

PROPOSED LINK ROAD BETWEEN ALBERT ROAD AND SOUTHWALL ROAD, DEAL

From: Roger Wilkin, Director – Highways, Transportation and Waste

To: Dover Joint Transportation Board

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Classification: Information Only

Summary:

This report provides members with information in relation to a proposed new highway linking Albert Road to Southwall Road (Deal). This new highway infrastructure is intended to provide a more appropriate route for commercial traffic to existing development, whilst facilitating access a new development proposal. The proposed road infrastructure will be part funded by the Local Growth Fund (LGF) and be delivered by the developer through an appropriate form of highway agreement.

1.0 Introduction

The purpose of this report is to provide information to the JTB, outlining new highway infrastructure proposed in relation to development on land on the west side of Albert Road, Deal.

In order to support the delivery of this new highway infrastructure, a successful bid for £800k was secured through Local Growth Fund (Round 2) to contribute towards the cost of providing a new highway to the specification and standards necessary for frequency and nature of traffic likely to use it.

Whilst JTB are not generally notified of developer promoted schemes of this nature until a formal highway agreement has been secured, the presence of LGF funding requires the JTB to be formally notified of the associated highway infrastructure. Please note that this report is prepared in order to provide information in relation to new infrastructure, rather than to address the wider merits of the development proposals.

The development proposals relating to this infrastructure have been submitted to the Local Planning Authority (LPA), under planning reference DOV/15/01290. The application seeks to gain outline planning permission for a mixed-use development incorporating 142 residential units, 960sqm B1 Office, 370sqm of A1, 280sqm of D1, in addition to a new link road between Albert Road and Southwall Road.

These proposals are currently being determined by the LPA and this process is expected to be completed in due course (a planning committee date has yet to be confirmed).

The development site in question is located to the west side of Albert Road and the north side of the existing Minters Yard development. The existing site comprises of a mixture of industrial and undeveloped land, with the main industrial area being Minters Yard, which is a partially built out development comprising of 42 light industrial units (7 of which have been built to date).

The above development has generated a significant amount of local concern in relation to highway matters. The situation on surrounding roads is currently one of relatively narrow residential streets, frequented by large heavy goods vehicles. As a result the existing highway layout currently operates at a sub optimal level with delays and congestion a key feature of peak hour movements.

This road scheme aims to deliver access to jobs and houses in a sustainable manner, whilst reconciling existing transport and safety concerns within local roads, through the provision of improved highway connectivity and accessibility for larger vehicles within the local area.

2.0 The Scheme

Drawing number **4592/1001*** outlines the proposed link road scheme between Albert Road and Southwall Road, which consists of the following:-

- A new priority junction with Albert Road, including necessary signing and lining to assist in maintaining access.
- A new link road (minimum 6.1 metres wide with appropriate widening as vehicle swept paths dictate). 2 metre wide footways on the north and south sides (where pedestrian access requirements necessitate).
- Reconfigured road geometry at Southwall Road, providing more appropriate separation between the existing junctions.

The scheme has been subject to a full stage 1 road safety audit.

*Please note that the location of buildings and associated private accesses are indicative and will be subject to further submission to the LPA through reserved matters applications.

KCC Highways & Transportation has responded to the development proposals in its capacity as a statutory consultee to the planning process and some minor amendments to road geometry have been requested. These will be dealt through additional submissions to the LPA, or by appropriately worded planning conditions. Following a recent process of refinement to the transport model validation / calibration, there is no formal highway objection to the development proposals.

A VISSIM microsimulation transport model has been created to assess the broad impacts of the proposed link road on the wider highway network. The model outputs demonstrate that the provision of the link road will lead to a notable decrease in queuing on the existing Albert Road / Middle Deal Road junction (as local traffic utilise the link road). Further PICADY assessments have also identified that the two priority junctions at Albert Road and Southwall Road will operate well within capacity in future years, albeit the operation of the Albert Road junction will be impacted when the nearby railway crossing is closed.

Further afield it is anticipated that the local highway network (when considered as a whole) will be subject to nil detriment when existing committed development scenarios are compared to proposed development flows.

3.0 Finance

The scheme will be promoted and delivered by the developer through an appropriate form of Highway Agreement (Section 38 or 278, depending on the development timescales and subsequent outcome of the necessary planning process). Funding for the road will come from a combination of LGF and developer based funding.

4.0 Consultation

The development proposals (including the highway infrastructure) have been subject to local stakeholder consultation through the associated planning application and will be all relevant representations will be considered by Local Planning Authority in due course.

5.0 Recommendation

This report is provided for information.

Background Documents

Plans attached – Proposed Road Layout - **4592/1001**

Contact details

James Wraight – Principle Transport & Development Planner (KCC)
james.wraight@kent.gov.uk
03000 418181