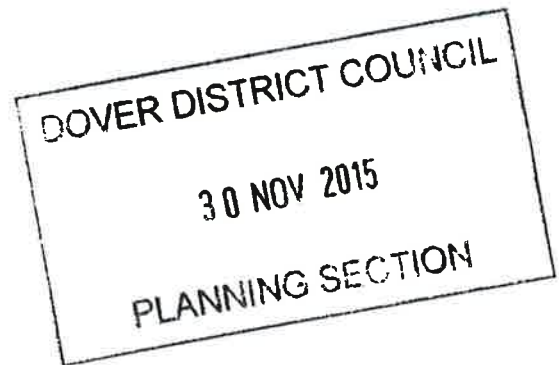




Appendix 1

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

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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
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