

# Public Document Pack



Democratic Services  
White Cliffs Business Park  
Dover  
Kent CT16 3PJ

Telephone: (01304) 821199  
Fax: (01304) 872452  
DX: 6312  
Minicom: (01304) 820115  
Website: [www.dover.gov.uk](http://www.dover.gov.uk)  
e-mail: [democraticservices@dover.gov.uk](mailto:democraticservices@dover.gov.uk)

14 January 2016

Dear Councillor

I am now able to enclose, for consideration at the meeting of the **PLANNING COMMITTEE** on Thursday 21 January 2016 at 6.00 pm, Appendix 1 to the report at the following agenda item which was not available at the time of publication of the agenda.

13 **APPLICATION NO DOV/15/00952 - AYLESHAM VILLAGE EXPANSION** (Pages 2-3)

**Variation of Condition 14 of planning permission DOV/14/1206 to introduce a new form of layout for junction 21: application under Section 73 (amended description/further details)**

To consider the attached report of the Head of Regeneration and Development.

Yours sincerely

A handwritten signature in black ink, appearing to read "Nicky", written over a white background.

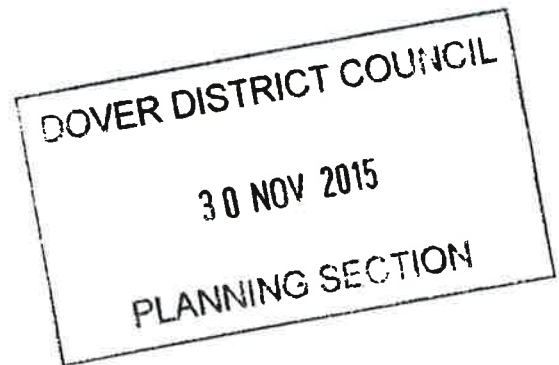
Chief Executive



## Appendix 1

15 / 00952

Mike Dawson  
Dover District Council  
White Cliffs Business Park  
Dover  
Kent  
CT16 3PJ



30 November 2015

Dear Mike

### **DOV/15/00952 – Application to vary wording of condition 14 pursuant to DOV/14/01206, Aylesham Village Expansion**

Following a number of comments received from neighboring residents and Parish Councils I would like to provide additional information relating to this application on behalf of the Developers BDW Kent and Persimmon Homes South East.

For clarification the consultation stated in the covering letter of the application refers to meetings had since the beginning of the year with a number of Parish Councils concerning the village management schemes and informal conversations had with Parish Councilors. The other consultation refers to the consultation undertaken with relevant Officers in KCC Highway Services and Highways England, who have technically approved the signalised junction as such do not have an objection to the change.

Please also find enclosed additional MLM drawings, to help explain the technical issues more clearly:

- 613399/J21/102 Rev B
- 613399/J21/101 Rev G
- 613399/J21/112

The reason for progressing with a signalised junction stemmed from issues relating to land ownership and design effectiveness. Upon progressing with detailed design of the roundabout it was identified that KCCs land ownership was not large enough to allow for the roundabout solution as shown on the Alan Baxter drawing 1218/43/06C (junction improvement 21) contained within the wording of condition 14. An overlay of KCCs land ownership and a roundabout design that would be compliant with current design guidance is shown on MLM drawing 613399/J21/112, it shows that additional land outside of KCCs ownership would be required.

Additionally, if the consented roundabout were modified to fit within KCCs land ownership, as shown on MLM drawing 102B, the design would not fully comply with design guidance in terms of the radius approaching the roundabout from the Barham direction and would not allow a HGV to stay within lane. This design would therefore be unacceptable and the condition as written is therefore unfit for purpose as the roundabout solution cannot be progressed.

A signalised junction design solution however, would not require further land and the transport and highways consultant, MLM, have confirmed that traffic signals would provide a comparable solution in regards to capacity to a roundabout solution. A signalised junction solution was therefore progressed and has been technically approved by KCC Highway Services, as shown in drawing 613399/J21/101G.

BDW Kent

Weald House, 88 Main Road, Sundridge, Kent, TN14 6ER

T: 01959 568 400 • F: 01959 569 064 • W: barratthomes.co.uk • wardhomes.co.uk • dwh.co.uk

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MLM have also confirmed that traffic signals would allow for a better control of traffic, the design includes a loop on to the A2 over-bridge which monitors traffic therefore allowing the system to adapt to traffic conditions and if desired can provide more green time and therefore more capacity for traffic from the A2 coast bound / Aylesham/ Wingham.

I trust this is acceptable and will allow you to take the application to planning committee with a recommendation to approve the application, do not hesitate to contact me if you require further information.

Yours sincerely



**Kate Stewart**  
Land and Planning Assistant  
[Kate.stewart@barratthomes.co.uk](mailto:Kate.stewart@barratthomes.co.uk)

01959 568400