

1. Introduction

- 1.1 This Statement of Common Ground (SoCG) sets out the jointly agreed position between National Highways (NH, formerly Highways England), Kent County Council (KCC), and Dover District Council (DDC) in relation to the Dover District Local Plan (DDLp) and its evidence base, on matters relating to the Strategic Road Network (SRN) and Local Road Network (LRN).
- 1.2 This version has been prepared in advance of Regulation 19 publication to demonstrate how DDC, KCC and NH have been working together to identify and address the impacts of development proposed in the DDLp upon the SRN. It reflects the position as at September 2022. A further iteration of this SoCG between NH and DDC will be prepared for submission of the DDLp for Examination in Public.
- 1.3 Transport is one the key strategic issues in the DDLp, and the duty to co-operate includes working with the highways authorities to identify and address issues on the local and strategic networks. The NPPF sets an expectation that Local Plans should be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned.
- 1.4 National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority, and street authority for the SRN. The SRN is a critical national asset and, as such, National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs, as well as in providing effective stewardship of its long-term operation and integrity.
- 1.5 NH and KCC are concerned with proposals that have the potential to impact the safe, reliable and efficient operation of the strategic and local road networks, including the interplay where they connect to each other. The SRN in the vicinity of Dover comprises the M20/A20 and A2. The LRN comprises all other public roads. Given current and forecast future traffic levels and other circumstances, particular focus has been paid to the A2/A256 Whitfield Roundabout, A2/A256 Whitfield Interchange and A2/A258 Duke of York Roundabout.
- 1.6 NH, DDC and KCC have been co-operating on an on-going and continuous basis since the start of, and prior to, DDC commencing work on the DDLp in 2017. This has been in the form of regular meetings and email correspondence and sharing of documents. NH and KCC have also formally responded to the Reg 18 DDLp consultation which took place January to March 2021.
- 1.7 DDC, KCC and NH recognise that various parts of the strategic and local road networks are now, or will become, at or over capacity or may need improvements to tackle safety, during the plan period. Therefore, part of the co-operation has been to discern the impacts arising from the Local Plan, that the Local Plan will therefore be responsible for mitigating. Where capacity or safety improvements are required for other reasons, the parties will seek to co-ordinate them with the Local Plan to maximise their overall timeliness, efficiency and cost-effectiveness.

1.8 The national significance of the need to undertake works to the A2 is recognised with the inclusion of the A2 Access project identified in The Road Investment Strategy 3 (RIS3) as a RIS3 pipeline project to be developed into schemes for construction in Road Period 3 (2025/26 to 2029/30). DDC, KCC and NH note that the A2 at Dover has been identified in the Roads Investment Strategy 3 (RIS3) for a study, alongside 32 other locations across England. Ministers will make decisions on whether study schemes will progress and be included in the final RIS3 in due course. In accordance with normal practice, while all parties are mindful of the study, no reliance can be placed on any proposals until they are included in the final RIS3, are consented and the commitment to go ahead made. But during this process the materiality of the proposals will increase.

2. Transport Evidence base

- 2.1 In 2015 DDC commissioned WSP to develop an update to the Dover Transport Model (DTM) to be used to assess the impacts on the SRN of future growth in housing and employment in Dover. In 2018 the DTM was extended to cover the Deal area and is now known as the Dover and Deal Transport Model (DDTM).
- 2.2 The modelling thus far has included iterations of Do Minimum and Do Something scenarios. The Do Minimum (DM) scenarios include completed and consented growth within Dover District since the base date of the model alongside committed infrastructure schemes. The latest DM scenario has a base date of March 2021.
- 2.3 The Do Something (DS) scenarios are based upon the Do Minimum scenarios with the addition of the potential Local Plan site allocations. DS scenarios were developed for the Reg 18 draft of the Plan, and have subsequently been updated to reflect the Reg 19 Local Plan. It should be noted that as the most recent DS scenario was developed prior to finalising the proposed employment and housing allocations in the Reg 19 Plan, and therefore does not match exactly the proposed allocations. Appendix 2 explains the differences and it is agreed by the parties that at the current time the DS scenario provides a reasonable basis on which to assess the Reg 19 proposals.
- 2.4 NH and KCC have been integral to the development of the DDTM and subsequent transport evidence base, with continuous engagement having taken place to agree the specification, methodology and subsequent outputs of the transport modelling to identify the key issues and how these will be addressed.
- 2.5 As of September 2022, the following reports form the key pieces of transport modelling evidence which have been developed and agreed between DDC, NH and KCC. Prior to Reg 18 these are:
- Dover Transportation Model – Appraisal Specification Report (Feb 2016)
 - Dover and Deal Transportation Model – Modelling Appraisal Specific Report (May 2018)
 - Dover and Deal Transport Model Local Plan Forecasting Report (Jan 2021) – this assesses the impact of proposals in the Reg 18 DDLP.

2.6 KCC and NH responded to the Reg 18 consultation and provided detailed comments on the Forecasting report. DDC has sought to address the comments made and provide additional information where requested.

2.6 The following have been prepared, discussed and agreed between NH, KCC and DDC, and are incorporated in the Reg 19 Forecasting Report, available at:

<https://www.doverdistrictlocalplan.co.uk/about/evidence-base>

- Duke of York Mitigation Technical Note (May 2021) (Reg 19 Forecasting Report Appendix B)
- Technical Note: Duke of York Design Review (June 2021) (Reg 19 Forecasting Report Appendix B)
- Duke of York Roundabout Cost Plan Nr 1 Rev A (July 2021)
- Whitfield Roundabout Transport Modelling Technote (May 2022) (Reg 19 Forecasting Report Appendix A)
- Whitfield Roundabout Feasibility Design – Highways Design Review (March 2022) (Reg 19 Forecasting Report Appendix A)
- In addition to Whitfield and Duke of York Roundabouts junction modelling has been carried out, reviewed and agreed for the Dover Road/ Boys Hill Roundabout, A256 North Approach junction.

2.7 Alongside the Reg 19 Publication a full forecasting report will be produced that pulls all the above together. NH and KCC will review and provide comments on the Forecasting Report in response to the Reg 19 Publication.

3. Key issues – agreed current position and next steps

3.1 The following sets out the key issues which have been identified and agreed, and future work which is required to be carried out to demonstrate deliverability of the DDLP in relation to impacts upon the SRN and LRN.

Whitfield Roundabout

The following is agreed:

- In the Do Minimum March 2021 Scenario some arms of Whitfield Roundabout are operating over capacity.
- Proposals in the emerging DDLP up to 2040 will worsen the situation and therefore need to be mitigated
- Whitfield Roundabout Mitigation Scheme has been agreed through provision of Junctions 9 modelling and a Highways Design Review (Appendix A to Reg 19 Forecasting Report)
- No third-party land is required to deliver the scheme
- The scheme has been costed at £6.3 million
- A limited amount of development may be able to come forward in advance of mitigation, subject to NH signing and lining scheme being implemented first. This is an

interim scheme of minor works to improve safe operation of the junction until such a time as the Local Plan scheme or RIS 3 is implemented.

Further work agreed to be required prior to Local Plan examination

- Proportionality Assessment for contributions from development
- Identification of forward funding
- Delivery mechanism - to be delivered by KCC or NH
- Stage 1 Road Safety Audit, including WCHaR assessment (NMU assessment)

Duke of York roundabout

The following is agreed:

- Junction is nearing capacity and proposals in the DDLP will result in the junction operating over-capacity in relation to the local road network. NH response to the Reg 18 stated the following: *For the Duke of York roundabout the detailed modelling adequately demonstrates that Local Plan impacts should not require mitigation for the A2 itself. However, improvements to the local road approaches (A258 Castle Hill Road or A259 Deal Road) may be required and this may impact upon the SRN approaches to the roundabout. We will need to be involved with mitigation proposals as the Plan progresses.*
- Mitigation therefore needs to be identified as part of the DDLP to address impacts upon LRN, without compromising safe and efficient operation of the SRN.
- Duke of York Mitigation Scheme has been agreed through provision of Junctions 9 modelling and a Highways Design Review (Appendix B to Reg 19 Forecasting Report)
- The mitigation scheme has been costed at £5.6 million
- Following consultation with the Kent Downs AONB Unit, who have not raised concerns about the proposal, EIA screening requirements are not required at this stage
- Identification of trigger points for timing of mitigation – delivery agreed to be needed in years 5-10 of plan period (Trigger point assessment Appendix M of Reg 9 Forecasting Report)

Further work agreed to be required

- Proportionality assessment for contributions from development
- Identification of forward funding
- Consideration of 3rd party land
- Delivery Mechanism – to be delivered by KCC or NH
- Stage 1 Road Safety Audit, including WCHaR assessment (NMH assessment)

Strategic Modelling and other SRN and LRN issues

It was agreed between the parties that the assessment of the impacts upon other parts of the road network in Dover District would take place after the mitigation proposals for Whitfield Roundabout and Duke of York Roundabout had been agreed. Due to the constraints at these junctions causing re-routing of traffic which may therefore not be a true reflection of the traffic movements at the junctions once the mitigation has been put in place.

This additional modelling has been carried out in close liaison with KCC and NH, and has included the following:

- Re-run of the strategic model based upon draft Reg 19 proposals to include the agreed Duke of York and Whitfield Roundabout mitigation schemes
- Re-run of the strategic model based upon draft Reg 19 proposals to include the agreed Duke of York and Whitfield Roundabout mitigation schemes and a modal shift from Dover Fastrack
- Spreadsheet model assessment of junctions outside of the strategic model area
- The table in Appendix 1 summarises the agreed position on all junctions and nodes that have been identified by NH and KCC during this work.

A2/A256 Dumbbell roundabout

Detailed junction modelling has been carried out for this junction. The results of the initial modelling indicated the junction operated effectively and no mitigation would be required, which was initially agreed. NH subsequently provided comments on the modelling methodology which have been addressed and reported in the Reg 19 Forecasting Report for NH and KCC review and comment.

Site specific matters

Whitfield Urban Expansion

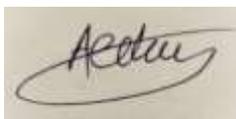
- Principle of new junctions from A2 and A256 to serve development have been agreed. Detailed design to be agreed.
- A2 junction – designed proposal has been put forward by developers, awaiting NH review
- A256 junction – design to be provided by developers for KCC review

4. Conclusion

4.1 It agreed by all parties that good progress has been made in assessing the impacts of the Local Plan on the road network and identifying mitigation. Solutions have been agreed for the two most critical junctions. The evidence has been developed to the point you would expect it to be at this stage in the Local Plans production and sufficient to have a high degree of certainty regarding the delivery of the Plan. As summarised above and in the Appendix more work will be done in the period between now and the Local Plan Examination and as appropriate an updated version of the SoCG will be published.

5. Signatories

Signed on behalf of Dover District Council



Ashley Taylor

Position: Planning Policy and Projects Manager

Date: 7th October 2022

Signed on behalf of National Highways



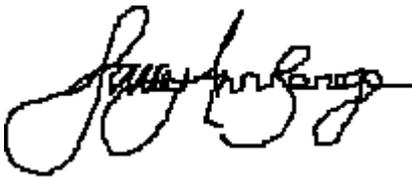
Kevin Bown

Position: Spatial Planning Manager

Kent & Sussex

Date: 20 October 2022

Signed on behalf of Kent County Council



Sally Bengel

**Position: Transport and Development Planning
Manager**

Date: 17/10/22

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Appendix 1 – Summary of junctions/nodes and agreed position with KCC and NH September 2022.

Area	Location	Junction/ Road	Identified By	Status	Action
Dover	Duke of York Roundabout	Junction	DDTM	Junction modelling completed of Local Plan solution and agreed with KCC/NH	See SoCG
Dover	A20 Limekiln Street/ Union Street Signalised junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	NH to review updated Reg 18 comments Technical Note to be provided within the Reg 19 Forecasting Report (Appendix M in separate document)
Dover	A20 Limekiln Street/ Snargate Street /Union Street Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None
Dover	A20/ A256 Woolcomber Street	Junction	NH	Signalised junction, will be optimised on ground in future year	NH to review updated Reg 18 comments Technical Note to be provided within the Reg 19 Forecasting Report (Appendix M in separate document)
Dover	Castle Street/ MaisonDieu Road Signalised junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None
Dover	A20 Snargate St/ York St Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None
Dover	A20 Snargate St/ York St Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None
Dover	A256 Maison Dieu / Park Avenue / Godwyne Road / Park Street Signalised Junction	Junction	DDTM	Signalised junction, will be optimised on ground in future year	None
Dover	A256 Whitfield Hill Southbound from Whitfield Rbt	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Dover	A256 Whitfield Hill / London Road roundabout	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Dover	A256 Whitfield Hill Rbt/ London Rd Rbt; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Dover	A258 Deal Road Southbound; Approach to DoY	Road	DDTM	More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non-Local Plan trips. Junction modelling shows the junction works.	None
Dover	A258 Deal Road Southbound; Approach to DoY, north of The Lane	Road	DDTM	More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non-Local Plan trips. Junction modelling shows the junction works.	None
Dover	A258 Dover Road Southbound;Between Station Road and Front Street	Road	DDTM	Link only just over 85% - 86%/87% in PM peak. More traffic now using A258 Southbound as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non-Local Plan trips. Junction modelling shows the junction works.	None

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Whitfield	Honeywood Parkway roundabout; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway Westbound; west of Honeywood Close	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway/ Fitness Field Rbt; Eastbound Exit	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway Eastbound; between Fitness Fields and B&Q rbt	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway/ B&Q Rbt; Eastbound Arm from Honeywood Parkway	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway/ B&Q Rbt Circulatory	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None
Whitfield	Honeywood Parkway/ Fitness Fields; Circulatory Arm	Road	DDTM	Assessed through strategic model V/C within acceptable limits. No further action necessary.	None

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Dover	Castle Hill Road/ St James Street SB	Road	DDTM	This is occurring in the DDTM as a result of traffic avoiding the traffic signal at Castle Street/ Maison Dieu Road. Additional traffic in DS1 mainly result of Local Plan sites and just over 50% comes from WCBP and Whitfield which could be reduced by BRT. In DS2 sees an improvement in V/C compared to DM. Local Plan trips which go through links mainly comes from WCBP and Whitfield.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	St James Street SB	Road	DDTM	This is occurring in the DDTM as a result of traffic avoiding the traffic signal at Castle Street/ Maison Dieu Road. Additional traffic in DS1 mainly result of Local Plan sites and just over 50% comes from WCBP and Whitfield which could be reduced by BRT. In DS2 sees an improvement in V/C compared to DM. Local Plan trips which go through links mainly comes from WCBP and Whitfield.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	Biggin Street Westbound between Worthington Street and Priory Street	Road	DDTM	Of the additional traffic in DS1/ DS2 accounts less than 50% is attributed to the Local Plan. BRT reduces V/C in both AM and PM peak.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	Priory Street Southbound - Towards Rbt	Road	DDTM	Of the additional traffic in DS1/ DS2 accounts less than 50% is attributed to the Local Plan. BRT reduces V/C in both AM and PM peak.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Dover	Castle Street Westbound, South of Maison Dieu Road	Road	DDTM	Link only just over 85% - 86% in AM Peak DS2.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	B2011 Folkestone Rd Eastbound; between Malvern Road and Priory Gate Road	Road	DDTM	Local Plan growth attributing to these links over capacity in the DS AM Peaks. Neared capacity in DM.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	Folkestone Rd Eastbound; Approach to Effingham Street	Road	DDTM	66%/55% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	Folkestone Rd Eastbound - Approaching A256 York St/ Priory Road Rbt	Road	DDTM	66%/55% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites.	Dover Town centre sites to focus on sustainable transport modes rather than highway capacity improvements
Dover	London Road / Alkham Road Junction	Junction	DDTM	WSP are undertaking junction modelling for this junction and identifying potential solutions.	Junction modelling and potential mitigation to be presented in the Reg 19 Forecasting Report for KCC review
Whitfield	Whitfield Roundabout	Junction	DDTM	Junction modelling completed of Local Plan solution and agreed with KCC/NH	See SoCG
Whitfield	A2/A256 Dumbbell Roundabouts	Junction	DDTM	Junction modelling completed and merge/ diverge assessments completed and agreed no mitigation necessary to accommodate Local Plan growth.	NH comments on modelling to reviewed, not expected to impact on conclusions. To be addressed in Reg 19 Forecasting Report

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Whitfield	A265/ Richmond Way Roundabout, A256 Northbound Approach	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1
Whitfield	New A2 junction with Whitfield Access Road (western approach)	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1
Whitfield	Whitfield Development Road from A2 Rbt to Singledge Lane, Northbound	Road	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1
Whitfield	Whitfield Development Road from Sandwich Road to A256 Rbt, Eastbound	Road	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Included in Policy SAP1
Deal	A258 Northbound, North of Church Street Junction to Granville/ Salisbury Road	Road	DDTM	Link only just over 85% - 86%/87% in PM peak. More traffic now using A258 as more traffic able to access the links with implementation of the DOY roundabout mitigation. 60% of the additional traffic with mitigation is related to non-Local Plan trips. Junction modelling shows the junction works.	None
Deal	A258 London Road, North of Mongeham Way Junction	Road	DDTM	Junction identified as a constraint - no further development planned in area and no clear solution to junction apart from sustainable transport improvements.	None
Deal	A258 London Road Northbound, between The Street and Sholden New Road	Road	DDTM	V/C increases between DM and DS are small less than 4%.	None
Deal	A258 London Road Northbound	Road	DDTM	V/C increases between DM and DS are small less than 3%.	None

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Deal	A258 London Road/ Manor Road Roundabout; Circulatory Arm	Road	DDTM	V/C increases between DM and DS are 5% or less, due to limited local plan growth as junction over capacity in DM with no mitigation options available	None
Deal	A258 London Road/ Manor Road Roundabout; Circulatory Arm	Road	DDTM	V/C increases between DM and DS are 2% or less.	None
Deal	Northern part of London Road / Manor Road Rbt	Road	DDTM	V/C increases between DM and DS are 8% or less.	None
Deal	Dover Road Southbound, South of Hawksdown Junction	Road	DDTM	Up to 32% of the additional trips using this link in DS1/ DS2 are generated by zones which contain Local Plan sites. Just over 60% of the new Local Plan traffic comes from either the WCBP (majority) or the Whitfield development. V/C only just over 90% in AM peak only.	
Deal	A258/ Station Road	Junctions	KCC	WSP are undertaking junction modelling for this junction and identifying potential solutions.	Junction modelling and potential mitigation to be presented in the Reg 19 Forecasting Report for KCC review
Deal	A256/A258	Junction	Reg 18	WSP are undertaking junction modelling for this junction.	Junction modelling to be presented in the Reg 19 Forecasting Report for KCC review
Deal	A257/ Sandwich Bypass	Junction	Reg 18	WSP are undertaking junction modelling for this junction.	Junction modelling to be presented in the Reg 19 Forecasting Report for KCC review

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Edge of modelled area	Dover Road/ Boys Hill Roundabout, A256 North Approach	Junction	DDTM	This has been modelled and it was agreed on the meeting on 6th September no further work is required	None
Edge of modelled area	A256 Dover Road/ Dover Road Roundabout, A256 Dover Road NE Approach	Junction	DDTM	Considered through strategic model, no further action necessary.	None
Edge of modelled area	A2 Eastbound, West of link through Coldred	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional traffic is associated with the Whitfield development	Junctions on A2 to be looked at
Edge of modelled area	A2 Eastbound, between link through Coldred and Coldred hill junction	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional traffic is associated with the Whitfield development	Junctions on A2 to be looked at
Edge of modelled area	A2 Eastbound, East of Coldred Hill	Road	DDTM	All of the additional trips using this link in DS1 and DS2 are generated by the Local Plan. 76%/74% of the additional traffic is associated with the Whitfield development	Junctions on A2 to be looked at
Outside modelled area	New Sandwich Road/ A256 roundabout (western arm approach)	Junction	DDTM	Whitfield developers to assess these junctions in more detail as part of the development proposals.	Ensure Whitfield developers assess

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Outside of modelled area	Lydden Hill	Junctions	NH	NH requested further information to ensure junctions operating within capacity	Additional information provided in TN on changes between DM and DS, to be provided in the REg 19 Forecasting Report for NH review (Appendix M in separate document)
Outside of modelled area	Geddinge Lane/ Coxhill junction	Junctions	NH	NH requested further information to ensure junctions operating within capacity	Additional information provided in TN on changes between DM and DS, to be provided in the REg 19 Forecasting Report for NH review (Appendix M in separate document)
Outside of modelled area	A257 High Street / Harrison Rd / B2046 High Street / A257 Canterbury Rd	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham and/or Wingham site allocations
Outside of modelled area	B2046 Adisham Rd / Dorman Avenue	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham Site (SAP24)
Outside of modelled area	B2046 Adisham Rd / Spinney Lane	Junctions	Static Analysis	Static analysis completed and shared with KCC	Agreed to be addressed by Aylesham Site (SAP24)
Outside of modelled area	Ramsgate Rd / Sandwich Bypass	Junctions	Static Analysis	Static analysis completed and shared with KCC	None

Statement of Common Ground – National Highways, Kent Country Council Highways and Dover District Council October 2022

Area	Location	Junction/ Road	Identified By	Status	Action
Outside of modelled area	High Street / Church Street / Brooke Street / Lower Street	Junctions	Static Analysis	Static analysis completed and shared with KCC	None
Outside of modelled area	Wigmore Lane / Shooters Hill / Shepherdswell Rd / Church Hill	Junctions	Static Analysis	Static analysis completed and shared with KCC	Impact on rural road network analysis provided in Reg 19 forecasting report for KCC review
Outside of modelled area	A260 Canterbury Rd / Alkham Valley Rd	Junctions	Static Analysis	Static analysis completed and shared with KCC and NH	Awaiting response from KCC and NH

Appendix 2 – Differences between development proposed in Dover District Local Plan Regulation 19 Publication October 2022 and the Do-Something Scenarios in the Forecasting Report.

Table A2.1 - Housing

	Extant housing	Housing allocations	Housing windfall	Total Local Plan Housing	Total	Completions	Total 2015-2040
Housing need SM					10,998		
Regulation 19 Submission	4,949 ¹	5592 ²	1050	6642	11,924 ³ (2022-2040)	3,477 (2015-2022)	15,401
Forecasting Report DM	5063 ⁴	0	0	0		2852 (2015-2021)	
Forecasting Report DS1	5063	6075	1120	7,195	12,258 (2021-2040)	2852	15,110
Forecasting Report DS2	5063	9005	1120	10,125	15,188 (2021 – 2040+)	2852	

*DS1 scenario includes an additional 300 homes to that proposed within the Reg 19.

Employment assumptions

WCBP Phases 1, 2, 3, and 4 have capacity to deliver circa 120,000 sqm of employment floorspace. At the time the DS was developed, parts of the site were proposed for an Inland Border Facility and had therefore not been included. The delivery of the whole of Phase 3 remains uncertain due to its ownership by DfT. DS has assumed 85,000 sqm.

Discovery Park floorspace of 49,671 is included in the DM scenario as committed development.

¹ Extant supply as at 1 April 2022, with 5% non-implementation discount, plus 1,120 extant at WUE

² Local Plan Allocations and 2,200 assumed delivery from WUE

³ Includes additional sites identified as a contingency buffer of circa 9% over SM housing need (2022-2040)

⁴ Extant supply as at 1 April 2021