258 corridor is subject to a regular bus service, however this is located some considerable distance from the proposed 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 Transport Team around options to enhance bus access in relation to this site either through new services or diversion of existing. A full public transport strategy would need to be developed		This proposed allocation would represent a significant increase in the population of the Northbourne Ward and would generate important Highway/Transportation considerations in relation 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 mitigated.
PRE001	PRE001	Land to the north of Court Lane	CT3 1DJ	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 serve a development of the size proposed, and the required works to make it sufficient would be severely detrimental to the character of the area. KCC Highways should be consulted to understand the suitability of Court Lane for accommodating residential development, as well as the capacity of the surrounding highway network	Bus servcies are available from Preston Lane, within 400m of the site	EE153A passes close to the eastern boundary of the site	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 20 dwellings. No footways serving site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on Preston/Grove link and the Preston Hill/A257 junction.	Within 400 metres recommended walking distance of nearest bus stops in The Street.		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 Lane, a narrow rural lane serving residential development to the north west of the site. The eastern site boundary fronts Preston Lane, a narrow yet well-used access route to Preston via the south. There is no existing access point however a suitable access could be achieved via Court Lane, subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to 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 located close by	Public Footpath EE153B bisects the site from the north to the south and connects to the wider PROW network of Preston. There is no continuous footpath directly connecting the site to the local services/facilities 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. 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.
PRE003	PRE003	Apple Tree Farm, Stourmouth Road	CT3 1HS	Preston	Preston	Little Stour & Ashstone	0.76	12	Mixed	HELAA	HELAA10	Housing	The eastern site boundary fronts Stourmouth Road, a well-used access route to Preston from the north. There is an existing access point via Stourmouth Road associated with the current use of the site and is suitable to serve development of this site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by	There is no continuous footpath directly connecting the site to the local services/facilities of Preston. The provision of a pedestrian footway would require third party land	Suitable vehicular access and visibility appears achievable. However, will need pedestrian connection to existing footway on same side of Stourmouth Road and it appears this is not achievable due to third party land. Pedestrian connection to Stourmouth Road via Red Pippin Lane may be achievable through PRE021, however Red Pippin Lane is a private road and therefore public right of access may not be available. There are also limited pedestrian facilities linking to the village amenities (school and shops) and this is therefore likely to lead to greater car use, reducing the sustainability credentials of the site. Unlikely on its own to have severe impact on wider highway network. Above also applies to amber + red site for 20 units. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on Preston/Grove link and the Preston Hill/A257 junction.	Within 400 metres recommended walking distance to nearest bus stops in The Street.	Further information submitted. Permission for new access granted under 19/01235 - further info regarding pedestrian access also provided. KCC Highways have commented that access arrangements for all prospective allocations in Preston need to be clarified. May be a requirement for a SOCG around access rights etc.	Suitable vehicular access and visibility appears 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.
PRE004	PRE004	Land to the rear of Lucketts Oast and Lucketts Cottages, The Street, Preston	CT3 0DL	Preston	Preston	Little Stour & Ashstone	3.69	100	G	HELAA	HELAA93	Housing	The site is located to the rear of properties along The Street (to the east), a well-used access route to Preston, and The Forstal (to the south), a narrow lane. There is no existing access point to the site however the propose site does include a small part fronting The Street (located between existing properties). Visibility appears unachievable due to third party land required on either side of access. A suitable access off The Forstal and The Street is achievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by	Public Footpath EE153 runs along the western boundary and Public Footpath EE142 runs along the northern boundary. These both connect the wider PROW network of Preston. There is no continuous footpath directly connecting the site to the local services/facilities of Preston and would require third party land	Visibility appears unachievable due to third party land required on either side of access. Would need connection to footway network on opposite side of The Street and again visibility for pedestrians crossing west to east appears unachievable due to third party land issues. Concern regarding the impact of this development and the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on Preston/Grove link and the Preston Hill/A257 junction.	Within recommended 400 metres walking distance of nearest bus stops in The Street.		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	PRE006	Land to the south east of Preston Garden Centre, The Street, Preston	CT3 1ED	Preston	Preston	Little Stour & Ashstone	1.15	5	Mixed	HELAA	HELAA108	Housing	The site plans submitted indicate that a new access would be created between The Street and Mill Lane to the east, via an existing informal entrance located to the south of Preston Garden Centre, close to Preston Butchers. The exit onto Mill Lane would be positioned on a 90 degree bend with poor visibility in both directions, and the narrowness of Mill Lane would not lend itself to serving residential development.	It is unlikely that either of these accesses could be made suitable to serve residential development, but if proposals were brought forward this should be done in conjunction with KCC as the highways authority.	Bus stops are located close to the Half Moon and Seven Stars public house, within 400m of the site	None identified				The exit onto Mill Lane would be positioned on a 90 degree bend with poor visibility in both directions, and the narrowness of Mill Lane would not lend itself to serving residential development.		Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE006	PRE007	Cobb's Yard, Longmete Road, Preston	CT3 1DN	Preston	Preston	Little Stour & Ashstone	0.99	29	G	HELAA	HELAA143	Housing	The northern site boundary fronts Longmete Road, a narrow lane providing access to Preston from the east. 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).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities 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	PRE008	Land lying at the west side of Preston Lane, Preston	CT3 1DP	Preston	Preston	Little Stour & Ashstone	2.00	30	Mixed	HELAA	HELAA144	Housing	The submission documents indicate that two existing informal accesses would be retained and improved, giving access to the site from The Street and Court Lane. A previous application on this site was refused due to highway concerns relating to the Court Lane access and visibility splays. The access onto The Street would have limited visibility to the north	It would be for the promoter to demonstrate that suitable access can be achieved to the site, and proposals should be developed with KCC highways who are the authority on access geometry as well as cumulative impacts of development.	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 refused due to highway concerns relating to the Court Lane access and visibility splays. The access onto 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	PRE009	Hardacre Farm, Mill Lane, Preston	CT3 1HB	Preston	Preston	Little Stour & Ashstone	3.73	3	G	HELAA	HELAA176	Housing	The plan submitted indicates that access would be taken from Mill Lane, on which frontage there is already a gated access to the site.	Mill Lane is a narrow, single-tracked lane, and is therefore unlikely to be suitable to serve new residential development. Developing this site is unlikely to have a significant impact in terms of highway capacity, but if proposals are brought forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	The nearest bus stops are located on The Street, within 400m of the site	PROW EE144 crosses the southern part of 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.
PRE009	PRE012	Preston Garden Centre, The Street, Preston	CT3 1ED	Preston	Preston	Little Stour & Ashstone	1.36	41	PDL	Brownfield	BR55	Housing	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	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	Bus stops are located close to the Half Moon and Seven Stars public house, within 400m of the site	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	PRE013	Land to the north of Preston Primary School, Mill Lane, Preston	CT3 1HB	Preston	Preston	Little Stour & Ashstone	0.49	14	G	SHLAA	PRE02	Housing	The site has no existing vehicular access, so access would need to be created from Mill Lane	Mill Lane is a narrow, single-tracked lane, and is therefore unlikely to be suitable to serve new residential development. Developing this site is unlikely to have a significant impact in terms of highway capacity, but if proposals are brought forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	The closest bus stop is located on The Street, within 400m of the site	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	PRE014	Land to the west of Grove House, Grove Way, Preston	CT3 1EE	Preston	Preston	Little Stour & Ashstone	0.31	9	G	SHLAA	PRE01 PRE06	Housing	The northern boundary fronts Grove Road, a well-used road providing access to Preston from the west and serves recent residential development to north of Grove Road and neighbouring properties to the east. There is no existing access point however a suitable access could be achieved off Grove Road subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE153 runs along the eastern boundary and connects to the wider PROW network of Preston. There is a continuous footpath directly connecting the site to the local services/facilities of Preston				There is no existing access point however a suitable 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 further assessment is required to demonstrate whether this can be mitigated.
PRE012	PRE015	Land adjoining Downs Cottage, Grove Road, Preston	CT3 1EE	Preston	Preston	Little Stour & Ashstone	0.25	9	G	SHLAA	PRE05	Housing	The site fronts Grove Road, a well-used road serving recent development to the north of Grove Road and neighbouring properties to the east. There is no existing access point to the site. 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	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is 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	PRE016	Land adjoining Downs Cottage, Grove Road, Preston	CT3 1EE	Preston	Preston	Little Stour & Ashstone	0.21	11	G	SHLAA	PRE07	Housing	The site does not front any highway and therefore access to this site would require the acquisition of third party land. An access point to serve development at this site is unachievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE153 runs along the eastern boundary and connects to the wider PROW network of Preston. There is no continuous footpath directly connecting the 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 mitigated.
PRE014	PRE017	Land north of Salvatori Depot, Grove Road, Preston	CT3 1HP	Preston	Preston	Little Stour & Ashstone	5.66	183	G	SHLAA	PRE21	Housing	The site as submitted is landlocked from vehicular access and apperas dependent on access being created from Grove Road. It would be for the site's promoter to demonstrate that access is achievable.	Given the site size, development of the site is likely to have a significant impact on the surrounding highway network which, in Preston, is constrained. Any proposals to come forward for the site should be developed in conjunction with KCC Highways to account for/mitigate any cumulative impacts of development	The nearest bus stops are located close to the Half Moon and Seven Stars PH, more than 400m from the site	None identified				The site as submitted is landlocked from vehicular access and apperas dependent on access being created from Grove Road		Access considered to be unachievable and/or highway impact cannot be mitigated.
PRE015	PRE025	Harnden Farm, Stourmouth Road, Preston	CT3 1HP	Preston	Preston	Little Stour & Ashstone	0.14	10	PDL	HELAA	HELAA228	Housing	The site has an existing driveway access from Stourmouth Road. This access is located between the house and the outbuilding. The access would require improvements were the site to facilitate residential development	KCC Highways would advise on the required access improvement works	Bus services are available from The Street (outside Half Moon and Seven Stars pub) to Canterbury and Westwood Cross	Two PROWs cross the field to the east of the site, but do 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.
PRE016	PRE026	Site north of Discovery Drive, Preston	CT3 1FG	Preston	Preston	Little Stour & Ashstone	1.10	35	Mixed	Site Visit	DOC	Housing	The site as submitted is landlocked from vehicular access and apperas dependent on access being created from Grove Road. Access appears achievable via a track to the west of Spartan Close although this may be in third party ownership.	Given the site size, development of the site is likely to have a significant impact on the surrounding highway network which, in Preston, is constrained. Any proposals to come forward for the site should be developed in conjunction with KCC Highways to account for/mitigate any cumulative impacts of development	The nearest bus stops are located close to the Half Moon and Seven Stars PH, more than 400m from the site	None identified	Potentially no connection to highway to gain access (adjacent roads Red Pippin Lane and Discovery Drive are remaining private and not being adopted), unless agreement reached with owner. These private lanes are also not necessarily laid out to accommodate additional dwellings. Possible connection through sites PRE003 and PRE017 if adoptable road built through to serve this site, however same problem as for PRE003 applies in relation to lack of connection to existing footway network. There are also limited pedestrian facilities linking to the village amenities (school and shops) and this is therefore likely to lead to greater car use, reducing the sustainability credentials of the site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on the Preston/Grove link and the Preston Hill/A257 junction. Unlikely on its own to have a severe impact on the wider highway network.	Within recommended 400 metres walking distance of nearest bus stops in The Street.	KCC Highways have commented that access arrangements for all prospective allocations in Preston need to be clarified. May be a requirement for a SOCG around access rights etc.	Potentially no connection to highway to gain access (adjacent roads Red Pippin Lane and Discovery Drive are remaining private and not being adopted), unless 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 demonstrate whether this can be mitigated.
PRE017	PRE027	Site north-west of Appletree Farm, Stourmouth Road, Preston	CT3 1FN	Preston	Preston	Little Stour & Ashstone	2.53	75	G	Site Visit	DOC	Housing	For farm use, the site is currently accessed via a track to the north of a property called Salters Drove, but were the site developed in conjunction with the neighbouring caravan site (Appletree Farm) which is also part of the HELAA process, a new access could be created from Stourmouth Road, closer to Preston.	Given the site size, development of the site is likely to have a significant impact on the surrounding highway network which, in Preston, is constrained. KCC Highways would be best placed to advise on the location and geometry of this access, as well as any cumulative effects from development	The nearest bus stops are located close to the Half Moon and Seven Stars PH, within 400m from the site	None identified	Potentially no connection to highway to gain access (adjacent roads Red Pippin Lane and Discovery Drive are remaining private and not being adopted), unless agreement reached with owner. These private lanes are also not necessarily laid out to accommodate additional dwellings. Possible connection through site PRE003 if adoptable road built through to serve this site, however same problem as for PRE003 applies in relation to lack of connection to existing footway network. There are also limited pedestrian facilities linking to the village amenities (school and shops) and this is therefore likely to lead to greater car use, reducing the sustainability credentials of the site. Concern regarding the cumulative impact on the wider highway network from potential allocation sites within the village, particularly on the Preston/Grove link and the Preston Hill/A257 junction. Unlikely on its own to have a severe impact on the wider highway network.	Within recommended 400 metres walking distance of nearest bus stops in The Street.	KCC Highways have commented that access arrangements for all prospective allocations in Preston need to be clarified. May be a requirement for a SOCG around access rights etc.	Potentially no connection to highway to gain access (adjacent roads Red Pippin Lane and Discovery Drive are remaining private and not being adopted), unless 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 demonstrate whether this can be mitigated.
RIN001	RIN003	Land at Ripple Down House, Ringwould	CT14 8HE	Ringwould	Ringwould with Kingsdown	Ringwould	1.44	30	G	HELAA	HELAA174	Housing	Site is accessed from Church Lane, which is a single track country lane with no passing places. The site fronts onto the Dover Road, which is the main route between Dover and Deal and as a result is very busy. There is a layby to the front of the site on the Dover 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 process.	Site is within walking distance of a bus stop on the Dover Road with connections to Dover and Deal and beyond	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.
RIN002	RIN004	Land at Ringwould Alpines, Dover Road, Ringwould - site submitted 4 times by Lee Evans for B1, care home, holiday accommodation	CT14 8HG	Ringwould	Ringwould with Kingsdown	Ringwould	1.01	20	PDL	HELAA	HELAA186	Employment	The front part of the site (RIN004) is currently used as a garden centre, with vehicular 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. This site could then connect to the RIN002 site	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.	Site is within walking distance of a bus stop on the Dover Road with connections to Dover and Deal and beyond	PROW ER14 passes alongside the northeastern boundary of the site. There is a pedestrian footway on the Dover Road that the site could connect to.				The front part of the site (RIN004) is currently used as a garden centre, with vehicular 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.

RIN003	RIN005	Land at Ringwould Nursery, Hangmans Lane, Ringwould	CT14 8HJ	Ringwould	Ringwould with Kingsdown	Ringwould	23.21	150	Mixed	HELAA	HELAA188/ HELAA239	Housing	The site is currently accessed via Hangmans Lane, a very narrow single-track, for farm use, but the site promoter indicated that access would be created via a new roundabout on the A258 to the site. There is limited space to create this on the A258 and significant engineering works would be required. It would be for the promoter to demonstrate that access via this method would be achievable. Given that a site of this size would require a secondary access, it appears possible that this could be created via some Council-owned land in Queens Rise	KCC Highways would ultimately advise on the achievability of access to the site, and the cumulative effects of developing the site, given that this would put additional pressure on the A258 and Duke of York roundabout. KCC Highways should be consulted early on in the drafting of any development proposals	The closest bus stop to the site is on the Dover Road, within 400m of the site. Services are available to Deal and Dover	PROWs ER16 and ER17A cross the site	There is a considerable difference in level between the site and the carriageway on the A258, which could make the provision of an access on this corridor difficult to achieve whilst maintaining visibility and pedestrian facilities. Road geometry is such that visibility to/from for right turning vehicles is likely to be obstructed unless the road can be realigned into the site to improve forward visibility. There is a pond/drainage feature to on the eastern boundary and change in levels which could impact on feasibility of road realignment. This issue would need to be reviewed in more detail before a definitive steer could be given in relation to access. Hangmans Lane is not suitable for access to the site other than informal cycle pedestrian links due to its constrained width and geometry. The development would generate additional traffic movements at the A2 Duke of York junction, as such a positive mitigation strategy would need to be worked up in that location in line with wider local plan growth forecasts.	Access to reasonable bus services available for the majority of the site within 400m walking distance, however improved crossing facility on A258 would be required to enable both bus stops to be accessed.		There is a considerable difference in level between the site and the carriageway on the A258, which could make the provision of an access on this corridor difficult to achieve whilst maintaining visibility and pedestrian facilities. 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.
RIN004	RIN006	Ringwould Alpines, Dover Road, Ringwould	CT14 8HG	Ringwould	Ringwould with Kingsdown	Ringwould	0.22	5	PDL	HELAA	HELAA200	Housing	The site is currently used as a garden centre, with vehicular 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.	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.	Site is within walking distance of a bus stop on the Dover Road with connections to Dover and Deal and beyond	None identified	Existing site access acceptable for 5 dwellings bearing in mind existing permitted uses on site.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road.		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	RIN008	Ringwould Alpines, Dover Road, Ringwould	CT14 8HQ	Ringwould	Ringwould with Kingsdown	Ringwould	0.73	25	G	HELAA	HELAA202	Housing	The site has no existing vehicular access so this would need to be created from Dover Road (A258). 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.	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.	Site is within walking distance of a bus stop on the Dover Road with connections to Dover and Deal and beyond	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 assessment is required to demonstrate whether this can be mitigated.
RIP001	RIP001	Coldblow, Ripple Road	CT14 8HA	Deal	Ripple	St Margaret's at Cliffe	7.95	100	Mixed	HELAA	HELAA2	Housing	The site is located along Coldblow Road, a narrow rural lane. This is access either via Ripple Road, a similarly narrow lane or via Station Road, which necessitates use of an unmanned Railway Level Crossing. Also concerns whether the means of access to the site via Dover Road / Ripple Road can be satisfactorily mitigated to ensure a safe means of access. Any development of this site is likely to require significant highways mitigation likely to erode the existing rural character	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. Development of this site is therefore likely to have a detrimental impact on this local road network. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is located some distance from Walmer where there are a limited number of services and a railway station	EE438 & EE442 run along teo sides of the site to the east and south	Appears suitable visibility may be achievable but measured speeds would be needed to determine this as access is in determination of lane. Existing road would also need widening at access point. Concern regarding narrow lane serving site and existing cycle route along same. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural routes leading to site, junctions with A258 and impact on wider A258 corridor and rural routes to east of site. No footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in A258 Dover Road or Deal		The site is located along Coldblow Road, a narrow rural lane. This is access either via Ripple Road, a similarly narrow lane or via Station Road, which necessitates use of an unmanned Railway Level Crossing		Access considered to be unachievable and/or highway impact cannot be mitigated.
RIP002	RIP002	Land off Chapel Lane, Ripple	CT14 8JG	Sutton	Ripple	St Margaret's at Cliffe	5.55	50	G	HELAA	HELAA180	Housing	The site is currently served by an access point of Church Lane which is in current use as an informal parking area and a farm access point upon Chapel Lane. It may therefore be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays. The adjoining and surrounding roads are narrow single track country lanes. Development of this site is likely to have a further detrimental impact on this local road network	If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is connected to the public transport system with bus stops located within a five minute walk of the site on Monneghan Road	EE438A & EE437 run along north and eastern edges of the site	Appears suitable visibility may be achievable at some point along frontage. Existing road would also need widening at access point. Concern regarding narrow lane serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site, junctions with A258 and impact on wider A258 corridor and rural routes to east of site. No footways serving the site.	Within 400 metres recommended walking distance to nearest bus stops in Sutton Road, however bus services are very limited.		Appears suitable visibility may be achievable at 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 mitigated.
RIP003	RIP003	Land off Church Lane, Ripple	CT14 8JJ	Ripple	Ripple	St Margaret's at Cliffe	6.54	60	G	HELAA	HELAA183	Housing	The lanes surrounding the site are narrow, limiting opportunities for appropriate sight lines for access. The adjoining and surrounding roads are narrow single track country lanes. Development of this site is likely to have a further detrimental impact on this local road network	If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is connected to the public transport system with bus stops located within a five minute walk of the site on Mongeham Road	EE430A & EE430B run through site				The lanes surrounding the site are narrow, limiting opportunities for appropriate sight lines for access. The adjoining and surrounding roads are narrow single track country lanes		Access considered to be unachievable and/or highway impact cannot be mitigated.
RIP004	RIP004	Land at Ripple Farm, Crooked S Road, Ripple	CT14 8JQ	Ripple	Ripple	St Margaret's at Cliffe	0.93	12	G	HELAA	HELAA185	Housing	Removal of existing trees to achieve acceptable sight lines could introduce a hard urban form within a rural area. The adjoining and surrounding roads are narrow single track country lanes. Development of this site is likely to have a further detrimental impact on this local road network	If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	A bus stop is located approx half a mile from the site in Mongeham Road	EE438 runs through site. There is no footpath from the 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 9NY	Sandwich	Sandwich	Sandwich	0.36	12	PDL	HELAA	HELAA29	Housing	The site is located to the north of Sandown Road, a well-used road providing access to Sandwich from the east. There is an existing access via Sandown Road associated with the current use of the site.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required 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/facilities 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	Windmill Farm, Ash Road, Sandwich	CT13 9JB	Sandwich	Sandwich	Sandwich	4.31	60	G	HELAA	HELAA56	Housing	Both sections of the site are served by access point associated with the existing agricultural use It therefore may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays. If an access could be achieved, this would need to be demonstrated by site promoters	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There are bus stops located within approx. 200m of the site	There is a continuous footpath connecting the site to the local services/facilities of Sandwich though this is some distance				It therefore 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.
SAN003	SAN003	Land at Jubilee Road, Sandwich	CT13 0QP	Sandwich	Sandwich	Sandwich	0.24	7	G	HELAA	HELAA78	Housing	The site is fronts Jubilee Road to the north east that is well used and serves existing the residential development. There is an existing access point via Jubilee Road that appears acceptable to serve development of this site.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich				There is an existing access point via Jubilee Road that appears acceptable to serve development of this site.		Access appears achievable and any highway impact can be suitably mitigated.
SAN004	SAN004	Land south of Stonar Lake and to north and east of Stonar Gardens, Stonar Road, Sandwich	CT13 9LY	Sandwich	Sandwich	Sandwich	3.30	50	PDL	HELAA	HELAA111	Housing	The submission indicates that two new accesses would be created from Stonar Road into the site, as part of a comprehensive site redevelopment.	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 achievable from Ramsgate Road. Unlikely on its own to have a severe impact on the highway network bearing in mind the potential vehicle movements already being generated by the existing uses on the site. Concern regarding cumulative impact on the wider highway network from potential allocation sites in the locality, particularly the A258, A256 and A257 roundabouts.	Within 400 metres recommended walking distance to nearest bus stops in Ramsgate Road.		Access appears achievable from Ramsgate Road. Unlikely on its own to have a severe impact on the highway network bearing in mind the potential vehicle movements already being generated by the existing uses 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	Sandwich	Sandwich	Sandwich	7.41	75	G	HELAA	HELAA112	Housing	The site is located to the rear of residential properties that front St. George's Road. To achieve a suitable access point, the acquisition of third party land would be required and further works would be required to the existing access road via St. George's Road providing access to properties at the rear of those along St. George's Road.	The impact of the full development of this site on the existing local highway network would need to be assessed for any development proposal brought forward. Consultation with KCC – as Local 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 achieve a suitable access point, the acquisition of third party land would be required and further works would be required to the existing access road via St. George's Road providing access to properties at the rear of those along St. George's Road.		Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN006	SAN006	Sandwich Highway Depot/Chippies Way, Ash Road, Sandwich	CT13 9HZ	Sandwich	Sandwich	Sandwich	2.09	32	PDL	HELAA	HELAA236	Housing	The site is already served by a single access point associated with the existing KCC Depot. It would therefore be possible to achieve an acceptable highway 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 or Statement will be required for a proposal of this size. KCC Highways would be able to provide a further indication of the likely 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 existing access and impact on network likely to be acceptable bearing in mind existing permitted uses on the site, however parking restrictions may be required on south side of Ash Road/Strand Street to improve visibility, thus removing some existing on-street parking. If the site is also intended to provide car/coach parking for the town, the impacts of this on the highway network would need to be assessed. Concern regarding cumulative impact on the wider highway network from potential allocation sites in the locality, particularly the A258, A256 and A257 roundabouts.	Within 400 metres recommended walking distance to nearest bus stops in Ash Road.		Use of existing access and impact on network likely to be acceptable bearing in mind existing permitted uses on the site, however parking restrictions may be required on south side of Ash Road/Strand Street to improve visibility, thus removing some existing on-street parking		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
SAN007	SAN007	Land known as Poplar Meadow, Adjacent to 10 Dover Road, Sandwich	CT13 0BN	Sandwich	Sandwich	Sandwich	1.58	80	G	HELAA	HELAA120	Mixed	The site fronts Dover Road (beyond the Dell) which is a well-used access route into Sandwich from the south. There is an existing access point via a bridge from Dover Road. Therefore, an access point via Dover Road would be achievable subject to the provision of suitable visibility splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by	Public Footpath ES6 runs along the south western corner of the site which connects to the wider PROW network in the south of Sandwich. There is a continuous footpath connecting the site to the local services/facilities of Sandwich	Access appears achievable but right-turn lane and new pedestrian crossing island may be required, which would mean removal of existing on-street parking on west side of Dover Road. Concern regarding impact from this site at the A258 Deal Road roundabout. Concern regarding cumulative impact on the wider highway network from potential allocation sites in the locality, particularly the A258, A256 and A257 roundabouts.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road and railway station at Delfside.		Access appears achievable but right-turn lane and new pedestrian crossing island may be required, which would mean removal of existing on-street parking on west side of Dover 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	Woods' Yard, rear of 17 Woodnesborough Road, Sandwich	CT13 0AA	Sandwich	Sandwich	Sandwich	0.70	35	Mixed	HELAA	HELAA122	Housing	Woodnesborough Road and the private access to the the site are narrow and constrained, so the promoter would need to demonstrate that a suitable access to the site to enable residential development is achievable. The submission indicates that the site owner owns a 3m wide section of the access road.	The suitability of access and the cumulative impact of other development in the area would need to be assessed by Kent County Council, as Highways Authority.	A bus stop is located within walking distance	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	The road fronting the site is private and therefore direct access to/from the public highway cannot be achieved. Concern regarding limited visibility for drivers and pedestrians at the junction of the private road with the highway. Unlikely on its own to have a severe impact on the highway network, although existing on-street parking may need to be lost in Woodnesborough Road to provide suitable passing places. Concern regarding cumulative impact on the wider highway network from potential allocation sites in the locality, particularly the A258, A256 and A257 roundabouts.	More than recommended 400 metre walking distance to nearest bus stops at Guildhall.	Further information submitted. KCC Highways have commented that from the information provided access to the site appears to be achievable. However no response has been provided to comments made regarding concerns about passing points on Woodnesborough Road. KCC Highways recommend that any on street parking lost through the provision of waiting restrictions for visibility and passing points is replaced within the site boundary and this should be included as a site policy.	The road fronting the site is private and therefore the site promoter needs to demonstrate access can be achieved. Site promoter has clarified that access is achievable. Further information required about loss of parking on Woodnesborough Rd		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.
SAN009	SAN009	Harp Meadow (Beers' Yard), land rear of 1 to 13 Woodnesborough Road, Sandwich	CT13 9BA	Sandwich	Sandwich	Sandwich	0.63	10	PDL	HELAA	HELAA123	Housing	The site is located to the rear of properties that front Woodnesborough Road, a well-used route providing access to Sandwich from the west. There is an existing access point between nos. 3 and 5 Woodnesborough 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, 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 ESX14 is located to the east of the site (beyond the Butt) which connects to the wider PROW 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 Woodnesborough Road is limited/crosses third party land on each side. Proposals would not be acceptable if they are likely to generate an increase in vehicle movements over that which could be generated by the permitted uses on the site.	Within 400 metres recommended walking distance to nearest bus stops at Guildhall.		Existing access is narrow and visibility onto Woodnesborough Road is limited/crosses third party land on each side. Proposals would not be acceptable if they are likely to generate an increase in vehicle movements over that which could be generated by the permitted uses 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.
SAN010	SAN010	Land adjacent to John's Green and Rose Nursey, Dover Road, Sandwich	CT13 0DF	Sandwich	Sandwich	Sandwich	4.10	100	G	HELAA	HELAA146	Housing	Access would be achievable to the site from Dover Road, although some widening works may be required close to the site's southeastern boundary in order to facilitate this.	Dover Road is constrained and narrow closer to its junction with Deal Road, and were this site developed in isolation this would be the only route into and out of the site. Any site proposals should be drafted under consultation with KCC as the highways authority, to ensure that the effects on Dover Road, and cumulative impacts from other developments in the area, were able to be sufficiently mitigated.	A bus stop is located within walking distance	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	This site is located on the edge of the town directly next to the A256 corridor. If considered in isolation, access would be physically achievable via Dover Road, with some localised widening to consolidate access. However Dover Road itself is relatively constrained in terms of road and footway geometry to the north, as such is not suitable to serve this scale of development. It is important to consider other development proposals in the locality on a cumulative basis such as the recent application for development at Kumor Nursery (67 dwellings), which was deemed marginally acceptable with respect to highway matters. The presence of parked cars reduces the effective carriageway width to single way working and footways are relatively narrow, which in turn encourages pedestrians to walk in the road (this serves as pedestrian access to the local school) therefore significant development above that already deemed acceptable (67 dwelling total) is unlikely to be suitable. It may be possible for development on SAN010/SAN024 & SAN015 to combine to provide either a new all movements junction on to the A256 or an improved Deal Road/A256 roundabout with an additional arm to serve the development (subject to land availability), however this would then require a review of access arrangements within Dover Road to prevent rat running for traffic seeking access to Sandwich Via Dover Road. The existing junctions on A256 (Deal Road and Ash Road) are subject to severe queuing and delay during network peak hours, therefore a mitigation strategy for these junctions will need to be agreed taking into account other proposed growth within the Local Plan. Please note, this solution along with new access is likely to generate significant highway infrastructure delivery costs. There is general concern over the potential cumulative impact of development in around Sandwich on routes within the town which should be considered as part of future traffic modelling exercise.	Within 400 metres recommended walking distance to nearest bus stops in Deal Road. However there are no pedestrian crossing facilities at this pair of stops, as such crossing improvements would need to be sought.		If considered in isolation, access would be physically achievable via Dover Road, with some localised widening to consolidate access. However Dover Road itself is relatively constrained in terms of road and footway geometry to the north, as such is not suitable to serve this scale of development. 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.
SAN011	SAN011	Discovery Park, Ramsgate Road, Sandwich	CT13 9ND	Sandwich	Sandwich	Sandwich	77.04	500	PDL	Unimplemented Permission	14/00058	Mixed								PP Granted - site removed from HELAA		
SAN012	SAN012	Land to the west of St Bart's Road, Sandwich	CT13 0BU	Sandwich	Sandwich	Sandwich	5.32	156	Mixed	Unimplemented Allocation	LA16	Housing								PP Granted - site removed from HELAA		
SAN013	SAN013	Land adjacent to Sandwich Technology School, Deal Road, Sandwich	CT13 0BY	Sandwich	Sandwich	Sandwich	3.43	60	G	Unimplemented Allocation	LA17	Housing	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 Deal Road. A portion of the existing hedgerow would need to be removed in order to create appropriate sight lines, and the new access could provide access to the neighbouring Sports Centre. The Dover Road access could be made suitable to be used as an emergency access.	Residential development on the site would have an impact on surrounding roads, and it is important to consider the cumulative impacts of other developents in the area. For this reason, KCC, as highway authority, should be consulted at an early stage in any site proposals.	The closest bus stops are in Deal Road, within 400m of the site	None identified				Access is considered achievable and highways impacts are likely to be able to be mitigated		Access appears achievable and any highway impact can be suitably mitigated.
SAN014	SAN015	Land adjacent to Rope Walk, Whitefriars Meadow, Sandwich	CT13 9AS	Sandwich	Sandwich	Sandwich	0.33	9	G	Brownfield	BR08	Housing	The site does not connect to an existing public highway. The provision of a suitable access point to the site would 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 ESX13 runs along the southern boundary and ESX15 runs along the western boundary of the site. Both footpaths connect to the wider PROW network of Sandwich. There is a continuous footpath connecting the site to the local services/facilities of Sandwich				The site does not connect to an existing public highway. The provision of a suitable access point to the site would require the acquisition of third party land		Access considered to be unachievable and/or highway impact cannot be mitigated.

SAN015	SAN016	Kumor Nursery, Sandwich	CT13 0DA	Sandwich	Sandwich	Sandwich	2.40	67	Mixed	SHLAA	PH5017	Housing	In a recent planning application, concerns were raised regarding the narrowing of Dover Road due to parking and the resultant lack of passing places towards the eastern end of Dover Road. The promoter would also need to demonstrate that access onto Dover Road would be achievable from the site, which is currently accessed for farm use via a narrow unmade track.	The cumulative impact of development in Sandwich as a whole would need to be taken into account, so KCC, as highway authority, should be consulted on any proposals to come forward.KCC would also advise on the Dover Road constraints to traffic, as well as the geometry and location of any proposed access	The closest bus stop is located in Deal Road, within 400m of the site	ES8 runs along edge of site to north west	If considered in isolation, access would be physically achievable via Dover Road, with some localised widening to consolidate access. However Dover Road itself is relatively constrained in terms of road and footway geometry to the north, as such is not suitable to serve this scale of development. It is important to consider other development proposals in the locality on a cumulative basis such as the recent application for development at Kumor Nursery (67 dwellings), which was deemed marginally acceptable with respect to highway matters. The presence of parked cars reduces the effective carriageway width to single way working and footways are relatively narrow, which in turn encourages pedestrians to walk in the road (this serves as pedestrian access to the local school) therefore significant development above that already deemed acceptable (67 dwelling total) is unlikely to be suitable. It may be possible for development on SAN010/SAN024 & SAN015 to combine to provide either a new all movements junction on to the A256 or an improved Deal Road/A256 roundabout with an additional arm to serve the development (subject to land availability), however this would then require a review of access arrangements within Dover Road to prevent rat running for traffic seeking access to Sandwich Via Dover Road. The existing junctions on A256 (Deal Road and Ash Road) are subject to severe queuing and delay during network peak hours, therefore a mitigation strategy for these junctions will need to be agreed taking into account other proposed growth within the Local Plan. Please note, this solution along with new access is likely to generate significant highway infrastructure delivery costs. There is general concern over the potential cumulative impact of development in around Sandwich on routes within the town which should be considered as part of future traffic modelling exercise.	Within 400 metres recommended walking distance to nearest bus stops in Deal Road. However there are no pedestrian crossing facilities at this pair of stops, as such crossing improvements would need to be sought.		If considered in isolation, access would be physically achievable via Dover Road, with some localised widening to consolidate access. However Dover Road itself is relatively constrained in terms of road and footway geometry to the north, as such is not suitable to serve this scale of development. 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.
SAN016	SAN018	Poulders Gardens, Sandwich	CT13 0AJ	Sandwich	Sandwich	Sandwich	3.95	80	G	SHLAA	PH5019	Housing	It may be possible to achieve an acceptable highway access via Sunnyside Gardens or Poulders Road. Early consultation with KCC Highways would however be required to establish any constraints to this being developed to an adoptable standard and the number of dwellings that could be accommodated via this access. If an access could be achieved, this would need to be demonstrated by site promoters	Careful consideration will need to be given to the potential impacts of any development as part of the planning application stage	A bus stop is located within walking distance	The site is within walking distance of the local services/facilities of Sandwich				It may be possible to achieve an acceptable highway access via Sunnyside Gardens or Poulders 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	Sandwich	Sandwich	Sandwich	1.58	47	Mixed	SHLAA	PH5020	Housing	The site is located to the south east of St George's Road, a key route providing access to Sandwich Railway Station and connecting to Dover Road. There is an existing access point via St. George's Road associated with the current uses of the site. However, further work would be required to create an adequate and safe access to the site to accommodate full development of the site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops close by.	There is a continuous footpath providing access to the local services/facilities of Sandwich (including Sandwich Railway Station).				There is an existing access point via St. George's Road associated with the current uses of the site. However, further work would be required to create an adequate and safe access to the site to accommodate full development of 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.
SAN018	SAN021	North Poulders Farm, Richborough Road, Sandwich (SAN06)	CT13 9JE	Sandwich	Sandwich	Sandwich	1.29	34	PDL	SHLAA	SHL055	Housing	The eastern part of the site fronts Richborough Road, a narrow lane used to access Sandwich from the north west. A suitable access point could be achieved subject to the provision of necessary measures	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are 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 necessary 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	Sandwich	Sandwich	Sandwich	2.05	10	G	SHLAA	SHL065	Housing	The site has existing informal access onto Dover Road assicated with its use as horse paddocks/stables. Sufficient space exists to create an appropriate vehicular access onto Dover Road enabling residential development of the site	Dover Road is constrained and narrow closer to its junction with Deal Road, and were this site developed in isolation this would be the only route into and out of the site. Any site proposals should be drafted under consultation with KCC as the highways authority, to ensure that the effects on Dover Road, and cumulative impacts from other developments in the area, were able to be sufficiently mitigated.	The closest bus stops are located on the A258 Deal Road, close to Sandwich Wildlife Park, these are within 400m of the site via ES15	ES15 runs along western edge of site	It is possible that a severe net impact on the highway network may be avoided bearing in mind the permitted uses on the site. There is some initial concern over the quantum of development, however there may be some scope for development when taking into account extant uses and the potential traffic generated by them. Access with suitable visibility appears achievable onto Dover Road. Access onto A258 Deal Road does not appear achievable due to limited frontage and the need for at least a right turn lane, although additional double yellow lines may be required in the narrower section of Dover Road to improve passing places, resulting in the loss of some on-street parking. Concern regarding pedestrians having to cross the A258 Deal Road to reach nearest westbound bus stop.	Within 400 metres recommended walking distance to nearest bus stops in Deal Road. More than 400 metres recommended walking distance to nearest westbound bus stop in Dover Road.	Further information requested Summer 2020. Awaiting response	There is some initial concern over the quantum of development, however there may be some scope for development when taking into account extant uses and the potential traffic generated by them. Access with suitable visibility appears achievable onto Dover 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.
SAN020	SAN026	Land to the rear of 19-117 Woodnesborough Road, Sandwich	CT13 0EY	Sandwich	Sandwich	Sandwich	2.25	87	G	SHLAA	SAN15	Housing	The site has no existing vehicular access, albeit pedestrian access is available to the site from Woodnesborough Road next to the Holiday Park entrance, and an informal vehicular access exists to the Sandwich Scout Hut. The creation of appropriate vehicular access via either of these routes will require third party land, so the site's promoter would need to deomnstrate that this is achievable. Otherwise the site is effectively landlocked from vehicular access	Woodnesborough Road is narrowed due to on-street parking, and Sandwich's highway network is generally constrained. KCC Highways advice should be sought as part of any development proposals to ensure that the cumulative impacts from development can be appropriately mitigated	The closest bus stops are on Woodnesborough Road, within 400m of the site	PROW ES9 abuts the site's western and northern boundaries				The creation of appropriate vehicular access via either of these routes will require third party land, so the site's promoter would need to deomnstrate that this is achievable. Otherwise the site is effectively landlocked from vehicular access		Access considered to be unachievable and/or highway impact cannot be mitigated.
SAN021	SAN027	Land at Sandwich Industrial Estate, Sandwich	CT13 9LU	Sandwich	Sandwich	Sandwich	1.54	41	PDL	SHLAA	SHL047V	Housing	The northern part of the site fronts Lancaster Way which connects to Stoner Road, the main access road to the Sandwich Industrial Estate which is used by a mix of cars and HGVs.The southern part of the site can be accessed via Spitfire Road, also connected to Stoner 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 – will be required to determine whether the existing highway network would be able to accommodate further domestic vehicles	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 northern part of the site fronts Lancaster Way which connects to Stoner Road, the main access road to the Sandwich Industrial Estate which is used by a mix of cars and HGVs.The southern part of the site can be accessed via Spitfire Road, also connected to Stoner 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.
SAN022	SAN028	Land to the rear of Sandwich Industrial Estate	CT13 9LY	Sandwich	Sandwich	Sandwich	3.99	108	PDL	SHLAA	SAN03M	Housing	The site can be accessed via a single lane track off Stoner Road/Lancaster Way of which serve the existing industrial estate. To achieve a suitable access to accommodate a development of over 100 units, further works and measures would be required. Full development of the site would require the provision of a second emergency access which would not be achievable at this site	Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highways Authority – will be required to ensure that the potential impacts of a development over 100 units are considered and any necessary mitigation measures are identified. A Transport Assessment is likely to be required to accompany any development proposal over 100 units	There are no bus stops located close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich				To achieve a suitable access to accommodate a development of over 100 units, further works and measures would be required. Full development of the site would require the provision of a second emergency access which would not be achievable at 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.
SAN023	SAN029	Land at Archers Low Farm, St George's Road, Sandwich	CT13 9LD	Sandwich	Sandwich	Sandwich	2.19	40	G	HELAA	HELAA218	Housing	The northern part of the site fronts Sandown Road, a 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 St. George's Road subject to the provision of necessary measures	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There are no bus stops close by	There is a continuous footpath connecting the site to the local services/facilities of Sandwich	Access to this site would be possible via Sandown Road, however vehicle access onto St Georges Road is likely to be challenging due to limited footway width and subsequent sightline requirements so would need to be restricted to emergency/pedestrian access only. The provision of 40 dwellings is unlikely to create a severe impact on the surrounding highway network, however St Georges Road and Sandown Road (including Knightrider Street and the route to the High Street/Quay) are subject to constrained geometry due to on street parking, as such a review of on street parking controls may be required to mange increased traffic flow. There is general concern over the potential cumulative impact of development in around Sandwich on routes within the town which should be considered as part of future traffic modelling exercise.	More than recommended 400 metre walking distance to nearest bus stops in New Street	Further information submitted. KCC Highways have commented that from the information provided access appears achievable, albeit with the potential loss of trees to achieve sightlines. The Technical note does not provide any further clarity over traffic distribution within the village, which would have been useful. KCC Highways have stated that they generally agree that on its own, the 40 dwellings is unlikely to generate a severe impact on the Local Road network but it would be prudent to consider the cumulative impact of SAN023, SAN 007, SAN013, SAN019 within the Town, (SAN015 now has planning consent) in particular St Georges Road/New Street junction and interaction with the nearby level crossing.	Access to this site would be possible via Sandown Road, however vehicle access onto St Georges Road is likely to be challenging due to limited footway width and subsequent sightline requirements so would need to be restricted to emergency/pedestrian access only. Further information provided to demonstrate access is achievable. However cumulative impact on the highways network needs to be assessed.		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.
SAN024	SAN031	Land adjacent to John's Green and Rose Nursery, Dover Road, Sandwich	CT13 0DE	Sandwich	Sandwich	Sandwich	27.69	500	G	SHLAA/HELAA	N/A	Housing	It would be possible to create access to the site from both Woodnesborough Road and Dover Road, although some widening works may be required in the latter to accommodate this	The residential development of a site of this size will have a significant impact on the local and wider highway network. A Transport assessment would be required, and KCC Highways advice should be sought to inform any development proposals for the site.	The closest bus stops to the site are located in Woodnesborough Road, within 400m of the site	PROW ES8 bisects the site and ES11 abuts the site's western boundary	This site is located on the edge of the town directly next to the A256 corridor and Woodnesborough Road. If considered in isolation, access would be physically achievable via Woodnesborough Road, however there is concern that this access arrangement would only serve to add to existing traffic pressures in and around Sandwich Town Centre or rat running through Woodnesborough, which would need to be considered very carefully. Alternatively access may be possible from the A256,which in turn may provide an alterative access however this is likely to be a costly access solution for the level of development proposed and there are notable level in difference between the site and the road. It may be possible for a combination of development on SAN010/SAN024 & SAN015 to combine to provide either a new junction on to the A256 or an improved Deal Road/A256 roundabout (subject to land availability), however this would then require a review of access arrangements within Dover Road to prevent rat running for traffic seeking access to Sandwich Via Dover Road. Please note, this solution is likely to generate significant infrastructure delivery costs, which may need to be considered in terms of site viability.	Within 400 metres recommended walking distance to nearest bus stops in Woodnesborough Road.		If considered in isolation, access would be physically achievable via Woodnesborough Road, however there is concern that this access arrangement would only serve to add to existing traffic pressures in and around Sandwich Town Centre or rat running through Woodnesborough, which would need to 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.
SHE001	SHE001	Land off Mill Lane	CT15 7LR	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	18.21	100	G	HELAA	HELAA33	Mixed	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. Much of the surrounding highway network is of incostent widths, and the section of Mill Lane to the north of the site is entirely single-tracked.	These factors would limit the quantum of development which is appropriate for the site. A transport assessment would therefore be required to demonstrate that Mill Lane, Church Hill and Eythorne/Shepherdswell Road are able to cope with the development of 100 dwellings in this location. This should be consulted on by KCC Highways in order to mitigate any cumulative impacts of development on surrounding sites	The closest bus stops to the site are in Mill Lane, within 400m of the site although no footway exists to access these	None identified				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.
SHE002	SHE002	Upton House, 4 Mill Lane, Shepherdswell	CT15 7LJ	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	0.65	20	Mixed	HELAA	HELAA60	Housing								PP Granted - site removed from HELAA		
SHE003	SHE003	Land to the north of Westcourt Lane, Shepherdswell	CT15 7PU	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	13.81	100	G	HELAA	HELAA63	Housing	The site has no existing vehicular access, so new access would need to be created from Westcourt Lane - the submission douvment 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 this could be achieved	However Westcourt Lane becomes single-tracked some distance before either of the site accesses would be reached, and although there are some passing places concern would be raised about the ability of Westcourt Lane to accommodate a development of over 100 units. KCC Highways would ultimately be best placed to judge the cumulative impacts of this and any other nearby development sites, so they should be consulted as part of any site proposals	There are bus stops in Westcourt Lane, wqithin 400m of 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 there is no footway	None identified	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. It is narrow with limited passing opportunities in both directions and no pedestrian facilities, therefore this would increase potential vehicle/pedestrian conflict/interaction to the detriment of highway safety and the free flow of traffic.	Site outside of 400m recommended walking distance to public transport		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 assessment is required to demonstrate whether this can be mitigated.
SHE004	SHE004	Land to the north and east of St Andrew's Gardens, Shepherdswell	CT15 7LP	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	5.46	40	G	HELAA	HELAA85	Housing	Access to this site could be created from three different 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 route of ER78.	The development of this site for residential use would 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 ensure that any cumulative impacts can be mitigated	There are bus stops on Mill Lane at the end of St Andrews Gardens, within 400m of the site	ER78 crosses the site	Meadow View Lane is a private road and therefore access may not be achievable at this point. Concerns about impact of 149 dwellings on Church Hill, Mill Lane and St Andrews Gardens (width, on-street parking). Secondary emergency access required which does not appear to be achievable. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly routes through to A2/A256 (issues with width, on-street parking and significant increase in use of junctions).	Within 400 metres recommended walking distance to nearest bus stops in Mill Lane but limited services.	Further information provided. KCC have commented that from the information supplied access appears to be achievable. KCC Highways still have concerns over the level of development proposed within Shepherdswell & Eythorne on Shepherdswell Road/Coxhill Road	Meadow View Lane is a private road and therefore access may not be achievable at this point. Concerns about impact of 149 dwellings on Church Hill, Mill Lane and St Andrews Gardens (width, on-street parking). Secondary emergency access required which does not appear to be achievable. Further evidence has been provided to demonstrate that access is achievable. Concern over cumulative 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 whether this can be mitigated.
SHE005	SHE005	Land to the west of Church Road, Coldred	CT15 5AQ	Coldred	Shepherdswell with Coldred	Eythorne & Shepherdswell	1.30	5	G	HELAA	HELAA126	Housing	The site has only an informal farm access, and the submission indicates that a vehicular access would be created off Church Road via this informal access. This would appear achievable although concern would be raised about the narrow lane serving the site	A development of the size proposed is unlikely to have a 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	None identified				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 whether this can be mitigated.
SHE006	SHE006	Land at Botolph Street Farm, Shepherdswell	CT15 7NH	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	0.82	20	G	HELAA	HELAA198	Housing	Access to this site would need to be created from Coxhill 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	Coxhill Road is narrow, and is particularly constrained to the east of the site by on-street parking. Any proposals coming forward on the site should seek the views of KCC Highways at an early stage to ensure that the cumulative impacts of development can be accomodated bu the surrounding roads.	The closest bus stop is on Eythorne Road, within 400m of the site	ER81 crosses the site	Track from Westcourt Lane is private and therefore access may not be achievable. Appears suitable visibility available for access off Coxhill. Road would need widening at access point. No footway serving site.	More than recommended 400 metre walking distance to nearest bus stops in Mill Lane, but limited services and no footway.	Further information submitted. KCC Highways have commented that their original comments suggested that vehicle access could be gained from Coxhill Road, however there is still a concern over lack of footway provision, which may be compounded by the increase in vehicle activity from developments in Shepherdswell and Eythorne. KCC Highways still have concerns over the level of development proposed within Shepherdswell & Eythorne on Shepherdswell Road/Coxhill Road.	Track from Westcourt Lane is private and therefore access may not be achievable. Appears suitable visibility available for access off Coxhill. Road would need widening at access point. Access arrangements have since been clarified but there is still concern over footway provision. Concern also over cumulative 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 whether this can be mitigated.
SHE007	SHE007	Land east of Coxhill Road, Shepherdswell	CT15 7NN	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	1.01	20	G	HELAA	HELAA199	Housing	Access to this site would need to be created from Coxhill 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 access exists immediately to the south of the site	Coxhill Road is narrow, and is particularly constrained to the east of the site by on-street parking. Any proposals coming forward on the site should seek the views of KCC Highways at an early stage to ensure that the cumulative impacts of development can be accomodated bu the surrounding roads.	The closest bus stop is on Eythorne Road, within 400m of the site	ER81 crosses the site				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.

SHE008	SHE009	Land off Mill Lane, Shepherdswell	CT15 7LJ	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	0.38	10	G	Unimplemented Allocation	LA32	Housing	Access to the site would need to be created from Mill Lane, which appears achievable	A development of the size proposed is unlikely to have a significant impact on the surrounding highway network.	There are bus stops on Mill Lane at the end of St Andrews Gardens, within 400m of the site	None identified				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.
SHE009	SHE012	Land to the rear of 23 Mill Lane, Shepherdswell	CT15 7LJ	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	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.	There are bus stops on Mill Lane at the end of Millfields, within 400m of the site	ER79 adjoins the site to the south, and ER78 abuts the west of the site				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.
SHE010	SHE013	Land at 50 Mill Lane, Shepherdswell	CT15 7LT	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	0.74	22	Mixed	SHLAA	NS03SHE	Housing	The section of Mill Lane which fronts the site is single-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 to achieve sight lines.	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. It is also likely that development this far north along Mill Lane would encourage rat running from the site to Shepherdswell Road, via a stretch of Mil Lane that is single-track, has two blind bends and has few passing places. KCC Highways advice should be sought at an early stage in development proposals to ensure that the cumulative impacts of development can be mitigated.	The nearest bus stops are on Mill Lane at the end of St Andrews Gardens, more than 400m of the site and no footway exists to access these	ER91 passes close to the east of the site				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.
SHE011	SHE014	Land to rear of 25 Mill Lane, Shepherdswell	CT15 7LJ	Shepherdswell	Shepherdswell with Coldred	Eythorne & Shepherdswell	0.21	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.	There are bus stops on Mill Lane at the end of Millfields, within 400m of the site	ER78 abuts the west of the site				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.
SHO001	SHO001	Land at Churchfield Farm, Vicarage Lane, Sholden	CT14 0AL	Sholden	Sholden	Middle Deal & Sholden	5.76	48	G	HELAA	HELAA102	Housing								PP Granted - site removed from HELAA		
SHO002	SHO004	Land at South West of Sandwich Road, Sholden, Deal	CT14 0AD	Sholden	Sholden	Middle Deal & Sholden	23.68	100	G	HELAA	HELAA223	Housing	The site's existing vehicular access is from A258 Sandwich Road, at what is the most northerly point of the site submitted. There are also two unmade routes allowing pedestrian access to the site from further south in Sandwich Road, and one from Mongeham Road. The indicative masterplan submitted proposes the primary access to be from A258 Sandwich Road, a short distance to the south of the existing farm access, and a cycle/pedestrian access, which doubles as an emergency access, onto Mongeham Road next to number 78. The pedestrian connections onto Sandwich Road and Mongeham Road would be maintained. Access onto Sandwich Road appears achievable although would require the removal of some trees	The site is located close to several constrained roads, 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 development proposals	There are bus stops in Sandwich Road, London Road and Mongeham Road, which are all within 400m of different parts of the site	ED39 and ED48 cross the site, while ED38 abuts its southwestern boundary and ED37 abuts its northwestern boundary	Access likely to be achievable from Sandwich Road, however this would lead to the loss of a number of established highway trees which should be balanced when considering the merits of the potential allocation. There is concern over the ability of the local road network (particularly at Manor Road and Mongeham Road) to cope with increases in traffic resulting from Local Plan allocations. It is suggested that these junctions/links are assessed in more detail to ascertain the potential for positive mitigation in these locations, which will largely dictate the level of growth that can be accommodated from this or other sites in the locality.	Within 400 metres recommended walking distance to nearest bus stops in London Road.		Access likely to be achievable from Sandwich Road, however this would lead to the loss of a number of established highway trees which should be balanced when considering the merits of the potential allocation		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.
SHO003	SHO006	Elite Car Wash, Sandwich Road, Hacklinge, Sholden	CT14 0AT	Hacklinge	Sholden/Worth	Eastry	0.27	8	PDL	HELAA	HELAA230	Housing	The site has existing access directly from Sandwich Road, located close to the southern boundary of the site	The site sees many more vehicular movements resulting from its current use than would occur after redevelopment for housing. Therefore the site's access and the surrounding roads would be capable of accommodating 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	Bus services are available from Sandwich Road towards Deal, Dover and Sandwich	None identified				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.
SHO004	SHO007	Land adjoining Pegasus, Sandwich Road, Sholden	CT14 0AD	Sholden	Sholden	Middle Deal & Sholden	1.21	42	G	Planning Application	DOC	Housing	The site currently has no vehicular access, but access appears achievable onto A258 Sandwich Road as proposed in outline application 19/00216 which is under consideration. It appears the site may have historically had informal access via EE389, although this is no longer useable	The site is located close to several constrained roads, 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 development proposals	The closest bus stop is in Sandwich Road at the front of the site, well within 400m	EE389 abuts the site to the south	Access with suitable visibility appears achievable from London Road without the need for a right turn lane, although this would be preferable. Vehicular access from the adjoining shared private drive serving Pegasus 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 secured on a proportionate basis TBC. Also see comment for SHO002	Within 400 metres recommended walking distance to nearest bus stops in London Road.		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
STA001	STA001	Summerfield Nursery, Barnsole Road	CT3 1LD	Staple	Staple	Little Stour & Ashstone	1.40	16	PDL	HELAA	HELAA7	Housing	The southern site boundary fronts Mill Road, a narrow 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 the redevelopment of this site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple				PP Granted - site removed from HELAA		
STA002	STA002	Warren House, Buckland Lane	CT3 1JY	Staple	Staple	Little Stour & Ashstone	0.43	10	PDL	HELAA	HELAA34	Housing	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 lines seem impossible to achieve.	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	The closest bus stops are in School Lane, within 400m of the site, although services are very infrequent	None identified	Appears suitable access visibility may not be achievable due to limited frontage available. Lane 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, particularly in relation to the rural lanes leading to/from the village.	Within 400 metres recommended walking distance of nearest bus stops in The Street/School Lane, however there are no bus services.		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 lines seem impossible to achieve.		Access considered to be unachievable and/or highway impact cannot be mitigated.
STA003	STA003	The Barn, Chapel Lane, Barnsole	CT3 1NX	Staple	Staple	Little Stour & Ashstone	0.37	5	G	HELAA	HELAA44	Housing	The site is located to the north west of the end of Chapel 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 discouraged	There is minimal opportunity to mitigate the impact of the development of this site and accessibility. Careful consideration will need to be given to the design and density of any development proposal that may come forward and consultation with KCC – as Local Highway Authority – will be required to ensure the consideration of the cumulative impact on the wider highway network. The widening of Chapel Lane will require the acquisition of third party land	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple				The site is located to the north west of the end of Chapel Lane, a 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 further assessment is required to demonstrate whether this can be mitigated.
STA004	STA004	Land at Durlock Road, Staple	CT3 1JD	Staple	Staple	Little Stour & Ashstone	0.24	3	G	HELAA	HELAA48	Housing	The site has no existing vehicular access, so this would 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. Sufficient space exists within the site to accommodate this.	There is an application on the neighbouring site which is 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 ensure appropriate mitigation. KCC Highways advice should be sought on this	The closest bus stops are in Durlock Road, well within 400m although services are very infrequent	None identified	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. 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 sites within the village, particularly in relation to the rural lanes leading to/from the village.	Within 400 metres recommended walking distance of nearest bus stops in Durlock Road, however there are no bus services.		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.
STA005	STA005	Animal Farm, Mill Road, Staple	CT3 1LH	Staple	Staple	Little Stour & Ashstone	0.99	30	G	HELAA	HELAA142	Housing	The northern site boundary fronts Lower Road, a well-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 of third part land and it therefore not achievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple	Visibility appears unachievable at either Lower Road or Buckland Lane access points, due to third party land required on either side of accesses. Existing roads/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 network from potential allocation sites within the village, particularly in relation to the rural lanes leading to/from the village.	Within 400 metres recommended walking distance of nearest bus stops in The Street/School Lane, however there are no bus services.		Visibility appears unachievable at either Lower Road or Buckland Lane access points, due to third party land required on either side of accesses. Existing roads/lanes also narrow at access points		Access considered to be unachievable and/or highway impact cannot be mitigated.
STA006	STA006	Land fronting Lower Road, Staple	CT3 1LH	Staple	Staple	Little Stour & Ashstone	0.70	18	Mixed	HELAA	HELAA121	Housing	The southern site boundary fronts Lower Road, a well-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 provision of necessary measures (e.g visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE186A runs along the western 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 Staple				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.
STA007	STA008	Mill Road, Staple - larger site	CT3 1JZ	Staple	Staple	Little Stour & Ashstone	4.11	120	G	SHLAA	SHL092	Housing	The western site boundary fronts Buckland Lane, a narrow rural lane with poor visibility and limited passing points. There is no existing access point and a suitable access point via Buckland Land could not be achieved	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple				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	Mill Road, Staple - smaller site	CT3 1JZ	Staple	Staple	Little Stour & Ashstone	2.10	20	Mixed	SHLAA	SHL067	Housing	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 access to the village hall and a recreation ground.	The roads surrounding the site are narrow which may limit the quantum of development which would be appropriate in this location. 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	The closest bus stops are in School Lane, within 400m of the site, although services are very infrequent	There is no continuous footpath directly connecting the site to the local services/facilities of Staple				Access would be physically achievable in this location. The roads surrounding the site are narrow which may limit the quantum of development which would be appropriate in this location		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.
STA009	STA011	Land North of Lower Road and to the east of Durlock Road, Staple (SUT03)	CT3 1JX	Staple	Staple	Little Stour & Ashstone	0.69	20	G	SHLAA	SHL008	Housing	The western site boundary fronts Durlock Road, a narrow lane providing access to Staple from the north and is restricted. There is no existing access point and suitable visibility for a 30mph zone may not be achievable for this site. If the site is combined with the neighbouring parcel (STA011), a suitable access point could be achieved subject to the provision of necessary measures (e.g. visibility splays). Durlock Road will need localised widening at access to enable two vehicles to pass	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple	Access with suitable visibility for a 30mph zone may not be achievable for this site on its own unless measured speeds indicate a lesser visibility requirement, but suitable visibility would be achievable if combined with STA004. Durlock Road will need localised widening to 4.8 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 sites within the village, particularly in relation to the rural lanes leading to/from the village.	Within 400 metres recommended walking distance of nearest bus stops in Durlock Road, however there are no bus services.		Access with suitable visibility for a 30mph zone may not be achievable for this site on its own unless measured speeds indicate a lesser visibility requirement, but suitable visibility would be achievable if combined with STA004		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.
STA010	STA012	Land between Fairview and Chapel Lane, Lower Road/Fleming Road, Barnsole	CT3 1LH	Staple	Staple	Little Stour & Ashstone	1.11	30	G	SHLAA	SUT04	Housing	The southern site boundary fronts Lower Road, a well-used access route to Staple from the east. There is no existing access point however a suitable access point could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple	Access with suitable visibility appears achievable. 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 sites within the village, particularly in relation to the rural lanes leading to/from the village.	More than recommended 400 metre walking distance to nearest bus stops in School Lane and in any case no bus services available.		Access with suitable visibility appears achievable		Access appears achievable and any highway impact can be suitably mitigated.
STA011	STA013	Land adjoining the Rookery, Durlock Road, Staple	CT3 1JU	Staple	Staple	Little Stour & Ashstone	0.71	25	G	HELAA	HELAA221	Housing	The western site boundary fronts Durlock Road, a narrow lane providing access to Staple from the north and is restricted. There is no existing access point however a suitable access point could be achieved subject to the provision of necessary measures (e.g. visibility splays). Durlock Road will need localised widening at access to enable two vehicles to pass	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is no continuous footpath directly connecting the site to the local services/facilities of Staple				There is no existing access point however a suitable access point could be achieved subject to the provision of necessary measures (e.g. visibility splays). Durlock Road will need localised widening at access to enable two vehicles to pass		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.
STA012	STA007	The Three Tuns, The Street, Staple	CT3 1LN	Staple	Staple	Little Stour & Ashstone	0.48	9	PDL	Brownfield	BR35	Housing								PP Granted - site removed from HELAA		
STM001	STM001	Land adjacent to Sea Street and backing onto rear of properties at Lighthouse Rd	CT15 6JA	St Margaret's at Cliffe	St Margarets	St Margaret's at Cliffe	2.65	80	G	HELAA	HELAA16	Housing	An acceptable access could be created but the change in levels on the site would require earth movements and removal of hedgerow	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 services to both Dover and Deal	There are walking and cycle connections along the northern boundary of the site with Sea Street				An acceptable access could be created but the change in levels on the site would require earth movements and removal of hedgerow		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.
STM002	STM002	Land adjacent to junction of Station Road and Dover Road	CT15 6EP	St Margaret's at Cliffe	St Margarets	St Margaret's at Cliffe	1.70	50	G	HELAA	HELAA17	Housing	The site has no existing vehicular access, and the sssmission proposes to create this off Station Road, with internal roads providing access to housing and a new doctors surgery. Access appears achievable onto Station Road, albeit lengthy sight lines would be required given that the national speed limit applies on the section of road which passes the site.	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. KCC highways would also advise on the sight line requirements	St Margaret's is a large village with many facilities. There are a number of bus stops which provide services to both Dover and Deal	None identified				Access appears achievable onto Station Road, albeit lengthy sight lines would be required given that the national speed limit applies on the section of road which passes 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.
STM003	STM003	Land adjacent to Reach Road bordering Reach Court Farm and rear of properties on Roman Way	CT15 6AH	St Margaret's at Cliffe	St Margarets	St Margaret's at Cliffe	3.57	40	G	HELAA	HELAA18	Housing	The site is currently accessed via a tarmacked track which leads to Reach Court Farm, although it may also be possible to create a new access directly from Reach Road into the site. The site is located around half a mile from St Margaret's village centre and the services located there, but the existing pedestrian access from the village only extends to Roman Way. Pedestrian access would therefore need to be provided from the site to link up with the existing footpath network along Reach Road	The development of this site will have some impact on the local highway network. If the site ever came forward for development, this would need to be in consultation with KCC to ensure cumulative effects are appropriately considered	Bus services are available from St Margaret's village centre to Dover and Deal	None identified	Vehicle access would be achievable from Reach Road and appropriate connection to the existing footway network could also be achieved. The local road network is constrained during the peak hours, Reach Road / Junction with High Street is currently subject to on street parking which reduce effective carriageway width. Any removal of parking would have an impact on residents parking amenity. Upper Road, JW A258 Castle Hill Road is subject to a moderate level of vehicle delay during peak hours. It is unlikely that 40 dwellings would generate a severe harm on the surrounding highway network once distributed within all available traffic routes, however there is general concern over traffic levels within the Village given the constrained nature of the High Street so this should be considered in tandem with other potential sites within the locality.	Bus services can be accessed on High Street / Sea Street, however these are over the recommended 400m walking distance from the site, therefore this may discourage the use of public transport from the proposed site.		Vehicle access would be achievable from Reach Road and appropriate connection to the existing footway network could also be achieved. It is unlikely that 40 dwellings would generate a severe harm on the surrounding highway network once distributed within all available traffic routes		Access appears achievable and any highway impact can be suitably mitigated.
STM004	STM004	Land adjacent to Seaways, Bay Hill	CT15 6DU	St Margarets Bay	St Margarets	St Margaret's at Cliffe	0.31	2	G	HELAA	HELAA27	Housing	The site would need vehicular access from Bay Hill, but due to the topography of the land it is difficult to see how this would be feasible.	A development of the size proposed would have a minimal impact on the surrounding highway network. Early engagement with KCC Highways would advise on the suitability of any access which could be provided on site	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 vehicular access from Bay Hill, but due to the topography of the land it is difficult to see how this would be feasible.		Access considered to be unachievable and/or highway impact cannot be mitigated.

STM005	STM005	South Goodwin House, 69 Granville Road, St Margarets	CT15 6DT	St Margaret's	St Margarets	St Margaret's at Cliffe	0.29	5	Mixed	HELAA	HELAA61	Housing	The site has existing access via Granville Road, although this is a private road so the promoter would need to ensure that access is available. In addition, the section fronting the proposed access location is narrow, and provides onward access to the Dover Patrol Memorial, so some localised widening may be required were Granville Road to serve further residential development.	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 services to both Dover and Deal	ER9 runs along eastern edge of site				The site has existing access via Granville Road, although this is a private road so the promoter would need to ensure that access is available		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.
STM006	STM006	Land at New Townsend Farm, Station Road, St Margarets	CT15 6ES	St Margaret's	St Margarets	St Margaret's at Cliffe	13.35	10	G	HELAA	HELAA192/HELAA239	Housing	The site has existing access from Station Road in the form of a farm track, so this would require improvements and widening in order to serve residential development. The promoter suggested a mini-roundabout, which would require a significant reduction of the speed limit here, and in any case would only be necessary if the whole site was to be developed for housing. Depending on the quantum of development envisaged for the site, a right turn lane may be required given that the national speed limit applies to Station Road as fronts the site. If this is not able to be provided then this will limit the quantum of development which is achievable on the site	The development of this site is unlikely to have a significant impact on the wider 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 services to both Dover and Deal	ER41 and ER28 cross the site	In isolation 10 dwellings is unlikely to have a severe impact on the surrounding road network. There are two potential access points into this site (north and south of Cliff Place Cottage). The northern most access point would likely require the removal of the existing layby, suitable sightlines are likely to be achievable. A right turn lane is likely to be needed to be provided at site access in this location (to manage potential rear end shunts), however there is unlikely to be enough space available to provide one without the use of third-party land. The southern access is unable to provide the necessary required visibility sightline in the southern direction. Therefore, in the absence of speed survey data, access in this location may not be suitable. This site is located some distance away from the services and amenities within the village, which could lead to an increase in demand for parking within the village as residents are likely to drive rather than walk or cycle. A2 Duke of York roundabout is another significant constraint for travel travelling to/from Dover. A mitigation strategy will be required for this junction in line with cumulative local plan growth forecasts.	Most of the site is located outside of the 400m recommended distance from existing bus stops. Whilst buses travel along Station Road, existing bus stops are located within laybys for safety reasons. There would appear that there is insufficient space within the highway boundary to locate new stops (within laybys) closer to the development site.	Further information submitted. KCC have commented that the use of the adjacent site would improve the access situation; however, I assume that this would then require this site to be included as part of the allocation. KCC Highways still recommend that a speed survey is undertaken on Station Road in the vicinity of the proposed access point to ascertain access requirements.	In isolation 10 dwellings is unlikely to have a severe impact on the surrounding road network. The southern access is unable to provide the necessary required visibility sightline in the southern direction. The further information provided seeks to resolve the access issue, however a speed survey 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.
STM007	STM007	Land to the west of Townsend Farm Road, St Margarets (Site B)	CT15 6JE	St Margaret's	St Margarets	St Margaret's at Cliffe	0.63	18	G	HELAA	HELAA196	Housing	Access to the site is achievable via Townsend Farm Road, and the site has two existing farm-gated accesses – 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 Dover and Deal	A Public Right of Way (ER32) passes the site to the north-west	Appears access is achievable from end of Townsend Farm Road, but would need to provide suitable visibility within the site for drivers emerging from Ash Grove and pedestrians crossing the junction. The southern section of Townsend Farm Road would need widening in places and the existing footway would need to be extended into the site. Some parking restrictions may be required in the northern section to provide passing places. It is unlikely that 15 dwellings would generate a severe harm on the surrounding highway network once distributed within all available traffic routes, however there is general concern over traffic levels within the Village given the constrained nature of the High Street so this should be considered in tandem with other potential sites within the locality.	Within 400 metres recommended walking distance to nearest stops in High Street		Appears access is achievable from end of Townsend Farm Road, but would need to provide suitable visibility within the site for drivers emerging from Ash Grove and pedestrians crossing the junction		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.
STM008	STM008	Land to the west of Townsend Farm Road, St Margarets at Cliffe (site A)	CT15 6EP	St Margaret's	St Margarets	St Margaret's at Cliffe	0.63	18	G	HELAA	HELAA196	Housing	Access to the site is achievable via Townsend Farm Road, and the site has two existing farm-gated accesses – 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 Dover and Deal	A Public Right of Way (ER32) passes the site to the north-west	Appears access with suitable visibility is achievable from Townsend Farm Road. The southern section of Townsend Farm Road would need widening in places and a footway provided along at least part of the frontage. Some parking restrictions may be required in the northern section to provide passing places. It is unlikely that 15 dwellings would generate a severe harm on the surrounding highway network once distributed within all available traffic routes, however there is general concern over traffic levels within the Village given the constrained nature of the High Street so this should be considered in tandem with other potential sites within the locality.	Within 400 metres recommended walking distance to nearest stops in High Street		Appears access with suitable visibility is achievable from Townsend Farm Road. The southern section of Townsend Farm Road would need widening in places and a footway provided along at least part of the frontage		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.
STM009	STM011	DDC owned site - Land on west side, south of Portal School, Sea Street, St Margarets	CT15 6AW	St Margarets	St Margarets	St Margaret's at Cliffe	0.56	17	G	SHLAA	SHL043	Housing	An acceptable access could be created, and a farm access already exists into the field, but the change in levels on site 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 along Sea Street to the centre of St Margaret's village, and several bus routes are available offering services to Dover and Deal	None identified				An acceptable access could be created, and a farm access already exists into the field, but the change in levels on site would mean excavations would be necessary, as well as the removal of hedgerows		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.
STM010	STM015	Land located between Salisbury Road and The Droveway, St Margarets-at-Cliffe	CT15 6DL	St Margarets	St Margarets	St Margaret's at Cliffe	2.72	35	G	SHLAA	SAD28	Housing	Access to the site could be provided from either Salisbury Road or The Droveway, although Salisbury Road is private so the promoter would need to ensure that there is right of access. Both roads are at their narrowest in the vicinity of the site, although there may be scope for some localised widening along the site frontages.	The development of this site is unlikely to have a significant impact on the highway network, although the cumulative effect of developing the site on the constrained St Margarets High Street should be considered. If the site ever came forward for development, this would need to be in consultation with KCC who can advise on road/junction capacity	The site is isolated from public transport, with the nearest bus services available from a stop at the top of Bay Hill, more than 400m from the site	ER26 runs along edge of site	Direct access to the highway is achievable from either The Droveway or Salisbury Road, However Salisbury Road is private as such it should be checked that the land promotor has rights of access. Notwithstanding this, the Junction of Salisbury Road/The Droveway is poor with insufficient sightlines with very limited scope for improvement. The Droveway geometrically constrained and is subject to a large amount of on street parking which reduces effective width, whilst in theory waiting restrictions could be imposed, this would have a significant impact on local parking amenity. The junction of The Droveway/Sea Street is subject to constrained visibility (southbound), as such an increase in turning movements at this junction will increase the likelihood of vehicle conflict and there is limited scope to provide meaningful improvements. General concern over traffic levels within the Village given the constrained nature of the High Street which is subject to narrow sections and on street parking, this would need to be considered in tandem with other potential allocation sites in the locality.	More than recommended 400 metre walking distance to nearest bus stops on Sea Street.		Direct access to the highway is achievable from either The Droveway or Salisbury Road, However Salisbury Road is private as such it should be checked that the land promotor has rights of access		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.
STM011	STM016	Land to the north of Salisbury Road, St Margarets-at-Cliffe	CT15 6DP	St Margarets	St Margarets	St Margaret's at Cliffe	0.30	5	G	SHLAA	STM09	Housing	Access to the site could be provided from either Salisbury Road or The Droveway via the neighbouring STM010 site if developed in conjunction. Salisbury Road is private so the promoter would need to ensure that there is right of access. Both roads are at their narrowest in the vicinity of the site, although there may be scope for some localised widening along the site frontages.	The development of this site is unlikely to have a significant impact on the highway network, although the cumulative effect of developing the site on the constrained St Margarets High Street should be considered. If the site ever came forward for development, this would need to be in consultation with KCC who can advise on road/junction capacity	The site is isolated from public transport, with the nearest bus services available from a stop at the top of Bay Hill, more than 400m from the site	None identified				Access to the site could be provided from either Salisbury Road or The Droveway via the neighbouring STM010 site if developed in conjunction		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.
SUT001	SUT002	Land at Homestead Farm, Waldershare Road	CT15 5JA	Ashley	Sutton by Dover	Eastry	0.21	5	G	HELAA	HELAA42	Housing	Access is achievable via Waldershare Road, a narrow rural lane	Whilst Waldershare Road and the existing road network serving the village are narrow, there are some passing places available and the additional demand generated from the proposed development (3 units), it is unlikely that there will be a significant impact on the highway network. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highways Authority – will be required.	There is no bus stop located close by	There is no footpath from the site to the village and the construction of a footway would involve third party land. The site is located some distance from East Studdal where there are a limited number of services, with only a community hall	Planning permission was refused for three dwellings on this site, however it was acceptable in highway terms. An additional three dwellings are unlikely to have a severe capacity impact on the highway network. No footways serving the site or in the village.	Within 400 metres recommended walking distance to nearest bus stops in Waldershare Road, however bus services are very limited.		Planning permission was refused for three dwellings on this site, however it was acceptable in highway terms		Access appears achievable and any highway impact can be suitably mitigated.
SUT002	SUT003	Land adjacent to The Follies, Downs Road, East Studdal	CT15 5DB	Sutton	Sutton by Dover	Eastry	2.57	15	G	HELAA	HELAA72	Housing	The site is located along Downs Road, a single lane with passing points further along the road to the east. There are two existing access points along Downs Road that could serve any development	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the 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 lane with passing points further along the road to the east. There are two existing access points along Downs Road that could serve any development		Access appears achievable and any highway impact can be suitably mitigated.
SUT003	SUT004	Seaview, Downs Road, East Studdal	CT15 5DA	Sutton	Sutton by Dover	Eastry	0.63	10	G	HELAA	HELAA74	Housing	There is no existing access point to the site however access could be achieved via Downs close but would require the acquisition of third party land. To achieve any suitable access point to the site via Downs Road or Downs Close third party land would be required	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	A bus stop is located close by	There is a footpath from the site to the village via Downs 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 route through site SUT005. Other access shown from Downs Road is not suitable for 18 dwellings. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. Connection can be made to existing footway network in village.	Within 400 metres recommended walking distance to nearest bus stops in Homestead Lane, however bus services are very limited.		Appears suitable visibility available onto Downs Close, however access from here would require route through site SUT005. Other access shown from Downs Road is not suitable for 18 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.
SUT004	SUT005	Land adjacent ot 1 Downs Close, East Studdal	CT15 5BY	Sutton	Sutton by Dover	Eastry	0.71	10	G	HELAA	HELAA150	Housing	Access to the site could be achieved via Downs Close however this may require the removal of a telephone 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 impact on the wider highway network	A bus stop is located close by	There is a footpath from the site to the village via Downs Road and Downs Close. There are a limited number of services, with only a community hall	Appears suitable visibility available onto Downs Close. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. Connection can be made to existing footway network in village.	Within 400 metres recommended walking distance to nearest bus stops in Homestead Lane, however bus services are very limited.		Appears suitable visibility available onto Downs Close. Unlikely on its own to have a severe impact on the highway network		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.
SUT005	SUT006	The Homestead, Homestead Lane, East Studdal	CT15 5BN	Sutton	Sutton by Dover	Eastry	1.76	30	G	HELAA	HELAA161	Housing	The site is located to the rear of properties along Homestead Lane, a narrow rural lane. A suitable single access point is available and achievable off Homestead Lane between the Homestead and scrubland neighbouring the residential properties to the east. An access point off Strakers Hill would require acquiring 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	A bus stop is located close by however there are minimal services	There is a footpath from the site to the village via Homestead Lane. There are a limited number of services, with only a community hall	Appears suitable visibility achievable to south of access (30 mph zone) using adjacent land shown in same ownership, however visibility to north may require land from adjacent existing allocated site LA35. Appears width of access may not be suitable for adoption to serve 52 dwellings, however land in same ownership appears available to south to enable wider access. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. Appears connection to existing footway network in village may require land from adjacent existing allocated site LA35.	Within 400 metres recommended walking distance to nearest bus stops in Homestead Lane, however bus services are very limited.		Appears suitable visibility achievable to south of access (30 mph zone) using adjacent land shown in same ownership, however visibility to north may require land from adjacent existing allocated site LA35. Appears width of access may not be suitable for adoption to serve 52 dwellings, however land in same ownership appears available to south to enable wider access		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.
SUT006	SUT007	Land adjacent to Stoneheap Road, East Studdal	CT15 5BU	Sutton	Sutton by Dover	Eastry	1.52	35	G	HELAA	HELAA162	Housing	The site is located along Stoneheap Road (northern boundary) which is a narrow rural lane. There is no existing access point to the site however a suitable access point could be achieved via Stoneheap Road with the removal of existing hedges to ensure the provision of adequate visibility splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	A bus stop is located close by	There is no footpath from the site to the village however Public Footpath ER432 runs along the eastern boundary connecting the site to the village. There are a limited number of services, with only a community hall	Appears suitable visibility may be achievable at some point along site frontage. Existing road would also need widening at access point. Concern regarding narrow lanes serving site. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. No footways serving the site.	Within 400 metres recommended walking distance to nearest bus stops in Homestead Lane, however bus services are very limited.		Appears suitable visibility may be achievable at some point along site frontage. Existing road would also need widening at access point. Concern regarding narrow lanes 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.
SUT007	SUT008	East Studdal Nursery, Downs Road, East Studdal	CT15 5DB	East Studdal	Sutton by Dover	Eastry	1.00	30	PDL	Unimplemented Allocation	LA35	Housing	The site is located along Downs Road where the road narrows into a single lane. The site is already served by a single access point associated with the nursery. It would therefore be possible to achieve an acceptable highway access off Downs Road however the removal of hedges may be required to improve visibility splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	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	Current planning application for up to 10 dwellings on this site under reference DOV/18/00125 to which we have raised no objection bearing in mind the current Local Plan allocation, existing use of the site and limit of 10 dwellings proposed (widening of Downs Road required at site access). Concern regarding narrow lanes serving site with an additional 20 dwellings. Concern regarding impact of this site and cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. No footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Homestead Lane.		Current planning application for up to 10 dwellings on this site under reference DOV/18/00125 to which we have raised no objection bearing in mind the current Local Plan allocation, existing use of the site and limit of 10 dwellings proposed (widening of Downs Road required at site access)		Access appears achievable and any highway impact can be suitably mitigated.
SUT008	SUT009	Land at Fieldings, Stoneheap Road, East Studdal (SUT06)	CT15 5BU	East Studdal	Sutton by Dover	Eastry	0.42	10	Mixed	SHLAA	SHL005	Housing	The site is bounded by Stoneheap Road to the west which is a narrow rural lane. A suitable access point can be achieved on the site with the removal of existing hedges to ensure the provision of adequate visibility splays	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	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	Appears suitable visibility may be achievable at some point along site frontage. Existing road would also need widening at access point. Concern regarding narrow lanes serving site. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. No footways serving the site.	Within 400 metres recommended walking distance to nearest bus stops in Homestead Lane, however bus services are very limited.		Appears suitable visibility may be achievable at some point along site frontage. Concern regarding narrow lanes serving site. Concern regarding access point. Concern regarding narrow lanes 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.
SUT009	SUT010	Downs Road, East Studdal (SUT01)	CT15 5DA	East Studdal	Sutton by Dover	Eastry	1.26	5	G	SHLAA	SUT01	Housing	The site is located along Downs Road where the road narrows into a single lane. 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	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	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	Appears access with suitable visibility achievable onto Downs Road, however this would require alteration/relocation of existing parking areas along site frontage. Unlikely on its own to have a severe impact on the highway network. Concern regarding cumulative impact from potential allocation sites on wider highway network, particularly rural lanes leading to site and routes/junctions leading to A256 and A258. No footways serving the site.	More than recommended 400 metres walking distance to nearest bus stops in Homestead Lane.		Appears access with suitable visibility achievable onto Downs Road, however this would require alteration/relocation of existing parking areas along site frontage. Existing road would also need widening at access point. Concern regarding narrow lanes serving site		Access appears achievable and any highway impact can be suitably mitigated.
SUT010	SUT011	Land to the east of Homestead Farm, Ashley	CT15 5JA	East Studdal	Sutton by Dover	Eastry	1.64	50	Mixed	SHLAA	SUT05	Housing	The site is located along Waldershare Road, a narrow 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 order to provide adequate visibility splays. 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	Any development on this site would have an impact on the existing restricted highway network. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highway Authority – will be required	There is no bus stop located close by	There is no footpath from the site to the village and the construction of a footway would involve third party land. The site is located some distance from East Studdal where there are a limited number of services, with only a community hall				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, Ashley	CT15 5HS	East Studdal	Sutton by Dover	Eastry	1.75	50	G	SHLAA	NS02SUT	Housing	The site is located to the south of Chapel Lane and west of Roman Road, which are narrow rural lanes with restricted visibility. There is no existing access point to the site and in order to achieve an acceptable access the widening of these roads will be required which may require third party land	Any development on this site would have an impact on the existing restricted highway network and in particular concerns are raised regarding the additional pressure placed on the Chapel Lane, Homestead Lane and Roman Road to the north east of the site. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highway Authority – will be required	There is no bus stop located close by	There is no footpath from the site to the village and the construction of a footway would involve third party land. The site is located some distance from East Studdal where there are a limited number of services, with only a community hall				There is no existing access point to the site and in order to achieve an acceptable access the widening of these roads will be required which may require third party land		Access considered to be unachievable and/or highway impact cannot be mitigated.
SUT012	SUT014	Land adjacent to Fieldings, Stoneheap Road, East Studdal	CT15 5BX	East Studdal	Sutton by Dover	Eastry	0.40	10	G	HELAA	HELAA233	Housing	The site has an informal access to the northern portion of the site. The road between the junction of Stoneheap Road and Downs Road and the site's informal access is narrow and has no passing places	The wider road network would be capable of accommodating a development of this size, but the suitability of the site would be heavily dependent on the ability of Stoneheap Road to safely accommodate additional vehicular movements. Any roadworks required to improve the access to the site would likely require third party land. Early consultation with KCC Highways would advise	Bus services are available from Homestead Lane towards Walmer	PROW EE423 crosses in a north-easterly direction from Stoneheap Road to the north of the site				The road between the junction of Stoneheap Road and Downs Road and the site's informal access is narrow and has no passing places		Access considered to be unachievable and/or highway impact cannot be mitigated.
TEM001	TEM001	Land to the west of the A2 near Whitfield roundabout	CT16 3AP	Dover	Temple Ewell	Lydden & Temple Ewell	12.03	300	G	HELAA	HELAA84	Housing	The site is located to the south of the A2, a well-used dual carriage providing access to Whitfield, Dover and in particular the Port of Dover. There is an existing access point with limited visibility splays associated with the existing agricultural land use. Expansion of this access point would be problematic given the difference in levels and the provision of a suitable access point connecting to the A2 would require approval from Highways England	The A2 connects to Whitfield Roundabout that currently serves a significant amount of traffic and is subject to many accidents. Development of this site would be in close proximity to the Whitfield Roundabout and in turn would generate additional demand on a road that has minimal capacity to accommodate any additional traffic movements. Any development of this site would have a significant impact on the existing highway network and safety of those using the A2 and Whitfield Roundabout. There is minimal opportunity to mitigate the significant highway impacts of any development that may come forward however consultation with KCC – as Local Highway Authority – and Highways England would be required	There are no bus stops close by	Public Footpath ER182 is located to the west of the site which connects to the wider PROW network of Temple Ewell and in turn provides access to the local centre	Access only available from A2 trunk road so Highways England need to be consulted, but appears unlikely to be acceptable. Concern regarding impact on wider KCC highway network including Whitfield roundabout, Duke of York roundabout, Whitfield Hill/London road roundabout and routes to/from town centre. No footways serving site.	More than recommended 400 metres walking distance to nearest bus stops in Sandwich Road		Access only available from A2 trunk road so Highways England need to be consulted, but appears unlikely to be acceptable		Access considered to be unachievable and/or highway impact cannot be mitigated.

TEM002	TEM003	Land at Manor View Nursery, Lower Road, Temple Ewell	CT16 3DY	Temple Ewell	Temple Ewell	Lydden & Temple Ewell	1.13	25	PDL	Unimplemented Allocation	LAS	Housing				Current planning application for 14 dwellings which requires some improvement to visibility, requiring easement over nos. 32 and 34 Lower Road. This has been accepted in highway terms due to existing use of access, however 25/33 dwellings unlikely to be acceptable. Connection can be made to existing footway network leading to school but no footways along rest of Lower Road.	Within 400 metres recommended walking distance to nearest bus stops in High Street.		PP Granted - site removed from HELAA		
TEM003	TEM004	Manor Farmyard, Egerton Road, Temple Ewell	CT16 3BT	Dover	Temple Ewell	Lydden & Temple Ewell	0.74	20	PDL	SHLAA	SHL045	Housing	The site is located to the east of Egerton Road which is a narrow single lane with limited visibility. There is an existing single access point to the site associated with the site's current use, via a private road off Egerton Road	The existing local highway network is restrictive and the Egerton Road/London Road junction is hazardous due to limited visibility as a 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. Any development of this site is likely to generate additional demand on the existing local highway network which would in turn have an impact on safety and therefore development should be resisted. There is limited opportunity to mitigate the potential highways impacts however if any development was to come forward consultation with KCC – as Local Highways Authority – will be required	There are bus stops located close by	There is no PROW located within or in close proximity to the site. There is no continuous footpath from the site along Egerton Road however a footpath does begin from London Road providing connection to local services and facilities				The existing local highway network is restrictive and the Egerton Road/London Road junction is hazardous due to limited visibility as a 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	TEM005	Whitfield Valley, Dover	CT16 3BU	Dover	Temple Ewell	Lydden & Temple Ewell	8.02	240	Mixed	SHLAA	PH5005	Housing	The site is located to the rear of properties north of the A2, a well-used dual carriageway and to the east of the rear of properties of Laburnum Close and Woodside Close. There is an existing single access point associated with the current Kearsney Camping site. The provision of any further access points would require the demolition of existing properties. A secondary access would be required due to the site size which is unachievable	The existing local highway network in particular around the London Road/Kearsney Avenue and A2 Whitfield Hill/Kearsney Avenue junctions is restrictive and any additional demand generated from the development of this site would have an impact. However, it is considered that such impacts are unlikely to be significant in nature. Careful consideration will need to be given to the design of any development proposal put forward and consultation with KCC – as Local Highways Authority – will be required	There is a local bus stop close by	There is a continuous footpath connecting the site to the local services and facilities of Temple Ewell				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 mitigated.
TIL001	TIL001	Land on the west side of Dover Road	CT14 0JB	Tilmanstone	Tilmanstone	Eastry	0.95	15	G	HELAA	HELAA19	Housing	It may be possible to achieve an acceptable highway access however the removal of hedges may be required to improve visibility splays. Removal of existing trees to achieve this could however introduce a hard urban form 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 KCC – 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 settlement of Tilmanstone is limited in terms of amenities which are limited to a Church and a village hall.	None identified	Previously considered for 15 units therefore comments remain the same. Appears suitable visibility may be achievable but measured speeds would be needed to determine this. Access would need to be from Dover Road only. Unlikely on its own to have a severe capacity impact on the highway network. No footways serving site.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited.		Appears suitable visibility may be achievable but measured speeds would be needed to determine this. Access would need to be from Dover Road only		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.
TIL002	TIL006	Dove's Corner, land to the north of Chapel Road, Tilmanstone	CT14 0JF	Tilmanstone	Tilmanstone	Eastry	4.53	63	G	HELAA	HELAA225	Mixed	The Danefield House site has an informal, overgrown access from St Marys Grove, and the horse paddock site has a more tidy informal access from the same road. Both would require works to become suitable to serve a housing development of the nature proposed. A development on site may improve vehicular and pedestrian access from St Mary's Grove to Dover Road and the Eastry Bypass beyond. Tilmanstone has excellent vehicular links to surrounding larger settlements owing to its proximity to the Eastry Bypass	KCC Highways would need to be consulted regarding the suitability of visibility splays on the access to St Marys Grove and the likely additional traffic movements on this road as a result of development. KCC Highways comments would also advise on the safety of an access close the existing junction of Lower Street and Dover Road	Sporadic bus services are available from Dover Road towards Eastry and Sandwich	A Public Right of Way (EE404) crosses the site from Dover Road to Chapel Road	Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TIL002, as road is derestricted. Suitable visibility does not appear to be available for access from TIL002 onto St Marys Grove. Comments on TIL003 are the same as those made previously on TIL006. The above comments also apply to combination of TIL002 and TIL003.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited and no footway.		Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TIL002, as road is derestricted. Suitable visibility does not appear to be available for access from TIL002 onto St Marys Grove		Access considered to be unachievable and/or highway impact cannot be mitigated.
TIL003	TIL007	Danefield House, St Mary's Grove, Tilmanstone	CT14 0JS	Tilmanstone	Tilmanstone	Eastry	3.10	25	PDL	HELAA	HELAA229	Housing	The Danefield House site has an informal, overgrown access from St Marys Grove, and the horse paddock site has a more tidy informal access from the same road. Both would require works to become suitable to serve a housing development of the nature proposed. A development on site may improve vehicular and pedestrian access from St Mary's Grove to Dover Road and the Eastry Bypass beyond. Tilmanstone has excellent vehicular links to surrounding larger settlements owing to its proximity to the Eastry Bypass	KCC Highways would need to be consulted regarding the suitability of visibility splays on the access to St Marys Grove and the likely additional traffic movements on this road as a result of development. KCC Highways comments would also advise on the safety of an access close the existing junction of Lower Street and Dover Road	Sporadic bus services are available from Dover Road towards Eastry and Sandwich	A Public Right of Way (EE404) crosses the site from Dover Road to Chapel Road	Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TIL002, as road is derestricted. Suitable visibility does not appear to be available for access from TIL002 onto St Marys Grove. Comments on TIL003 are the same as those made previously on TIL006. The above comments also apply to combination of TIL002 and TIL003.	Within 400 metres recommended walking distance to nearest bus stops in Dover Road, however bus services are very limited and no footway.		Not clear that suitable visibility to the north can be achieved onto Dover Road for access to TIL002, as road is derestricted. Suitable visibility does not appear to be available for access from TIL002 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	Walmer	Walmer	11.63	223	G	Unimplemented Permission	14/00361	Housing								PP Granted - site removed from HELAA		
WAL002	WAL002	Land at Rays Bottom between Liverpool Road and Hawksdown	CT14 7PS	Deal	Walmer	Walmer	4.44	100	G	Brownfield	BR04	Housing	The site has no existing vehicular access, so this would need to be created onto Liverpool Road. Liverpool Road is narrow and is subject to the national speed limit, so localised widening is likely to be required around the site's access point and a reduction in the speed limit is likely to be necessary before development could go ahead. Given the site size, a secondary/emergency access would also need to be provided	The development of 100 units in this location would increase the amount of traffic using Liverpool Road and Grams Road, which is constrained and of incosistent widths. Consultation with KCC Highways would be required to ensure that the surrounding highway network is capable of accommodating such a development in addition to other developments in the area	The closest bus route is a sporadic service from Grams Road, although there is no footway access to the stop.	ER1 passes to the south of the site				Liverpool Road is narrow and is subject to the national speed limit, so localised widening is likely to be required around the site's access point and a reduction in the speed limit is likely to be necessary before development could go ahead.		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
WAL003	WAL004	Land at the Western end of Hawkshill Road, Walmer	CT14 7LN	Deal	Walmer	Walmer	0.45	22	G	SHLAA	SHL039	Housing	Hawkshill Road is private and any development would need permission from the current residents. Access to public highway (Kingsdown Road) is already established	Any development of this site is unlikely to have a significant impact on the highway network. If such development was to come forward consultation with KCC – as 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.				Hawkshill 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	Walmer	Walmer	0.72	21	G	SHLAA	DEA27	Housing	The site has two access points, one from Mayers Road to the east and one from Station Road to the north. Both accesses are single-track and unmade, and pass between terraced properties. 18/00592 was refused by Planning Committee on the grounds of highway safety and the impacts of the increased vehicle movements on these accesses on the amenity of neighbouring residents, and these are valid and acute concerns. The access roads are privately owned although the site's owners have right of access for vehicles and pedestrians over them, and the submission document indicates that the road surfaces could be improved where necessary	KCC Highways advice should be sought as part of any development proposals on site	The site is located approximately 200 metres from Walmer Station and bus services are available from John Tapping Close to Deal, Sandwich and Dover	None identified				The site has two access points, one from Mayers Road to the east and one from Station Road to the north. Both accesses are single-track and unmade, and pass between terraced properties. 18/00592 was refused by Planning Committee on the grounds of highway safety		Access considered to be unachievable and/or highway impact cannot be mitigated.
WAL005	WAL006	Land rear of Hawks Hill House, Hawkshill Road, Kingsdown	CT14 7LN	Kingsdown	Ringwould with Kingsdown	Ringwould	14.08	400	G	Brownfield	BR215	Housing	There is no existing access point to the site and therefore third party land would be required in order for suitable access to be achieved. If an access could be achieved, this would need to be demonstrated by site promoters	The adjoining and surrounding roads are narrow single track country lanes with limited passing places, poor alignment and poor forward visibility. Development of this site is likely to have a further detrimental impact on this local road network. The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There are bus stops nearby on Kingsdown Road	There is a footway/cycle path along the sea defences to the east				There is no existing access point to the site and therefore third party land would be required in order for suitable access to be achieved		Access considered to be unachievable and/or highway impact cannot be mitigated.
WAL006	RIN002	Land off Dover Road, Walmer	CT14 7PE	Deal	Ringwould with Kingsdown	Ringwould	4.08	85	G	HELAA	HELAA167	Housing								PP Granted - site removed from HELAA		
WHI001	WHI001	Land to the north west of Whitfield's current housing allocation	CT15 5AD	Dover	Shepherdswell with Coldred/Tilmanstone	Eastry/Eythorne & Shepherdswell	69.02	600	G	HELAA	HELAA149	Housing	The site abuts the northwestern extent of the Whitfield Urban Expansion. As such, the site is currently isolated, but will, as the site progresses, form a soft boundary to the Expansion. For the site to be developed, a Transport and Access Strategy would need to be devised which links well with the Expansion site (as detailed in the Core Strategy and Whitfield SPD), as this will determine the site's preferred access points. The site would be expected to provide links, either directly or via the Expansion site, to the A256 and A2, as well as infrastructure to encourage walking and cycling for shorter trips.	Extending the Whitfield Expansion would place a significant burden on the A2, A256 and A20, and the Whitfield and Duke of Yorks roundabouts. Detailed modelling work would need to be undertaken to enable an appropriate transport strategy to accommodate the additional traffic burden. KCC Highways should lead on this although involvement would also be required from Highways England	The site is currently remote with no bus services available	PROW ER68 crosses the site	This site would represent a further increase in housing allocation over an above that already identified within the current Local Plan. Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy, which in turn will need to be agreed with Highways England and KCC and may require 3rd party land. The same applies to other junctions such as Duke of York and possibly Brenley Corner (outside of the district). Whilst there is consensus that a longer term strategy for managing traffic on the A2 corridor is required at a national level, this may not be resolved prior to the Local Plan review being completed. In addition to the above, it is important to consider the potential impact that further housing allocation may have on local corridors such as Alkham Valley Road and the junctions located along this route such as London Road/Alkham Road, Whitfield Hill/London Road and Junctions within the District of Folkestone & Hythe, providing accessing to and from the A20/M20 corridors.	Outside of the 400m walking distance from bus stops, however BRT delivery could provide longer term access to high quality bus services.		Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
WHI002	TIL002	Eastling Down Farm, Sandwich Road, Waldershare	CT15 5AS	Sutton	Tilmanstone	Eastry	0.90		Mixed	HELAA	HELAA141	Housing	The site is already served by a single access point. Whilst it may be possible to modify this to achieve an acceptable highway access, this is likely to necessitate a substantial upgrade of the existing junction. In this regard, as part of the Whitfield Urban expansion, junction improvements are proposed at the A256/Sandwich Road junction though at present not yet fully designed. Therefore, the acceptability of any access for this site would need to be considered in conjunction the junction improvements necessary for the Whitfield expansion	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is currently considered to be isolated and of poor accessibility. However, this is poor accessibility will improve as the Whitfield Urban expansion is built out	None identified	Not clear that an access with suitable visibility to the north can be achieved as road is subject to national speed limit and visibility constrained by changes in road level on approach. A speed survey on Sandwich Road on the approach to the access would be required to provide full clarification. The site is located in a remote location some considerable distance from the existing footway, cycle network and as such residents would rely heavily on private car travel or walking inappropriately within the existing carriageway. In time (as the Whitfield Urban Expansion is delivered), access to the site would naturally improve. In isolation, 26 dwellings is unlikely to generate a severe impact on the surrounding highway network, however the cumulative impact of all development in the locality should be considered and appropriate mitigation secured on a proportionate basis TBC.	More than recommended 400 metre walking distance to nearest bus stops in Sandwich Road, although in time access would improve as part of BRT proposals related to WUE.		Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
WHI003	TIL003	Eastling Down Farm, Sandwich Road, Waldershare	CT15 5AS	Sutton	Tilmanstone	Eastry	0.39		Mixed	HELAA	HELAA184	Housing	The site is already served by a single access point. Whilst it may be possible to modify this to achieve an acceptable highway access, this is likely to necessitate a substantial upgrade of the existing junction. In this regard, as part of the Whitfield Urban expansion, junction improvements are proposed at the A256/Sandwich Road junction though at present not yet fully designed. Therefore, the acceptability of any access for this site would need to be considered in conjunction the junction improvements necessary for the Whitfield expansion	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is currently considered to be isolated and of poor accessibility. However, this is poor accessibility will improve as the Whitfield Urban expansion is built out	None identified	Appears suitable visibility may not be achievable to the north of the access. Proposed access drive not suitable for adoption to serve 11 dwellings. Unlikely on its own to have a severe capacity impact on the highway network. No footways serving site.	More than recommended 400 metres walking distance to nearest bus stops in Forge Lane, Whitfield		Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
WHI004	TIL004	Eastling Down Farm, Sandwich Road, Waldershare	CT15 5AS	Sutton	Tilmanstone	Eastry	0.82		Mixed	HELAA	HELAA140	Housing	The site is already served by a single access point. Whilst it may be possible to modify this to achieve an acceptable highway access, this is likely to necessitate a substantial upgrade of the existing junction. In this regard, as part of the Whitfield Urban expansion, junction improvements are proposed at the A256/Sandwich Road junction though at present not yet fully designed. Therefore, the acceptability of any access for this site would need to be considered in conjunction the junction improvements necessary for the Whitfield expansion	The impact upon the wider highway network will largely be dependent upon where access to the site is deemed achievable. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	The site is currently considered to be isolated and of poor accessibility. However, this is poor accessibility will improve as the Whitfield Urban expansion is built out	None identified	Some use of the existing access would be acceptable bearing in mind there appear to be some permitted existing uses on the site. If the use of the access would increase significantly as a result of allocation, it is not clear that suitable visibility to the north can be achieved as road is subject to national speed limit and visibility constrained by changes in road level on approach. A speed survey on Sandwich Road on the approach to the access would be required to provide full clarification. The site is located in a remote location some considerable distance from the existing footway, cycle network and as such residents would rely heavily on private car travel or walking inappropriately within the existing carriageway. In time (as the Whitfield Urban Expansion is delivered), access to the site would naturally improve. In isolation, 27 dwellings is unlikely to generate a severe impact on the surrounding highway network, however the cumulative impact of all development in the locality should be considered and appropriate mitigation secured on a proportionate basis TBC.	More than recommended 400 metre walking distance to nearest bus stops in Sandwich Road, although in time access would improve as part of BRT proposals related to WUE.		Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.
WHI005	SHE008	Field adjacent to Singledge Manor, Singledge Lane, Whitfield	CT15 5AD	Whitfield	Shepherdswell with Coldred	Eythorne & Shepherdswell	1.49		G	HELAA	HELAA128	Housing	The site adjoins the WHI008 (Urban Expansion) site and as such would be expected to be developed in conjunction. As such, the site is currently isolated, but will, as the Expansion progresses, form a soft boundary to the Expansion. For the site to be developed, a Transport and Access Strategy would need to be devised which links well with the Expansion site (as detailed in the Core Strategy and Whitfield SPD), as this will determine the site's preferred access points. The site would be expected to provide links, via the Expansion site, to the A256 and A2, as well as infrastructure to encourage walking and cycling for shorter trips.	The cumulative impact of development on this and surrounding land would place a significant burden on the A2, A256 and A20, and the Whitfield and Duke of Yorks roundabouts. Detailed modelling work would need to be undertaken to enable an appropriate transport strategy to accommodate the additional traffic burden. KCC Highways should lead on this although involvement would also be required from Highways England	The site is currently remote with no bus services available	None identified	Not clear that access with suitable visibility can be achieved in this derestricted lane. Singledge Lane is narrow with limited visibility and passing places, no lighting and no footway so unsuitable to serve an additional six dwellings.	More than recommended 400 metre walking distance to nearest bus stops in Nursery Lane.		Further information and modelling outputs will be required to ascertain the absolute impact of this increased allocation on the surrounding highway network, however it is evident from current observations that the Whitfield Roundabout will not be able to cope with additional development without an appropriate mitigation strategy		Highways concerns have been identified in relation to access and/or highway impact and further assessment is required to demonstrate whether this can be mitigated.

WHI006	WHI003	Guide Hut, Sandwich Road, Whitfield	CT16 3NG	Dover	Whitfield	Whitfield	0.24	8	Mixed	HELAA	HELAA81	Housing	The site's only direct vehicular access is via Guilford Avenue, owing to the use of the south-western portion of the site as a parking area. The Guide Hut site has no direct vehicular access , but there is pedestrian access through a gate to the Guide Hut site from the parking area.	Development on site would place additional pressure on Nursery Lane, a road with narrow sections, particularly close to its junction with Sandwich Road. Advice would need to be sought as to where would be most appropriate to provide access to the site. There is limited parking in the vicinity, especially if the car park area to the west of the site was to be developed. Early engagement with KCC Highways as part of the planning process would advise on the suitability of access and the impact on PROW, as well as the need to provide adequate parking spaces	The site is well linked to public transport, with bus services available from Sandwich Road towards Dover, Aylesham Eastry and Canterbury	A Public Right of Way (ER69) adjoins the south-western boundary of the site	Doesn't appear access is available from Guilford Avenue as there is third party land between the site boundary and the public highway . Appears a private drive access with suitable visibility may be achievable from Sandwich Road, but may involve relocation of existing traffic island/gateway feature and telecommunications cabinets. Unlikely on its own to have a severe impact on the wider highway network. Appears to be some existing parking on part of the site which would be displaced if development takes place.	Within 400 metres recommended walking distance to nearest bus stops in Sandwich Road.		Appears a private drive access with suitable visibility may be achievable from Sandwich Road, but may involve relocation of existing traffic island/gateway feature and telecommunications cabinets		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.
WHI007	WHI004	Holly Lodge Retirement Community, Holly Lodge, Sandwich Road, Whitfield	CT16 3JP	Dover	Whitfield	Whitfield	3.68		G	HELAA	HELAA160	Other	The site forms part of the WHI008 (Urban Expansion) site and as such would be expected to be developed in conjunction. As such, the site is currently isolated, but will, as the Expansion progresses, form part of the Expansion. For the site to be developed, a Transport and Access Strategy would need to be devised which links well with the Expansion site (as detailed in the Core Strategy and Whitfield SPD), as this will determine the site's preferred access points. The site would be expected to provide links, via the Expansion site, to the A256 and A2, as well as infrastructure to encourage walking and cycling for shorter trips.	The cumulative impact of development on this and surrounding land would place a significant burden on the A2, A256 and A20, and the Whitfield and Duke of Yorks roundabouts. Detailed modelling work would need to be undertaken to enable an appropriate transport strategy to accommodate the additional traffic burden. KCC Highways should lead on this although involvement would also be required from Highways England	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 devised which links well with the Expansion site (as detailed in the Core Strategy and Whitfield SPD)		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.
WHI008	WHI005	Managed Expansion of Whitfield	CT16 3JY	Whitfield	Whitfield	Whitfield	310.12	5575	G	Unimplemented Allocation	CP11	Housing	The site was allocated for the development of 5750 units in the Core Strategy (2010). For the site to be developed, a Transport and Access Strategy would need to be developed which is in line with the Whitfield SPD, and links well to the A256 and A2. This would determine the most suitable access points. The site would also be expected to provide infrastructure to encourage walking and cycling for shorter trips.	The cumulative impact of development on this and surrounding land would place a significant burden on the A2, A256 and A20, and the Whitfield and Duke of Yorks roundabouts. Detailed modelling work would need to be undertaken to enable an appropriate transport strategy to accommodate the additional traffic burden. KCC Highways should lead on this although involvement would also be required from Highways England	The closest bus services are from Sandwich Road, although a bus connection is expected to serve the Expansion site in future	ER62, ER63, ER71, ER54, ER128, ER123A, ER266, ER68, ER66 and EE414 cross the site				For the site to be developed, a Transport and Access Strategy would need to be developed which is in line with the Whitfield SPD, and links well to the A256 and A2. This would determine the most suitable access points		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.
WHI009	WHI007	Land to rear of Archers Court Road, Whitfield	CT16 3HP	Whitfield	Whitfield	Whitfield	1.67	28	G	Unimplemented Permission	16/01328	Housing									PP Granted - site removed from HELAA	
WIN001	WIN001	Land off Preston Hill	CT3 1EJ	Wingham	Wingham	Little Stour & Ashstone	5.17	60	G	HELAA	HELAA5	Housing	The north eastern site boundary fronts Wenderton Lane, a narrow rural lane with poor visibility. It also fronts Preston Hill, a well used access route to Wingham from the north. There is an existing access point via Wenderton Lane associated with the current use of the site. Further works would be required to ensure this is suitable to serve development of this site (e.g. removal of vegetation and provision of adequate visibility splays). An access point along Preston Hill would require the acquisition of third party land and is therefore likely to be unachievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is a continuous footpath via Preston Hill directly connecting the site to the local services/facilities of Wingham				The north eastern site boundary fronts Wenderton Lane, a narrow rural lane with poor visibility. An access point along Preston Hill would require the acquisition of third party land and is therefore likely to be unachievable		Access considered to be unachievable and/or highway impact cannot be mitigated.
WIN002	WIN002	Land off Preston Hill Road	CT3 1DB	Wingham	Wingham	Little Stour & Ashstone	1.02	20	G	HELAA	HELAA9	Housing	The site has no existing access, and the submission proposes that this would be created off Preston Hill. This appears achievable although would require the removal of a large portion of the hedgerow to enable access and sufficient sight lines. In any case, given the national speed limit applies on Preston Hill as fronts the site, KCC Highways would need to confirm that sufficient sight lines are available.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by on Preston Hill	None identified				The site has no existing access, and the submission proposes that this would be created off Preston Hill. This appears achievable although would require the removal of a large portion of the hedgerow to enable access and sufficient sight lines		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.
WIN003	WIN003	Land adjacent to Staple Road	CT3 1LX	Wingham	Wingham	Little Stour & Ashstone	0.83	20	G	HELAA	HELAA38	Housing	Access appears to be achievable towards the western end of the site but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit. Minor widening of Staple Road will be required in the vicinity of the access to achieve minimum 5.5 metre width at access point. Connection to the existing footway network on the north side of Staple Road will be required and this will need a new section of footway in the highway verge, connecting to Miller Close, with associated dropped kerbs and tactile paving	Unlikely on its own to have a severe impact on the wider highway network, however additional impact over and above this development may raise concern with regards to the Staple Road/Adisham Road junction which is subject to constrained geometry	More than recommended 400 metre walking distance to nearest bus stops in High Street.	None identified	Access appears to be achievable towards the western end of the site but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit. Minor widening of Staple Road will be required in the vicinity of the access to achieve minimum 5.5 metre width at access point. Connection to the existing footway network on the north side of Staple Road will be required and this will need a new section of footway in the highway verge, connecting to Miller Close, with associated dropped kerbs and tactile paving. Unlikely on its own to have a severe impact on the wider highway network, however additional impact over and above this development may raise concern with regards to the Staple Road/Adisham Road junction which is subject to constrained geometry.	More than recommended 400 metre walking distance to nearest bus stops in High Street.		Access appears to be achievable towards the western end of the site but visibility requirements will need to be determined through a speed survey, as the site is just outside the existing 30 mph speed limit		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.
WIN004	WIN004	Land adjacent to White Lodge, Preston Hill	CT3 1DB	Wingham	Wingham	Little Stour & Ashstone	0.31	8	PDL	HELAA	HELAA40	Housing	The site has an existing informal access off Preston Hill, but this would require improvements in order to serve residential development. An acceptable access onto Preston Hill appears achievable, however the national speed limit applies on the road as fronts the site, so KCC Highways would need to confirm that sufficient sight lines are available.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops on Preston Hill within 400m	PROW EE161 passes close to the rear (east) of the site	Access might possibly be acceptable, however speed survey will be required to fully clarify that suitable visibility could be achieved in this derestricted section of road. Unlikely on its own to have a severe impact on the wider highway network.	Within recommended 400 metres walking distance of nearest bus stops in Preston Hill, however services are limited. More than recommended 400 metres walking distance to nearest bus stops with frequent services in High Street.		Access might possibly be acceptable, however speed survey will be required to fully clarify that suitable visibility could be achieved in this derestricted section of 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.
WIN005	WIN005	Old Railway Station, Canterbury Road, Wingham	CT3 1NH	Wingham	Wingham	Little Stour & Ashstone	1.92	6	Mixed	HELAA	HELAA54	Housing	The northern and western boundaries front Canterbury Road, a well-used access route to Wingham from the south west. There is an existing access point via Canterbury Road 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. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are no bus stops located close by	Public Footpath EE172 runs along the eastern site boundary and connects to the wider PROW network of 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 Canterbury Road 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. 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.
WIN006	WIN006	Land at Broomhill, Gobery Hill, Wingham	CT13 1JJ	Wingham	Wingham	Little Stour & Ashstone	1.32	11	G	HELAA	HELAA82	Housing	The submission proposes access onto Gobery Hill (A257) from the site. This would appear to be achievable subject to KCC Highways approval of the sight line distances available	In isolation, 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	The nearest bus services are available from Wingham High Street, within 400m of the site. Consideration may need to be given to pedestrians crossing the A257 to access bus services via the existing footway	None identified	Access with suitable visibility appears achievable. Improvements would be needed to reinforce the existing 30 mph gateway and highlight presence of access. Improvements also needed at junction of Gobery Hill and Preston Hill to provide pedestrian crossing facilities, allowing connection between site and bus stops/services/amenities in village, however at this stage it is not clear whether a safe form of crossing improvement can be achieved 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		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.
WIN007	WIN008	Wingham Engineering Works and land to the east, Goodnestone Road, Wingham	CT3 1AQ	Wingham	Wingham	Little Stour & Ashstone	5.63	162	Mixed	HELAA	HELAA113	Mixed	The site has several accesses from Goodnestone Road associated with its use as a small industrial site, and the sumission proposes that as a part of the site's redevelopment, 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	The cumulative impact of this and other development sites in the area would need to be modelled. Concerns have previously been raised regarding the Staple Road/High Street and High Street/A257 junctions, so KCC Highways advice should be sought to ensure that an appropriate mitigation strategy can be developed	The closest bus stops are in Staple Road, within 400m of the site	None identified				The submission proposes that as a part of the site's redevelopment, 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		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.
WIN008	WIN009	Land lying on the north eastern fringe of Wingham and north of the A257	CT3 1JJ	Wingham	Wingham	Little Stour & Ashstone	5.52	105	G	HELAA	HELAA172	Housing	The site has no existing vehicular access, so this would need to be created onto A257 (Gobery Hill). 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 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 modelled. The addition of over 100 units in this location will have an impact on traffic levels on Wingham High Street, so KCC 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	EE168 crosses the site, while EE41 abuts the northwestern corner of the site and EE161 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 east, and the 50 miles per hour speed limit which applies on the road as fronts 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.
WIN009	WIN010	Land at Cedar Lodge, Canterbury Road, Wingham	CT3 1BB	Wingham	Wingham	Little Stour & Ashstone	5.47	50	Mixed	HELAA	HELAA205	Housing	Access assumed to be directly off A257 Canterbury Road, as existing access to permitted sites WIN013 and WIN014 is private and will not become part of public highway. Appears visibility may not be achievable due to bend in road and third-party land. Also appears there may a strip of third-party land between the site boundary and the highway, preventing connection to the highway.	Unlikely on its own to have a severe impact on the wider highway network	Within recommended 400 metres walking distance of nearest bus stops in High Street	No footways serving site. PROW EE48 runs near site and could possibly be improved to provide connection to School Lane and wider footway network in village, however it appears this again may require third party land	Access assumed to be directly off A257 Canterbury Road, as existing access to permitted sites WIN013 and WIN014 is private and will not become part of public highway. Appears visibility may not be achievable due to bend in road and third-party land. Also appears there may a strip of third-party land between the site boundary and the highway, preventing connection to the highway. No footways serving site. PROW EE48 runs near site and could possibly be improved to provide connection to School Lane and wider footway network in village, however it appears this again may require third party land. Unlikely on its own to have a severe impact on the wider highway network.	Within recommended 400 metres walking distance of nearest bus stops in High Street.		Access assumed to be directly off A257 Canterbury Road, as existing access to permitted sites WIN013 and WIN014 is private and will not become part of public highway. Appears visibility may not be achievable due to bend in road and third-party land. Also appears there may a strip of third-party land between the site boundary and the highway, preventing connection to the highway		Access considered to be unachievable and/or highway impact cannot be mitigated.
WIN010	WIN011	Land east of Adisham Road, Wingham	CT3 1AU	Wingham	Wingham	Little Stour & Ashstone	1.75	40	G	HELAA	HELAA207	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, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is no a continuous footpath directly connecting the site to the local services/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		Access considered to be unachievable and/or highway impact cannot be mitigated.
WIN011	WIN012	Land west of Adisham Road, Wingham	CT3 1AZ	Wingham	Wingham	Little Stour & Ashstone	2.01	50	G	HELAA	HELAA208	Housing	The site does not have existing vehicular access, but the submission proposes creating this from Adisham Road. 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. It appears from the plan that a secondary (pedestrian) 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 Road/High Street and High Street/A257 junctions. KCC Highways should advise 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 bisects 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 Road. 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		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.
WIN012	WIN015	Land to the rear of The Paddock and either side of Petts Lane (track), Wingham	CT3 1BX	Wingham	Wingham	Little Stour & Ashstone	2.15	64	G	SHLAA	WIN01	Housing	The site is located to the rear of properties along the A257 High Street, a well used access route to Wingham from the north. There is an existing access point via Pett's Lane, a narrow track off High Street however a suitable access with adequate visibility to serve the development of this site is unachievable due to adjacent properties	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE169 bisects the site from the east to the west and connects to the wider PROW network of Wingham. There is no a continuous footpath via Preston Hill directly connecting the site to the local services/facilities of Wingham	Amber site considered as shown on plan (10 units). Visibility to south does not appear achievable due to close proximity of existing dwellings to edge of carriageway in A257 High Street. Width of access to allow two cars to pass at junction with A257 High Street and provide layout to adoptable standard does not appear achievable. Unlikely on its own to have a severe capacity impact on the wider highway network. Comments also apply to combined amber+red site.	Within 400 metres recommended walking distance of nearest bus stops in High Street.		Width of access to allow two cars to pass at junction with A257 High Street and provide layout to adoptable standard does not appear achievable		Access considered to be unachievable and/or highway impact cannot be mitigated.
WIN013	WIN016	Land fronting Gobery Hill, Wingham	CT3 1DE	Wingham	Wingham	Little Stour & Ashstone	0.97	29	G	SHLAA	NS01WIN	Housing	The northern site boundary fronts A257 Gobery Hill, a well-used main access route to Wingham from the east. 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).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by.	There is 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).		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.
WIN014	WIN018	Footpath Field, Staple Road, Wingham,	CT3 1AL	Wingham	Wingham	Little Stour & Ashstone	3.60	50	G	HELAA	HELAA234	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 national speed limit zone, so sufficient sight lines would need to be approved by KCC Highways, and some localised widening may be required if 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 Street/A257 junctions. KCC Highways should advise on the cumulative impacts of this site and others in the area to ensure appropriate mitigation strategies	The nearest bus services are available from Staple Road, within 400m of the site	EE174 crosses the site	Access appears to be achievable but visibility requirements will need to be determined through a speed survey, as the site is outside the existing 30 mph speed limit. Widening of Staple Road will be required along the site frontage. Footway required along frontage connecting to existing network at Miller Close. Concern regarding the impact at Staple Road/Adisham Road and Adisham Road/High Street junctions.	More than recommended 400 metre walking distance to nearest bus stops in High Street.		Access appears to be achievable but visibility requirements will need to be determined through a speed survey, as the site is outside the existing 30 mph speed limit. Widening of Staple Road will be required along the site frontage		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.
WIN015	WIN019	Former Gregory's Yard, rear of 67 High Street, Wingham	CT3 1DW	Wingham	Wingham	Little Stour & Ashstone	0.31	10	Mixed	HELAA	HELAA238	Housing	The site has no existing vehicular access, and part of the adjoining site was redeveloped following application 14/00320. The submission proposes to use an access from St Marys Meadow, which was used as a construction access for the neighbouring site. Access from St Marys Meadow seems to be achievable, 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, 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	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.		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.

WOO001	WOO001	Land opposite Sunnyside Cottages, Marshborough Road	CT13 0PF	Sandwich	Woodnesborough	Sandwich	0.27	5	Mixed	HELAA	HELAA3	Housing	The north eastern site boundary fronts Marshborough Road, a narrow rural lane with no passing points and poor visibility. There is an existing access point via Marshborough Road however this is a track which bisects the site providing access to Green Lane Farm which lies to the west of the site. A suitable access point to serve development could be achieved subject to the provision of necessary measures (e.g. visibility splays and removal of vegetation).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by.	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough				The north eastern site boundary fronts Marshborough Road, a narrow rural lane with no passing points and poor visibility. A suitable access point to serve development could be achieved subject to the provision of necessary measures (e.g. visibility splays and removal of vegetation).		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.
WOO002	WOO002	Land at Beacon Lane Farm	CT13 0PD	Woodnesborough	Woodnesborough	Sandwich	0.14	5	PDL	HELAA	HELAA36	Housing	The western site boundary front Beacon Lane, a narrow rural lane and an access route to Woodnesborough from the south west. There is an existing access point via Beacon Lane associated with the current use of the site and could serve the redevelopment of this site subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough	Acceptable access for 3 dwellings could be achieved bearing in mind the existing permitted uses on the site. No footways serving the site.	Within 400 metres of nearest bus stops in Hammill Road but extremely limited services.		There is an existing access point via Beacon Lane associated with the current use of the site and could serve the redevelopment of this site subject to the provision of necessary measures (e.g. visibility splays).		Access appears achievable and any highway impact can be suitably mitigated.
WOO003	WOO003	Land at Beacon Lane Farm (Plot 2), Beacon Lane	CT13 0PD	Woodnesborough	Woodnesborough	Sandwich	0.45	12	G	HELAA	HELAA37	Housing	The western site boundary fronts Beacon Lane, a rural access route to Woodnesborough from the south west. There is no existing access point to the site however a suitable access could be achieved subject to the provision of necessary measures (e.g. visibility splays).	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services/facilities of 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).		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.
WOO004	WOO004	Land adjacent to Marshborough Cottage, Farm Lane	CT13 0PH	Woodnesborough	Woodnesborough	Sandwich	0.27	2	G	HELAA	HELAA39	Housing	The western site boundary fronts Farm Lane, off Marshborough Lane, a narrow rural lane serving dispersed residential dwellings with large grounds. The southern site boundary fronts a narrow track that provides access to neighbouring agricultural associated properties to the east. There is no existing access point however a suitable access via Farm Lane could be achieved subject to the provision of necessary measures (e.g. suitable visibility splays). A secondary access via the track to the south is not achievable	Development of this site is likely to add vehicular demand to the Farm Lane/Marshborough Road which is located at a bend and has limited visibility. Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	Public Footpath EE215 runs along the western boundary and connects to the wider PROW network of Marshborough/Woodnesborough. 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).		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.
WOO005	WOO005	Beacon Lane Nursery, Beacon Lane, Woodnesborough	CT13 0PB	Woodnesborough	Woodnesborough	Sandwich	1.03	5	PDL	HELAA	HELAA153	Housing	The eastern site boundary fronts Beacon Lane, a rural access route to Woodnesborough from the south west. There is an existing access point to the site via Beacon Lane associated with the current use and could continue to serve the redevelopment of this site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough	The site has permission for relocation of the adjacent funeral parlour and chapel of rest, with a new access onto Beacon Lane (it appears this has been partly implemented). The agreed visibility splay for the access passes across nos. 1 and 2 Belle Vue to the south, as these were in the ownership of the applicant. The allocation for 5 dwellings would need to provide the same splay, which would not be achievable if the dwellings to the south are outside the allocation site or ownership. Unlikely on its own to have a severe impact on the highway network. No footways serving the site.	More than 400 metres recommended walking distance to nearest bus stops.	Further information submitted. KCC have commented that this addresses their initial concerns	The site has permission for relocation of the adjacent funeral parlour and chapel of rest, with a new access onto Beacon Lane (it appears this has been partly implemented). The agreed visibility splay for the access passes across nos. 1 and 2 Belle Vue to the south, as these were in the ownership of the applicant. The allocation for 5 dwellings would need to provide the same splay, which would not be achievable if the dwellings to the south are outside the allocation site or ownership. This has been addressed through the submission of further information		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.
WOO006	WOO008	Land south of Sandwich Road, Woodnesborough	CT13 0LZ	Woodnesborough	Woodnesborough	Sandwich	3.15	10	G	SHLAA	LDF02	Housing	The northern site boundary fronts Sandwich Road, as well-used access route to Woodnesborough from the east. There is an existing access point at the north western corner via Sandwich Road associated with the current use of the site. A suitable access to accommodate the development of this site could be achieved subject to the provision of necessary measures (e.g. visibility splays) and a secondary access would be required	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	There is continuous footpath via norther of Sandwich Road directly connecting the site to the limited local services/facilities of Woodnesborough	Access with suitable visibility appears achievable. Secondary emergency access required and there appears to be sufficient frontage length to achieve this. Connection to existing footway network on north side of Sandwich Road will be required and this will need a footway along the site frontage with associated dropped kerbs and tactile paving. Whilst this would provide pedestrian access to the nearest bus stops and limited services in Woodnesborough, there is an existing gap in the footway network heading into Sandwich. Concern about impact of additional traffic on rural roads to west of site.	Within 400 metres recommended walking distance of nearest bus stops in The Street.		Access with suitable visibility appears achievable. Secondary emergency access required and there appears to be sufficient frontage length to achieve this		Access appears achievable and any highway impact can be suitably mitigated.
WOO007	WOO009	Wood Ash Garage at the junction of Beacon Lane and Drainless Road, Woodesborough	CT13 0PR	Woodnesborough	Woodnesborough	Sandwich	0.32	10	PDL	SHLAA	WOO03	Housing	The southern site boundary fronts Hammil Road, a rural access route to Woodnesborough from the south west, and is located on the corner of a cross junction. There is an existing access point via Hammil Road associated with the current commercial use of the site and is suitable to accommodate the redevelopment of this site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no bus stop located close by	There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough	Ten dwellings would be acceptable bearing in mind existing permitted use(s) on the site, however the access point would need to be optimised in Hammill Road to maximise available visibility. Unlikely on its own to have a severe impact on the highway network. No footways serving the site.	Within 400 metres of nearest bus stops in Hammill Road but extremely limited services.		Ten dwellings would be acceptable bearing in mind existing permitted use(s) on the site, however the access point would need to be optimised in Hammill Road to maximise available visibility		Access appears achievable and any highway impact can be suitably mitigated.
WOO008	WOO010	Woodnesborough Nurseries, Sandwich Road, Woodnesborough	CT13 0NG	Woodnesborough	Woodnesborough	Sandwich	2.52	75	PDL	SHLAA	SHL021	Housing	The north eastern corner of the site fronts Sandwich Road, a well-used access route to Woodnesborough from the east. The site is currently accessed via a private single width drive to Manor House and onto Woodland Way (to the west of the site). A suitable access point via Woodland Way or Sandwich Road would require the acquisition of third party land and is limited regarding visibility. Therefore, access to this site is not achievable	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There are bus stops located close by	Public Footpath EE220 runs along the northern boundary and connects to the wider PROW network of Woodnesborough. There is no continuous footpath directly connecting the site to the limited local services/facilities of Woodnesborough				A suitable access point via Woodland Way or Sandwich Road would require the acquisition of third party land and is limited regarding visibility. Therefore, access to this site is not achievable		Access considered to be unachievable and/or highway impact cannot be mitigated.
WOR001	WOR001	Land to the rear of The Street	CT14 0DA	Worth	Worth	Sandwich	1.19	5	G	HELAA	HELAA12	Housing	The site is located to the rear of properties between The Street and Jubilee Road - key routes through the village. There is an existing access point via a track between properties off The Street providing access to the north of the site. However, is of poor visibility and is narrow in width to accommodate two-way vehicular movements	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is a bus stop close by.	Public Footpath EE242A is located to the south 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 The Street				There is an existing access point via a track between properties off The Street providing access to the north of the site. However, is of poor visibility and is narrow in width to accommodate two-way vehicular movements		Access considered to be unachievable and/or highway impact cannot be mitigated.
WOR002	WOR002	Land that lies between A258 Deal Road and Jubilee Road	CT14 0DT	Worth	Worth	Sandwich	6.56	150	G	HELAA	HELAA28	Housing	Individual accesses for limited frontage development could be achieved	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop close by	Public Footpath EE243 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		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.
WOR003	WOR003	Land off southern side of Felderland Lane	CT14 0BP	Worth	Worth	Sandwich	0.34	12	G	HELAA	HELAA35	Housing	The site is located to the south of Felderland Lane – a narrow rural land with no passing points and poor visibility. There is an access point providing access to the neighbouring residential properties however there is no existing access point to the site. Access can only be achieved via Felderland Lane however work would be required to provide adequate visibility splays. Consideration should be given to frontage development in order to achieve a suitable access point	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required to ensure the consideration of the cumulative impact on the wider highway network	There is no continuous footpath to provide access to the closest bus stop along A258 Deal Road	Public Footpath EE251 runs along the south of the site and connects to the wider PROW network of Felderland 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		Access considered to be unachievable and/or highway impact cannot be mitigated.
WOR004	WOR004	Land at Jubilee Road, Worth	CT14 0DT	Worth	Worth	Sandwich	3.64	94	G	HELAA	HELAA210	Housing	Individual accesses for limited frontage development could be achieved	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop close by	Public Footpath 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		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.
WOR005	WOR005	Land west of Mill Lane, Worth	CT14 0DU	Worth	Worth	Sandwich	3.13	100	G	HELAA	HELAA213	Housing	The site is located to the west of Mill Lane, a narrow rural lane with poor visibility. There is a single access point via Mill Lane associated with the existing agricultural use of the site however achieving a suitable access with appropriate visibility splays would require the removal of hedgerows	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 whether a Transport Assessment is required	Whilst bus stops are close by, access to those would be via crossing the A258 Deal Road.	Public Bridleway EE238 runs along the western boundary of the site and connects to the wider PROW network of Felderland and Worth. There is no continuous footpath from the site to the local services/facilities in worth and the site is disconnected from Worth by the A258 Deal Road				There is a single access point via Mill Lane associated with the existing agricultural use of the site however achieving a suitable access with appropriate visibility splays would require the removal of hedgerows		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.
WOR006	WOR011	Land to the east of Jubilee Road	CT14 0DR	Worth	Worth	Sandwich	1.27	10	G	SHLAA	LDF012	Housing	The site has no existing vehicular access although given the flat nature of the land here this would seem straightforward to create from Jubilee Road. Jubilee Road is narrow so some localised widening may be required around the access point to the site	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop in Jubilee Road, within 400m of the site	EE243 and EE456 pass a short distance to the south and east of the site	Appears suitable visibility may be achievable but existing on-street parking may need to be removed to provide the same. Existing road would need widening at access point. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.		Appears suitable visibility may be achievable but existing on-street parking may need to be removed to provide the same. Existing road would need widening at access point		Access appears achievable and any highway impact can be suitably mitigated.
WOR007	WOR012	Land to the rear of Jubilee Road, Worth	CT14 0DN	Worth	Worth	Sandwich	1.03	20	G	SHLAA	NS01WOR	Housing	The site has access for farm vehicles from Jubilee Road, and sufficient space exists to provide a formal vehicular access in this location.	Any development of this site is unlikely to have a significant impact on the highway network. However, if such development was to come forward consultation with KCC – as Local Highway Authority – would be required. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop in Jubilee Road, within 400m of the site	EE252 & EE250 run along edge of site	Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point. A footway would be required along the site frontage together with uncontrolled crossingpoint to existing footway on other side of road. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.		Appears suitable visibility may be achievable at some point along site frontage. Existing road would need widening at access point		Access appears achievable and any highway impact can be suitably mitigated.
WOR008	WOR016	Land north of glasshouses, Worth	CT14 0FD	Worth	Worth	Sandwich	7.01	302	G	SHLAA	WOR02	Housing	The primary access to this site would need to be from Coventon Lane (EE236) although there is insufficient space to provide an access capable of serving 300 dwellings in this location. This would also require third party land. In addition, it's not clear how a secondary/emergency access could be provided to the site, which would be required for a development of this size.	If development was to come forward consultation with KCC – as Local Highway Authority – would be required to assess the potential impact of the development and cumulative effectts of other sites in the area.	There is a bus stop on The Street, within 400m of the site	EE235A runs through site, EE237A & EE236 run along edges of site				The primary access to this site would need to be from Coventon Lane (EE236) although there is insufficient space to provide an access capable of serving 300 dwellings in this location. This would also require third party land.		Access considered to be unachievable and/or highway impact cannot be mitigated.
WOR009	WOR017	Land to the East of former Bisley Nursery, The Street, Worth	CT14 0FD	Worth	Worth	Sandwich	0.83	20	G	Site Visit	DOC	Housing	Access to this site appears to be achievable from St Crispin Close	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. If such development was to come forward consultation with KCC – as Local Highway Authority – would be required	There is a bus stop on The Street, within 400m of the site	EE237A abuts the site's northern boundary	Potentially no connection to highway to gain access (adjacent roads within Bisley Nursery development are remaining private and not being adopted), unless agreement reached with owner. These private roads are also not necessarily laid out to accommodate additional dwellings. Unlikely on its own to have a severe impact on the highway network.	Within 400 metres recommended walking distance of nearest bus stops in Jubilee Road.	Further information submitted. KCC Highways have commented that the proposed route to the site between Plots 24c and 25 is only 4 metres wide and does not include any footpath provision. Therefore, this would not strictly conform with the requirements set out Kent Design Guide for a Minor Access Road (unless further improvements can be secured). Notwithstanding this, as the existing development estate is not earmarked for adoption it would not generate a specific highway objection, however the above constraints should be clarified by the applicant or considered by the LPA when balancing the merits of this potential allocation.	Potentially no connection to highway to gain access (adjacent roads within Bisley Nursery development are remaining private and not being adopted), unless agreement reached with owner. Further information submitted to clarify site access. Concerns over width of proposed access and footpath provision. Further information 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.