

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET
COMMITTEE**

Friday, 11th May, 2012

10.00 am

Darent Room, Sessions House, County Hall, Maidstone





AGENDA

ENVIRONMENT, HIGHWAYS AND WASTE CABINET COMMITTEE

Friday, 11 May 2012, at 10.00 am
Darent Room, Sessions House, County
Hall, Maidstone

Ask for: **Karen Mannering**
Telephone: **01622 694367**

Tea/Coffee will be available 15 minutes before the start of the meeting

Membership (12)

Conservative (10): Mr D L Brazier (Chairman), Mr J R Bullock, MBE, Mr N J Collor,
Mr M J Harrison, Mr W A Hayton, Mr C Hibberd, Mrs J P Law,
Mr R F Manning, Mr C P Smith and Mrs E M Tweed

Liberal Democrat (1): Mr M B Robertson

Labour (1) Mr G Cowan

UNRESTRICTED ITEMS

(During these items the meeting is likely to be open to the public)

Webcasting Notice

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A. Committee Business

- A1 Introduction/Webcasting
- A2 Substitutes
- A3 Election of Vice Chairman
- A4 Declarations of Interests by Members in items on the Agenda

A5 Minutes of the meeting on 29 March 2012 (Pages 1 - 2)

A6 Dates of future meetings

The Committee is asked to note its meeting dates for the remainder of 2012 and for 2013

4 July 2012

20 September 2012

15 November 2012

10 January 2013

23 April 2013

19 June

19 September

14 November

All meetings are programmed to start at 10.00am

B. Key or Significant Cabinet/Cabinet Member Decisions(s) for recommendation or endorsement

B1 Kent Minerals and Waste Local Plan - Mineral Sites Plan and Waste Sites Plan Consultation at 'Preferred Options' Stage (Pages 3 - 244)

B2 Environment, Highways and Waste Forward Plan - current entry (Pages 245 - 248)

C. Monitoring of Performance

None

D. Other items for comment/recommendation to the Leader/Cabinet Member/Cabinet or officers

D1 Cabinet Member's and Corporate Director's Update (Oral Report)

D2 Member Highway Fund Update (Pages 249 - 254)

D3 Management of Roadworks (Pages 255 - 260)

D4 The Olympics and Keeping Kent Moving (Pages 261 - 352)

D5 Current progress with the actions in the draft Freight Action Plan for Kent (Pages 353 - 402)

E. Policy Framework document(s)

None

EXEMPT ITEMS

(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)

Peter Sass
Head of Democratic Services
(01622) 694002

Wednesday, 2 May 2012

Please note that any background documents referred to in the accompanying papers may be inspected by arrangement with the officer responsible for preparing the relevant report.

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KENT COUNTY COUNCIL

**ENVIRONMENT, HIGHWAYS AND WASTE CABINET
COMMITTEE**

MINUTES of a meeting of the Environment, Highways and Waste Cabinet Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Thursday, 29 March 2012.

PRESENT: Mr D L Brazier, Mr J R Bullock, MBE, Mr N J Collor, Mr G Cowan, Mr D S Daley (Substitute for Mr M B Robertson), Mr M C Dance (Substitute for Mrs J P Law), Mr M J Harrison, Mr W A Hayton, Mr C Hibberd, Mr R F Manning, Mr C P Smith and Mrs E M Tweed

ALSO PRESENT: Mrs P A V Stockell

IN ATTENDANCE: Mr P Sass (Head of Democratic Services)

UNRESTRICTED ITEMS

1. Membership

(Item 1)

The Committee noted its Membership as set out on the agenda.

2. Election of Chairman

(Item 3)

Mr M J Harrison proposed and Mrs E M Tweed seconded that Mr D L Brazier be elected Chairman.

Carried

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Decision No: 12/01878

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
Paul Crick - Director Planning and Environment

To: Environment, Highways & Waste Cabinet Committee

Date: 11 May 2012

Subject: Kent Minerals and Waste Local Plan - Mineral Sites Plan and Waste Sites Plan Consultation at 'Preferred Options' Stage

Classification: Unrestricted

Summary:

This report summarises the progress that has been made on the preparation of the Kent Minerals and Waste Local Plan documents and explains why it is now necessary to carry out a county wide consultation on the preferred options for both the 'Mineral Sites Plan' and the 'Waste Sites Plan'.

Recommendation:

Members of the Environment, Highways & Waste Cabinet Committee are asked to endorse the commencement of the 8 week consultation on the Mineral Sites Plan and Waste Sites Plan at 'preferred options' stage commencing on 28 May 2012.

1. Introduction

- 1(1) The preparation of the Kent Minerals and Waste Development Framework (MWDF) (now the Kent Minerals and Waste Local Plan (MWLP¹)), is a statutory requirement. The Localism Act 2011 and the newly published National Planning Policy Framework (March 2012) retain the requirement for County Councils to prepare policy plans for minerals and waste developments. Work on the emerging suite of minerals and waste plans commenced in Spring 2010 and has been progressing well since then.
- 1(2) A cross party Informal Members Group, chaired by David Brazier steers the preparation of the minerals and waste plans.
- 1(3) The Kent MWLP will consist of three main documents supported by a range of evidence base topic papers, a Sustainability Appraisal, a Habitats Regulation Assessment and a Strategic Flood Risk Assessment. The three main minerals

¹ **The National Planning Policy Framework (March 2012) requires Mineral Planning Authorities to prepare Local Plans which should have the objective of contributing to the achievement of sustainable development.**

and waste plan documents being prepared, which will contain policies and site allocations are:-

- (a) The Minerals and Waste Plan (formerly the Core Strategy);
- (b) The Minerals Sites Plan; and
- (c) The Waste Sites Plan

2. Financial Implications

- 2(1) The Kent Minerals and Waste Policy Planning Team are preparing the Kent MWLP documents in-house and co-ordinating the various rounds of consultation. The majority of the evidence based topic papers that inform the preparation of the plans (including the Strategic Flood Risk Assessment) are also being prepared by the team. Only the accompanying Sustainability Appraisal report, the Habitat Regulations Assessment and an updated technical waste needs assessment report have been prepared by consultants.
- 2(2) The consultation will involve arranging a series of stakeholder meetings and drop-in sessions in community halls around the county during June 2012. A limited number of hard copies of the main documents will be printed for distribution around libraries, gateways and for distribution at the stakeholder events and drop-in sessions. CDs containing all of the consultation documents and the evidence base will be distributed to our key stakeholders and KCC elected members. The consultation documents will be available on-line on the Kent.gov.uk planning web pages and the Kent minerals and waste planning policy consultation portal. The total costs for the consultation including the hire of the venues, printing of consultation documents and CDs is estimated at £6.5K, which will be funded from the Minerals and Waste Planning Policy team's revenue budget.

3. Bold Steps for Kent and Policy Framework

- 3(1) The preparation of the Minerals and Waste Local Plans contributes significantly to two of the aims of Bold Steps for Kent, these are helping the Kent economy to grow and putting the citizen in control.
- 3(2) The Kent Minerals and Waste Development Framework is identified in the Constitution (Appendix 3) as a policy document being prepared by the Council. It also identifies that separate documents are being prepared for the Mineral Sites Plan, the Waste Sites Plan and the Core Strategy.

4. Report to Cabinet Committee

- 4(1) The MWLP is both a long term strategy and a land use plan, which will contain planning policies and site allocations for all economic minerals in Kent and all waste streams for the whole of the plan period up to the end of 2030. Its preparation is separate from KCC's role as Waste Disposal Authority (WDA) for household (municipal) waste. It is also distinct from KCC's role as Planning Authority in determining minerals and waste planning applications.

- 4(2) The MWLP will become part of the statutory development plan, alongside the District Council Local Plans. Once the MWLPs have been through an independent examination process, they will need to be adopted by the Council. After adoption, all future minerals and waste applications will be assessed against their policies and site allocations.
- 4(3) Previously in 2010 and 2011, reports to Environment, Highways and Waste (EHW) Policy Overview and Scrutiny Committee (POSC) have been presented regarding progress on the minerals and waste plan making process and seeking approval for earlier consultation stages. The last report to EHW POSC was in April 2011 prior to the consultation on the Mineral Sites Plan and Waste Sites Plan at 'Options' stage and the Core Strategy at 'Strategy and Policy Directions' consultation.
- 4(4) The May 2012 consultation will ask for views on the preferred options for minerals and waste sites required to meet Kent's needs up to the end of 2030. The preferred options have been derived from an on-going, thorough site assessment process which compares the need for each type of facility against the site proposals. The preferred options are considered to be the best, most sustainable and deliverable solutions for Kent's minerals and waste needs for the plan period. The waste needs assessment update report includes small quantities of London's waste. The volume calculations for London's waste to be included in Kent's need assessment have been based on South East Plan evidence and policies.
- 4(5) The number of responses received during the minerals and waste plan consultations held during 2011 (excluding petitions) was as follows:-

Consultation	Web based responses	Total responses
Core Strategy - Strategy & Directions	219	655
Minerals Sites - Options	324	1705
Waste Sites - Options	405	1059
Supplementary Site - Options	78	362
Total:	1026	3781

- 4(6) The revised programme for the Core Strategy (Minerals and Waste Plan) and the sites plans is set out below. This timetable has been agreed with Government as part of the Kent Minerals and Waste Development Scheme (December 2011).

Revised Timetable for the Core Strategy (Minerals and Waste Plan)

MWDF Programme	Timetable Date	Completed
Consultation on scoping of sustainability appraisal	September / October 2009	<input checked="" type="checkbox"/>
'Issues' Consultation (Reg. 25)	September / October 2010	<input checked="" type="checkbox"/>
Strategy & Policy Directions Consultation (Reg. 25)	May /June 2011	<input checked="" type="checkbox"/>
Publication & Pre-submission Consultation (Reg. 27)	September/October 2012	
Submission (Reg. 30)	November 2012	
Pre Hearing Meeting	January 2013	
Examination Hearings	March 2013	
Receipt of Inspectors Report	July 2013	
Estimated Date of Adoption	September 2013	

Revised Timetable for the Mineral Sites Plan and Waste Sites Plan

MWDF Programme	Timetable Date	Completed
Call for Sites	May to October 2010	<input checked="" type="checkbox"/>
Publication Of Site Options Consultation	May 2011	<input checked="" type="checkbox"/>
Publication of Supplementary Site Options Consultation	October 2011	<input checked="" type="checkbox"/>
Policy Directions Consultation (Preferred Options) (Reg 25)	May-July 2012	
Publication & Presubmission Consultation (Reg 27)	September 2013	
Submission (Reg 30)	November 2013	
Pre Hearing Meeting	January 2014	
Examination in Public Hearings	March 2014	
Receipt of Inspectors Report	May 2014	
Estimated Date for Adoption	September2014	

4(6) Delaying the consultation now would have a knock on effect with regard to all of the later stages of plan making. It is also normal (good) practice not to consult over the school summer holidays hence the recommended start date of late May.

4(7) It is important that 'sound'², up to date plans are prepared and adopted by the Council as soon as possible, as the NPPF requires Planning Authorities to have NPPF compliant plans in place within 12 months of its publication (ie by March 2013). If this is not achieved, when local authorities determine planning

² A 'sound' plan is one which is positively prepared, justified, effective and consistent with national policy.

applications, due weight is to be given to relevant policies in existing plans according to their degree of consistency with the NPPF (the closer the policies in the plan to the policies in the NPPF, the greater the weight that may be given). Kent is currently relying on saved 'old' style local plan policies dating back to 1986 (brickearth), 1993 (construction aggregates) and 1998 (waste). It is likely that the 'saved' policies from these plans will become less relevant for determining planning applications as the implications of the NPPF become clear. Without a suite of adopted, modern local plans, there is a risk that speculative applications come forward with the associated risk of high costs being incurred by the Council at public inquiry. In addition, there is a risk of fines being levied upon County Councils arising from infraction procedures in relation to non compliance with the plan making requirements within the EU Waste Framework Directive.

4(8) Printed copies of the draft mineral sites plan and waste sites plan at 'preferred options' stage will be made available to members of this Cabinet Committee.

4 (9) The consultation process will comply with the statutory requirements of the Planning Acts and associated regulations. Under of the 2004 Planning & Compulsory Purchase Act, KCC must prepare a Statement of Community Involvement (SCI) for all its planning functions, setting out how individuals, groups and organisations will be involved in the planning process. The revised SCI was adopted in January 2011. It commits KCC to make information accessible to everyone, to consult at formative stages and to prepare consultation reports summarising the responses to the various consultations. All people and organisations with an interest in minerals and waste in Kent are updated regularly on plan making progress. There are currently over 2000 people and organisations registered on the MWLP database.

5. Conclusions

5(1) It is important that the Council expedites the preparation of the Kent Minerals and Waste plans. The next stage of the plan making process is to consult upon the 'preferred options' for the minerals and waste site plans.

6. Recommendation

6(1) It is recommended that the Cabinet Committee agree to the commencement of the 8 week consultation on the Mineral Sites Plan and Waste Sites Plan at 'preferred options' stage commencing on 28 May 2012.

7. Background Documents

7(1) The Draft Mineral Sites Plan and Waste Sites Plan at 'Preferred Options' Stage (May 2012) (both circulated before the meeting);

- 7(2) The Minerals and Waste Local Plan Evidence Base Topic Reports (all previous and new updated MWLP reports and the reports listed below will be added to the kent.gov.uk/mwdf web pages to coincide with the commencement of the consultation;
- 7(3) The Consultation Commentary reports summarising the results of the previous consultations;
- 7(4) The Mineral Sites Plan and Waste Sites Plan Sustainability Appraisal Report;
- 7(5) The Mineral Sites Plan and Waste Sites Plan Habitats Regulations Assessment;
- 7(6) The Mineral Sites Plan and Waste Sites Plan Strategic Flood Risk Assessment; and
- 7(7) The Mineral Sites Plan and Waste Sites Plan Equalities Impact Assessment

Contact Information

Name: Lillian Harrison
Title: Minerals and Waste Planning Policy Manager
Tel No: 01622-221602
Email: lillian.harrison@kent.gov.uk

Mineral Sites Plan

Preferred Options Consultation

May 2012



Kent Minerals and Waste Development Framework

Planning for the future of minerals and waste in Kent

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Abbreviations

MPA	Minerals Planning Authority
MWDF	Minerals and Waste Development Framework
NPPF	National Planning Policy Framework
NNR	National Nature Reserve
OS	Ordnance Survey
RIGS	Regionally Important Geological Sites
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SNCI	Site of Nature Conservation Interest
SPA	Special Protection Area
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
tpa	Tonnes per annum
WPA	Waste Planning Authority

AA	Appropriate Assessment
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plans
CDE	Construction, Demolition and Excavation Waste
C&I	Commercial and Industrial Waste
EfW	Energy from Waste
EIP	Examination in Public
EPS	European Protected Species
GIS	Geographic Information Systems
HGV	Heavy Goods Vehicles
HRA	Habitats Regulation Assessment
KCC	Kent County Council
Km	Kilometre
LAA	Local Aggregate Assessment
LDF	Local Development Framework
LNR	Local Nature Reserve
LWS	Local Wildlife Site
mtpa	Million tonnes per annum

DRAFT

Introduction

What is the Minerals Sites Preferred Options consultation?

1.1 The Minerals Sites Preferred Options consultation invites your views on mineral extraction, processing and importation sites (including secondary and recycled aggregates). The site proposals were submitted to a 'Call for Sites' in 2010 and 2011 to be considered for inclusion in Kent County Council's Minerals Sites Plan.

1.2 The Preferred Options stage is the second part of a three stage public consultation process. In 2011 Kent County Council published all of the minerals and waste site proposals from landowners and industry in two separate Minerals and Waste Site Options consultation documents and in a further Supplementary Options consultation document.

1.3 This new consultation document sets out which of the mineral site proposals are preferred options and which of the sites are not allocated. Every site has been subject to planning assessments; further details can be found in Chapter Two.

1.4 The preferred options for consideration have been selected to provide the necessary provision for each mineral type in Kent to the end of 2030, based on planning policy requirements and the estimated levels of supply and demand in the County for this period of mineral operation.⁽¹⁾ The 'preferred options' are set out by type with summary details of the proposal, key planning issues and Strategic Environmental Assessment (SEA), plus the overall conclusions on the site. Preferred options are also accompanied by a site map with details of any site specific draft planning requirements.

1.5 The non-allocated sites are listed numerically by site reference number with a site map and a summary of the reasons why each site has not been allocated.

How can I get involved?

1.6 The County Council is seeking views from all stakeholders and members of local communities on the suitability of the preferred sites for mineral development. You may also make comments on the non-allocated sites.

1.7 The consultation will run for eight weeks from **9am on 28th May 2011 to 5pm on 23rd July 2012**. You can comment on any of the minerals sites in this consultation document in writing through the following options:

- comment online through our consultation portal at http://consult.kent.gov.uk/portal/min-dpd/min_pref-options
- email your comments to mwdf@kent.gov.uk, or
- post your comments to: MWDF Team
Planning and Environment
Second Floor Invicta House
County Hall
Maidstone
Kent ME14 1XX

1.8 All representations will be published online on our consultation portal. All comments received at the previous consultation stage will still be taken into account in determining the final site allocations.

1.9 The preferred options for waste management sites have been published in the separate Waste Sites Plan Preferred Options consultation document.

What is the next stage?

Once the consultation has closed, the Minerals and Waste Development Framework (MWDF) team will collate all comments and prepare a commentary report summarising the responses as part of the on-going site assessment process. The draft version of the Minerals Sites Plan (the Pre-submission consultation stage) will then be prepared, taking into consideration the Minerals and Waste Core Strategy policies, changes to national planning policy and consultation comments. Consultation on the draft Minerals Site Plan is currently scheduled for September 2013. In the meantime work will be focused on the Minerals and Waste Core Strategy which, once adopted, will form the policy basis for the next stage of the Minerals Sites Plan.

What is the Minerals Sites Plan?

1.10 The adopted Minerals Sites Plan will form part of the MWDF.

1.11 The MWDF includes the Minerals and Waste Core Strategy, the Minerals Sites Plan, the Waste Sites Plan and several supporting documents, as the diagram on the column opposite shows.

1.12 The plan making process requires various consultation stages and incorporates the opportunity for community and stakeholder consultation to influence the final document. The process is documented in Kent County Council's Statement of Community Involvement.⁽²⁾

KENT MINERALS AND WASTE DEVELOPMENT FRAMEWORK	
Minerals and Waste Core Strategy	
Mineral Sites Plan	Waste Sites Plan
Minerals Proposals Map and Insets	Waste Proposals Map and Insets
Evidence Base and Sustainability Appraisal / SEA	
Statement of Community Involvement	
Annual Monitoring Report and Review	

1.13 The starting point for the preparation of the Minerals Sites Plan was the 'Call for Sites' period (May to October 2010) where Kent County Council formally invited operators and landowners to submit suitable sites that could be developed between 2012 and 2030. A second Call for Sites was held during summer 2011. The details of the sites received were published in the separate Minerals and Waste Site Options documents, available for comment between May and August 2011, followed by the Supplementary Sites Options consultation between October and

1 Introduction

December 2011, which consulted upon late proposals and significant changes to some of the original site consultation details.

1.14 The stages in the development of the Minerals Sites Plan and target dates are set out in the following table.

Stage	Anticipated Date
Call for Sites	May - October 2010
Options	May - August 2011
Supplementary Options	October 2011
Preferred Options	May 2012
Pre-Submission	September 2013
Submission	November 2013
Examination in Public	March 2014
Adoption	September 2014

1.15 The Minerals Site Plan will include mineral importation sites, secondary and recycled aggregate producing sites and consider a variety of economic mineral resources including:

- Soft Sand.
- Sharp Sand and Gravel.
- Crushed Rock.
- Brickearth.

- Silica Sand.
- Chalk.
- Clay.

1.16 The Minerals Sites Plan, once adopted, will contain allocated sites throughout Kent which will provide mineral resources for the duration of the plan period (up to the end of 2030). The documents will identify where future minerals developments are likely to take place. However, a site allocation does not guarantee development in that location. All planning applications will be assessed upon the development management policies in the adopted Minerals and Waste Core Strategy and the policies in the relevant Local Development Framework (i.e. the district plan where the site is proposed).

1.17 The final number of sites allocated will depend upon the requirements for Kent up to the end of 2030 as set out in the Core Strategy.

1.18 This plan covers the administrative area of Kent. Medway is a unitary authority which is responsible for its own long term plan making. The Medway Local Development Framework will address the need for mineral and waste sites in Medway.

Minerals Site Assessment Methodology

2.1 Various data sets have been collated on a site by site basis to ensure that the County Council had sufficient information to appraise the site options. The following information has been taken into account:

- Call for Sites submission form information. ⁽³⁾
- Relevant national and regional planning policy.
- The draft Minerals and Waste Core Strategy and supporting evidence base.
- Consultation comments from Kent County Council's internal consultees including Biodiversity, Highways and Archaeology.
- Consultation comments from key external consultees, such as the Environment Agency, Natural England, Highways Agency and District Councils.
- Consultation comments from Parish Councils, residents and community/special interest groups.
- Site visits to record aspects such as the views of the site from a distance, adjoining land uses and current access conditions.
- Geographical Information Systems (GIS) mapping data that ascertains proximity to environmental designations or sensitive receptors such as schools.

- Sustainability Appraisal (SA) and Habitats Regulation Assessment (HRA) undertaken by an independent planning consultant.

- Strategic Flood Risk Appraisal (SFRA) information.

2.2 Sites have not been given a colour coding (traffic light system) or scoring system as used by some authorities. It is considered that such scoring methods do not give the detailed analysis required when allocating sites and can mask important issues. With around 100 sites in total it has been possible to assess each site thoroughly without the need for a scoring system.

2.3 The following sections give a brief overview of the information collected as part of the site assessment process.

Planning Policy

2.4 The provision of mineral resources must be made in accordance with the principles of sustainable development, as governed by both national and regional policy.

2.5 National planning policy relevant to the Minerals Sites Plan has been reviewed as part of the Government reorganisation of the planning system. The suite of Planning Policy Statements, Mineral Policy Statements and associated guidance has been condensed into the new National Planning Policy Framework (NPPF).

2 Minerals Site Assessment Methodology

2.6 The Department of Communities and Local Government prepares national and regional guidelines for aggregates provision in England. The guidelines provide an overall aggregate supply target for England and for each region including London.

2.7 Although the Regional Spatial Strategy (RSS) for the South East of England (the South East Plan) will be withdrawn as part of the Localism Act, the RSS contained policies regarding the provision of minerals in Kent until 2026, supported by an evidence base, which remains relevant and credible following testing at previous Examinations in Public.

2.8 Site selection for the final Minerals Plan is also led by the development of the Minerals and Waste Core Strategy policies and the supporting evidence base.

Kent Mineral Provision and Requirements

2.9 The type, number and size of minerals sites considered for the Minerals Plan will depend on the anticipated requirements in Kent between 2012 and 2030 as set out in the Minerals and Waste Core Strategy and its evidence base. Suitable sites that meet the identified shortages in mineral resources are more likely to be included in the final plans.

2.10 The needs for the plan period are largely determined by Kent's stock of mineral planning permissions to provide for national landbank requirements, as directed by national and regional policy. Further details on the calculations and anticipated requirements for the plan period are set out in the Minerals and Waste Core Strategy - Strategy and Policy Directions consultation paper⁽⁴⁾ and its evidence base.⁽⁵⁾

2.11 An overview of the current situation regarding anticipated levels of mineral supply required for the plan period for the County is summarised in the table below:

Mineral Requirements for the Plan Period

New Allocations Required	No Further Allocations Required
Sand and Gravel (including Soft Sand)	Crushed Rock.
Silica Sand (Industrial Sand)	Materials for Cement Manufacture
Brickearth	
Importation Facilities	
Secondary and Recycled Aggregates	
Chalk for Agricultural and Engineering Use	
Clay for Engineering Use	

Public Consultation

2.12 In 2011 Kent County Council invited views on all approximately 100 minerals and waste site submissions from industry in two separate Minerals and Waste Site Options consultation documents and a further Supplementary Options consultation document. Over 3,000 responses were received

4 Available from: <http://consult.kent.gov.uk/portal/mwcs/preferred-options>

5 Available from: <http://consult.kent.gov.uk/portal/evidence-base/po-evidence>

from members of the public and key consultees. The comments were summarised into consultation commentary reports⁽⁶⁾ and were taken into consideration as part of the site assessment process for the Mineral Sites Preferred Options.

Site Visits and GIS Mapping

2.13 Every proposed mineral site was visited by the MWDF team and information was collected on the site conditions and documented with photographs. The issues recorded included access requirements and conditions, the proximity to and type of adjoining uses and the potential external views of the site. The site visits also confirmed whether our existing site OS maps are up to date. All sites have been subject to GIS mapping to identify any nearby environmental landscape designations (e.g. Green Belt, Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), Groundwater Source Protection Zones (SPZs)), the site geology and the proximity of any possible sensitive receptors such as schools.

Sustainability Appraisal and Habitats Regulation Assessment

2.14 The Minerals Sites Plan is subject to a Sustainability Appraisal, as are all of the plans in the Minerals and Waste Development Framework.

2.15 The Sustainability Appraisal will include an evaluation system based on the site assessment information collected and assess how each site performs against a set of social,

environmental and economic objectives. These objectives can be found in the Sustainability Appraisal Scoping Report which was consulted upon in September 2010.⁽⁷⁾

2.16 Allocated sites within or close to Ramsar sites, Special Protection Areas (SPA) or Special Areas of Conservation (SAC) are subject to a Habitats Regulation Assessment (HRA). These sites will be assessed based upon the HRA requirements as set out in the EU Habitats Directive.⁽⁸⁾

Strategic Flood Risk Assessment Information

2.17 The relevant Flood Zone and Groundwater Source Protection Zone has been identified for every mineral site proposal.

2.18 Source Protection Zones are catchments designated by the Environment Agency to protect groundwater sources used for drinking water from contamination. The zones range from 1 to 4; Zone 1 is the closest area to the groundwater extraction point, increasing with distance up to Zone 4, which is the furthest away.

2.19 The Environment Agency also holds data regarding flooding from rivers and the sea. These forms of flooding can be separated into the following four categories which reflect the annual probability of an area experiencing flooding:

- Land within Flood Zone 1: Low probability
- Land within Flood Zone 2: Medium probability

⁶ All three reports are available online from www.kent.gov.uk/mwdf

⁷ Available from: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/evidence_base/sustainability_appraisal.aspx

⁸ Information on the EU Habitats Directive is available from: http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm

2 Minerals Site Assessment Methodology

- Land within Flood Zone 3a: High probability
 - Land within Flood Zone 3b: Within the functional floodplain (higher probability than 1-3a).
3. Identifying sites which are well located in relation to Kent's major road network, avoiding proposals which would give rise to significant numbers of lorry movements through villages or on unacceptable stretches of road.
 4. Avoiding new permanent secondary & recycled aggregate processing facilities in the Green Belt. However, temporary mineral extraction operations are not necessarily considered incompatible with the Green Belt designation.

2.22 Full details of the site assessment process are given in evidence base Topic Paper 9: Mineral Sites Assessment (2012).

2.23 As part of the site assessment process, all submitted site proposals have been reviewed by the MWDF team and where relevant boundaries and details have been changed in agreement with the promoter. This has been undertaken as part of the iterative process in order to provide 'preferred options' which reflect areas more likely to achieve planning permission at the planning application stage.

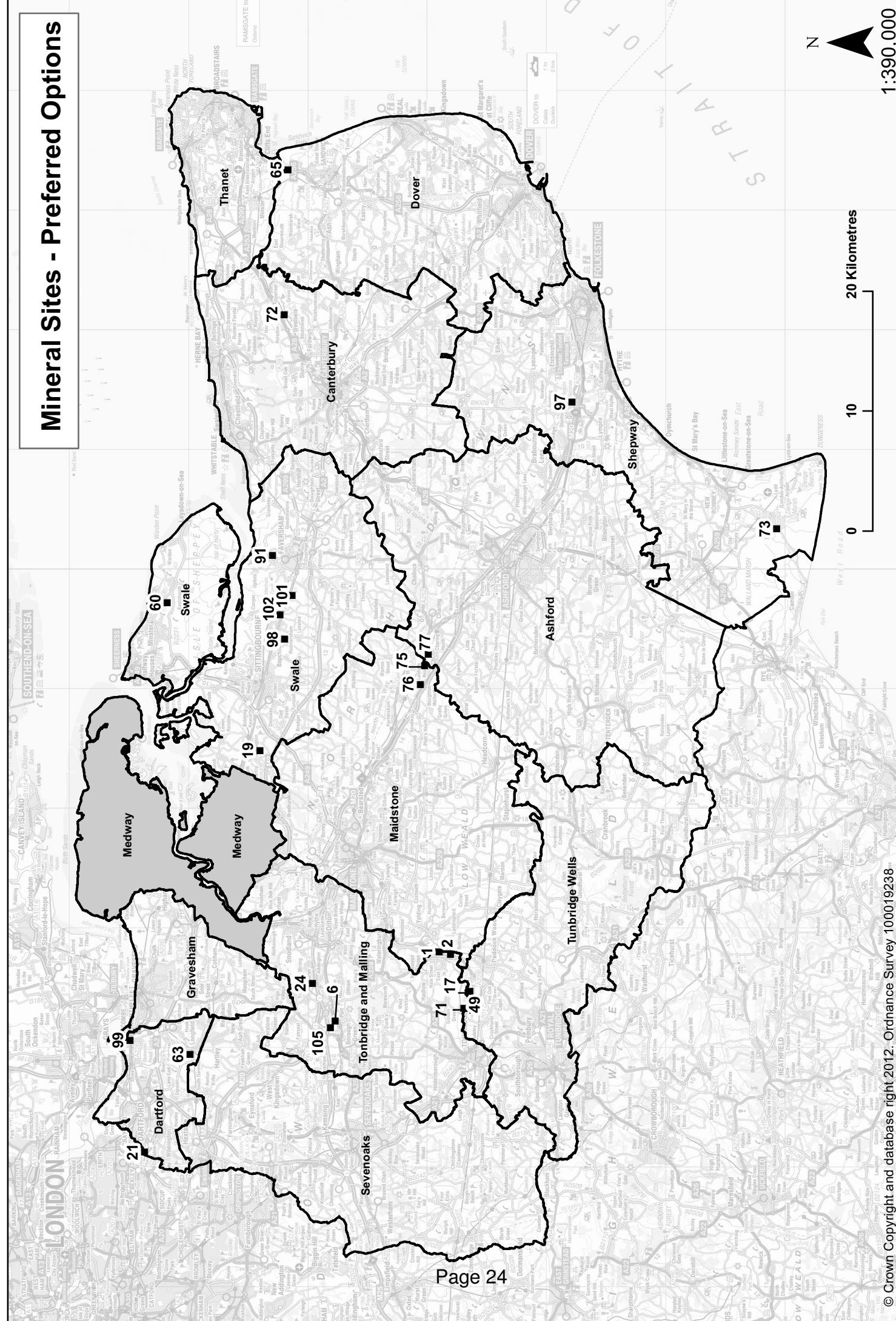
2.20 The relevant Flood Zones are identified under the preferred option site considerations but do not appear as a designation on the associated map; instead separate maps have been produced for each of the sites showing the Flood Zones they fall within. For details see Topic Paper 8: Strategic Flood Risk Assessment: (SFRA): Minerals Sites.

Approach to Mineral Site Selection

2.21 In addition to considering the site assessment information, the minerals preferred options have been selected on the following basis:

1. Avoiding sites which are likely to give rise to significant adverse impacts upon national and international designated sites, including AONB, SSSIs, SACs, SPAs, Ramsar sites, Ancient Monuments and registered Historic Parks and Gardens. One exception to this approach is Site 24: Land North of Addington Lane, situated within the AONB, which is a preferred option for its nationally important silica sand mineral, which makes up two thirds of the sand resources within the site.
2. Avoiding sites which would be likely to give rise to a significant adverse impact upon Local Wildlife Sites (LWS), Local Nature Reserves (LNR), Ancient Woodland and groundwater resources.

Mineral Sites - Preferred Options



3 Preferred Options Site Map

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DRAFT

Land-won Sand and Gravel for Construction Aggregates

4.1 Minerals make an important contribution to the national economy. It is important that there is an adequate supply of aggregate materials to serve the building industry and for the construction, maintenance and repair of infrastructure. Kent County Council will make provision for sufficient land-won sand and gravel resources to ensure that an adequate and steady supply of materials is available to support the needs of society, industry and the economy, and to meet the requirements of national and regional planning policy.

Planning Policy Requirements

4.2 At a national level, requirements for construction aggregates are established by Communities and Local Government. The land-won sand and gravel requirements at national, regional and county level take into account the availability of alternative supplies, including imported materials (crushed rock and marine dredged sand and gravel) and secondary and recycled aggregates.

4.3 The Regional Spatial Strategy for the South East of England (the South East Plan) Policy M3 on construction aggregates will be withdrawn as part of the Localism Act. However, the details within the proposed changes for Policy M3: Construction Aggregates,⁽⁹⁾ together with the supporting evidence base, remain relevant and credible following testing at previous Examinations in Public. Kent County Council has supported the revised M3 Policy apportionments for construction aggregate provision which reflect the past sales situation in Kent and are substantially lower than earlier policy requirements.

4.4 The revised SE Plan Policy M3 required Kent County Council to make provision for a landbank of at least seven years of planning permissions for land-won sand and gravel with an apportionment of 1.63mtpa. The NPPF now requires Mineral Planning Authorities to prepare an annual Local Aggregate Assessment (LAA) based on a rolling average of 10 years sales data and other relevant local information, assessing all aggregate supply options. A draft LAA report has been prepared as part of the evidence base.⁽¹⁰⁾

4.5 The draft LAA shows that the revised Policy M3 apportionment for land-won sand and gravel of 1.63mtpa closely reflects the average of the most recent ten years of available sales data. Giving consideration to other relevant local information, it is concluded that the figure of 1.63mtpa remains valid. Landbank calculations used to derive the amount of sand and gravel required in site allocations will therefore be based on this figure. The LAA will be updated annually to identify changes in the rolling average sales figures.

4.6 Using the 1.63mtpa apportionment figure, our calculations indicate that to maintain the landbank of at least seven years of sand and gravel in Kent, up to and including the end of the plan period in 2030, the minimum requirement for new site proposals is 23.4mt of sand and gravel.

4.7 The NPPF requires Mineral Planning Authorities to plan for a steady and adequate supply of aggregates, including maintaining separate landbanks for any aggregate materials of

9 GOSE (2010) The South East Plan. The Secretary of States's Proposed Changes. Policy M3 - Primary Land-won Aggregates Sub Regional Apportionment.
10 Kent County Council (May 2012) Mineral Topic Report 1: Construction Aggregate Apportionment and Need: Draft Local Aggregate Assessment.

a specific type or quality which have a distinct and separate market.⁽¹¹⁾ While there will be allocations made for both sand & gravel and soft sand sites, Kent County Council do not propose to subdivide the overall sand and gravel landbank into separate requirements for soft sand and sand & gravel. This is because the majority of sites promoted to the County Council for consideration were for soft sand leaving insufficient sharp sand & gravel sites to maintain a separate landbank for these two types of mineral for the plan period. As the more scarce land-won sharp sand & gravel can be substituted by both recycled aggregates and marine dredged sand & gravel it is not considered that it has a 'distinct and separate market'.

Preferred Site Options

4.8 The 'preferred options' for land-won sand and gravel allocations are listed below. The total landbank from the proposed list of site allocations marginally exceeds the minimum amount of sand and gravel required for the plan period.

Soft Sand:

Site 6: Land adjacent to Platt Industrial Estate (1.35mt)
 Site 24: Land north of Addington Lane (0.472mt)
 Site 75: Boltons Fields, Lenham Quarry Extension (0.638mt)
 Site 76: Chapel Farm (3.5mt)
 Site 77: Burleigh Farm and Tile Lodge (2.7mt)
 Site 97: Shrine Farm (8.0mt)
 Site 105: Borough Green Sandpit Extension (0.4mt)

Sand & Gravel:

Site 2: Beltringe Green Farm (0.3mt)
 Site 17: Moat Farm (1.5mt)
 Site 49: Land Adjacent to Hammer Dyke (2.0mt)
 Site 71: Stonecastle Farm Quarry Extension (1.07mt)

Site 73a-d: Lydd Quarry Extensions (1.6 mt)

- Sand and Gravel total: 23.53 mt

4.9 The gravel reserves in the traditional extraction areas in the Stour Valley between Ashford and Canterbury are close to being worked out and the Dungeness peninsula reserves are heavily constrained with internationally designated wildlife sites. The sand and gravel site allocations are therefore concentrated in mid and west Kent, plus extension areas at Lydd Quarry which will assist in providing construction materials to the south and east of the county.

4.10 The proposed soft sand sites extraction areas are concentrated around the historic soft sand producing areas of Lenham/Charing and Borough Green/Platt in mid to west Kent, while the proposed allocation of a large soft sand deposit at Shrine Farm within the district of Shepway would provide a resource for south and east Kent.

4.11 The remaining non allocated sand & gravel sites have major constraints in terms of either environmental designations, unsuitable road access or important archaeological remains (Sites: 5: Filston Lane; 26: Hollowshore; and 73E: Lydd Quarry Extension). Three sites were also withdrawn by the operator (Sites: 3: Arnolds Lodge; 4: Woodfalls Farm; and 25: Ham Farm).

4.12 The non allocated soft sand sites include Sites: 10: Pluckley Road; 50: Ightham Sand Pit (Western Extension); 62: Newland Farm; 69: Burleigh Farm, 74: Charing Quarry Extension; and 100: Double Quick Farm. These sites have significant environmental constraints or would necessitate lorry movements through villages or unsuitable roads.

Soft Sand Sites

Site 6: Land Adjacent to Platt Industrial Site, Platt

Site 6

Land Adjacent to Platt Industrial Site, Platt

4.13 This site is proposed for 1.35mt of sand extraction. The site is currently scrub land and has been partially worked for sand in the past. Adjoining uses include a quarry and an industrial estate. Use would be made of the existing infrastructure and access arrangements from a neighbouring mineral extraction area to the east of the site.

Strategic Environmental Assessment Summary

The site makes use of existing infrastructure and good access routes. The nearby M26 is subject to an Air Quality Management Assessment (AQMA) so site traffic impacts on local air quality will need to be considered. Environmental impact concerns due to Green Belt location and nearby ancient woodland, LWS and European Protected Site (EPS). Cumulative environmental effects possible due to adjacent mineral workings, industrial estate and railway line. Although well screened and not within the Kent Downs AONB, its proximity (583m) means that consideration must be given to landscape impacts. Nearby Roman remains suggest possible heritage impact. Nearest European site is North Down Woodland SAC approximately 7km to the north-east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Need to consider phasing of working and restoration to minimise impacts on the setting of the AONB. The acidic grassland BAP habitat should be replaced during restoration.
Heritage	Roman pottery, indicating a possible cemetery site has been found within the north of the site.
Highways	Platt Industrial Estate access route: A25 is of limited width which requires left turning lorries to cross the centre line of the road, limited footway width, road safety issues, volume and intimidation effects of lorry traffic. Use of the Nepicar Quarry entrance onto the A25 is preferred.
Hydrology	Site lies within Groundwater Source Protection Zone 3 and Flood Zone 1.

Conclusion

Extraction of minerals from this site would not necessarily conflict with the Green Belt designation so long as high operational standards are maintained and site restoration proposals are in keeping with the local environment (acid grassland or woodland) and tree loss is minimised. The sand will be processed at the adjacent Nepicar Quarry and the existing Nepicar Quarry access onto the A25 would be the route used by lorries. Archaeological assessment including field evaluation is necessary to determine whether important remains are present.

Site 6

Adjacent Platt Industrial Estate, Platt

Minerals Site

Soft Sand

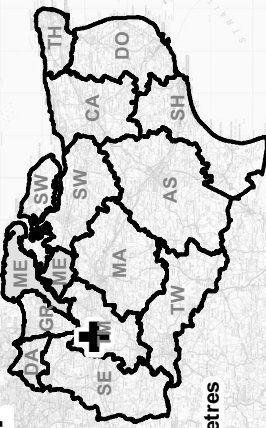
Designations on Site

Green Belt
Groundwater Source Protection Zone 3

Eastings 562233
Northings 157687

Site Area (Hectares)
5.2

Site Location



0 10 20 Kilometres



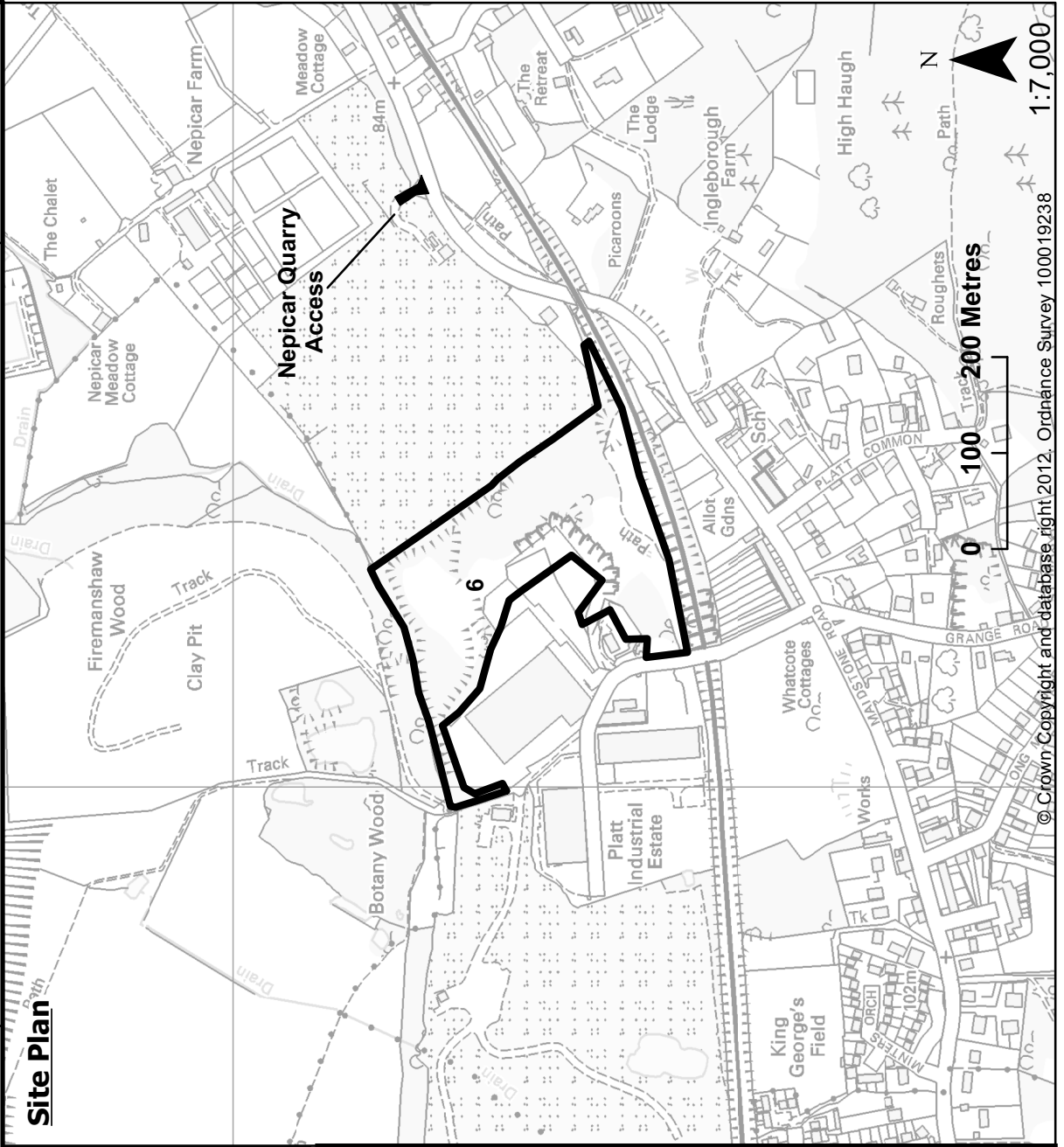
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Site Information

District/Borough	Tonbridge and Malling
Parish	Platt
Landowner	Earth Enterprises Ltd
Operator	Earth Enterprises Ltd
Agent	Indigo Planning
Estimated Output	50-60,000 tpa
Estimated Reserve	1.35mt
Life of Operation	20 years
Proposed Restoration	Return to original landscape type, probably at a lower level. Potential for new trees, drainage ditches & ponds
Access	From the A25 via Nepicar Quarry entrance
Current Use	Scrub land
The development of this site will be supported subject to:- (1) The sand will be processed at the adjacent Nepicar Quarry and the existing Nepicar Quarry access onto the A25 is the route to be used for HGVs. (2) Archaeological assessment including field evaluation is necessary to determine whether important remains are present.	

Site Plan



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1:7,000

Site 24: Land North of Addington Lane, Trottiscliffe

Site 24

Land North of Addington Lane, Trottiscliffe

4.14 Proposed extension to the existing Addington (Wrotham) Quarry. The site area currently consists of arable fields. Adjoining uses include agriculture, country lanes and the existing quarry site. It is located within the Kent Downs AONB. The upper sands are intended for building sand and the lower deposit is suitable for use as industrial sand (silica sand). This site can also be found in Chapter 7: Silica Sand Sites.

Strategic Environmental Assessment Summary

Potential adverse impacts on: the nearby settlement of Addington from site traffic and noise, landscape character given location within Kent Downs AONB, local archaeological sites and nearby listed building. LWS containing ancient woodland and a SSSI located nearby which may be adversely impacted from quarrying. Restoration to include heathland and acid grassland, or if restoration is to agriculture, to include ponds and species rich hedges, with positive biodiversity effects. Nearest European site is North Down Woodland SAC approximately 3.2km to north-east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	The extension lies within the Kent Downs AONB and will need to meet the "exceptional circumstances" required by the NPPF. Attention should be given to protection of the Ryash Wood LWS (86m away) from the impacts of dust and other pollutants.
Heritage	Numerous Mesolithic and Neolithic artefacts have reportedly been recovered from sand deposits in the present quarry.
Highways	No planned road improvements. No planned nearby developments likely to impact on road capacity.
Hydrology	Within Groundwater Source Protection Zone 3 and Flood Zone 1.

Conclusion

Whilst the site lies within the Kent Downs AONB, it is a proposed extension to one of Kent's three silica sand quarries which is a mineral of national importance. The site would be allocated for its silica sand reserves which is the more substantial sand type by a ratio of 2:1. It is therefore likely that this site would meet the 'exceptional circumstances' test required for development in the AONB.⁽¹²⁾ Excavation of the silica sand will also release almost half a million tonnes of soft sand for building use.

Site 24

North of Addington Lane and Woodgate Road, Trotscliff

Minerals/ Waste Site

Minerals and Waste
Silica Sand
Soft Sand
Inert fill for Restoration

Designations on Site

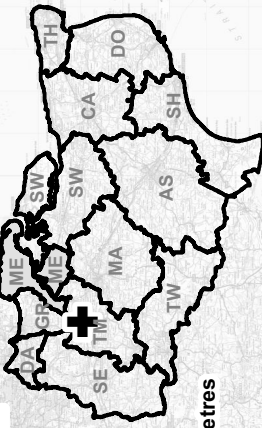
Green Belt
Area of Outstanding Natural Beauty
Public Rights of Way
Groundwater Source Protection Zone 3

Designations Close to the site

Local Wildlife Site

Eastings 565334
Northings 159614
Site Area (Hectares) 7.4

Site Location



0 10 20 Kilometres



1:1,796,362

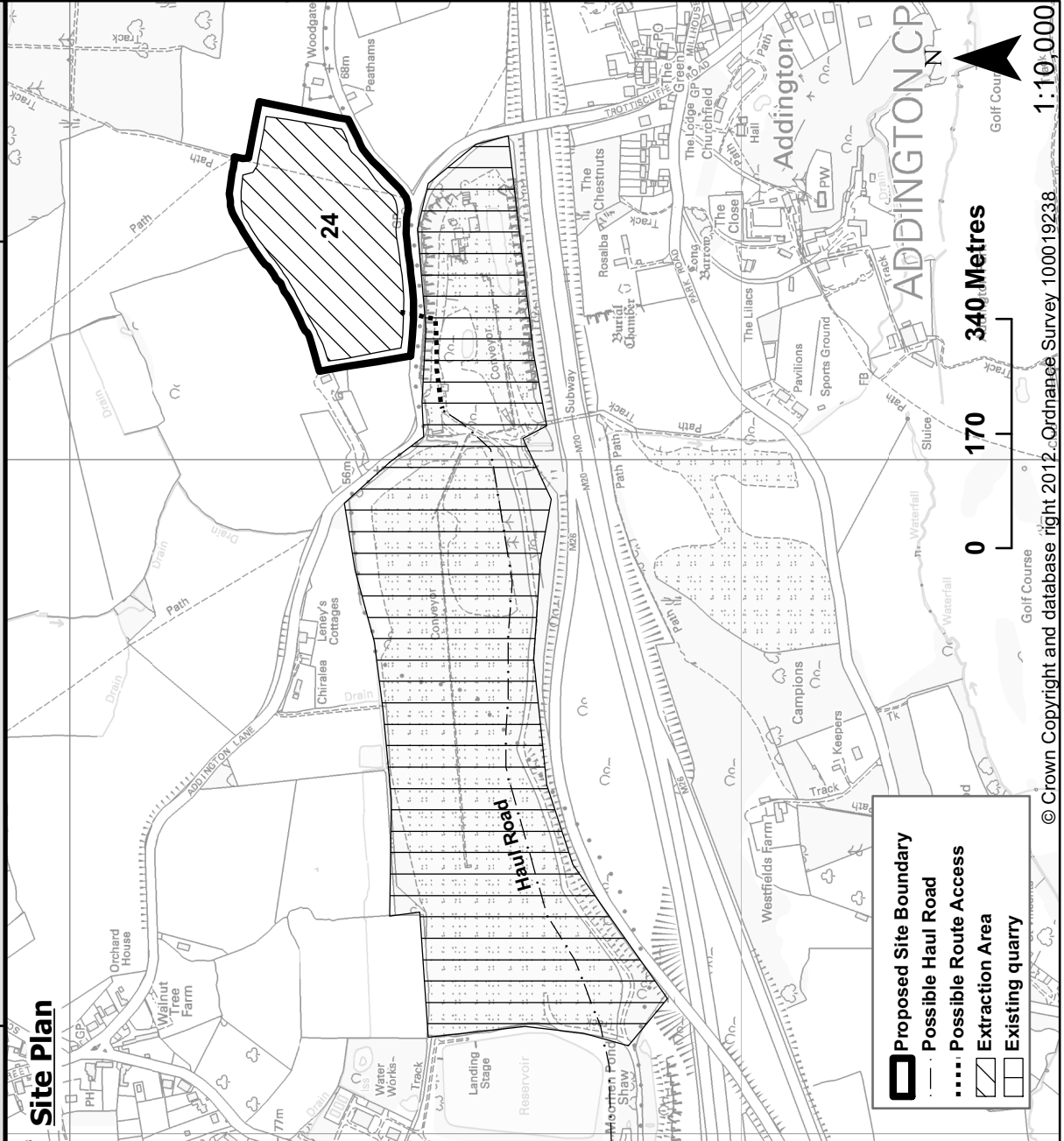
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Site Information

District/Borough	Tonbridge and Malling
Parish	Addington and Trotscliff
Landowner	W L Hickmott
Operator	Hanson UK
Estimated Output	50,000 tonnes per year
Estimated Reserve	472,000 tonnes
Life of Operation	10 years
Proposed Restoration	Imported fill to achieve a suitable land profile
Access	Existing quarry access onto Ford Lane
Current Use	Agriculture

The development of this site will be supported subject to:- (1) The sand being moved to the existing processing plant by conveyor. (2) Profiled marginal soil bunds and advance tree planting to protect the nearest residential properties. (3) Further archaeological assessment including field evaluation. (4) The setting of the nearby listed buildings at Woodgate and Woodgate Cottages to be protected. (5) The nearby Ryarsh Wood LWS to be protected from significant impacts during working and restoration. (6) The proposed restoration scheme to include heathland and acid grassland, or if restoration is to agriculture, it should include ponds and species rich hedges.

Site Plan



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1:10,000

Site 75: Boltsons Field, Lenham Heath

Site 75

Boltsons Field, Lenham Heath

4.15 This site is a proposed extension to the adjoining Lenham Quarry, also known as Shepherd's Farm Quarry. The site area currently consists of rough pasture and wood storage. Adjoining uses include mineral extraction, farmland and residential and commercial properties

Strategic Environmental Assessment Summary

The site would result in take of grade 3a agricultural land. It is not located within close proximity to any protected sites of nature conservation; however two LWS are within close distance to the extension boundary. EPS, UK protected and local species are within 1km of the site. Scores positively as the site is not located within a high flood risk area. The site is located within close proximity to a number of residential dwellings and the nearby Lydd conservation area and could impact these. Nearest European site is North Down Woodland SAC approximately 14.6km to west. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Potential for visual intrusion on the views from the Kent Downs AONB. Mitigation should be considered for the Lenham Forstal LWS (127m away), particularly its neutral grasslands and ponds.
Heritage	General background archaeological potential with a Neolithic Axe, flints, pottery and coin found at Lenham Forstal to the west.
Highways	Use of the existing Lenham Quarry entrance would be required. Reasonable developer contributions will be expected for road repairs and maintenance for the stretch of road between the existing Lenham Quarry entrance on The Forstal and the A20.
Hydrology	Within Groundwater Source Protection Zone 3 and Flood Zone 2, 3 & 3b.

Conclusion

This site can be worked in conjunction with the existing site and restoration proposals can complement the existing scheme. The existing quarry access onto The Forstal will be the only route used by lorries to minimise impact on the local area. Reasonable developer contributions for road repairs and maintenance would be sought for the stretch of road between the existing Lenham Quarry entrance and the A20. Potential noise disturbance at nearby residential properties will be mitigated by sufficient buffer zones and landscaping.

Site 75

**Boltons Field
Lenham Heath,
Lenham**

Minerals Site

Soft Sand

Designations on Site

Groundwater Source
Protection Zone 3

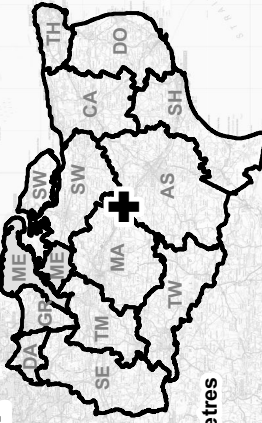
Designations Close to the site

Local Wildlife Site

**Eastings 591918
Northings 150204**

**Site Area (Hectares)
3.9**

Site Location



0 10 20 Kilometres



1:1,832,193

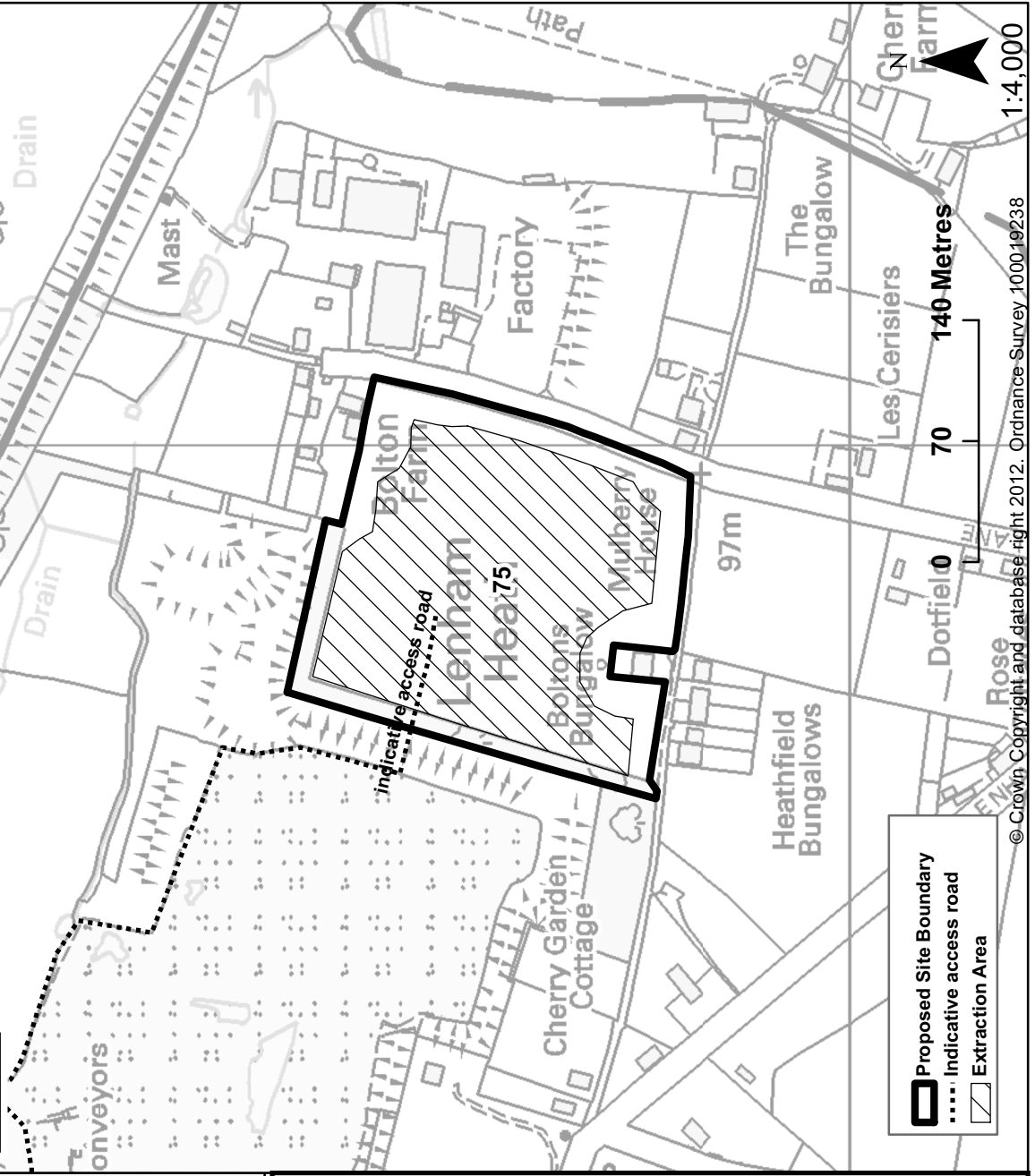
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Site Information

District/Borough	Maidstone
Parish	Lenham
Landowner	Mr D. Warden
Operator	Brett Aggregates Ltd
Estimated Output	100,000 tpa
Estimated Reserve	635,000 tonnes
Life of Operation	5 years
Proposed Restoration	Lower level agricultural use
Access	Existing
Current Use	Rough pasture and wood storage

The development of this site will be supported subject to:- (1) Working and restoration to complement the existing consented area. (2) The existing quarry access onto The Forstal to be the only route for lorries. (3) Reasonable developer contributions for road repairs and maintenance for the stretch of road between the quarry entrance and the A20. (4) Impact of mineral working upon views from the AONB to be assessed with mitigation to minimise impacts. (5) Restoration to agriculture with acid or neutral grassland and/or other biodiversity improvements. (6) Suitable sufficient buffer zones and landscaped soil bunds between nearby residential properties and the extraction area. (7) A programme of archaeological work in advance of development (8) Mitigation to be provided for the loss of part of the nearby LWS (designated for its neutral grassland and ponds), which is consented as part of the existing quarry site.

Site Plan



Proposed Site Boundary
Indicative access road
Extraction Area

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1:4,000

Site 76: Chapel Farm, Lenham

Site 76

Chapel Farm, Lenham

4.16 The proposed site for soft sand extraction is located 1km to the west of the existing Lenham Quarry. The site area is currently arable and grazing farmland. It is located to the south of the Kent Downs AONB. Adjoining uses include residential properties, farmland, sewage works and nearby woodland. There is an area of Ancient Woodland adjacent to the proposed route of the haul road.

Strategic Environmental Assessment Summary

The site is close to the Kent Downs AONB and falls within Wheatgratten Ancient Woodland and could impact on these. EPS, UK protected species and local species may be affected by operation. The site would also result in loss of Grade 2 agricultural land. The site is unlikely to have major access restrictions and has good access to the A20. The site may be visible from the North Downs, otherwise it is expected to have minimal visual intrusion in the landscape. Nearest European site is North Down Woodland SAC approximately 14.6km to west. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environmental	Potentially visually intrusive on the views from the Kent Downs AONB. A number of streams that feed into the Great Stour River cross or border the site. Adjacent to Lenham Heath and Chilston Park LWS which contains a small area of ancient woodland.
Heritage	Considerable archaeological potential. Medieval Royton Chapel within the proposed allocation site. Many important remains found.
Highways	A new access point onto the A20 should be investigated.
Hydrology	Within Groundwater Source Protection Zone 3 and Flood Zone 1.

Conclusion

This site will have a new access route from the mineral working area to the A20 that removes the need for lorries to travel through villages. In relation to the adjoining uses: measures must be taken to protect the integrity of the Waste Water Treatment Works and appropriate bunding and landscaping measures will need to be employed to protect residential amenity and to minimise the impact upon views from the AONB. The archaeological interests are likely to be considerable and preservation in situ of some features may be necessary. Suitable buffer zones will be required to protect nearby residential properties.

Site 76

Chapel Farm,
Lenham

Minerals Site

Minerals only

Soft Sand

Designations on Site

Public Rights of Way
Groundwater Source
Protection Zone 3

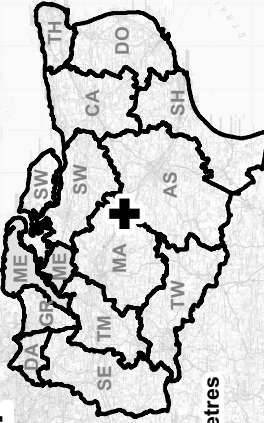
Designations Close to the site

Local Wildlife Site
Historic Parks Gardens
Ancient Woodland
Area of Outstanding Natural Beauty

Eastings 590352
Northings 150559

Site Area (Hectares)
60.6

Site Location



0 10 20 Kilometres

1:1,832,193

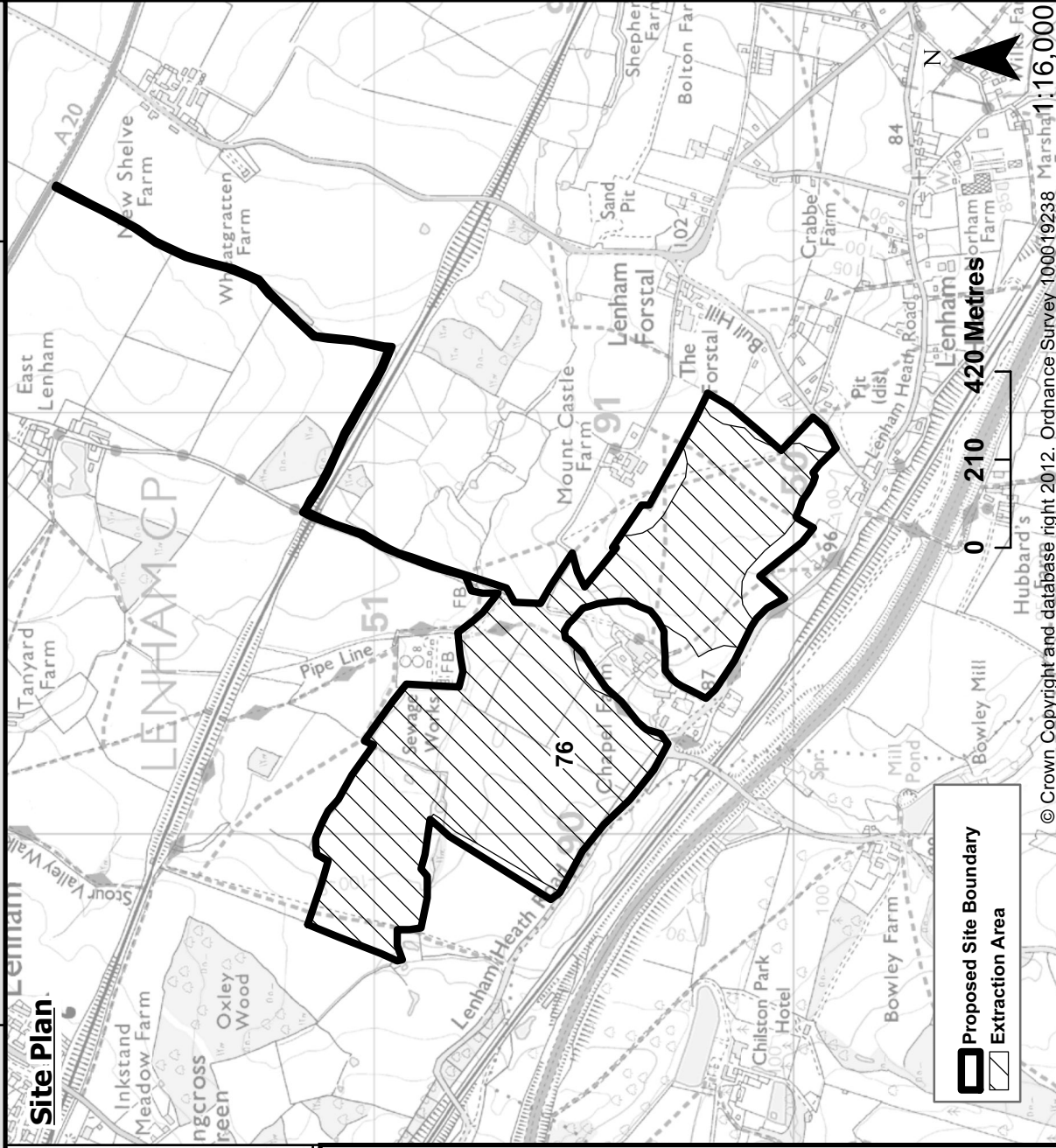
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Site Information

District/Borough	Maidstone
Parish	Lenham
Landowner	Mr A. Barr
Operator	Brett Aggregates Ltd
Estimated Output	150,000 tpa
Estimated Reserve	3.5 million tonnes
Life of Operation	23 years
Proposed Restoration	Lower level agricultural use
Access	Direct access onto the A20, Ashford Road
Current Use	Arable and grazing farmland

The development of this site will be supported subject to:- (1) The haul road designed and built to minimise impacts on Roughet Shaw and the Kent Downs AONB. (2) Full hydrogeological and hydrological assessment with mitigation to ensure that there is not a significant impact upon the water environment. The section of the Great Stour that crosses the site being retained in situ with sufficient buffer zones. An appropriate standoff from the tributary of the Great Stour to the west and south west of the site being maintained during mineral extraction. Drainage ditches lost during mineral extraction re-instated during restoration. (3) Surveying of protected species and appropriate mitigation for their protection or translocation. (4) Measures taken to protect the integrity of the waste water treatment works. (5) Investigation and recording of archaeological interests with preservation in situ of particular features if necessary. (6) Suitable sufficient bunding and landscaping measures to protect the amenity of nearby residents and to minimise the impact upon views from the AONB. (7) Mineral extraction commencing after all remaining permitted reserves in Lenham Quarry are exhausted. (8) Restoration proposals to include low level acid grassland and heathland habitats.

Site Plan



Proposed Site Boundary
Extraction Area

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Site 77: Burleigh Farm & Tile Lodge, Charing

Site 77

Burleigh Farm & Tile Lodge, Charing

4.17 This site is a proposed extension to the existing Charing Quarry. The mineral from this area would be moved by conveyor to the existing quarry plant site. The site is currently arable farmland. Adjoining uses include residential properties, woodland to north of the railway and further farmland. The site is crossed by two Public Rights of Way (AW11 and AW12A).

Strategic Environmental Assessment Summary

The site should provide significant soft sand reserves over a 22 year operational life. Positive benefits include the site not being located within close proximity to any designated nature sites and there are no European Protected Species (EPS), UK protected or local species within the site. The site is Grade 3a agricultural land. The tributaries of the Great River Stour flow around and through the site and measures to minimise risk of pollution need to be fully addressed, in particular considering the site is located within Flood Zone 2. Measures to minimise transport impacts and contribute positively to sustainability are proposed by using a conveyor to move minerals from the site to the processing plant. The site has good access to the A20. Nearest European site is Wye & Crundale Downs SAC approximately 14.2km to east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	It is agricultural land and unlikely to contain high biodiversity value and is not in the locality of any designated sites. There is a small pocket of woodland on the adjacent site which should be retained and protected. Potential for visual intrusion on the views from the Kent Downs AONB. A number of streams that feed into the Great Stour cross or border the site.
Heritage	Local archaeologists have recently reported a possible Roman track crossing the site. Ruins of medieval chapel.
Highways	No planned developments or improvements.
Hydrology	Within Groundwater Source Protection Zone 2 & 3 and Flood Protection Zone 1.

Conclusion

While this site has been refused permission at appeal in the past, the current proposal is able to offer an improved access route for transporting the sand onto the A20. Potential views into this site can be minimised by bunding and landscaping measures while the proximity to the Great Stour tributary can be addressed through hydrological assessment and sufficient buffer zones.

Site 77

Burleigh Farm and Tile Lodge, Charing, Ashford

Minerals Site

Minerals only
Soft Sand

Designations on Site

Public Rights of Way
Groundwater Source
Protection Zones 2 and 3

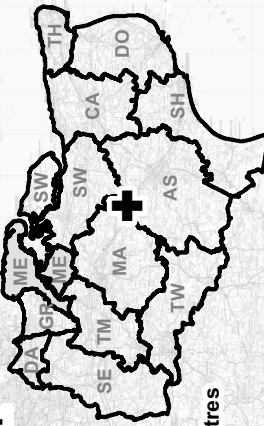
Designations Close to the site

Ancient Woodland
Listed Building

Eastings 592904
Northings 149894

Site Area (Hectares)
21.5

Site Location



0 9 18 Kilometres



1:1,806,746

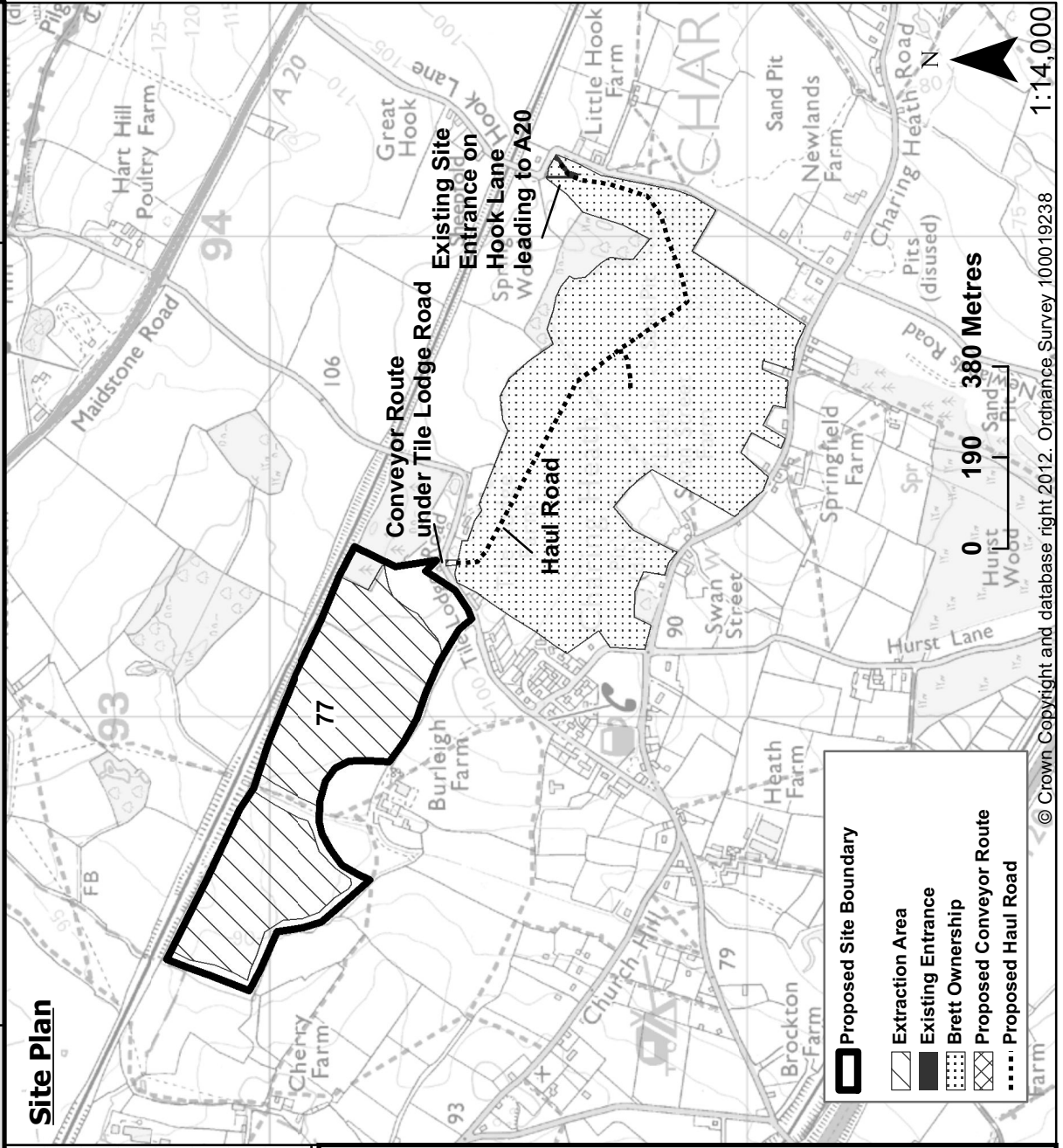
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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	T, J and S Hill & Brett/Lafarge
Operator	Brett/Lafarge Aggregates Ltd
Estimated Output	130,000 tpa
Estimated Reserve	2.8 million tonnes
Life of Operation	22 years
Proposed Restoration	Lower level agricultural use
Access	Field conveyor under road to existing quarry
Current Use	Arable farmland

The development of this site will be supported subject to:- (1) Sand reserves from this site being moved by conveyor to the processing plant at the existing Charing Quarry. (2) The only route to and from the site for HGVs will be via the existing Charing Quarry accesses on Hook Lane. (3) Mineral extraction will only commence after all remaining permitted reserves (apart from those under the plant area and access road) in Charing Quarry are exhausted. (4) Protection of any historic hedges on and near the site and listed buildings nearby. (5) Marginal profiled soil bunds and advance tree planting to protect close residential properties. (6) Suitable sufficient stand-offs between the railway and the boundary of mineral extraction area and suitable mitigation to ensure the integrity of the railway. (7) A full hydrogeological and hydrological assessment with mitigation measures to ensure that the development will not impact upon the water environment, in particular the natural drainage and the potential flow downstream. The tributaries of the River Great Stour which flow around and through the site will be maintained and protected in situ where necessary with suitable sufficient stand offs. (8) Restoration proposals will incorporate low level acid grassland and heathland habitats.

Site Plan



	Proposed Site Boundary
	Extraction Area
	Existing Entrance
	Brett Ownership
	Proposed Conveyor Route
	Proposed Haul Road

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1:14,000

Site 97: Shrine Farm, Postling

Site 97

Shrine Farm, Postling

4.18 This site area is proposed for the extraction of 8 million tonnes of soft sand. The site is currently used for agriculture. Adjoining uses include farmland, areas of Ancient Woodland and a well used footpath along the site boundary. The Kent Downs AONB and the Postling Wents Woods LWS are near the site.

Strategic Environmental Assessment Summary

Shrine Farm could provide very large soft sand deposits making a significant contribution to Kent's landbank requirements. Estimated operational lifespan of 60 years may have long term significant effects on local amenity, depending on exploitation/remediation programme. Nearby excavations have identified the potential for rich historical remains on or near the site. The scale of the development means that it will be visible in the wider landscape. Improvements to local road network may be required to enable satisfactory access. As the site is immediately adjacent to the M20 it is very likely that traffic generated from the minerals site will travel on this route and therefore potentially within 200m of the Folkestone to Etchinghill Escarpment SAC. Site specific assessment will be required at the application stage to confirm this.

Site Specific Considerations	
Natural Environment	May block migration from the south and west of Postling Wents Wood LWS, designated for its ancient woodland. Visually intrusive against backdrop of the AONB that surrounds the site on two sides. Restoration of the site would present opportunities to link the fragmented areas of Ancient Woodland.
Heritage	High potential for the presence of important archaeological remains. Avoid impacts on the setting of the Postling Conservation Area.
Highways	Potential access onto B2068 or A20 may require some localised widening. No objection in principle to a new access off the B2068. Exact access location will be determined by the visibility requirements and the proposed hotel access on the opposite side of the road.
Hydrology	Within Groundwater Source Protection Zone 2 and Flood Protection Zone 1.

Conclusion

The site contains a very large, new soft sand deposit that will make a significant contribution to providing sufficient reserves to meet Kent's need for soft sand. The proposal includes plans to mitigate short distance views of the site through hedgerow planting and minimise visibility from the AONB through appropriate landscaping and restoration measures, plus a stand-off area between the area of Ancient Woodland and mineral extraction.

Site 97
Shrine Farm,
Postling, Shepway

Minerals Site

Soft Sand

Designations on Site

Public Rights of Way
 Groundwater Source
 Protection Zones 2 and 4

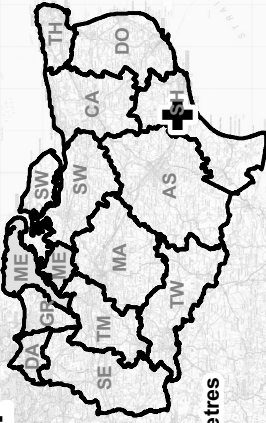
Designations Close to the site

Area of Outstanding Natural Beauty
 Local Wildlife Site
 Ancient Woodland

Eastings 613964
Northings 137863

Site Area (Hectares)
78.4

Site Location



1:1,832,193

0 10 20 Kilometres

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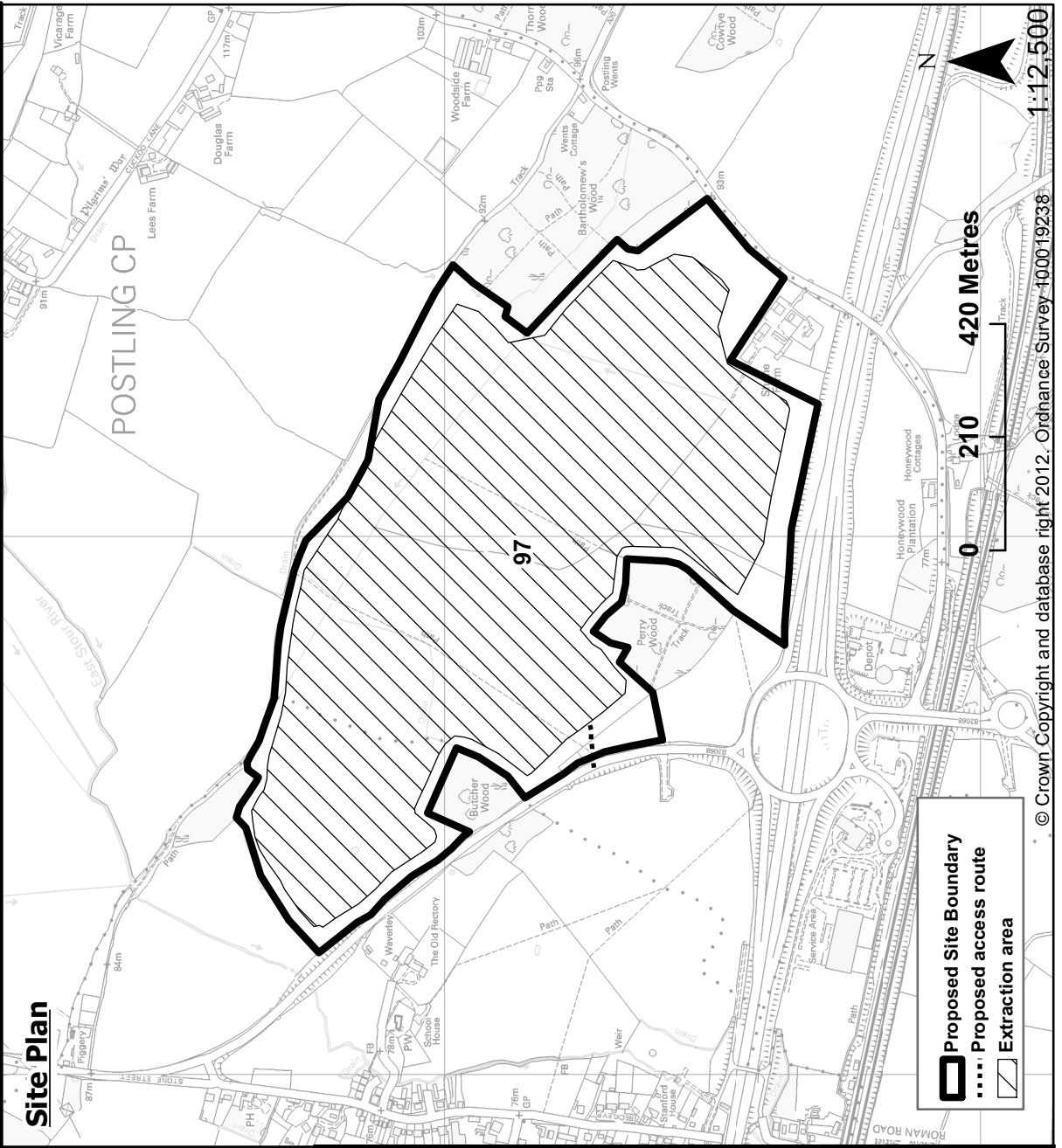
Site Information

District/Borough	Shepway
Parish	Postling
Landowner	Mrs C Hardy
Operator	To be confirmed
Agent	Bidwells
Estimated Output	100,000-125,000 tonnes per annum
Estimated Reserve	8.0 million tonnes
Life of Operation	60 years
Proposed Restoration	Return to farmland at a low level
Access	Off the B2086 (Stone Street) near the M20 J11
Current Use	Mainly arable and permanent pasture

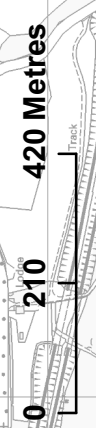
The development of this site will be supported subject to:-

- (1) Hydrogeological and hydrological assessment including measures to ensure that there will not be a significant impact upon the water environment, in particular the natural drainage, the potential flow downstream and the hydrology of the nearby ancient woodland areas and the Postling Wents Wood LWS. The water courses that run through the site will be preserved in situ where necessary with suitable buffers retained.
- (2) Suitable sufficient stand-offs to protect the areas of ancient woodland.
- (3) Restoration proposals to include opportunities to link the areas of ancient woodland increasing their resistance to change.
- (4) Archaeological assessment including field evaluation.
- (5) Suitable sufficient bunding and landscaping/restoration measures to protect the amenity of nearby residents and to minimise the impact upon views from the AONB.
- (6) Assessment of air emissions for their potential impact upon the Folkestone to Etchinghill Escarpment, with mitigation if required.

Site Plan



Proposed Site Boundary (thick black line)
Proposed access route (dotted line)
Extraction area (hatched area)



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1:12,500

Site 105: Borough Green Sand Pits Extension, Wrotham

Site 105

Borough Green Sand Pit Extension, Wrotham

4.19 A proposed northerly extension to the existing sand extraction pit area. The site is currently used for agriculture. Adjoining uses include farmland, the M26 motorway to north, woodland and the existing quarry area to the south.

Strategic Environmental Assessment

Proposed restoration (after 10 years) from the current grade 3a agricultural land to combination of amenity, grassland, woodland and biodiversity enhancements post exploitation should deliver improvements to social and environmental amenity. Air quality impacts need to be considered in light of the M20 AQMA. The nearest European site is North Down Woodland SAC approximately 6.9km to the north. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations

Natural Environment	Park Wood Ancient Woodland within 170m. The site is partly within the AONB and will need to meet the 'exceptional circumstances' test required by the NPPF.
---------------------	---

Site Specific Considerations	
Heritage	Archaeological potential relating to Romano-British finds to the south west and south east.
Highways	Concerns about the industrial estate and road access onto the A25, including split loads, a recent collision between a lorry and a pedestrian, limited widths of both roads and footways and left-turn exit lorry movements manoeuvring over the centre line. The junction to the neighbouring Nepicar Quarry is to a much higher standard; utilising their access onto the A25 is recommended.
Hydrology	Within Groundwater Source Protection Zone 4 and Flood Protection Zone 1.

Conclusion

As an extension to an existing operation this site benefits from the use of existing infrastructure. No mineral extraction is proposed for the part of the site which lies within the Kent Downs AONB. The extraction of the soft sand will require the prior extraction of a considerable amount of gault clay overburden, which would be used on site for landfill engineering or sold off site. Extraction in this extension area will require improved access arrangements that avoids lorries travelling through the Platt Industrial Estate access onto Maidstone Road.

Site 105

**Borough Green Sandpit
Northern Extension,
Platt, Wrotham**

Minerals/ Waste Site

Minerals and Waste
Soft Sand
Inert fill for Restoration

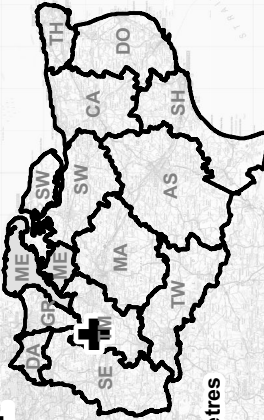
Designations on Site

Area of Outstanding Beauty (West and North Western corner)
Green Belt
Public Rights of Way
Groundwater Source Protection Zone 4

**Eastings 561649
Northings 158109**

**Site Area (Hectares)
9.4**

Site Location



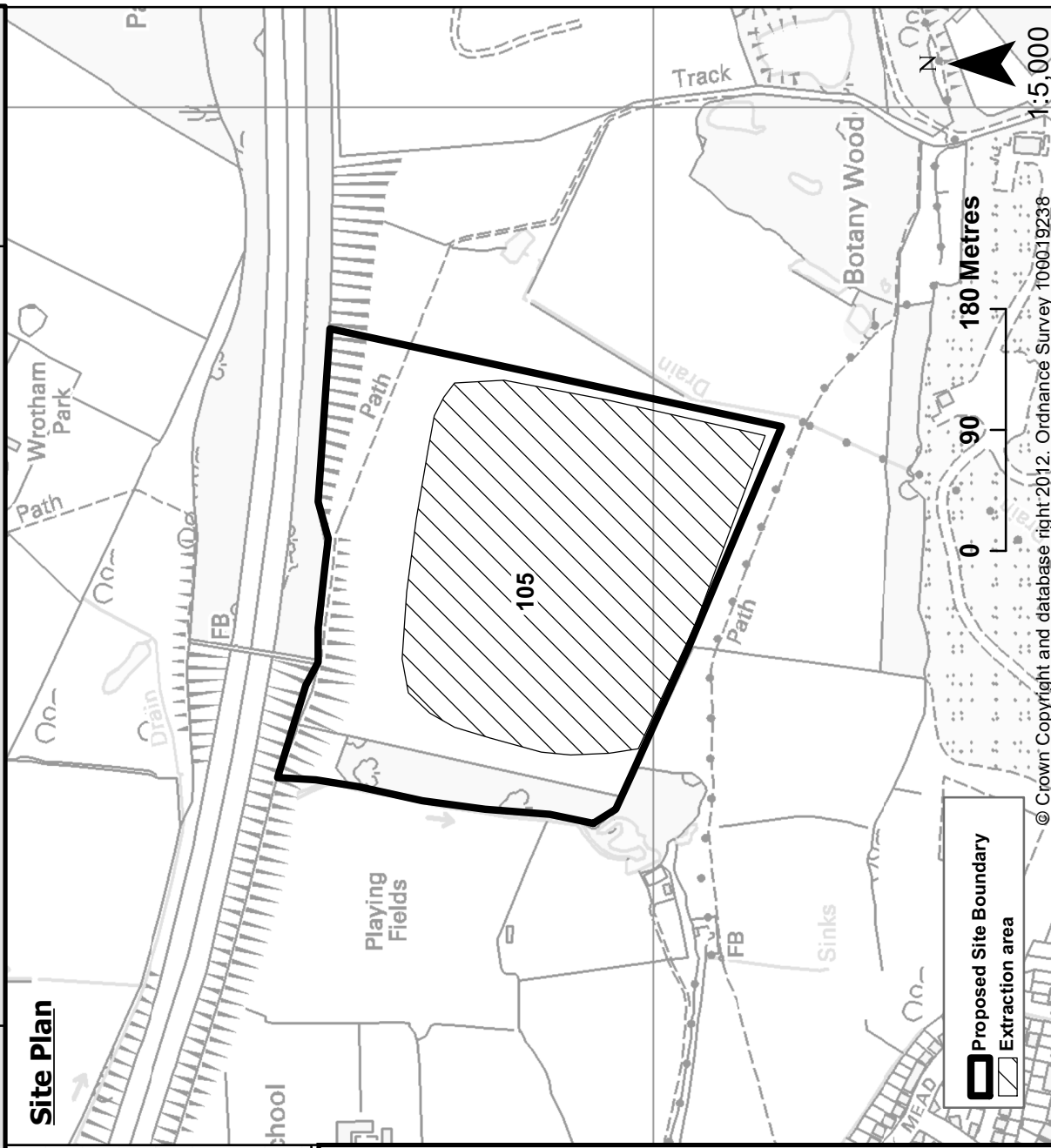
0 10 20 Kilometres

1:1,832,193

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District/Borough	Tonbridge & Malling
Parish	Wrotham, Borough Green and Platt
Landowner	Cemex UK Operations Limited
Operator	Borough Green Sand Pits Limited
Agent	Land & Mineral Management Limited
Estimated Output	70,000 tonnes per annum
Estimated Reserve	400,000 tonnes
Life of Operation	10 years
Proposed Restoration	Combination of amenity, grassland, woodland and biodiversity enhancements
Access	From the A25 via Nepicar Quarry
Current Use	Agriculture
<p>The development of this site will be supported subject to:- (1) High standards being maintained during the extraction and in restoration. (2) A change of access arrangements for lorries. The Nepicar Quarry entrance on the A25 will be utilised. (3) Extraction activities will be very close to the SPZ4 associated with the public abstraction point to the south west which will restrict depth of workings due to groundwater protection requirements. (4) Types of inert landfill materials needed for restoration will be restricted due to the SPZ4. (5) A water course which may accept highways drainage from the M26 forms the western site boundary and no earthworks will be permitted within 8m of the watercourse. An evaluation of the impact on small streams on and near the site and mitigation will be required to minimise impacts upon them.</p>	

Site Plan



Sharp Sand and Gravel Sites

Site 2: Beltring Green Farm, East Peckham

Site 2

Beltring Green Farm, East Peckham

4.20 The proposal is an extension to the existing Arnolds Lodge Farm Quarry. Operators J Clubb Ltd are currently working the area to the north of this site and transporting the mineral via a conveyor over the River Medway to the processing plant. The operator intends to use the same transportation method for this site. Adjoining uses include a railway line, the A228, agricultural land, a public house and the existing quarry.

Strategic Environmental Assessment Summary

Impacts on land are uncertain as details of current agricultural grade of the site are not provided. Proposed restoration to wildlife conservation area, ponds and reed beds should provide long term environmental and social benefits. Environmental concerns relate to adjacent LWS. EPS also present on the site. Restoration may deliver biodiversity and flood alleviation benefits. Consideration must be given to the impact of extra traffic from the site on adjoining A228. Nearest European site is North Down Woodland SAC approximately 12.3km to the north. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Adjacent to the Stoneham & Lees LWS Hale Street Ponds and Pastures LWS and the East Peckham Ponds LWS. There is a complex pattern of ditches and streams important to the health of the freshwater habitats.
Heritage	Site likely to contain remains of prehistoric activity.
Highways	No planned highway improvements. Lorry route is located along the A228 Branbridges Road.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zones 2, 3 & 3b.

Conclusion

While the proposed extension site lies within the Green Belt, mineral workings are not inappropriate providing that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.⁽¹³⁾ As the existing site access and infrastructure can be used, this site offers benefits compared to other greenfield sites.

13 Communities and Local Government (March 2012) National Planning Policy Framework, para. 90.

Site 2
Beltring Green
Farm, East Peckham

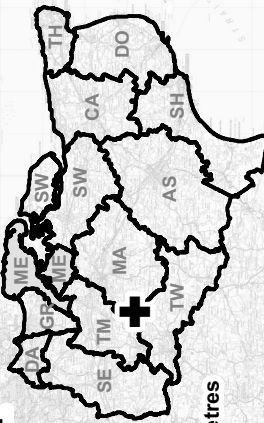
Minerals Site
 Sand and Gravel

Designations on Site
 Green Belt

Designations Close to the site
 Local Wildlife Site

Eastings 567774
Northings 148026
Site Area (Hectares)
21.7

Site Location



0 10 20 Kilometres

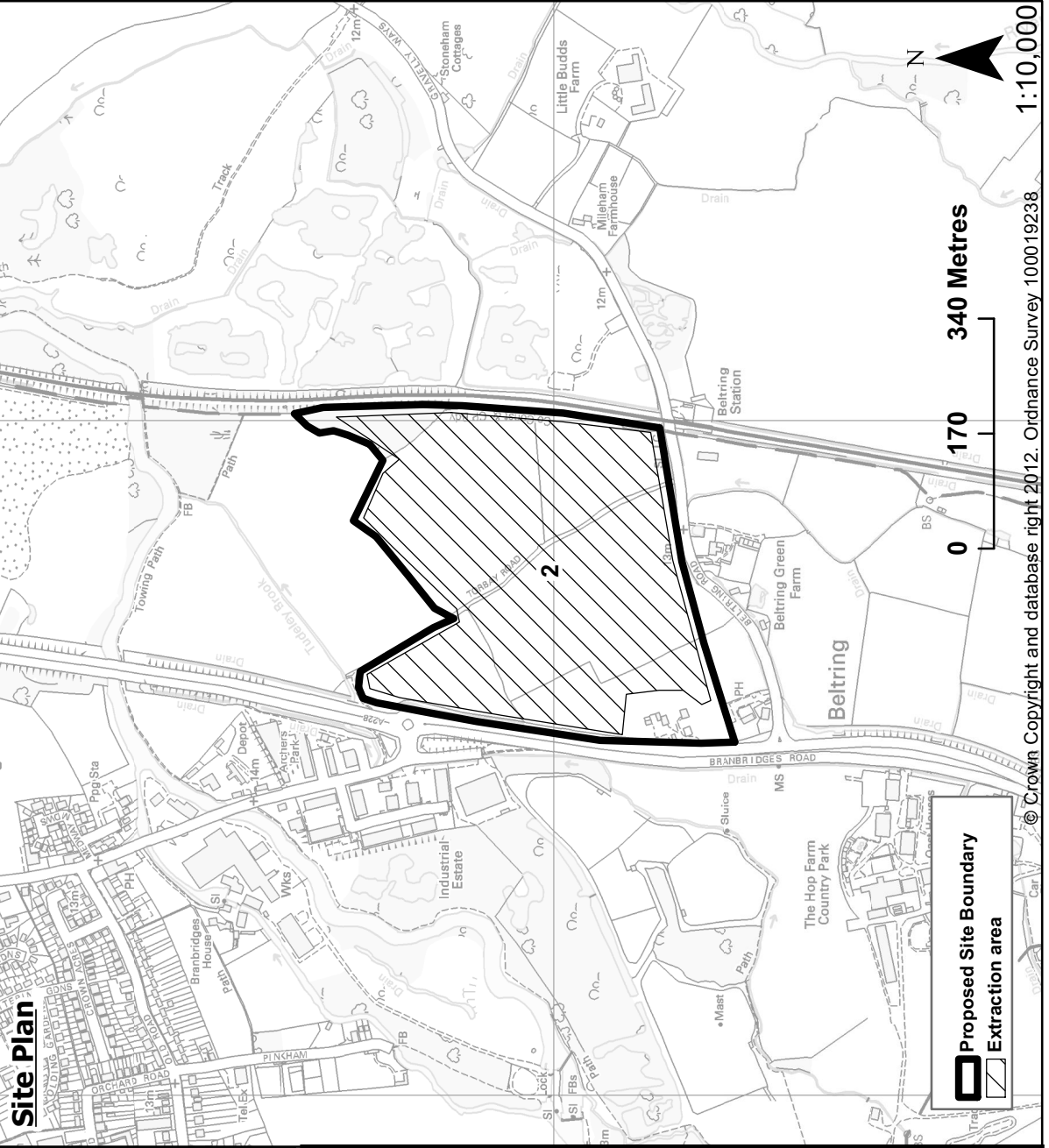
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Site Information

District/Borough	Tonbridge and Malling
Parish	East Peckham
Landowner	H J Skinner
Operator	J Clubb Ltd
Estimated Output	82,500 tpa
Estimated Reserve	300,000 tonnes
Life of Operation	4 - 6 years
Proposed Restoration	Wildlife conservation area, ponds & reed beds
Access	Existing site entrance
Current Use	Agriculture

The development of this site will be supported subject to:- (1) The existing site access on the A228 Branbridge Road will be used for HGVs. (2) The mineral will be transported to the existing plant area by conveyor. (3) The scheme of working and restoration will need to ensure that adjacent LWSs are not affected by the development (The Stoneham and The Lees LWS, Hale Street Ponds and Pastures LWS and East Peckham Ponds LWS).



Proposed Site Boundary
Extraction area

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1:10,000

Site 17: Moat Farm, Capel

Site 17

Moat Farm, Capel

4.21 This site is proposed for 1.5 million tonnes of sand and gravel extraction. It is currently a flat expanse of agricultural/pastoral land. Adjoining uses include Moat Farm buildings (including 10 to 12 residential caravans) an existing quarry (Stonecastle Farm Quarry), agricultural land and another proposed quarry site; Site 49: Land North & South of Hammer Dyke.

Strategic Environmental Assessment Summary

Environmental impacts include a nearby LWS. Ancient woodland at the northern boundary to be excluded from extraction area and mitigation measures taken. Phased wetland restoration should contribute to biodiversity. Impact on landscape and communities possible due to nearby settlement (450m), location to the north of the High Weald AONB, and anticipated highly visible nature of the site. The Listed Moat Farmhouse is also located nearby. Nearest European sites are North Down Woodland SAC approximately 15.3km to the north and Ashdown Forest SAC/SPA approximately the same distance to the south. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Working and restoration would need to be suitably phased to minimise any visual impacts on the setting of the AONB. Hydrological investigation will be necessary due to the proximity of East Tonbridge Copses and Dykes and River Medway LWS.
Heritage	Site has a general archaeological background with potential for prehistoric sites.
Highways	No planned highway improvements. Lorry route along B2017 and A228.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zones 2, 3 & 3b.

Conclusion

While this site lies in the Green Belt it would be worked as an extension to the adjacent Stonecastle Farm Quarry. Mineral workings are not inappropriate development provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.⁽¹⁴⁾ Only one of the three sites situated in the vicinity of Stone Castle Farm Quarry will be operational at any one time in order to minimise the impacts of cumulative development on local communities.

14 Communities and Local Government (March 2012) National Planning Policy Framework, para. 90

Site 17
Moat Farm
Five Oak Green,
Capel

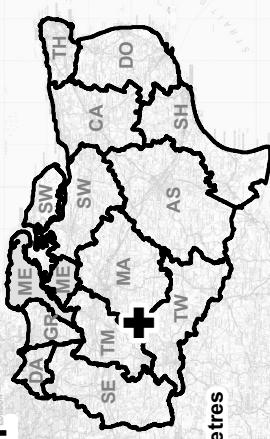
Minerals/ Waste Site
 Minerals only
 Sand and Gravel

Designations on Site
 Green Belt
 Ancient Woodland
 Public Rights of Way

Designations Close to the site
 Local Wildlife Site
 Listed Buildings

Eastings 564673
Northings 146412
Site Area (Hectares)
40.3

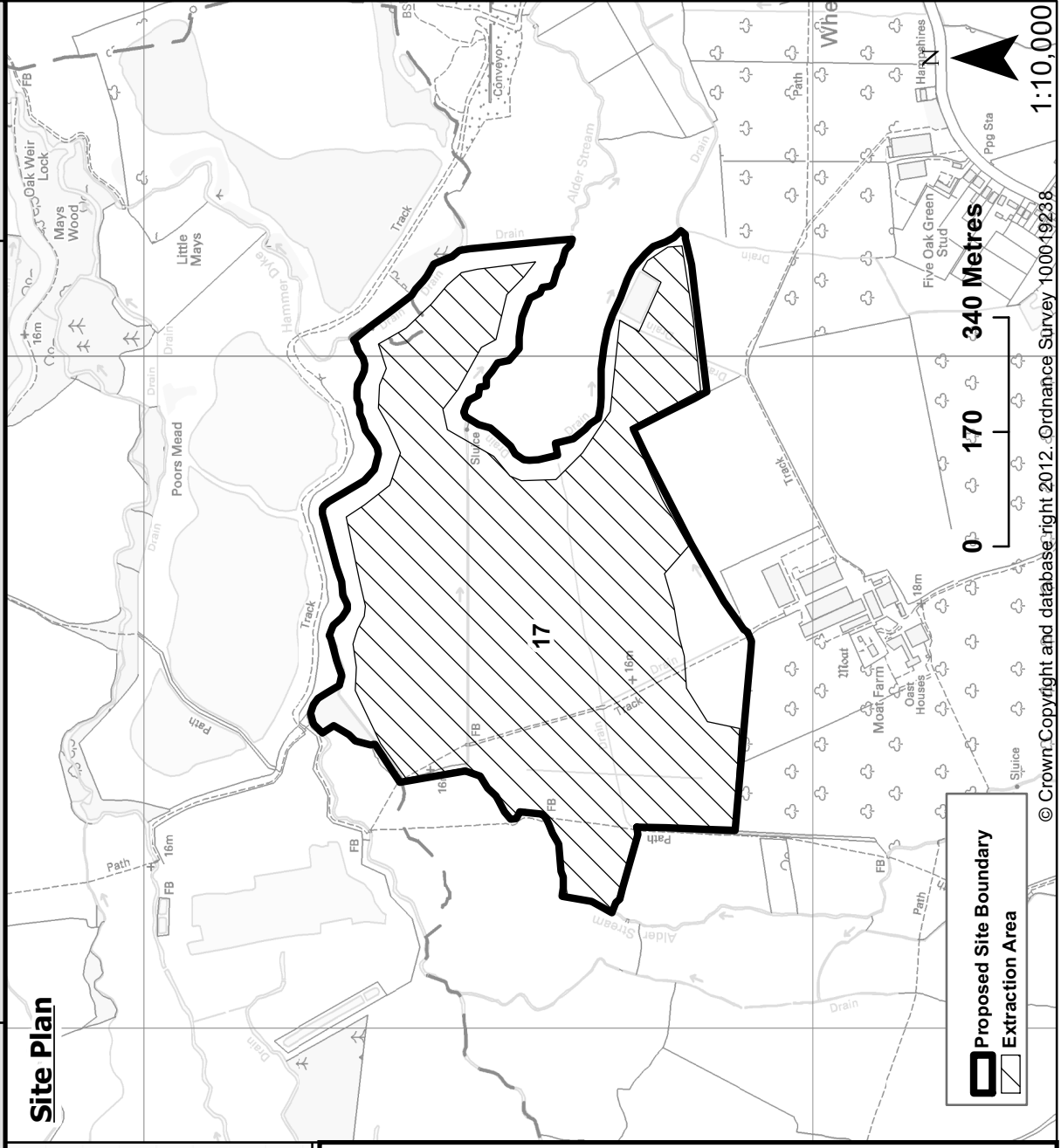
Site Location



0 10 20 Kilometres

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Site Plan



Proposed Site Boundary
Extraction Area

0 170 340 Metres

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Site Information

District/Borough	Tonbridge and Malling
Parish	Capel
Landowner	Andrian Scripps Ltd
Operator	None yet identified
Agent	Land & Mineral Management Ltd
Estimated Output	100,000 tpa
Estimated Reserve	1.5 million tonnes
Life of Operation	15 years
Proposed Restoration	Phased wetland restoration
Access	Stonecastle Farm Quarry entrance on Whetsted Road
Current Use	Agricultural/ pastoral land

The development of this site will be supported subject to:- (1) Mineral will be transported to the adjacent Stonecastle Farm Quarry plant site by conveyor or dump truck. (2) The existing quarry site access on Whetsted Road will be used. (3) The impact of the proposed workings on the setting of nearby Listed Buildings will be assessed and mitigation undertaken to avoid impact on their setting. (4) Hydrogeological surveys with mitigation proposed to ensure that there is no impact upon the nearby East Tonbridge Copses and Dykes and River Medway LWS. (5) Restoration will be to suitable wetland habitat. (6) The area of ancient woodland at the northern boundary will be excluded from the mineral extraction area and mitigation measures taken to protect it from damage. (7) Only one of the three sites situated in the vicinity of Stone Castle Farm Quarry will be operational at any one time in order to minimise the impacts of cumulative development on local communities.

Site 49: Land Adjacent to Hammer Dyke, Capel

Site 49

Land North and South of Hammer Dyke, Capel

4.22 This site is a proposed extension to the existing Stonecastle Farm Quarry for 2 million tonnes of sand and gravel extraction. It is currently low lying agricultural/ pastoral land. Adjoining uses include a railway line, farmland & buildings, residential properties, the proposed Site 17: Moat Farm and the existing quarry. The site is located close to the northern boundary of the Kent High Weald AONB.

Strategic Environmental Assessment Summary

This site is likely to have a range of adverse sustainability impacts including its proximity to the High Weald AONB, the presence of a listed building on site and the use of grade 2 agricultural/pasture land. 51% of the site lies within Flood Zone 2 and is in Groundwater Source Protection Zone 1 which could have impacts on groundwater. The site contains nationally and locally protected species and EPS within 1km which are likely to be adversely affected. Nearest European sites are North Down Woodland SAC approximately 17.2km to the north and Ashdown Forest SAC/SPA approximately the same distance to the south. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Working and restoration would need to be phased to minimise any visual impacts on the setting of the AONB. Contains many of the dykes and ditches that supply water to the East Tonbridge Copses and Dykes and River Medway LWS.
Heritage	Prehistoric sites have been recorded nearby and listed buildings are close or within site.
Highways	Poor access roads onto rural lanes. No planned highway improvements.
Hydrology	Within Groundwater Source Protection Zone 1 and Flood Protection Zone 2, 3 & 3b.

Conclusion

The site will be worked as an extension to the existing Stonecastle Farm Quarry, as alternative routes out of this site for lorries would not be acceptable. Mineral workings are not inappropriate development within the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.⁽¹⁵⁾ Ancient woodland on the site margins will be protected. Only one of the three sites situated in the vicinity of Stonecastle Farm Quarry will be operational at any one time in order to minimise the cumulative impacts on local communities.

15 Communities and Local Government (March 2012) National Planning Policy Framework, para. 90.

Site 49

Land north and south of Hammer Dyke, Capel

Minerals Site

Minerals only
Sand and Gravel

Designations on Site

Green Belt
Ancient Woodland
Listed Buildings
Public Rights of Way
Groundwater Source Protection Zones 1, 2 and 3

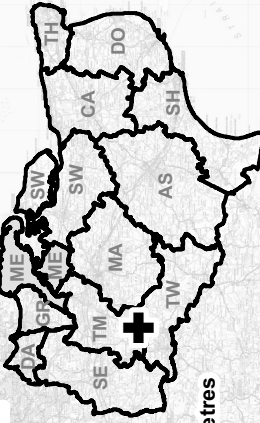
Designations Close to the site

Local Wildlife Site

Eastings 563148
Northings 146129

Site Area (Hectares)
195.7

Site Location



0 10 20 Kilometres

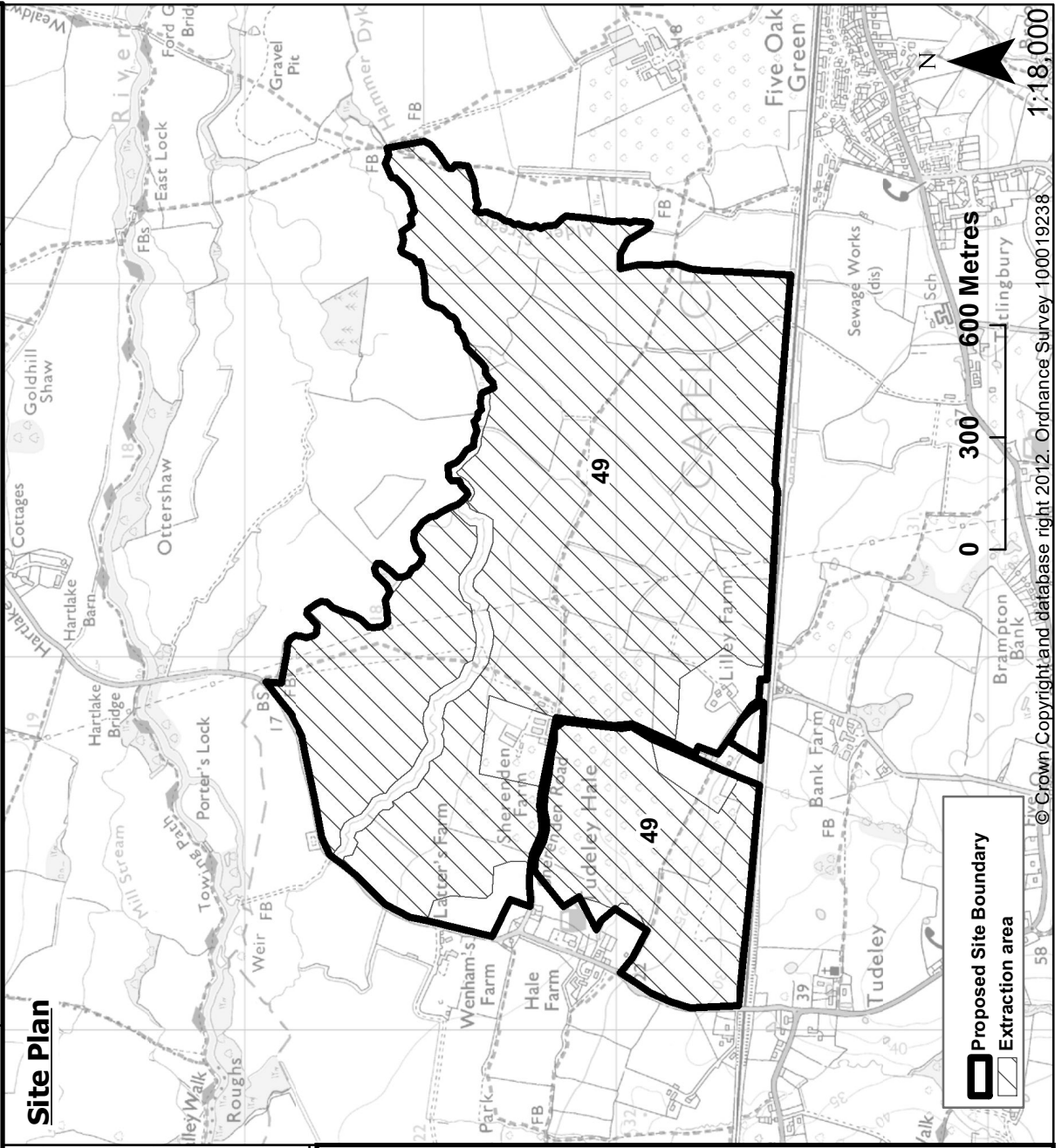
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Site Information

District/Borough	Tunbridge Wells
Parish	Capel
Landowner	Trustees of the Goldsmid Settled Estates
Agent	RH & RW Clutton
Estimated Output	100,000tpa
Estimated Reserve	1-3 million tonnes
Life of Operation	30 years
Proposed Restoration	Agricultural land, wildlife habitats, storage/recreational water bodies & woodland
Access	Stoncastle Farm Quarry access on Wheatsted Road
Current Use	Agricultural land and farm buildings
The development of this site will be supported subject to:- (1) The effect of the extraction on the Listed Buildings at Tudeley Hale and Tudeley being assessed and mitigation proposed to avoid impact on their settings. (2) A programme of archaeological work agreed in advance of development. (3) The surface water system will need to be protected and maintained to avoid impacts upon the nearby East Tonbridge Copse and Dykes and River Medway LWS. (4) Restoration will be to wetland habitat. (5) Small areas of ancient woodland on the site margins will need to be protected. (6) Only one of the three sites situated in the vicinity of Stonecastle Farm Quarry will be operational at any one time in order to minimise the impacts of cumulative development on local communities.	

Site Plan



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1:18,000

Site 71: Stonecastle Farm, Whetsted

Site 71

Stonecastle Farm Quarry (Western Extension), Whetsted

4.23 A proposed western extension to the existing Stonecastle Farm Quarry for 1.07mt of sand and gravel extraction. The site area is currently farmland. Adjoining uses include the existing quarry, woodland and agricultural land. The area is located to the north of the High Weald AONB.

Site Specific Considerations	
Natural Environment	Extraction may impact on the setting of the AONB. The workings and restoration should be suitably phased to minimise any visual impacts.
Heritage	Archaeological potential; prehistoric sites have been recorded in the quarry area.
Highways	No planned developments or improvements.
Hydrology	Within Groundwater Source Protection Zone 1 and Flood Protection Zones 2, 3 & 3b.

Strategic Environmental Assessment Summary

The site has a history of extraction with proposed additional life of 8-11 years. Existing process plant and access can be utilised. Potential risk of cumulative impact with other nearby sites needs to be managed considering the large estimated workable minerals reserves. The agricultural land is of low grade but 95% within Flood Zone 2 and 100% within Flood Zones 3 and 3b. There is an identified potential for impacts on prehistoric sites which have been recorded locally. Nearest European sites are North Downs Woodlands SAC approximately 16km to the north and Ashdown Forest SAC/SPA/Ramsar site approximately 18km to the south-west. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Conclusion

While the proposed extension lies within the Green Belt, mineral workings are not inappropriate development within provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.⁽¹⁶⁾ Only one of the three sites situated in the vicinity of Stonecastle Farm Quarry will be operational at any one time in order to minimise the impacts of cumulative development on local communities.

16 Communities and Local Government (March 2012) National Planning Policy Framework, para. 90.

Site 71

**Stonecastle Farm Quarry,
Western Extension,
Whetsted**

Minerals Site

Minerals only
Sand and Gravel

Designations on Site

Green Belt
Ancient Woodland
Local Wildlife Site
Public Rights of Way
Groundwater Source Protection Zones 1, 2 and 3

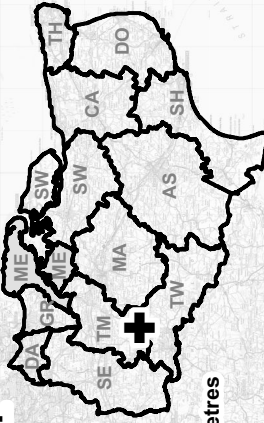
Designations Close to the site

Ancient Woodland

**Eastings 563284
Northings 146899**

**Site Area (Hectares)
36.3**

Site Location



0 10 20 Kilometres

1:1,832,193

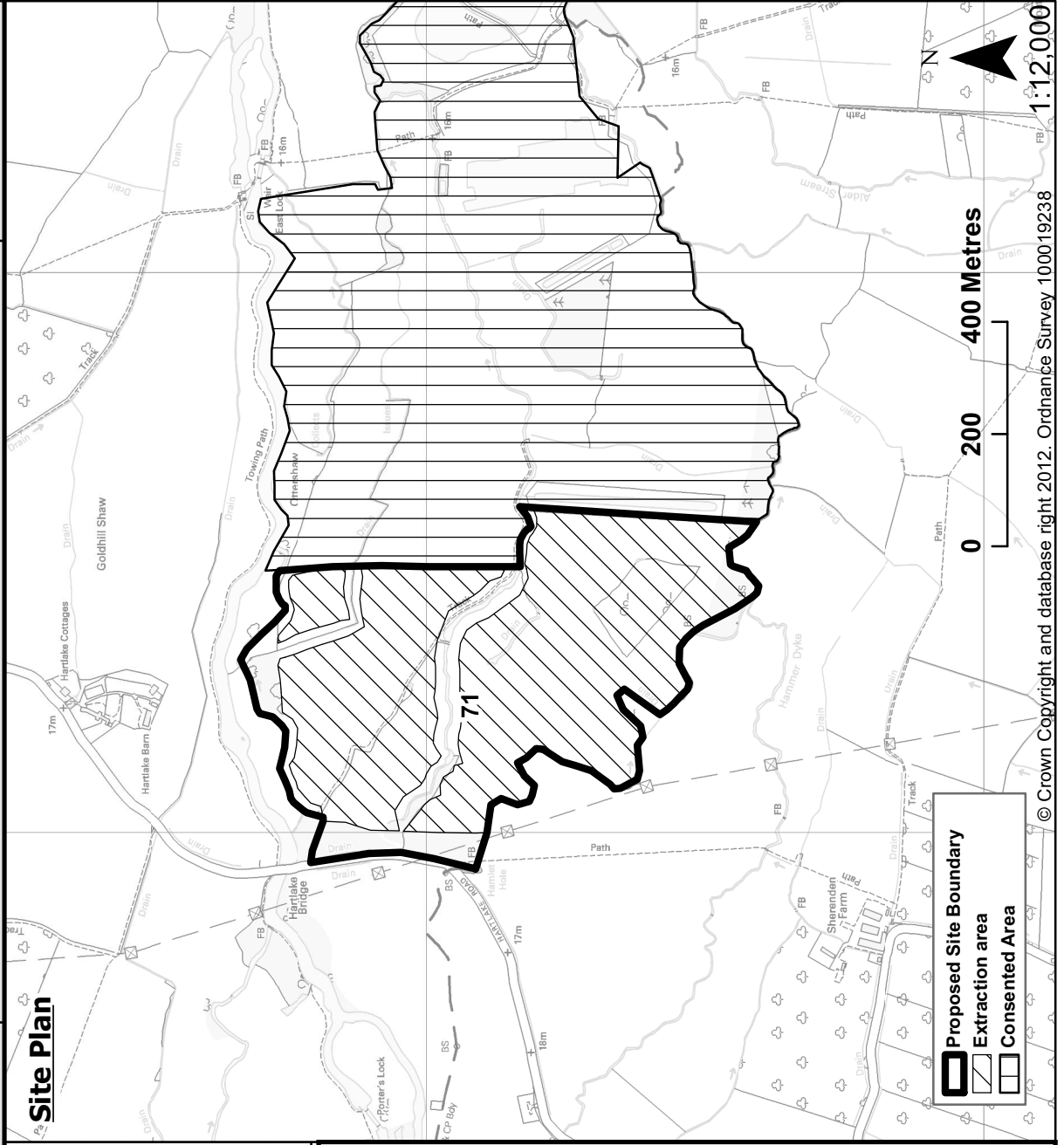
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Site Information

District/Borough	Tonbridge & Malling
Parish	Hadlow
Landowner	Hadlow Estate
Operator	Lafarge Aggregates Ltd
Estimated Output	100-130,000 tpa
Estimated Reserve	1.07 million tonnes
Life of Operation	8 - 11 years
Proposed Restoration	Reedbeds and lakes
Access	Existing Quarry entrance on Whetsted Road
Current Use	Farmland

The development of this site will be supported subject to:- (1) The existing processing plant and site access onto Whetsted Rd being utilised for this extension. (2) Only one of the three sites situated in the vicinity of the Stonecastle Quarry area will be worked at any one time to minimise the impacts of cumulative working on the local communities. (3) Assessment of potential impacts upon the adjacent LWS and mitigation implemented to minimise any effects upon it with the existing watercourses crossing the site retained where necessary. (4) Assessment of the impact on the historic landscape and its surviving features with mitigation undertaken. (5) An assessment and mitigation proposed to minimise the visual impacts of working and restoration on the High Weald AONB. (6) Restoration to achieve a net gain for biodiversity will be necessary. (7) Surveys of protected species to include river, ditch, pond, grassland, woodland and hedgerow habitats and suitable mitigation proposed. (8) No impedence to flood flow or loss of flood storage.

Site Plan



Proposed Site Boundary
Extraction area
Consented Area

0 200 400 Metres

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1:12,000

Site 73: Lydd Quarry Extensions (Areas A - D), Lydd

Site 73

Lydd Quarry Extensions: Areas A - D, Lydd

4.24 Five parcels of land were proposed as extensions to the existing Lydd Quarry, which spans across the county border into East Sussex. Four of the areas are preferred options (shown on the map opposite). The fifth (Area E), an extension to Allen's Bank, is not a preferred option. The land is currently agricultural with one redundant building. Adjoining uses include residential properties, farming, the existing quarry and a caravan park.

Strategic Environmental Assessment Summary

The extensions fall within the Dungeness, Romney Marsh and Rye Bay SSSI. They are also in close proximity to the Dungeness SAC but future restoration of the site could contribute positively to these areas in the longer term with the intention to restore the whole site to open water bodies. The extensions would result in agricultural/derelict land take adjacent to a variety of uses. The site is fully within Floodzone 2 and set within an open landscape and likely to be visible from various vantage points. Given the interest features of the Dungeness complex of sites, and their potential vulnerabilities, a range of potential impacts need further investigation before it can be concluded that a significant effect is unlikely.⁽¹⁷⁾

Site Specific Considerations	
Biodiversity	Biodiversity gains could be achieved from the proposed creation of open water bodies but there is a risk of habitat disturbance. More detail required on mitigation and restoration.
Heritage	As quarrying could potentially affect buried archaeological deposits a programme of archaeological works should be implemented in advance of development.
Highways	Access to the site through the nearby residential roads would be inappropriate. No planned highway improvements. Development proposals at Lydd Airport could have a significant impact on road capacity.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 2.

Conclusion

Appropriate Assessment will be required as the extension areas fall within a SSSI and are adjacent to Ramsar/SPA areas. Restored quarry water habitat areas could contribute to the value of the designated areas. Natural England are not objecting to the allocation of these areas so long as mineral extraction is preceded by a study of the geomorphology. Existing site access and plant would be used for the mineral from these extension areas.

17 For further details see URS (2012) Kent Minerals & Waste Development Framework – Site Options Habitat Regulations Assessment.

Site 73

**Lydd Quarry,
(Areas A-D)
Lydd**

Minerals Site

Minerals only
Sand and Gravel

Designations on Site

Sites of Special
Scientific Interest
Public Rights of Way

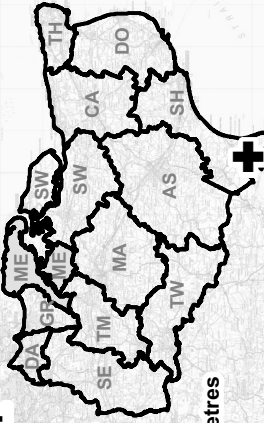
Designations Close to the site

Listed Building

**Eastings 603382
Northings 120666**

**Site Area (Hectares)
22.1**

Site Location



0 10 20 Kilometres

1:1,832,193

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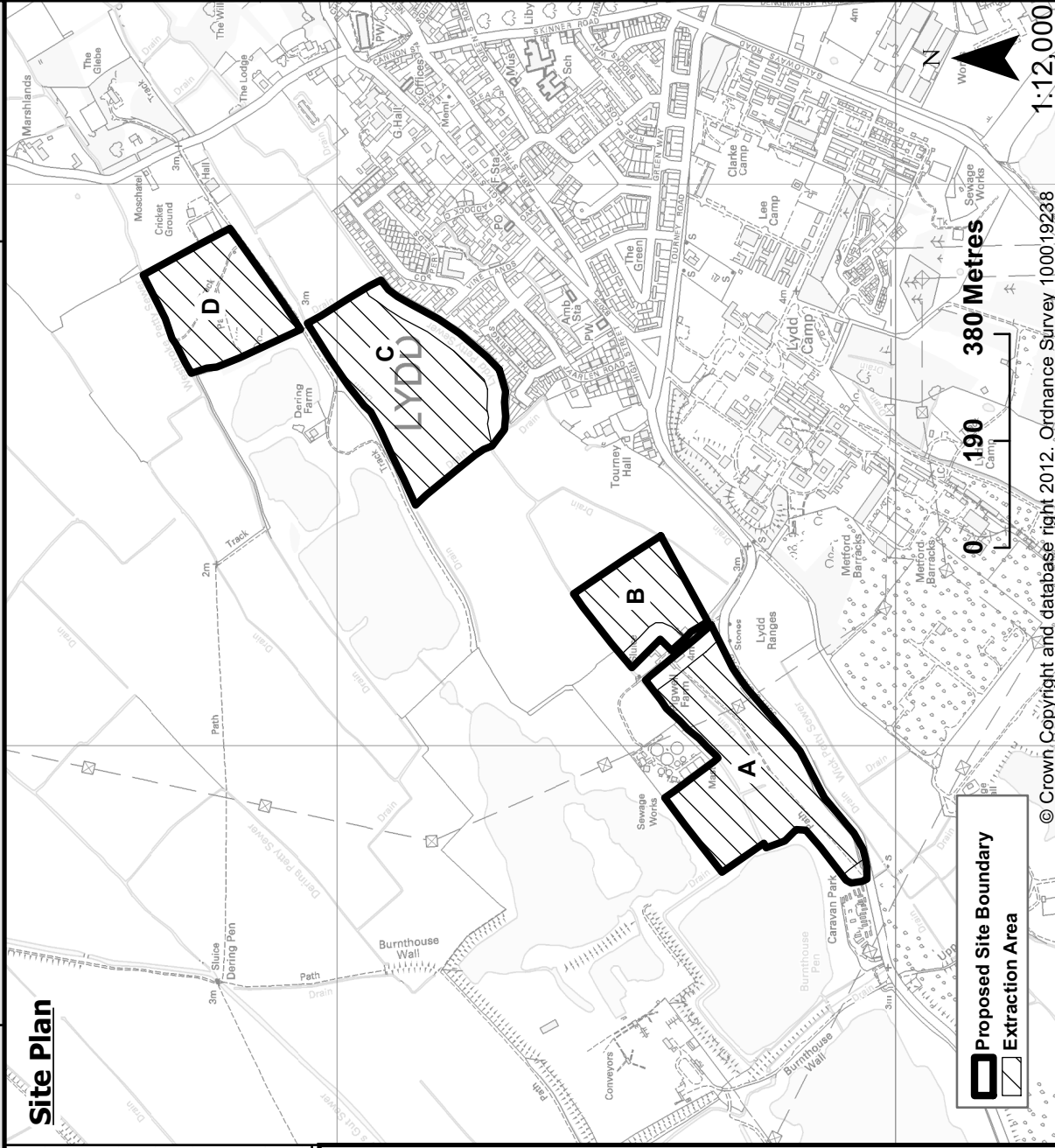
Site Information

District/Borough	Shepway
Parish	Lydd
Landowner	All Souls College
Operator	Brett Aggregate Ltd
Estimated Output	250,000tpa
Estimated Reserve	1.6 million tonnes
Life of Operation	7 years
Proposed Restoration	Open water bodies
Access	Existing Entrance on Jury's Gap Road
Current Use	Agricultural land

The development of this site will be supported subject to:-

- (1) Suitable, sufficiently detailed Appropriate Assessment. (2) The overhead power lines being retained in situ with statutory electrical safety clearances maintained at all times. (3) A programme of archaeological works will be required in advance of development.
- (4) The impact of the operations on the setting of the Listed Building at Tourney Hall will need to be assessed and mitigation proposed if required. (5) As there is a high probability that protected species inhabit the watercourses, ecological surveys will be required with the retention of the relevant water features where necessary.

Site Plan



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1:12,000

Crushed Rock

5.1 Kent's consented ragstone reserves are only located at two sites in the county (Hermitage Quarry, Aylesford and Blaise Farm, West Malling) and lie mostly within the larger site at Blaise Farm. However there is a high proportion of hassock, a lower quality material, within this deposit which impacts on the overall quality of the mineral from Blaise Farm.

5.2 The Blaise Farm deposit is currently only worked on a campaign basis to provide contracts with material when the aggregate meets the required engineering specification. The ragstone at Hermitage Quarry is better quality containing less hassock within the deposit and after processing is suitable for end uses which require higher quality material including concrete and asphalt.

5.3 Kent County Council resolved to grant planning permission for a large westerly extension to the Hermitage Quarry site in May 2011. The application proposed to extract 16.2 million tonnes of Ragstone from the application site which includes part of Oaken Wood, which is designated as ancient woodland. Extraction would take place over 23 years with final restoration completed in 2037. The application was 'Called In' by the Secretary of State and will be the subject of a Public Inquiry in late 2012.

Planning Policy Requirements

5.4 The Kent apportionment for crushed rock is 0.78 million tonnes per annum. The Draft LAA (May 2012) shows that the average of the last 10 years of crushed rock sales is also 0.78 million tonnes per annum. This figure therefore reflects the requirements of the NPPF. Current National Minerals Policy⁽¹⁸⁾ requires the maintenance of a landbank equivalent to 10 years worth of the apportionment for crushed rock.

5.5 Our calculation⁽¹⁹⁾ of Kent's crushed rock provision for the plan period (until the end of 2030) takes into consideration the amount of current permitted reserves within the landbank as well as the projected need up to the end of the plan period. This produces an estimated landbank of approximately 40 years which is more than sufficient for the plan period.

Preferred Site Options

5.6 Only two crushed rock proposals were submitted in response to the Call for Sites: Site 7: Hermitage Quarry Westerly Extension and Site 78: Richborough Underground Limestone Mine.

5.7 In view of the large, consented landbank for land-won crushed rock it is not proposed to allocate any crushed rock sites. The National Planning Policy Framework⁽²⁰⁾ recognises situations where large landbanks bound up in a few sites may stifle competition. It is proposed to address these issues through a policy in the Core Strategy.

18 Communities and Local Government (March 2012) National Planning Policy Framework.
19 Kent County Council (2011) Minerals Topic Report 1: Construction Aggregate Apportionment and Need.
20 Communities and Local Government (March 2012) National Planning Policy Framework, para. 145.

Silica Sand Introduction

6.1 Silica sand (also known as 'industrial sand') is considered to be a mineral of national importance due to its sparse geological and geographical distribution. Some of Kent's silica sand deposits are used for industrial processes including glass manufacture and the production of foundry castings. Kent silica sand is also used in horticulture and for sports surfaces including horse ménages and golf course bunker sand.

6.2 There are no sites in Kent which provide only silica sand. All three existing silica sand sites in Kent also produce construction aggregates to some extent.

Planning Policy Requirements

6.3 National minerals policy guidance on silica sand requires Mineral Planning Authorities to ensure that silica sand landbanks of at least 10 years are maintained at individual, existing sites⁽²¹⁾ and of at least 15 years for new sites.

6.4 Silica sand provision is therefore tied to the operational life of individual site reserves and sufficient landbanks will have to be identified on a site by site basis. Our most recent data⁽²²⁾ regarding silica sand site landbanks in Kent showed that out of the three existing sites at Addington (Wrotham) Sandpit, Aylesford Sandpit and Nepicar Farm, only the Addington (Wrotham) site has less than the required 10 years supply, containing reserves of less than 3 years at the time of the most recent survey.

Preferred Site Options

6.5 A proposed extension to Addington (Wrotham) Sandpit is the only remaining silica sand site proposal under consideration. One other soft sand site, originally promoted for both soft sand and silica sand, has been withdrawn by the operator due to the lack of supporting technical evidence to prove the existence of industrial grade sands within the underlying mineral deposit.

6.6 The proposed extension for site 24: Land North of Addington Lane will therefore need to be identified as a site allocation. Revised calculations indicate that the extension area contains 968,198 tonnes of silica sand and 472,000 tonnes of building sand. This would provide an estimated reserve landbank of 10 years according to the current rates of consumption.

21 Communities and Local Government (March 2012) National Planning Policy Framework.

22 Kent County Council (2011) 7th Annual Minerals and Waste Monitoring Report: 1st April to 31st March 2011

Site 24: North of Addington Lane, Trottisccliffe

Site 24

Land North of Addington Lane, Trottisccliffe

6.7 A proposed extension to the existing Addington (Wrotham) Quarry. The site area currently consists of arable fields. Adjoining uses include agriculture, country lanes and the existing quarry site. It is located within the Kent Downs AONB. The upper sands are intended for building sand and the lower deposit is suitable for use as industrial sand (silica sand). This site can also be found in Chapter 4: Sand and Gravel Sites.

Strategic Environmental Assessment Summary

Potential adverse impacts on: the nearby settlement of Addington from site traffic and noise, landscape character, given location within Kent Downs AONB and on local archaeological sites and nearby listed building. LWS containing ancient woodland and a SSSI located nearby which may be adversely impacted from quarrying. Restoration to include heathland and acid grassland, or if restoration is to agriculture, to include ponds and species rich hedges, with positive biodiversity effects. Nearest European site is North Down Woodland SAC approximately 3.2km to north-east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	The extension lies within the Kent Downs AONB and will need to meet the "exceptional circumstances" required under NPPF. Attention should be given to protection of the Ryash Wood LWS (86m away) from the impacts of dust and other pollutants.
Heritage	Numerous Mesolithic and Neolithic artefacts have reportedly been recovered from sand deposits in the present quarry.
Highways	No planned road improvements. No planned nearby developments likely to impact on road capacity.
Hydrology	Within Groundwater Source Protection Zone 3 and Flood Zone 2, 3 & 3b.

Conclusion

Whilst the site lies within the Kent Downs AONB, it is a proposed extension to one of Kent's three silica sand quarries which is a mineral of national importance. The site would be allocated for its silica sand reserves which is the more substantial sand type by a ratio of 2:1. It is therefore likely that this site would meet the 'exceptional circumstances' test required for development in the AONB.⁽²³⁾ Excavation of the silica sand will also release almost half a million tonnes of soft sand for building use.

Site 24

North of Addington Lane and Woodgate Road, Trotscliff

Minerals/ Waste Site

Minerals and Waste
Silica Sand
Soft Sand
Inert fill for Restoration

Designations on Site

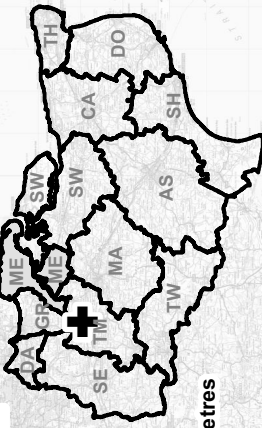
Green Belt
Area of Outstanding Natural Beauty
Public Rights of Way
Groundwater Source Protection Zone 3

Designations Close to the site

Local Wildlife Site

Eastings 565334
Northings 159614
Site Area (Hectares) 7.4

Site Location



0 10 20 Kilometres

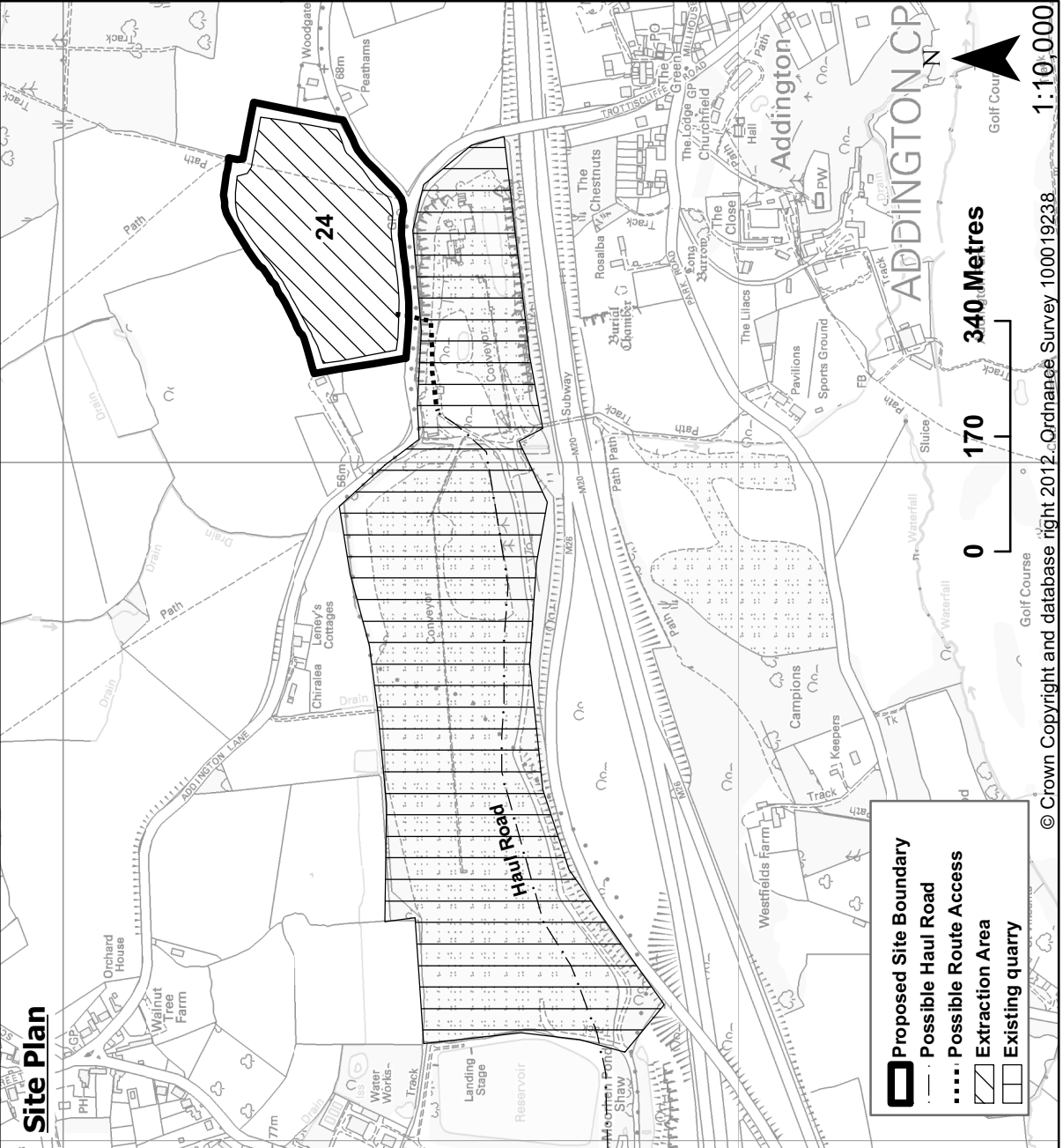
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Site Information

District/Borough	Tonbridge and Malling
Parish	Addington and Trotscliff
Landowner	W L Hickmott
Operator	Hanson UK
Estimated Output	100,000 tpa
Estimated Reserve	968,000 tonnes
Life of Operation	10 - 12 years
Proposed Restoration	Imported fill to achieve a suitable land profile
Access	Existing access onto Ford Lane
Current Use	Agriculture

The development of this site will be supported subject to:- (1) The sand being moved to the existing processing plant by conveyor. (2) Profiled marginal soil bunds and advance tree planting to protect the nearest residential properties. (3) Further archaeological assessment including field evaluation. (4) The setting of the nearby listed buildings at Woodgate and Woodgate Cottages to be protected. (5) The nearby Ryarsh Wood LWS to be protected from significant impacts during working and restoration. (6) The proposed restoration scheme to include heathland and acid grassland, or if restoration is to agriculture, it should include ponds and species rich hedges.

Site Plan



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Chalk for Cement Manufacture

7.1 Although Kent was once the heartland of UK cement manufacture, there currently are no active cement works remaining in the County.

Planning Policy Requirements

7.2 Current national minerals planning guidance⁽²⁴⁾ requires mineral planning authorities to maintain landbanks of permitted reserves of raw materials for cement plants, provided that industry comes forward with sufficient environmentally acceptable proposals. These landbanks should include the industry's primary materials (chalk and limestone) and also secondary materials (clay and shale). Landbanks should be calculated on a per site basis and new sites should have a stock of permitted reserves to last more than 25 years for cement's primary and secondary materials to support the new kiln.

7.3 There is a permitted, but currently undeveloped, cement works at Medway Works in Holborough which was granted permission in 2001. It straddles the Kent/Medway boundary with the majority of the site lying in Kent. The permission included considerable quantities of land-won clay and chalk reserves adjacent to the proposed plant. This site is likely to be the only opportunity to re-establish cement manufacture in the county.

Strategic Site Option

7.4 The Kent MWDF Core Strategy at Strategy and Policy consultation (May 2011) proposed the inclusion of the consented site at Medway Works, Holborough as a strategic site for minerals. As the existing planning permission reflects the plant design and layout deemed suitable at the time of the permission, the site operators have indicated that, if and when the site is to be developed, the proposed design, geographic layout and life of the plant would need to be re-configured through the planning process. This means that a change to the approved permission would be essential before the facility can be constructed.

7.5 Responses to the proposed allocation of Medway Works, Holborough as a Strategic Site in the Core Strategy consultation consisted of seven respondents supporting its allocation, five comments and only two objections.

Chalk for Agriculture and Engineering Use

Planning Policy Requirements

8.1 Chalk for engineering and agricultural use is not covered specifically in national minerals policy. However, *South East Plan Policy M4: Other Minerals* requires Mineral Planning Authorities to make future provision for chalk as a regionally significant mineral of national importance.

8.2 Previous estimates suggested that Kent had approximately 2.4 million tonnes of permitted chalk reserves (which could be sold for agricultural uses) at the beginning of 2011 and average land-won chalk sales of 53,000tpa from all chalk quarries in Kent. ⁽²⁵⁾ However, the most recent survey of land-won chalk extractors in Kent for the 2011 calendar year⁽²⁶⁾ indicates sales in 2011 were considerably higher due to a large volume of sales from one site. The total sales of land-won chalk from the six operational sites in 2011 is 203,500 tonnes.

8.3 The remaining chalk reserves of 2.63 million tonnes (recorded at the end of 2011) would be sufficient for 13 years at 2011 production rates. Therefore, if 2011 sales are not an unusual occurrence, and future sales are expected at this higher level, there are insufficient reserves in the current land-won chalk landbank for the plan period to the end of 2030.

Preferred Site Options

8.4 One chalk site will be identified as a 'preferred option' to provide sufficient chalk reserves for the plan period should chalk production (sales) rates continue at the high level experienced in 2011.

8.5 Extensions to three chalk extraction sites were submitted to the County Council for consideration; two of which are situated in the Kent Downs AONB Site 16: Beacon Hill Quarry and Site 56: Hegdale Quarry.

8.6 The other proposal, not situated in the AONB and our 'preferred option' for agricultural and engineering chalk, is Site 63: Pinden Quarry Extensions, Dartford which is also important as a landfill site for hazardous wastes.

8.7 We recognise there may be a case for other future areas of chalk extraction, especially towards the end of plan period, since the majority of the land-won chalk reserves will be within one site in the north of the county.

8.8 The National Planning Policy Framework⁽²⁷⁾ recognises situations where large landbanks bound up in a few sites may stifle competition. It is proposed to address these issues through a policy in the Core Strategy.

²⁵ See Kent County Council (2011) Minerals Topic Report 3: Other Minerals.

²⁶ See Kent County Council (2012) Minerals Topic Report 3: Other Minerals.

²⁷ Communities and Local Government (March 2012) National Planning Policy Framework, para. 145.

Site 63: Pinden Quarry Extension, Dartford

Site 63

Pinden Quarry Extension, Dartford

8.9 Proposed north-west extension and deeper excavation of the existing chalk quarry. The site is currently an unused area adjoining restored mineral workings and the existing Pinden Chalk Quarry and recycling facilities. The site is adjacent to a LWS. Pinden Quarry is also a landfill site for asbestos waste and can be found in the Waste Sites Plan - Preferred Options consultation, Chapter 5: Hazardous Wastes.

Strategic Environmental Assessment Summary

Potential adverse impacts relate to the presence of an Ancient Woodland site within 1km. The distance of the site from European and National wildlife sites, its location in Flood Zone 3, and its distance to cultural heritage are all beneficial. Nearest European site is North Down Woodland SAC approximately 6km to the south and Thames Estuary & Marshes SPA/Ramsar site approximately the same distance to the north. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Adjacent to Disused Railway Cutting Longfield LWS. However, as the LWS is restricted to the railway cutting and the proposed extension is to the north-west of the existing quarry there should be no impact on the LWS.
Heritage	Bronze Age, Iron Age and Roman Remains all found during past investigations. Remains include evidence of Roman occupation.
Highways	No other developments likely to impact on road capacity.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 1.

Conclusion

While the extension to Pinden Quarry is situated in the Green Belt mineral workings are not inappropriate development providing that they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt.⁽²⁸⁾ The site is the preferred option for both the future supply of chalk for agriculture and engineering and as a long-term hazardous landfill facility for asbestos waste.

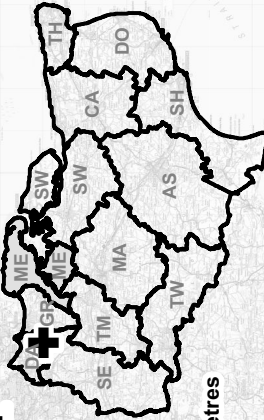
Site 63
Pinden Quarry
North West Extension
Darenth, Dartford

Minerals/ Waste Site
 Minerals and Waste
 Chalk
 Hazardous Landfill

Designations on Site
 Green Belt
 Public Rights of Way

Eastings 559469
Northings 169870
Site Area (Hectares)
3.8

Site Location



0 10 20 Kilometres

1:1,832,193

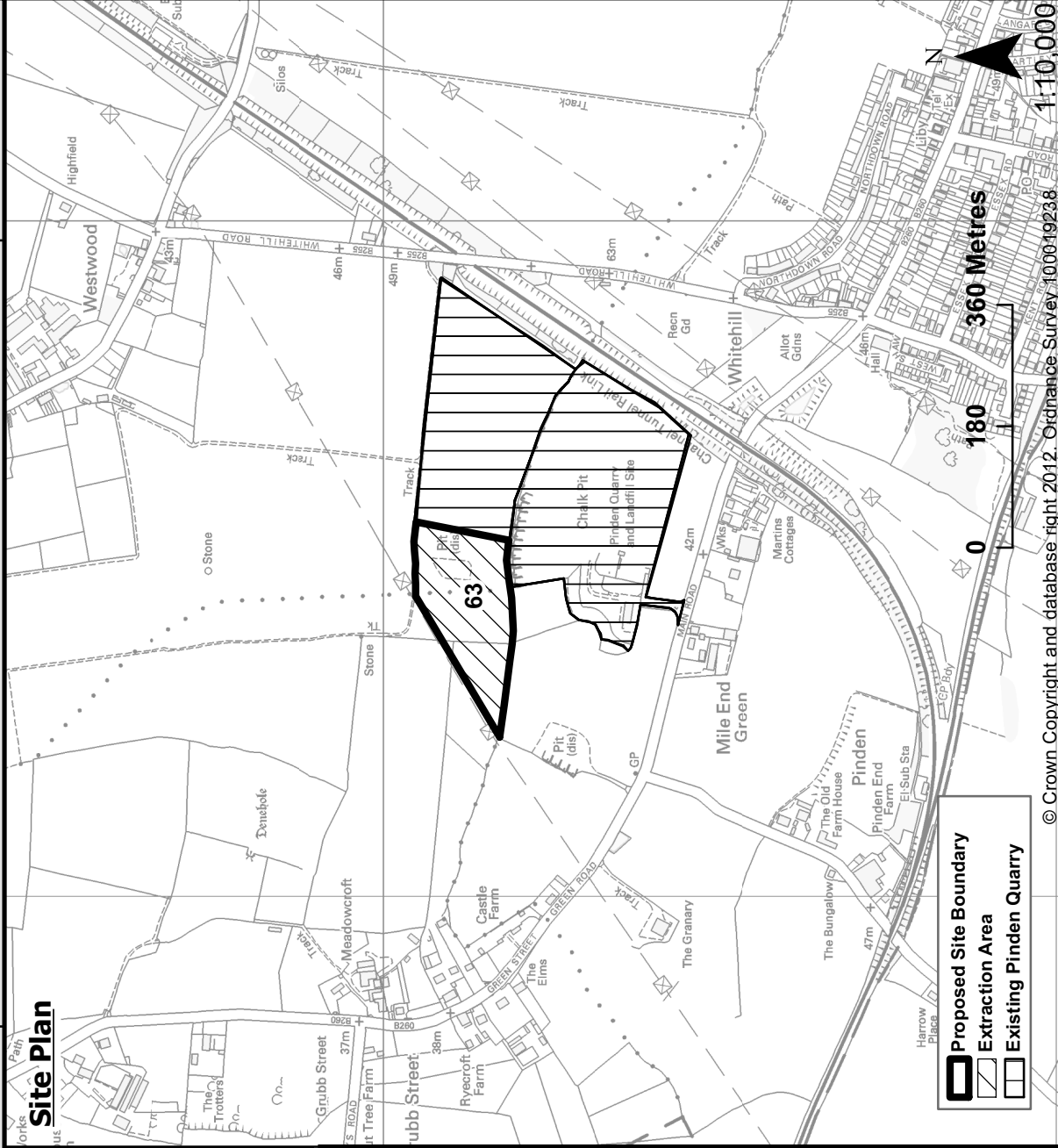
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Site Information

District/Borough	Dartford
Parish	Southfleet and Darenth
Landowner	Syd Bishop & Sons
Operator	Pinden Ltd
Estimated Output	102-168,000 tpa
Estimated Reserve	1,087,000 tonnes
Life of Operation	6-10 years
Proposed Restoration	Infill with asbestos/inert waste
Access	Existing quarry access
Current Use	Agricultural areas adjoining existing works

The development of this site will be supported subject to:- (1) Existing quarry access and infrastructure continuing to be used. (2) Completion of restoration by 21 February 2042 (deadline for completion of the existing quarry). (3) Development not increasing traffic movement for the whole quarry above the level specified in the existing planning permission of 500 traffic movements per day. (4) Development being designed and operated such that both the high voltage overhead electricity line on the boundary of the site and the high pressure gas pipeline which crosses the sites are safeguarded.

Site Plan



Proposed Site Boundary
Extraction Area
Existing Pinden Quarry

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Brickearth

9.1 Economic deposits of brickearth are found in localised areas around Faversham and Sittingbourne.

Planning Policy Requirements

9.2 Currently national minerals policy requires Mineral Planning Authorities (MPAs) to maintain landbanks of brick clay (which includes brickearth) of at least 25 years.⁽²⁹⁾

9.3 It is generally desirable for brick clay to be extracted as close as practicable to the brickworks which it is supplying, but is it recognised that supply may be needed from sources other than where brickworks are located. MPAs should take account of the need to provide a stock of permitted reserves to support the level of investment required for new or existing manufacturing plants, and their maintenance.

9.4 There is now only one operational brickworks remaining in Kent, which is Smeed Dean in Sittingbourne operated by Weinerberger. Kent reserves of brickearth are dug on a campaign basis from Claxfield Farm, Teynham and taken to the Sittinbourne works.

9.5 Ibstock Brick have closed their brickworks at Funton, between Lower Halstow and Iwade, and moved their production of yellow Faversham stock bricks to their brickworks in Ashdown near Bexhill in East Sussex. Ospringe Brickworks near Faversham is closed and the operator has not promoted any further brickearth sites to the County Council. Similarly, Tilmanstone Brickworks, which relied on supplies of clay from Aylesford and Pluckley Quarries as well as the colliery shale found on site, has closed and is unlikely to re-open.

Preferred Options

9.6 Both Smeed Dean and Ashdown brickworks will need additional supply sources during the plan period in order to continue production of traditional stock bricks. The site allocations will provide sufficient brickearth resources for the two brickworks for the plan period.

9.7 Five brickearth extraction sites were submitted for consideration by the County Council. The Preferred Options for brickearth working are the four sites with acceptable access to the primary and secondary road network. Site 92: Land at Bax Farm will not be allocated. The Preferred Options are listed below:

- Site 19: Paradise Farm
- Site 98: Jefferies Site
- Site 101: Barbary Farm
- Site 102: Barrow Green Farm

9 Brickearth Sites

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DRAFT

Site 19: Paradise Farm, Hartlip and Newington

Site 19

Paradise Farm, Hartlip and Newington

Landscape impacts (Kent Downs AONB 632m) and heritage impacts (listed building 102m) to be considered. Potential landscape and local community impacts due to visibility of site from numerous locations. Remediation to agricultural post extraction with species rich grassland would contribute to biodiversity. No pathways are identified linking to other European sites.

9.8 This site is proposed for the extraction of brickearth. It would be worked once a year for a six week period and restoration would be progressive with the working of the site. The site is mostly covered by orchards. It is surrounded by further orchards, agricultural land, horse meadows and the gardens of residential properties.

Strategic Environmental Assessment Summary

The site may utilise the M2 to transport minerals given its very close proximity. Limited long term impacts given the short extraction period of six weeks per year. Potential impacts on biodiversity due to close proximity of the Queendown Warren SSSI & SAC which is sensitive to atmospheric nitrogen deposition associated with vehicle exhaust emissions and is already in exceedence of the critical load for this habitat. However, given that this site will only be worked for six weeks per year it is considered that it will result in a negligible change in traffic flows on the M2 and therefore would not result in a detectable and attributable change in nitrogen deposition within the SAC. It is therefore concluded that no likely significant effects will occur on the SAC.

Site Specific Considerations	
Natural Environment	Impacts on the Queendown Warren SAC will need to be considered. As chalk downland the SAC is sensitive to nitrogen deposition from increased traffic emissions.
Heritage	There are no significant archaeological remains known in the proposal site other than a number of medieval and later dene-holes.
Highways	No proposed road improvements or proposed developments likely to impact on road capacity.
Hydrology	Within Groundwater Source Protection Zone 2 and Flood Zone 1.

Conclusion

This brickearth extraction area is a preferred site which will provide raw materials for the Weinerberger brickworks in Sittingbourne.

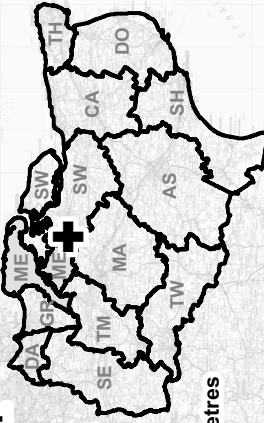
Site 19
Paradise Farm,
Hartlip and Newington

Minerals Site
Brickearth

Designations on Site
Public Rights of Way
Groundwater Source Protection Zones 2 and 3

Eastings 584806
Northings 164007
Site Area (Hectares)
51.8

Site Location



0 10 20 Kilometres

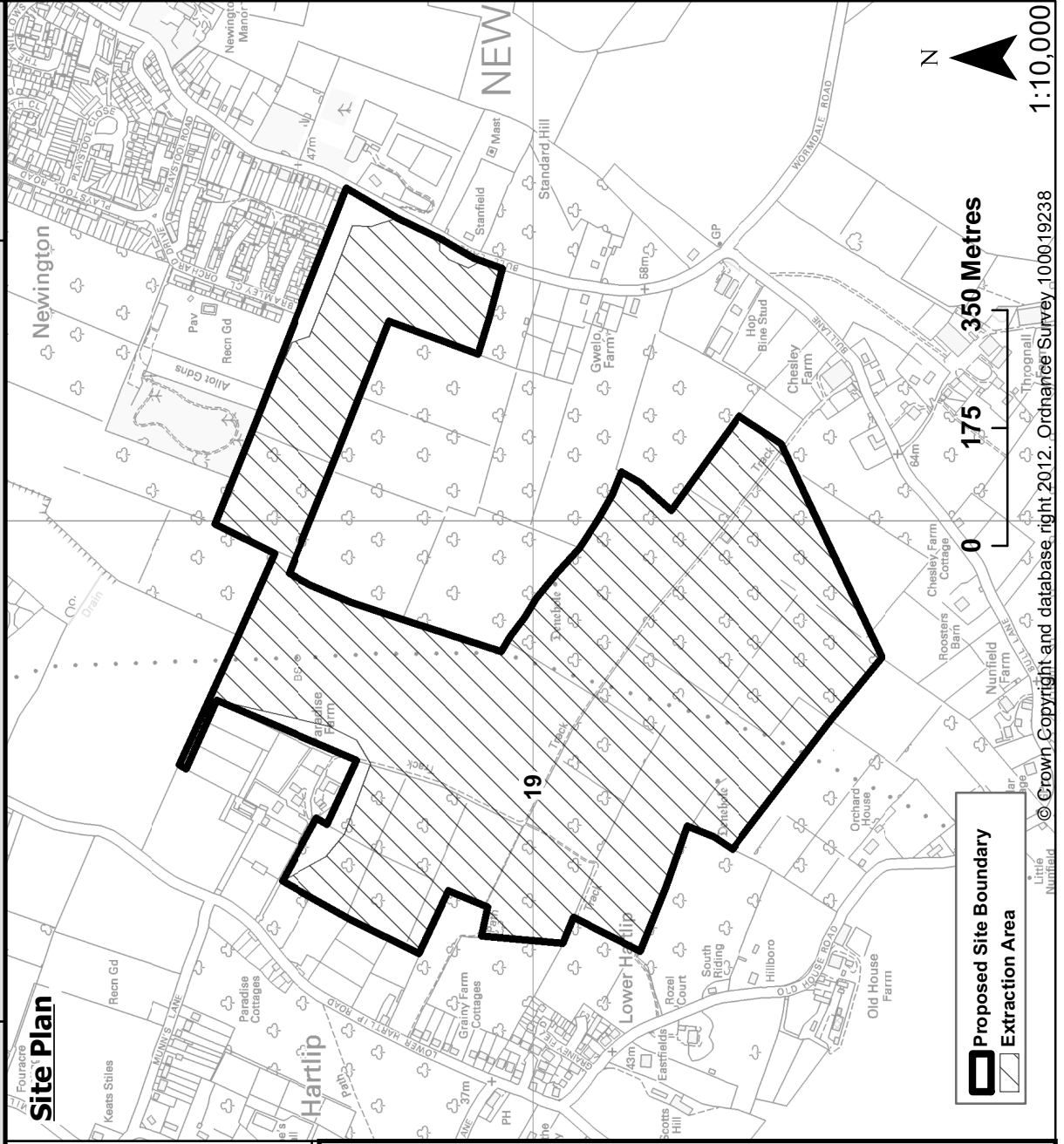
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Site Information

District/Borough	Swale
Parish	Hartlip and Newington
Landowner	Weinerberger Ltd
Operator	Weinerberger Ltd
Estimated Output	30,000 tonnes per annum
Estimated Reserve	678,000 tonnes
Life of Operation	22.6 years
Proposed Restoration	Agriculture 1-3m below original levels
Access	Newington Industrial Estate or Lower Hartlip Road
Current Use	Agriculture

The development of this site will be supported subject to:- (1) The access to and from the brickearth area being either through the nearby Newington Industrial Estate or onto Lower Hartlip Road north of Paradise Farm. If the latter, there will be improvements required on third party land at the operators expense prior to development commencing (2) The restoration of the site is to be undertaken on a phased basis with restoration to agriculture to incorporate species rich grassland (3) Public Footpaths crossing the site are to be retained in situ or diverted during the operations. (4) As the site falls within SPZ 2 and SPZ3, no infilling with inert fill will be acceptable and measures will need to be taken to ensure that ground water resources are protected during operation and restoration.

Site Plan



Proposed Site Boundary
Extraction Area

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1:10,000

Site 98: Jefferies Site, Teynham

Site 98

Jefferies Site, Teynham

9.9 The site is proposed for progressive brickearth extraction with on-going restoration back to agricultural land. The brickearth working would be undertaken in east to west strips progressing from north to south. The brickearth reserves to the north of the site have also been previously worked and restored. The site is currently arable farmland. Adjoining uses include farmland (some of which is restored brickearth workings), an orchard and residential/ farm houses.

Strategic Environmental Assessment Summary

The short term operational life of the project should have only limited impacts considering no additional lorry movements above existing consented levels are predicted. There is concern that restoration of the site will be to lower agricultural value than at present (Grade 1). Use of this brickearth at local Sittingbourne brickworks will help contribute directly to the local economy. There are a number of residences and the settlement of Teynham is within close proximity of the site which are likely to be impacted. The site is unlikely to have any significant impacts on local environmental quality.

Site Specific Considerations	
Natural Environment	The site setting is primarily arable land with apparently minimal ecological interest. Impacts to hedgerows would require ecological assessment.
Heritage	A buffer which includes screening should be maintained between the site and the Listed Building to the south and Jeffries to the east.
Highways	A haul route joins Claxfield Lane just south of Claxfield Farm. If this is used and there is no increase in lorry traffic over and above the already consented levels, it would be unlikely to cause demonstrable harm.
Hydrology	Within Ground Source Protection Zone 2 and 3. Not in a Flood Zone.

Conclusion

This preferred site will be worked as an extension to an existing brickearth extraction area and will provide raw materials for the Weinerberger Smeed Dean brickworks in Sittingbourne. Development would be subject to the use of the track which joins Claxfield Lane, just south of Claxfield Farm, as a haul road onto Claxfield Lane and no additional lorry movements are generated.

Site 98

Land rear of Jeffries,
Claxfield Road,
Teynham, Sittingbourne

Minerals Site

Brickearth

Designations on Site

Public Rights of Way
Groundwater Source
Protection Zones 2 and 3

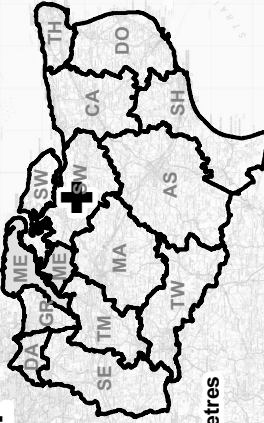
Designations Close to the site

Listed Building

Eastings 594135
Northings 161955

Site Area (Hectares)
15.9

Site Location



0 10 20 Kilometres

1:1,806,746

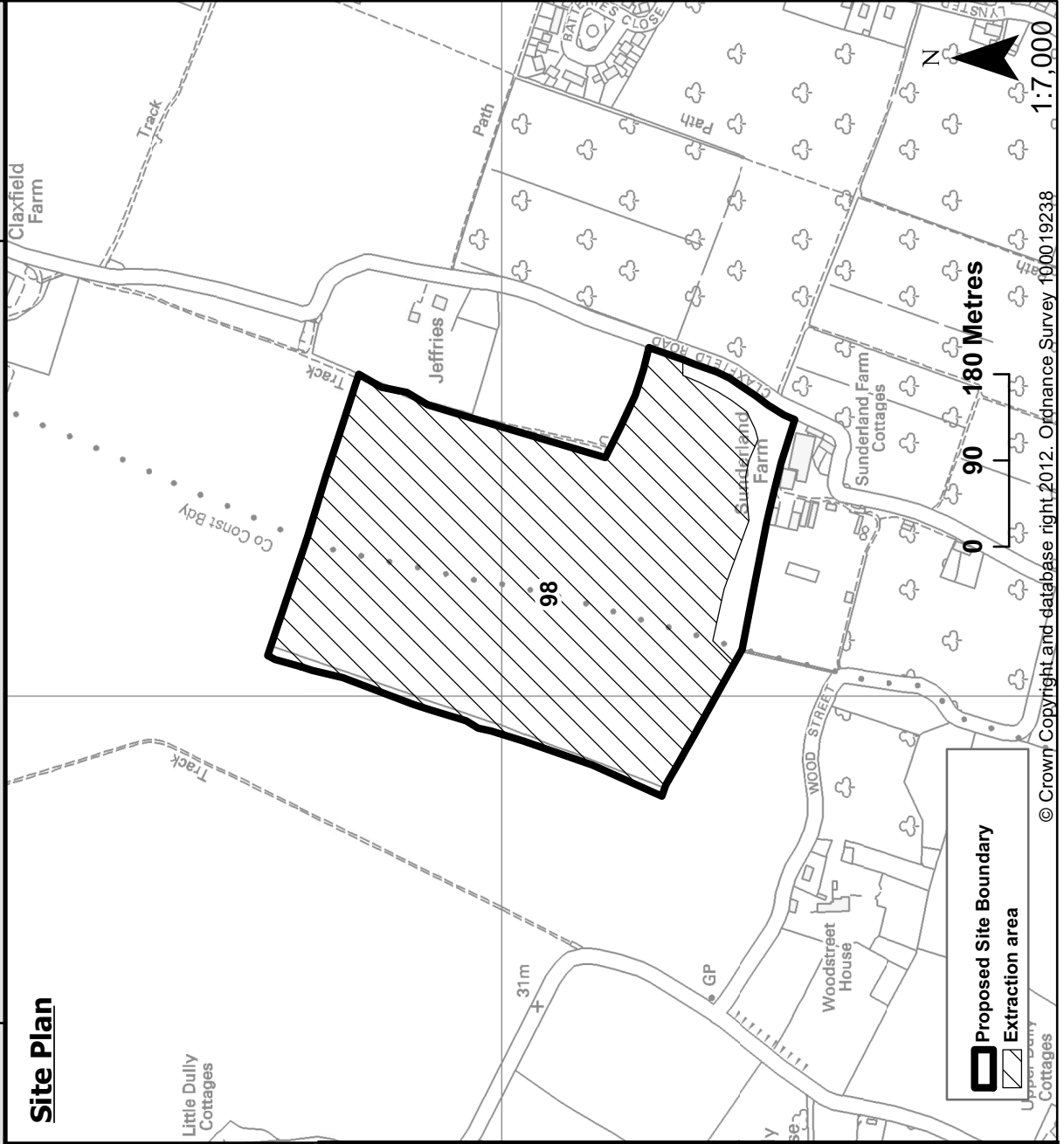
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Site Information

District/Borough	Swale
Parish	Tonge, Lynsted with Kingsdown
Landowner	Potter Ouler Ltd
Operator	Weinerberger Ltd
Estimated Output	30,000 tonnes per annum
Estimated Reserve	95,000 tonnes
Life of Operation	3 years
Proposed Restoration	Agriculture below original levels
Access	Claxfield Lane onto London Road
Current Use	Agriculture below original levels

The development of this site will be supported subject to:- (1) The utilisation of the track which joins Claxfield Lane just south of Claxfield Farm, as a haul road onto Claxfield Lane. (2) Operations to commence after the brickearth reserves at the existing site are worked out. (3) No additional lorry movements are to be generated over and above the existed consented daily levels (circa 140 per day). (4) The impacts of the proposals upon the adjacent Listed Building will be assessed and mitigation undertaken to avoid impacts upon its setting (5) A suitably sized and landscaped buffer between the extraction area and the Listed Building and Jeffries to the east. (6) The restoration of the site on a phased basis with restoration to agriculture to incorporate species rich grassland.

Site Plan



Proposed Site Boundary
Extraction area

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1:7,000

Site 101: Barbary Farm, Norton Ash

Site 101

Barbary Farm, Norton Ash, Near Faversham

9.10 This site is proposed for the extraction of brickearth. The extraction area and tonnage would be sufficient to provide for a 25 year tranche of supply, with progressive restoration taking place throughout the extraction period. The site is currently used for soft fruit and arable farming. Adjoining uses include the A2, farmland, residential properties and a cricket club.

Strategic Environmental Assessment Summary

Concern about the loss of Grade 1 agricultural land if restoration activities restore this to a lower productivity level. Need to consider impacts on local scheduled ancient monuments and listed buildings. Potential for impact on nearby ancient woodland and hedgerow connectivity. Given the proximity to The Swale SPA/Ramsar site, the site cannot be screened out at this stage. However, given that there are no hydraulic pathways linking this site to the SPA, and that brickearth extraction is not a noisy form of mineral working, it is likely that the only issue requiring further investigation, in relation to its effect on the European Site, is whether the fields subject to minerals extraction regularly support significant populations of SPA/Ramsar birds.⁽³⁰⁾

Site Specific Considerations	
Natural Environment	Ancient Woodland and LWS less than 300m away. Impacts to hedgerows would require ecological assessment.
Heritage	Investigations in the area to the east of the site at Syndale have indicated presence of a Roman road and roadside settlement. It is recommended that the northern part of the site which is likely to include the Roman road is not included in the allocation site. A buffer, which includes screening, should be maintained between the quarry site and the Listed Buildings to the west at Barbary.
Highways	Sufficient capacity on A2, may require mitigation at junctions on A249. Frontage of site is in 60mph zone.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 1.

Conclusion

This brickearth extraction area will provide a continuing supply of raw materials for the manufacture of yellow stock bricks at Ibstock Brickworks in East Sussex.

30 A 'significant' population would be defined as 1% or greater of the SPA/Ramsar population.

Site 101

**Barbary Farm,
Provender Road,
Norton Ash, nr. Faversham**

Minerals Site

Brickearth

Designations on Site

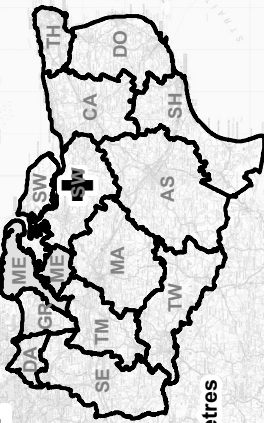
Listed Building

Designations Close to the site

**Eastings 597763
Northings 161314**

**Site Area (Hectares)
29.8**

Site Location



0 10 20 Kilometres

1:1,832,193

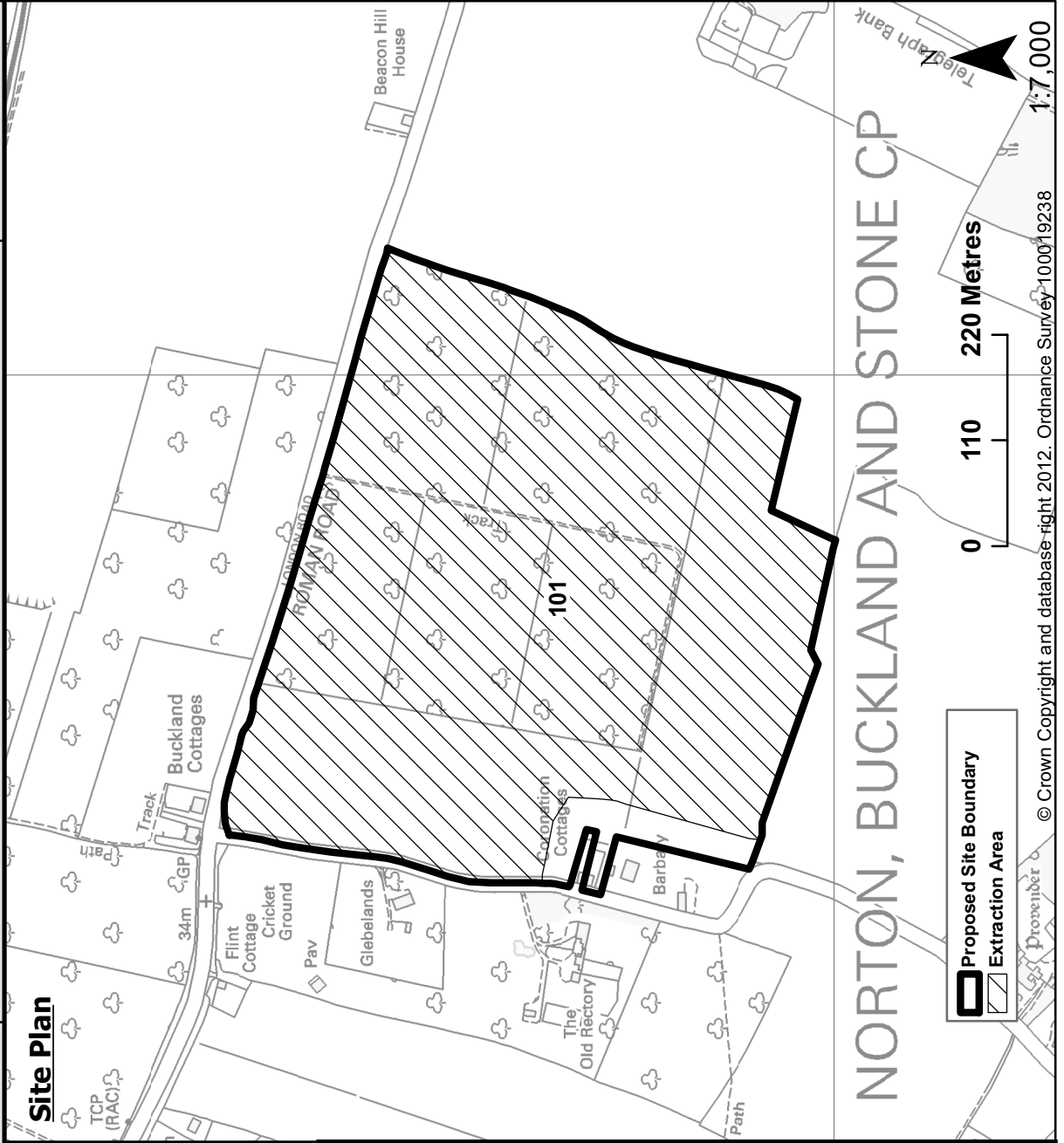
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Site Information

District/Borough	Swale
Parish	Norton, Buckland and Stone
Landowner	HAC Boucher
Operator	Ibstock Brick Ltd
Estimated Output	30,000 tonnes per annum
Estimated Reserve	1,241,686 tonnes
Life of Operation	25 years
Proposed Restoration	Agriculture, below original levels
Access	Onto the A2 on the northern boundary of the site
Current Use	Agriculture

The development of this site will be supported subject to:- (1) Details of the proposed entrance area on the A2 to be agreed in order to establish whether mitigation is required at the junctions on the A249. (2) A survey of the hedgerows with mitigation proposed to retain hedgerows in situ. (3) An archaeological appraisal prior to work commencing with the northern part of the site adjacent to the Roman Road protected in situ if necessary. (4) Suitable, sufficient buffer zone to include landscaped screening between the extraction area and the Listed Buildings at Barbary. (5) Restoration at a lower level with no infill to agriculture to incorporate species rich grassland. (6) Hydrogeological assessment and mitigation to protect the underlying chalk aquifer geology. (7) Extraction shall not commence until the completion of extraction at Hempstead. Sites 101 and 102 shall not be operational at the same time. (8) Investigation of SPA/RAMSAR bird populations on these fields.

Site Plan



NORTON, BUCKLAND AND STONE CP

Proposed Site Boundary
Extraction Area

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Site 102: Barrow Green Farm, Teynham

Site 102

Barrow Green Farm, Teynham

9.11 This site is proposed for the extraction of brickearth. The extraction area and tonnage would be sufficient to provide for a 25 year tranche of supply, with progressive restoration taking place throughout the extraction period. The site is currently agricultural land and orchards separated by mature hedges and trees. Adjoining uses include residential/ farm buildings and land.

Strategic Environmental Assessment Summary

There is concern that the development would result in loss of Grade 1 agricultural land and that restoration activities would only restore this to a lower productivity level. There is a need to consider impacts of the development on nearby local scheduled ancient monuments and listed buildings. Nearest European site is The Swale SPA/Ramsar site approximately 1.5km to the north. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	European sites, a NNR and LWS and Ancient Woodland within 5km unlikely to present significant constraint. Habitat indicators of protected species on/near site.
Heritage	A buffer, which includes screening, should be maintained between the quarry site and the Listed Building to the south.
Highways	Sufficient capacity on A2 London Road, Teynham, but the proposal will increase traffic flow on the A2 at Ospringle where there is an AQMA. There is a general presumption against access onto the main road network although this would be preferable to Lower Road which passes through a residential area. Depending on the trip generation, formal junction controls or a formal right turn may be required. Site frontage is the national speed limit (60mph) which will affect sight lines.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 1.

Conclusion

This brickearth extraction area will provide a continuing supply of raw materials for the manufacture of yellow stock bricks at Ibstock Brickworks in East Sussex.

Site 102

Barrow Green Farm,
Barrow Green,
Teynham, Swale

Minerals Site

Designations on Site

Public Rights of Way

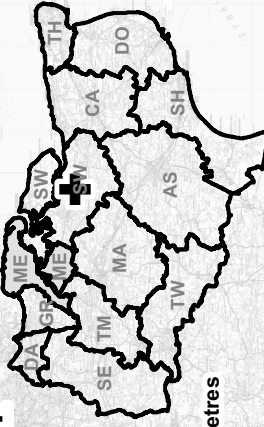
Designations Close to the site

Listed Building

Eastings 596192
Northings 162334

Site Area (Hectares)
26.5

Site Location



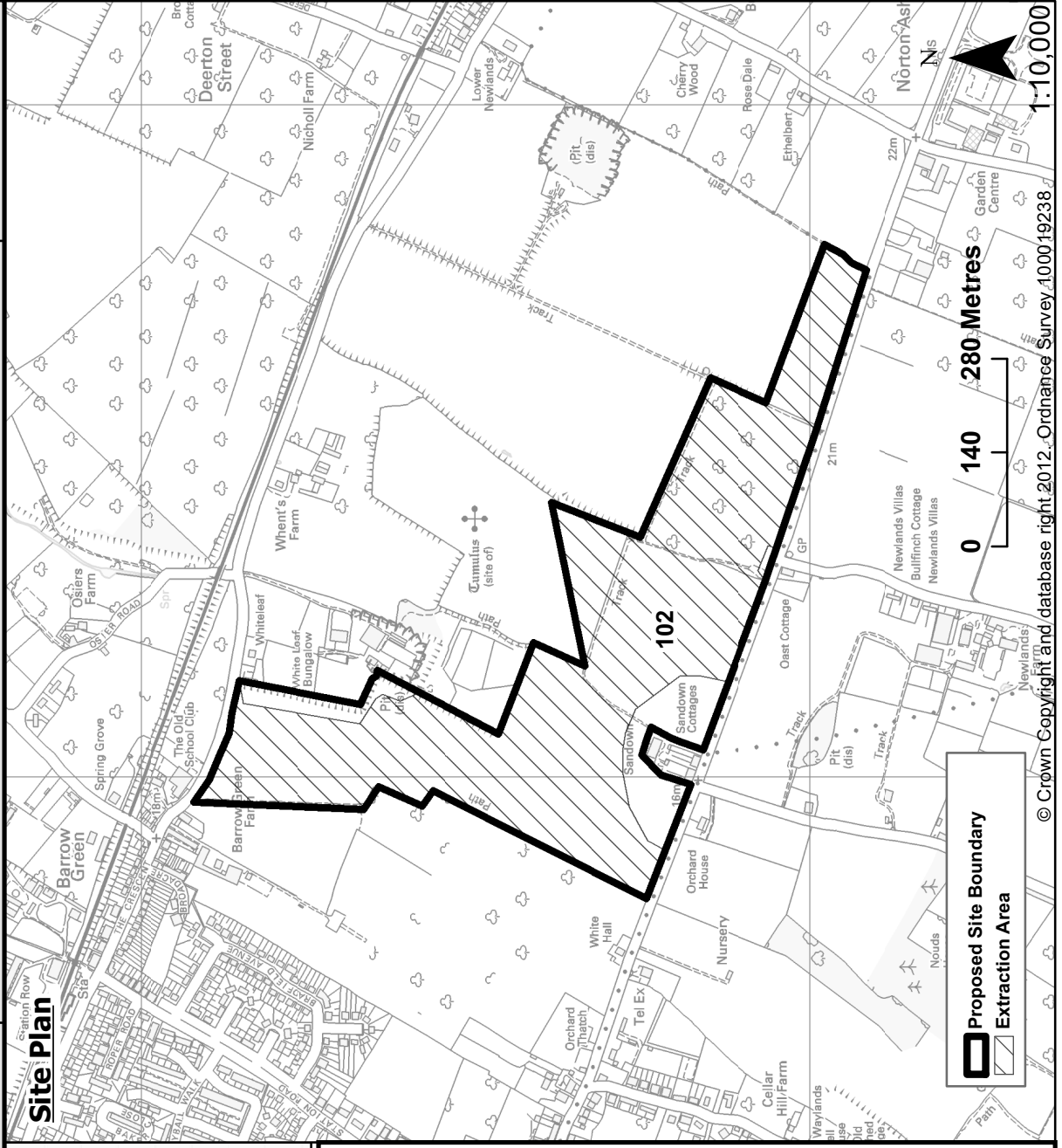
1:1,832,193

Site Information

District/Borough	Swale
Parish	Teynham, bordering Lynsted with Kingsdown & Norton, Buckland and Stone
Landowner	HAC Boucher
Operator	Ibstock Brick Limited
Estimated Output	30,000 tonnes per annum
Estimated Reserve	760,000 tonnes
Life of Operation	25 years
Proposed Restoration	Agriculture at a lower level
Access	New access onto the A2
Current Use	Agricultural land and orchards

The development of this site will be supported subject to:- (1) Details of the proposed entrance area on the A2 to be agreed in order to establish whether mitigation is required at the junctions on the A249. (2) A suitable, sufficient buffer zone to include landscaped screening to be maintained between the extraction area and the Listed Buildings to the south. (3) The restoration of the site is to be undertaken at a lower level with no infill, on a phased basis with restoration to agriculture to incorporate suitable biodiversity improvement measures. (4) A hydrogeological report will be required and mitigation implemented to protect the underlying chalk aquifer geology. (5) Brickearth extraction here will not commence until the completion of extraction at Hempstead and Sites 101 and 102 will be worked sequentially, so extraction occurs at only one of these sites at any time.

Site Plan



Proposed Site Boundary
Extraction Area

1:10,000

Clay Sites

10.1 There are four principle clay horizons in Kent: London Clay, Gault Clay, Weald Clay and Wadhurst Clay. In the past all the Kent clay deposits have been used to produce bricks. London Clay has been extensively used as an engineering clay, particularly for sea defence works around the North Kent Marshes.

Planning Policy Requirements

10.2 While there are no specific landbank requirements for clay supplies for engineering purposes in current national minerals policy, Mineral Planning Authorities are required to maintain and enhance the diversity of brick clay available by making appropriate provision for their supply. It is generally desirable for brick clay to be extracted as close as practicable to the brickworks to which it is supplying, but is it recognised that brick clay may be needed from a number of different sources to enable appropriate blends to be made.⁽³¹⁾

10.3 There are currently no operational brickworks in Kent which use clay as a raw material. The closed Tilmanstone Brickworks relied on supplies of Weald clay from Pluckley near Ashford or Gault Clay from Aylesford depending on the colour of brick to be produced, as well as the colliery shale found on site.

10.4 However, there is one tile manufacturer in the Weald of Kent, south of Maidstone, which manufactures Kent peg tiles from clay reserves adjacent to the work. The permitted reserves at this site are sufficient for the plan period although the existing planning permission requires extraction to cease by April 2022

and for the peg tile manufacture to cease after a further year. No further reserves of clay for Kent peg tile manufacture have been promoted for consideration by the County Council.

10.5 Kent also has a number of freestanding clay working permissions with significant deposits of consented clay,⁽³²⁾ but only one of these sites remains active. The reserves tied to the other sites have not been worked for many years, or are dormant Interim Development Order sites and therefore cannot be realistically included in the current landbank supply.

10.6 An average of 27,400 tonnes per annum of clay from land-won sources in Kent was sold between 2000-2009.

Preferred Options

10.7 As clay has only been sourced from one site in recent years we consider that it is important to identify a preferred site for the continued supply of clay for engineering uses.

10.8 Our preferred option, and the only clay site submitted to the County Council for consideration, is Site 60: Norwood Quarry Extension, Isle of Sheppey. In addition, Norwood Quarry is a hazardous landfill for the flue ash from the Allington Waste to Energy Plant and the proposed quarry extension has also been identified as a preferred option for hazardous landfill provision in the Waste Sites Preferred Options consultation document.

³¹ Communities and Local Government (March 2012) National Planning Policy Framework, para. 146.

³² Identified in: Kent County Council (2012) Minerals Topic Report 3: Other Minerals.

10 Clay Sites

10.9 This page has been left blank intentionally.

DRAFT

Site 60: Norwood Quarry and Landfill Extension, Minster

Site 60

Norwood Quarry and Landfill Extension, Minster

10.10 A proposed extension to the existing Norwood Quarry for clay extraction, as well as hazardous waste landfill for the flue ash from the Allington energy from waste incinerator. There are two possible site extensions promoted: one to the east and one to the north of the existing site. The site is currently arable, agricultural land. Adjoining uses include the existing quarry and landfill, agricultural land and Norwood Manor and its associated buildings and garden.

Sustainability Appraisal

Potential adverse impacts relate to the use of grade 2 agricultural land, the proximity of the site to an SSSI (Sheppey Cliffs & Foreshore) and the presence of UK protected species within the site. Overall the site is relatively distant from European protected sites and ancient monuments and not located in Flood Zones 2 and 3. Nearest European site is The Swale SPA/Ramsar site approximately 2km to the south. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites. However, vehicles using this site are very likely to use the A249 which lies within 200m of the Medway Estuary & Marshes SPA/Ramsar site and The Swale SPA/Ramsar site. Atmospheric nitrogen deposition from vehicle exhausts will therefore require further consideration.

Site Specific Considerations	
Natural Environment	Woodland within the proposed extraction area should be conserved or replaced. Woodland and pond restoration supported. Lowland meadow restoration also considered appropriate.
Heritage	Important archaeological remains of Mesolithic, Neolithic, Bronze Age, Iron Age and Saxon date have been found during excavations
Highways	An increase in lorry activity would need to be assessed. Planned road improvements at Barton Hill Drive/ Lower Road Junction and upgrading of traffic signal junction to sensor technology to minimise delay. Developments likely to impact on road capacity include a grain store and drying facility at New Hook Farm.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 1.

Conclusion

This is a greenfield site but there is a need for the clay and hazardous landfill is the method of restoration.

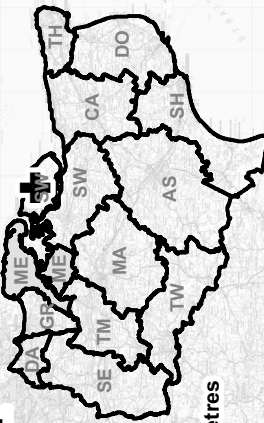
Site 60
Norwood Quarry/Landfill
and proposed extension,
Minster

Minerals/ Waste Site
 Minerals only
 Clay
 Hazardous Landfill

Designations on Site
 Public Rights of Way

Eastings 597176
Northings 171796
Site Area (Hectares)
15.9

Site Location



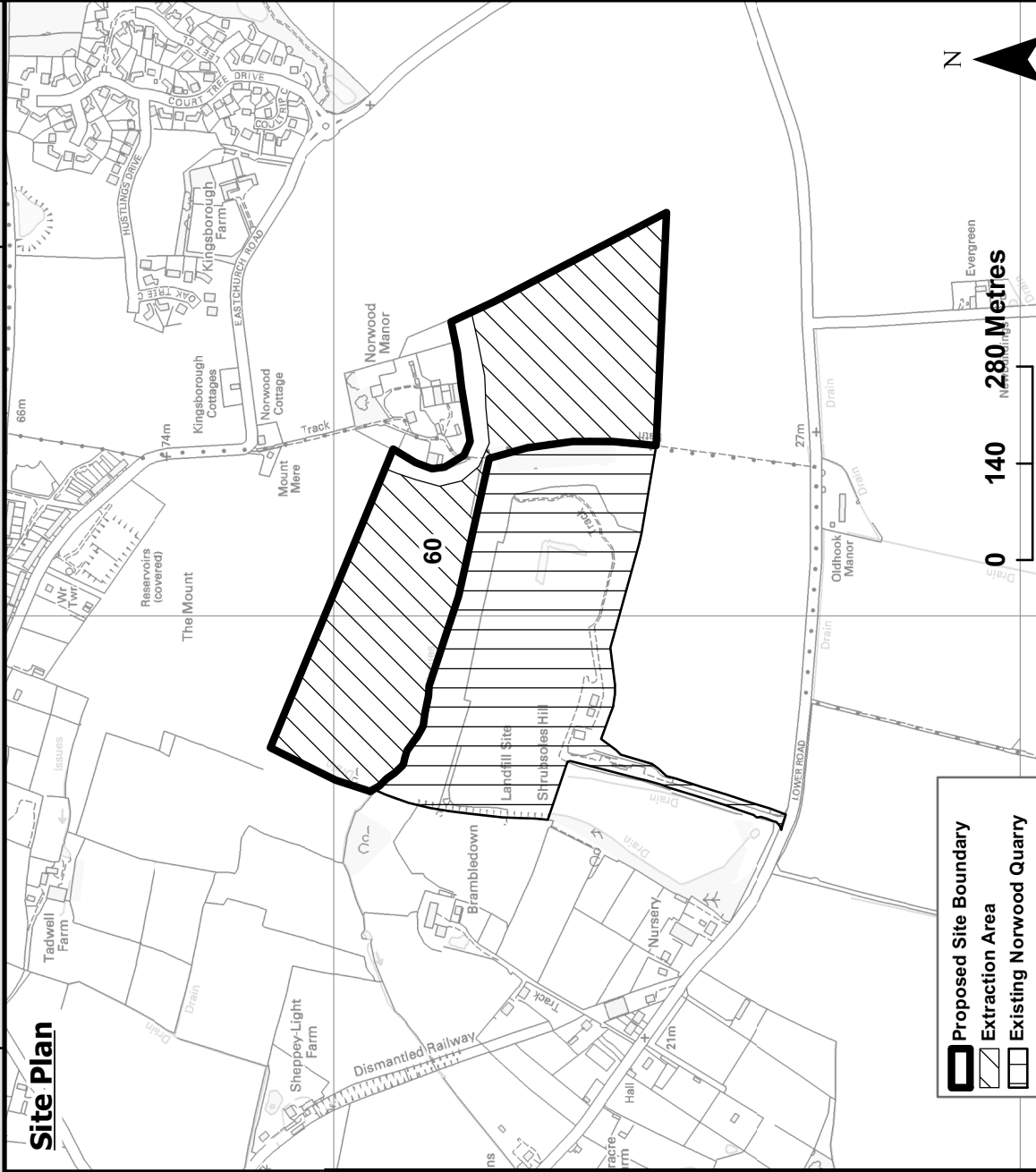
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Site Information

District/Borough	Swale
Parish	Minster and Eastchurch
Landowner	SW Attwood & Partners
Operator	Waste Recycling Group Ltd
Agent	Stephen Bowley Planning Consultancy
Estimated Output	45,000tpa
Estimated Reserve	1,925,000m ³
Life of Operation	At least to 2030
Proposed Restoration	Agricultural use, woodland & ponds
Access	Existing onto B2231
Current Use	Arable, agricultural land

The development of this site will be supported subject to:- (1) Any increase in annual capacity does not generate more traffic movements than can be accommodated without significant adverse effects upon the local highway network. (2) Restoration to original groundlevels will be required within an agreed timescale. (3) If treatment technologies for the APC residues which are used to backfill the site become available, evidence will be required that identifies alternative infill materials for the restoration of the site and that it can be undertaken within a reasonable timescale. (4) Analysis of atmospheric nitrogen deposition from vehicle exhausts will be required in relation to their impact on the Medway Estuary and Marshes SPA/Ramsar site, with mitigation if necessary.

Site Plan



Proposed Site Boundary
Extraction Area
Existing Norwood Quarry

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1:10,000

Mineral Importation Sites

11.1 Imports of both marine dredged aggregates and crushed rock into Kent's wharves and railheads make a significant contribution to local, regional and wider needs for construction aggregates, supplying Kent and Medway, the South East, London and parts of East Anglia.

Planning Policy Requirements

11.2 National minerals policy⁽³³⁾ requires Mineral Planning Authorities to safeguard existing, planned and potential sites which can accommodate railheads, wharfage and associated storage, handling and processing facilities for the bulk transport by rail, sea or inland waterway of minerals.

Preferred Options

11.3 Only one mineral importation site was proposed in response to the Call for Sites: Site 1: East Peckham Quarry, an existing railhead which imports crushed rock from the west of England. The planning permission for the facility had previously been on a temporary basis.

11.4 In 2011 the applicant submitted an application to Kent County Council to make the facility permanent. Permission for the permanent retention of the facility was granted in December 2011. However, the permission requires the submission and agreement of various detailed schemes before the new consent can be implemented. The site therefore remains a preferred option until the new consent is implemented.

33 Communities and Local Government (March 2012) National Planning Policy Framework, para. 143.

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DRAFT

Site 1: East Peckham Rail Depot, East Peckham

Site 1

East Peckham Rail Depot, East Peckham

11.5 The proposal is to make the East Peckham Rail Depot into a permanent facility. It is currently an active, operational mineral importation railhead situated in a quarry having previously been granted temporary planning permission. The site is located within the Green Belt close to its boundary.

Sustainability Appraisal

Good access to enable supply to west Kent of processed materials through use of existing infrastructure. Proximity to the Green Belt, ancient woodland and to a designated nature site are biodiversity concerns. EPS also present on the site. Cumulative environmental effects due to surrounding land uses to be considered. Screening with indigenous species of tree and shrub and water lagoons for dust suppression could help to limit environmental effects and contribute to biodiversity objectives. Nearest European site is North Down Woodland SAC approximately 14km to the north-east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Adjacent to Stoneham and The Lees LWS. Consideration should be given to ensuring the protection of the nearby ancient woodland.
Heritage	Unlikely to cause additional impact on buried deposits unless remnant gravel and Brickearth deposits are removed. Avoid impacts on the pillbox to the south and consider impacts on the setting of the Listed Buildings in Hale Street and Branbridges.
Highways	Lorry route located along A228 Boyle Way. No planned highway improvements or proposed developments.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 2, 3 & 3b.

Conclusion

The only mineral importation site promoted. It is an existing site that contributes a significant amount of imported crushed rock from the West Country into a part of Kent which is remote from other sources of high quality aggregates. Planning permission for the permanent retention of the facility was granted in December 2011. This permission required the prior agreement of various detailed schemes before the new consent can be implemented. The site therefore remains a 'preferred option' until the new consent is implemented.

Site 1
East Peckham
Rail Depot

Minerals Site

Mineral Importation

Designations on Site

Green Belt
 RIGS
 Public Rights of Way

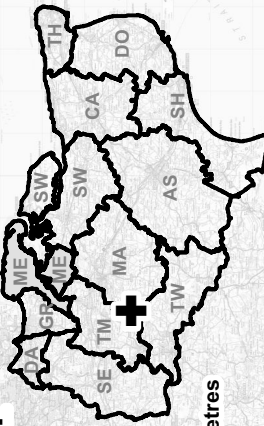
Designations Close to the site

Local Wildlife Site
 Ancient Woodland

Eastings 568000
Northings 148982

Site Area (Hectares)
3.8

Site Location



0 10 20 Kilometres



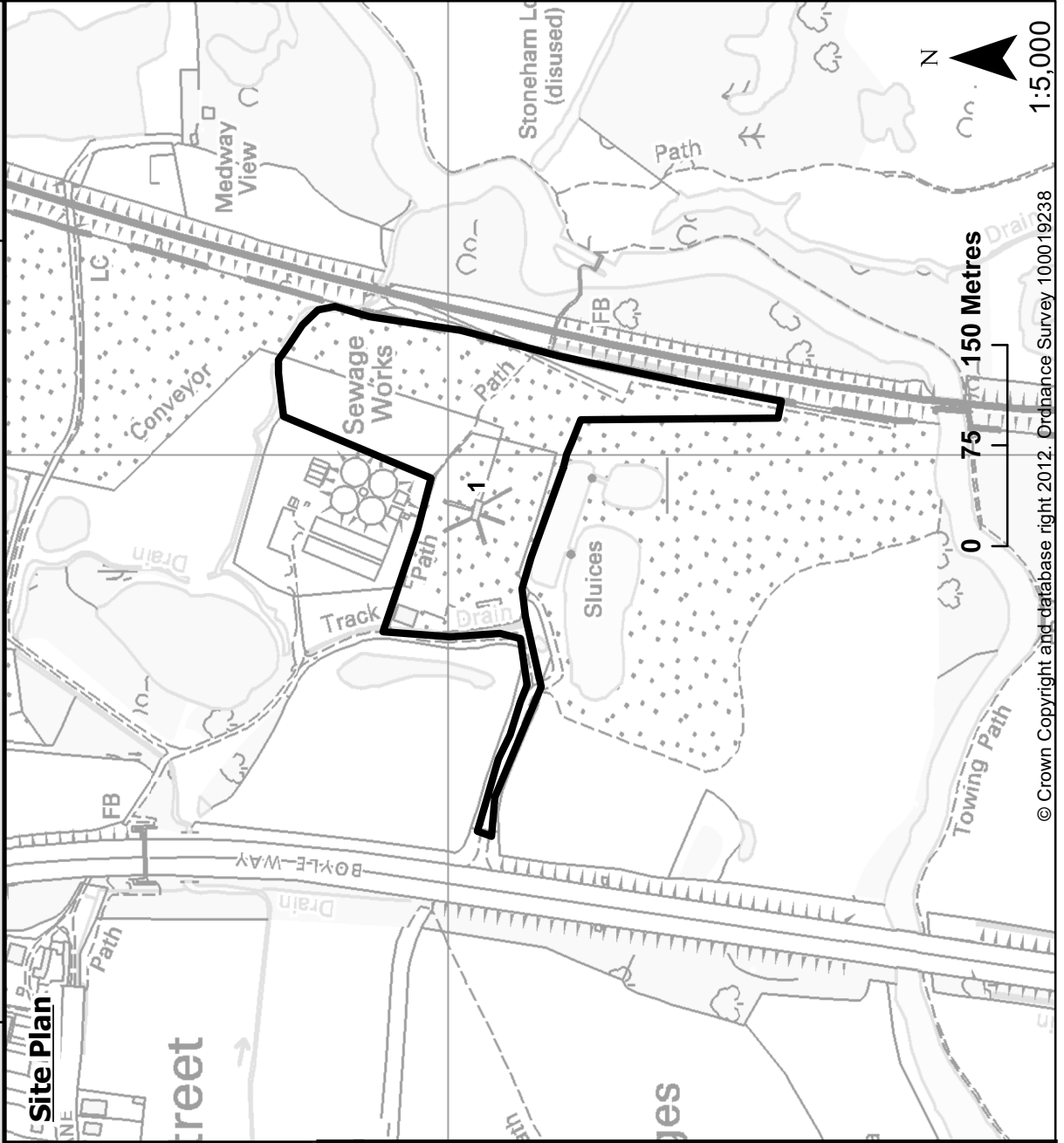
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Site Information

District/Borough	Tonbridge and Malling
Parish	East Peckham
Landowner	J. Clubb Ltd.
Operator	J. Clubb. Ltd.
Estimated Output	200,000 tpa
Estimated Reserve	not applicable
Life of Operation	permanent
Proposed Restoration	not applicable
Access	Existing quarry access on the A228
Current Use	Existing rail connected mineral importation facility

Permission for the permanent retention of this site requires the phased reduction of extraction of nearby land-won sand and gravels and eventual cessation of the extraction operations. The existing site entrance is to be retained for lorry access into and out of the site.



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1:5,000

Secondary and Recycled Aggregates

12.1 Also known as construction and demolition waste recycling.

Planning Policy Requirements

12.2 Kent County Council's Core Strategy - Strategy and Policy Directions document's draft Policy CSM5 states that sufficient, specific sites will be identified to provide the capacity to recycling 1.4mt per year of secondary and recycled aggregates for the duration of the plan period (to the end of 2030).

12.3 The target capacity of 1.4 mt is a minimum requirement, and the County Council are keen to promote the more sustainable practise of aggregate recycling, as opposed to extracting virgin materials. Therefore draft Policy CSM5 also includes a criteria for assessing any further site proposals, which would be considered in addition to the allocated sites within the final Minerals Plan.

Current Provision in Kent

12.4 A Revised Waste Needs Assessment⁽³⁴⁾ for arisings in Kent has been carried out as part of the supporting evidence base for this consultation. The main findings were as follows:

- No indication of any growth in arisings of CDE waste in recent years.
- Aggregate recycling capacity has decreased to 1.9 million tonnes per year.

- The new Waste Framework Directive target for CDE waste recovery is lower than the SE Plan target which has been used in the assessment of future capacity. Therefore, the target rate of recycling remains the same (i.e. to increase to 60% by 2020).

- By 2020 and through to the end of the plan period, 1,560,000 tonnes per year of aggregate recycling capacity will be required which is lower than the current capacity of existing facilities.

- Some existing facilities are temporary and more sites will need to be identified for the development of permanent aggregate recycling facilities to ensure that a minimum of 1,560,000 tonnes per year capacity is still available at the end of the plan period.

12.5 However, the above conclusions are based upon the capacity calculated from data returns from industry in the annual Aggregate Monitoring Survey. An in-house study is currently being conducted to assess the capacity of all aggregate recycling facilities in the county. So far the initial results show a dramatic underestimate of capacity. For example one site with a recorded annual capacity of 260 tonnes per year is actually capable of producing over 250,000 tonnes per year.⁽³⁵⁾ This study has also found that permanent facilities have a capacity of 1,084,378 tonnes per year.

34 Jacobs (2012) Revised Needs Assessment Report.

35 This is a temporary permission which will expire before the end of the plan period and does not affect the conclusions of the revised study.

12 Secondary and Recycled Aggregate Sites

Preferred Options

12.6 In order to meet the forecast for the aggregate recycling capacity requirement of 1,560,000 tonnes per year at the end of the plan period, new permanent sites will need to be identified that can provide a minimum additional capacity of 475,622 tonnes per year.

12.7 A total of 14 secondary and recycled aggregate sites were submitted for consideration by the County Council. Allocation of the following sites would provide an additional capacity of 455,000 tonnes per year. The Preferred Options are:

- Site 21: Conway Rochester Way, Dartford.
- Site 65: Land North of Stevens and Carlotti.
- Site 72: Unit 14, Canterbury Industrial Estate.
- Site 91: Animal Products Site.
- Site 99: Broomway Ltd, Swanscombe.

12.8 Aggregate recycling sites located in industrial estates would also be considered appropriate in principle under policy CSM5. The separate allocation for waste uses on industrial estates would prevent the land from being developed for other industrial uses. Sites proposed in industrial estate will therefore not be allocated. These sites include:

- Site 12: Newington Industrial Estate.
- Site 79: Tilmanstone

12.9 While Site 45: Dunbrik Builders Depot and Site 8: Chelsfield Ammunition Depot are both located on previously developed land, the proposal for aggregate recycling would be a change to the existing use and both sites are located within the Green Belt and the Kent Downs AONB. Without the full details of a planning application it is not possible to conclude whether the proposals would meet the national policy requirements for the 'exceptional circumstances' test for development in these areas.⁽³⁶⁾ These sites will therefore not be allocated. It is also possible to obtain the required recycling capacity from sites with less planning constraints.

12.10 These two sites and the other remaining site submissions below will not be allocated in the Minerals Sites Plan:

- Site 8: Chelsfield Ammunition Depot.
- Site 45: Dunbrik Depot.
- Site 52: Weatherlees.
- Site 56: Hegdale.
- Site 80: Faversham Quarry.
- Site 81: Milton Manor Farm.
- Site 86: Charing Quarry.

Site 21: F M Conway Rochester Way, Dartford

Site 21

F M Conway, Rochester Way

12.11 Proposed extension to the current secondary and recycled aggregate processing facilities. FM Conways have an existing site on the border of Dartford and the London Borough of Bexley. The site processes waste from roads and pavements to produce recycled aggregates used in asphalt for future road and pavement bases and surfaces. Adjoining uses include part of Dartford Heathland A2, a crushing plaster board company, a builders yard and a very small waste operation.

Strategic Environmental Assessment Summary

Potential biodiversity impacts due to proximity to Wansunt Pit SSSI, ancient woodland and adjoined heathland. No proposal to enhance biodiversity on site beyond marginal landscaping. Possible landscape and community impact as Braeburn Housing can see parts of site. Possible adverse impact on transport and air quality through increased traffic. Impacts on heritage assets possible due to nearby listed building and high archaeological potential. Nearest European site is Thames Estuary & Marshes SPA/Ramsar site approximately 16km to the east. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	Adjacent to Wansunt Pit SSSI designated for its geology. The Dartford Heath LWS, of ecological importance, is opposite the site.
Heritage	High archaeological potential with important prehistoric remains having been recorded within and close by to the site.
Highways	No proposed road improvements or developments likely to impact on road capacity.
Hydrology	Within Groundwater Source Protection Zone 1 and Flood Zone 1 & 2.

Conclusion

This is an existing waste management site within the Green Belt in an employment area identified in the Local Plan. Furthermore this site is of importance to the production of recycled aggregates in Kent as it incorporates a washing process that facilitates a much higher recycling rate than other sites in Kent. The allocation is to support an increase in capacity for recycled aggregates at this site.

Site 21

**FM Conway
Rochester Way,
Dartford**

Minerals Site

Minerals only
Secondary & Recycled Aggregates

Designations on Site

Green Belt
Groundwater Source
Protection Zones 1 and 2

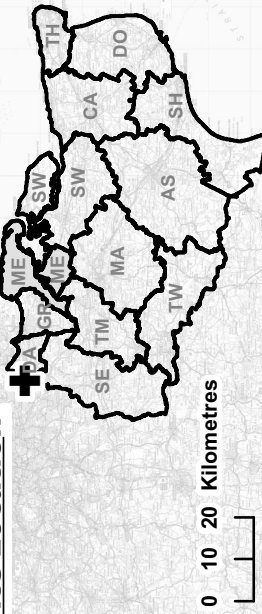
Designations Close to the site

Local Wildlife Site
Historic Parks Gardens

**Eastings 551244
Northings 173697**

**Site Area (Hectares)
2.7**

Site Location



0 10 20 Kilometres

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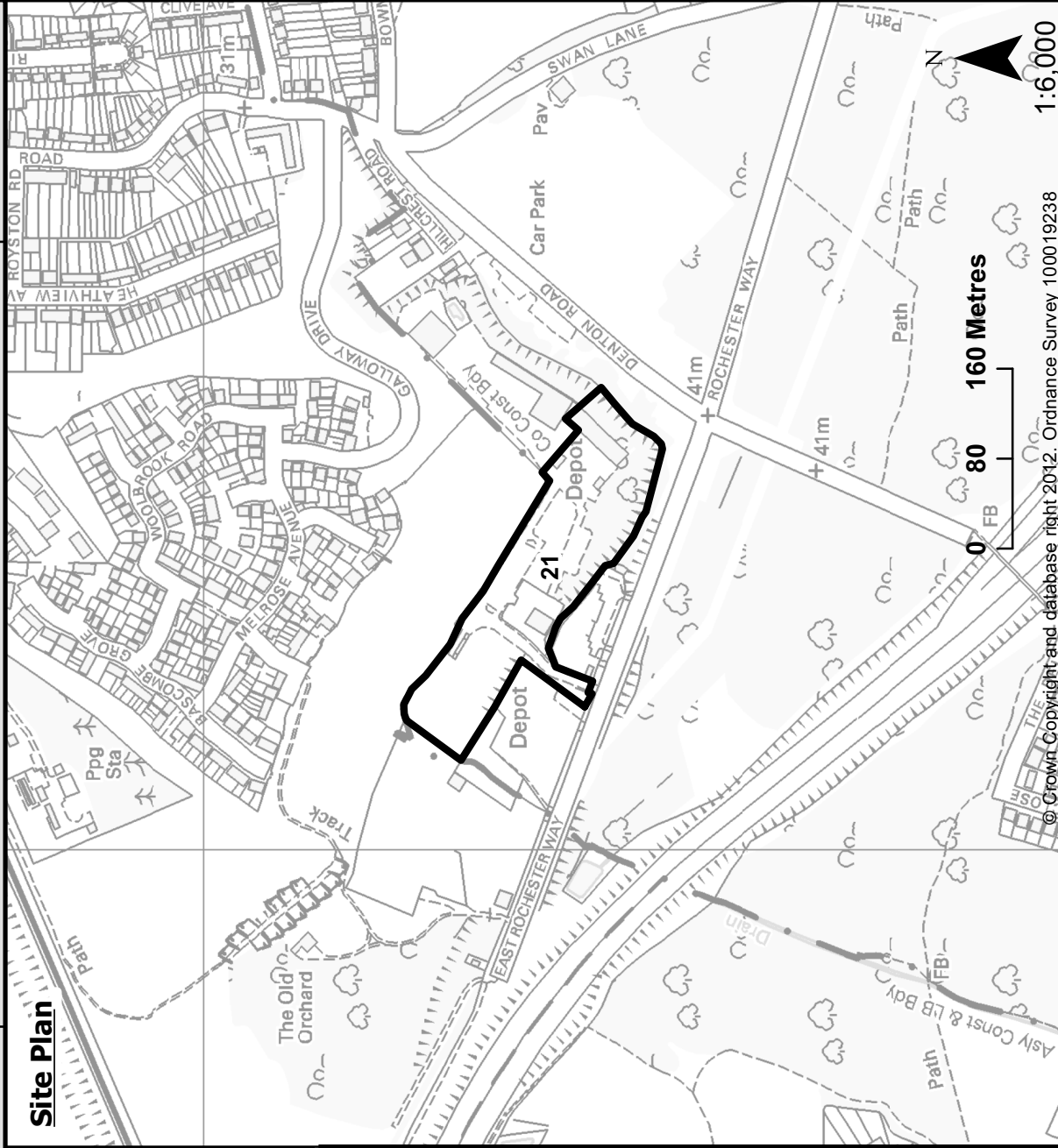
Site Information

District/Borough	Dartford
Parish	Dartford
Landowner	F M Conway Ltd
Operator	F M Conway Ltd
Estimated Capacity	180,000 tpa additional capacity
Life of Operation	Permanent
Access	Existing
Current Use	Aggregate crushing, recycling, screening of materials, aggregate washing and storage

The development of this site will be supported subject to:-

- (1) Existing site access to be utilised and existing marginal landscaping/fencing requirements maintained or improved.
- (2) Suitable, sufficient mitigation to protect the underlying aquifer. (3) Suitable sufficient mitigation to ensure that the adjacent Local Wildlife Site is not impacted.

Site Plan



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1:6,000

Site 65: Land North of Stevens & Carlotti, Richborough

Site 65

Land North of Stevens & Carlotti, Richborough

12.12 A proposed mixed use site for minerals and waste, working alongside the current Thanet Waste site at Richborough Hall to the south of this site.⁽³⁷⁾ To include an anaerobic digestion plant, an inert waste crusher and a screening and washing plant. The site is currently derelict land in the process of being redeveloped for waste uses. Adjoining uses include industrial use, meadows and a former landfill.

Strategic Environmental Assessment Summary

Potential adverse impacts due to the proximity of the site to Thanet Coast & Sandwich Bay (a Ramsar, SPA and SSSI designated site) and the presence of UK protected species within the site. Positive impacts relate to the redevelopment of previously developed land, distance from cultural heritage sites, and the location of the site so as to reduce transport distances and therefore emissions. C&D waste recycling can be a very noisy activity (e.g. concrete crushing); given the proximity of this site to a European site designation and the potential for disturbance to sensitive wildlife it will be necessary for further noise assessment to be undertaken. Given that the access roads lie within 200m of the SPA/Ramsar site/SAC it is likely that a transport/air quality analysis may also be required.

Site Specific Considerations	
Natural Environment	Close to Sandwich Bay to Hacklinge Marsh SSSI, Sandwich Bay SAC, Thanet Coast and Sandwich Bay SPA and Ramsar Site. Concern about the increasing pressure from commercial activities. Need to consider the in-combination impacts of the various proposals.
Heritage	No archaeological remains are known from the site itself. However area of potential could include geo-archaeological remains.
Highways	Adequate lorry capacity available on the adjoining road network for. Falls within the area included within the East Kent Access Phase 1C. No planned developments likely to impact on road capacity.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zones 2, 3 and 3b.

Conclusion

This a brownfield site with existing permission for a waste transfer and construction of expanded inert materials processing facility including soil washing plant and construction of two buildings to house an anaerobic digester plant. The site is allocated in order to safeguard the consented recycling capacity until the planning permission is implemented.

37 This site is also in the Waste Sites Preferred Options consultation document in Chapter 7: Treatment/ Materials Recycling Facilities and Composting Sites.

Site 65

**North of Stevens & Carlotti,
Ramsgate Road,
Richborough, Sandwich**

Minerals/ Waste Site

Minerals and Waste
Secondary & Recycled Aggregates

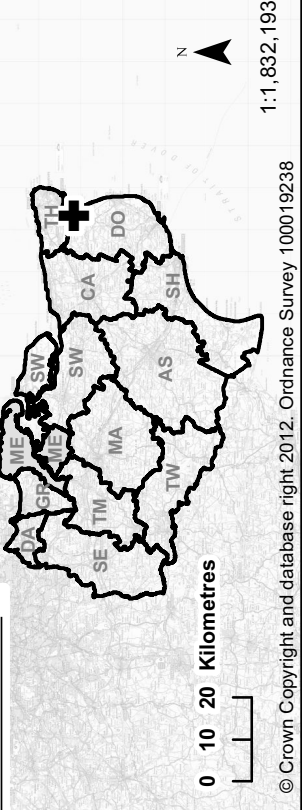
Designations on Site

Local Wildlife Site

Designations Close to the site

Eastings 633358
Northings 161659
Site Area (Hectares)
3.6

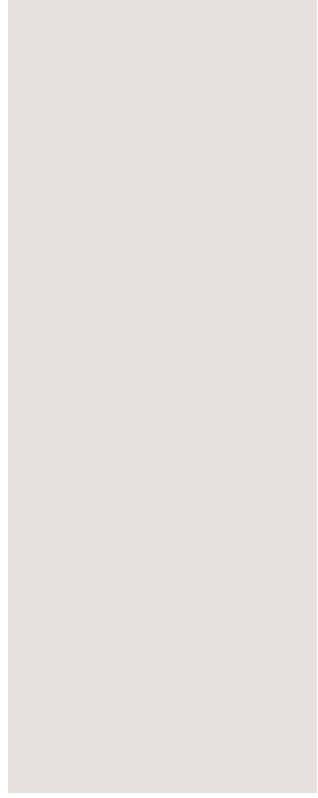
Site Location



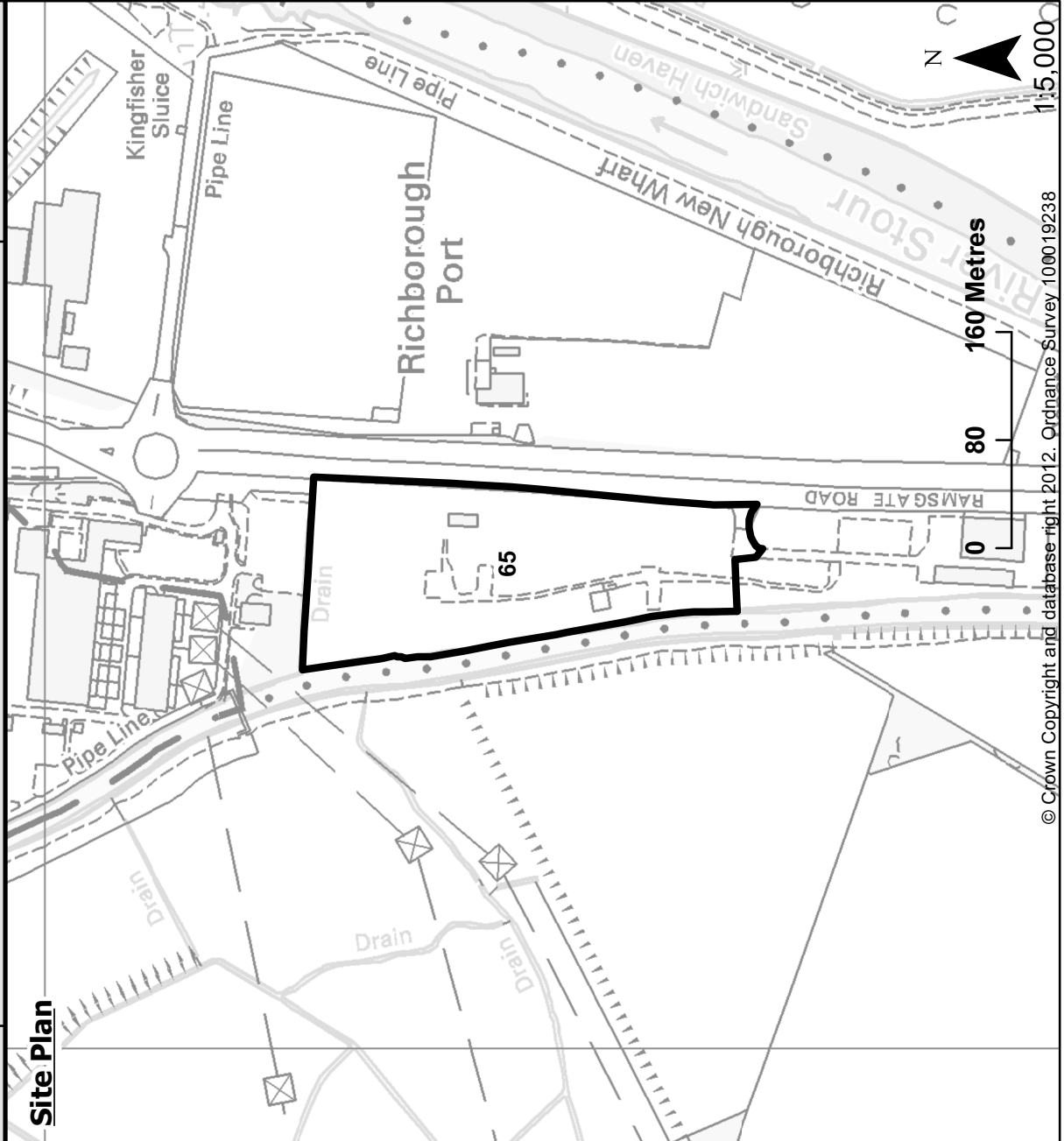
Site Information

District/Borough	Dover
Parish	Sanwich
Landowner	Thanet Waste Services Ltd
Operator	Thanet Waste Services Ltd
Agent	Lee Evans Planning
Estimated Capacity	95,000 tpa
Life of Operation	Permanent
Access	Onto A256
Current Use	Former factory site in redevelopment

The site is allocated in order to safeguard the consented recycling capacity until the planning permission is implemented.



Site Plan



Site 72: Unit 14, Canterbury Industrial Estate, Hersden

Site 72

Unit 14 Canterbury Industrial Park, Hersden

12.13 This site is proposed for secondary and recycled aggregate production. It is also proposed for use as a waste transfer station for commercial & industrial, inert and excavation waste. The site is a former colliery tip now in use for general storage. Adjoining uses include industrial estate units, a railway line and the River Stour.

Strategic Environmental Assessment Summary

The site is a former colliery tip now used for general storage. The existing access through the existing industrial estate which neighbours the site would be utilised. UK protected species and local species are within the site which is located in close proximity to the Stodmarsh, a Ramsar, SPA, SAC and SSSI. It is unlikely to have any archaeological interests on the site due to previous use. Given the proximity of this site to the Stodmarsh SAC/SPA/Ramsar site, likely significant effects cannot be ruled out at this stage and further investigation will be required. This is likely to focus on issues of air quality, water quality and noise/disturbance.

Site Specific Considerations	
Natural Environment	Proposal would further extend the Canterbury Industrial Park towards the boundary of the Stodmarsh SAC, SPA, Ramsar and SSSI. Stodmarsh wetland habitat is sensitive to increases in noise and light pollution and impacts to hydrology. Further information is required.
Heritage	Archaeological potential for the site may have been affected by previous development works including a colliery on the site.
Highways	No known planned developments likely to impact on road capacity.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zone 1.

Conclusion

This site is situated within an industrial estate area but lies outside the industrial estate boundary identified for other uses in the Canterbury Local Development Framework. Given the proximity of the site to the Stodmarsh SAC/SPA/Ramsar site, likely significant effects cannot be ruled out at this stage and further investigation will be required. Assessment is likely to need to focus on issues of air quality, water quality and noise disturbance. The boundary has been redrawn to exclude the Local Wildlife Site.

Site 72

Unit 14 and land adj.
Canterbury Industrial Park,
Hersden, Canterbury

Minerals/ Waste Site

Minerals and Waste
Secondary & Recycled Aggregates

Designations on Site

Regionally Important
Geological/geomorphological
Sites

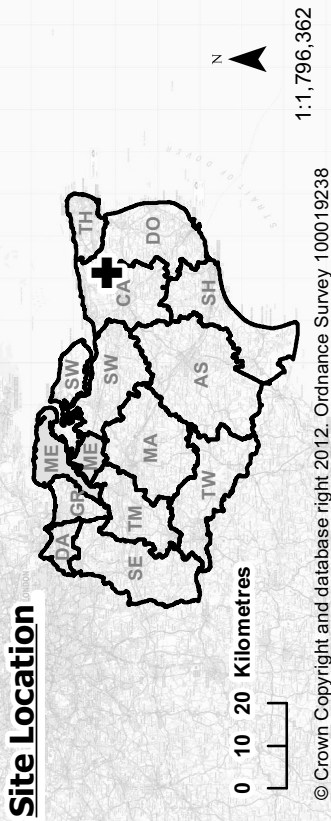
Designations Close to the site

Local Wildlife Site
Site of Special Scientific Interest
Special Protection Area
Special Area of Conservation
Ramsar site

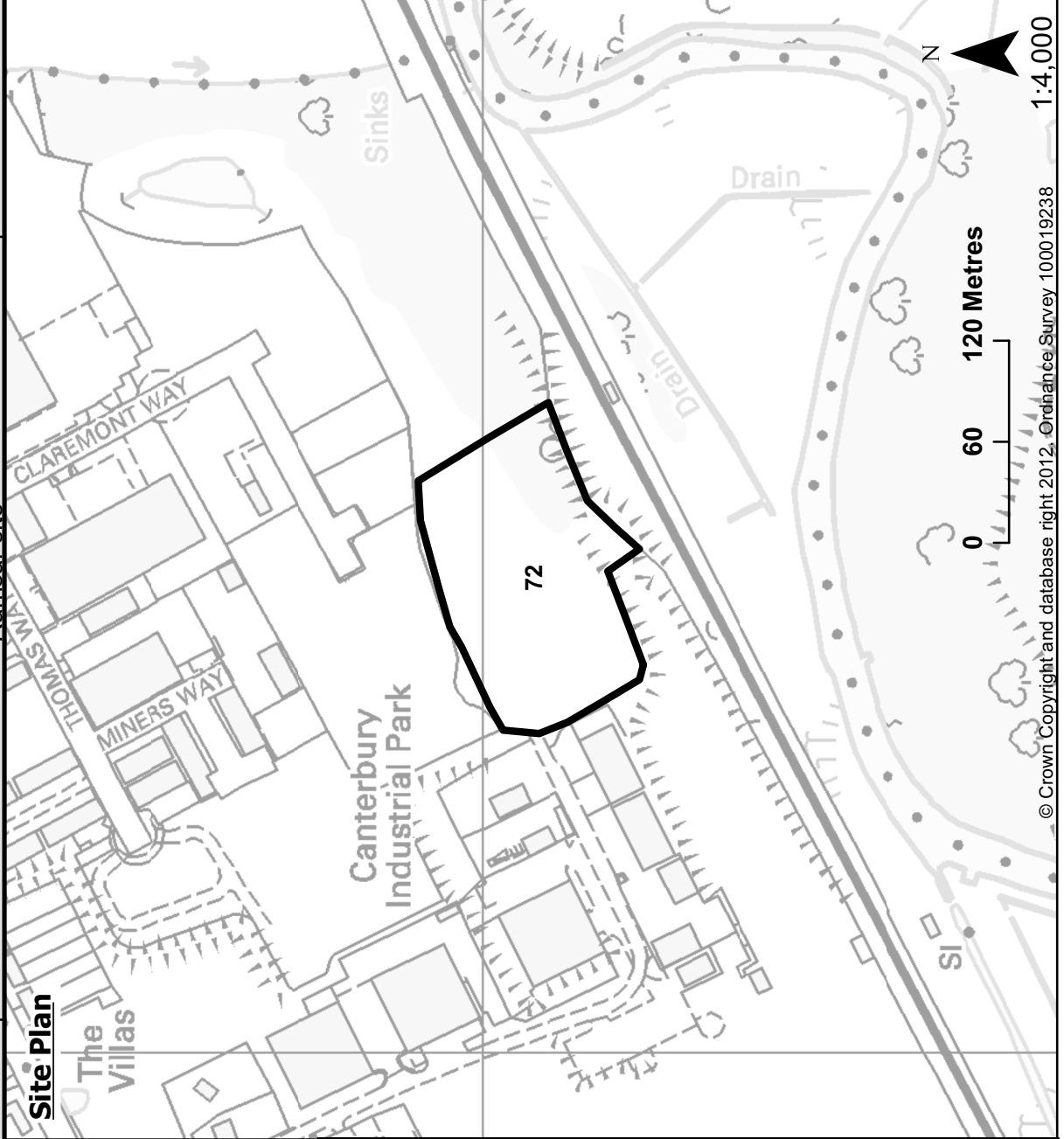
Eastings 621282
Northings 161972

Site Area (Hectares)
1.7

Site Location



Site Plan



Site Information

District/Borough	Canterbury
Parish	Westbere
Landowner	Goody Demolition Ltd
Operator	R H Ovenden Ltd
Estimated Capacity	50,000tpa
Life of Operation	Permanent
Access	Existing industrial estate
Current Use	General storage

The development of this site will be supported subject to:-

(1) Mitigation measures to protect the integrity of the adjacent Local Wildlife Site. (2) Given the proximity of the site to the Stodmarsh SSSI/SAC/SPA/Ramsar site, likely significant effects cannot be ruled out at further investigation will be required. This is likely to need to focus on issues of air quality, water quality and noise disturbance.

Site 91: Animal Products Site, Faversham

Site 91

Animal Products Site, Faversham

12.14 The site is proposed for aggregate recycling (construction and demolition waste). The site is currently non-active but with planning permission for waste uses. Adjoining uses include recycling facilities and restored quarry workings.

Strategic Environmental Assessment Summary

The site's close proximity to the Swale Ramsar/SPA/SSSI needs to be fully assessed as noise impacts from the change of use to an aggregate recycling facility could affect these. Reuse of existing land will not result in any additional land take. Nonetheless UK protected and local species are identified on the site. Identified opportunity to work with the Carbon Trust to develop and implement a carbon reduction programme could help mitigate the climate change impact of the facility. It is noted that this site is a currently operational glass recycling facility and that the proposal is primarily to continue to utilise this site for glass recycling. Given that the proposal would be a continuation of the existing activity it is considered that likely significant effects would not occur.

Site Specific Considerations	
Natural Environment	No objection to an aggregates recycling plant on this site providing it can be proved to have no impact on the Swale SPA, Ramsar and SSSI sites adjacent. Inclusion of ponds would provide biodiversity benefits.
Heritage	No record of archaeological remains within site, although similar locations have produced evidence of prehistoric and Roman activities.
Highways	Assuming that access is from Oare Road, opposite Western link, there is unlikely to be lorry capacity issues.
Hydrology	Not within a Groundwater Source Protection Zone. In Flood Zones 2, 3 & 3b.

Conclusion

This is an existing waste management site with a proposed change of use to aggregate recycling.

Site 91

**Animal Products Site,
Oare Road,
Faversham**

Minerals Site

Minerals only
Secondary & Recycled Aggregates

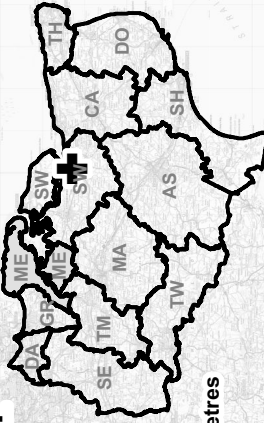
Designations on Site

Designations Close to the site

Site of Special Scientific Interest
Special Protection Area
Ramsar site

Eastings 601146
Northings 162980
Site Area (Hectares)
0.5

Site Location



0 10 20 Kilometres



1:1,832,193

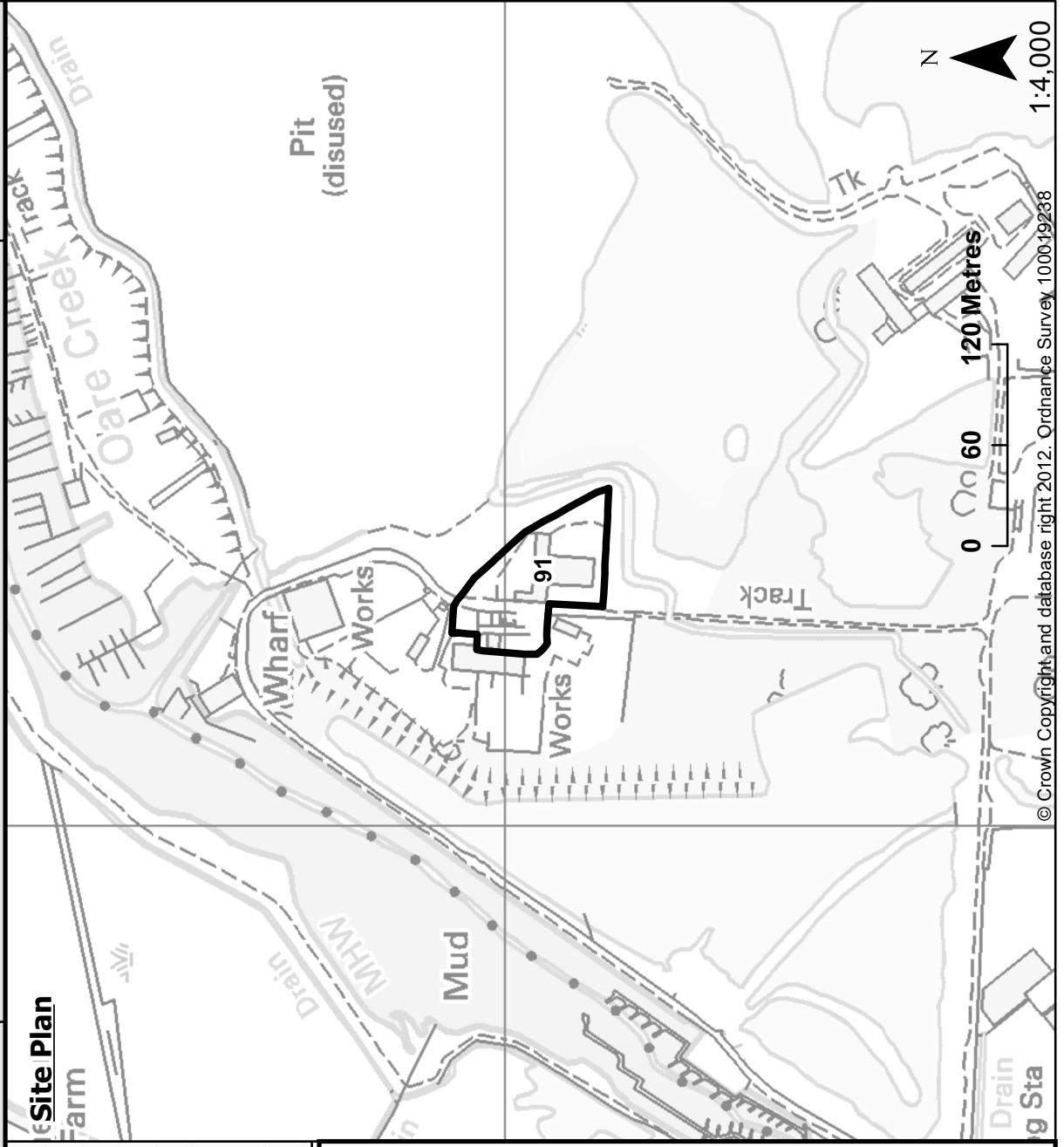
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Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	40,000 tpa
Life of Operation	Permanent
Access	Existing access onto Oare Road
Current Use	Glass recycling facility

The development of this site will be supported subject to:- (1) Access remains as present, via Oare Road, opposite Western Link. (2) Consideration of noise impacts upon The Swale SPA/Ramsar site with appropriate mitigation.

Site Plan



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1:4,000

Site 99: Broomway Ltd, Swanscombe

Site 99

Broomway Limited, Swanscombe

12.15 The site consists of an existing Construction, Demolition and Excavation (CDE) waste processing facility which currently does not have planning permission. The proposal for the site includes an extension which would enable a fully enclosed waste processing building to be developed. Adjoining uses include a car breakers, recycling facilities and London Road (A20).

Strategic Environmental Assessment Summary

Located on a brownfield site, it will ensure efficient use of land and will minimise impacts on local biodiversity. 95% of the site is located in Flood Zone 2 and 25% in Flood Zone 3. Nearest European site is Thames Estuary & Marshes SPA/Ramsar site approximately 7km distant. There is no scope for likely significant effects from this site and no pathway connecting with any other European sites.

Site Specific Considerations	
Natural Environment	No designated areas within site boundary. SSSIs, NNR and LWS within 1km. Current state of the site and barriers to the surrounding natural areas mean it is unlikely to present a significant constraint.
Heritage	The chalk quarry is likely to have fully removed the potential for finding such remains except around its edges. The site is overlooked by Grade II* Listed All Saints Church to the south and Development should avoid any impact on its setting.
Highways	Contribution should be sought for traffic signal control. Proposed development in the area under a Section 106 agreement from Craylands Lane development.
Hydrology	Not within Groundwater Source Protection Zone. In Flood Zones 2 & 3.

Conclusion

This is a brownfield site which has an existing operation on part of it. Development would need to be enclosed in order to meet Dartford Borough Council Core Strategy's aims and objectives for this part of the borough.

Site 99

**Broomway Ltd
Extension, Manor Way
Business Park,
Swanscombe**

Minerals Site

Minerals only
Secondary & Recycled Aggregates

Designations on Site

Air Quality Management Area

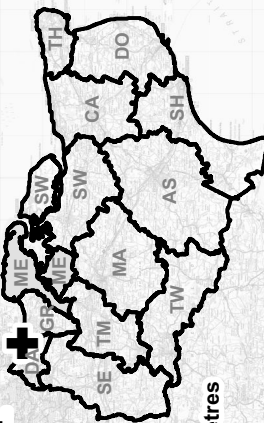
Designations Close to the site

Groundwater Source
Protection Zone 3

**Eastings 560661
Northings 174908**

**Site Area (Hectares)
0.9**

Site Location



0 10 20 Kilometres



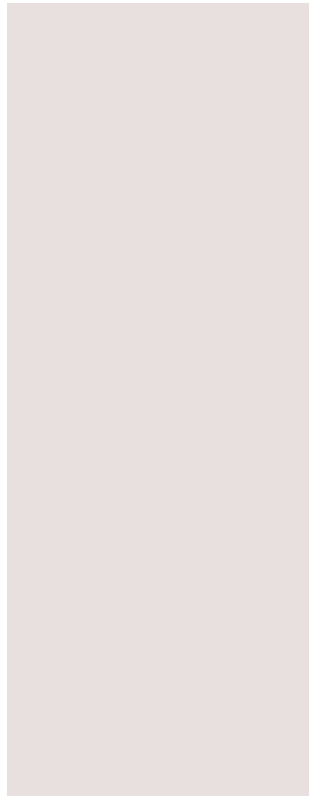
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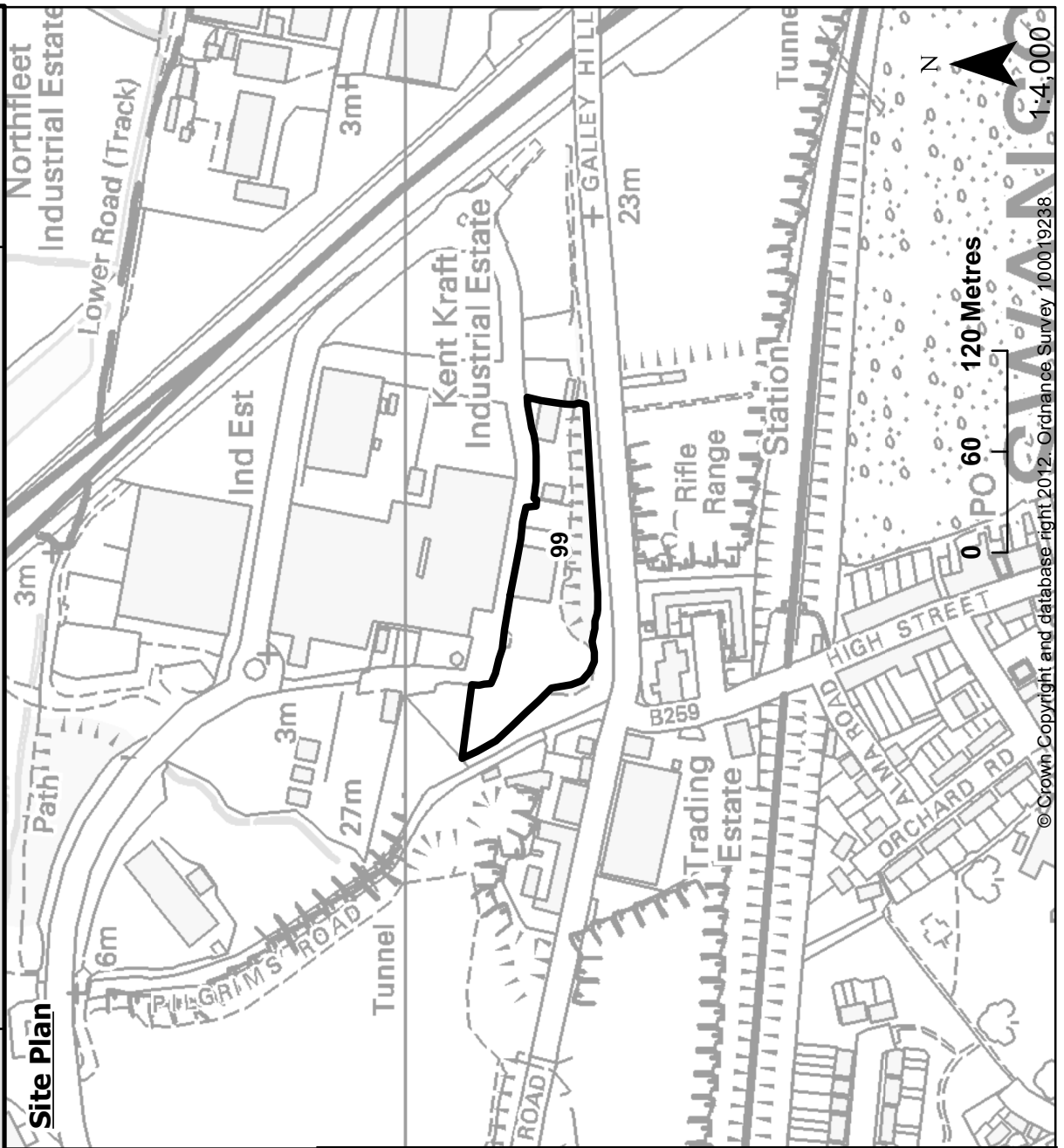
Site Information

District/Borough	Dartford
Parish	Swanscombe & Greenhithe
Landowner	Broomway Limited
Operator	Lancebox Limited
Agent	Lee Evans Planning
Estimated Capacity	90,000 tonnes per annum
Life of Operation	Permanent
Access	Existing
Current Use	Construction and Demolition waste recycling

The development of this site will be supported subject to:- The need to enclose the development in order to meet the Dartford Core Strategy's aims and objectives for this part of Dartford.



Site Plan



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Minerals Sites: Non Allocated

The following non-allocated sites are listed numerically by site reference number with a site map and a summary of the reasons why each site has not been allocated.



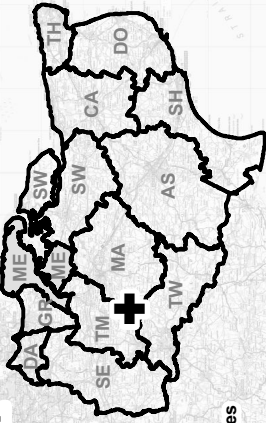
Site 3
Arnolds Lodge Farm West, East Peckham

Minerals Site
 Sand and Gravel

Designations on Site
 Public Rights of Way
 Green Belt
 Regionally Important Geological/geomorphological Sites

Eastings 567483
Northings 149014
Site Area (Hectares) 15.0

Site Location



0 10 20 Kilometres

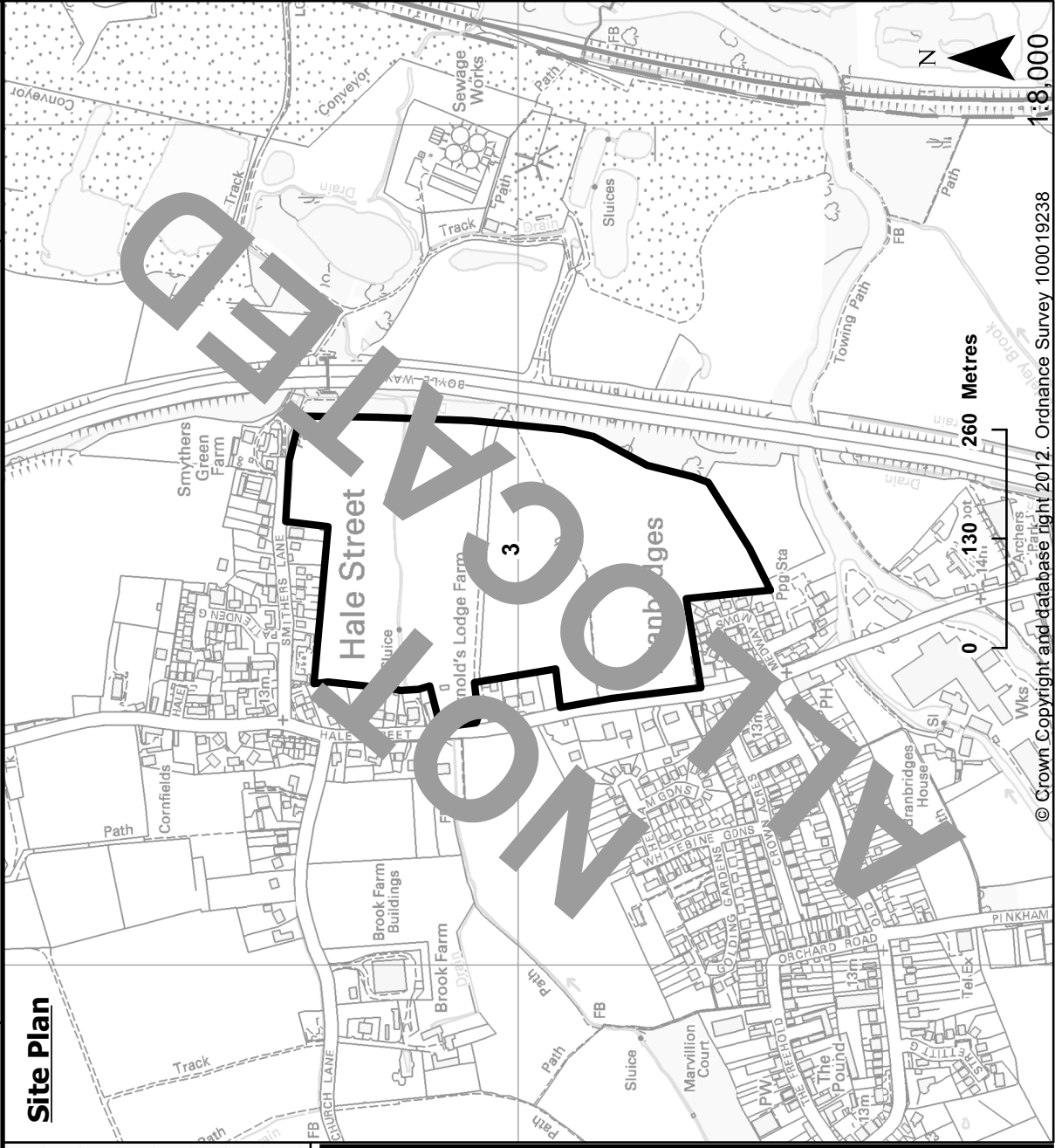
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Site Information

District/Borough	Tonbridge and Malling
Parish	East Peckham
Landowner	J Clubb Ltd
Operator	J Clubb Ltd
Estimated Output	82,500 tonnes per annum
Estimated Reserve	200,000 tonnes
Life of Operation	3 - 4 years
Access	Hayle Street onto Boyle Way

Reasons for not allocating site:- This site has been withdrawn by the operator as a permanent planning permission has been granted for the East Peckham mineral importation railhead facility. As part of that permission, the operator has agreed to reduce the amount of land-won aggregates that is extracted from this area with an eventual cessation of extraction of land-won sand and gravel at East Peckham Quarry.

Site Plan



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Site 4
Woodfalls Farm,
Yalding

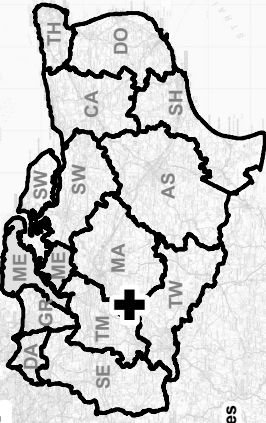
Minerals Site
 Sand and Gravel

Designations on Site
 Local Wildlife Sites

Designations Close to the site
 Public Rights of Way
 Local Wildlife Sites

Eastings 568666
Northings 148992
Site Area (Hectares)
45.9

Site Location



0 10 20 Kilometres

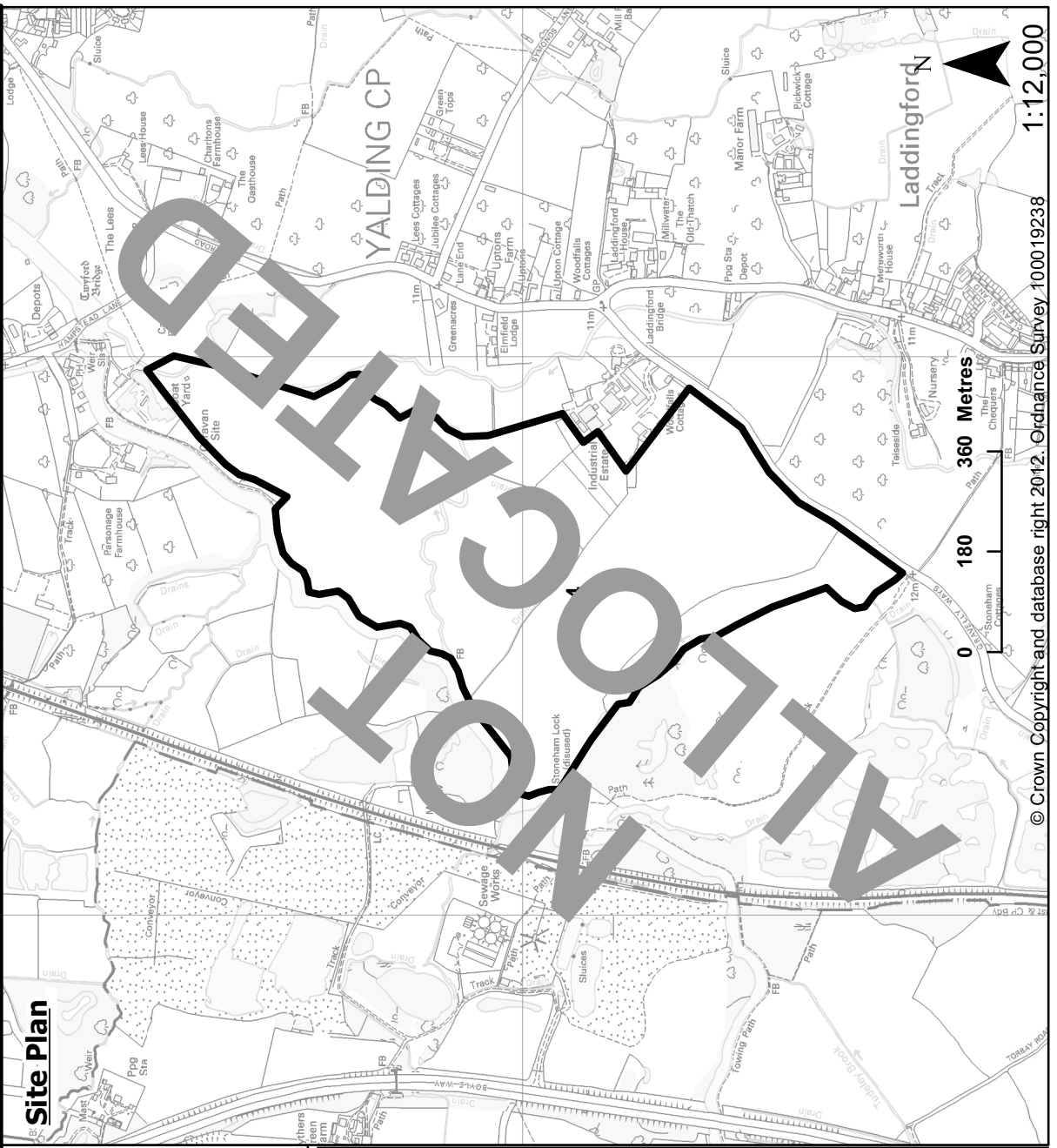


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Site Information

District/Borough	Maidstone
Parish	Yalding
Landowner	J Clubb Ltd
Operator	J Clubb Ltd
Estimated Output	82,500 tonnes per annum
Estimated Reserve	1,500,000 tonnes
Life of Operation	20 years
Access	Barged up river to existing processing plant
Reasons for not allocating site:	It has been withdrawn by the operator as a permanent planning permission has been granted for the East Peckham mineral importation railhead facility. The operator has agreed to reduce the amount of land-won aggregates that is extracted from this area with an eventual cessation of extraction at East Peckham Quarry.

Site Plan



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Site 5
Filston Lane,
Shoreham

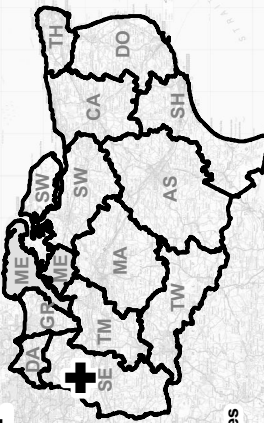
Minerals Site
 Sand and Gravel

Designations on Site
 Green Belt
 Area of Outstanding Natural Beauty
 Groundwater Source
 Protection Zones 2 and 3

Designations Close to the site
 Public Rights of Way

Eastings 551951
Northings 161224
Site Area (Hectares)
7.2

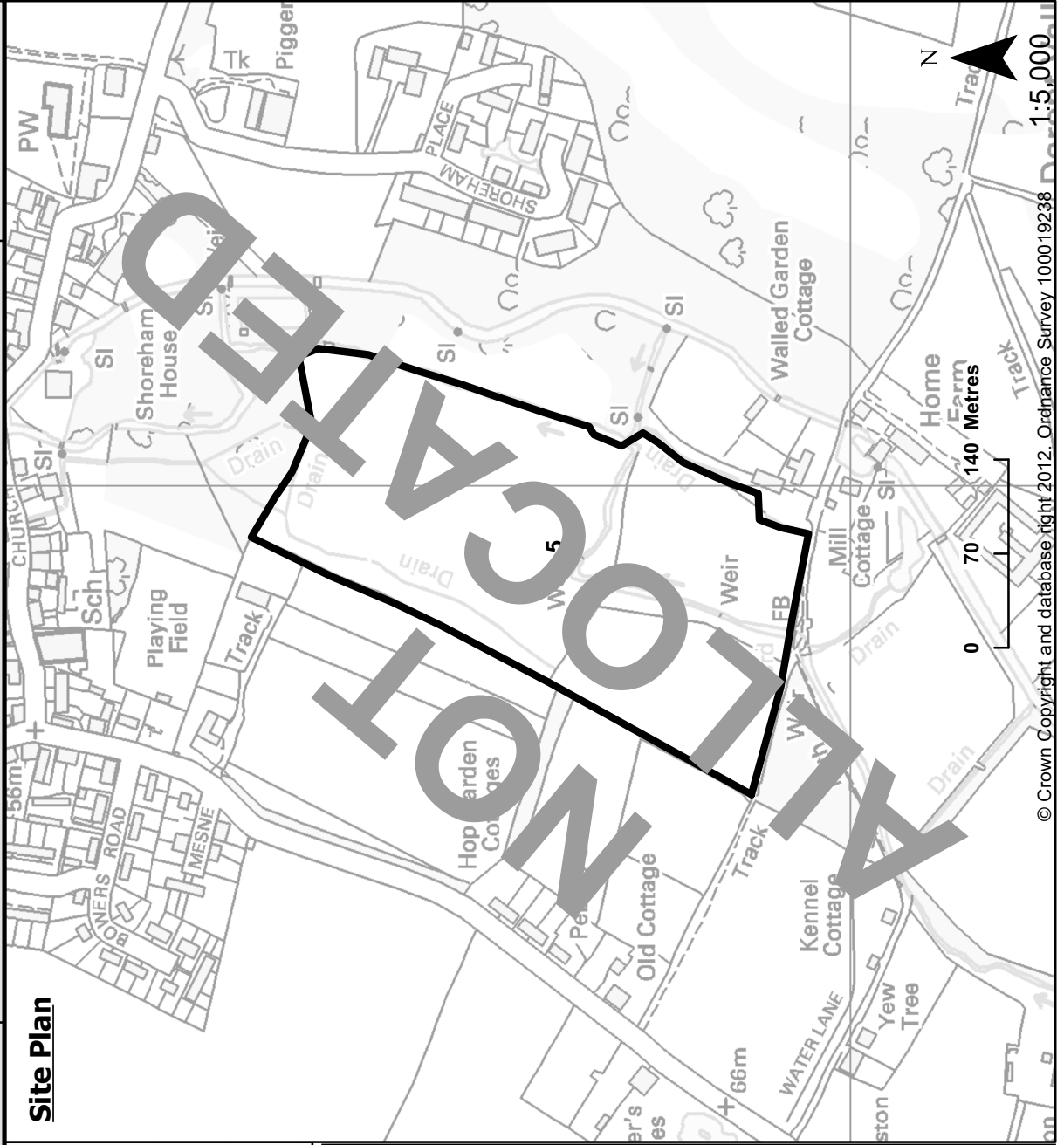
Site Location



0 10 20 Kilometres

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Site Plan



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Site Information

District/Borough	Sevenoaks
Parish	Shoreham
Landowner	J Clubb Ltd
Operator	J Clubb Ltd
Estimated Output	No details provided
Estimated Reserve	600,000 tonnes
Life of Operation	No details provided
Access	No details provided

Reasons for not allocating site:- This site lies in the Kent Downs AONB and in the Green Belt. Whilst mineral extraction need not be incompatible with the designation criteria for the Green Belt, mineral extraction here is unlikely to meet the 'exceptional circumstances' required under the NPPF regarding development in an AONB. There are other proposed sand and gravel sites which are not within the Kent Downs AONB, which are preferable. Also the site is not suitable due to poor highway access from the rural lane network.

Site 7

**Hermitage Quarry
Westerly Extension,
Hermitage Lane,
Aylesford**

Minerals Site

Crushed Rock

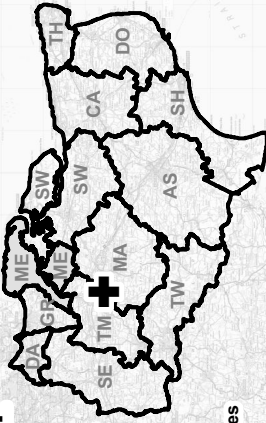
Designations on Site

- Ancient Woodland
- Local Wildlife Site
- Public Rights of Way
- Groundwater Source Protection Zone 3

**Eastings 571681
Northings 155631**

**Site Area (Hectares)
33.1**

Site Location



0 10 20 Kilometres

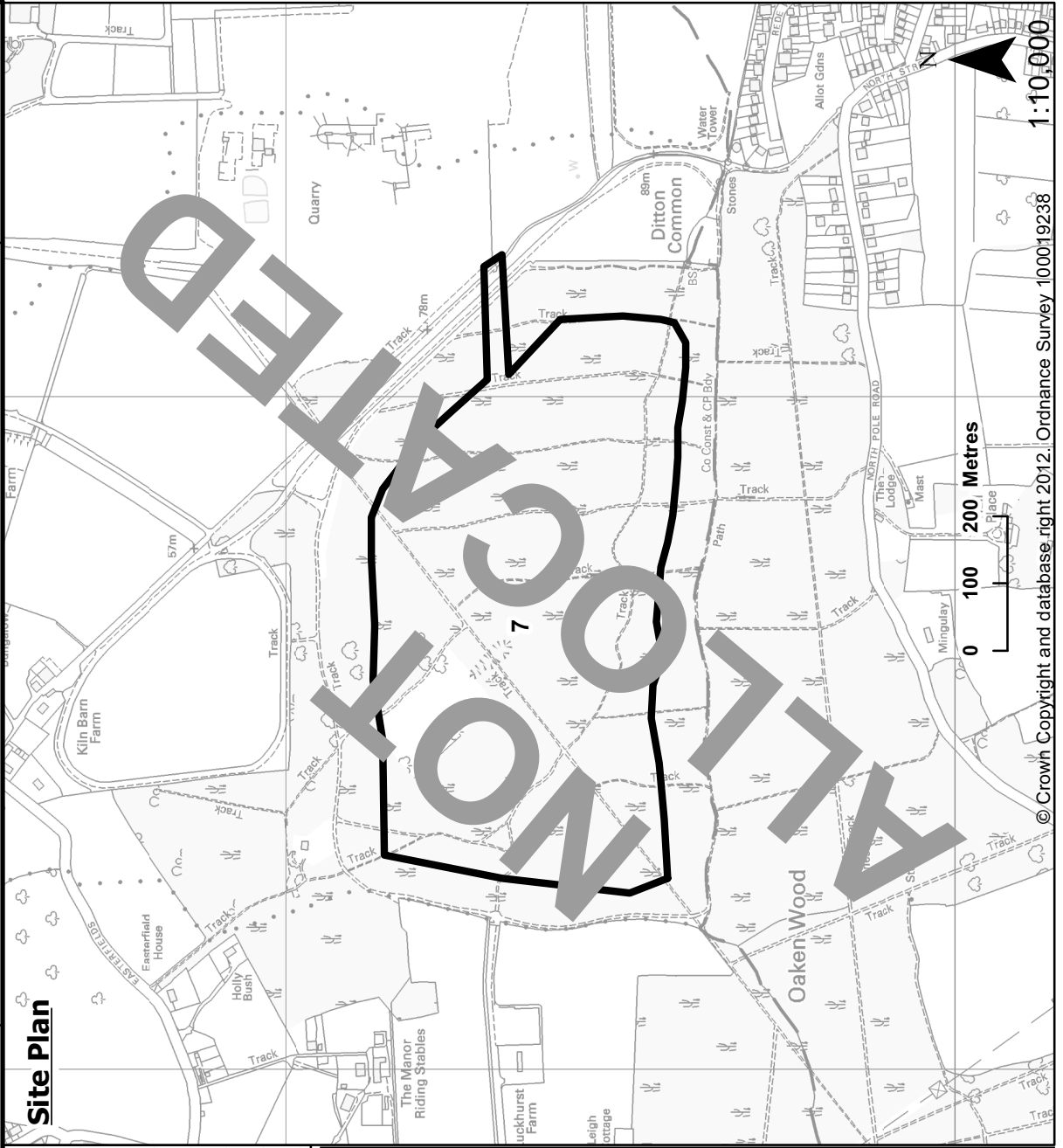
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Site Information

District/Borough	Tonbridge and Malling
Parish	Ditton
Landowner	Gallagher Aggregates Ltd
Operator	Gallagher Aggregates Ltd
Agent	Civitas Planning Ltd
Estimated Output	No details provided
Estimated Reserve	16 million tonnes
Life of Operation	No details provided
Proposed Restoration	Native woodland
Access	Existing quarry access
Current Use	Ancient woodland

Reasons for not allocating site:- The landbank of consented reserves of ragstone is more than sufficient for the plan period; no site allocations for crushed rock sites are necessary. However, it is acknowledged that there are technical and competition issues with the majority of the crushed rock reserves being held in one large site. These issues will be addressed through a policy in the Core Strategy.

Site Plan



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Site 8

**Chelsfield
Ammunition Depot,
Badgers Mount,
Shoreham**

Minerals/ Waste Site

Secondary & Recycled Aggregates

Designations on Site

Green Belt
Area of Outstanding Natural Beauty
Local Wildlife Site
Ancient Woodland
Groundwater Source Protection Zone 3

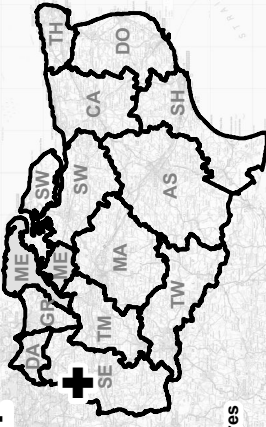
Designations Close to the site

Public Rights
of Way

**Eastings 549902
Northings 161778**

**Site Area (Hectares)
19.5**

Site Location



0 10 20 Kilometres



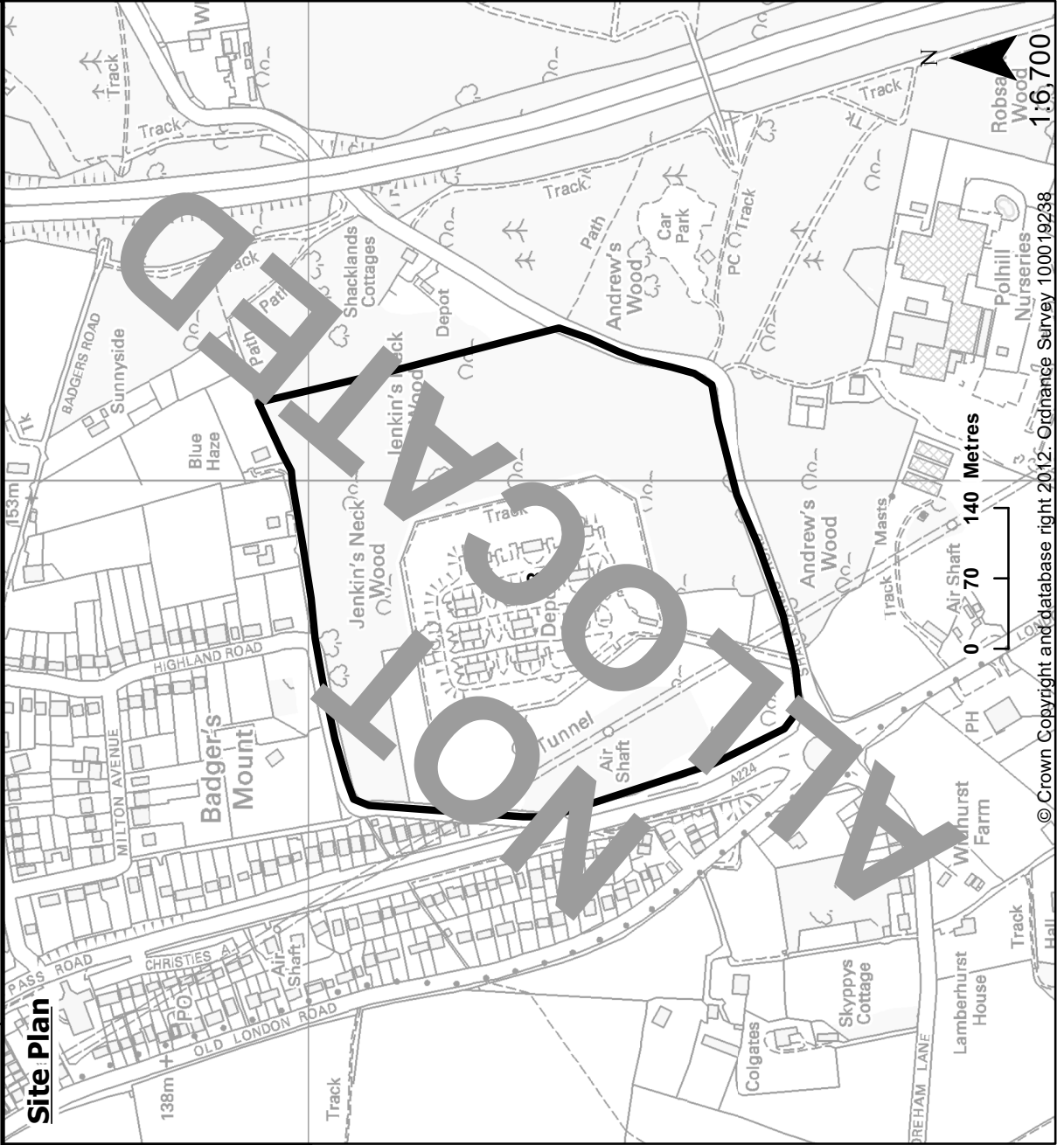
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Site Information

District/Borough	Sevenoaks
Parish	Shoreham and near to Halstead
Landowner	F M Conway Ltd
Operator	F M Conway Ltd
Estimated Capacity	No details provided
Life of Operation	No details provided
Access	Existing entrance onto Shackland Road
Current Use	Former MOD storage site

Reasons for not allocating site:- This is in the Green Belt and AONB and is surrounded on three sides by ancient woodland which is also a LWS. The decision notice for an appeal into a Sevenoaks Council Lawful Use Certificate for this site has recently been published; the appeal was allowed. The inner part of this site therefore has B8 use (storage or distribution uses). However, the use of this site for aggregate recycling would be a change from the lawful use and there are other proposed sites in Kent outside the Green Belt and AONB which are preferable.

Site Plan



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1:6,700

Site 10
Charing
Pluckley Road

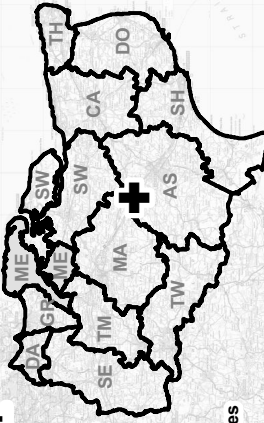
Minerals Site
 Soft Sand

Designations on Site
 Public Rights of Way
 Groundwater Source
 Protection Zone 2

Designations Close to the site
 Groundwater Source
 Protection Zone 1

Eastings 594107
Northings 148341
Site Area (Hectares)
10.5

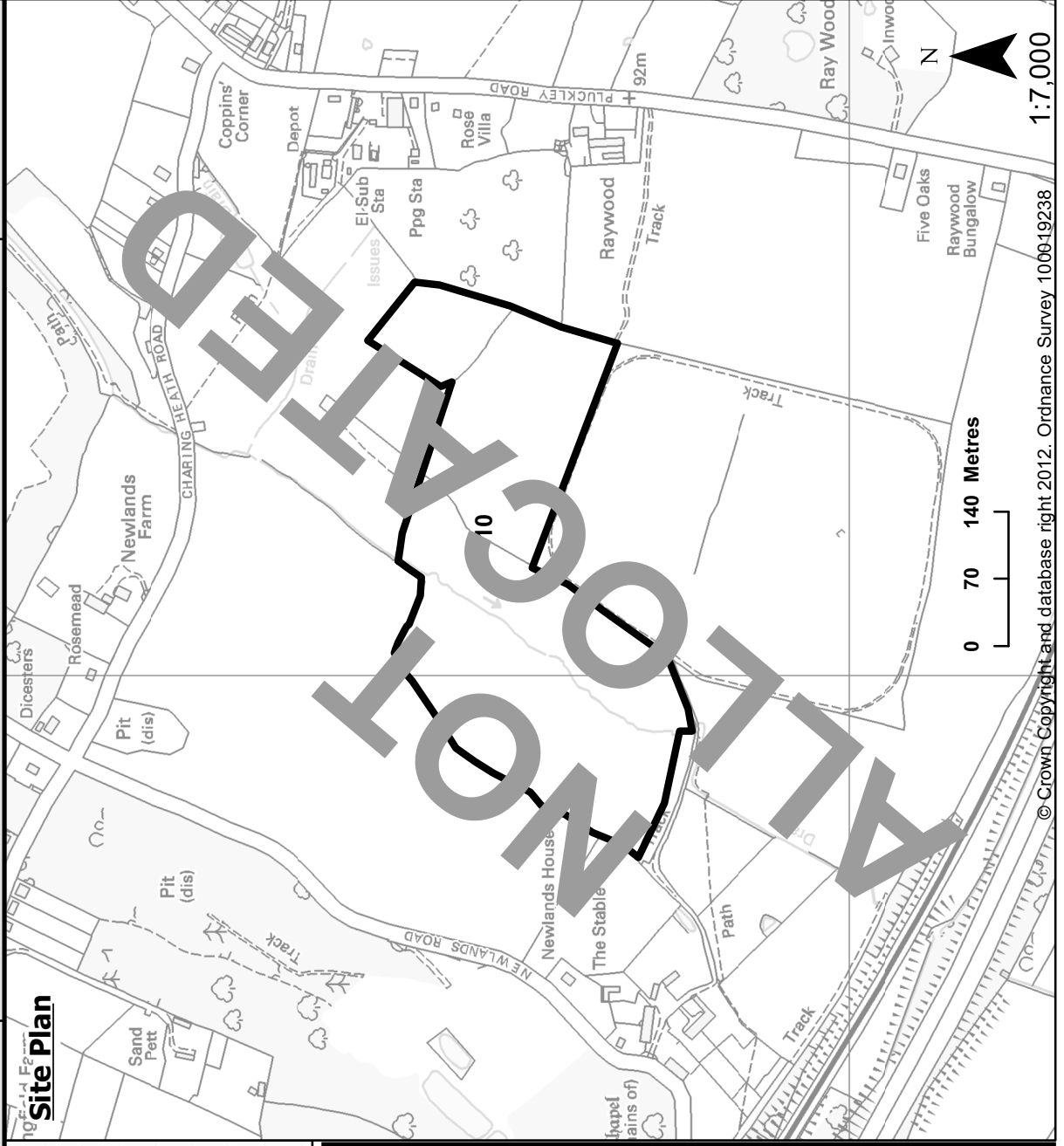
Site Location



0 10 20 Kilometres

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Site Plan



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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Mr J Lam
Agent	Carter Jones LLP
Estimated Output	120,000 tpa
Estimated Reserve	2 million tonnes
Life of Operation	15 years
Access	Onto Pluckley Road

Reasons for not allocating site:- (1) This site is not a preferred option as there are other proposed soft sand sites in the locality which can offer better solutions for the routing of lorries to and from the extraction sites onto the A20. The preferred option sites avoid the need to route lorries through local villages. (2) The site has been withdrawn from the silica sand sites section of the plan by the operator. There is no technical information available to support its suitability for use for industrial/silica sand requirements.

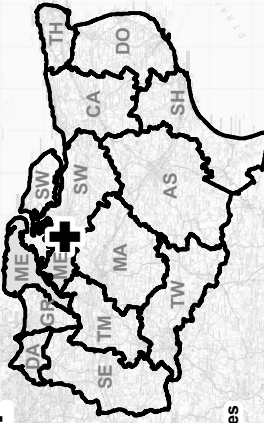
Site 12
Newington
Industrial Estate,
London Road,
Newington

Minerals/ Waste Site
 Secondary & Recycled Aggregates

Designations on Site
 Public Rights of Way
 Groundwater Source Protection Zones 2 and 3

Eastings 584902
Northings 164857
Site Area (Hectares)
11.0

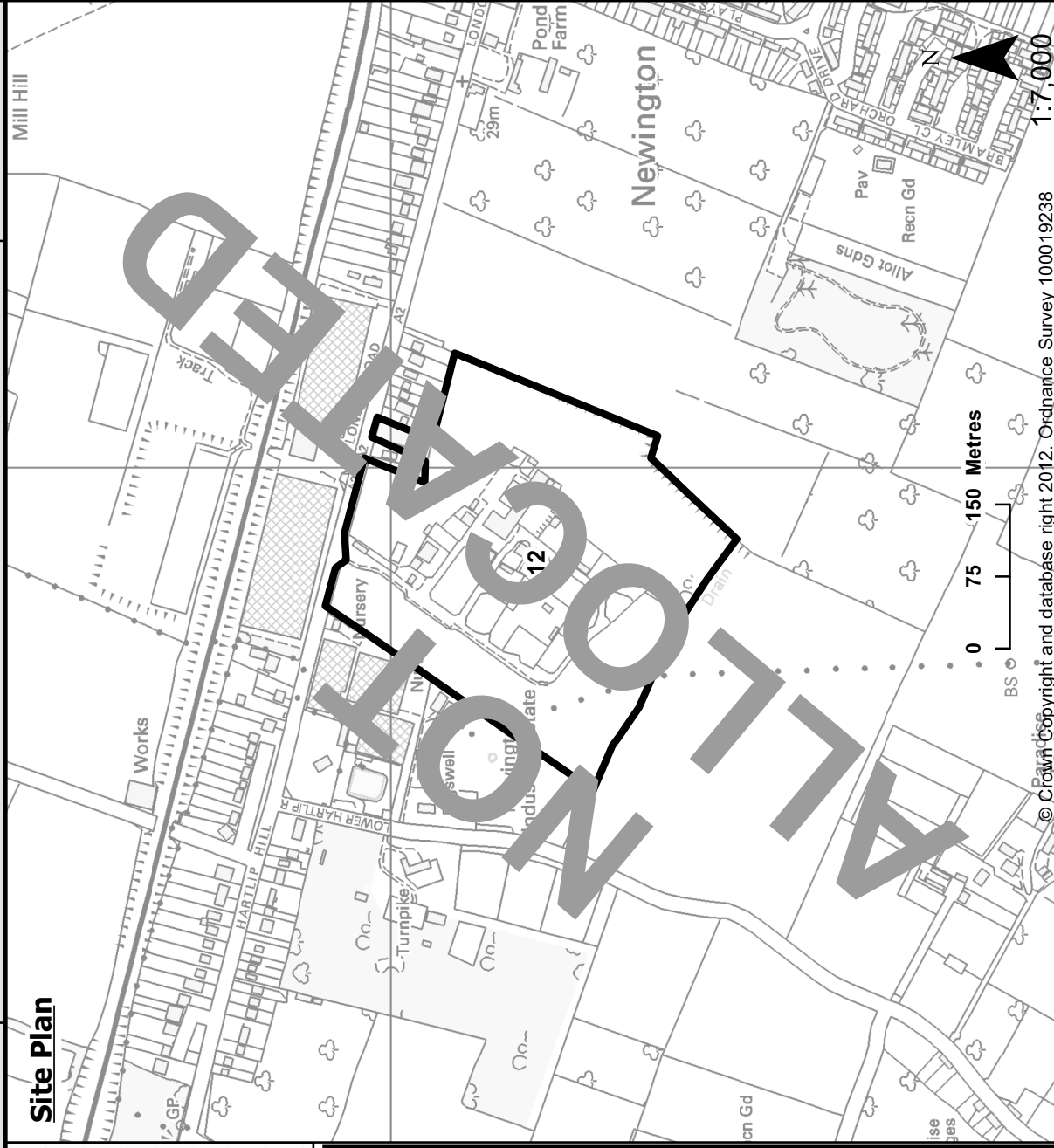
Site Location



0 10 20 Kilometres

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Site Plan



0 75 150 Metres

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Site Information

District/Borough	Swale
Parish	Newington and Hartlip
Landowner	W.T. Lamb Properties
Operator	No details provided
Agent	Fallowbond Limited
Estimated Capacity	50,000 tpa
Life of Operation	No details provided
Access	Onto London Road
Current Use	Unused industrial estate area

Reasons for not allocating site:- The area around the existing industrial estate area is restored mineral working which makes it a greenfield site in part, which should not be developed when there are other suitable brownfield sites that can be developed elsewhere in Kent. If the area were reduced to just to the boundary of the existing site, an allocation would sterilise it from being developed for industrial uses which would not be in the best interest of the Kent economy. However, there is no need to allocate a specific site here as this can be covered by the Core Strategy policy which will identify industrial sites suitable for waste management uses; this would not then preclude this estate from being used for industrial uses.

**Site 16
Beacon Hill
Quarry, Charing**

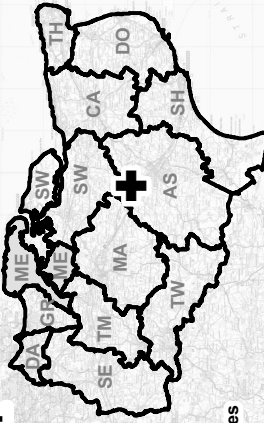
Minerals/ Waste Site
Chalk site with inert landfill

Designations on Site
Area of Outstanding Natural Beauty
RIGS
Local Wildlife Site
Ancient Woodland
Groundwater Source Protection Zone 3

Designations Close to the site
Public Rights of Way

**Eastings 597010
Northings 149070
Site Area (Hectares)
9.2**

Site Location

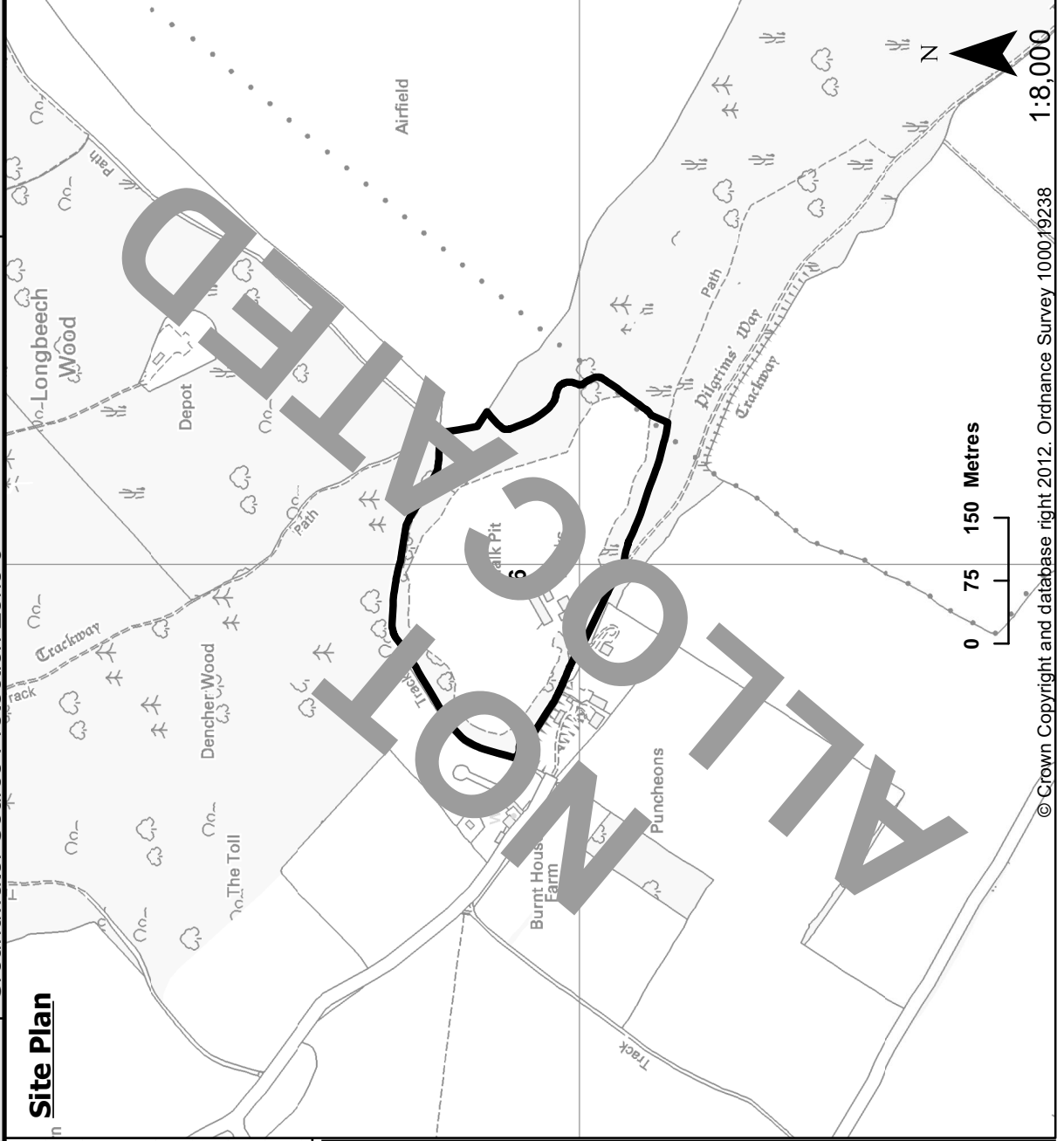


0 10 20 Kilometres



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Site Plan



0 75 150 Metres

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Site Information

District/Borough	Ashford
Parish	Charing and Westwell
Landowner	John Bourne & Co Ltd
Operator	John Bourne & Co Ltd
Estimated Output	40,000 tpa
Estimated Reserve	650,000 tonnes
Life of Operation	20 years
Access	Existing

Reasons for not allocating site:- It is within the Kent Downs AONB and LWS. The proposed access road onto the A252 would cut through ancient woodland which is also a LWS, impact upon adjacent residential properties and impact on two ancient trackways as well as possible manorial boundary markers. An extension to a chalk extraction site in this sensitive location is unlikely to meet the NPPF test of 'exceptional circumstances' when alternative sources of chalk exist in the County. There is a potentially significant impact that this proposal will have on springs which are down gradient and domestic abstractions which could be impacted by deterioration in groundwater quality.

Site 25

Ham Farm,
Faversham

Minerals Site

Sand and Gravel

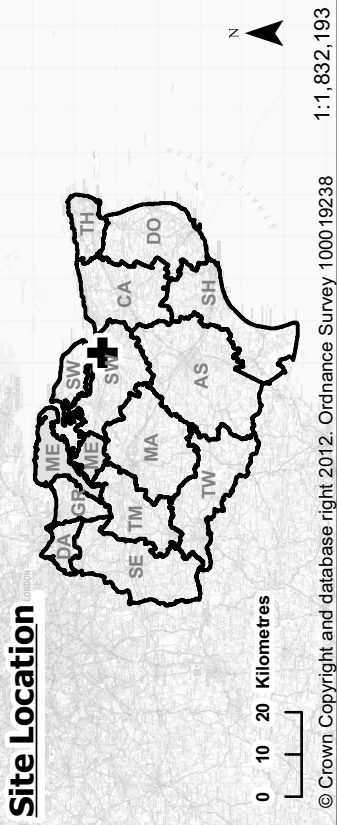
Designations on Site

- Public Rights of Way
- Site of Special Scientific Interest
- Special Protection Area
- Ramsar Site

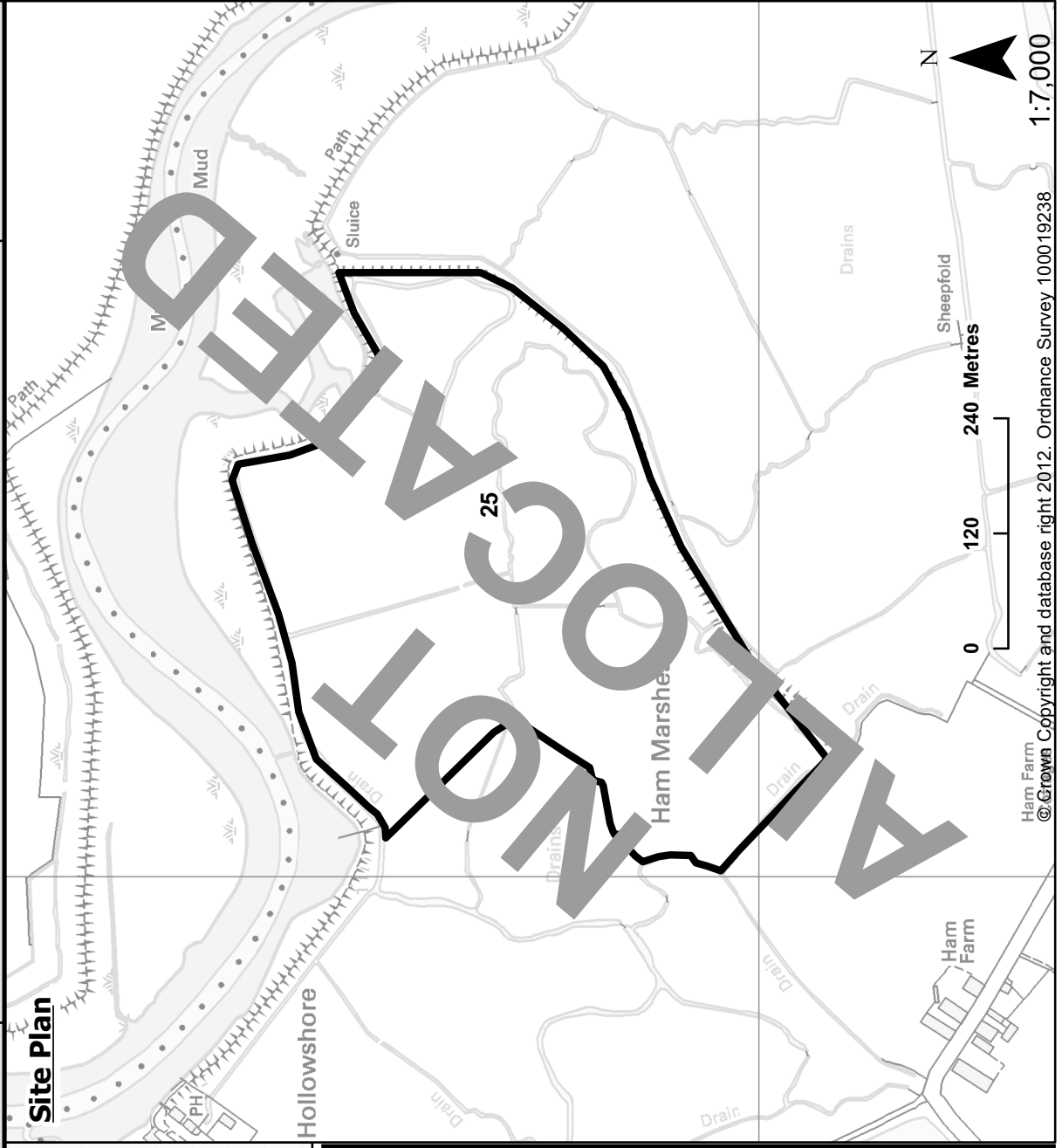
Eastings 602306
Northings 163262

Site Area (Hectares)
21.7

Site Location



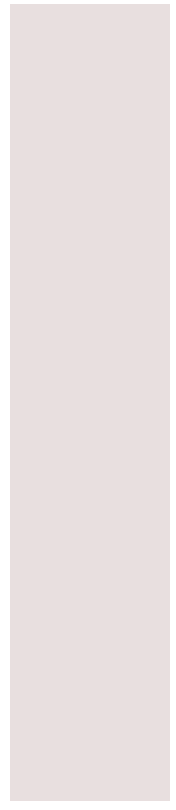
Site Plan



Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Colonel GBH Wheler Will Trust
Operator	Brett Aggregates Limited
Estimated Output	40,000 tpa
Estimated Reserve	1 million tonnes
Life of Operation	1 year
Access	Existing

Reasons for not allocating site:- It was proposed for an extension to the existing quarry with subsequent infilling with inert waste. However, the sand and gravel deposit underlying the site was subsequently determined as uneconomic and the operator requested to withdraw the site from consideration.



Site 26

Hollowshore,
Faversham

Minerals Site

Sand and Gravel

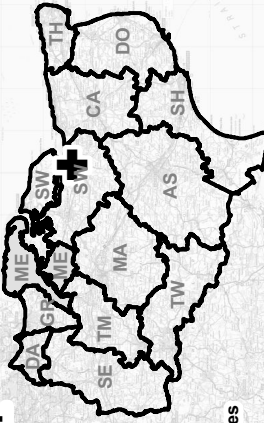
Designations on Site

- Public Rights of Way
- Site of Special Scientific Interest
- Special Protection Area
- Ramsar Site

Eastings 601820
Northings 163232

Site Area (Hectares)
25.2

Site Location



0 10 20 Kilometres

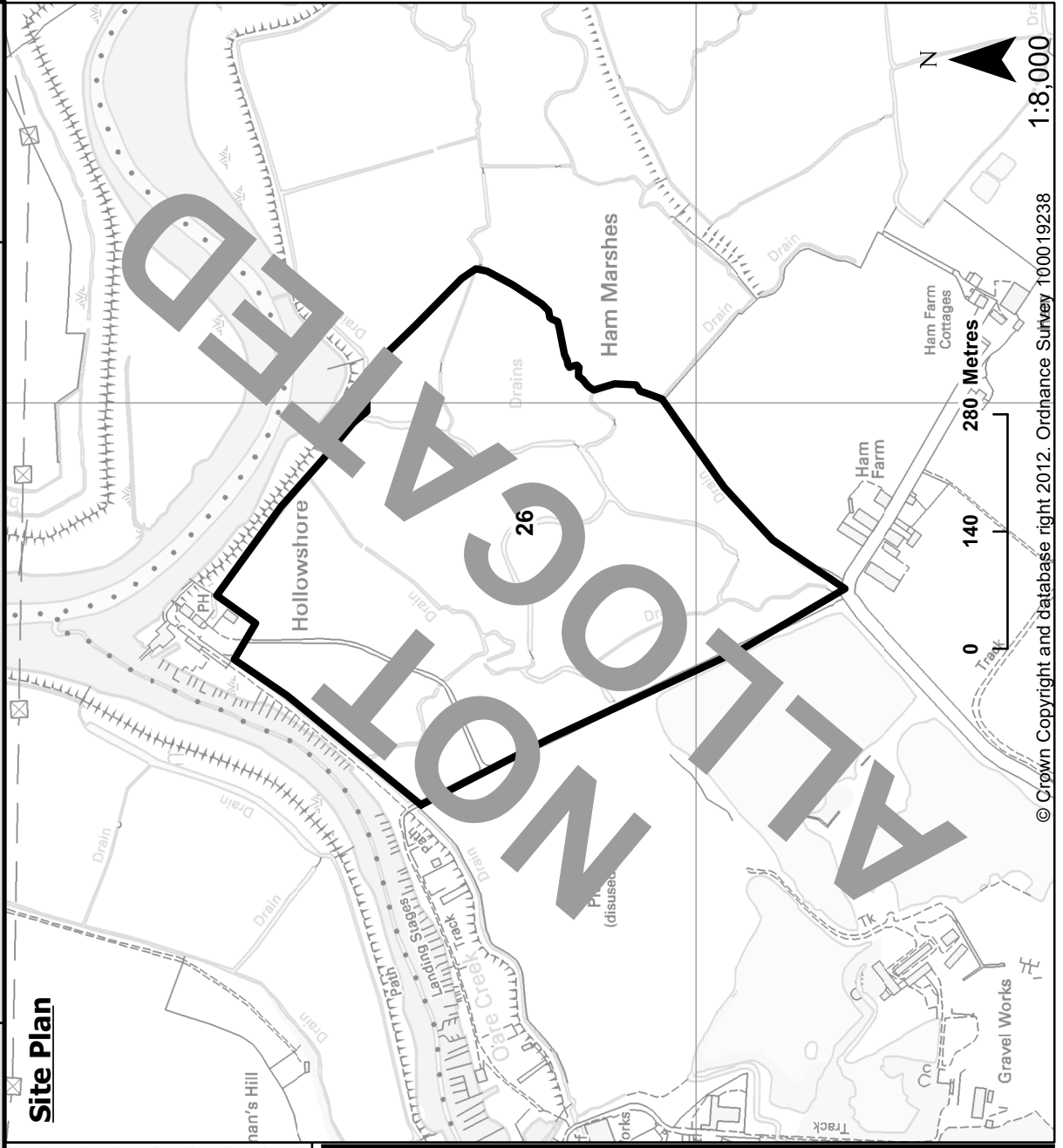


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Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Colonel GBH Wheler Will Trust
Operator	Brett Aggregates Ltd
Agent	Dalcour Maclaren
Estimated Output	150,000tpa
Estimated Reserve	1.15 million tonnes
Life of Operation	7.7 years
Access	Dump truck to existing quarry
Reasons for not allocating site:-	It forms a part of the Swale Estuary and Marshes SPA/ Ramsar site. Sand and gravel extraction will damage or destroy the Ramsar features on site and significantly disturb the SPA bird interest. There are alternative sites available. The inclusion of this site as a preferred option would not meet the requirements of the Conservation of Habitats and Species Regulations 2010.

Site Plan



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1:8,000

Site 45
Dunbrik Depot,
Sundridge

Minerals Site

Secondary & Recycled Aggregates

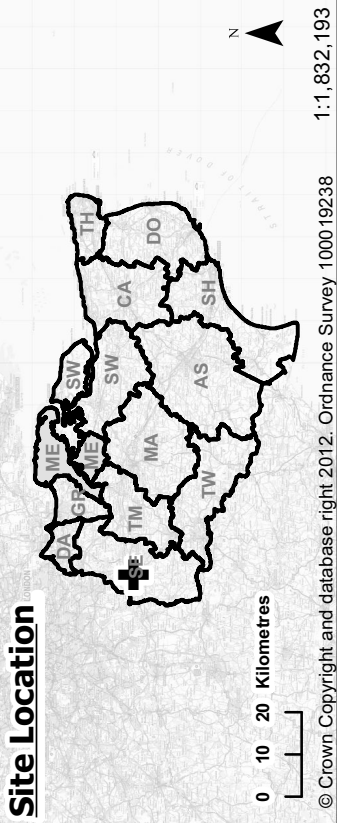
Designations on Site

Green Belt
 Area of Outstanding Natural Beauty
 Groundwater Source Protection Zone 3

Eastings 549397
 Northings 155901

Site Area (Hectares)
 0.7

Site Location

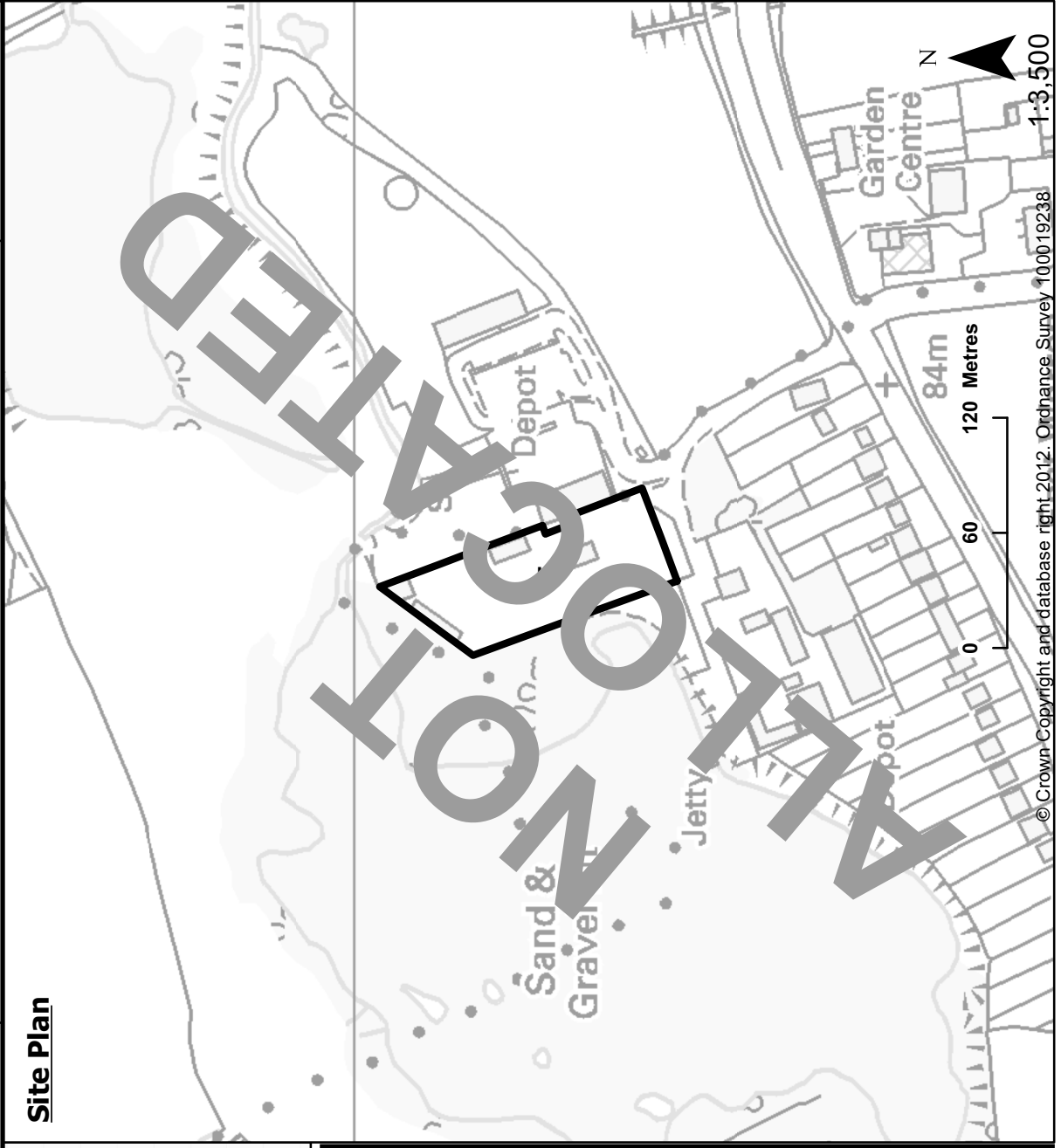


Site Information

District/Borough	Sevenoaks
Parish	Sundridge with Ide Hill
Landowner	O'Keefe Construction Ltd
Operator	O'Keefe Construction Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	50,000 tpa
Life of Operation	No details provided
Access	Existing
Current Use	Builder's yard

Reasons for not allocating site:- This site is within the Green Belt and AONB and the use for aggregate recycling would be a change from the existing use. There are other, suitable, better located sites outside the AONB and Green Belt.

Site Plan



Site 50

**Ightham Sand
Pit Western Extension**

Minerals/ Waste Site

Soft Sand with inert landfill

Designations on Site

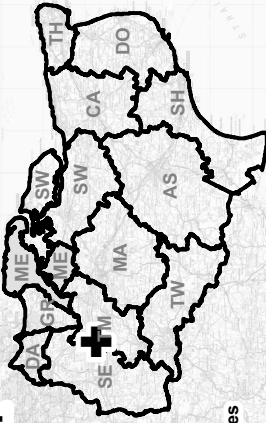
Green Belt
Area of Outstanding Natural Beauty
Historic Parks Gardens
Groundwater Source
Protection Zone 3

Designations Close to the site

Listed Building

**Eastings 559772
Northings 157500**
**Site Area (Hectares)
10.2**

Site Location



0 10 20 Kilometres

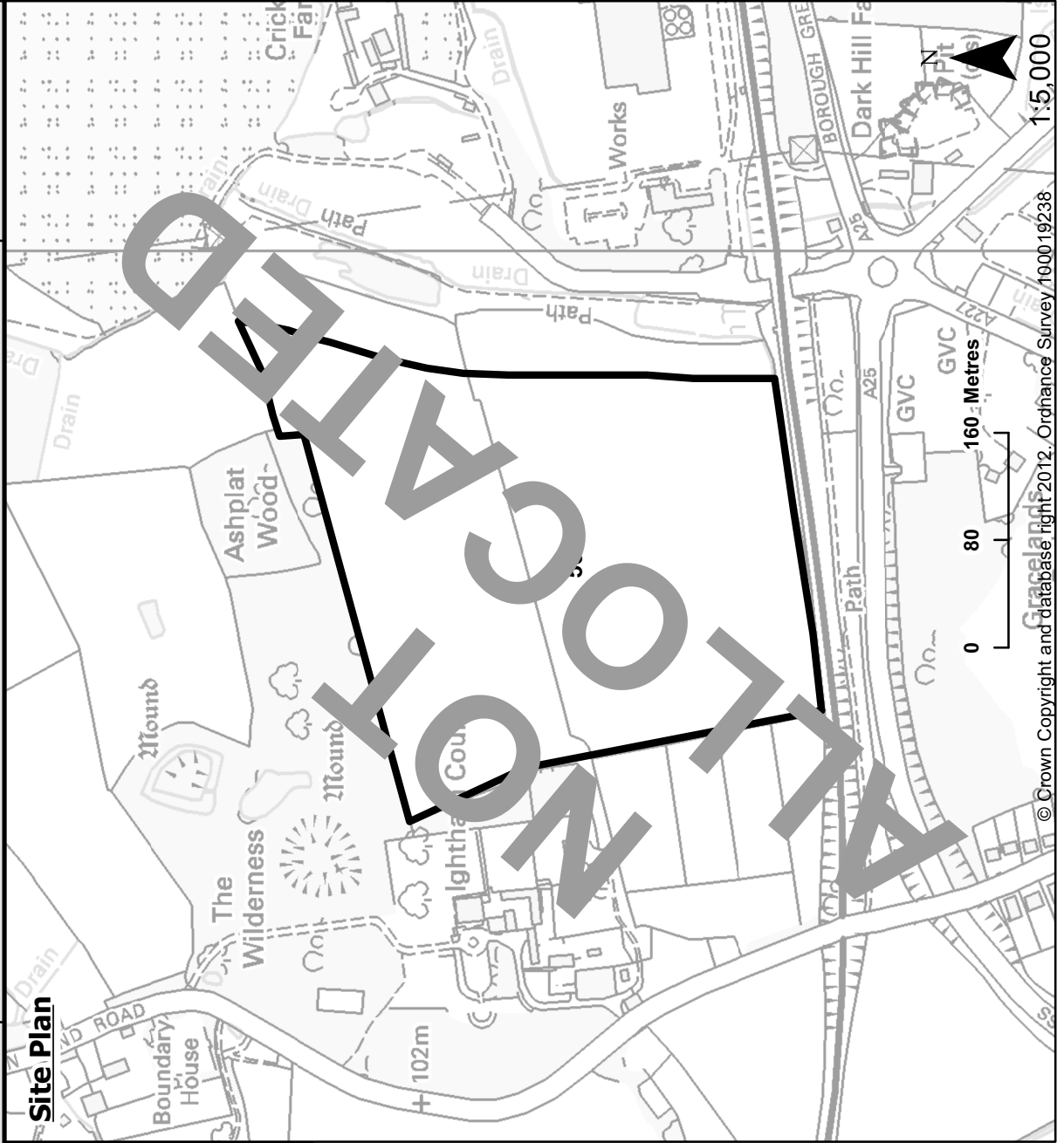
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Site Information

District/Borough	Tonbridge and Malling
Parish	Ightham
Landowner	H&H UK Ltd
Operator	H&H UK Ltd
Agent	Peer Spanner
Estimated Output	48,000 tonnes per annum
Estimated Reserve	4,000,000 tonnes
Life of Operation	Not known
Access	Existing H&H blockworks entrance

Reasons for not allocating site:- This quarry extension is situated within the Kent Downs AONB and part of the site forms a part of a Historic Park and Garden. Quarrying here would substantially affect the Park and Garden and adjoining Listed Building (Ightham Court). Mineral extraction here is unlikely to meet the 'exceptional circumstances' required under NPPF. This states that, 'Local Planning Authorities should, as far as is practical, ensure sufficient levels of permitted reserves are available from outside...Areas of Outstanding Natural Beauty...' There are other proposed soft sand sites which are not within the Kent Downs AONB which are preferable.

Site Plan



0 80 160 Metres

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1:5,000

Site 52
Adjacent Weatherlees
Wastewater Treatment
Works, Cliffsend,
Minster

Minerals/ Waste Site
 Secondary & Recycled Aggregates

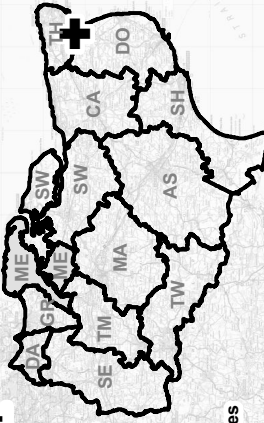
Designations on Site

Site of Special Scientific Interest
 Ramsar Site
 Local Wildlife Site

Designations Close to the site

Eastings 633193
Northings 162564
Site Area (Hectares)
9.2

Site Location

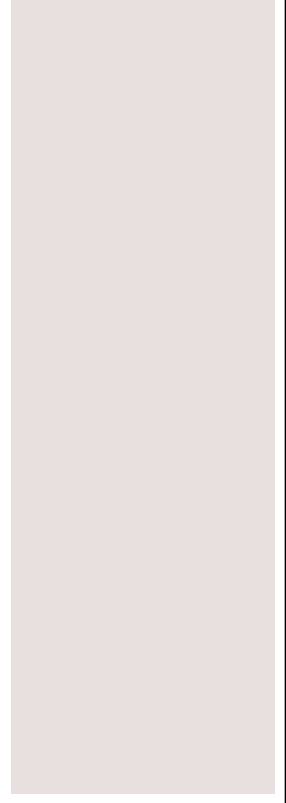


0 10 20 Kilometres

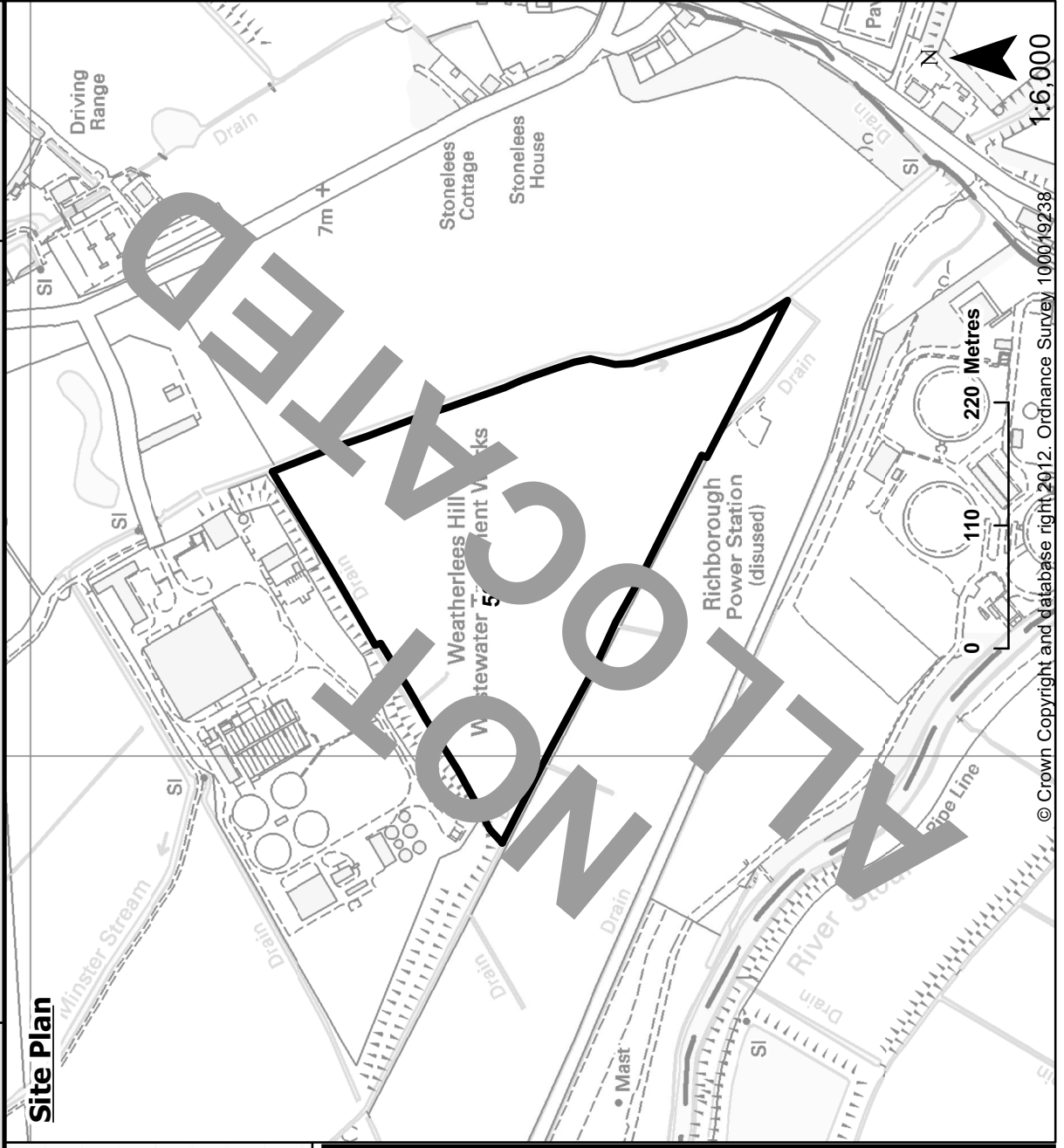
© Crown Copyright and database right 2012. Ordnance Survey 100019238 1:1,832,193

Site Information

District/Borough	Thanet
Parish	Minster
Landowner	JB Pace, AR Pace & PC Pace
Operator	Thanet Waste Services
Agent	Lee Evans Planning
Estimated Output	No details
Estimated Reserve	Not applicable
Life of Operation	No details
Access	No details
Reasons for not allocating site:-	The site is adjacent to SSSI and near a Ramsar site. It is a green-field site which should not be developed whilst there are brownfield sites elsewhere in Kent.



Site Plan



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1:6,000

Site 56
Hegdale Quarry,
Challock

Minerals Site

Chalk
 Secondary & Recycled Aggregates

Designations on Site

Area of Outstanding Natural Beauty
 Groundwater Source
 Protection Zone 2

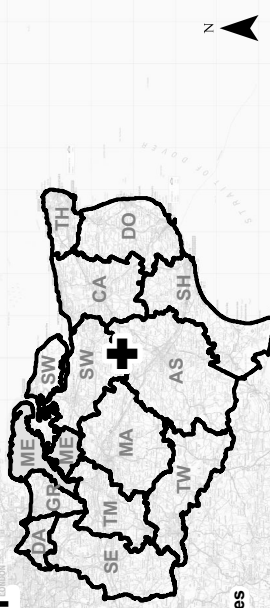
Designations Close to the site

Ancient Woodland

Eastings 601071
Northings 152582

Site Area (Hectares)
2.0

Site Location



0 10 20 Kilometres

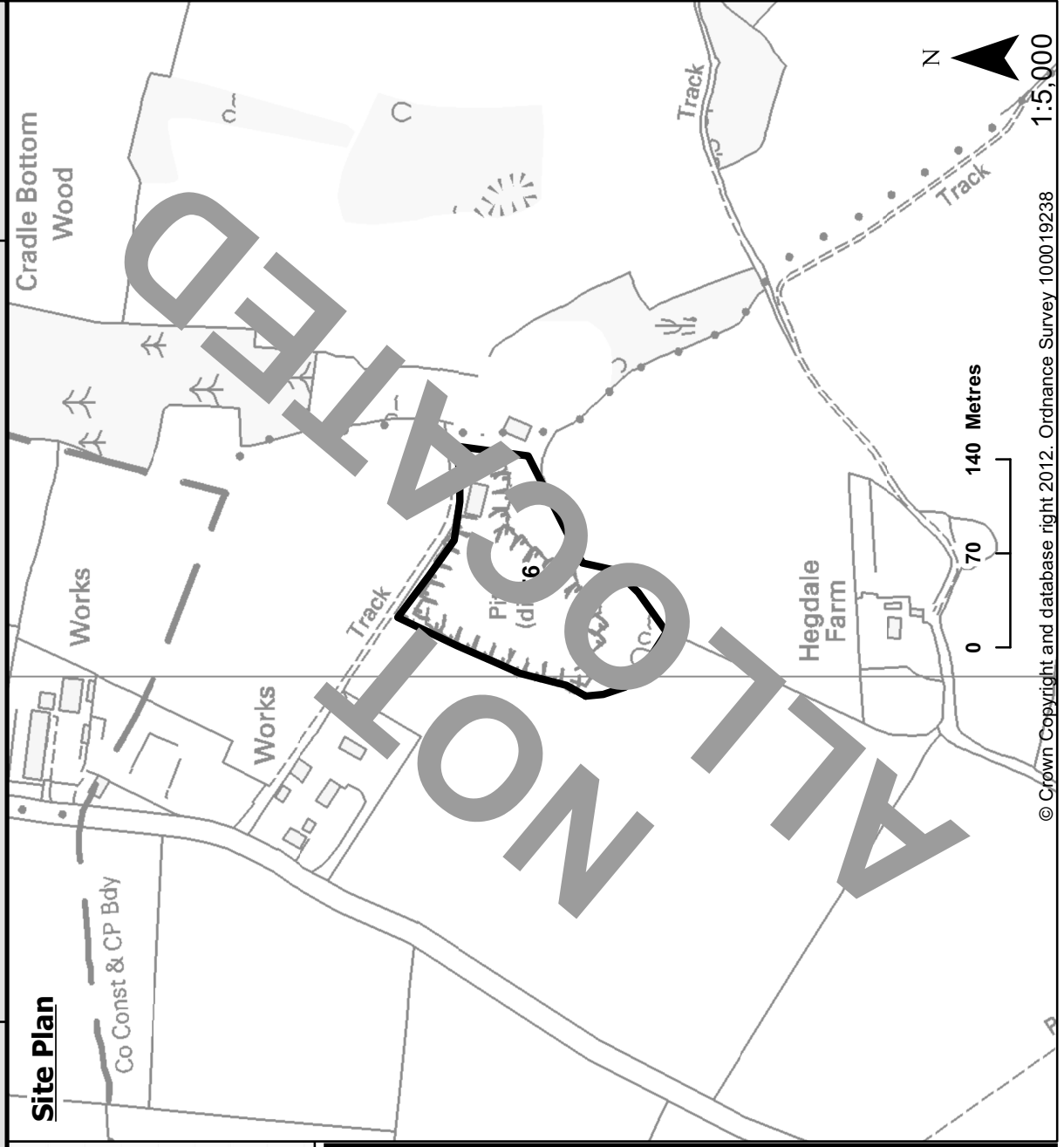
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Site Information

District/Borough	Ashford
Parish	Challock
Landowner	RH Ovenden Ltd
Operator	RH Ovenden Ltd
Estimated Output	No details provided
Estimated Reserve	No details provided
Life of Operation	5 - 10 years
Access	Existing

Reasons for not allocating site:-It is within the Kent Downs AONB and adjacent to an area of ancient woodland. It has an agreed scheme of working and restoration requiring the restoration of the adjacent valley feature removing some 10,000m3 of spoil tipped without planning permission. An extension to a chalk extraction site in this sensitive location is unlikely to meet the NPPF test of 'exceptional circumstances' when alternative sources of chalk exist in the County. The site is also sensitive given its proximity to the chalk aquifer.

Site Plan



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1:5,000

Site 62

**Newlands Farm,
Charing Heath Road,
Charing**

Minerals Site

1. Soft Sand
2. Silica Sand
(see text below)

Designations on Site

- Public Rights of Way
- Groundwater Source
- Protection Zones 1, 2 and 4

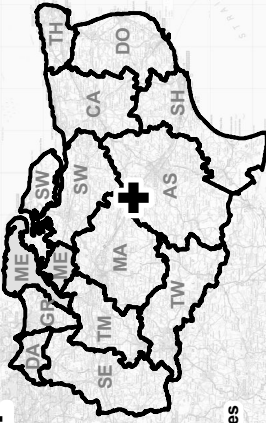
Designations Close to the site

Local Wildlife Site

**Eastings 594088
Northings 148543**

**Site Area (Hectares)
23.9**

Site Location



0 10 20 Kilometres

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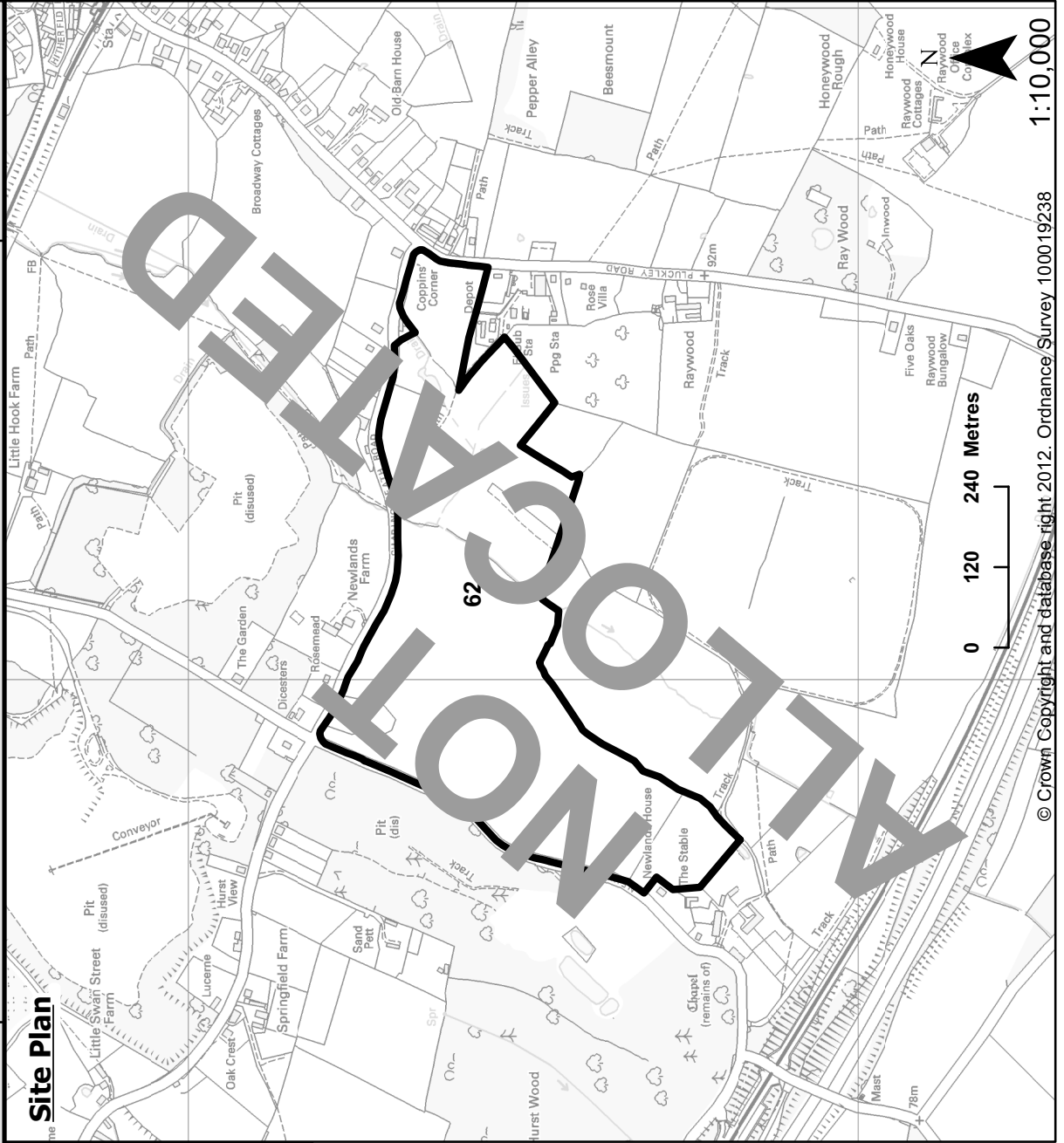
Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Cemex
Operator	Cemex
Estimated Output	180,000tpa
Estimated Reserve	2.796 million tonnes
Life of Operation	14 years
Access	via Hook Lane or Charing Heath Road

1. Reasons for not allocating site:- There are other proposed soft sand sites in the locality which can offer better solutions for the routing of lorries to and from the extraction site onto the A20. The preferred option sites avoid the need to route lorries through local villages.

2. Reasons for not allocating site:- This site has been withdrawn from the silica sand sites section by the operator. There is no technical information available to support its suitability for use for industrial/silica sand requirements.

Site Plan



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1:10,000

Site 69

**Burleigh Farm,
Charing Heath Road,
Charing, Ashford**

Minerals Site

Soft Sand

Designations on Site

Public Rights of Way
Groundwater Source
Protection Zones 2,3 and 4
Listed Buildings

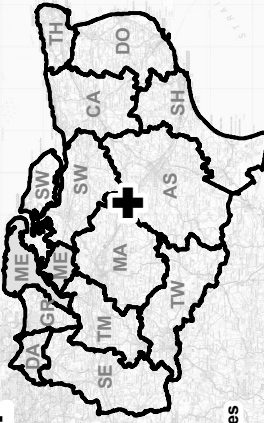
Designations Close to the site

Listed Building

**Eastings 592906
Northings 149889**

**Site Area (Hectares)
25.4**

Site Location



0 10 20 Kilometres



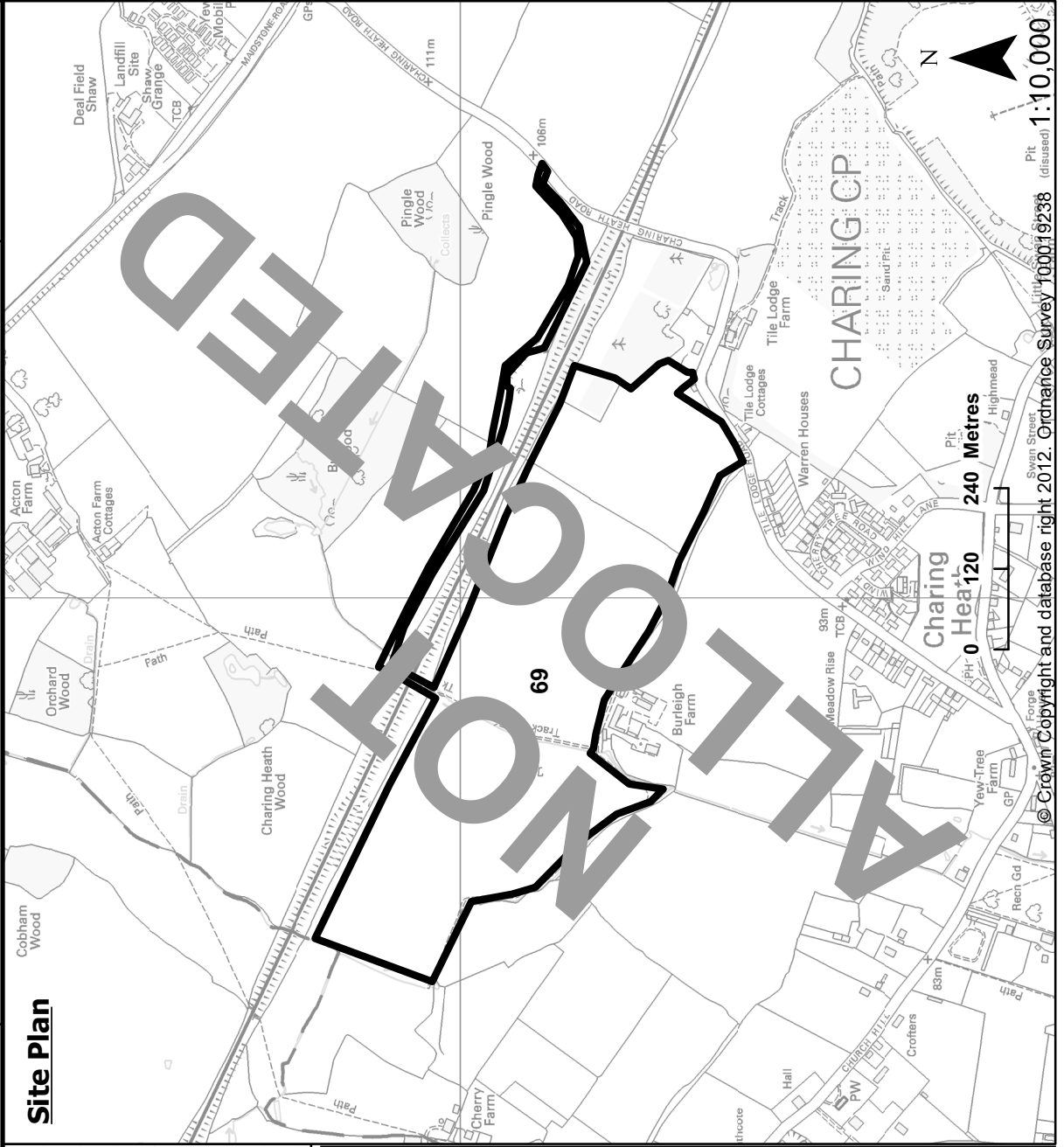
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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Mr and Mrs T R Hills
Operator	Lafarge Aggregates Ltd
Estimated Output	100,000-120,000 tpa
Estimated Reserve	2.1 million tonnes
Life of Operation	20-25 years
Access	New haul road onto Charing Heath Road

Reasons for not allocating site:- It covers most of the same area as Site 77 (Burleigh Farm & Tile Lodge, Charing) which is a preferred option allocation. The route from the site to the A20 via the existing Charing Quarry entrances using the existing plant and infrastructure, as proposed in site 77, is a better solution than this option.

Site Plan



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Site 73 (E)

Lydd Quarry,
Allens Bank Quarry
Extension Area,
Lydd

Minerals Site

Sand and Gravel

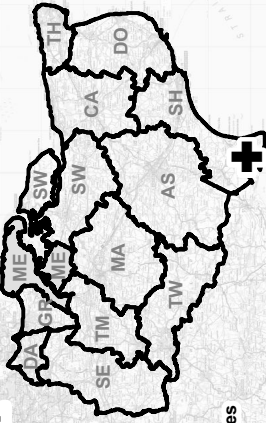
Designations on Site

Site of Special Scientific Interest

Eastings 604540
Northings 121595

Site Area (Hectares)
7.6

Site Location

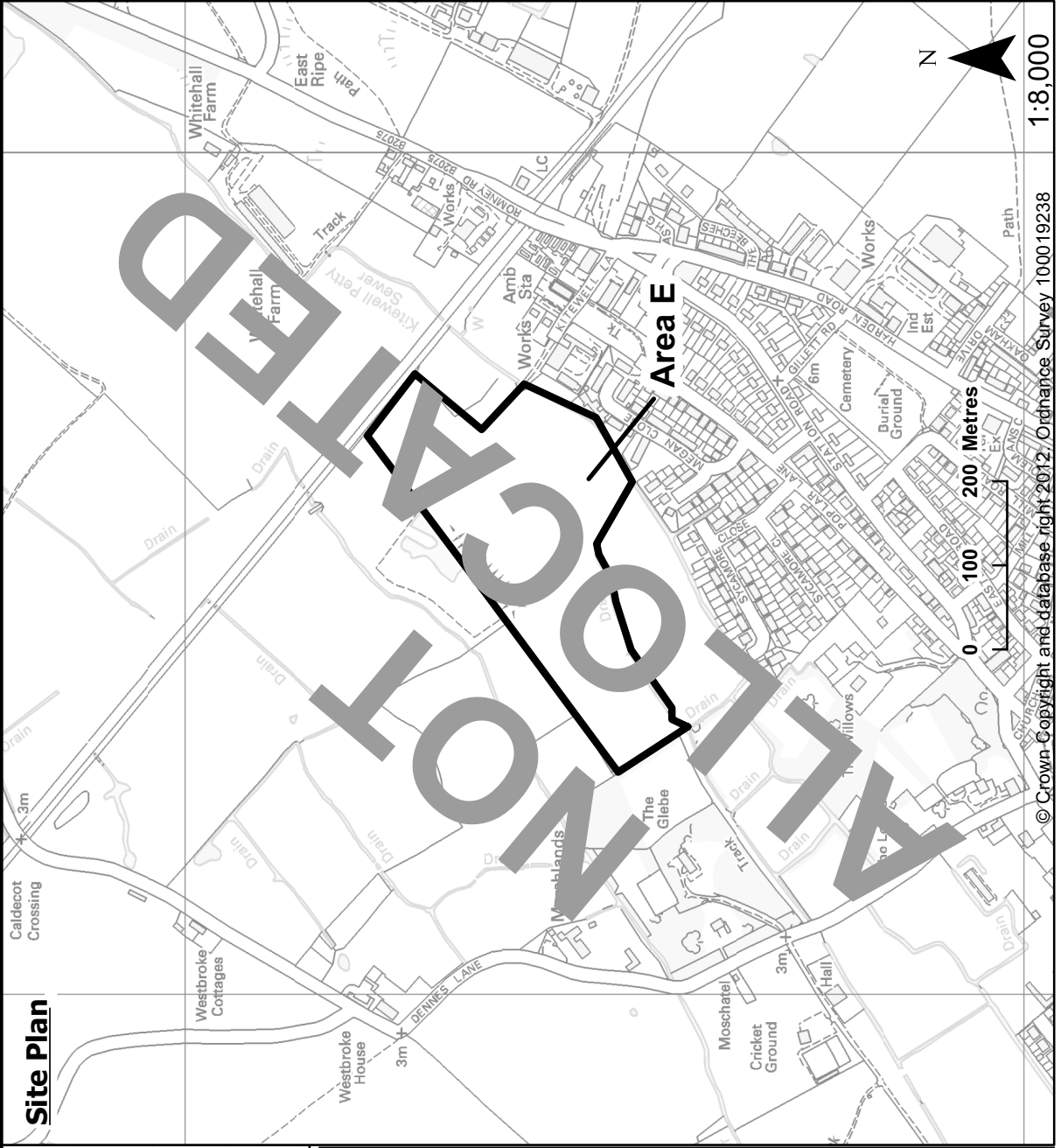


0 10 20 Kilometres



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Site Plan



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1:8,000

Site Information

District/Borough	Shepway
Parish	Lydd
Landowner	All Souls College
Operator	Brett Aggregate Ltd
Estimated Output	250,000tpa
Estimated Reserve	0.3 million tonnes
Life of Operation	1 year
Proposed Restoration	Open water bodies
Access	Mineral to be taken off site by rail
Current Use	Agricultural

Reasons for not allocating site:- It is adjacent to the Allens Bank Quarry Area. The Allens Bank permission, granted over 10 years ago, requires the mineral to be taken off site by rail. Apart from some initial permission implementation works, this site has not been operational. The addition of this small extension would be unlikely to affect the deliverability of the main deposit. Quarrying would impact upon known extensive important archaeological remains, particularly of Roman and medieval date. A geophysical survey has identified a large, well defined area of enclosures, ring ditches and clusters of pits within this site. There is possibly a settlement or industrial activity on a shingle ridge upon which the site lies. An earthwork enclosure also lies within the site and a moated site has been investigated in the quarry to the north.

Site 74

Charing Quarry Extension, Charing

Minerals Site

Soft Sand

Designations on Site

RIGS
Groundwater Source Protection Zone 2

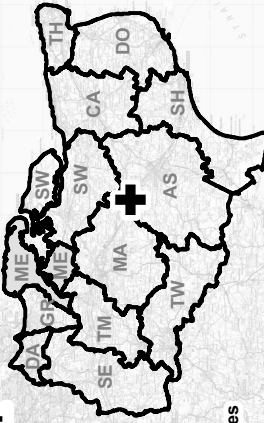
Designations Close to the site

Public Rights of Way

Eastings 593460
Northings 149218

Site Area (Hectares)
0.7

Site Location



0 10 20 Kilometres

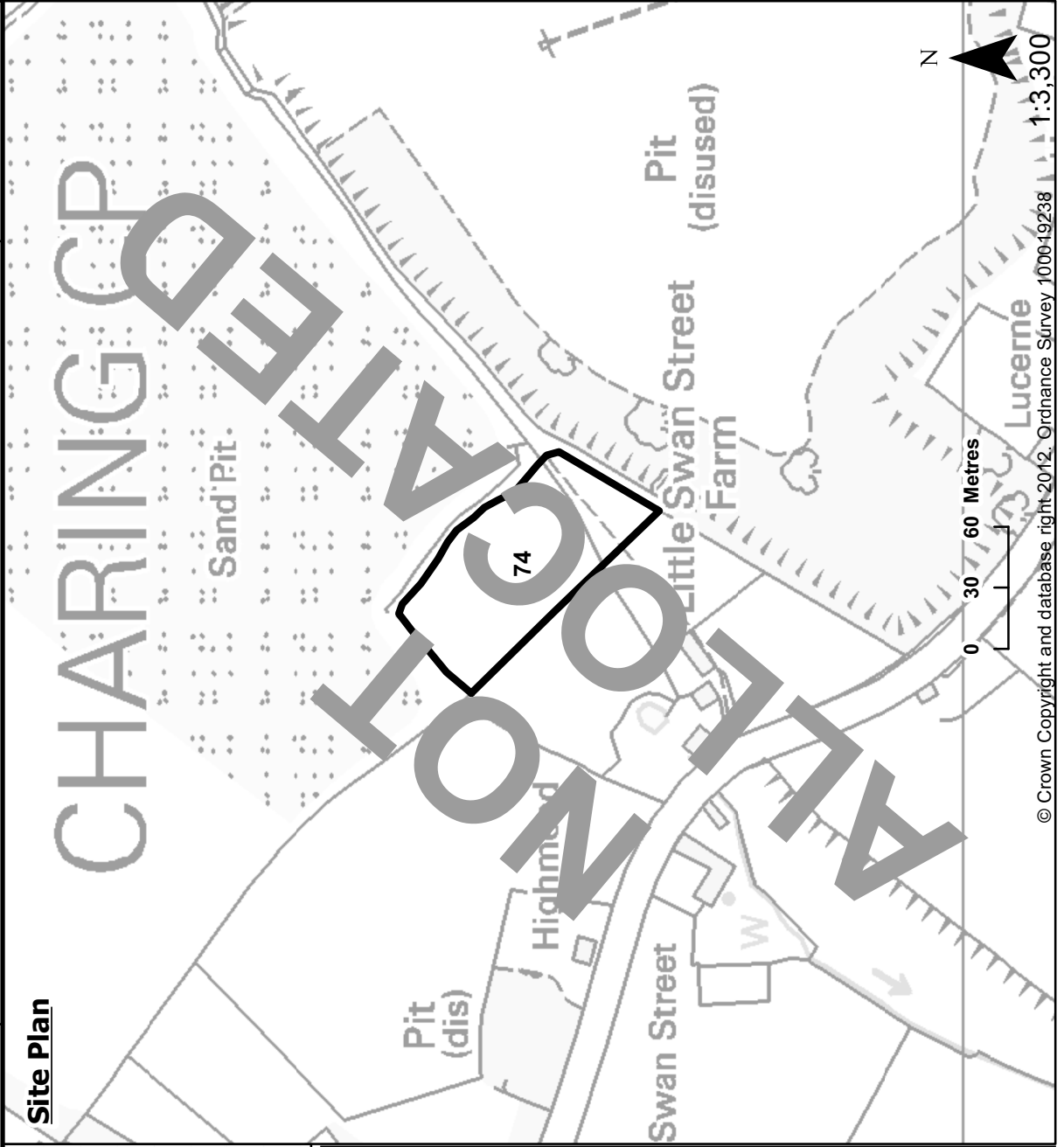
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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Mrs Clark
Operator	Brett Aggregates Ltd
Estimated Output	100,000 tpa
Estimated Reserve	80,000 tonnes
Life of Operation	12 months
Access	Existing

Reasons for not allocating site:- This small extension to an existing quarry would impact upon important archaeological remains. As it is situated in the garden of a listed building it would affect the setting of the building. A stream which feeds into the Great Stour crosses this site and would have to be diverted. Any benefits in terms of need for this relatively small amount of mineral are not proportionate to the impacts that its extraction would cause.

Site Plan



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Site 78
Richborough Limestone Mine, Sandwich

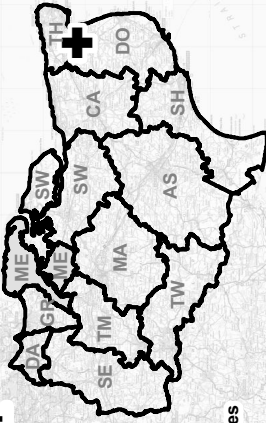
Minerals Site
 Crushed Rock

Designations on Site
 Local Wildlife Site
 Public Rights of Way

Designations Close to the site
 Site of Special Scientific Interest
 Scheduled Monument

Eastings 630907
Northings 161916
Site Area (Hectares)
492.1

Site Location



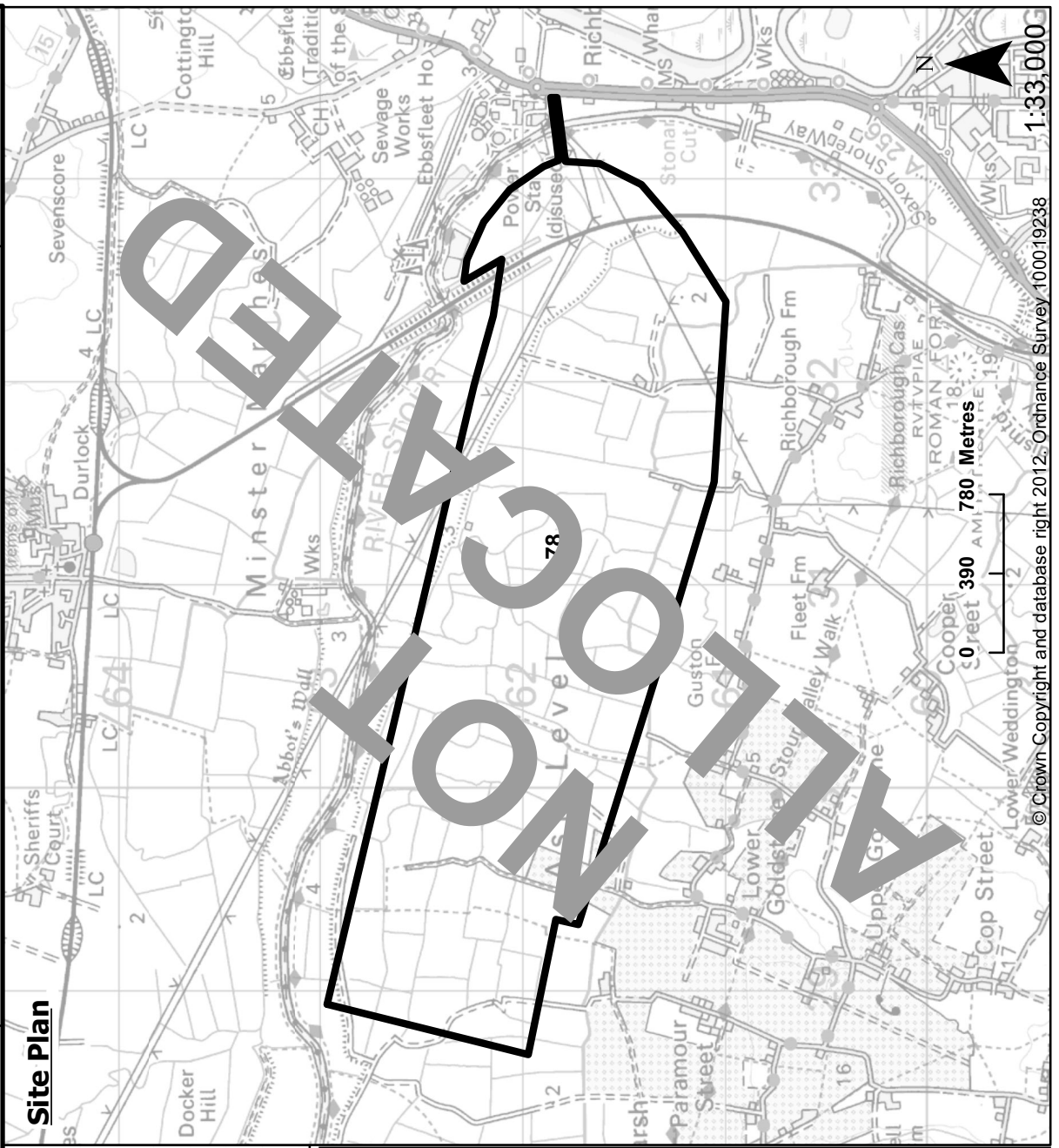
0 10 20 Kilometres

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Site Information

District/Borough	Dover
Parish	Ash and Sandwich
Landowner	The Quex Park Estates Company Ltd
Operator	Brett Aggregates Ltd
Estimated Output	No details provided
Estimated Reserve	47 million tonnes
Life of Operation	No details provided
Proposed Restoration	Return surface to existing condition
Access	Onto Ramsgate Road
Current Use	Mostly agriculture
Reasons for not allocating site:-	The landbank of consented reserves for crushed rock is more than sufficient for the plan period; no site allocations for additional crushed rock sites are necessary. However, it is acknowledged that there are technical and competition issues with the majority of the crushed rock reserves being held in one large ragstone site. These issues will be addressed through a policy in the Core Strategy. A policy supporting the prospecting of this underground limestone resource will also be in the Core Strategy.

Site Plan



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Site 79

**Tilmanstone Colliery
Old Spoil Tip,
Pike Road, Eythorne**

Minerals/ Waste Site

Secondary & Recycled Aggregates

Designations on Site

RIGS
Groundwater Source
Protection Zone 2

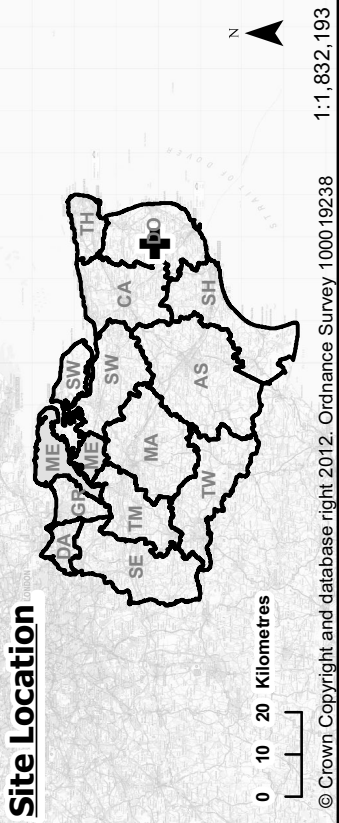
Designations Close to the site

Public Rights of Way

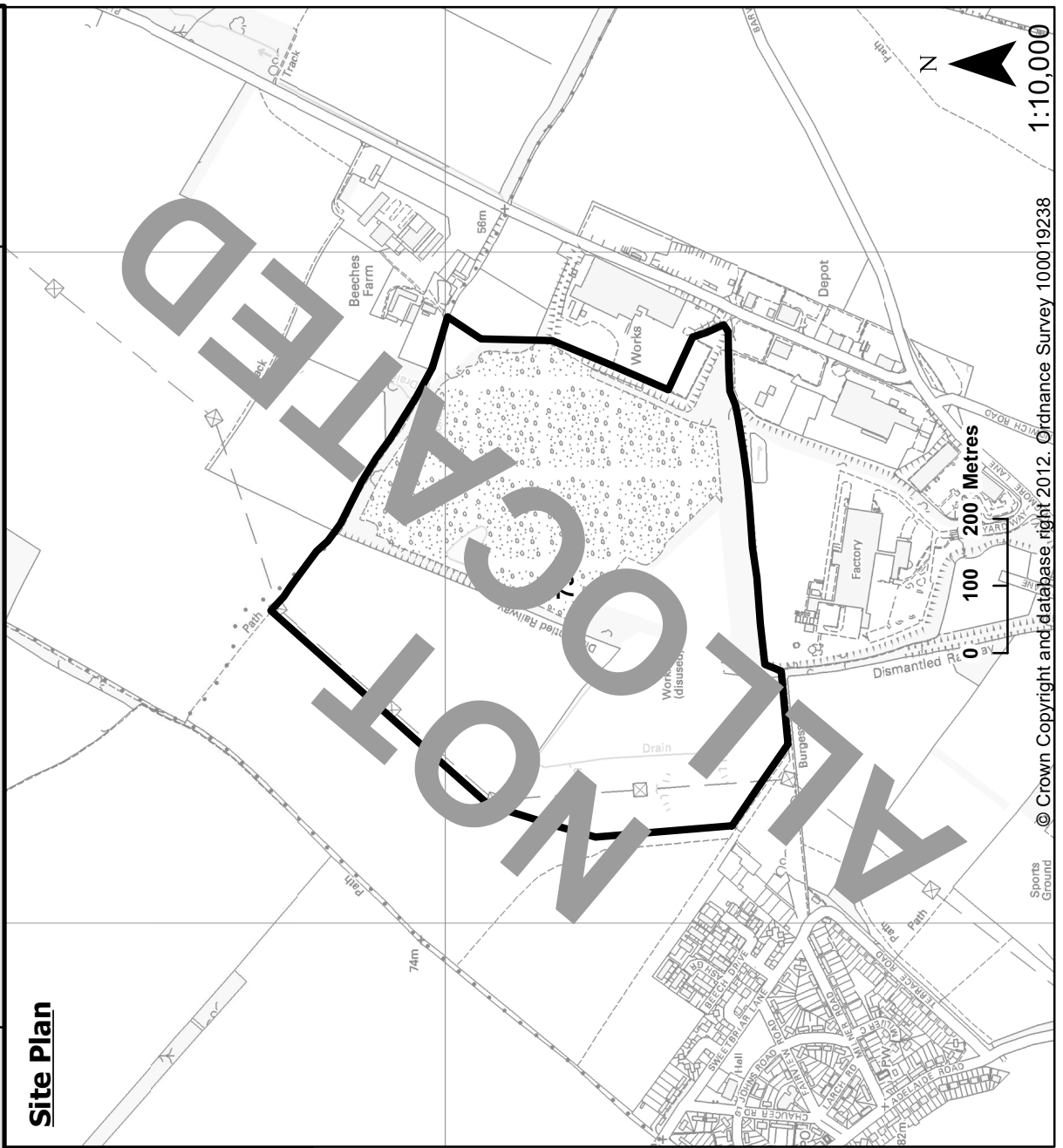
**Eastings 628499
Northings 150827**

**Site Area (Hectares)
40.5**

Site Location

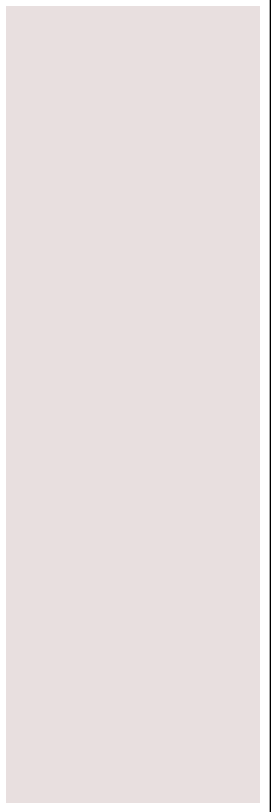


Site Plan



Site Information

District/Borough	Dover
Parish	Eythorne
Landowner	Ovenden Plant Hire Ltd
Operator	Ovenden Plant Hire Ltd
Estimated Capacity	No details provided
Life of Operation	No details provided
Access	Onto Pike Road
Current Use	Partially excavated former colliery tip
Reasons for not allocating site:-	It will be considered appropriate in principle under Core Strategy policy CSM5 (regarding the development of waste management uses on identified industrial estates). There is therefore no need to allocate it in the Sites Plan and by not allocating it specifically for waste uses, it can be developed for industrial uses also.



Site 80

**Faversham Quarry,
Oare Road,
Faversham**

Minerals Site

Secondary & Recycled Aggregates

Designations on Site

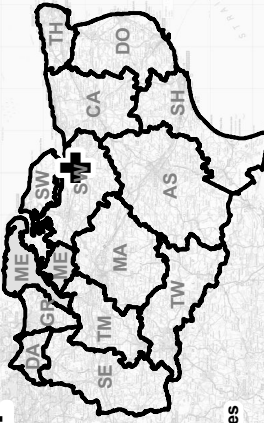
No national planning constraints

Designations Close to the site

Listed Buildings

Eastings 601263
Northings 162475

Site Area (Hectares)
0.8

Site Location

0 10 20 Kilometres

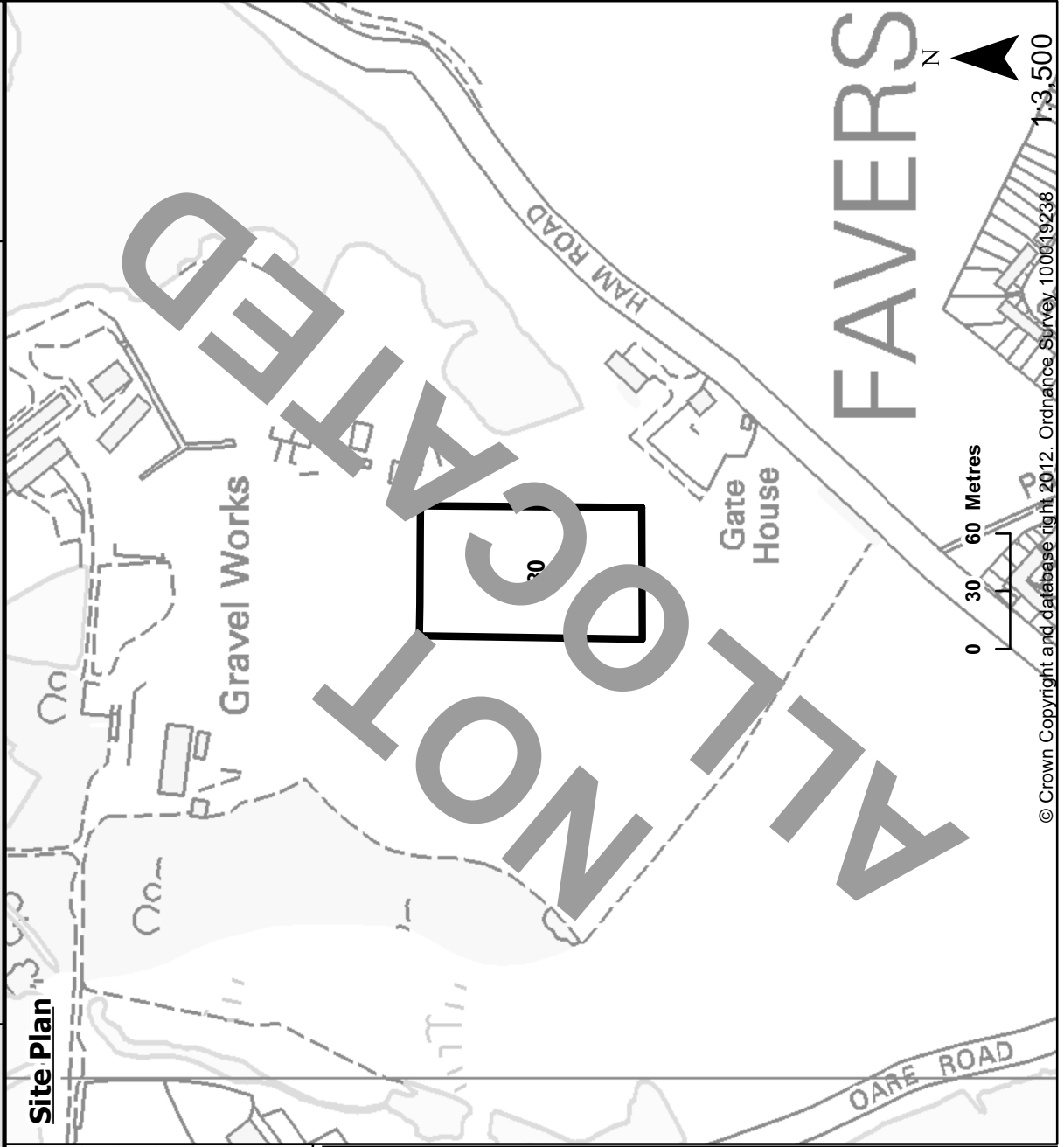


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Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Robert Brett & Son Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	40,000 tpa
Life of Operation	Permanent
Access	Existing

Reasons for not allocating site: - It has an approved restoration scheme and does not justify permanent development as it is effectively a greenfield site which should not be developed whilst there are suitable, deliverable brownfield sites elsewhere in Kent.

Site Plan

0 30 60 Metres



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Site 81

**Milton Manor
Farm 1, Ashford Road,
Chartham**

Minerals Site

Secondary & Recycled Aggregates

Designations on Site

Local Wildlife Sites
Public Rights of Way
Groundwater Source Protection Zone 1

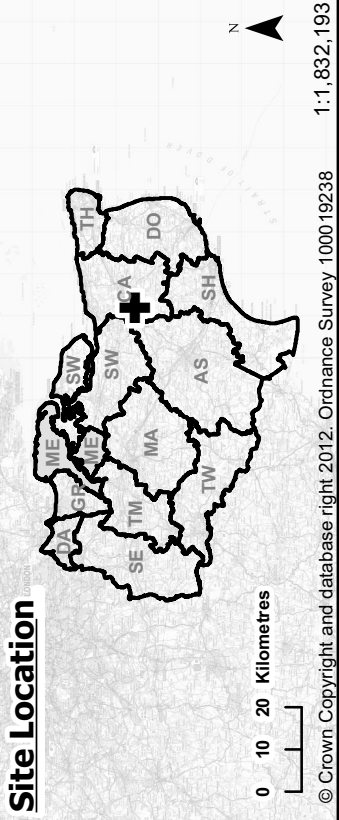
Designations Close to the site

Listed Buildings

**Eastings 611926
Northings 155640**

**Site Area (Hectares)
2.9**

Site Location

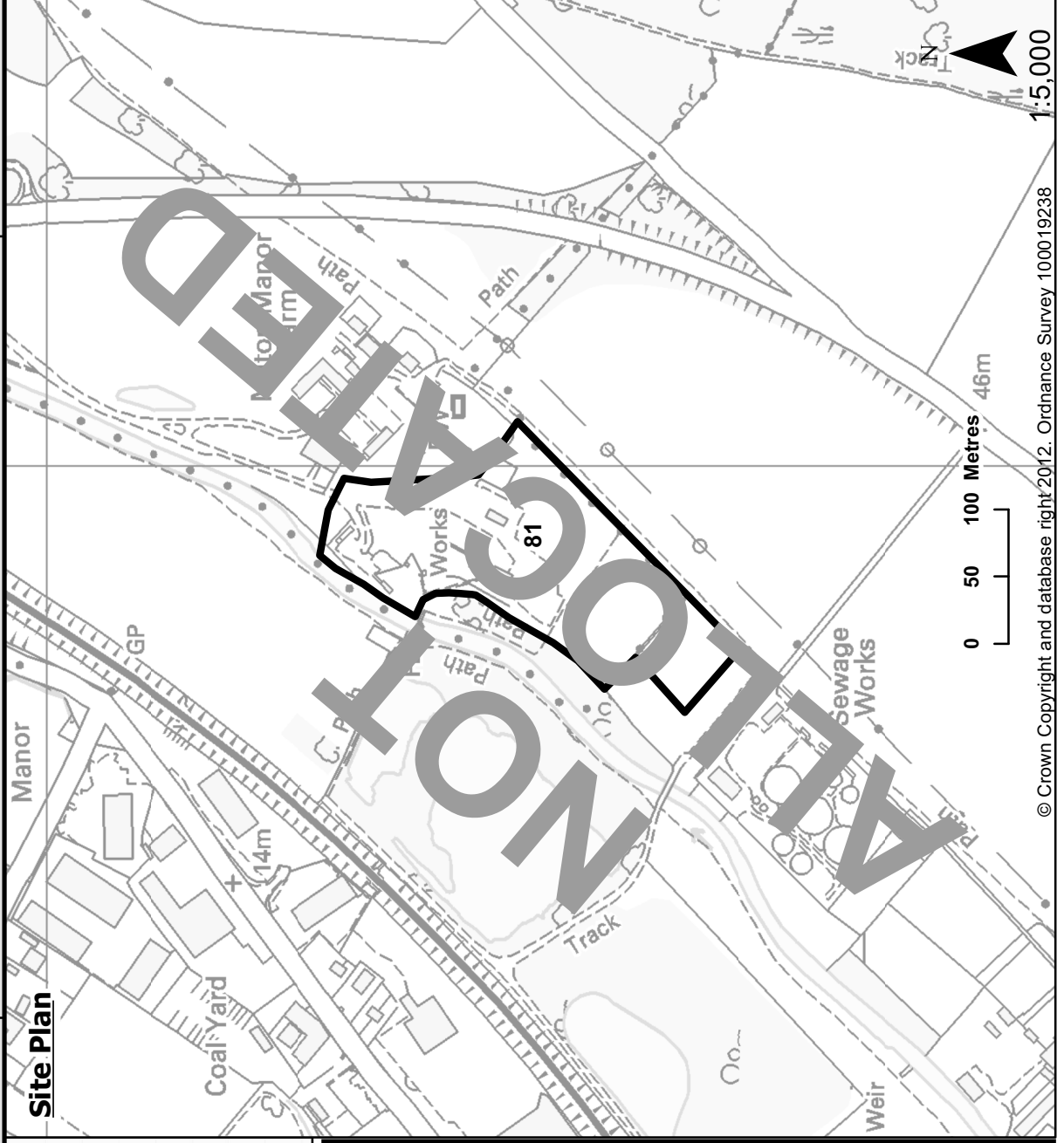


Site Information

District/Borough	Canterbury
Parish	Thanington Without and Chartham
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	50,000 tpa
Life of Operation	Permanent
Access	Existing

Reasons for not allocating site:- It has an approved restoration scheme and does not justify permanent development as it is effectively a greenfield site which should not be developed whilst there are suitable, deliverable brownfield sites elsewhere in Kent.

Site Plan



Site 86
Charing Quarry
(waste 2) Charing
Heath Road,
Charing

Minerals Site

Secondary & Recycled Aggregates

Designations on Site

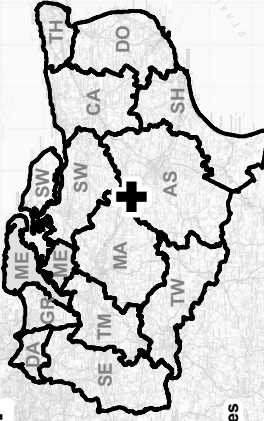
Groundwater Source
 Protection Zone 2

Designations Close to the site

Local Wildlife Site

Eastings 593806
Northings 148979
Site Area (Hectares)
2.2

Site Location



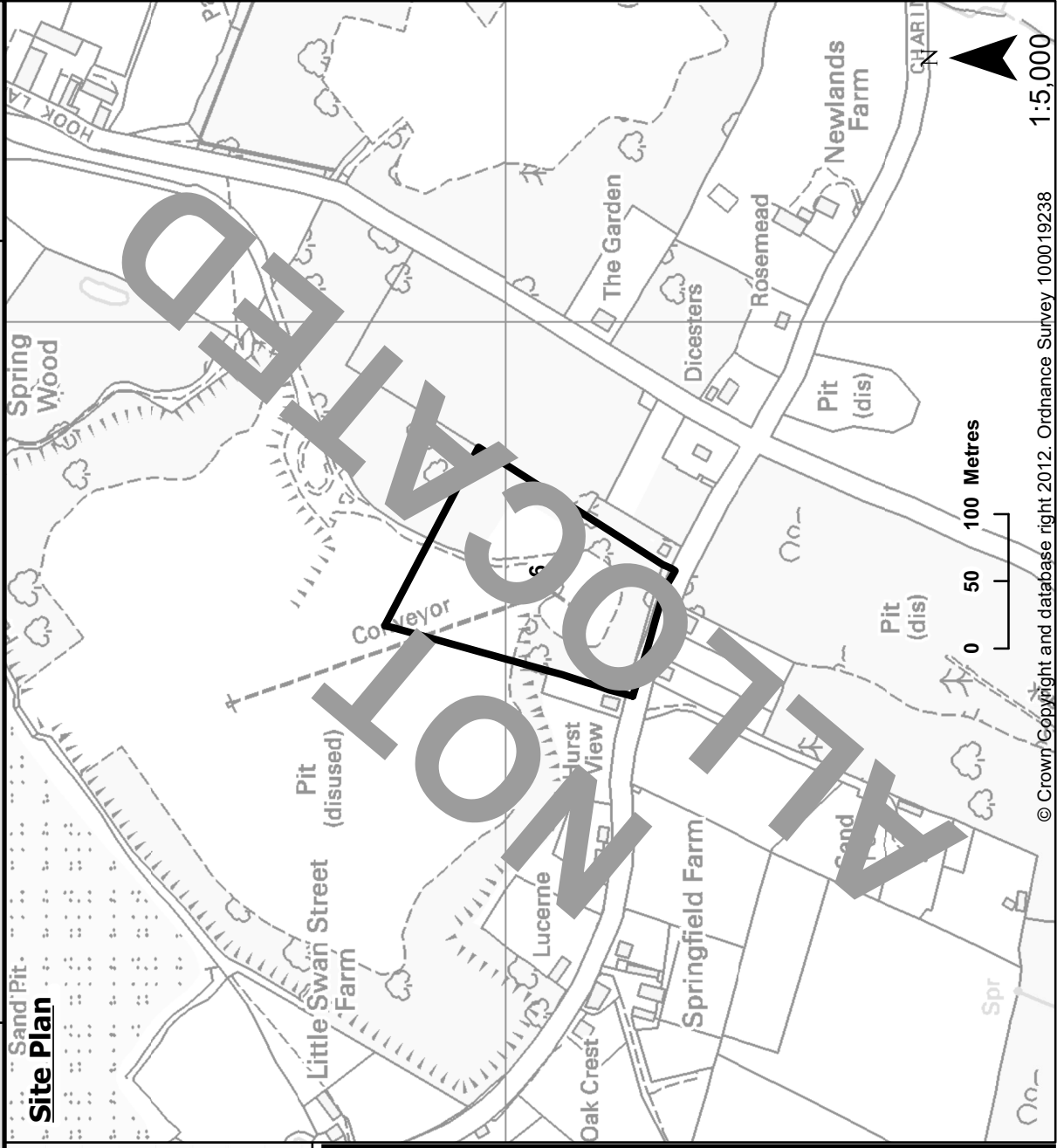
0 10 20 Kilometres

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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Robert Brett and Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	No details provided
Life of Operation	No details provided
Access	Existing entrance onto Hook Lane
Current Use	Part of operational quarry
Reasons for not allocating site:- The site has an approved restoration scheme and does not justify permanent development as it is effectively a greenfield site which should not be developed whilst there are suitable deliverable brownfield sites elsewhere in Kent.	

Site Plan



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1:5,000

Site 92
Land at Bax Farm,
Tonge, Swale

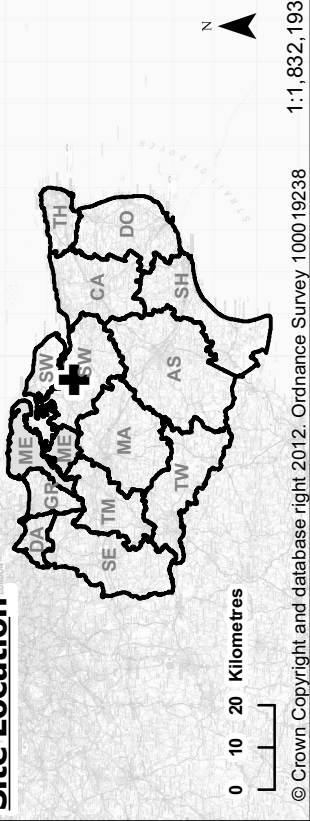
Minerals Site
 Brickearth

Designations on Site
 No national planning
 constraints

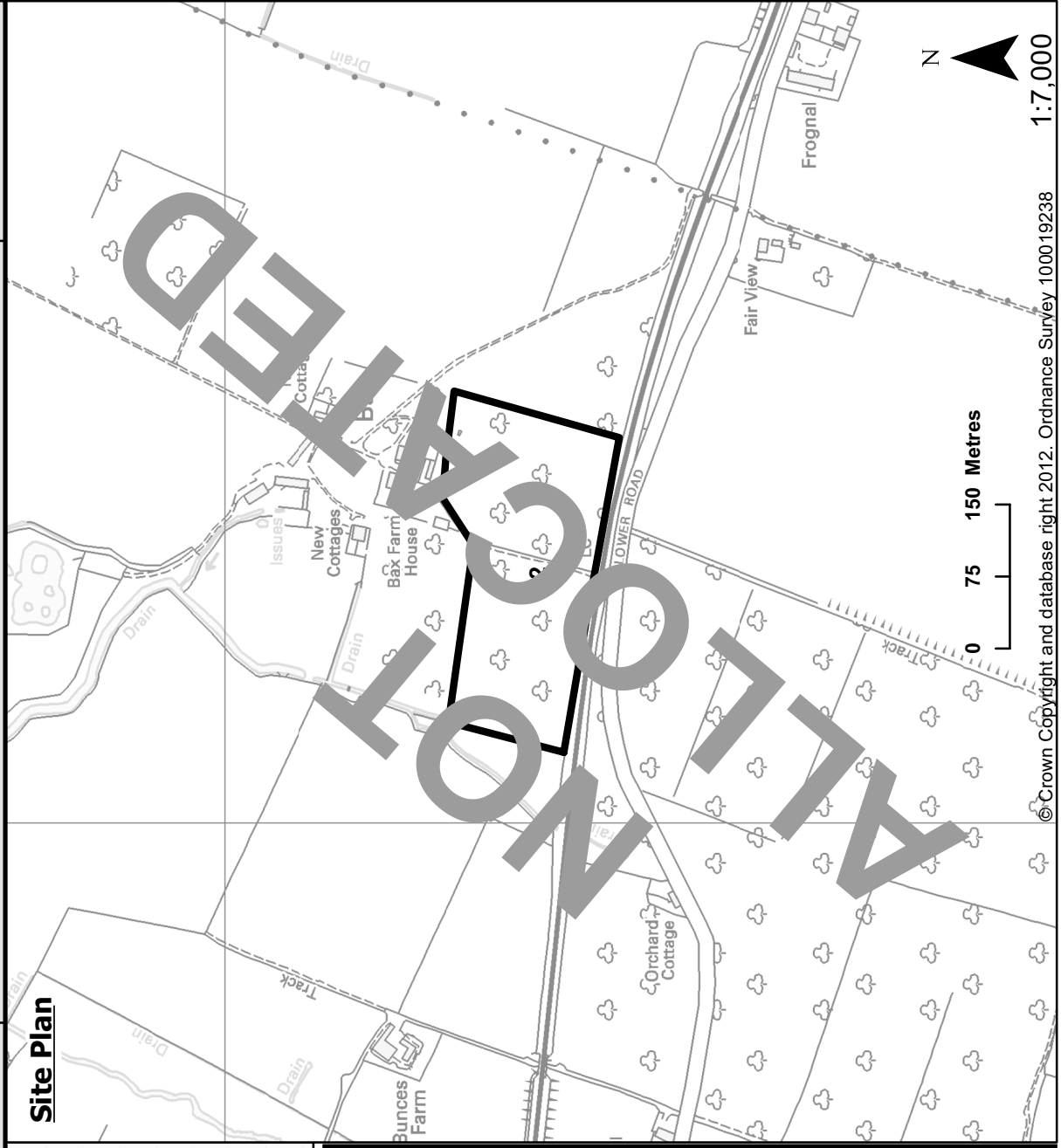
Designations Close to the site
 Listed Building

Eastings 594270
Northings 163687
Site Area (Hectares)
 4.9

Site Location



Site Plan



Site Information

District/Borough	Swale
Parish	Tonge
Landowner	GH Dean & Co Ltd
Operator	No operator
Agent	Paul Sharpe Associates Ltd
Estimated Output	No details provided
Estimated Reserve	No details provided
Life of Operation	No details provided
Proposed Restoration	Agricultural Use
Access	No details provided
Current Use	Soft fruit orchard

Reasons for not allocating site:- No geological details have been provided for this site so there is no certainty regarding the amount or quality of brickearth that this site contains (the ability of this site to deliver mineral reserves is therefore in doubt). Access along Lower Road, and either Hempstead Lane, Frognaal Lane or Station Road is likely to be inappropriate for regular movement of lorries, being relatively narrow over considerable lengths of the route and with restricted junctions to negotiate.



Site 100

Double Quick Farm, Charing, Ashford

Minerals Site

Soft Sand with inert landfill

Designations on Site

Groundwater Source Protection Zone 3

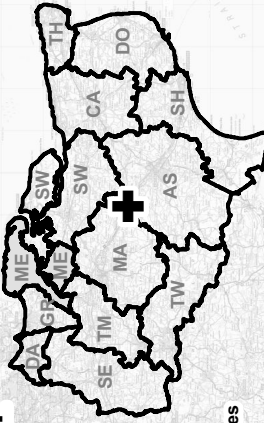
Designations Close to the site

Public Rights of Way

Eastings 592056
Northings 149831

Site Area (Hectares)
2.3

Site Location



0 10 20 Kilometres

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Site Information

District/Borough	Ashford and Maidstone
Parish	Charing and Lenham
Landowner	Lenham Oak Limited
Operator	G. Riordon
Estimated Output	200,000 tonnes per annum
Estimated Reserve	1.2 million tonnes
Life of Operation	5 - 6 years
Access	Lenham Forstal Road

Reasons for not allocating site:-Approach roads to the site from the A20 either via Lenham Forstal Rd/ Forstal Rd or through Charing Heath are not wide enough to accommodate lorries.

Site Plan



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1:5,000

A	Aggregate	Inert particulate matter which is suitable for use (on its own or with the addition of cement or bituminous material) in construction as concrete, mortar, finishes, road stone, asphalt, or drainage course, or for use as constructional fill or railway ballast.
	Aggregates / Soils Recycling	Rubble, hardcore and soil from construction and demolition projects can often be re-used on-site. Alternatively, it can be taken to purpose built facilities for crushing, screening and re-sale. There are also temporary facilities at some quarries landfill sites where material can be recovered for re-sale or use on site.
	Amenity	Elements that contribute to the overall character or enjoyment of an area.
	Annual Monitoring Report (AMR)	Records progress in implementing the Local Development Scheme and the performance of adopted plan policies.
	Appropriate Assessment	As assessment of whether a development proposal 'either alone or in combination with other proposed sites' would have a significant, adverse effect on the integrity of a European site against the site's conservation objectives.
B	Biodiversity	The variety of all life on earth (such as mammals, birds, fish, invertebrates, plants).
	Brownfield Site	Site previously used for or affected by development. It may be abandoned or in a derelict condition.
C	Commercial waste	Waste from premises used mainly for trade, business, sport, recreation or entertainment, as defined under section 5.75 (7) of the 1990 Environmental Protection Act. May include paper, card, plastic, glass timber, metal, paints, textiles, chemicals, oils and food waste.
	Composting	The breakdown of plant matter by the action of micro-organisms and other organisms into usable end-products. It is an important method of processing organic waste because it reduces the amount of potentially polluting waste going to landfill or incineration.

A: Glossary

Construction waste (Also see Demolition Waste)	Waste arising from any development such as vegetation and soils from land clearance, remainder materials and off-cuts from building sites, road schemes and landscaping projects. Mostly consists of stone, concrete, rubble and soils but may include some timber, metal and glass.
D	
Demolition waste (Also see Construction Waste)	Masonry and rubble wastes arising from the demolition or reconstruction of buildings or other civil engineering structures.
Dene-hole	Underground structure consisting of a number of small chalk caves entered by a vertical shaft.
Development Framework	Portfolio of planning documents. Collective term for key Plans, the Local Development Scheme, the Statement of Community Involvement, Annual Monitoring Report and any supplementary planning documents.
E	
Energy from Waste (EfW)	Generation of heat and power from burning waste, the production of fuels from other forms of treatment, and the combustion of landfill gas and gas from anaerobic digestion to create electricity.
European Sites	The collective term for Special Areas of Conservation (SACs) and Special Protection Area (SPAs) designations that comprise the Natura 2000 pan-European network.
European Protected Species	Species listed in Annex IV of the EU Habitats Directive, transposed into UK law by The Conservation of Habitats and Species Regulations 2010.
Examination in Public (EiP)	All Plans will be subject to an independent examination before a planning inspector. The inspector's report is binding on the local authority.

F	Flood Zones	The Environment Agency produces a flood map showing areas where there is the potential to flood. There are four different Flood Zones; Flood Zone 1, 2, 3a and 3b. These show the scale of the probability of flooding. Flood Zone 1 has a low probability of flooding (less than 1 in 1,000 annual probability of flooding) increasing up to Flood Zone 3b, which has a high probability (1 in 20 or greater annual probability of flooding).
G	Groundwater Source Protection Zones	Groundwater source catchments designated by the Environment Agency to protect groundwater from contamination. Divided into Zones 1, 2, 3 and 4 depending on distance from the extraction point.
H	Habitat Regulation Assessment (HRA)	Assessment required under European Legislation (Habitat Regulations, 1992) to determine whether a plan, either alone or in combination with other relevant projects and plans, is likely to result in a significant effect upon European sites. Where is significant effect cannot be ruled out in the initial stages of plan making, a subsequent stage of the HRA known as Appropriate Assessment will be required.
	Hazardous waste	Controlled waste that is dangerous or difficult to treat, keep, store or dispose of, so that special provision is required for dealing with it. Hazardous wastes are the most dangerous wastes and include toxic wastes such as ; acids, alkaline solutions, asbestos, fluorescent tubes, batteries, oil, fly ash, industrial solvents, oily sludges, pesticides, pharmaceutical compounds, photographic chemicals, waste oils and wood preservatives. If improperly handled, treated or disposed of, a waste that, by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact.
I	Industrial waste	Waste from any of the following premises: factory; provision of transport services (land, water and air); purpose of connection of the supply of gas, water, electricity, provision of sewerage services, provision of postal or telecommunication services.
	Inert waste	Waste which will not biodegrade or decompose. Types of materials include uncontaminated topsoil, subsoil, clay, sand, brickwork, stone, silica and glass.

A: Glossary

L	
Landfill	The deposition of waste onto hollow or void space in the land, usually below the level of the surrounding land or original ground level in such a way that pollution or harm to the environment is prevented. Former mineral workings have historically been used for this purpose.
Local Protected Species	Species designated in the 2007 Biodiversity Action Plan (BAP) list; birds designated as Red or Amber in the Birds of Conservation Concern 3 listing; species listed in the Kent Red Data Book.
M	
Mineral Resource	A concentration or occurrence of material of intrinsic economic interest in or on the Earth's crust in such a form, quality and quantity that they are reasonable prospects for eventual economic extraction.
'Mothballed'	Sites that are currently inactive.
N	
National Nature Reserve (NNR)	Areas designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. These Reserves are a selection of the very best parts of England's Sites of Special Scientific Interest (SSSI) as designated by Natural England.
R	
Ramsar Sites	Sites of international importance to birds which inhabit wetlands. Ramsar is the name of the place where the Wetlands Convention was signed.
Recycled aggregates	Aggregates produced from recycled construction waste such as crushed concrete and planings from road surfacing.
Recycling	The collection and separation of materials from waste and subsequent processing to produce new marketable products.
Restoration	Operations to return an area to an acceptable environmental state, whether for the resumption of the former land use or for a new use following mineral working.

S	
Safeguarding	Protecting sites that have potential for relevant development (waste and minerals) from other development.
Sharp Sand and Gravel	Naturally occurring mineral deposit in Kent. Once extracted it is mainly used in the production of concrete products.
Scheduled Ancient Monument (SAM)	Nationally important monuments and archaeological areas that are protected under the Ancient Monuments and Archaeological Areas Act.
Sites of Special Scientific Interest (SSSIs)	Sites designated by Natural England for their flora, fauna, geological or physiographical features of special interest under the Wildlife and Countryside Act 1981 (amended 1985).
Site Allocations	Sites which are generally well defined and where there is an implied presumption in favour of their being developed during the plan period
Strategic Environmental Assessment	An evaluation process for assessing the environmental impacts of plans and programmes as set out in the Environmental Assessment of Plans and Programmes Regulations 2004.
Strategic Site	A key site of importance for minerals or waste uses, potentially of county-wide significance.
Submission	A stage of the plan preparation process where the document is 'submitted' to the Secretary of State for independent examination by a planning inspector. The document is first published for public consultation prior to submission.
Sustainability Appraisal (SA)	An evaluation process that systematically identifies and evaluates the economic, social and environmental impacts of a plan. It incorporates the requirements of a Strategic Environmental Assessment.
Sustainability	A widely quoted definition of sustainable development is “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. Sustainability seeks to balance social, economic and environment issues including the efficient use of natural resources.

A: Glossary

U	
UK Protected Species	Animals and plants protected under the Protection of Badgers Act 1992 and the Wildlife and Countryside Act 1981.
W	
Waste	The Town and Country Planning Act 1990 has been amended so there is no dispute over whether 'waste', in terms of the planning regime, is defined in accordance with European law. It states that: "Waste" includes anything that is waste for the purposes of Directive 2006/12/EC of the European Parliament and of the Council on waste, and that is not excluded from the scope of that Directive by Article 2(1) of that Directive." Waste is therefore defined as any substance or object which the holder or the possessor either discards or intends or is required to discard. ⁽³⁸⁾
Waste Planning Authority (WPA)	A Local Authority with responsibility for waste planning, including the determination of waste related planning applications. In areas with two tiers of local government (counties and districts), the County Councils are the WPAs. National Parks are also WPAs. Unitary Authorities, such as Medway Council, deal with waste planning and all other planning issues within their areas.
Waste Recovery	The collection, reclamation and separation of materials from the waste stream.
Waste Transfer	Facilities which receive waste (normally from a local area), where the waste is bulked up and transported further afield in larger lorries (or in some cities by barges) for disposal or recovery. Some transfer stations sort out the recoverable wastes, such as construction waste and scrap metal prior to onward transportation for disposal or processing.

38 This definition is inserted into s.336(1) of the TCPA 1990, as part of the consequential amendments made by the Environmental Permitting (England and Wales) Regulations 2007 SI 2007/3528 (the "EPR 2007"), as from 6 April 2008. See Schedule 21, para 19 of the EPR 2007 (and its commencement - see reg.1).




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Planning and Environment
Environment and Enterprise
Kent County Council
Invicta House, County Hall
Maidstone, Kent ME14 1XX

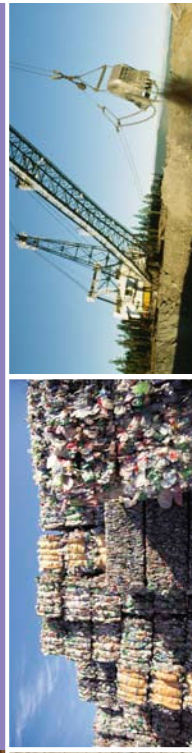
Tel: 01622 696815
Email: mwdf@kent.gov.uk
Web: www.kent.gov.uk/mwdf
Textphone: 08458 247 905



Waste Sites Plan

Preferred Options Consultation

May 2012



Kent Minerals and Waste Development Framework

Planning for the future of minerals and waste in Kent

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Abbreviations

Abbreviations

AA	Appropriate Assessment
AD	Anaerobic Digestion
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty
APC	Air Pollution Control
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
CHP	Combined Heat and Power
CDE	Construction, Demolition and Excavation Waste
C&I	Commercial and Industrial Waste
EfW	Energy from Waste
EiP	Examination in Public
ELV	End of Life Vehicles
GIS	Geographic Information Systems
HGV	Heavy Goods Vehicles
HRA	Habitats Regulation Assessment
HWRC	Household Waste Recycling Centre
KCC	Kent County Council
KHS	Kent Highway Services
km	Kilometres

LDF	Local Development Framework
LNR	Local Nature Reserve
LWS	Local Wildlife Site
m	Metres
mtpa	Million tonnes per annum (year)
MRF	Materials Recovery Facility
MPA	Minerals Planning Authority
MSW	Municipal Solid Waste
Mw	Megawatt
MWDF	Minerals and Waste Development Framework
NNR	National Nature Reserve
NPPF	National Planning Policy Framework
OS	Ordnance Survey
PSV	Polished Stone Value
RIGS	Regionally Important Geological Sites
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SNCI	Site of Nature Conservation Interest (replaced by LWS)

SPA	Special Protection Area
SPZ	Source Protection Zone
SSSI	Site of Special Scientific Interest
tpa	Tonnes Per Annum (year)
WPA	Waste Planning Authority
WTS	Waste Transfer Station

1 Introduction

Preferred Options Consultation

1.1 The Waste Sites Preferred Options consultation invites your views on waste facility sites which were submitted to a 'Call for Sites' in 2010 and 2011 to be considered for inclusion in Kent County Council's Waste Sites Plan.

1.2 The Preferred Options stage is the second part of a three stage public consultation process. In 2011 Kent County Council published all of the minerals and waste site proposals from landowners and industry in two separate Minerals and Waste Site Options consultation documents and in a further Supplementary Options consultation document.

1.3 This new consultation document sets out which of the waste site proposals are preferred options and which of the sites are not allocated. Every site has been subject to planning assessments; further details can be found in Chapter Two.

1.4 The preferred options have been selected to provide the necessary provision of waste facilities in Kent to the end of 2030, based on planning policy requirements and Waste Need Assessments. The 'preferred options' are set out by type with summary details of the proposal, key planning issues, site assessment observations, Strategic Environmental Assessment (SEA) summaries and the overall conclusions on the site, plus a site map with details of any draft site specific planning requirements.

1.5 The non-allocated options are listed numerically by site reference number with a site map and a summary of the reasons why each non-allocated site has not been included in the list of preferred option sites.

How can I get involved?

1.6 The County Council is keen to hear from all stakeholders and members of local communities on the suitability of the preferred sites for waste facilities. You may also make comments on the non-allocated sites.

1.7 The consultation will run for eight weeks from **9am on 28th May 2012 to 5pm 23rd July 2012**. You can comment on the sites in this Preferred Site Options consultation document through any of the following options:

- comment online through our consultation portal at <http://consult.kent.gov.uk/>
- email your comments to mwdf@kent.gov.uk, or
- post your comments to:

MWDF Team
 Planning and Environment
 Second Floor Invicta House
 County Hall
 Maidstone
 Kent ME14 1XX

1.8 All representations will be published online on our consultation portal. All comments received at the previous consultation stage will still be taken into account in determining the final site allocations.

1.9 The preferred options for mineral development sites have been published in the separate Mineral Sites Plan Preferred Options consultation document.

What is the next stage?

1.10 Once the consultation has closed, the Minerals and Waste Development Framework (MWDF) team will collate all comments and prepare a commentary report summarising the responses as part of the ongoing site assessment process. The draft version of the Waste Sites Plan (the Pre-Submission consultation stage) will then be prepared, taking into consideration the Minerals and Waste Core Strategy policies, changes to national planning policy and consultation comments. Consultation on the Pre-Submission Waste Sites Plan is currently scheduled for September 2013. In the meantime work will be focused on the Minerals and Waste Core Strategy, which once adopted will form the policy basis for the next stage of the Waste Sites Plan.

What is the Waste Sites Plan?

- 1.11 The final Waste Sites Plan will form part of the MWDF.
- 1.12 The MWDF includes the Minerals and Waste Core Strategy, the Minerals Sites Plan, the Waste Sites Plan and several supporting documents, as the diagram on the opposite page shows.
- 1.13 The plan making process requires various consultation stages and incorporates the opportunity for community and stakeholder consultation to influence the final document. The process is documented in Kent County Council's Statement of Community Involvement.⁽¹⁾

KENT MINERALS AND WASTE DEVELOPMENT FRAMEWORK	
Minerals and Waste Core Strategy	
Mineral Sites Plan	Waste Management Sites Plan
Minerals Proposals Map and Insets	Waste Proposals Map and Insets
Evidence Base and Sustainability Appraisal /SEA	
Statement of Community Involvement	
Annual Monitoring Report and Review	

1.14 The starting point for the preparation of the Waste Sites Plan was the 'Call for Sites' period (May to October 2010) in which Kent County Council formally invited operators and landowners to bring forward suitable sites that could be developed between 2012 and 2030. A second call for sites was held during Summer 2011. The details of the sites received were published in the separate Minerals and Waste Site Options documents, available for comment between May and August 2011, followed by the Supplementary Sites Options consultation between October and December 2011, which consulted upon late proposals and significant changes to some of the original site consultation details.

1.15 The next stages in the development of the Waste Sites Plan and their target dates are set out in the table on the following page.

1 Introduction

1.17 The Waste Sites Plan, once adopted, will contain allocated sites throughout Kent which will provide waste management facilities for the duration of the plan period (up to the end of 2030). The documents will identify suitable locations for waste facilities. However, a site allocation does not guarantee development in that location. All planning applications will be assessed against the development management policies in the adopted Minerals and Waste Core Strategy and the policies in the relevant Local Development Framework (i.e. the district plan).

1.18 This plan covers the administrative area of Kent. Medway is a unitary authority which is responsible for its own long term plan making. The Medway Local Development Framework will address the need for mineral and waste sites in Medway.

Stage	Anticipated Date
Call for Sites	May - October 2010
Options	May - August 2011
Supplementary Options	October 2011
Policy Directions Stage (Preferred Options)	May 2012
Pre-Submission	September 2013
Submission	November 2013
Examination in Public	March 2014
Adoption	September 2014

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1.16 The Waste Sites Plan will consider a variety of waste management facilities including:

- Energy from Waste.
- Hazardous landfill.
- Non-hazardous landfill.
- Treatment/Materials Recycling Facilities.
- Green Waste Treatment Facilities.
- Household Waste Recycling Facilities & Transfer.
- Inert/Construction, Demolition & Excavation landfill.
- Environmental improvement to closed biodegradable landfill sites.

Waste Site Assessment Methodology

2.1 Various data sets have been collated on a site by site basis to ensure that the County Council had sufficient information to appraise the site options. The following information has been taken into account:

- Call for Sites submission form information. ⁽²⁾
- Relevant national and regional planning policy.
- The draft Minerals and Waste Core Strategy and supporting evidence base.
- Consultation comments from Kent County Council's internal consultees including Biodiversity, Highways and Archaeology.
- Consultation comments from key external consultees, such as the Environment Agency, Natural England, Highways Agency and District Councils.
- Consultation comments from Parish Councils, residents and community/special interest groups.
- Site visits to record issues such as the views of the site from a distance, adjoining land uses and current access conditions.
- Geographical Information Systems (GIS) mapping data that ascertains proximity to environmental designations or sensitive receptors such as schools.
- Sustainability Appraisal and Habitats Regulation Assessment undertaken by an independent planning consultant.
- Strategic Flood Risk Appraisal (SFRA) information

2.2 Sites have not been given a colour coding (traffic light system) or scoring system as used by some authorities. It is considered that such scoring methods do not give the detailed analysis required when allocating sites and can mask important issues. With around 100 sites in total it has been possible to assess each site thoroughly without the need for a scoring system.

2.3 The following sections give a brief overview of the information collected as part of the site assessment process.

Planning Policy

2.4 The provision of waste facilities must be made in accordance with the principles of sustainable development, as governed by both national and regional policy.

2.5 *Planning Policy Statement 10: Planning for Sustainable Waste Management* and the associated Companion Guide will remain as national policy for waste and will not be revoked by the National Planning Policy Framework (NPPF). National waste policy will be reviewed at a later date under the development of a National Waste Management Plan for England. Waste planning in the UK is also governed by the European Union's (EU) revised Waste Framework Directive.

2.6 Although Regional Spatial Strategy for the South East of England (the South East Plan) will be withdrawn as part of the Localism Act is brought into effect, it contains policies regarding the provision of waste facilities in Kent until 2026, supported by an evidence base, which remains relevant and credible following testing at previous Examinations in Public.

2.7 Site selection for the final Waste Plan is also led by the draft Minerals and Waste Core Strategy policies and the supporting evidence base.

2 Waste Sites Assessment Methodology

Kent Waste Provision and Requirements

2.8 The type, number and size of waste management facilities considered for the Waste Plan will depend on the anticipated requirements in Kent between 2012 and 2030 as set out in the Minerals and Waste Core Strategy and its evidence base. A sufficient amount of sites that meet waste type facility and capacity needs will be included in the final plans.

2.9 The needs for the plan period are largely determined by waste arising forecast modelling, as directed by national and regional policy. Further details on the calculations and anticipated requirements for the plan period are set out in the Minerals and Waste Core Strategy - Strategy and Policy Directions consultation paper⁽³⁾ and its evidence base.⁽⁴⁾

2.10 The current situation regarding anticipated levels of waste capacity for the plan period for the County is summarised in the table opposite.

Waste Requirements for the Plan Period

New Allocations Required	No Further Allocations Required
Municipal Solid Waste and Commercial & Industrial recycling and composting.	Non-hazardous landfill.
Construction, Demolition & Excavation waste recycling.	Inert landfill.
Energy from Waste plants (for C&I waste treatment).	
Hazardous waste landfill.	
Dredging Disposal Site	

Public Consultation

2.11 In 2011 Kent County Council invited views on all 100 plus minerals and waste site submissions in two separate Minerals and Waste Site Options consultation documents and a further Supplementary Options consultation document. Over 3,000 responses were received from members of the public and key consultees. The comments were summarised into consultation commentary reports⁽⁵⁾ and were taken into consideration as part of the site assessment process for the Waste Sites Preferred Options.

³ Available from: <http://consult.kent.gov.uk/portal/mwcs/preferred-options>

⁴ Available from: <http://consult.kent.gov.uk/portal/evidence-base/pe-evidence>

⁵ All three reports are available online from www.kent.gov.uk/mwdf

Site Visits and Geographic Information Systems (GIS) Mapping

2.12 Every waste site proposal location was visited by the MWDF team and information was collected on the site conditions and documented with photographs. The issues recorded included access requirements and conditions, the proximity to and type of adjoining uses and the potential external views of the site. The site visits also confirmed whether our existing site Ordnance Survey (OS) maps are up to date. All sites have been subject to GIS mapping to identify any nearby environmental landscape designations (e.g. Green Belt, AONBs and SSSIs), Groundwater Source Protection Zones (SPZs), the site geology and the proximity of sensitive receptors such as schools and residential properties.

Sustainability Appraisal and Habitats Regulation Assessment

2.13 The Waste Sites Plan is subject to Sustainability Appraisal, as are all of the plans in the Minerals and Waste Development Framework.

2.14 The Sustainability Appraisal (SA) will include an evaluation system based on the site assessment information collected and assess how each site performs against a set of social, environmental and economic objectives. These objectives can be found in the Sustainability Appraisal Scoping Report which was consulted upon in September 2010.⁽⁶⁾

2.15 Allocated sites within or close to Ramsar sites, Special Protection Areas (SPA) or Special Areas of Conservation (SAC) are subject to a Habitats Regulation Assessment (HRA). These sites will be assessed based upon the HRA requirements as set out in the EU Habitats Directive.⁽⁷⁾ The allocated site details include summary extracts from the independently prepared SA and HRA.

Strategic Flood Risk Assessment Information

2.16 The relevant Flood Zone and Groundwater Source Protection Zone has been identified for every waste site proposal.

2.17 Source Protection Zones are catchments designated by the Environment Agency to protect groundwater sources used for drinking water from contamination. The zones range from 1 to 4: Zone 1 is the closest area to the groundwater extraction point, increasing with distance up to Zone 4, which is the furthest away.

2.18 The Environment Agency also holds data regarding flooding from rivers and the sea. These forms of flooding can be separated into the following four categories which reflect the annual probability of an area experiencing flooding:

- Land within Flood Zone 1: Low probability
- Land within Flood Zone 2: Medium probability
- Land within Flood Zone 3a: High probability
- Land within Flood Zone 3b: Within the functional floodplain (higher probability that 1-3a)

2.19 The relevant Flood Zones are identified under the preferred option site considerations but do not appear as a designation on the associated map: instead separate maps have been produced for each of the sites showing the Flood Zones they fall within. For details see Topic Paper 8: Strategic Flood Risk Assessment; (SFRA): Waste Sites.

⁶ Available from: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/evidence_base/sustainability_appraisal.aspx
⁷ Information on the EU Habitats Directive is available from: http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm

2 Waste Sites Assessment Methodology

Approach to Waste Site Selection

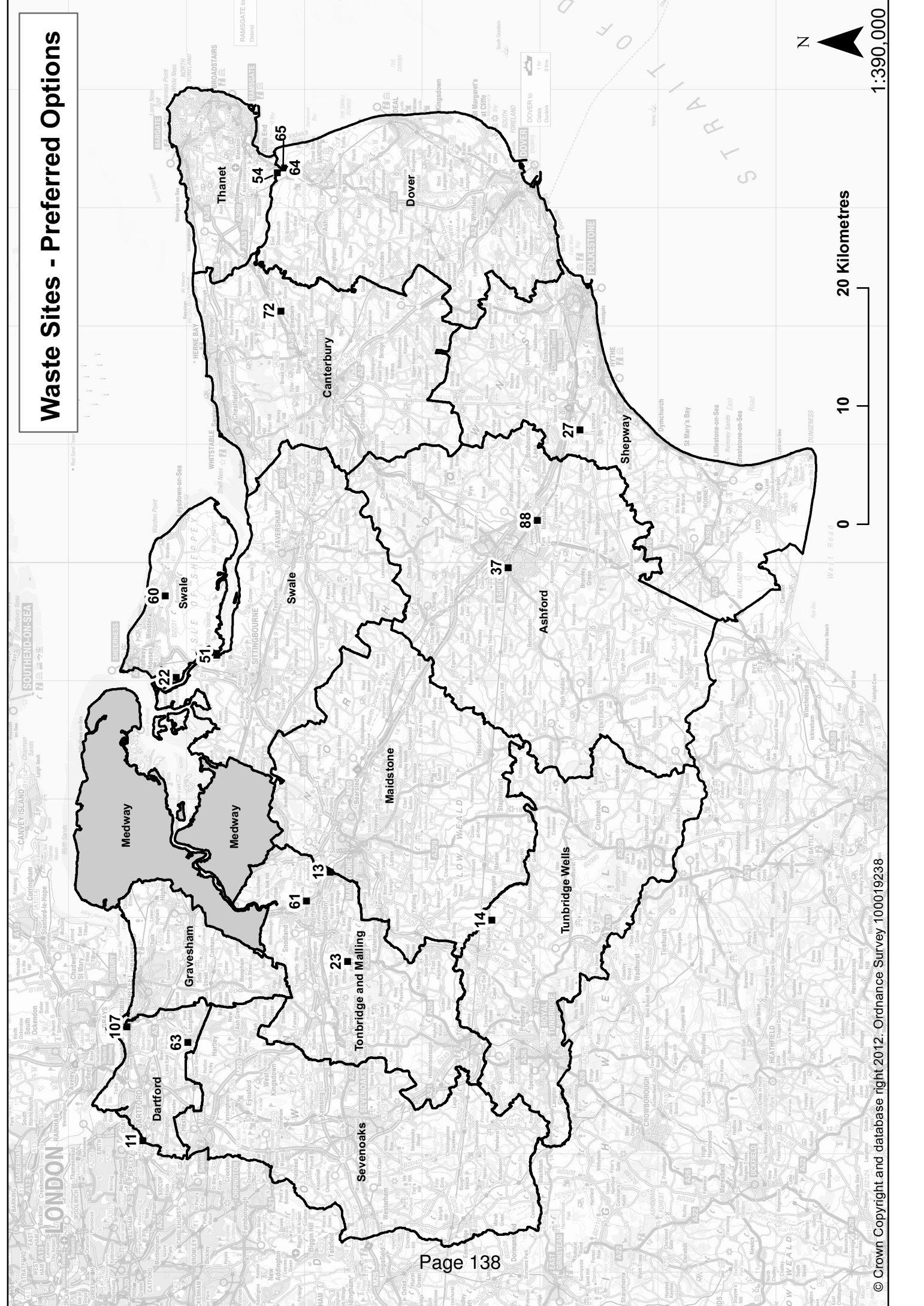
2.20 In addition to considering the site assessment information, the waste site preferred options have been selected on the following basis:

- Avoiding sites which are likely to give rise to significant adverse impacts upon national and international designated sites, including Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), Special Areas of Conservation (SAC), Special Protection Areas (SPAs), Ramsar sites, Ancient Monuments and registered Historic Parks and Gardens.
- Avoiding sites which are likely to give rise to a significant adverse impact upon Local Wildlife Sites (LWS), Local Nature Reserves (LNR), Ancient Woodland and groundwater resources.
- Identifying sites which are well located in relation to Kent's major road network, avoiding proposals which would give rise to significant numbers of lorry movements through villages or on unacceptable stretches of road.
- Avoiding permanent sites within the Green Belt.
- Avoiding the development of new waste management facilities within Groundwater Source Protection Zone 1.

2.21 The majority of types of waste management facilities are deemed by the Environment Agency to be appropriate development within Flood Zones 1 to 3a except for landfill or hazardous waste management. Similarly, the Environment Agency would not raise any objection in principal to the development of waste facilities in Groundwater Source Protection Zones 2 and 3. These national planning constraint areas do not impose a constraint upon the development of the preferred sites for waste management facilities. However, these constraint areas will need to be taken into account in the detailed design of the facilities.

2.22 As part of the site assessment process, site areas proposed to the Kent MWDF team have been reviewed and where relevant boundaries have been changed. This has been undertaken as part of the iterative process in order to provide 'preferred areas' which reflect areas which are likely to achieve planning permission at the planning application stage.

Waste Sites - Preferred Options



0 10 20 Kilometres

1:390,000

4 Energy from Waste

Energy from Waste

4.1 The revised Waste Needs Assessment⁽⁸⁾ shows a decrease in the amount of C&I waste which is predicted to arise in Kent during the plan period. Less new energy from waste capacity will be needed than had previously been predicted. Revised forecasting has been carried out to predict the quantity of new EfW capacity that will be required.

4.2 The approach being adopted for site allocation for EfW following the Core Strategy and Policy Directions consultation is that:

- Sites for new EfW facilities will be allocated to meet the need as identified through forecasts using high rates of waste growth.
- There will be an initial limit on the amount of new EfW capacity being permitted until monitoring indicates that the low growth waste forecasts are being significantly exceeded.

4.3 The conclusions that have been drawn from forecasting the amount of new EfW capacity needed during the plan period at both high and low levels of waste growth are:

- Sufficient sites for EfW facilities should be allocated to provide new capacity for 562,500 tpa
- Permissions for new EfW facilities should be restricted to a total new capacity of 437,500 tpa until monitoring indicates that this restriction would result in the loss of non-hazardous landfill in the county before the end of the plan period.

4.4 As increasing the provision of EfW at an early stage in the plan period is critical to the strategy of retaining non-hazardous landfill capacity in the county, particular regard has been given to the promoter's intentions and ability to develop the sites in the short term.

This is apart from one site which needs to be safeguarded for development in the long term. Here particular regard has been given to the potential adverse effects of the sterilisation of the land from being developed for any other purposes for the duration of the plan period.

4.5 Some of the allocated sites will be subject to Appropriate Assessment under the Habitat Regulations due to their close proximity to internationally important habitats. The requirement for Appropriate Assessment is not considered to affect the deliverability of new sites but might influence the scale of the development, its design or methods of operation.

4.6 The sites which will be allocated for EfW and associated waste processing are:

- **Site 54: Richborough Power Station A**
- **Site 61: Former SCA Packaging, New Hythe**
- **Site 107: Lower Lane, Swanscombe**
- **Site 13: A New 4th Line at Allington EfW Facility**

4.7 Sites which will be not be allocated:

- **Site 46: Sheppy Ltd - Ashford Road, Hollingbourne**
- **Site 47: Sheppy Ltd - Rushenden Road, Queenborough**
- **Site 48: Sheppy Ltd - Argent Road, Queenborough**
- **Site 55: Ightham Sandpit Gasification**
- **Site 103: Former Pfizer Site, Sandwich**
- **Site 104: Land between Orpington Bypass and M25**

8 http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/evidence_base.aspx

Site 13: Allington Waste Management Facility, Aylesford

Site 13

Allington Waste Management Facility, Aylesford

4.8 This proposal is to develop an additional fourth line to the current energy from waste incinerator. The site has also been promoted to provide a HWRC and can be found in Chapter 8 of this document.

Strategic Environmental Assessment Summary

SA- This is a brownfield site with existing infrastructure and good access which would contribute to a positive sustainable outcome. The impact of this site and its traffic on air quality are a key concern due to its location within the Town Centre AQMA, especially due to the large capacity of the proposal. Environmental impacts are possible, with sensitive local biodiversity sites including the Allington Quarry SSSI and Ancient Woodland in close proximity. Cumulative environmental effects possible due to adjoining industrial estate.

HRA- Given the distances of this facility from European sites it is likely that the only potential impact pathway is through emissions to air. An air quality assessment would be required before this could be permitted in accordance with Environment Agency guidance.

Site Specific Considerations	
Natural Environment	Strips of woodland along boundary should be preserved and enhanced.
Heritage	The site has potential for Bronze Age, Iron Age and Roman findings nearby.
Highways	There are no planned highway improvements and no proposed improvements within the 20/20 Industrial Estate in which the site is situated.
Hydrogeology	The site is within Groundwater Source Protection Zone 1 and 2 and Flood Zone 1
Types of Waste	MSW and C&I waste

Conclusion

The site consists of previously developed land for waste management. In combination with the other allocated sites, this site will provide sufficient capacity to meet the need for new EfW capacity set out in the MWDF. Sufficient details have been submitted about the proposed development as such that it can be demonstrated that the facility will be delivered within a time frame to fit the requirements of the Core Strategy. The site boundary has been changed from that submitted by the operator to remove the parts of the former Allington quarry that are reserved for nature conservation and to protect the perimeter landscaping.

Site 13

Allington Waste Management Facility, 20/20 Industrial Estate

Waste Site

Designations on Site

Groundwater Source Protection Zones 1 and 2

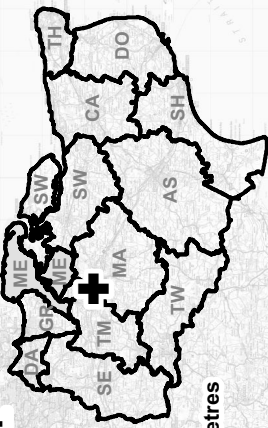
Designations Close to the site

Air Quality Management Area

**Eastings 573862
Northings 157838**

**Site Area (Hectares)
10.5**

Site Location



0 10 20 Kilometres

1:1,832,193

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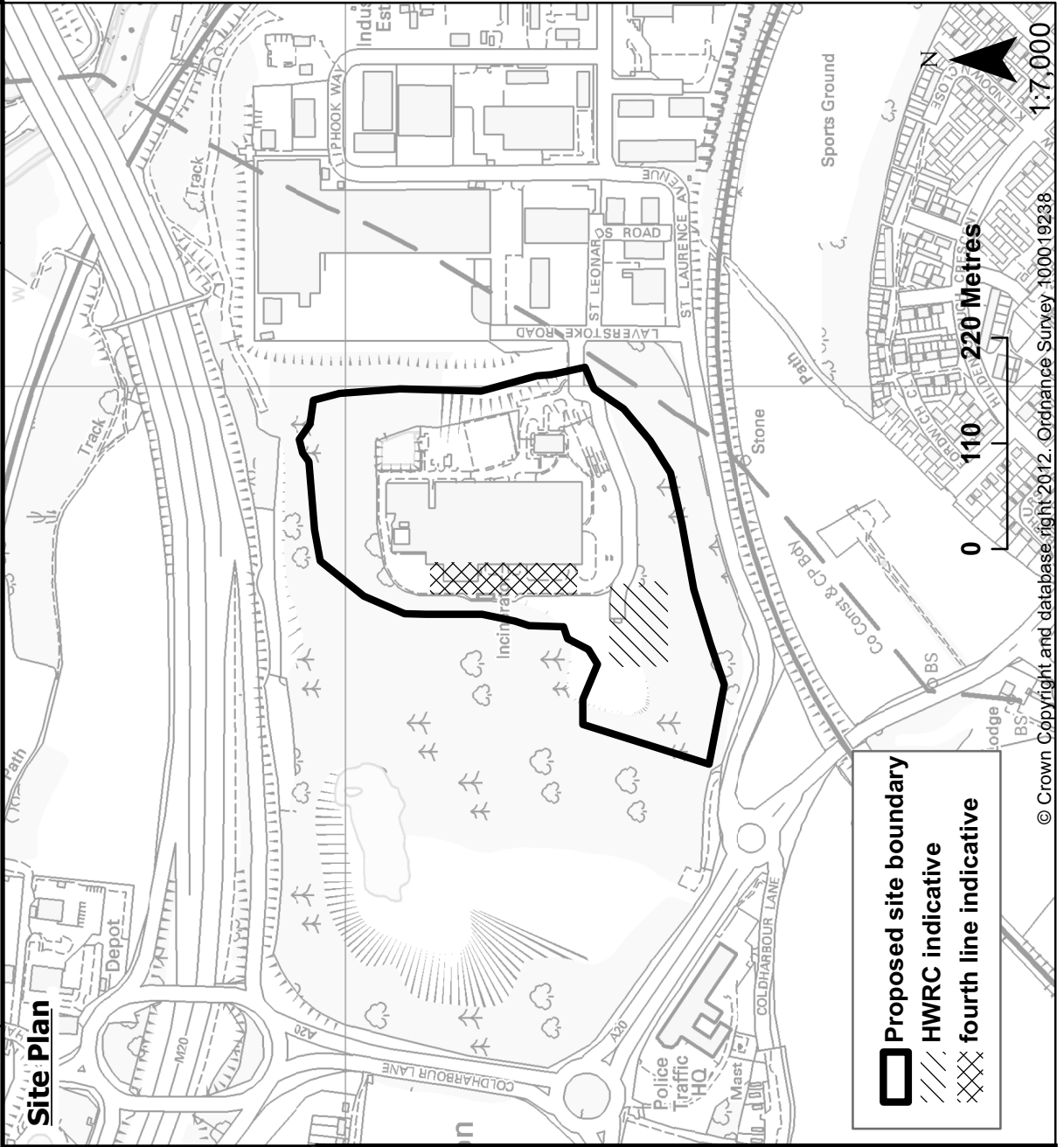
Site Information

District/Borough	Tonbridge & Malling
Parish	Aylesford
Landowner	Waste Recycling Group Ltd
Operator	Kent Enviropower
Estimated Capacity	500,000 tpa existing and 150,000 tpa extension
Life of Operation	Permanent
Access	Existing off Laverstoke Road
Current Use	Waste to Energy and MRF

The development of this site will be supported subject to:

1. The EfW capacity required by the MWDF not being met from the other allocated sites.
2. Annual monitoring data confirming that waste growth is higher than the MWDF low growth modelling scenario.
3. The existing EfW plant exporting hot water as well as producing electricity.
4. The number of HGV traffic movements entering the site for the additional EfW facility in combination with the existing waste operations not exceeding the maximum movements allowed under condition (6) of the permission for the existing facility (ref. TM/98/1428) both per day and that specified for the morning and evening peak periods.
5. The additional flue being combined with the existing flues into one stack.

Site Plan



Proposed site boundary
HWRC indicative
fourth line indicative

0 110 220 Metres

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1:7,000

Site 54: Richborough Power Station A, Minster

Site 54

Richborough Power Station

4.9 The landowner has promoted this site for an energy from waste facility producing approximately 15Mw of electricity. The landowner is also promoting the reworking of the existing landfill which can be found in the non-allocated site section.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the sites proximity to the Sandwich Bay and Hacklinge Marshes SSSI. It is also located 38 m from a Scheduled Ancient Monument (the Saxon Shore Fort, Roman Port and associated remains at Richborough). The site contains nationally protected species. Positive impacts relate to the generation of renewable energy for the national grid and the location of the site being on previously developed and derelict land.

HRA- Given that this site lies within 200 m of Sandwich Bay SAC and Thanet Coast & Sandwich Bay SPA/Ramsar site, it is considered that air quality and noise assessments would need to be undertaken before it could be permitted. In addition, since it lies within 10km of four European sites it is considered that an air quality assessment would be required before this could be permitted in accordance with Environment Agency guidance.

Site Specific Considerations	
Natural Environment	River Stour is an important Green Corridor. 200m from Thanet Coast and Sandwich Bay SPA/Ramsar site.
Heritage	Sensitive historic landscape of the former Wantsum Sea Channel. Archaeological remains associated with historic use may be found on site.
Highways	Adequate HGV capacity on the road network and is within the East Kent Access Phase 1C. A Transport Assessment may be needed.
Hydrogeology	The site is within Flood Zone 2 and Flood Zone 3 and 3b.
Sources of Waste	Commercial and Industrial Waste from east Kent.

Conclusion

The site consists of previously developed land. In combination with the other allocated sites, this site will provide sufficient capacity to meet the need for new EfW capacity set out in the MWDF. Sufficient details have been submitted about the proposed development so that it can be demonstrated that the facility will be delivered within a time frame to fit the requirements of the Core Strategy. The site boundary has been changed to restrict the development of waste management uses to the area of the former power station buildings.

Site 54

Richborough Power Station A, Minster

Waste Site

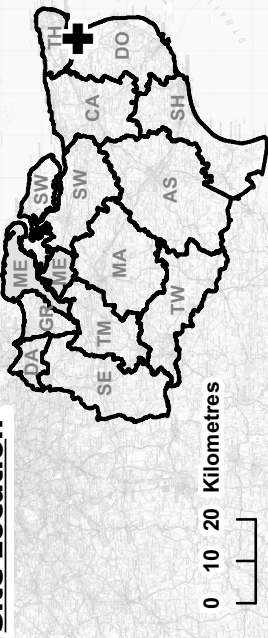
Designations on Site

Local Wildlife Site
Site of Special Scientific Interest (Western most part of site only)

**Eastings 632969
Northings 162270**

**Site Area (Hectares)
23.9**

Site Location



0 10 20 Kilometres

1:1,832,193

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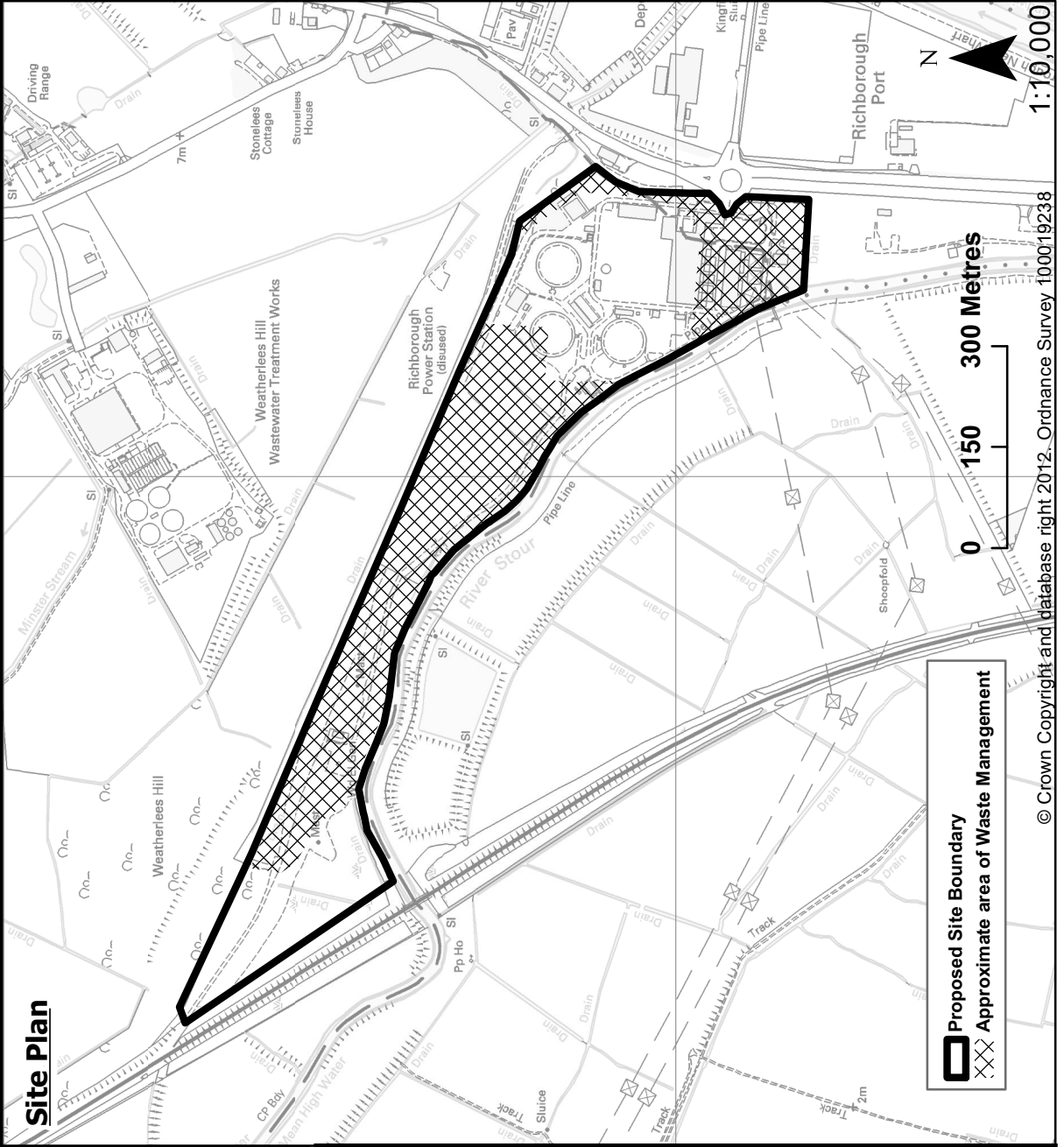
Site Information

District/Borough	Dover & Thanet
Parish	Minster and Sandwich
Landowner	BFL Management Ltd
Agent	Montagu Evans
Estimated Capacity	115,000 tpa
Life of Operation	Permanent
Access	A256
Current Use	Electrical transformer station and derelict power station

The development of this site will be supported subject to:

1. The maximum capacity of the EfW facility and any waste processing plant not generating more traffic movements than can be accommodated without significant adverse effects on the local highway network.
2. No development occurring on the part of the site designated as Local Wildlife Site.

Site Plan



 Proposed Site Boundary
 Approximate area of Waste Management

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1:10,000

Site 61: SCA Packaging, New Hythe, Aylesford

Site 61

SCA Packaging, New Hythe, Aylesford

4.10 This is the former site of the SCA packaging factory. The site has been promoted for an Integrated Waste Management plant including an energy from waste facility and front end recycling.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the proximity to the Holborough to Burham Marshes (SSSI), the fact the site is within Flood Zone 3, Groundwater Source Protection Zone 2 and 3 and the presence of UK protected species within the site. Positive impacts relate to the efficient use of land (conversion of industrial land) and the distance to European protected sites of nature conservation. It is also expected to significantly reduce carbon emissions.

HRA- Given the distances of this facility from European sites it is likely that the only potential impact pathway is if an Energy from Waste facility is brought forward. In that case further assessment will be required in accordance with Environment Agency guidance.

Site Specific Considerations	
Natural Environment	A number of important ecological sites adjacent that could be impacted from emissions and drainage from the site.
Heritage	Area is rich in archaeological remains. Medieval Chapel of St John thought to lie in north of site.
Highways	HGV route along Leybourne Way onto A228. Proposed planning improvements to the east of the site near New Hythe Station.
Hydrogeology	The site is within Groundwater Source Protection Zone 2 and 3 and within Flood Zone 2 and Flood Zone 3.
Sources of Waste	Commercial wastes sourced from within Kent or from Kent based waste management companies.

Conclusion

This site is on previously developed land. In combination with the other allocated sites, this site will provide sufficient capacity to meet the need for new EfW capacity set out in the MWDF and does not present any major conflict with national planning policy constraints. Sufficient details have been submitted so that it can be demonstrated that the facility will be delivered within a time frame to fit the requirements of the Core Strategy. The site boundary has been reduced to restrict the size of development of waste management uses necessary for the development of an EfW plant to be deliverable and in order not to unnecessarily sterilise land within an industrial estate from development for non waste management uses.

Site 61

**SCA Packaging
New Hythe,
Aylesford**

Waste Site

Designations on Site

Groundwater Source
Protection Zones 2 and 3

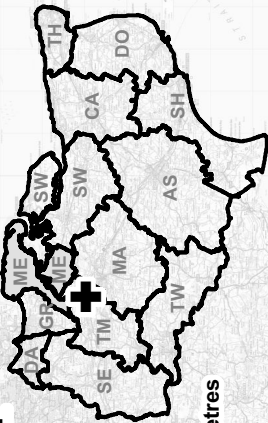
Designations Close to the site

Local Wildlife Site
Public Rights of Way
Air Quality Management Area

**Eastings 571396
Northings 159748**

**Site Area (Hectares)
5.8**

Site Location



0 10 20 Kilometres

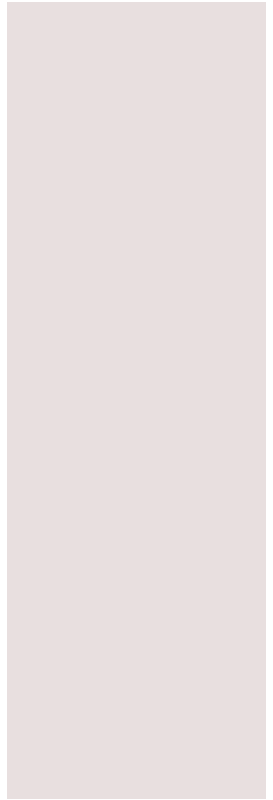
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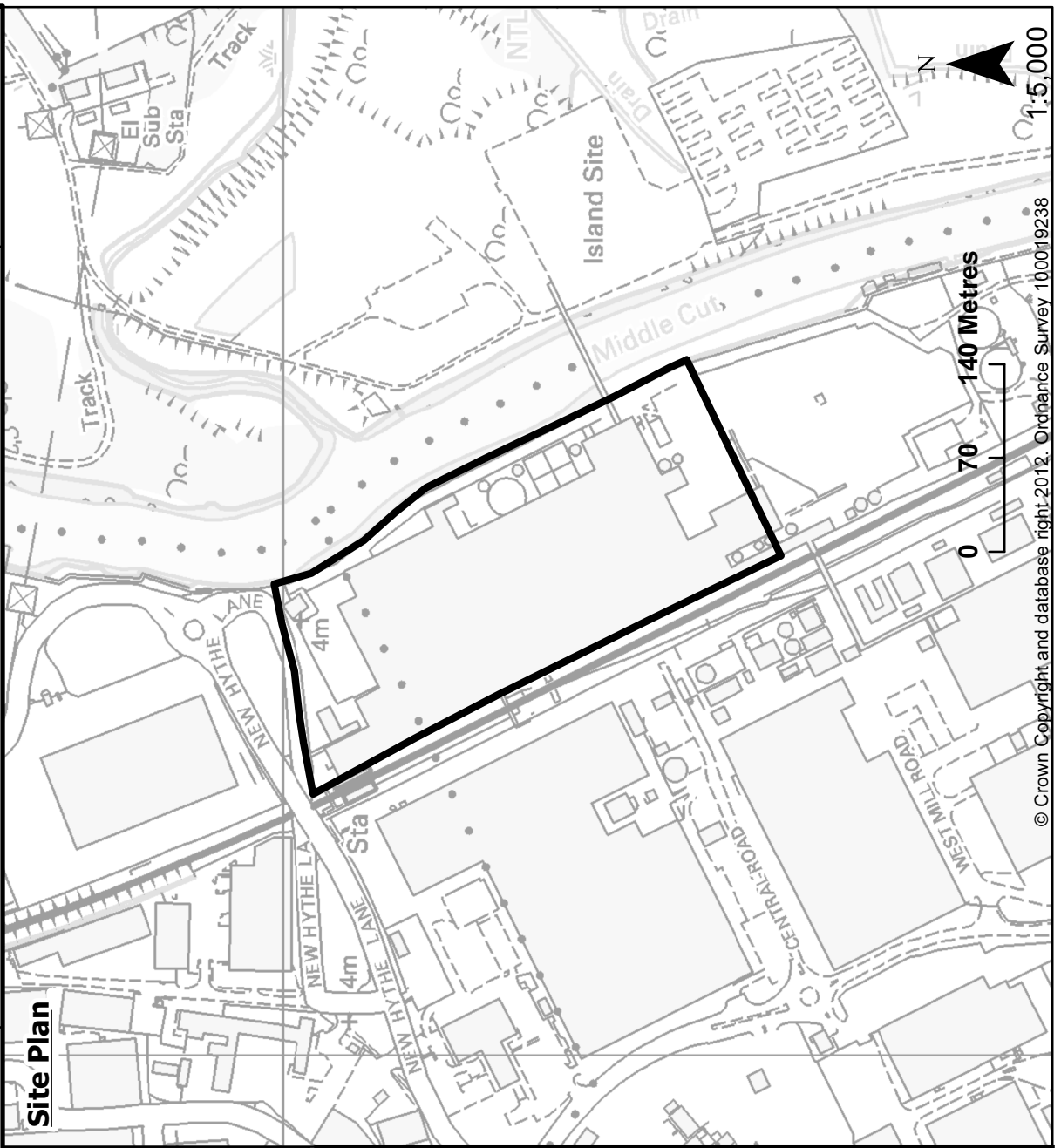
Site Information

District/Borough	Tonbridge and Malling
Parish	East Malling & Larkfield, Ditton
Landowner	SCA Packaging
Operator	Biossence Aylesford Ltd
Estimated Capacity	200,000tpa
Life of Operation	Permanent
Access	New Hythe Lane
Current Use	Industrial

The development of this site will be supported subject to: The maximum capacity of the EFW facility and any waste processing plant not generating more traffic movements than can be accommodated without significant adverse effects on the local highway network and the AQMA.



Site Plan



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Site 107: Land at Lower Road, Swanscombe

Site 107

Land at Lower Road, Swanscombe

4.11 This area of land has been put forward as a location for an Energy from Waste facility. An estimated 20Mw of electricity would be produced from the gasification of non-recyclable, commercial waste consisting of sorted and blended cardboard, paper, waste wood and non-specific biomass material.

Strategic Environmental Assessment Summary

SA- There are no identified access issues to the site, however, the proposed operation needs to consider the nearby AQMA at Northfleet Industrial Estate. Use of the existing derelict industrial land will help to minimise the impact on the local environment. There are a number of designated nature areas within 1km of the site that need to be considered.

HRA- Given the distances of this facility from European sites it is likely that the only potential impact pathway is if an Energy from Waste facility is brought forward. In that case further assessment will be required in accordance with Environment Agency guidance.

Site Specific Considerations	
Natural Environment	SPA, Ramsar, SSSIs, NNR and LWS within 1km but barriers mean they are unlikely to be a significant constraint.
Heritage	Chalk Quarry is likely to have fully removed potential for finding remains.
Highways	If the proposal is granted permission, a contribution should be sought for traffic signal control at the Manor Way/ A226 London Road junction.
Hydrogeology	In Groundwater Source Protection Zone 3 and within Flood Zone 2 and Flood Zone 3.
Type of Waste	Non-recyclable commercial waste in the form of sorted and blended cardboard, paper, waste wood and non-specific biomass.

Conclusion

The site consists of previously developed land. In combination with the other allocated sites, this site will provide sufficient capacity to meet the need for new EfW capacity set out in the MWDF. Sufficient details have been submitted about the proposed development such that it can be demonstrated that the facility will be delivered within a time frame to fit the requirements of the Core Strategy.

Site 107

**Land at Lower Road,
Swanscombe**

Waste Site

Designations on Site

Groundwater Source
Protection Zone 3

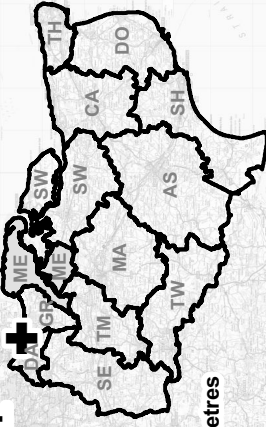
Designations Close to the site

Air Quality Management Area

**Eastings 560739
Northings 175036**

**Site Area (Hectares)
1.9**

Site Location



0 10 20 Kilometres

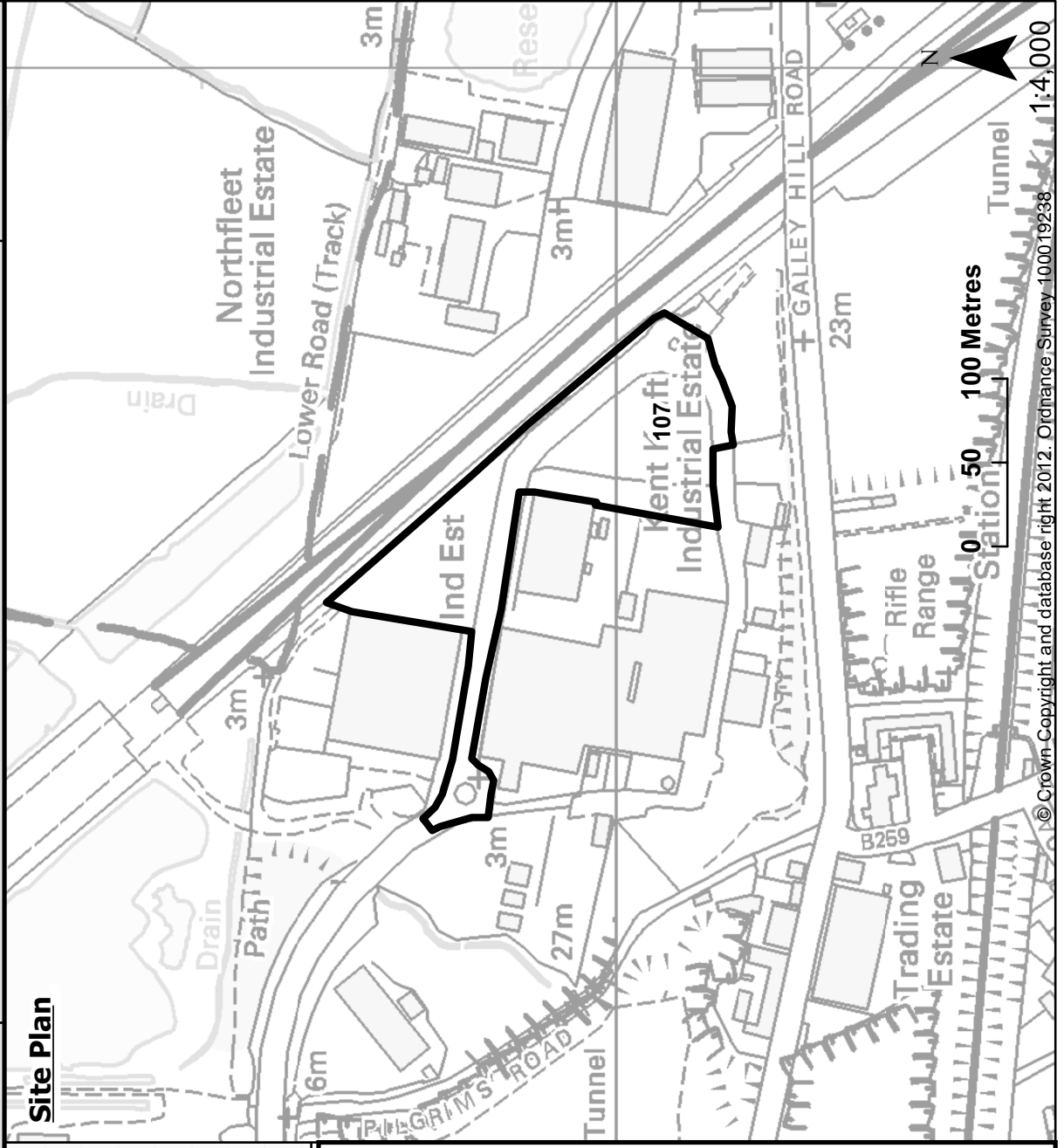
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Site Information

District/Borough	Dartford
Parish	Swanscombe and Greenhithe
Landowner	Dartford Buckland Limited
Operator	Teal Energy Limited
Agent	Howard Sharp & Partners LLP
Estimated Capacity	250,000 tpa
Life of Operation	Permanent
Access	Lower Road
Current Use	Derelict Industrial Land
The development of this site will be supported subject to: The maximum capacity of the EFW facility and any waste processing plant not generating more traffic movements than can be accommodated without significant adverse effects on the local highway network and the nearby AQMA.	

Site Plan



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Hazardous Landfill

5.1 The revised Waste Needs Assessment did not review the need for hazardous waste facilities as it was not a major waste stream and it was not considered that there were any significant changes to the May 2010 Needs Assessment⁽⁹⁾ or to the conclusions reached in the Core Strategy – Strategy and Policy Directions Consultations⁽¹⁰⁾.

5.2 The 2010 waste needs assessment did not reach any conclusions about capacity gaps in future provision for hazardous waste management in the county as the South East Regional Spatial Strategy places self-sufficiency for hazardous waste at the regional level not the county level. However, it did highlight that due to the increase of non-hazardous waste going through energy from waste treatment, a deficit in the provision of landfill capacity for the hazardous residue left over from the EfW process could occur.

5.3 The Core Strategy takes an approach based upon acknowledging the continued need for the import and export of hazardous waste to specialised facilities, but basing future planning on maintaining net self – sufficiency in hazardous waste facilities. The Core Strategy has focused on three major hazardous waste management activities which if the balance changes from import to export would mean that Kent would no longer be self-sufficient. These activities relate to asbestos landfill, disposal of Energy from Waste Air Pollution Control (APC) residues and treatment of contaminated soils. Sites will need to be identified for the first two waste management activities but the latter activity can be better dealt with by temporary permissions at contaminated land sites or groups of contaminated land sites as part of a site redevelopment.

5.4 Only two sites for landfill of asbestos and for hazardous landfill were put forward as part of the call for sites and both of these are being put into the Preferred Options for Mineral sites. The hazardous waste disposal would form the method of restoration for an extension to the existing mineral workings. The extension of Norwood Quarry for the disposal of APCs will also be identified as a Strategic Site in the Core Strategy due to the strategy promoting an increase in EfW to divert waste away from the county's dwindling resource of non-hazardous landfill.

5.5 The sites which will be allocated are:

- **Site 60: Norwood Landfill Extension**
- **Site 63: Pinden Quarry Extension**

5 Hazardous Landfill

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DRAFT

Site 60: Norwood Quarry & Landfill Extension

Site 60

Norwood Quarry & Landfill Extension

5.7 This is an existing site extracting London Clay with hazardous waste landfill as the method of restoration (flue ash from the Allington energy from waste incinerator). There are two possible site extensions promoted: one to the east and one to the north of the existing site. Site 60 can also be found in Chapter 9 of the Minerals Sites Preferred Options Document.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the use of Grade 2 agricultural land, the proximity of the site to a SSSI (Sheppey Cliffs and Foreshore) and the presence of UK protected species within the site. Overall the site is relatively distant from European protected sites and ancient monuments.

HRA- Given the distance to the nearest European site and the lack of connecting pathways (since there will be no putrescible waste in this landfill) this can be considered as being unlikely to lead to significant effects.

Site Specific Considerations	
Natural Environment	Woodland is present within the extension. This should be conserved if possible. If lost should be replaced within restoration.
Heritage	Important archaeological remains of Mesolithic, Neolithic, Bronze Age, Iron Age and Saxon date have been found during excavations.
Highways	Increased HGV activity would need to be assessed to see the affect on Lower Road and the operation of key junctions meeting A249 at Cowstead Corner. Planned upgrading of traffic signal junction at Barton Hill.
Hydrogeology	Entirely in an outcrop area of the London Clay formation which has a depth of 100+ metres. Within Flood Zone 1.
Sources of Waste	Hazardous ash from the Allington EfW plant. Potential to receive hazardous waste arising from other facilities in Kent.

Conclusion

This is a greenfield site but there is a need for the clay to be worked and the hazardous landfill is the method of restoration.

Site 60

Norwood Landfill
and proposed extension,
Minster and Eastchurch

Minerals/ Waste Site

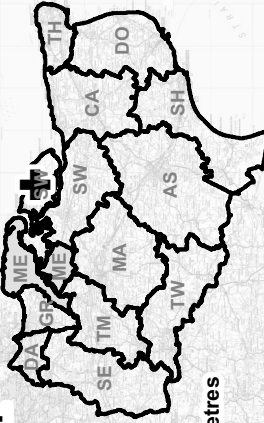
Designations on Site

Public Rights of Way

Eastings 597176
Northings 171796

Site Area (Hectares)
15.9

Site Location



0 10 20 Kilometres

1:1,832,193

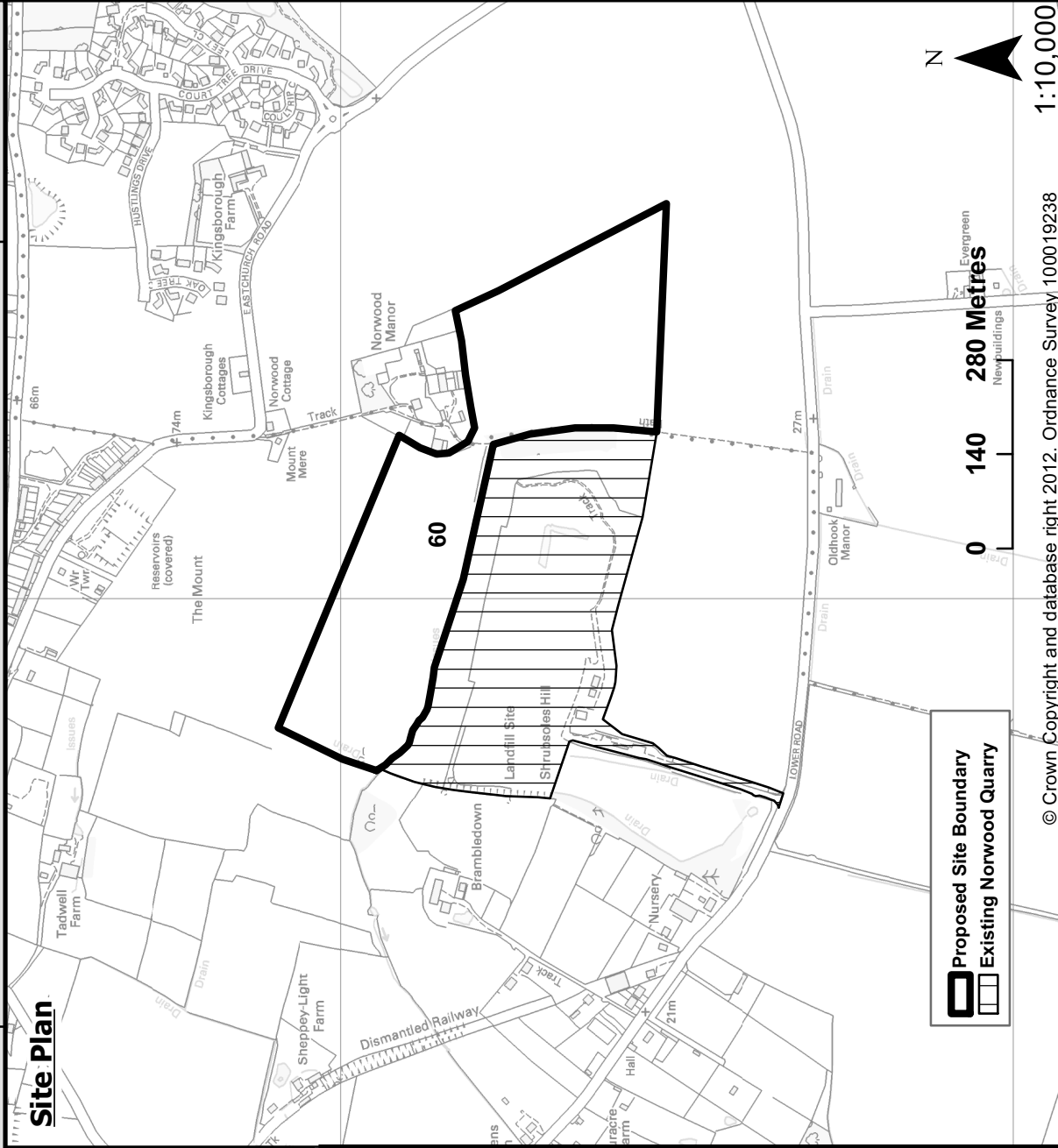
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District/Borough	Swale
Parish	Minster and Eastchurch
Landowner	SW Attwood & Partners
Operator	Waste Recycling Group Ltd
Agent	Stephen Bowley Planning Consultancy
Estimated Capacity	45,000tpa+
Life-of Operation	At least 2030
Access	Existing onto B2231
Current Use	Arable

The development of this site will be supported subject to:

1. No APC residues being permitted to be disposed of in the extension site until an assessment has been made by the applicant that alternative treatment technologies to hazardous landfill are not economically viable.
2. That any increase in annual capacity does not generate more traffic movements than can be accommodated without significant adverse effects upon the local highway network.
3. Restoration to original ground levels will be required within an agreed timescale.
4. Air Quality Assessment will be required in relation to impact on the Medway Estuary and Marshes SPA/Ramsar site, with mitigation if necessary.

Site Plan



 Proposed Site Boundary
 Existing Norwood Quarry

0 140 280 Metres

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1:10,000

Site 63: Pinden Quarry & Landfill Extension

Site 63

Pinden Quarry & Landfill Extension

5.8 This is an existing site which is currently extracting chalk and being restored by hazardous landfilling of asbestos waste. This site provides a facility for disposing of asbestos from the south east, London and the east of England. The proposal also includes the continuation of a materials recycling facility and transfer station. Site 63 can also be found in Chapter 7 of the Minerals Sites Preferred Options Document and also Chapter 7 of this document.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the presence of an Ancient Woodland site within 1km. Potential benefits relate to the distance of the site from European and National Wildlife sites, its location in Flood Zone 1, and its distance to cultural heritage.

HRA- Given the distance to the nearest European site and the lack of connected pathways (since there will be no putrescible waste in this landfill) it is considered that this site will be unlikely to lead to significant effects and will not need to have an Appropriate Assessment.

Site Specific Considerations	
Natural Environment	LWS and Ancient Woodland within 1km and SSSI within 5km. These are unlikely to present a significant constraint. UK and Local Protected species have been recorded within 1km of the site.
Heritage	Bronze Age, Iron Age and Roman Remains all found during past investigations. Remains include evidence of Roman occupation.
Highways	HGV capacity depends on the life of the site, as development comes forward in Kent Thameside, capacity will reduce.
Hydrogeology	Upper Chalk through out site. Within Flood Zone 1.
Sources of Waste	South East England, London & the East of England

Conclusion

This is both a Green Belt and a greenfield site but there is an identified need for the chalk to be quarried and the hazardous landfill is the method of restoration.

Site 63

**Pinden Quarry
North West Extension
Darenth, Dartford**

Minerals/ Waste Site

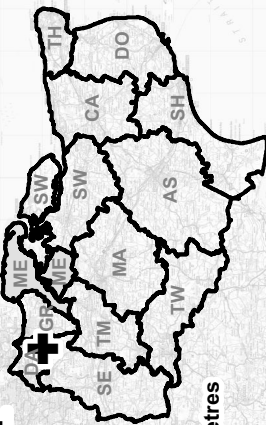
Designations on Site

Green Belt
Public Rights of Way

**Eastings 559469
Northings 169870**

**Site Area (Hectares)
2.9**

Site Location



0 10 20 Kilometres

1:1,832,193

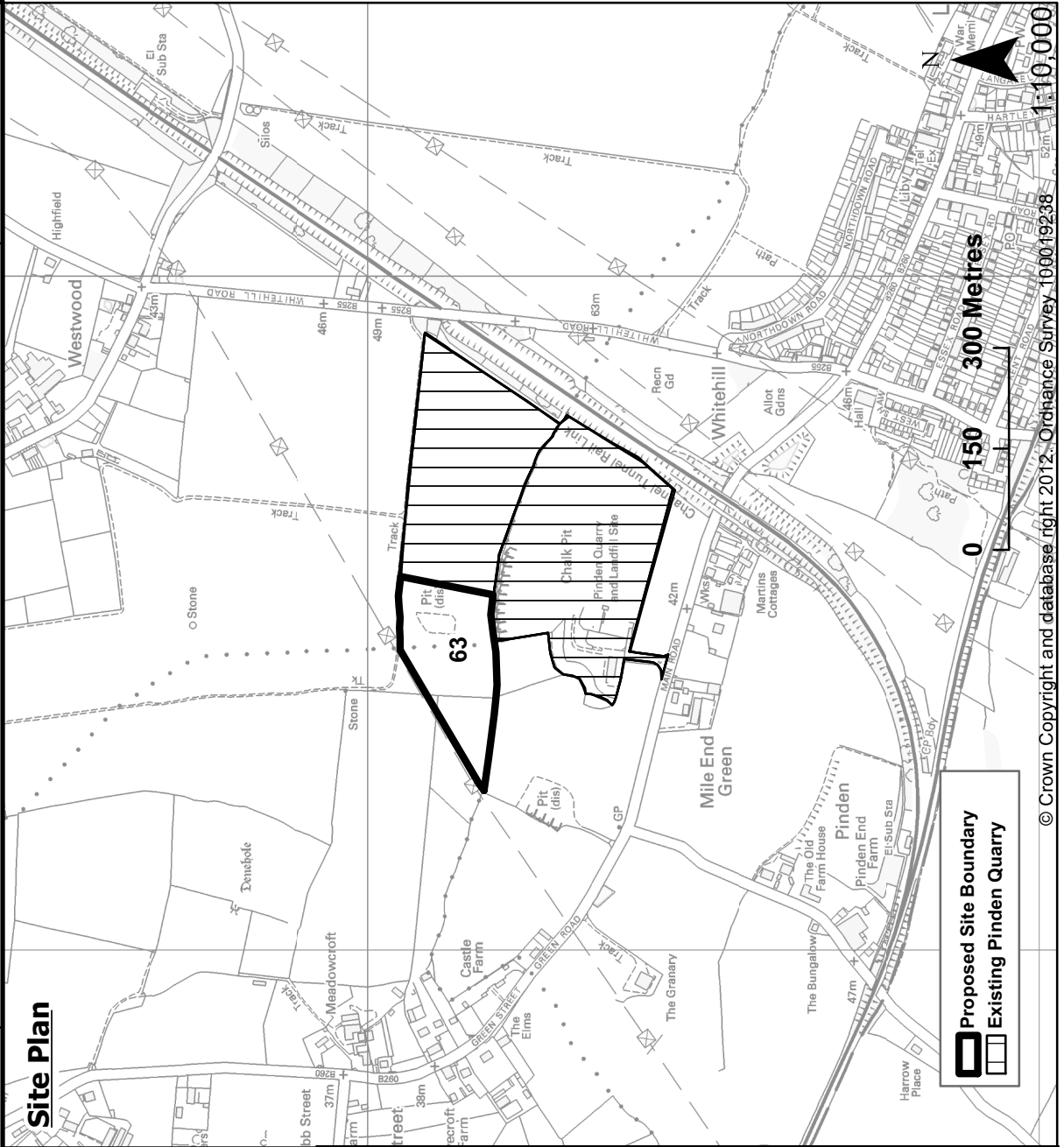
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Site Information

District/Borough	Dartford
Parish	Darenth & Southfleet, Longfield & New Barn
Landowner	Syd Bishop & Sons
Operator	Pinden Ltd
Agent	Environmental Scientifics Group
Estimated Capacity	572,000 cu.m
Life of Operation	Linked to life of Planning Permission (until 21 February 2042)
Access	Existing off Main Road
Current Use	No current use

The development of this site will be supported subject to: 1. the completion of restoration by 21 February 2042 (the deadline for completion of the current planning permission for the existing quarry); 2. the development not causing any increase in traffic movement for the whole quarry above the level specified in the planning permission for the existing quarry of 500 traffic movements per day; 3. the development being designed and operated such that both the high voltage overhead electricity line which adjoins the boundary of the site and the high pressure gas pipeline which crosses the sites are safeguarded.

Site Plan



Proposed Site Boundary
Existing Pinden Quarry

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Non-Hazardous Landfill

6.1 Both the 2010 and the Revised Waste Needs Assessment (11) conclude that there is a significant capacity gap for non-hazardous landfill. However, there have been no deliverable proposals for new non-hazardous landfill submitted as part of the MWDF call for sites. The Core Strategy and Directions seeks to rapidly increase the supply of EfW as an alternative to landfilling of non-hazardous waste, thereby husbanding the resource of non-hazardous landfill for wastes that cannot go to energy recovery.

6.2 In terms of the more specialist areas of non-hazardous landfill for disposal of river dredgings, two sites have been put forward in the call for sites by Peel Ports Ltd/Medway Ports Authority. There are currently no active disposal dredging sites in Kent and it is considered expedient to allocate a site for dredging disposal in the Preferred Options (fortunately one of the sites is not located within an area of environmental constraints).

6.3 The sites which will be allocated are:

- **Site 22: Rushenden Marshes**

6.4 Sites which will be not be allocated:

- **Site 15: Burntwick Island**
- **Site 95: Stone Gate**

6 Non-Hazardous Landfill

6.5 This page has been left blank intentionally.

FORWARD

Site 22: Rushenden Marshes (Dredging Disposal Site)

Site 22

Rushenden Marshes (Dredging Disposal Site)

6.6 The site is a former dredging disposal site. The proposal is to import dredgings by barge and to pump the dredgings ashore for disposal and recovery. Also the importation of inert wastes for the construction of internal bunds and other engineering uses is proposed.

Strategic Environmental Assessment Summary

SA- This will provide the only site within the county where river dredgings can be disposed of. The major redevelopment of Queenborough and Rushenden could effect the road capacity. The site would be restored to nature conservation in agreement with Natural England and the RSPB. There is the potential for cumulative adverse effects with the Swale to the west and north and housing, industrial estate and sewage works nearby. There are possible adverse effects on local communities due to the proximity to Queenborough.

HRA- This is a former operational site and the proposal is to continue that operation. As planning permission has been granted in recent years for dredging disposal it is assumed that the current operation is acceptable in environmental terms. As such, it is considered that significant effects are unlikely since no new impacts will be introduced, despite the proximity to Medway Estuary & Marshes SPA/Ramsar site.

Site Specific Considerations	
Natural Environment	Adjacent to the Medway Estuary and Marshes SPA, Ramsar and SSSI. Would need to fully assess possible impacts on special interest features of the site.
Heritage	Evidence of probable medieval saltworking within the boundaries of proposed site and a number of earthworks located in site.
Highways	Access currently through Main Road. Rushenden Relief Road will provide direct link to A249. Concerns over HGV use of southern section of Rushenden Road through residential estate.
Hydrogeology	The site is within Flood Zone 2 and Flood Zone 3 and 3b.
Sources of Waste	Dredgings from Thames and Medway River channels.

Conclusion

This site is not within any major national planning constraint areas and will provide the only site within the county where river dredgings can be disposed of. This site has previously had a planning permission for the deposit of river dredgings and part of the site has undergone satisfactory appropriate assessment under the Habitat Regulations due to the close proximity to the Medway Estuary Marshes SSSI. HGVs accessing the site would be kept to a minimum with only the amount needed to build up the bunds.

Site 22

**Rushenden Marshes
Dredgings, Queenborough
Swale**

Waste Site

Designations on Site

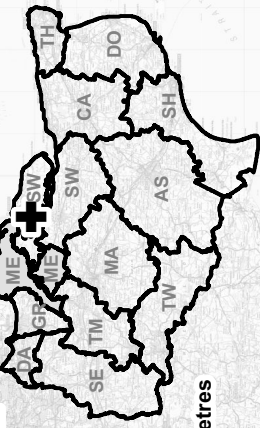
Designations Close to the site

- Site of Special Scientific Interest
- Special Protection Area
- Ramsar site
- Public Rights of Way

**Eastings 590316
Northings 170865**

**Site Area (Hectares)
76.2**

Site Location



1:1,832,193

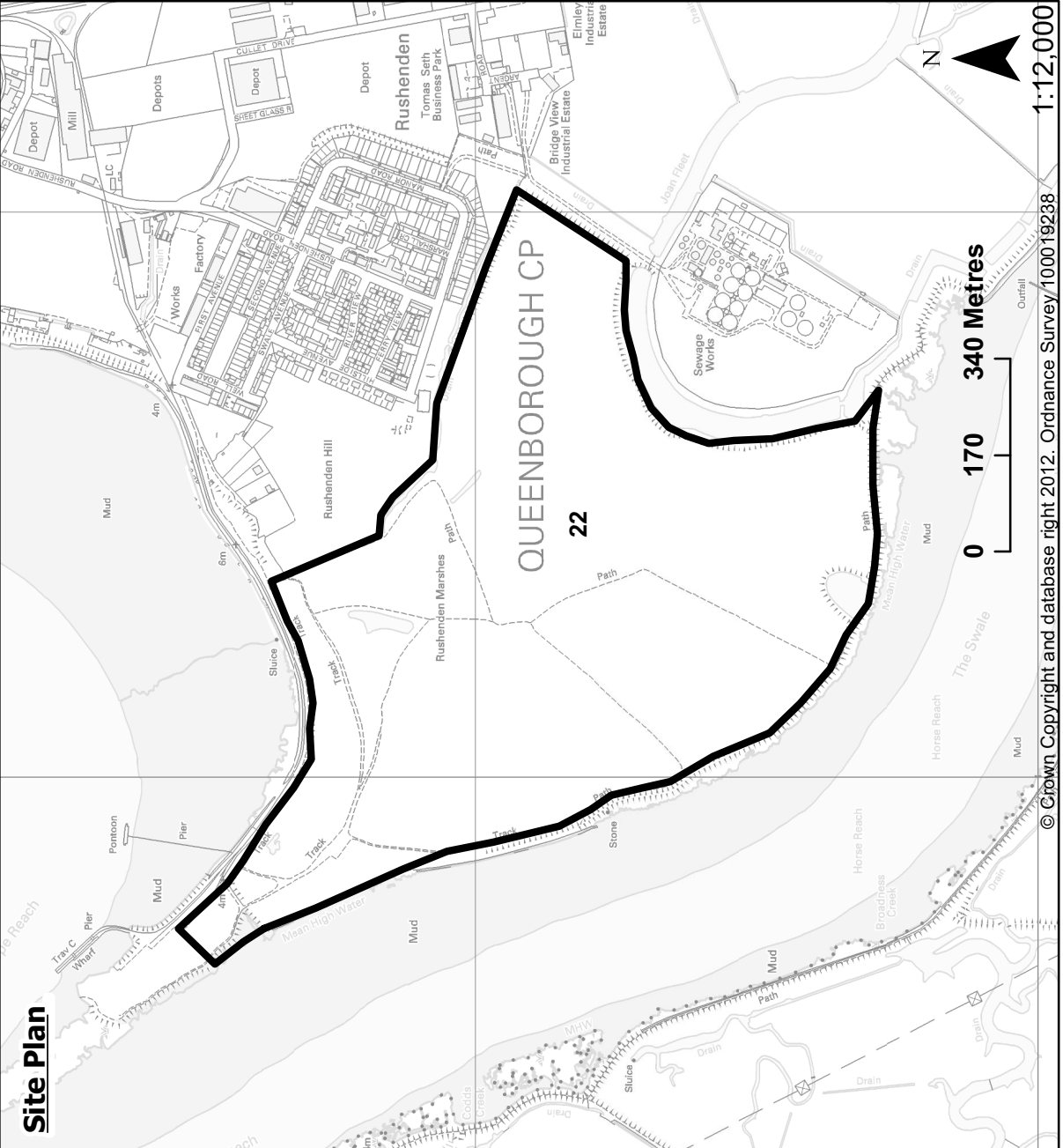
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Site Information

District/Borough	Swale
Parish	Queenborough
Landowner	Riverstaff Gibraltar
Operator	Peel Ports Ltd
Agent	SLR Consulting
Estimated Capacity	300,000tpa
Life of Operation	Permanent
Access	Not applicable - riverborne operation
Current Use	Dredging

The development of this site will be supported subject to: The site being used solely for the deposit of dredgings by river access and the use of the inert materials being restricted to the minimum necessary to construct retaining bunds.

Site Plan



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Treatment/Materials Recycling Facilities

7.1 The Revised Waste Needs Assessment⁽¹²⁾ concludes that the quantity of the existing capacity in facilities in Kent for recycling for both MSW and C&I waste arising in the county are sufficient for the plan period. This is mainly due to the predicted decrease in C&I waste arisings. However, this does not mean that there is not a need for new development because:

1. The quantification of need is based upon an aspirational target percentage for the amount of waste to go to recycling in the future which should only be regarded as a minimum due to the position of recycling at the higher end of the waste hierarchy.
2. The current facilities for recycling may not be for the right type of recycling needed in the future and existing waste facilities will need to expand or relocate in order to increase the range of wastes being recycled as markets for recycled materials develop.

7.2 The following sites will be allocated:

- **Site 11: Lees Yard and Adjacent Land, Rochester Way, Dartford**
- **Site 14: Longfield Farm, Paddock Wood**
- **Site 27: Otterpool Quarry, Sellindge**
- **Site 51: Ridham**
- **Site 63: Pinden Quarry**
- **Site 64: Richborough Hall**
- **Site 65: Land North of Stevens & Carlotti**
- **Site 72: Unit 14 Canterbury Industrial Park**
- **Site 88: Sevington Rail Depot Ashford**

7.3 The following sites do not need to be allocated as they are within industrial estates and it is considered more appropriate to deal with these by a policy supporting in principal the development of waste management facilities in appropriate industrial estates:

- **Site 12: Newington Industrial Estate**
- **Site 28: Waterbrook Park**
- **Site 57: Pike Road Eythorne Extension**
- **Site 79: Tilmanstone Works**

7.4 The following sites will not be allocated:

- **Site 8: Chelsfield Ammunition Depot**
- **Site 20: Tovil Recycling**
- **Site 52: Weatherlees**

7 Treatment/Materials Recycling Facilities

7.5 This page has been left blank intentionally.

FORWARD

Site 11: Lees Yard and Adjacent Land, Rochester Way, Dartford

Site 11

Lees Yard & Adjacent Land

7.6 This proposal is to extend the existing site. The site is used for the transfer of industrial and commercial waste.

Strategic Environmental Assessment Summary

SA- Impacts on local environment possible, given open processing and cumulative effect of adjoining builders yard. SSSI and Ancient Woodland nearby. Air quality impacts of site traffic must be considered due to proximity to the A282 Dartford Tunnel Approach Road AQMA.

HRA- Given the distance to the nearest European site and the lack of connecting pathways it is considered that this site will be unlikely to lead to significant effects and will not need Appropriate Assessment.

Site Specific Considerations	
Natural Environment	Dartford Heath LWS is opposite the site. If the recycling process is likely to reduce air quality this may damage the heathland habitat.
Heritage	Site located within an area of very high archaeological potential with important prehistoric remains recorded close to the site.
Highways	Sites 11 and 21 are adjacent and so much depends on the scale of operations.
Hydrogeology	The site is within Groundwater Source Protection Zone 1 and Flood Zone 1
Sources of Waste	Dartford/Gravesham/ Part Sevenoaks / Bexley/ Part Bromley/ Part Greenwich

Conclusion

This site consists of an existing waste management facility on previously developed land which is within the Green Belt. The proposed development allows greater recycling of waste materials and would have no greater impact on the Green Belt than already exists. This is a submission under the call for sites that was made in parallel with the submission of a planning application (reference DA/10/1232). This application was granted by the County Council subject to conditions on 27.05.11. This site will be allocated in the Sites Plan in order to safeguard the development in case the permission is not implemented.

Site 11

Lees Yard
and adj. land, Rochester
Way, Dartford

Waste Site

Designations on Site

Green Belt
Groundwater Source
Protection Zone 1

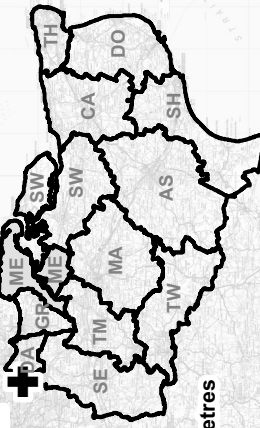
Designations Close to the site

Local Wildlife Site
Historic Parks Gardens

Eastings 551098
Northings 173713

Site Area (Hectares)
0.8

Site Location



0 10 20 Kilometres

1:1,832,193

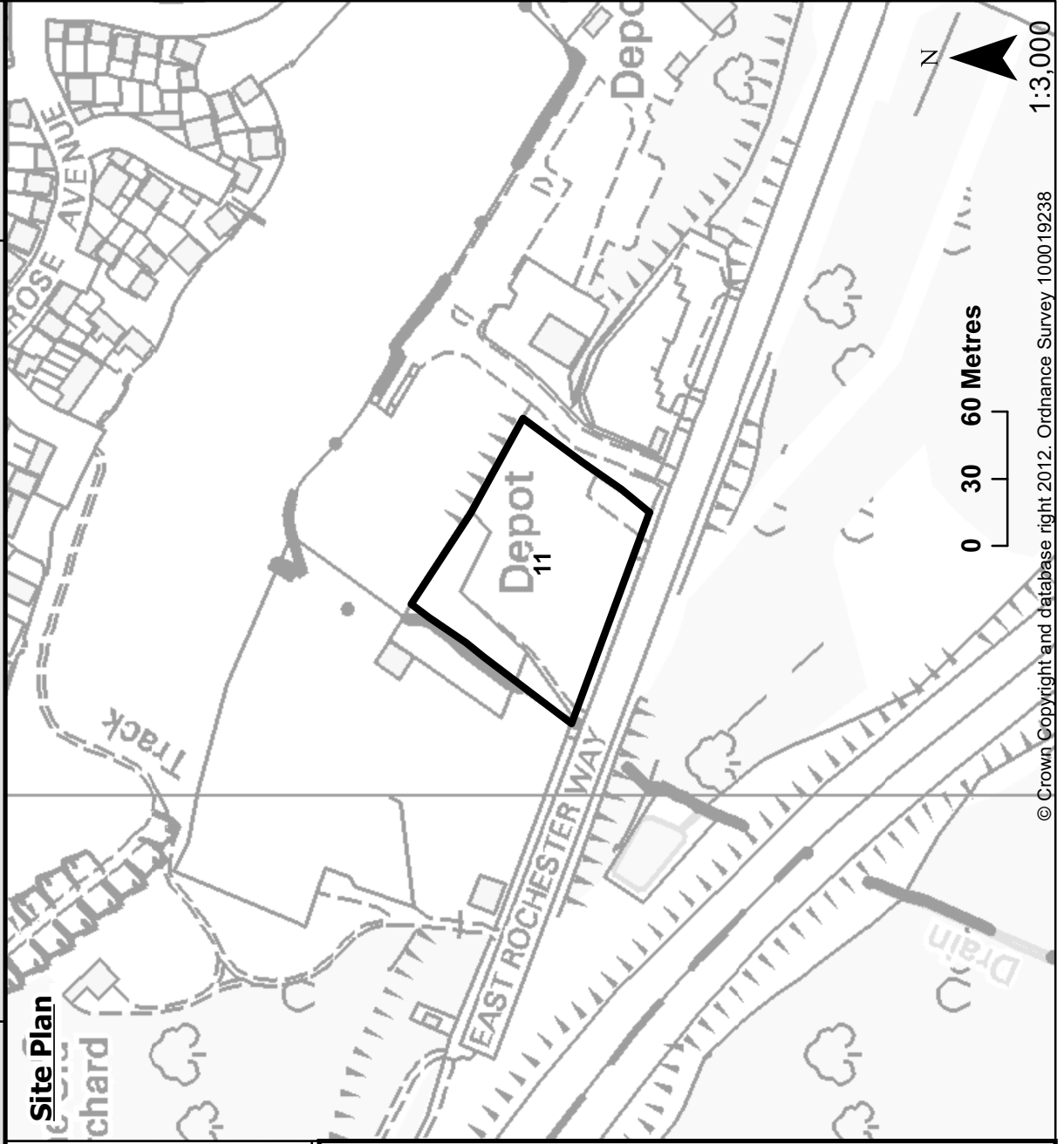
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Site Information

District/Borough	Dartford
Parish	Dartford
Landowner	Easy Load Ltd
Operator	Easy Load Ltd
Agent	Graham Simpkin Planning
Estimated Capacity	100,000tpa
Life of Operation	Permanent
Access	Existing off East Rochester Way
Current Use	Easy Load(activities include skip hire)

The development of this site will be supported subject to: The nature and scale of development being similar to that of the current permission (DA/10/1232) with planning conditions to ensure that there will be no significant impacts upon nearby heathland habitat or the underground water resources.

Site Plan



0 30 60 Metres

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1:3,000

Site 14: Longfield Farm, Paddock Wood

Site 14

Longfield Farm, Paddock Wood

7.7 This is an existing waste site for car breaking and metal recycling. The site is promoted as a proposal to build a recycling centre for sorting of skip waste from construction projects and domestic skips in addition to the existing use.

Environmental Assessment Summary

SA- Adjacent residential uses and potential of increased traffic could cause impacts on transport and community well being. A public footpath runs adjacent to the site. A listed building is also adjacent to the site and impacts should be considered given the open processing. Proposals to provide native planting around the site boundary will contribute to biodiversity benefits and help mitigate community, landscape and heritage impacts.

HRA- Given the distance to the nearest European site and the lack of connecting pathways it is considered that this site can be screened out as being unlikely to lead to significant effects.

Site Specific Considerations	
Natural Environment	Woodland block adjacent to the site which though not ancient in origin is likely to be important for wildlife within the area.
Heritage	No known archaeological remains in the area of this site other than late medieval building at Little Old Hay to the south of the site.
Highways	There are local concerns regarding capacity on Pearsons Green Road. The site access is currently private with poor visibility.
Hydrogeology	The site is within Flood Zone 1.
Sources of Waste	Skips from construction projects and skips from domestic properties. The waste will come in from a primary catchment area of 10-15 mile radius.

Conclusion

This site consists of an existing waste management facility on previously developed land. As an existing waste facility there will be a need for it to be modernised in order to keep up with market demand and environmental controls and to increase the range of wastes that can be recycled.

Site 14

**Longfield Farm,
Old Hay,
Paddock Wood**

Waste Site

Designations on Site

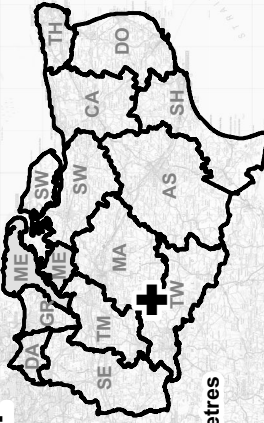
Listed Building

Designations Close to the site

**Eastings 569769
Northings 144063**

**Site Area (Hectares)
1.9**

Site Location



0 10 20 Kilometres

1:1,832,193

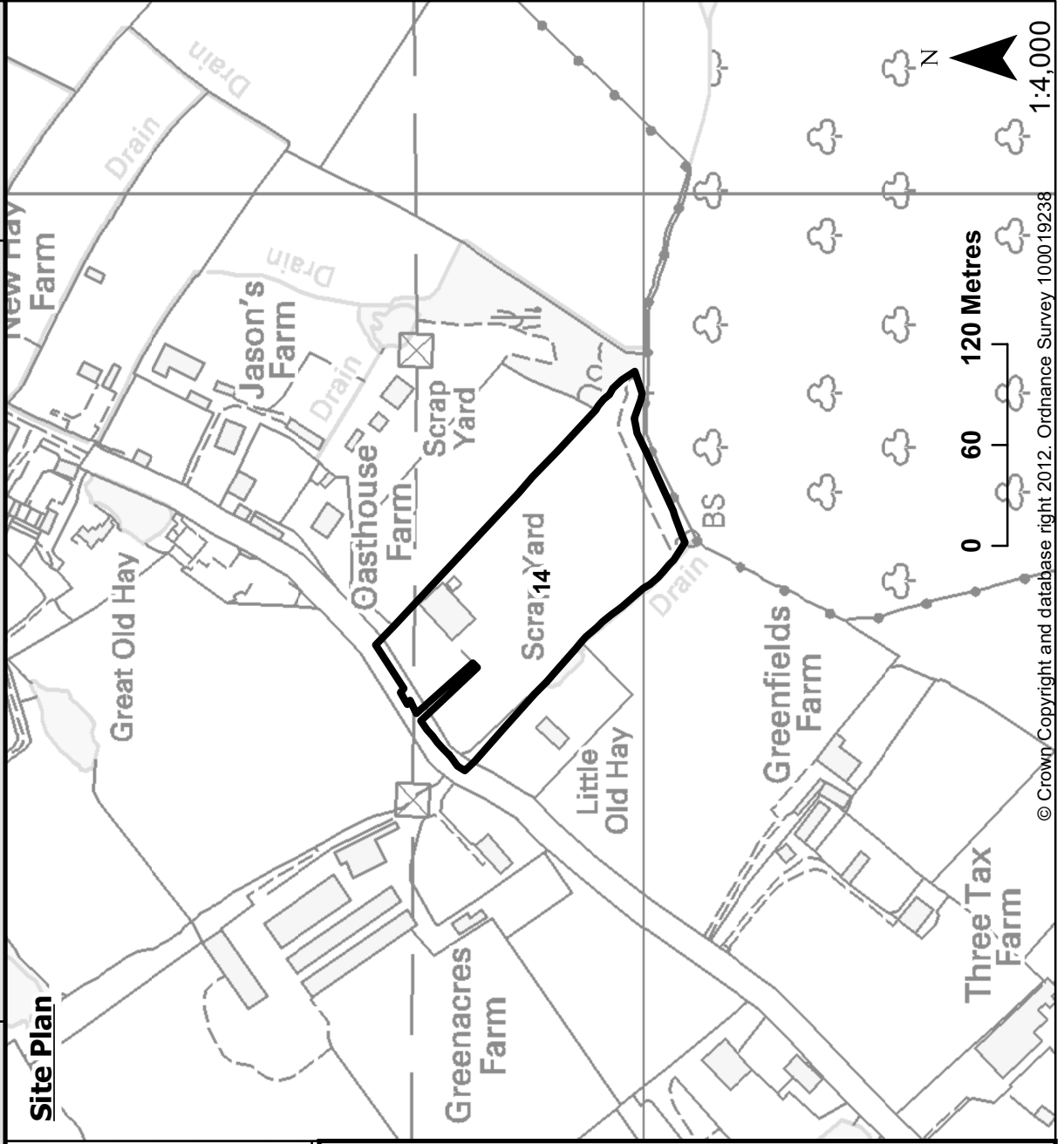
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Site Information

District/Borough	Tunbridge Wells
Parish	Paddock Wood
Landowner	Ricky Hunn
Operator	Scrapo Metal Recycling Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	25,000tpa
Life of Operation	Permanent
Access	Existing off Old Hay
Current Use	Car breaking and metal recycling

The development of this site will be supported subject to:
 1. The area that will be used for the recycling of skip waste being enclosed. 2. The maximum capacity of both the existing Metal/End of Life Vehicle use and the proposed skip waste not generating more traffic movements than can be accommodated without significant adverse effects on the local highway capacity.

Site Plan



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1:4,000

Site 27: Otterpool Quarry, Sellindge

Site 27

Otterpool Quarry, Sellindge

7.8 This site has permission for an anaerobic digestion facility and materials recycling facility. The materials recycling facility will be taking waste primarily from the commercial and industrial sectors.

Strategic Environmental Assessment Summary

SA- Potential issues surround impacts on biodiversity and the proximity of the site to the listed Otterpool Manor. Positive sustainability benefits from generation of renewable energy from the AD facility and the efficient use of land (reuse of a quarry).

HRA- Given the distance to the nearest European site and the lack of connecting pathways it is considered that this site is unlikely to lead to significant effects and will not need Appropriate Assessment.

Site Specific Considerations	
Natural Environment	Adjacent to Otterpool Quarry SSSI designated for its geological importance. The SSSI should be protected from harmful impacts.
Heritage	Archaeological potential will have been removed though some potential for Palaeolithic fissure sites.
Highways	Sufficient spare capacity on A20. Improvements to access will make it easy for lorries to turn towards Junction 11 but impossible to turn towards Sellindge.
Hydrogeology	The site is within Flood Zone 1
Type of Waste	Commercial and Industrial Waste

Conclusion

This site consists of previously developed land. The proposed development would facilitate more recycling and recovery of waste materials and would allow an increase in the capacity for treating green and kitchen waste diverting waste from going to non hazardous landfill. This is a submission under the call for sites that was made in parallel with the submission of a planning application (reference SH/08/124) for MRF and AD. This application was granted by the County Council subject to conditions on 28.03.11. This site will be allocated in the Sites Plan in order to safeguard the site for waste uses in case the permission is not implemented.

Site 27

**Otterpool Quarry,
Ashford Road,
Barrow Hill, Sellindge**

Waste Site

Designations on Site

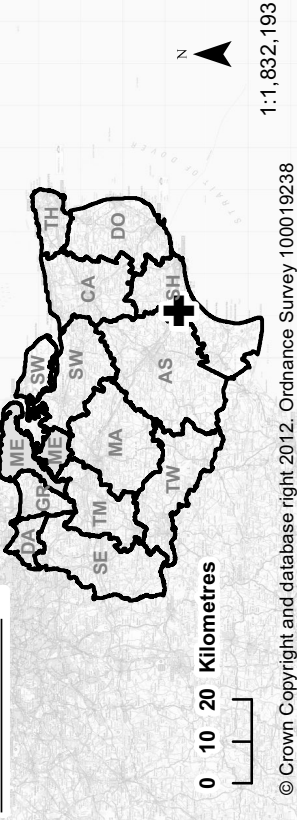
Designations Close to the site

**Eastings 611206
Northings 136611**

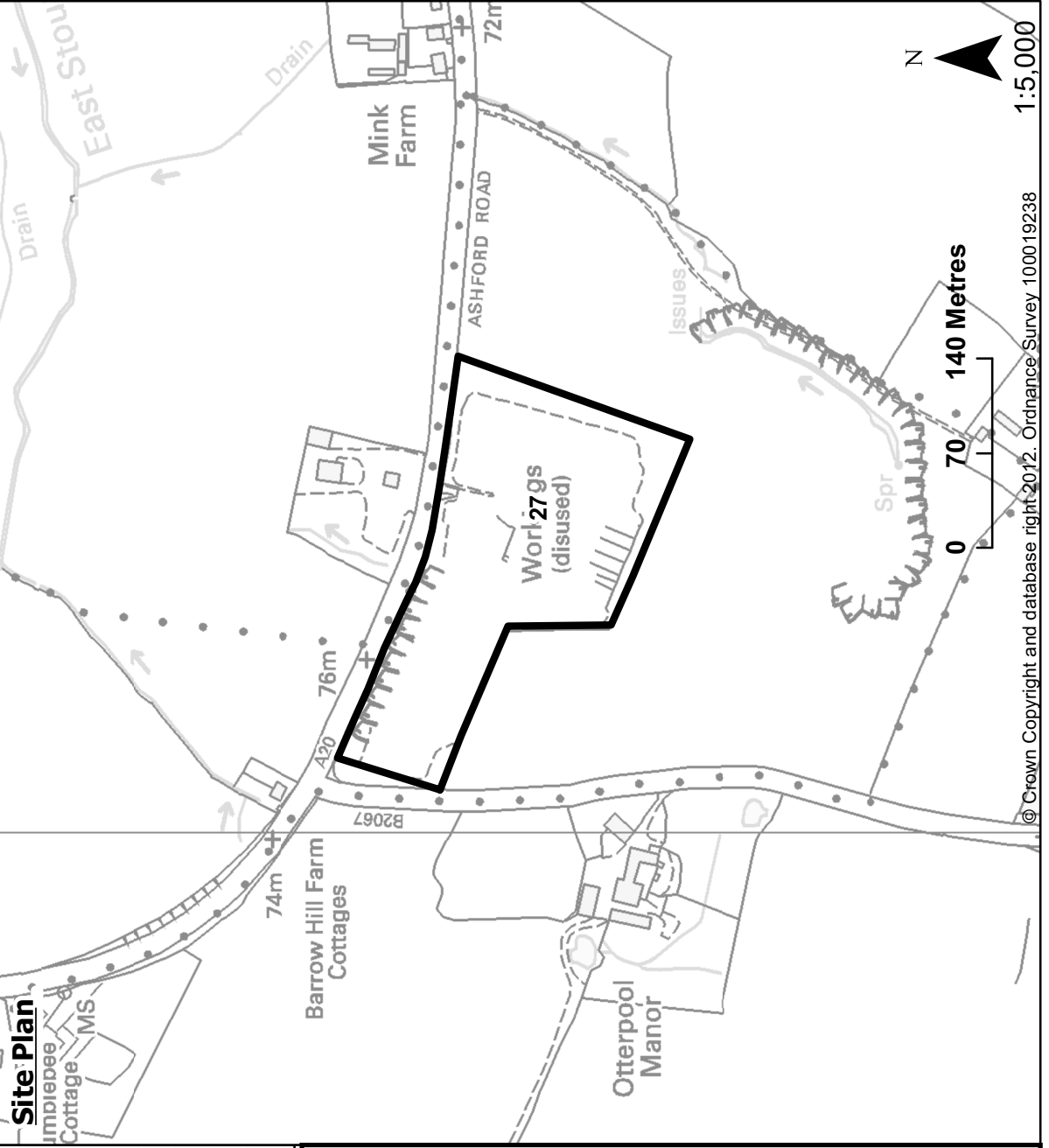
**Site Area (Hectares)
3.8**

Site of Special Scientific Interest

Site Location

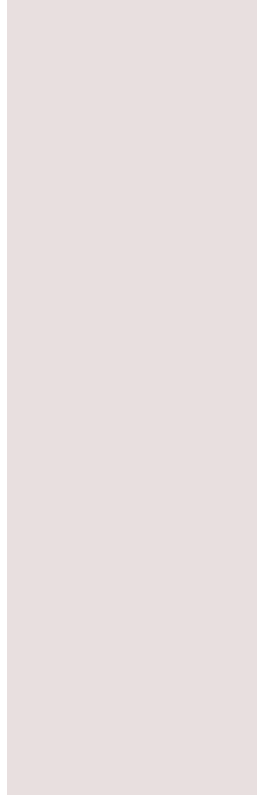


Site Plan



Site Information

District/Borough	Shepway
Parish	Sellindge
Landowner	Countrystyle Recycling Ltd
Operator	Countrystyle Recycling Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	AD 20,000tpa & MRF 75,000tpa
Life of Operation	Permanent
Access	On to Ashford Road
Current Use	Former Quarry and plant site
The development of this site will be supported subject to: The nature and scale of development being similar to that of the current permission (SH/08/124).	



Site 51: Ridham, Iwade

Site 51

Ridham

7.9 This site currently has planning permission for an in vessel composting facility, a materials recycling facility, aggregates recycling and a waste wood combined heat and power plant.

Strategic Environmental Assessment Summary

SA- Potentially adverse impact due to the proximity of the site to the Swale (designated as a Ramsar, SPA and SSSI site). There is potential impact due to the site being in Flood Zone 3 and the presence of UK protected species within the site. Positive impacts surround the potential use of the site to generate renewable energy and to use waste heat on site.

HRA- A project specific HRA would be required if the proposals involve any increase in the scale of current consented operation to confirm that the noise and air quality impacts would be acceptable. It would also be necessary for an assessment of the pathogen risk to plants due to the close proximity of SPA/Ramsar site.

Site Specific Considerations	
Natural Environment	Adjacent to the Swale SPA, Ramsar and SSSI. Possible emissions would need to be assessed for impact on European designations.
Heritage	Marshlands could include prehistoric remains from use of Milton Creek, including wrecks.
Highways	Highway network likely to have enough capacity. Significant traffic on Sittingbourne Northern Relief Road may impact on junctions along Barge Way and Swale Way.
Hydrogeology	The site is within Flood Zone 2 and Flood Zone 3.
Sources of Waste	Commercial, industrial and domestic sites primarily in East Kent.

Comment

Existing waste management facility and not in any national planning constraint areas but adjoins the Swale SPA. Proposed development within the same footprint, would allow an increase in capacity for recycling, composting and energy from waste, reducing disposal at non-hazardous landfill. Planning applications were submitted to consolidate the operations at the site for the same uses and intensity (references SW/10/1146 and SW/10/1436). These were granted permission on 26.10.10 and 05.05.11 and were subject to conditions and an AA. This site will be allocated in the Sites Plan to safeguard the development in case the permission is not implemented.

Site 51

**Ridham Countrystyle
MRF, Dock Road,
Iwade**

Waste Site

Designations on Site

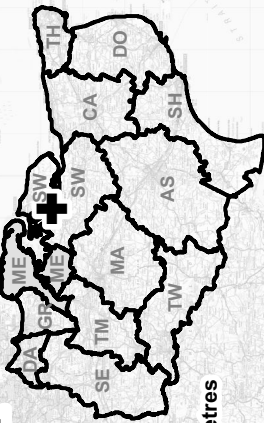
Designations Close to the site

Site of Special Scientific Interest
Special Protection Area
Ramsar site

**Eastings 592139
Northings 167401**

**Site Area (Hectares)
3.1**

Site Location



0 10 20 Kilometres



1:1,832,193

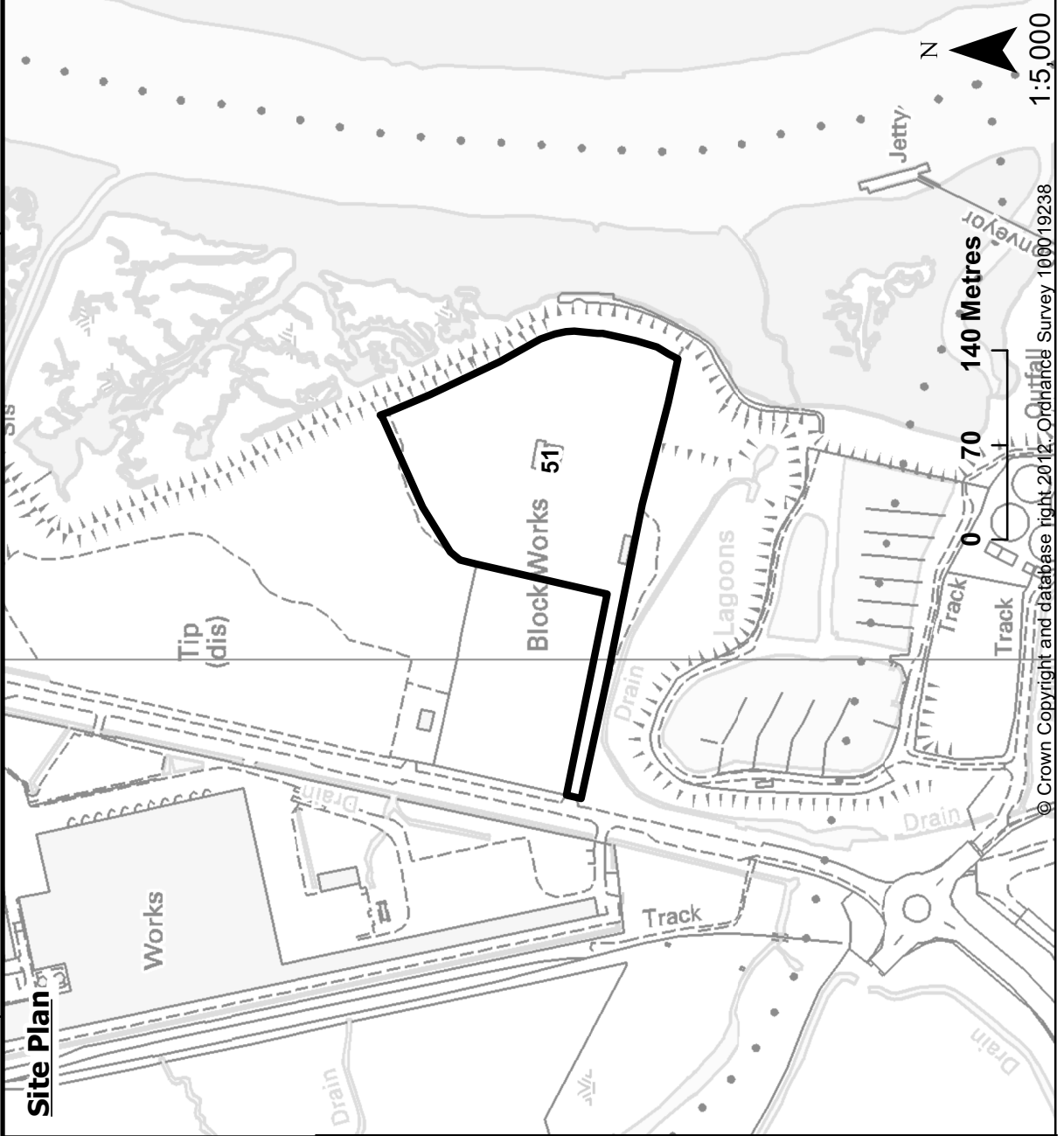
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Site Information

District/Borough	Swale
Parish	Iwade
Landowner	Countrystyle Recycling Ltd
Operator	Countrystyle Recycling Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	IV Composting- 14,873 tpa, MRF- 75,101 tpa, EfW- 30,000 tpa
Life of Operation	Permanent
Access	Existing off Ridham Dock Road
Current Use	MRF and in vessel composting with permission for EfW from waste wood

The development of this site will be supported subject to: The nature and scale of development being similar to that of the current permissions (SW/10/1146 and SW/10/1436).

Site Plan



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1:5,000

Site 63: Pinden Quarry

Site 63

Pinden Quarry

7.10 This is an existing chalk extraction and asbestos landfill site. The existing waste recycling uses consist of MRF, aggregate recycling and soil screening. The site has been submitted for expansion and to continue the existing recycling activities. Site 63 can also be found in Chapter 7 of the Minerals Sites Preferred Options Document and Chapter 5 of this document.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the presence of an Ancient Woodland site within 1km. Potential benefits are the distance of the site from European and National wildlife sites, its location in Flood Zone 1, and its distance to cultural heritage.

HRA- Given the distance to the nearest European site and the lack of connected pathways (since there will be no putrescible waste in this landfill) it is considered that this site will be unlikely to lead to significant effects and will not need an Appropriate Assessment.

Site Specific Considerations	
Natural Environment	LWS and Ancient Woodland within 1km, SSSI within 5km. UK and Local Designated species recorded within 1km.
Heritage	Bronze Age, Iron Age and Roman Remains all found during past investigations. Remains include evidence of Roman occupation.
Highways	HGV capacity depends on life of site. As development comes forward in Kent Thameside capacity will reduce.
Hydrogeology	Upper Chalk throughout site. The site is within Flood Zone 1.
Sources of Waste	London and South East England

Conclusion

Existing temporary waste management facility and mineral working in the Green Belt. The operator has requested that the recycling and processing uses be made permanent and not removed when mineral working is restored. Waste facilities are inappropriate development in the Green Belt and only acceptable whilst mineral working is operational. However, an extension to the mineral working with restoration through the deposit of asbestos is being promoted. This is expected to extend the operational life beyond the end of the plan period. It is therefore appropriate that this site is allocated in the plan. The site boundary has been extended to include existing facilities to secure its continual use as a waste management area.

Site 63

**Pinden Quarry
North West Extension
Darenth, Dartford**

Minerals/ Waste Site

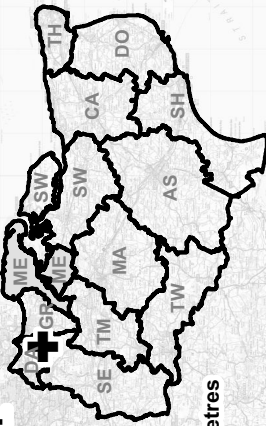
Designations on Site

Green Belt
Public Rights of Way

**Eastings 559469
Northings 169870**

**Site Area (Hectares)
2.9**

Site Location



0 10 20 Kilometres

1:1,832,193

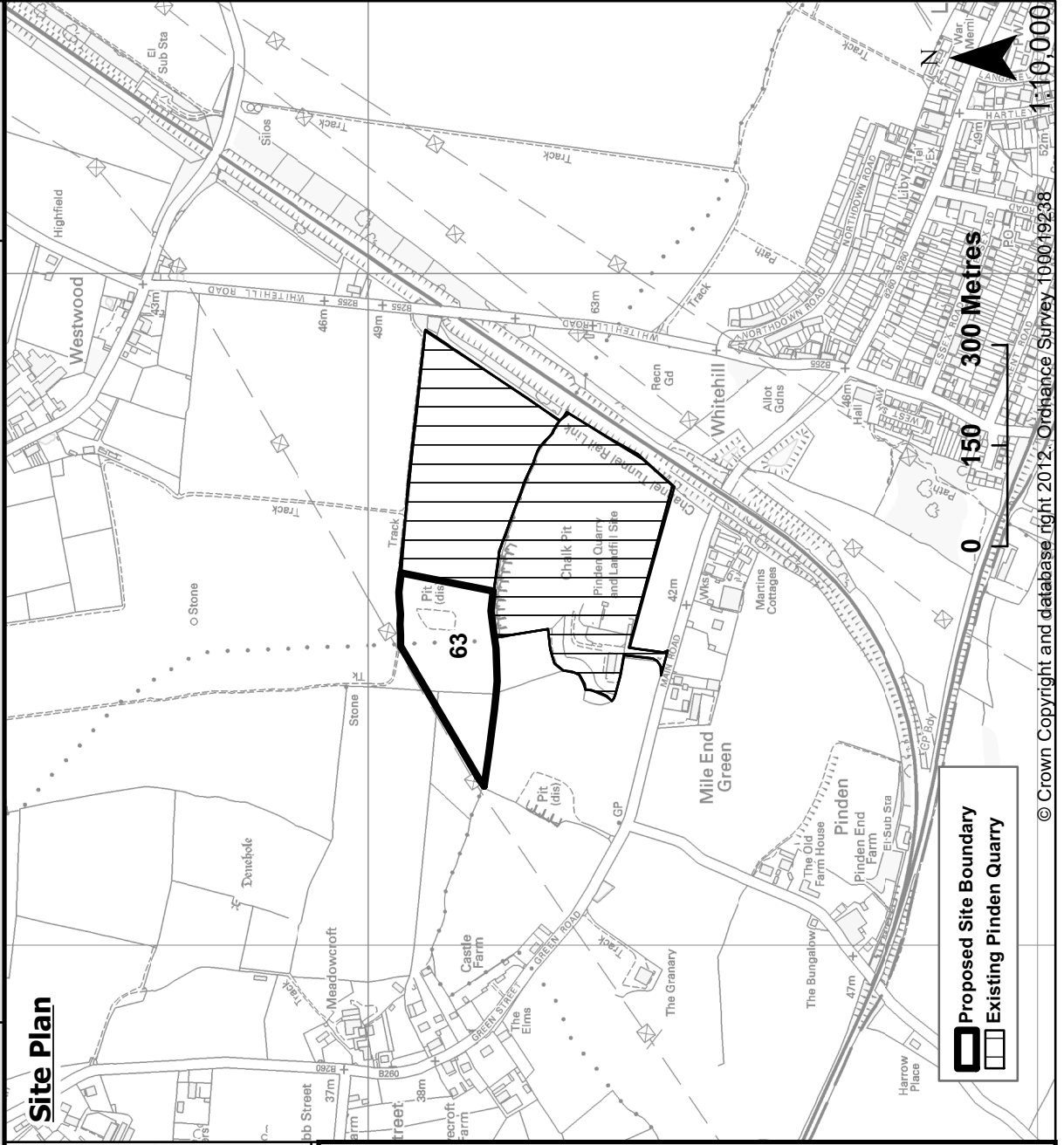
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Site Information

District/Borough	Dartford
Parish	Darenth & Southfleet, Longfield & New Barn
Landowner	Syd Bishop & Sons
Operator	Pinden Ltd
Agent	Environmental Scientifics Group
Estimated Capacity	No additional capacity above that which is already permitted
Life of Operation	Linked to life of Planning Permission (Until 21.02.2042)
Access	Existing off Main Road
Current Use	No current use

The development of this site will be supported subject to:1. The development not generating any increase in traffic movement for all the activities in the quarry above the level specified in the current planning permission for the existing quarry of 500 traffic movements per day. 2. The waste recycling and processing uses being removed prior to the completion of restoration of the mineral working.

Site Plan



Proposed Site Boundary
Existing Pinden Quarry

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Site 64: Richborough Hall, Sandwich

Site 64

Richborough Hall

7.11 This is an existing site permitted as an integrated waste management centre. The site has recently been granted planning permission for the construction of a MRF to replace the existing inert materials processing facility on the southern part of the site.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the proximity of the site to Thanet Coast & Sandwich Bay (a Ramsar, SPA and SSSI designated site), the location of the site within Flood Zone 3 and the presence of UK protected species within the site.

HRA- Site would need air quality assessment if there is to be an increase of vehicle movements. Given that the site lies within 500m of Sandwich Bay SAC and Thanet Coast to Sandwich Bay SPA/Ramsar it is considered that construction noise and dust will need to be assessed.

Site Specific Considerations	
Natural Environment	Situated approximately 100m from Thanet Coast and Sandwich Bay SPA/Ramsar site. Any development in these locations therefore has the potential to adversely affect the important habitats and species.
Heritage	Main archaeological potential lies in alluvium deposits of former Wantsum Sea Channel.
Highways	Adequate capacity on adjoining road network. Site falls within area of East Kent Access Phase 1C.
Hydrogeology	The site is within Flood Zone 2 and Flood Zone 3.
Sources of Waste	Principally Thanet, Dover and Canterbury Districts plus, potentially, other East Kent Districts.

Conclusion

Part of an existing waste management facility and located in close proximity to a SPA and LWS. The proposed development would be within the same footprint and would allow an increase in the capacity for recycling within the county, diverting materials away from disposal. This submission was made in parallel with the submission of a planning application for the same uses and intensity (reference DO/10/954). It was granted permission subject to conditions on 19.07.2011. It is appropriate that this site should also be allocated in the Sites Plan subject to any future waste management developments being similar in nature and scale of activity to those permitted. The site boundary has been extended to include existing facilities to secure its continued use as a waste management area.

Site 64
Richborough Hall,
west of Ramsgate
Rd., Sandwich

Waste Site

Designations on Site

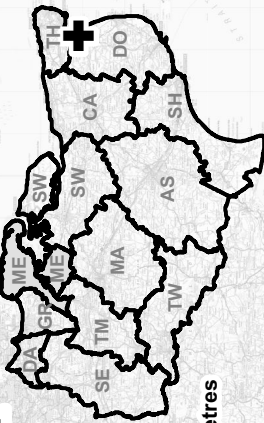
Designations Close to the site

Local Wildlife Site

Eastings 633342
 Northings 161006

Site Area (Hectares)
 2.0

Site Location



0 10 20 Kilometres

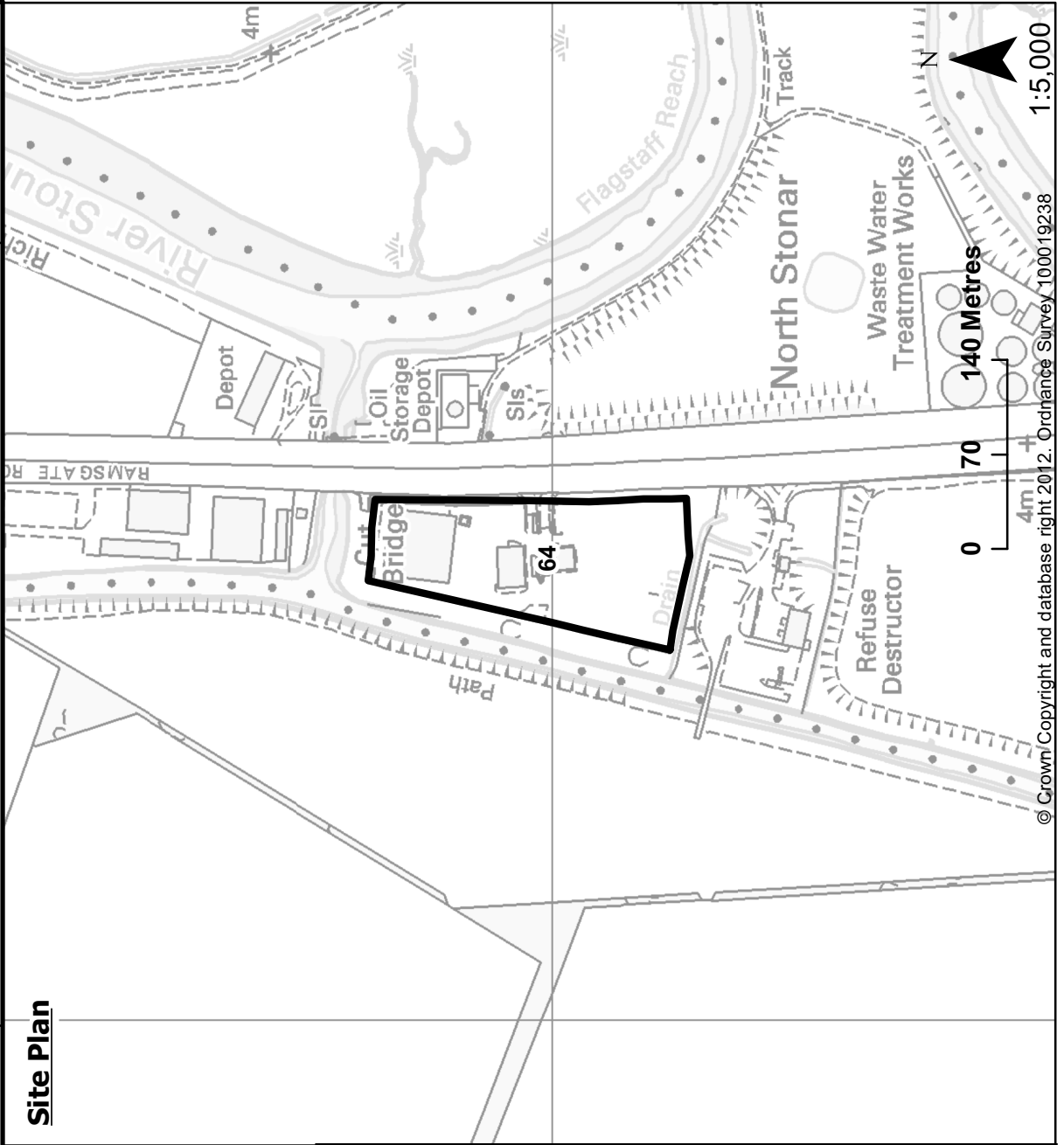
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Site Information

District/Borough	Dover
Parish	Sandwich
Landowner	Thanet Waste Services
Operator	Thanet Waste Services
Agent	Lee Evans Planning
Estimated Capacity	50,000tpa new clean MRF capacity
Life of Operation	Permanent
Access	Existing off Ramsgate Road
Current Use	MRF, transfer, soil and C&D recycling.
	The development of this site will be supported subject to: Any future waste management developments being similar in nature and scale of activity to those permitted for application DO/10/954.

Site Plan



0 70 140 Metres

4m

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1:5,000

Site 72: Unit 14 Canterbury Industrial Park, Hersden

Site 72

Unit 14 Canterbury Industrial Park

7.12 The site is proposed for use as a waste transfer station taking commercial & industrial waste and inert and excavation waste. The site has also been promoted to produce secondary and recycled aggregates and can be found in Chapter 11 of the Minerals Sites Preferred Options Document.

Strategic Environmental Assessment Summary

SA- The site is a former colliery tip now used for general storage. An existing industrial estate neighbours the site and is accessed through here. There are no apparent views to the site from the north, east or south. UK and Local protected species are within the site. There is unlikely to be any archaeological interest on the site due to its previous use.

HRA- Given the proximity of this site to the Stodmarsh SAC/SPA/Ramsar site, likely significant effects cannot be ruled out at this stage and further investigation will be required. This is likely to focus on issues of air quality, water quality and noise/disturbance.

Site Specific Considerations	
Natural Environment	This site is immediately adjacent to the Stodmarsh SPA/Ramsar site, SAC, SSSI and NNR. The site is also adjacent to a Local Wildlife Site.
Heritage	Archaeological potential for the site may have been affected by previous development works including a colliery on the site.
Highways	There is good quality access into the site from the A28. The carriageways within the industrial park have not been adopted by KHS and as such are a private maintenance liability. However they appear to be suitable for HGV access.
Hydrogeology	The site is within Flood Zone 1.
Sources of Waste	The Canterbury/Whitstable/Thanet area

Conclusion

This site consists of previously developed/despoiled land and adjoins an existing industrial estate. It is not in any national planning constraint areas but the area of the site being put forward in the Sites Plan Preferred Options has been amended to exclude the Former Hersden Colliery LWS. The site is in close proximity to the Stodmarsh SPA albeit separated by a railway line. In principle, the allocation of this site would comply with the policies in the Core Strategy. In order to mitigate the potential effects of noise and dust on the SPA and the LWS, the waste operations on this site would need to be enclosed.

Site 72

Unit 14 and land adj.
Canterbury Industrial Park,
Hersden, Canterbury

Minerals/ Waste Site

Designations on Site

Regionally Important
Geological/geomorphological
Sites

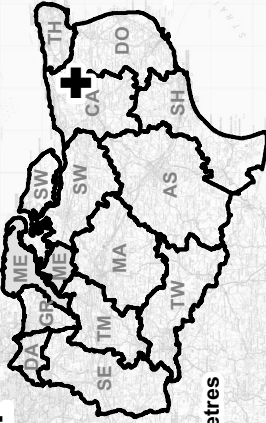
Designations Close to the site

Local Wildlife Site
Site of Special Scientific Interest
Special Protection Area
Special Area of Conservation
Ramsar site

Eastings 621282
Northings 161972

Site Area (Hectares)
1.7

Site Location



0 10 20 Kilometres

1:1,832,193

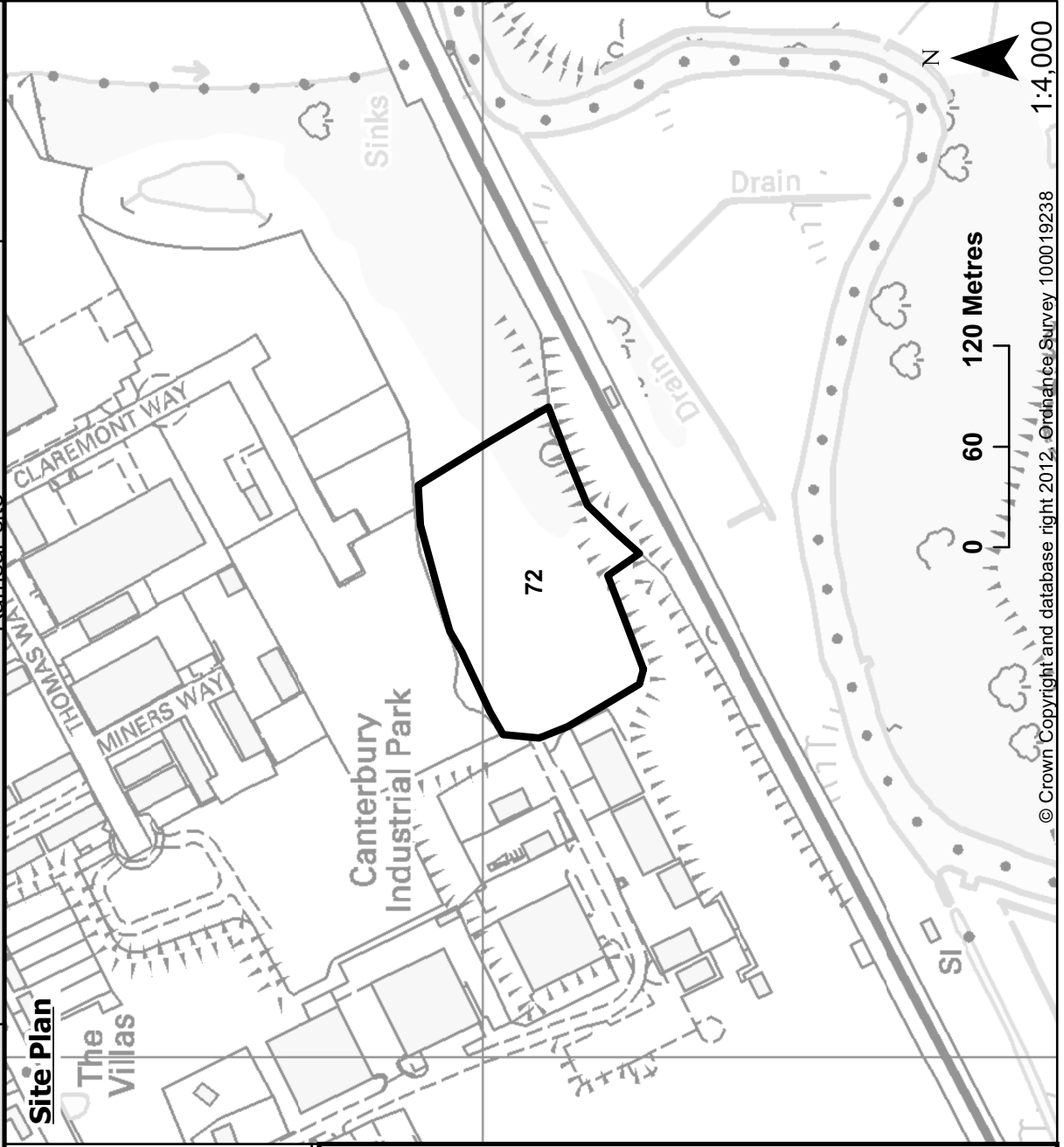
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Site Information

District/Borough	Canterbury
Parish	Hersden
Landowner	Goody Demolition
Operator	R H Ovenden Ltd
Estimated Capacity	50,000tpa
Life of Operation	Permanent
Access	Existing industrial estate access
Current Use	General storage. Former colliery tip

The development of this site will be supported subject to:
Waste handling operations being enclosed.

Site Plan



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1:4,000

Site 88: Sevington Rail Depot, Ashford

Site 88

Sevington Rail Depot, Ashford

7.13 This site is currently a construction and demolition waste recycling facility. The site has been promoted for a variety of waste uses including anaerobic digestion, energy from waste and a mechanical biological treatment facility.

Strategic Environmental Assessment Summary

SA- All existing and proposed composting and recycling activities are unlikely to have significant adverse effects on the local road network; however the cumulative impact with the other proposed developments for this part of Ashford is unclear. The site is not in close proximity to any designated nature conservation areas and the proposed fully enclosed nature of the waste management facility should have minimal on or near site impacts. Consideration needs to be given to the European and UK protected species within the site.

HRA- Given the distance to the nearest European site and the lack of connecting pathways it is considered that this site would be unlikely to lead to significant effect and would not need Appropriate Assessment

Site Specific Considerations	
Natural Environment	Contains a complex of ditches which ultimately feed into the South Willesborough Dykes LWS.
Heritage	Past development likely to have had heavy impact on potential archaeology though may be areas on fringes that have not been disturbed.
Highways	Improvements to the Waterbrook roundabout will result in increased capacity. A 40mph speed limit is proposed at the roundabout.
Hydrogeology	The site is within Flood Zone 1.
Sources of Waste	Ashford Borough, Thanet Borough, Shepway Borough, Swale Borough, Canterbury City.

Conclusion

This site consists of previously developed land that is an existing minerals and waste site, is not in any national planning constraint areas and adjoins an industrial estate. This site also has permission for a waste transfer station and MRF which have not yet been developed. The development of a mechanical biological treatment facility along with other waste management activities would further the aims of the Core Strategy in moving waste up the hierarchy. The site area has been reduced to reflect the area that is under control of the operator and in order not to sterilise the rest of the land which is within an industrial estate from being developed for other (non-waste management) employment uses.

Site 88

Sevington Recycling Depot, Waterbrook Avenue, Ashford

Waste Site

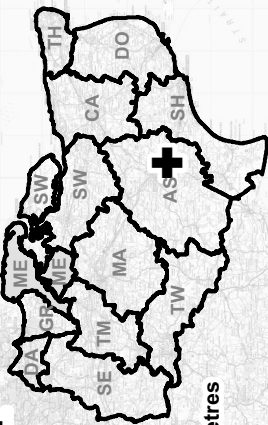
Designations on Site

Public Rights of Way

Eastings 603583
Northings 140234

Site Area (Hectares)
5.4

Site Location



0 10 20 Kilometres

1:1,832,193

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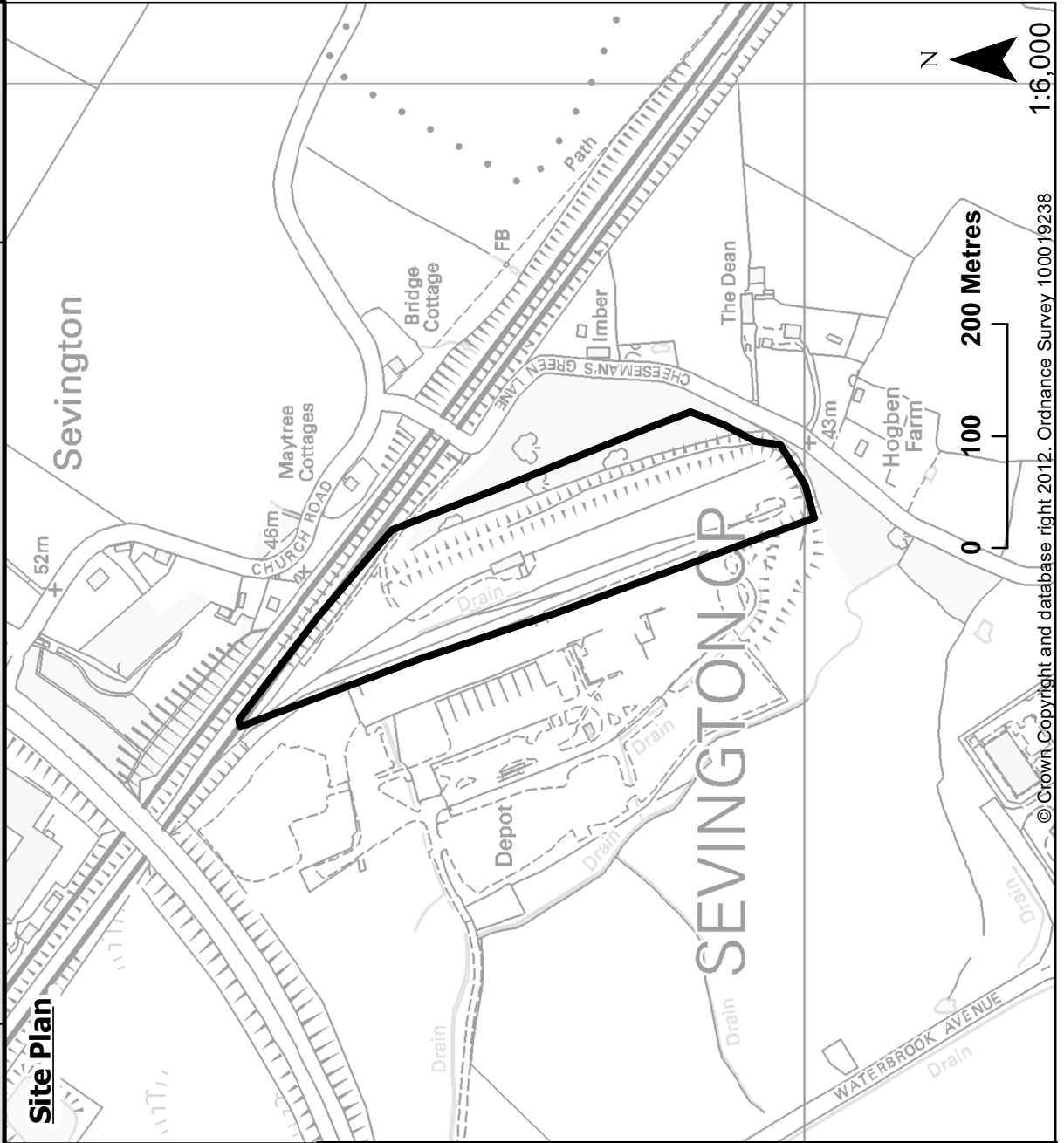
Site Information

District/Borough	Ashford
Parish	Sevington
Ladowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	80,000tpa
Life of Operation	Permanent
Access	Munsteriefel Road & Ashford to Folkestone Railway Line
Current Use	Aggregate rail depot

The development of this site will be supported subject to:

1. The maximum capacity of all the existing and proposed activities on the site not generating more traffic movements than can be accommodated without significant adverse effects on the local highway network.
2. The waste management uses being enclosed.

Site Plan



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1:6,000

Sites for Green and Kitchen Waste Treatment

8.1 The Revised Waste Needs Assessment⁽¹³⁾ confirms the need for additional facilities in the future for composting for both the MSW and the C&I waste streams. However, the report concludes that a smaller quantity of new capacity for the treatment of green and kitchen waste is needed by the end of the plan period of 64,000 tpa. This is due both to a reduction in the amount of C&I waste predicted to arise during the plan period and restricting the rate of growth in MSW to only one option (the rate of growth predicted by the KCC Waste Management Unit).

8.2 The additional capacity for treating green waste and kitchen waste is expected to come from either in-vessel composting or anaerobic digestion (AD) with energy recovery. No sites have been selected for open composting as these could not be allocated without a detailed study of the effects of airborne transmission of bioaerosols on adjoining land uses or sensitive habitats and therefore none of these sites could be relied upon as being likely to be granted permission. Sufficient sites have been promoted for both in-vessel composting and AD which are both enclosed operations and could offer an outlet for kitchen waste and green waste where as open composting is only suitable for green waste.

8.3 The following sites have been allocated:

- **Site 23: Blaise Farm, Offham**
- **Site 27: Otterpool Quarry, Sellindge**
- **Site 51: Ridham, Iwade**
- **Site 65: Land North of Stevens & Carlotti, Sandwich**

8.4 The following sites have not been allocated:

- **Site 52: Weatherlees, Minster**
- **Site 79: Tiltmanstone Works, Eythorne**
- **Site 82: Milton Manor Farm 2, Chartham**
- **Site 83: Island Road, Sturry (Westbere)**
- **Site 84: Highstead, Chislet**
- **Site 85: Charing Quarry (Waste)**

8 Sites for Green Waste Treatment

8.5 This page has been left blank intentionally.

DRAFT

Site 23: Blaise Farm, Offham

Site 23

Blaise Farm

8.6 This is an existing in-vessel composting facility which has a temporary permission until 2028. The permission for mineral working requires completion by March 2063 and so a further extended temporary period for the composting plant is unlikely to prejudice restoration of the quarry or the objectives of the Green Belt.

Strategic Environmental Assessment Summary

SA- The proposal to enable production of energy from biomass material is likely to provide sustainability benefits including carbon reductions. Potential cumulative transport impacts dependent on nature of proposed improvements within Kings Hill. Archaeological remains are potentially on site. Possible adverse impacts on remains of Chapel just north of the site and on a nearby listed building. Potential adverse impacts on biodiversity as Ancient Woodland and LWS are nearby.

HRA- Given the distance to the nearest European site and the lack of connecting pathways, it is considered that this site would be unlikely to lead to significant effects and would not need Appropriate Assessment.

Site Specific Considerations	
Natural Environment	Adjacent to Mereworth Woods designated for its Ancient Woodland habitat. It will be important to ensure there will be no direct or indirect impact.
Heritage	Potential for prehistoric archaeological remains. Remains of medieval chapel just outside of site.
Highways	HGV route along the A228. Proposed developments within Kings Hill which would increase vehicular traffic.
Hydrogeology	The site is not within a Flood Zone or Groundwater Source Protection Zone.
Sources of Waste	From the South East of England

Conclusion

Half of the facility's capacity has so far been developed. It is located in an active mineral working, within the Green Belt and adjoins an LWS. The facility forms part of the current waste management capacity for processing green and kitchen wastes. Its retention, after the current temporary permission expires, for the plan period and beyond is necessary. No additional detriment to the Green Belt would be caused if a further temporary permission is granted that did not conflict with restoration of the quarry and does not exceed current permitted 100,000tpa capacity. As long as any future waste management activities are enclosed to a similar standard to the existing facility there would be no additional impact on the nearby LWS. Site area has been reduced to ensure the LWS and Ancient Woodland are not within the boundary.

Site 23
Blaise Waste
Management Facility,
Offham

Waste Site

Designations on Site

Green Belt
 Regionally Important
 Geological/geomorphological
 Sites

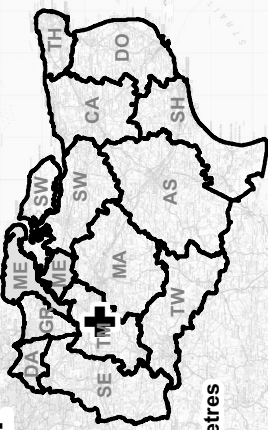
Designations Close to the site

Local Wildlife Site
 Ancient Woodland

Eastings 566264
Northings 156315

Site Area (Hectares)
7.0

Site Location



0 10 20 Kilometres



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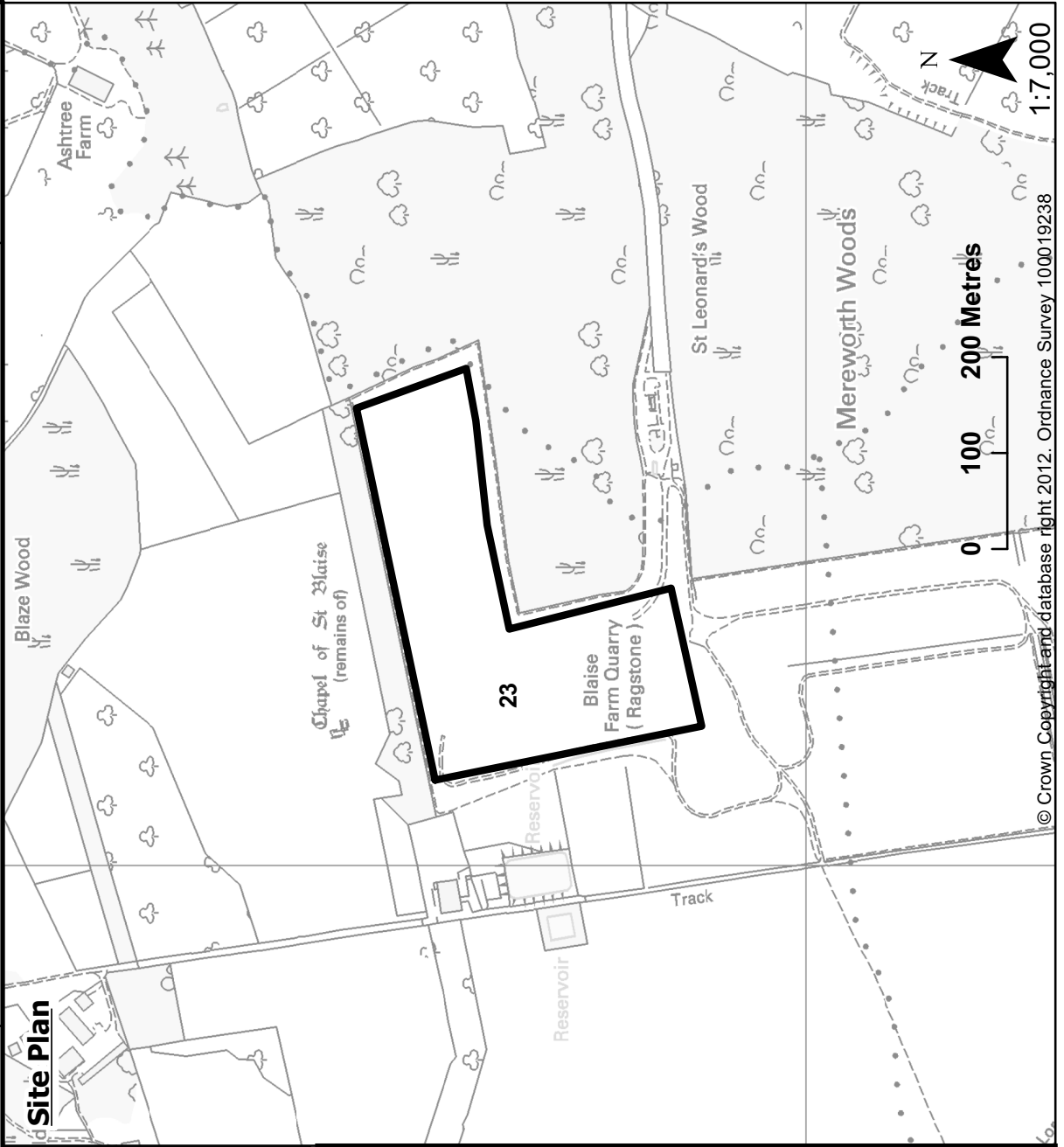
Site Information

District/Borough	Tonbridge and Malling
Parish	Offham
Landowner	New Earth Solutions Group Ltd and Mr W. E. Riddle
Operator	New Earth Solutions
Estimated Capacity	100,000 tpa
Life of Operation	Permanent
Access	A228
Current Use	Existing Waste Facility

The development of this site will be supported subject to:

1. The development being removed prior to the completion of restoration of the mineral working
- 2 The capacity of the existing waste facility and any additional waste development not exceeding 100,000 tonnes per year.
3. All waste handling and composting operations being enclosed.

Site Plan



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1:7,000

Site 27: Otterpool Quarry, Sellindge

Site 27

Otterpool Quarry, Sellindge

8.7 This site has permission for an anaerobic digestion facility and materials recycling facility. The materials recycling facility will be taking waste primarily from the commercial and industrial sectors.

Strategic Environmental Assessment Summary

SA- Potential issues surround impacts on biodiversity and the proximity of the site to the listed Otterpool Manor. Positive sustainability benefits from generation of renewable energy from the AD facility and the efficient use of land (reuse of a quarry).

HRA- Given the distance to the nearest European site and the lack of connecting pathways it is considered that this site is unlikely to lead to significant effects and will not need Appropriate Assessment.

Site Specific Considerations	
Natural Environment	Adjacent to Otterpool Quarry SSSI designated for its geological importance. The SSSI should be protected from harmful impacts.
Heritage	Archaeological potential will have been removed though some potential for Palaeolithic fissure sites.
Highways	Sufficient spare capacity on A20. Improvements to access will make it easy for lorries to turn towards Junction 11 but impossible to turn towards Sellindge.
Hydrogeology	The site is within Flood Zone 1
Type of Waste	Commercial and Industrial Waste

Conclusion

This site consists of previously developed land. The proposed development would facilitate more recycling and recovery of waste materials and would allow an increase in the capacity for treating green and kitchen waste diverting waste from going to non-hazardous landfill. This is a submission under the call for sites that was made in parallel with the submission of a planning application (reference SH/08/124) for MRF and AD. This application was granted by the County Council subject to conditions on 28.03.11. This site will be allocated in the Sites Plan in order to safeguard the site for waste uses in case the permission is not implemented.

Site 27

**Otterpool Quarry,
Ashford Road,
Barrow Hill, Sellindge**

Waste Site

Designations on Site

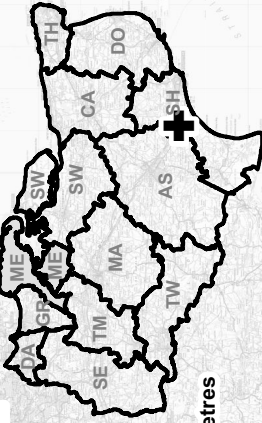
Designations Close to the site

Site of Special Scientific Interest

**Eastings 611206
Northings 136611**

**Site Area (Hectares)
3.8**

Site Location



0 10 20 Kilometres

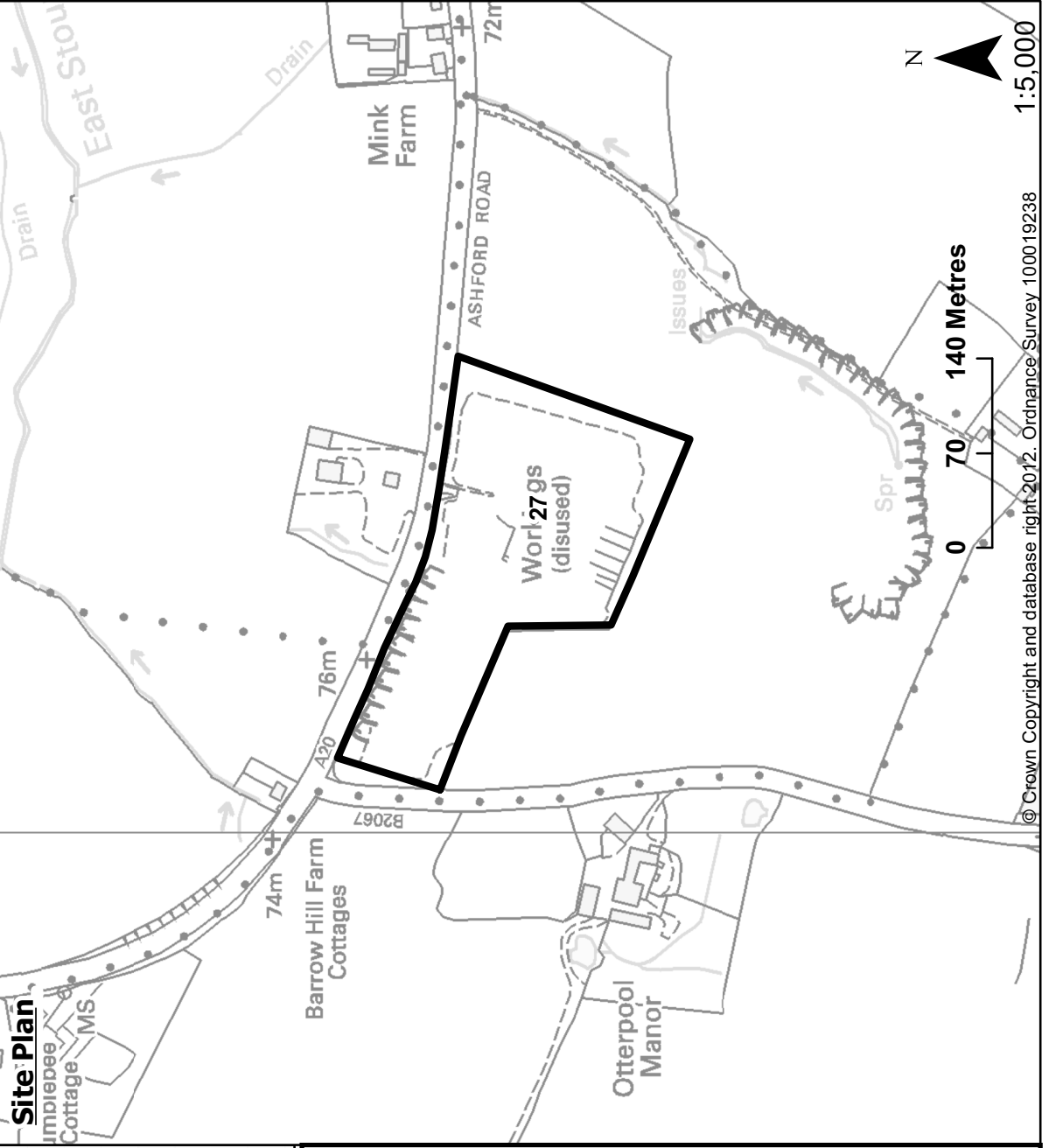
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Site Information

District/Borough	Shepway
Parish	Sellindge
Laddowner	Countrystyle Recycling Ltd
Operator	Countrystyle Recycling Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	AD 20,000tpa & MRF 75,000tpa
Life of Operation	Permanent
Access	On to Ashford Road
Current Use	Former Quarry and plant site
The development of this site will be supported subject to: The nature and scale of development being similar to that of the current permission (SH/08/124).	

Site Plan



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Site 51: Ridham, Iwade**Site 51****Ridham**

8.8 This site currently has planning permission for an in-vessel composting facility, a materials recycling facility, aggregates recycling and a waste wood combined heat and power plant.

Strategic Environmental Assessment Summary

SA- Potentially adverse impact due to the proximity of the site to the Swale (designated as a Ramsar, SPA and SSSI site). There is potential impact due to the site being in Flood Zone 3 and the presence of protected species within the site. Positive impacts surround the potential use of the site to generate renewable energy and to use waste heat on site.

HRA- A project specific HRA would be required if the proposals involve any increase in the scale of current consented operation to confirm that the noise and air quality impacts would be acceptable. It would also be necessary for an assessment of the pathogen risk to plants due to the close proximity of SPA/Ramsar site.

Site Specific Considerations	
Natural Environment	Adjacent to the Swale SPA, Ramsar and SSSI. Possible emissions would need to be assessed for impact on European designations.
Heritage	Marshlands could include prehistoric remains from use of Milton Creek, including wrecks.
Highways	Highway network likely to have enough capacity. Significant traffic on Sittingbourne Northern Relief Road may impact on junctions along Barge Way and Swale Way.
Hydrogeology	The site is within Flood Zone 2 and Flood Zone 3.
Sources of Waste	Commercial, industrial and domestic sites primarily in East Kent.

Comment

Existing waste management facility but adjoins the Swale SPA. Proposed development within the same footprint, would allow an increase in capacity for recycling, composting and energy from waste, reducing disposal at non-hazardous landfill. Planning applications were submitted to consolidate the operations at the site for the same uses and intensity (references SW/10/1146 and SW/10/1436). These were granted permission on 26.10.10 and 05.05.11 and were subject to conditions and an AA. This site will be allocated in the Sites Plan to safeguard the development in case the permission is not implemented.

Site 51

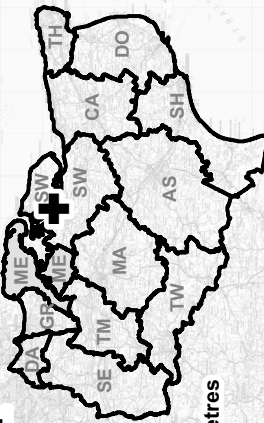
**Ridham Countrystyle
MRF, Dock Road,
Iwade**

Waste Site**Designations on Site****Designations Close to the site**

Site of Special Scientific Interest
Special Protection Area
Ramsar site

**Eastings 592139
Northings 167401**

**Site Area (Hectares)
3.1**

Site Location

0 10 20 Kilometres

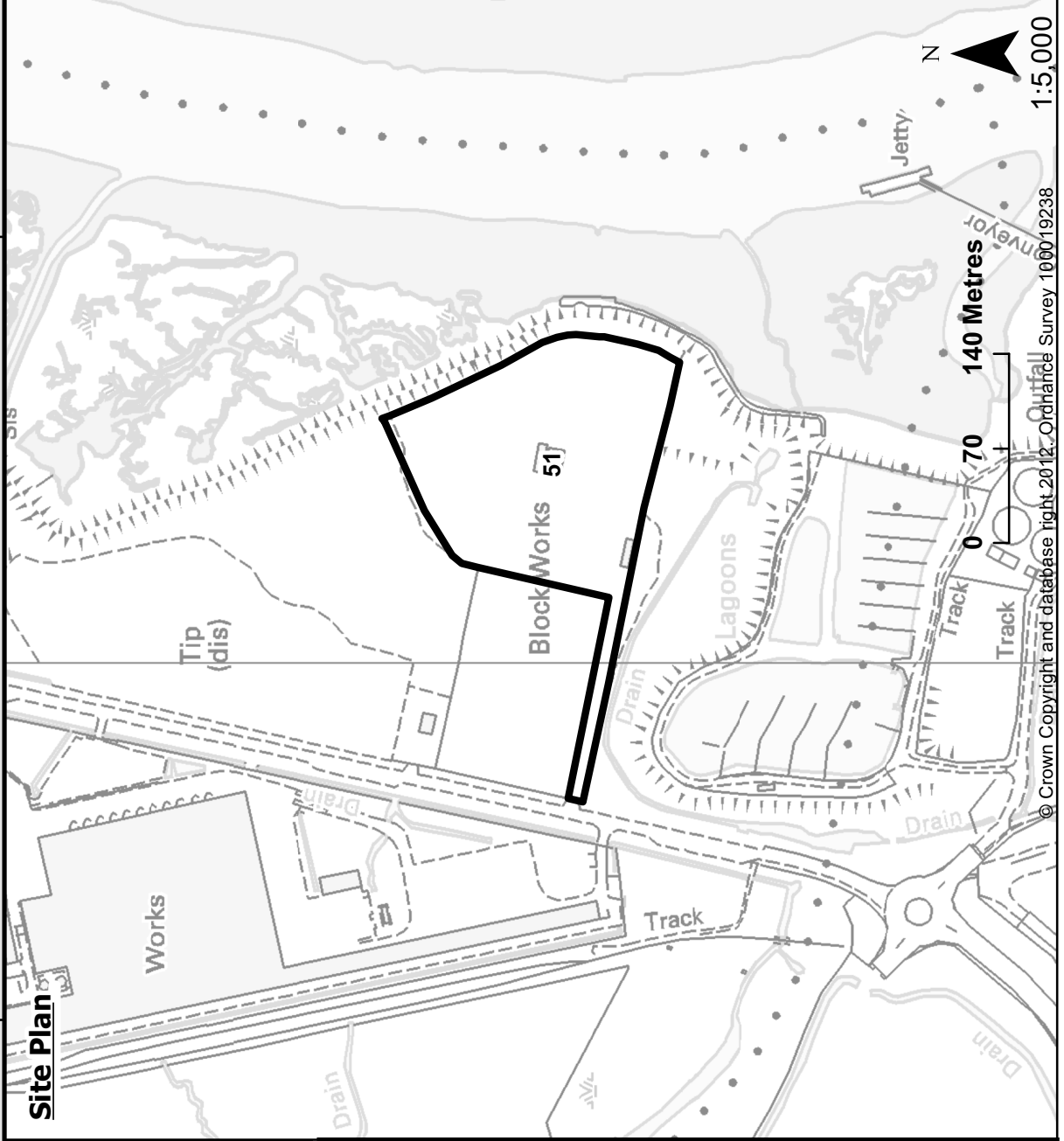


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Site Information

District/Borough	Swale
Parish	Iwade
Landowner	Countrystyle Recycling Ltd
Operator	Countrystyle Recycling Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	IV Composting- 14,873 tpa, MRF- 75,101 tpa, EfW- 30,000 tpa
Life of Operation	Permanent
Access	Existing off Ridham Dock Road
Current Use	MRF and in vessel composting with permission for EfW from waste wood
The development of this site will be supported subject to: The nature and scale of development being similar to that of the current permissions (SW/10/1146 and SW/10/1436).	

Site Plan

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Site 65: Land North of Stevens & Carlotti, Sandwich

Site 65

Land North of Stevens & Carlotti

8.9 This will be a mixed use site, working alongside the current Thanet Waste site at Richborough Hall. This site will include an anaerobic digestion plant, an inert waste crusher and a recycled aggregate screening and washing plant. Site 65 can also be found in Chapter 11 of the Minerals Sites Preferred Options Document.

Strategic Environmental Assessment Summary

SA- Potential adverse impacts relate to the proximity of the site to Thanet Coast & Sandwich Bay (a Ramsar, SPA and SSSI designated site), and the presence of UK protected species within the site. Positive impacts relate to the development of previously developed land, the distance from cultural heritage sites, and the location of the site so as to reduce transport distances and therefore emissions.

HRA- Given the proximity of this site to a European site designated for disturbance-sensitive wildlife it will be necessary for further noise assessment to be undertaken. It is likely that a transport/air quality analysis may also be required.

Site Specific Considerations	
Natural Environment	Close proximity to the Pegwell / Sandwich Bay SSSI / SPA / SAC/ Ramsar site. Further assessment required to establish the likely impact.
Heritage	No archaeological remains from site. However, area could include geo-archaeological remains.
Highways	Adequate HGV capacity on adjoining road network. Site falls within area of East Kent Access Phase 1C.
Hydrogeology	The site is within Flood Zone 2 and 3.
Sources of Waste	Inert materials and green/kitchen wastes from East Kent and potentially Mid Kent.

Conclusion

Previously developed land and not in any national planning constraint areas although located in close proximity to a SPA and LWS. The proposed development would allow an increase in capacity for treating green and kitchen waste within the county and to recover energy from waste. This submission was made in parallel with the submission of a planning application for the same use and intensity (reference DO/10/954). It was granted permission subject to conditions on 19.07.2011. This site should be allocated in the Sites Plan subject to any future waste management developments being similar in nature and scale of activity to those permitted.

Site 65
North of
Stevens & Carlotti,
Ramsgate Road,
Sandwich

Minerals/ Waste Site

Designations on Site

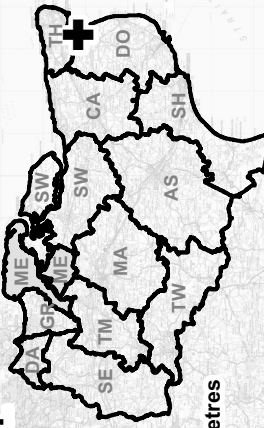
Designations Close to the site

Local Wildlife Site

Eastings 633358
Northings 161659

Site Area (Hectares)
3.6

Site Location



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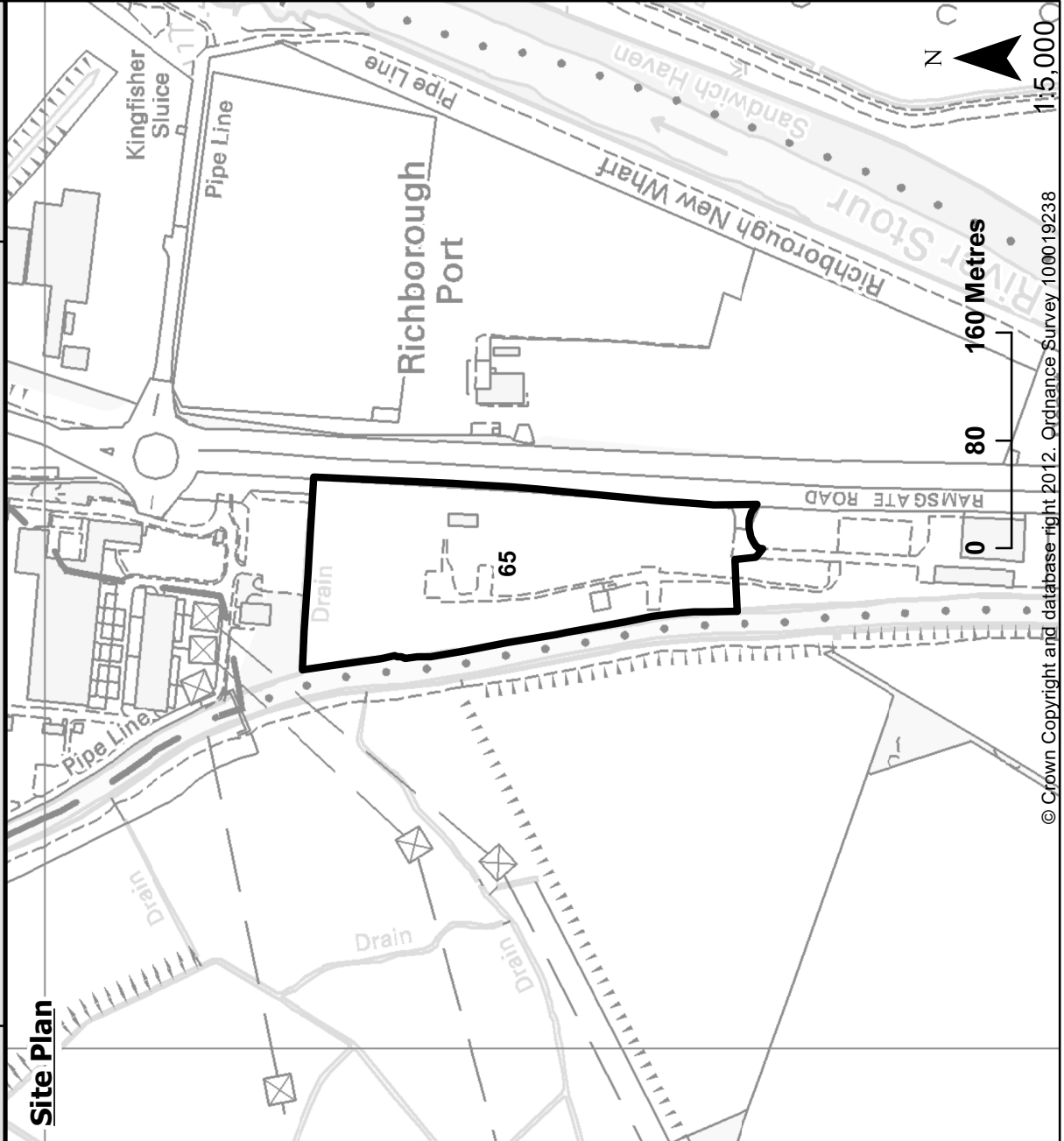
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Site Information

District/Borough	Dover
Parish	Sandwich
Landowner	Thanet Waste Services
Operator	Thanet Waste Services
Agent	Lee Evans Planning
Estimated Capacity	25,000tpa new capacity for AD 95,000 tpa additional for CD recycling
Life of Operation	Permanent
Access	Ramsgate Road
Current Use	In the process of being redeveloped

The development of this site will be supported subject to: 1. Any future waste management developments being similar in nature and scale of activity to those permitted for application DO/10/954. 2. No development encroaching onto Local Wildlife Site situated to the west of the site. This site has been allocated in order to safeguard the consented recycling capacity until the planning permission is implemented.

Site Plan



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Facilities for Household Waste

9.1 The majority of the submissions for proposals for facilities specifically for Municipal Solid Waste (MSW) were submitted by Kent County Council (KCC) Waste Management Unit (WWMU). These mostly relate to improvements to existing facilities to enable a greater range of waste to be recycled or to replace the buildings due to deterioration and/or a lack of space for vehicle circulation. As these proposals are not for new facilities and do not increase the overall capacity for waste management, these types of submissions can be dealt with by policy and do not need the sites to be specifically allocated.

9.2 There are two sites that relate to increasing capacity and these will be allocated. These sites are for the development of a new waste transfer station and increasing the capacity of an existing Household Waste Recycling Centre (HWRC) at Cobbs Wood Industrial Estate, Ashford (Site 37) and the development a new HWRC at the Allington Energy from Waste facility (Site 13) which would establish a new facility into the borough of Tonbridge and Malling where no HWRC exists at present.

A number of operators included Municipal Solid Waste (MSW) amongst the range of wastes which their proposed facilities would be able to handle, these have not been allocated. These sites include: Site 12: Newington Industrial Estate, Site 28: Waterbrook Park and site 57: Pike Road Extension, Eythorne.

9.3 The following sites have been allocated:

- **Site 13: Allington Waste Management Facility**
- **Site 37: Cobbs Wood Industrial Estate**

9.4 The following sites do not need to be allocated as they are improvements and/or extensions to existing facilities and it would be considered appropriate to be dealt with by a policy supporting in principal improvements and/or extensions to existing waste facilities.

- **Site 30: Church Marshes**
- **Site 31: Studd Hill**
- **Site 38: Southwall Road**
- **Site 42: Pedham Place**
- **Site 43: Stoneyard**
- **The existing Dunbrik HWRC, transfer station and composting site (instead of the area of search as shown in the Core Strategy proposals map)**

9.5 The following site has been withdrawn:

- **Site 44: Land at Church Marshes**

9 Facilities for Household Waste

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FORWARD

Site 13: Allington Waste Management Facility

Site 13

Allington Waste Management Facility

9.7 This is an existing waste management site with an energy from waste incinerator and materials recycling facility. The site has been promoted for the expansion of the existing facilities as well as the development of a household waste recycling centre.

Strategic Environmental Assessment Summary

SA- This is a brownfield site with existing infrastructure and good access which contribute to a positive sustainability outcome. Impacts of the site and its traffic on air quality are a key concern due to its location within the Town Centre AQMA. This is especially the case given the large capacity of the proposal. Environmental impacts are possible, with sensitive local biodiversity sites including the Allington Quarry SSSI and Ancient Woodland in close proximity. Cumulative environmental effects possible due to adjoining industrial estate.

HRA- This site would need an Appropriate Assessment in accordance with Environment Agency guidance.

Site Specific Considerations	
Natural Environment	Strips of woodland along boundary should be preserved and enhanced.
Heritage	The site has potential for Bronze Age, Iron Age and Roman findings nearby.
Highways	No planned highway improvements and no proposed improvements within the 20/20 Industrial Estate in which the site is situated.
Hydrogeology	The site is within Groundwater Source Protection Zone 1 and 2 and Flood Zone 1.
Sources of Waste	Tonbridge and Malling and West Maidstone

Conclusion

The site consists of part of the area granted permission for the Allington EFW facility (reference TM/98/1428 and MA/98/1212) which is no longer needed for the Efw plant. The proposed development would provide a new HWRC within the district of Tonbridge and Malling which at present does not have such a facility. The principle of this development would be supported by the policies in the Core Strategy. There are a number of issues that need to be considered in the detailed design of the scale of operations when a planning application is determined which relates to the close proximity of the site and the approach roads to an AQMA, the capacity of the local road network and the temporary planning permission for the Efw facility (31/07/2030). The site boundary which was originally submitted has been changed to remove the parts of the former Allington Quarry that are reserved for nature conservation and to protect the perimeter landscaping.

Site 13

Allington Waste Management Facility, 20/20 Industrial Estate

Waste Site

Designations on Site

Groundwater Source Protection Zones 1 and 2

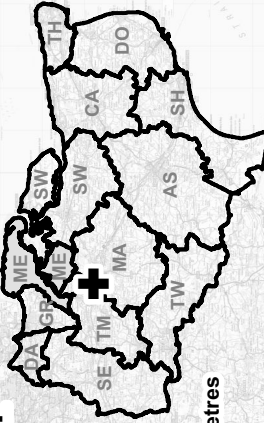
Designations Close to the site

Air Quality Management Area

**Eastings 573862
Northings 157838**

**Site Area (Hectares)
10.5**

Site Location



0 10 20 Kilometres

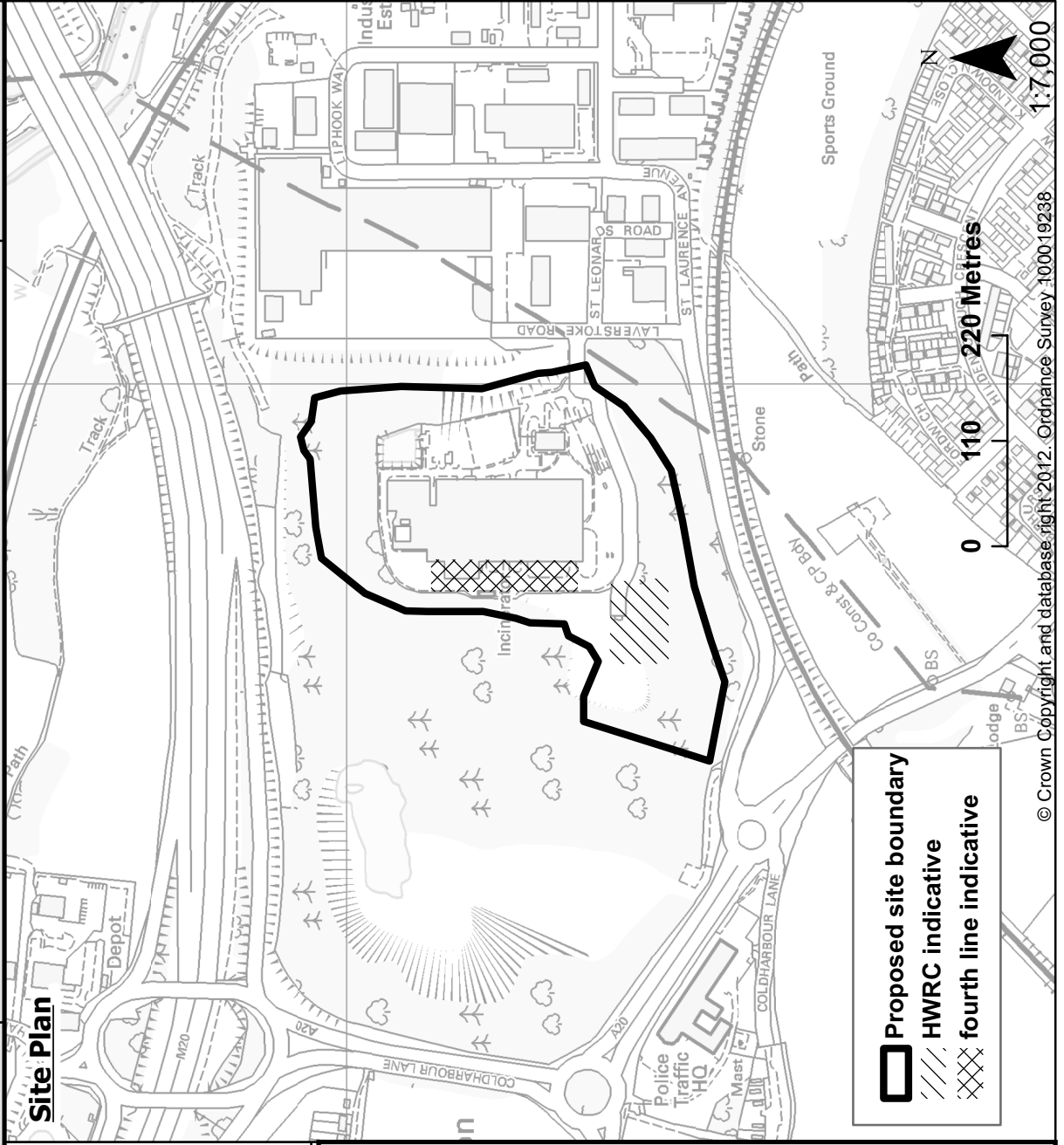
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District/Borough	Tonbridge and Malling
Parish	Aylesford
Landowner	Waste Recycling Group Ltd
Operator	Kent Enviro Power
Estimated Capacity	15,000 tpa
Life of Operation	Temporary to 31 July 2030
Access	Existing
Current Use	Waste to energy and MRF

The development of this site will be supported subject to: 1 The traffic movements generated by the HWRC and the maximum traffic movements allowed under the planning permission for the EfW facility not exceeding more traffic movements than can be accommodated without significant adverse effects on the local highway network and the AQMA. 2. If the scale of the facility has to be reduced for highway capacity reasons, a smaller scale facility shall only be permitted if: (i) either the site is closed during the highway peak hours of traffic (ii) or an additional HWRC has been developed elsewhere in the borough of Tonbridge & Malling. 3. The facility being temporary and demolished within the same timeframe as EfW plant and the site being restored in accordance with the provisions of the EfW facility permission.

Site Plan



Proposed site boundary
HWRC indicative
fourth line indicative

0 110 220 Metres

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Site 37: Cobbs Wood Industrial Estate, Ashford

Site 37

Cobbs Wood Industrial Estate

9.8 This site includes the existing Chart Leacon Household Waste Recycling Centre. The site is proposed for a new waste transfer station and an increased capacity for the HWRC.

Strategic Environmental Assessment Summary

SA- Potential issues surround impacts on biodiversity (European, UK and Local protected species within 1km and Local designated site within 1km). Overall the site makes efficient use of land, is in an area of low flood risk and is over 3km from National and European protected areas.

HRA- Given the distance to the nearest European site and the lack of connecting pathways, it is considered that there are unlikely to be any significant effects and will not need an Appropriate Assessment.

Site Specific Considerations	
Natural Environment	Along important migratory corridor for wildlife. Railway line could be buffered with hedgerow and long grass.
Heritage	Main archaeological potential relates to Great Stour, on 3 rd Terrace River Gravels with potential for Palaeolithic remains.
Highways	Existing Access. A28 Chart Road is congested at peak times. Full duelling of A28 as part of the Chilmington Development.
Hydrogeology	The site is within Flood Zone 1.
Sources of Waste	Ashford

Conclusion

The proposed development would increase the capacity of the HWRC providing for future growth in Ashford. A new waste transfer and bulking station would reduce vehicles on the roads. Currently MSW from Ashford is delivered directly to the Allington EfW and MRF. This development would be consistent with policies in the Core Strategy. This submission has been made in parallel with a planning application for the same use and intensity (reference AS/0365/2011) which has addressed an issue of the capacity of the surrounding road network through funding of off-site highway improvements. This application was determined at the April 2012 Planning Committee which has resolved to grant planning permission subject to conditions.

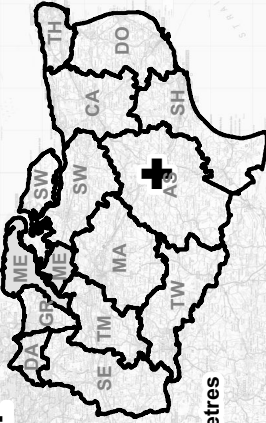
Site 37
Cobbs Wood
Industrial Estate
and HWRC,
Ashford

Waste Site

Designations on Site

Eastings 599597
 Northings 142702
 Site Area (Hectares)
 1.2

Site Location



0 10 20 Kilometres

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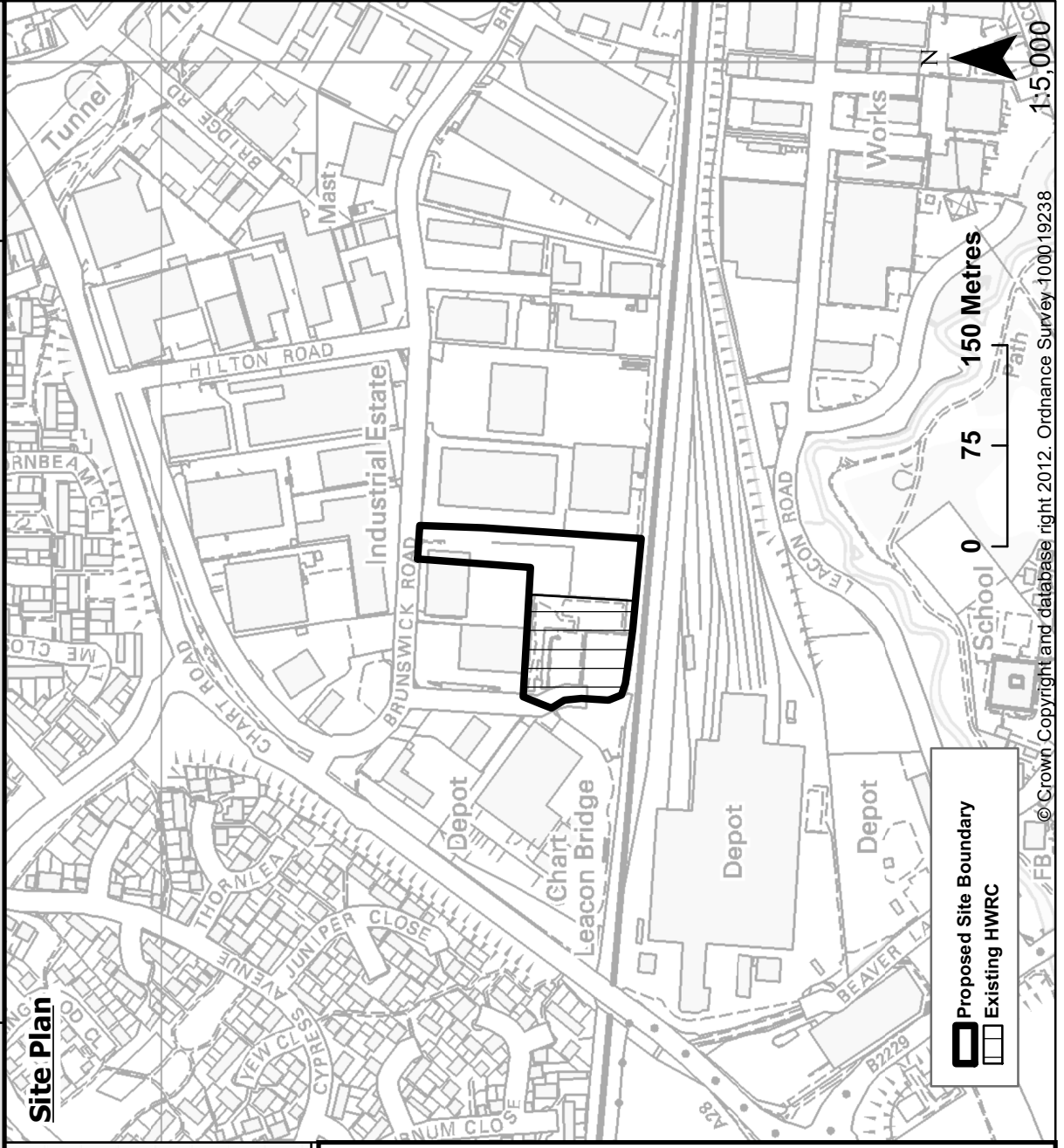
Site Information

District/Borough	Ashford
Parish	Ashford
Local Authority	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	100000 tpa
Life of Operation	Permanent
Access	Existing off Brunswick Road
Current Use	HWRC and other industrial units

The development of this site will be supported subject to:

1. The transfer and bulking operation being contained within a building.
2. The scale of the development not generating more traffic than that which can be accommodated without significant adverse effects upon the local highway network.

Site Plan



 Proposed Site Boundary
 Existing HWRC

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Non-Allocated Sites

11.1 The following non-allocated sites are listed numerically by site reference number with a site map and a summary of the reasons why each site has not been allocated. The introductions for the waste uses in the waste sites preferred options section gave explanations as to the reasoning behind why some sites had not been allocated.

11.2 Before the non-allocated maps in this section are shown there are two summaries explaining why no environmental improvement to closed biodegradable landfill or inert/construction, demolition and excavation landfill and landraise sites have been allocated.

11.3 Although a site may not have been allocated in this document it does not prevent it from being put forward in a planning application. It should also be noted that there are a number of types of site location where it is considered more appropriate to adopt a policy approach which supports the principle of waste development in these locations rather than through allocation of specific sites. These types of sites are as follows:

- Industrial estates
- Extensions and improvements to existing waste management facilities
- Environmental improvements to closed biodegradable landfill sites

Environmental Improvement to Closed Biodegradable Landfills

11.4 There is no need to specifically allocate sites where environmental improvements are needed at closed biodegradable landfills. The Core Strategy at the Strategy and Policy Directions stage (May 2011), ⁽¹⁴⁾ draft policy (CSW12), states that permission would be granted for development that reduces the effects on the environment of closed landfill sites which contain biodegradable waste. This draft policy also contains a criteria approach to qualify the circumstances when permission should be granted.

11.5 It is accepted that works will be needed to maintain both the standard of restoration and the environmental control of closed landfill sites which have received biodegradable waste. However, as there is no need for additional disposal capacity for inert waste, this should be determined upon the basis for the necessity of the works not from the point of view of the need for additional landfill space.

11.6 The sites which are not being allocated in the plan for the above reasons are as follows;

- Site 39: Chilmington
- Site 40: North Farm WTS and HWRC
- Site 41: Cryalls Lane, Sittingbourne
- Site 66: North Farm Landfill
- Site 67: Chilmington Green
- Site 68: Sleadwood Landfill, Dover

Sites for Landfill or Landraise of Inert/Construction, Demolition and Excavation Waste

11.7 There is no need to allocate any new sites for the disposal of inert waste in Kent. The conclusion in the Waste Needs Assessment (May 2010)⁽¹⁵⁾ and the Core Strategy at the Strategy and Policy Directions stage (May 2011)⁽¹⁶⁾ is that there is sufficient inert landfill permitted in Kent to meet Kent's disposal needs during the plan period. This conclusion has been confirmed by the Revised Waste Needs Assessment-January 2012 (Link to this document can be found in footnote 15) and reinforced by assessing more factors.

11.8 The Revised Waste Needs Assessment has taken into account the following changes since the May 2010 report:

- Permitted inert landfill capacity in the county has decreased from approximately 26 million tonnes in 2009/10 to 24 million tonnes in 2010/11.
- A national study of Construction Demolition Excavation (CDE) waste arisings has been published and whilst it does not provide data on waste arisings in Kent, it shows that at national level there has been a 7% reduction in annual waste arisings since 2005.
- A review of Environment Agency annual waste management facility data from 2006 to 2009 shows that approximately 350,000 tonnes per year of inert waste deposited in Kent landfill sites originated in London.

11.9 The Revised Waste Needs Assessment report concludes that even when assuming that the level of imports from London were to continue for the whole of the plan period, there is sufficient permitted landfill for Kent's needs and at the end of the plan period, there would still be approximately 10 million tonnes of landfill void space remaining in Kent.

11.10 The sites which have not been allocated in the Sites Plan for inert landfill are as follows;

- Site 12: Newington Industrial Estate
- Site 18: Covers Farm
- Site 41: Cryalls Lane
- Site 50: Ightham Sand Pit
- Site 70: Stonecastle Farm Quarry Lake
- Site 79: Tilmanstone
- Site 87: Charing Quarry (waste 3)
- Site 89: Hollowshore
- Site 90: Ham Farm (Withdrawn by operator)
- Site 93: Highstead Pits 3, Sittingbourne
- Site 95: Stone Gate

11.11 The following sites have not been allocated in the Waste Sites Plan for inert landfill but have been allocated in the Minerals Sites Plan for mineral extraction and the method of restoration might include the deposit of inert waste :

- Site 17: Moat Farm
- Site 24: Land North of Addingdon Lane
- Site 105: Borough Green Sand Pit Extension

11.12 It is anticipated that there will be a continual demand for inert materials to restore mineral workings being allocated in the Minerals Sites Plan. This may be possible as existing sites complete restoration. However, it will be necessary for mineral operators to demonstrate that both the materials are available to restore new sites and that this does not have an adverse effect upon the restoration of any nearby mineral workings.

15 Available from: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/evidence_base/issues_consultation.aspx

16 Available from: http://www.kent.gov.uk/environment_and_planning/planning_in_kent/minerals_and_waste/minerals__waste_core_strategy.aspx

Site 8
Chelsfield
Ammunition Depot,
Badgers Mount,
Shoreham

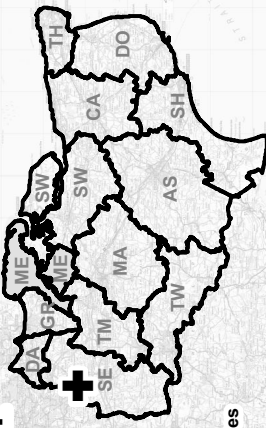
Minerals/ Waste Site
 Treatment/Materials Recycling

Designations on Site
 Green Belt
 Area of Outstanding Natural Beauty
 Local Wildlife Sites
 Ancient Woodland
 Groundwater Source Protection Zone 3

Designations Close to the site
 Public Rights of Way

Eastings 549902
Northings 161778
Site Area (Hectares)
19.5

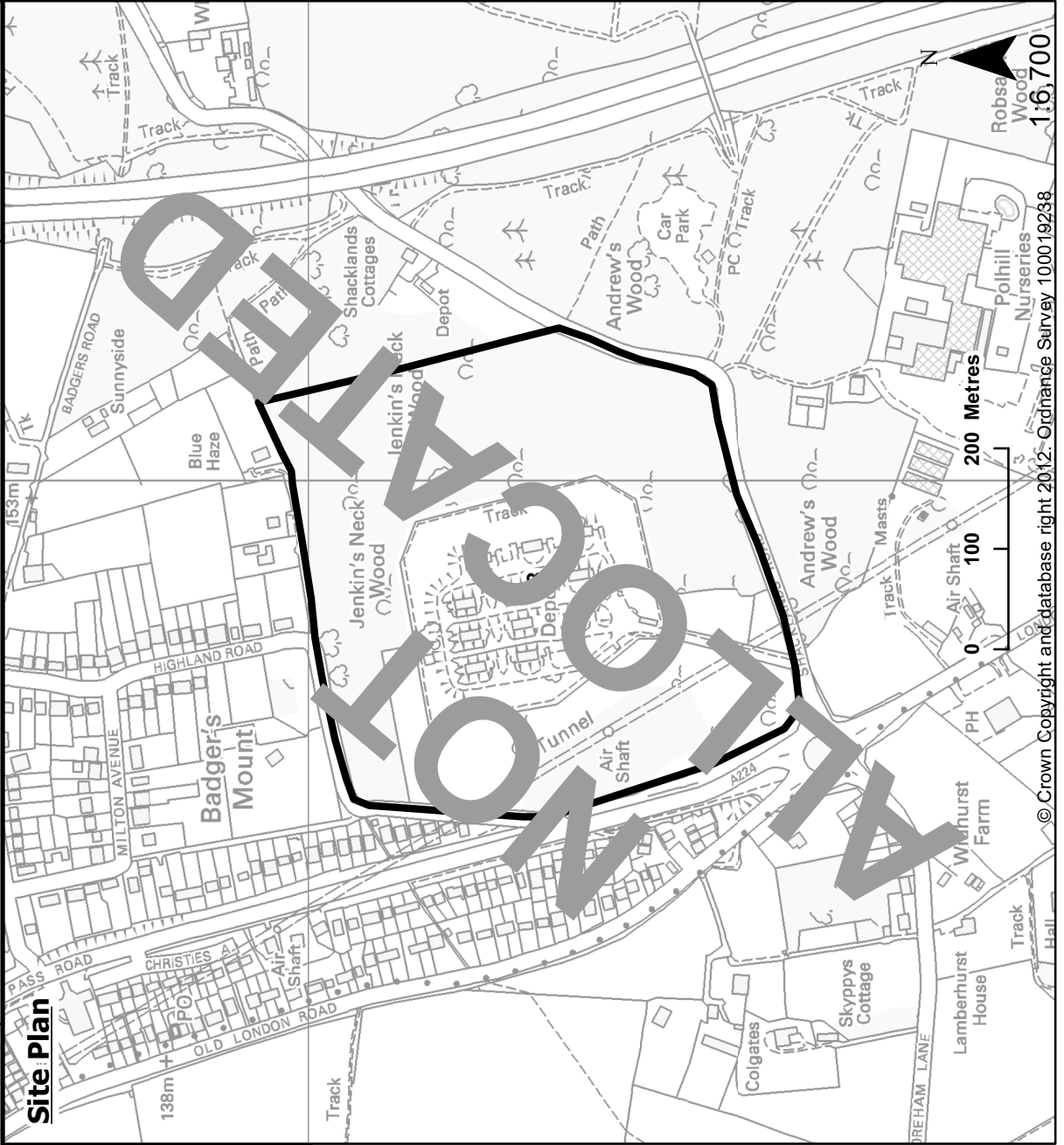
Site Location



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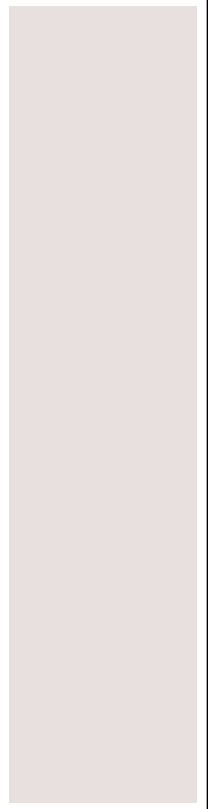
Site Plan



Site Information

District/Borough	Sevenoaks
Parish	Shoreham and near to Halstead
Landowner	FM Conway Ltd
Operator	FM Conway Ltd
Agent	Gerald Eve LLP
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating the site: This site consists of previously developed land within the Green Belt and the Kent Downs AONB. Sufficient capacity for Aggregate Recycling to meet the need requirements in the Core Strategy can be obtained from allocating sites which are not in either the Green Belt or the AONB and there is no need to allocate this site.



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Site 9
Ightham Sand Pits
(H & H) Ightham

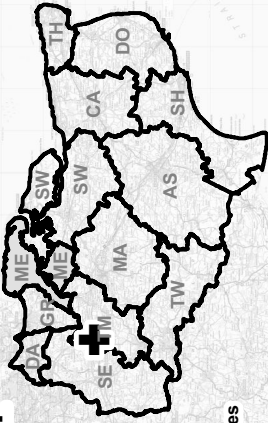
Waste Site
 Inert/CDE Landfill

Designations on Site

- Green Belt
- Area of Outstanding Natural Beauty
- Public Rights of Way
- Groundwater Source Protection Zone 3

Eastings 560221
Northings 157926
Site Area (Hectares)
16.0

Site Location



0 10 20 Kilometres

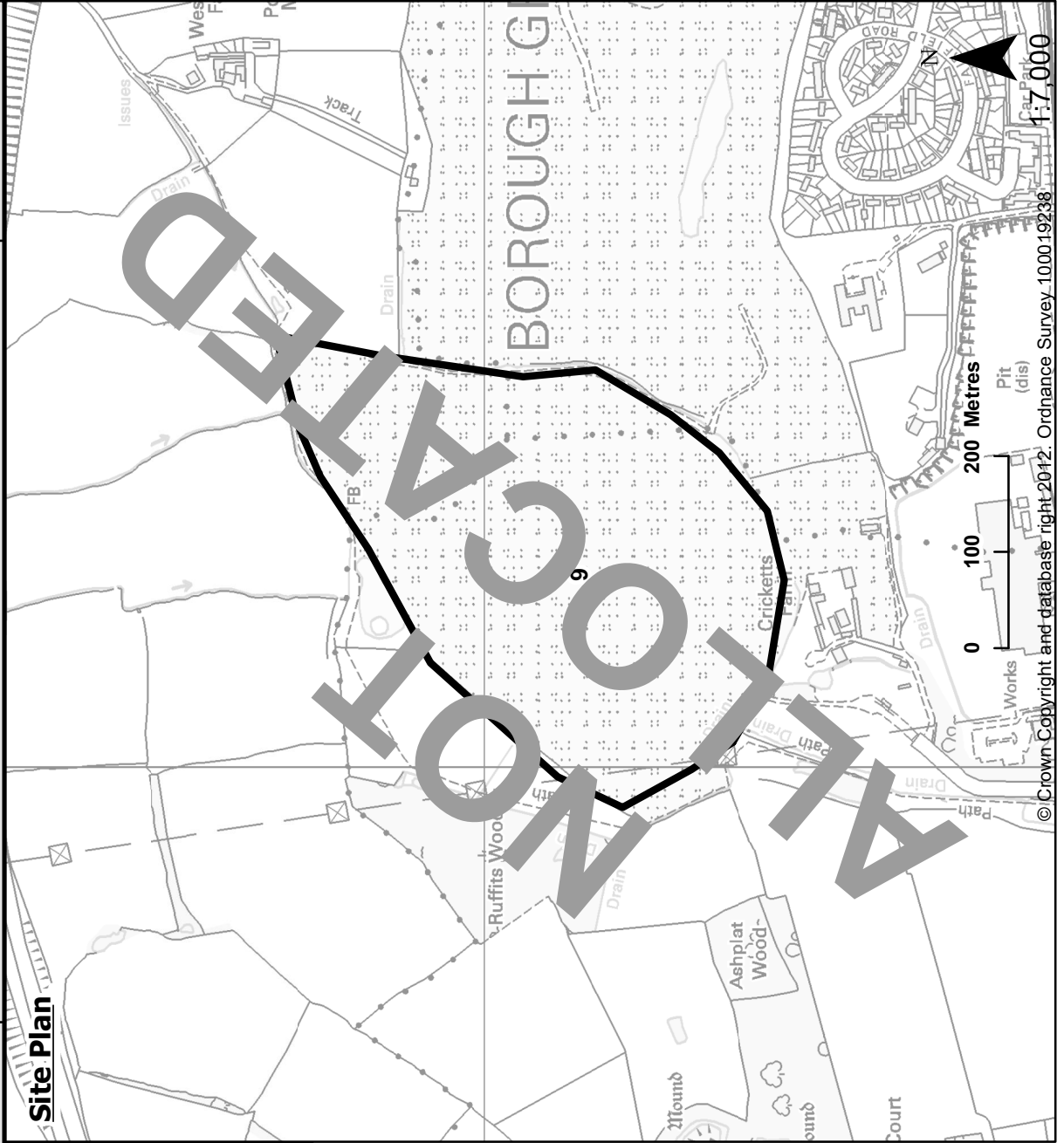
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Site Information

District/Borough	Tonbridge & Malling
Parishes	Ightham, Wrotham, and Borough Green
Landowner	H & H UK Ltd
Operator	H & H UK Ltd
Agent	Peer Spanner
Estimated Capacity	200,000 tpa
Life of Operation	25 - 30 years

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site Plan



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Site 12

**Newington Industrial Estate,
London Road,
Newington**

Waste Site

Treatment/Materials Recycling
Inert Landfill
HWRC/Transfer

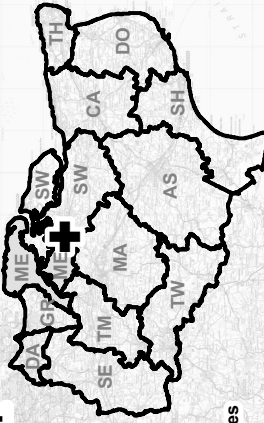
Designations on Site

Public Rights of Way
Groundwater Source Protection Zones 2 and 3

Eastings 584902
Northings 164857

Site Area (Hectares)
11.0

Site Location



0 10 20 Kilometres



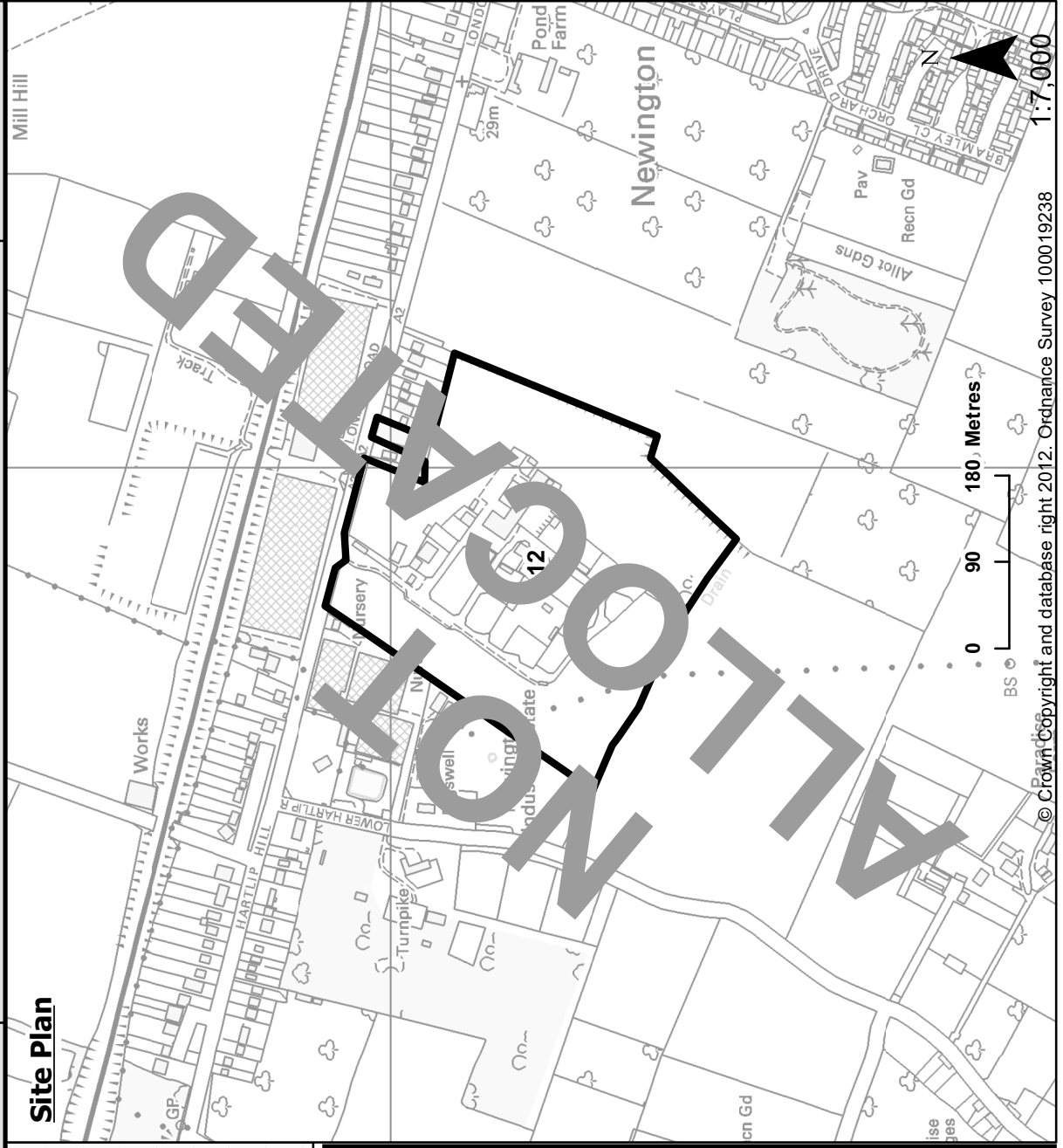
© Crown Copyright and database right 2012. Ordnance Survey 100019238 1:1,832,193

Site Information

District/Borough	Swale
Parish	Newington and Hartlip
Landowner	W. T. Lamb Properties Ltd
Agent	FallowBond Ltd
Estimated Capacity	50,000 tpa

Reasons for not allocating the site: This site consists of an existing industrial estate and surrounding land previously worked for brickearth and restored. Whilst there is no objection in principle to the use of the industrial estate for waste management uses, the allocation of this area of the site is not necessary as it can be dealt with by means of a policy identifying the industrial estate as being suitable in principle for waste management uses. This approach would not create any conflict with the continued use of the industrial estate for other employment uses. The surrounding land is treated as a greenfield site and there is no need for additional inert landfill.

Site Plan



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1:7,000

Site 15

**Burntwick Island,
Upchurch, Swale**

Waste Site

Non - Hazardous Landfill:
dredgings and CDE wastes

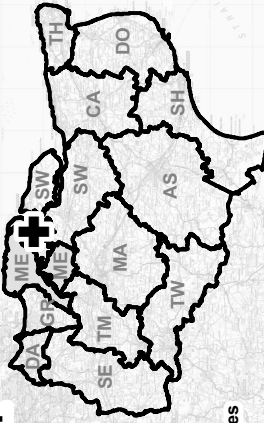
Designations on Site

Site of Special Scientific Interest
Special Protection Areas
Ramsar Site

Eastings 586082
Northings 172281

Site Area (Hectares)
76.4

Site Location



0 10 20 Kilometres



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Site Plan



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1:15,000

Site Information

District/Borough	Swale
Parish	Upchurch
Landowner	Medway Ports
Operator	Peels Ports Ltd
Agent	SLR Consulting Ltd
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: This site forms part of the Medway Estuary Marshes SPA/Ramsar site. The deposition of dredgings and CDE wastes would damage or destroy the habitat and disturb the bird interest. The inclusion of this site as a preferred option would not meet the requirements of the Conservation Habitats and Species Regulations 2010.

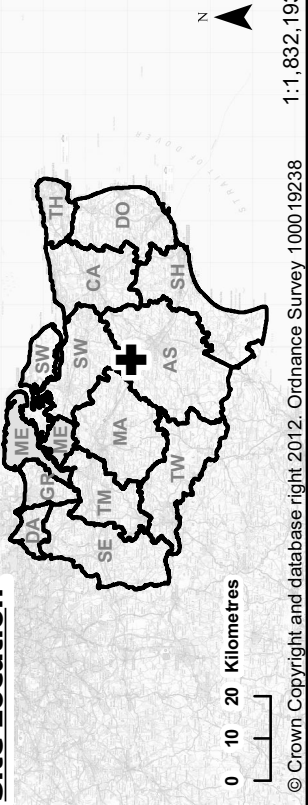
Site 16
Beacon Hill
Quarry, Charing

Minerals/ Waste Site
 Inert/CDE Landfill

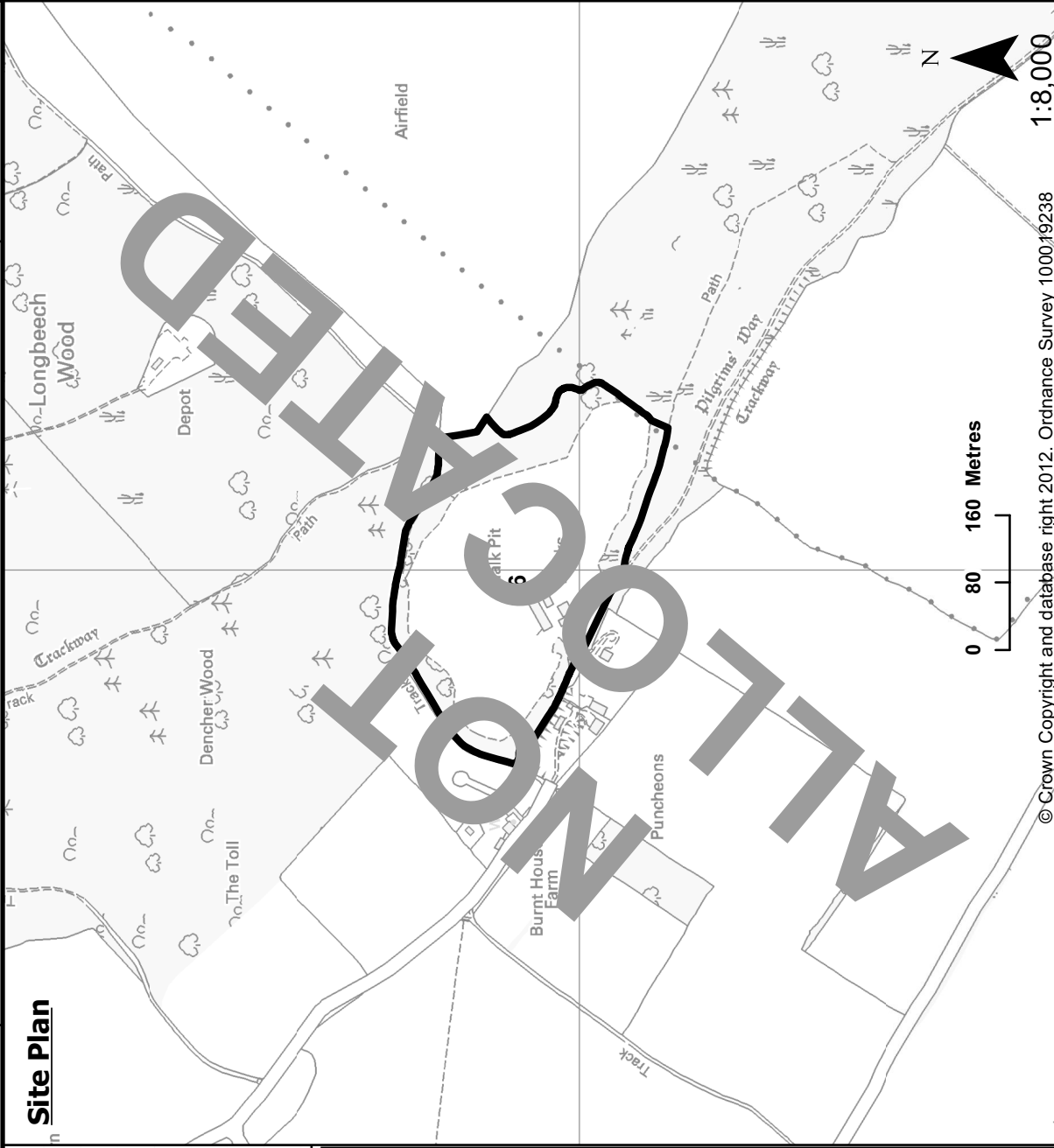
Designations on Site **Designations Close to the site**
 Area of Outstanding Natural Beauty Public Rights
 Ancient Woodland of Way
 Local Wildlife Site
 RIGS
 Groundwater Source Protection Zone 3

Eastings 597010
Northings 149070
Site Area (Hectares)
9.2

Site Location



Site Plan



Site Information

District/Borough	Ashford
Parishes	Charing and Westwell
Landowner	John Bourne & Co Ltd
Operator	John Bourne & Co Ltd
Estimated Capacity	20 years
Access	Existing

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site 18
Covers Farm,
Westerham Road,
Westerham

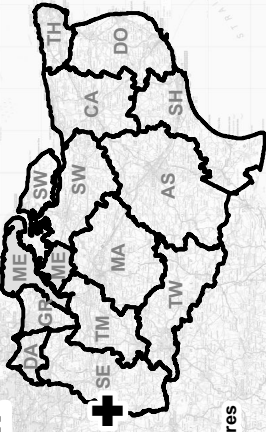
Waste Site
Inert/CDE Landfill

Designations on Site
Green Belt
Area of Outstanding Natural Beauty
Public Rights of Way
Air Quality Management Area

Designations Close to the site
Ancient Woodland

Eastings 543397
Northings 154186
Site Area (Hectares)
42.0

Site Location



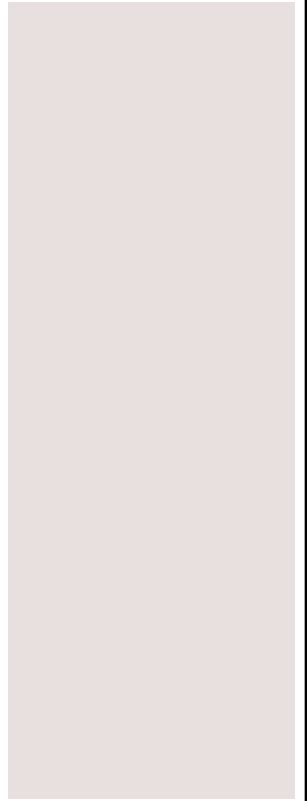
0 10 20 Kilometres

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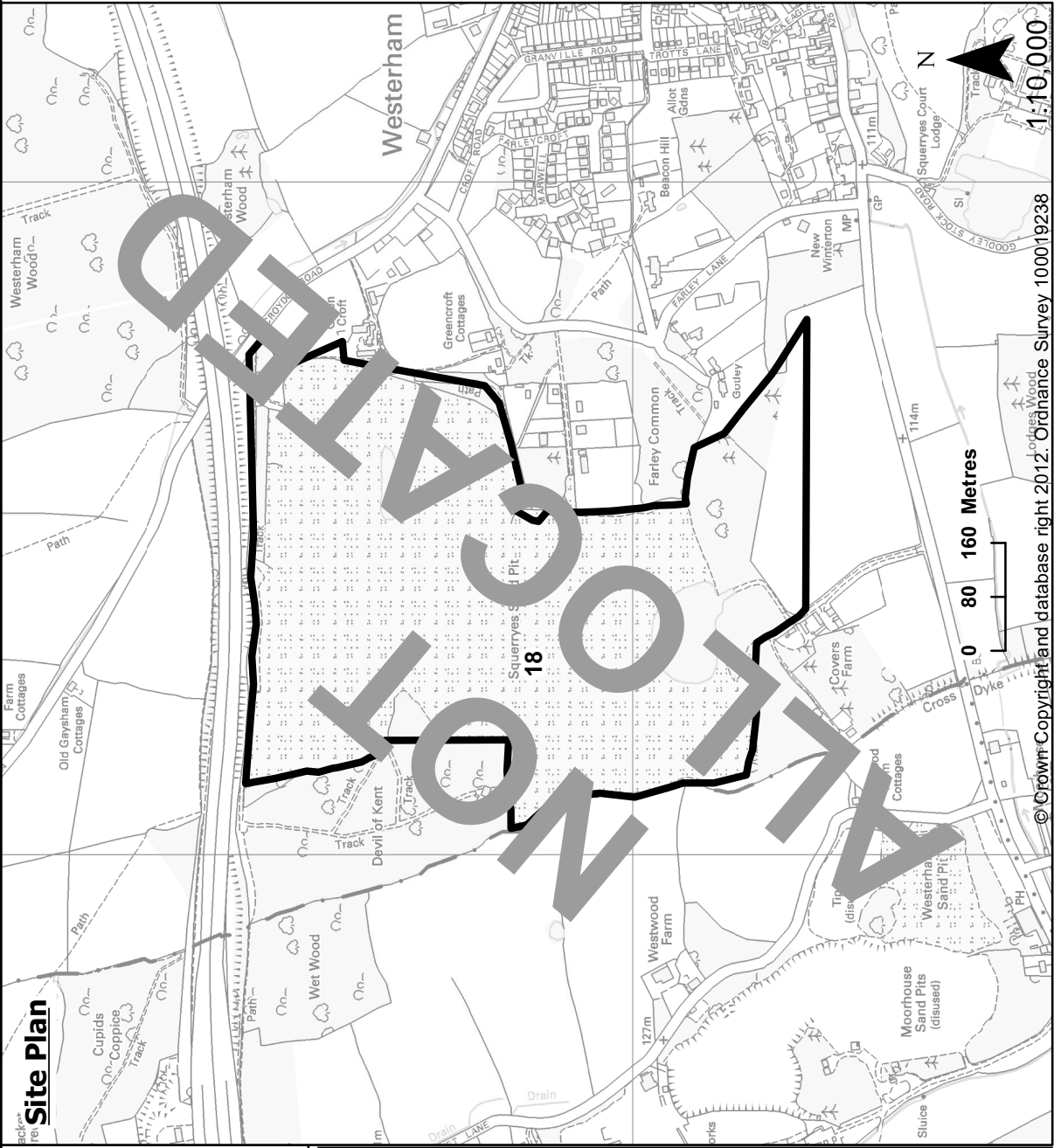
Site Information

District/Borough	Sevenoaks
Parish	Westerham
Landowner	Squeryes Estate
Operator	Monier Ltd
Agent	David Jarvis Associates Ltd
Estimated Capacity	6.75 million tonnes
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.



Site Plan



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1:10,000

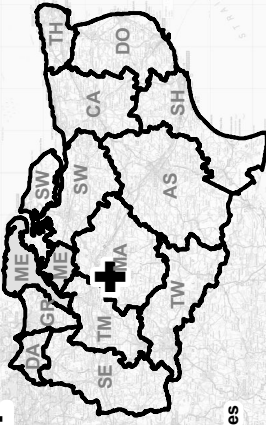
Site 20
Tovil Recycling
Centre, Maidstone

Waste Site
 Treatment/Materials Recycling

Designations on Site
 Air Quality Management Area

Eastings 575289
Northings 154016
Site Area (Hectares)
 1.8

Site Location



0 10 20 Kilometres

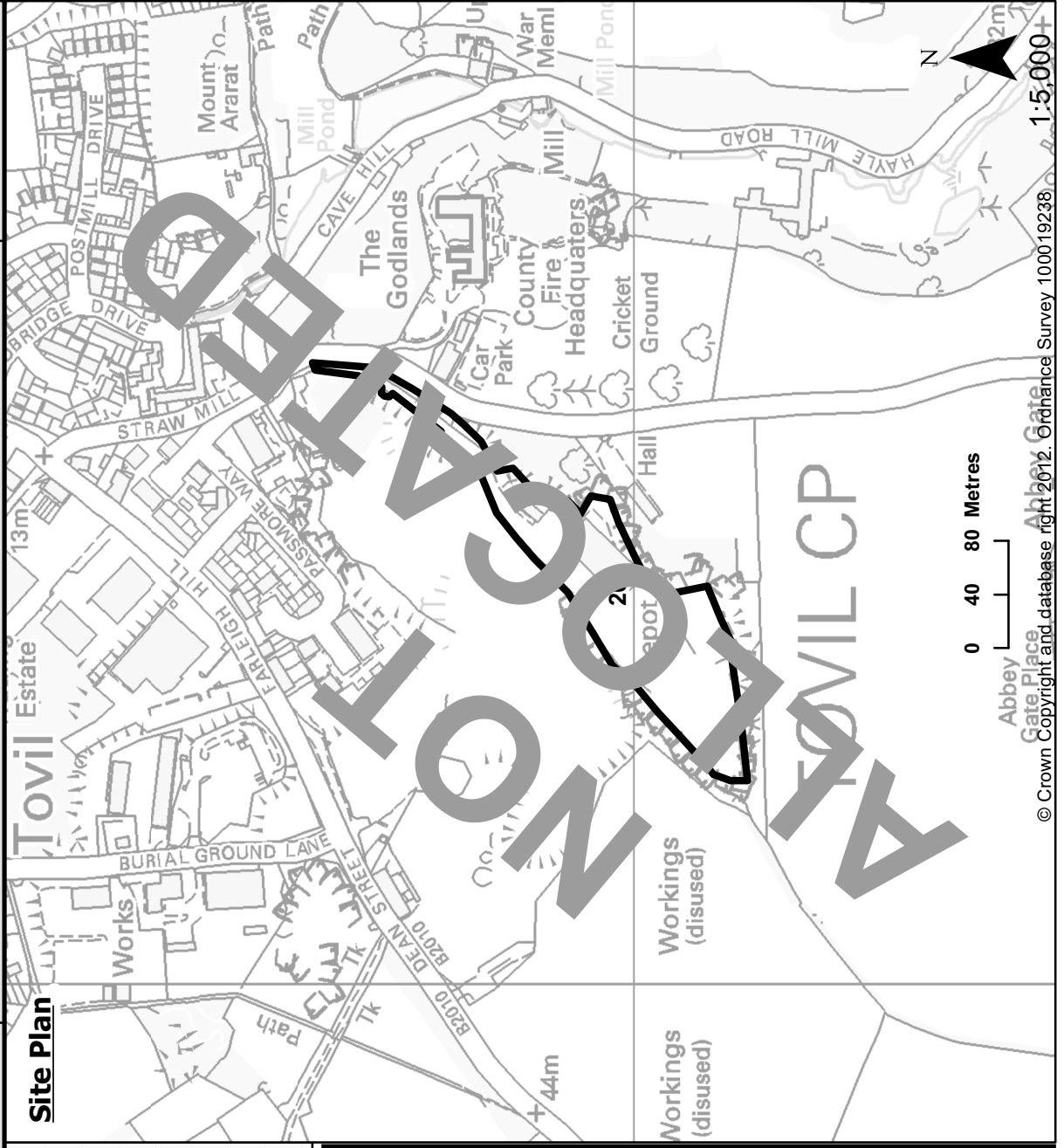
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Site Information

District/Borough	Maidstone
Parish	Tovil
Landowner	Syd Bishop & Sons
Operator	SBS Recycling Ltd
Agent	Environmental Scientifics Group
Estimated Capacity	90,152 tpa
Life of Operation	Permanent

Reasons for not allocating site: The submission under the MWDF call for sites was made in parallel with a planning application for a waste management use of a similar scale (application reference MA/10/1067). This application was refused by KCC and the appeal decision confirmed the refusal of permission was upheld (reference APPW2275/A/11/2154335) as the need did not outweigh the material harm. This proposal cannot be regarded as deliverable and cannot be allocated.

Site Plan



0 40 80 Metres

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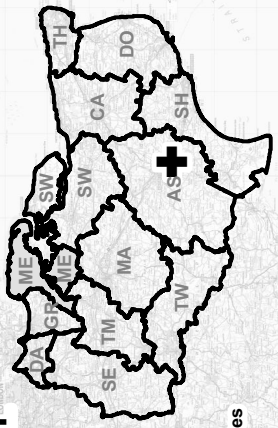
Site 28
Waterbrook Park,
Sevington, Ashford

Waste Site
 Municipal Waste facilities

Designations on Site
 Public Rights of Way

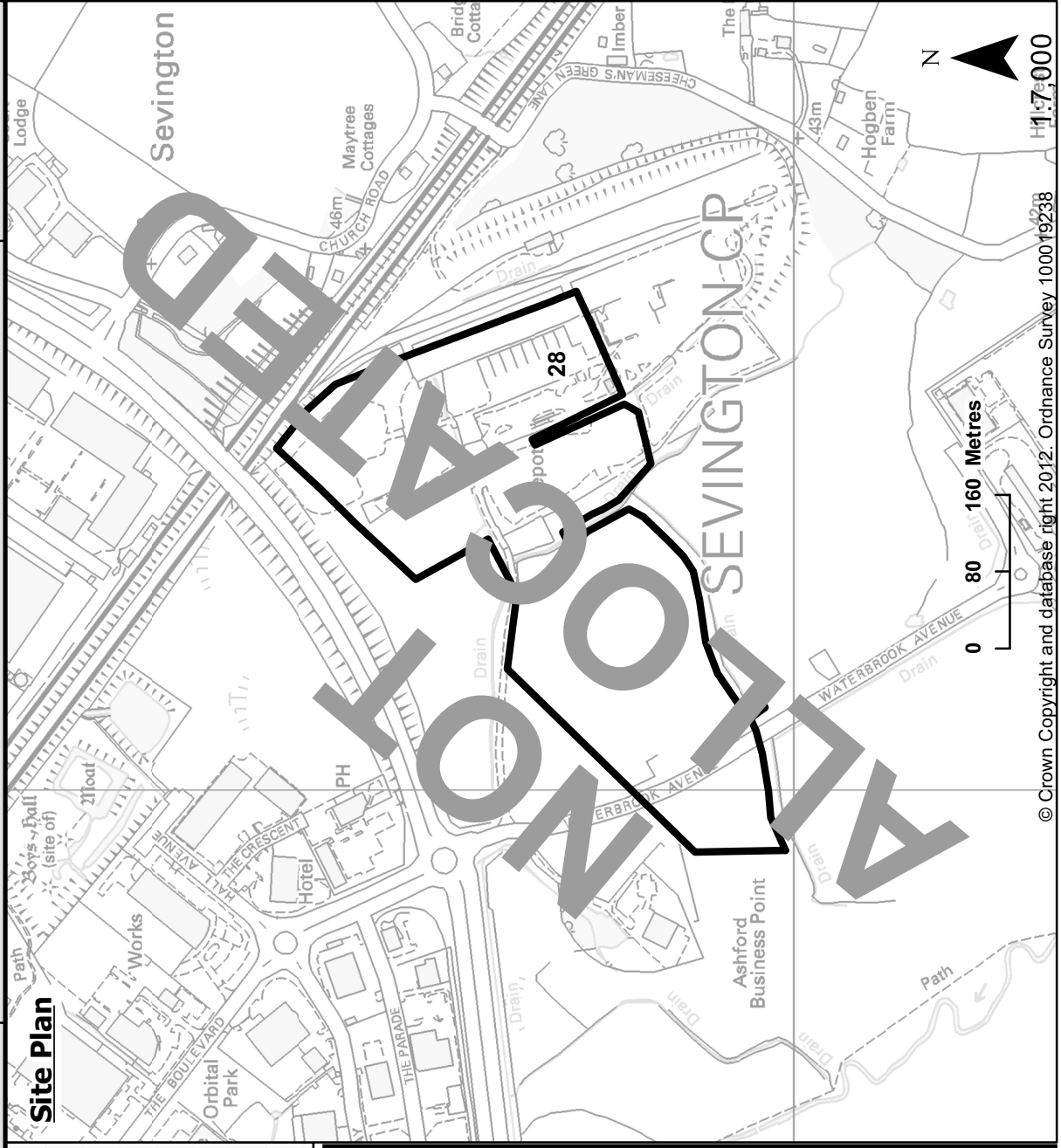
Eastings 592904
Northings 149894
Site Area (Hectares)
12.8

Site Location



0 10 20 Kilometres
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Site Plan

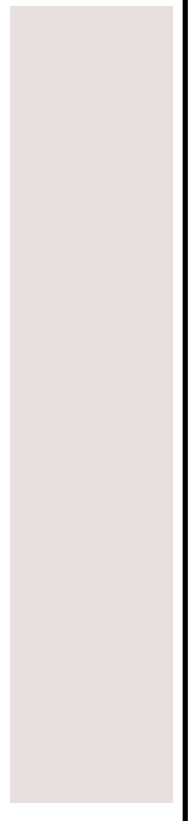


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Site Information

District/Borough	Ashford
Parish	Sevington
Landowner	GSE Waterbrook Ltd
Operator	GSE Waterbrook Ltd
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating the site: The area is too large, there are no specific proposals for waste development. The site is already permitted for industrial development and the allocation of this site is not necessary. The development of waste management uses at this site can be dealt with by means of a policy identifying the industrial estate as being suitable in principle for waste management uses. This approach would not create any conflict with the continued use of the industrial estate for other employment uses.



Site 30

**Church Marshes
Waste Transfer Station
& HWRC, Sittingbourne**

Waste Site

Municipal Waste facilities

Designations on Site

Public Rights of Way

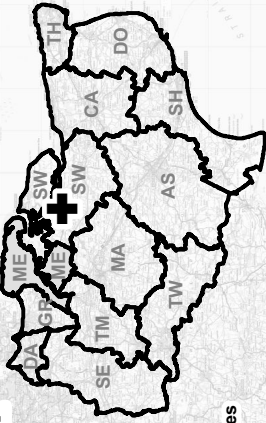
Designations Close to the site

Local Wildlife Site

Eastings 591533
Northings 165077

Site Area (Hectares)
2.6

Site Location



0 10 20 Kilometres

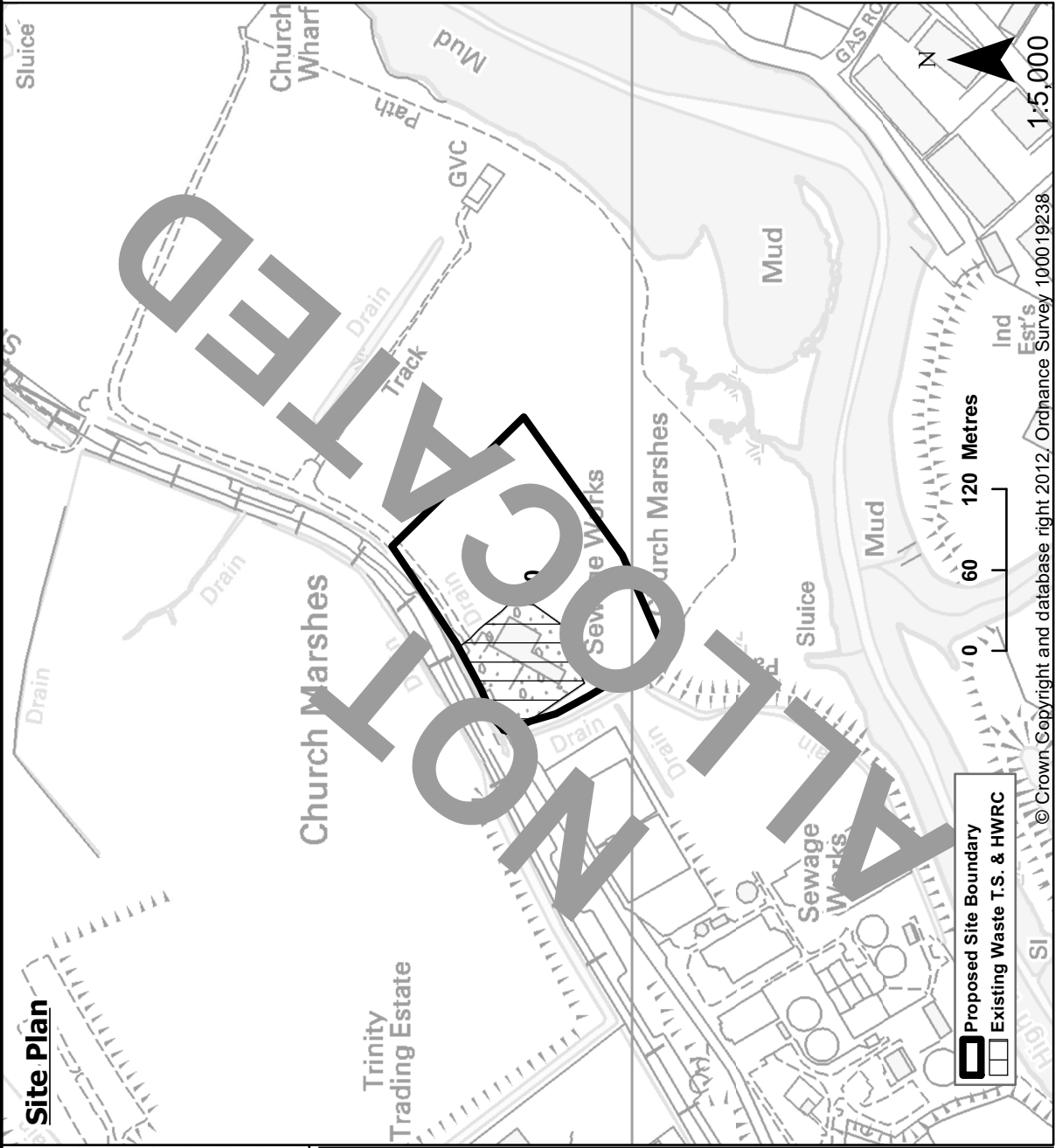
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Site Information

District/Borough	Swale
Parish	Sittingbourne
Local Authority	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	100,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of development by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.

Site Plan



Proposed Site Boundary
Existing Waste T.S. & HWRC

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1:5,000

Site 31
Studd Hill
Westbrook Lane,
Herne Bay

Waste Site
 Municipal Waste facilities

Designations on Site

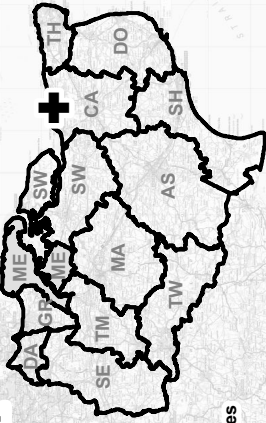
Local Wildlife Site

Designations Close to the site

Eastings 615448
Northings 167073

Site Area (Hectares)
2.2

Site Location



0 10 20 Kilometres



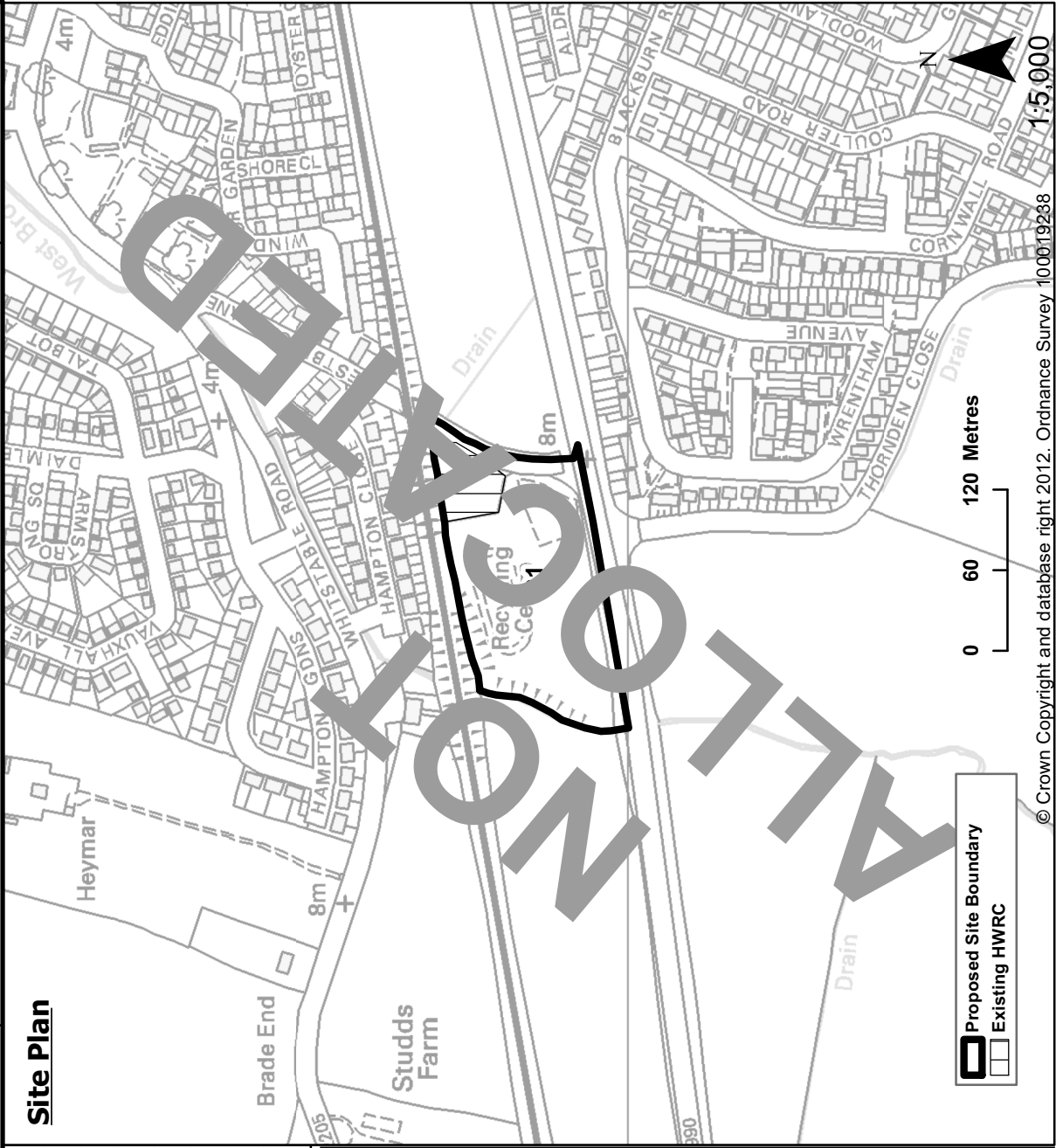
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Site Information

District/Borough	Canterbury
Parish	Near to Chestfield, and near to Herne Bay & Broomfield
Local Authority	Canterbury City Council
Operator	KCC Waste Management Unit
Estimated Capacity	20,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of development by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.

Site Plan



Proposed Site Boundary
 Existing HWRC

0 60 120 Metres

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1:5,000

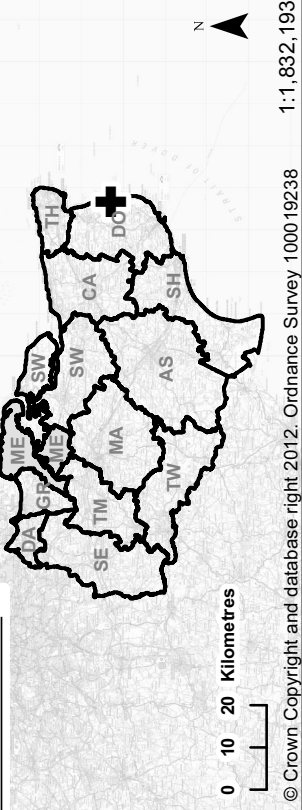
Site 38
Southwall Road,
HWRC,
Deal

Waste Site
Municipal Waste facilities

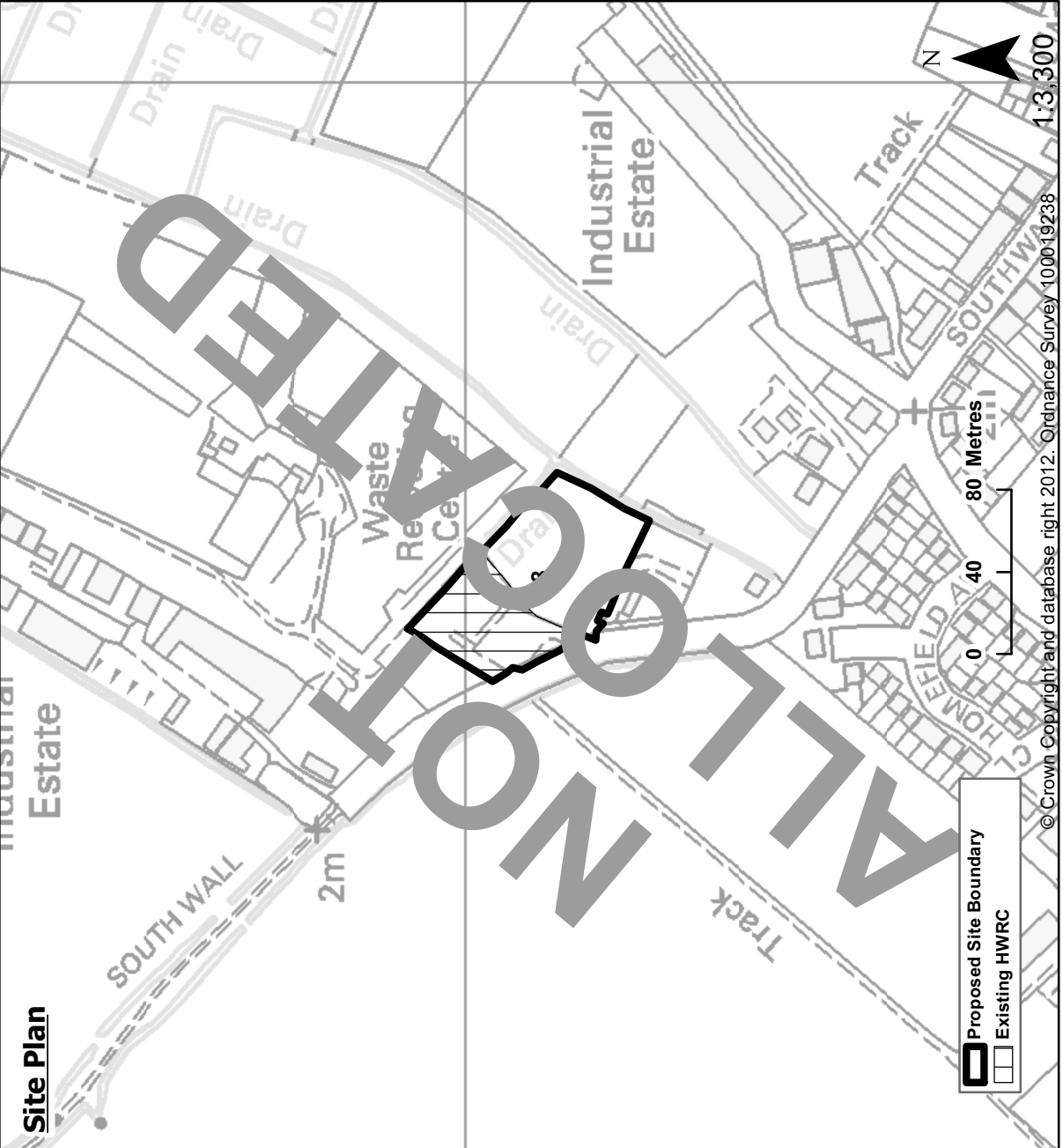
Designations on Site

Eastings 636757
Northings 152965
Site Area (Hectares)
0.6

Site Location



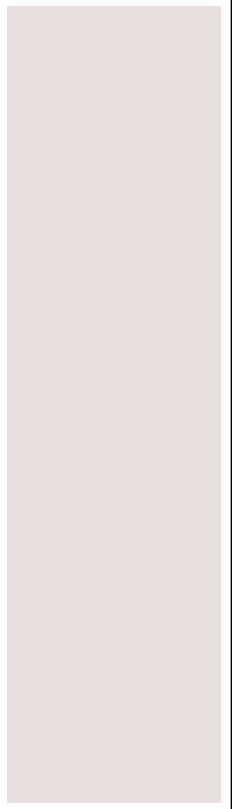
Site Plan



Site Information

District/Borough	Dover
Parish	Deal
Landowner	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	10,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of development by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.



Site 39

Chilmington Landfill,
Mock Lane,
Chilmington, Ashford

Waste Site

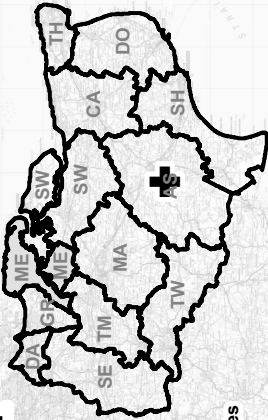
Environmental Improvements
to Closed Biodegradable Landfill

Designations on Site

Eastings 598015
Northings 141126

Site Area (Hectares)
11.4

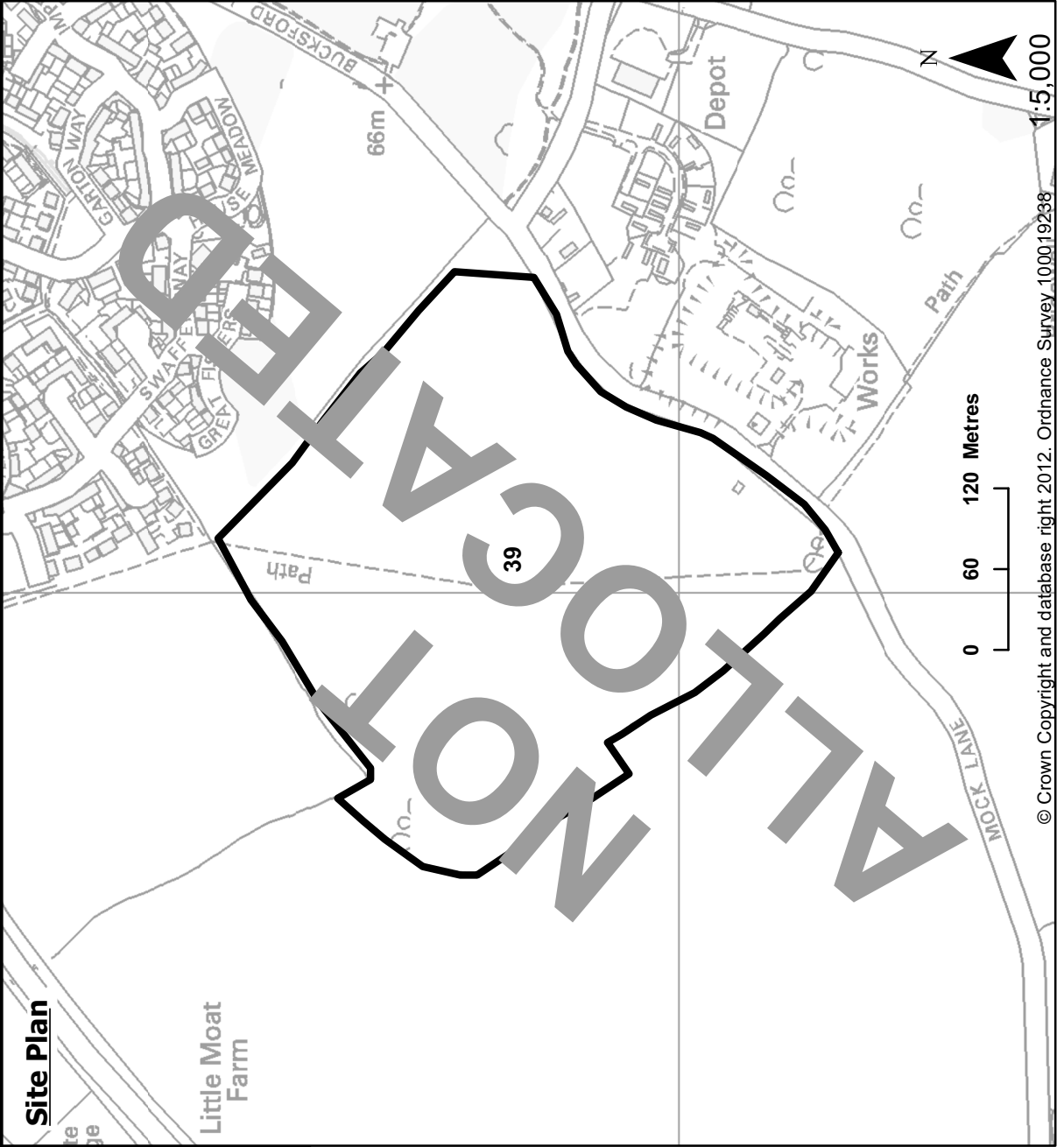
Site Location



0 10 20 Kilometres

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Site Plan



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Site Information

District/Borough	Ashford
Parish	Great Chart with Singleton
Local Authority	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of restoration and the environmental controls providing that these works are kept to the minimum that is necessary.

Site 40
North Farm
Waste Transfer Station
and HWRC,
Tunbridge Wells

Waste Site

Municipal Waste facilities

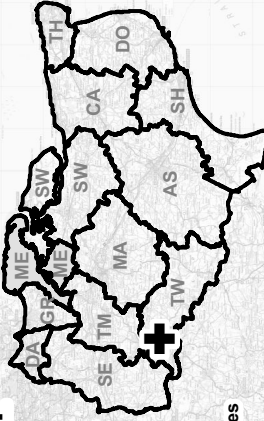
Designations on Site

Public Rights of Way

Designations Close to the site

Eastings 560023
 Northings 142316
 Site Area (Hectares)
 1.8

Site Location



0 10 20 Kilometres



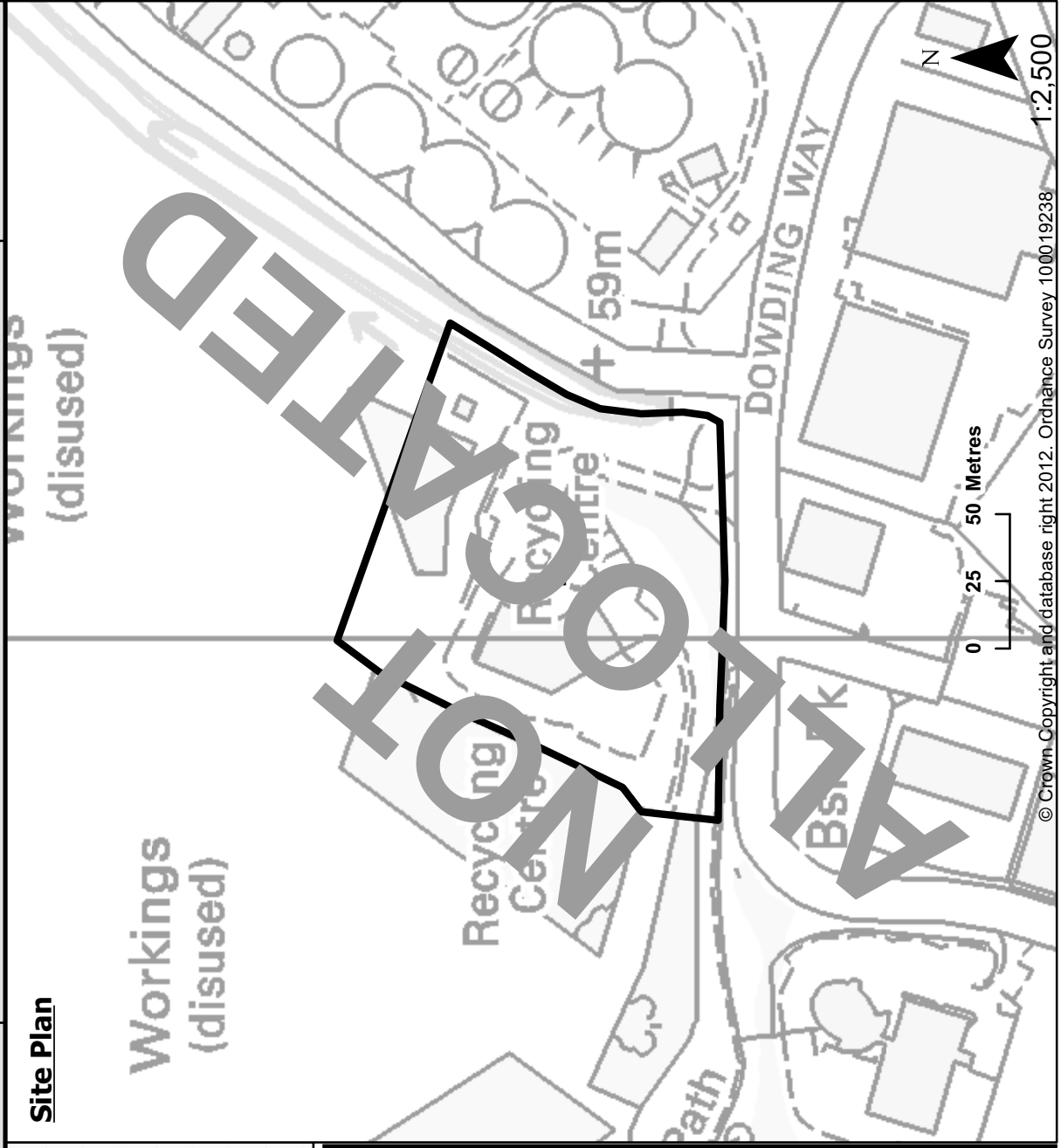
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Site Information

District/Borough	Tunbridge Wells
Landowner	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of development by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.

Site Plan



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Site 41
Cryalls Lane
Landfill, Borden,
Sittingbourne

Waste Site

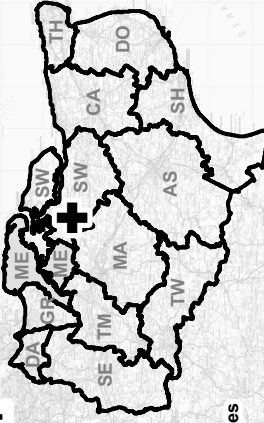
1. Inert/CDE Landfill
2. Environmental Improvements to Closed Biodegradable Landfill

Designations on Site

Groundwater Source Protection Zone 1
 Public Rights of Way

Eastings 588817
Northings 163216
Site Area (Hectares)
5.7

Site Location



0 10 20 Kilometres

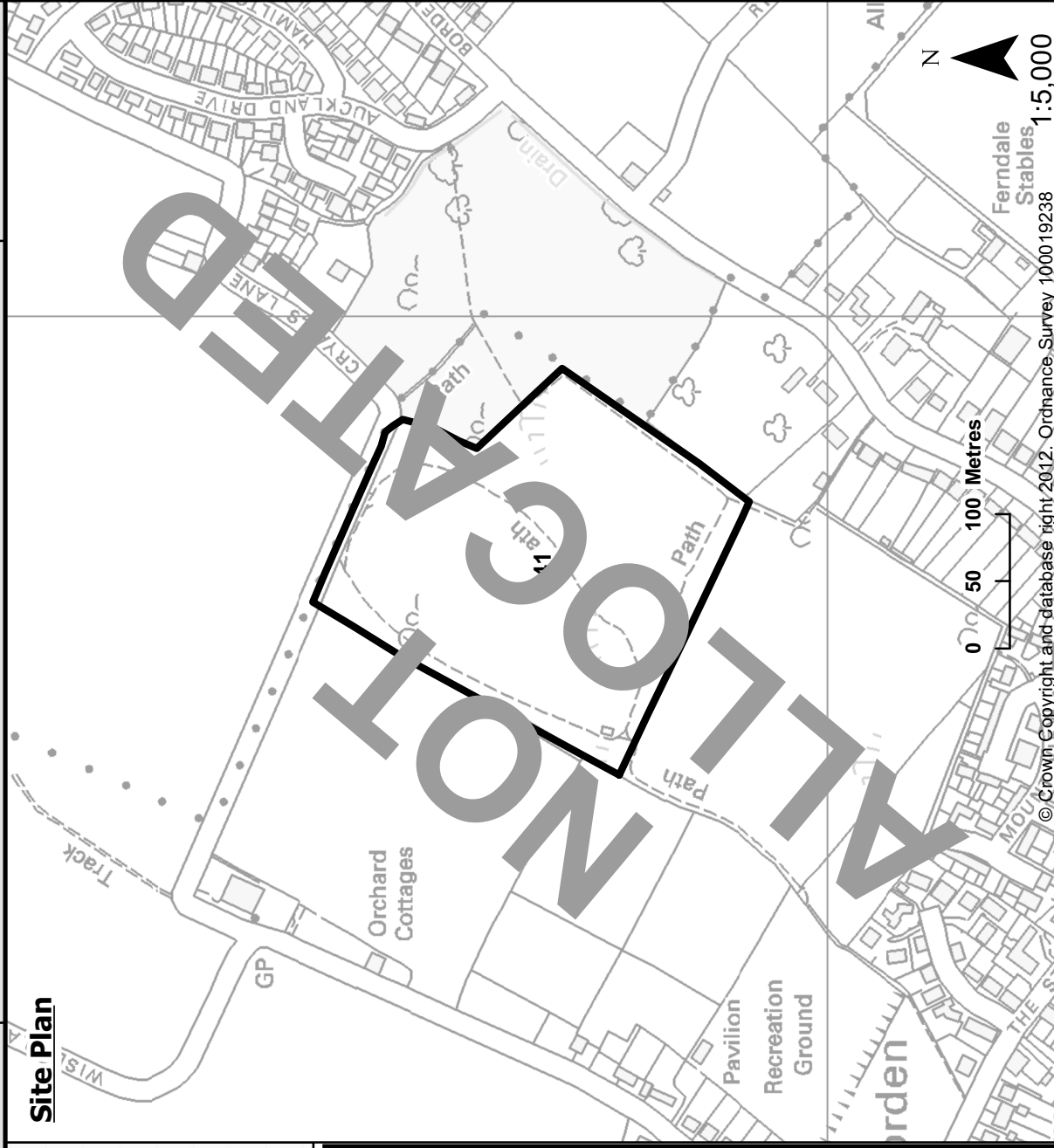
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Site Information

District/Borough	Swale
Parish	Borden
Landowner	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: 1. There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. 2. There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of biodegradable landfill sites environmental controls providing that these works are kept to the minimum that is necessary.

Site Plan



0 50 100 Metres

Ferndale Stables
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 1:5,000

Site 42
Pedham Place
HWRC,
Farningham

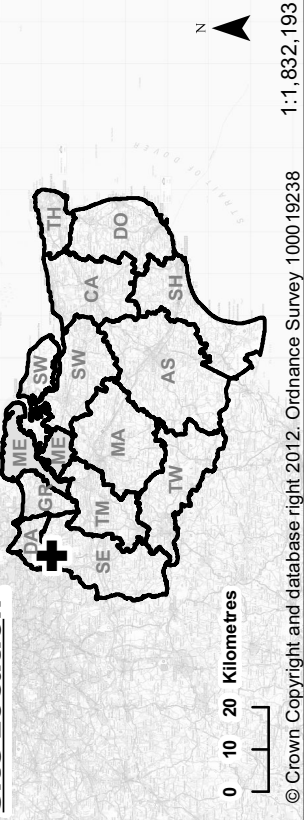
Waste Site
 Municipal Waste facilities

Designations on Site

Area of Outstanding Natural Beauty
 Air Quality Management Area
 Groundwater Source Protection Zone 3

Eastings 552963
Northings 167585
Site Area (Hectares)
0.5

Site Location

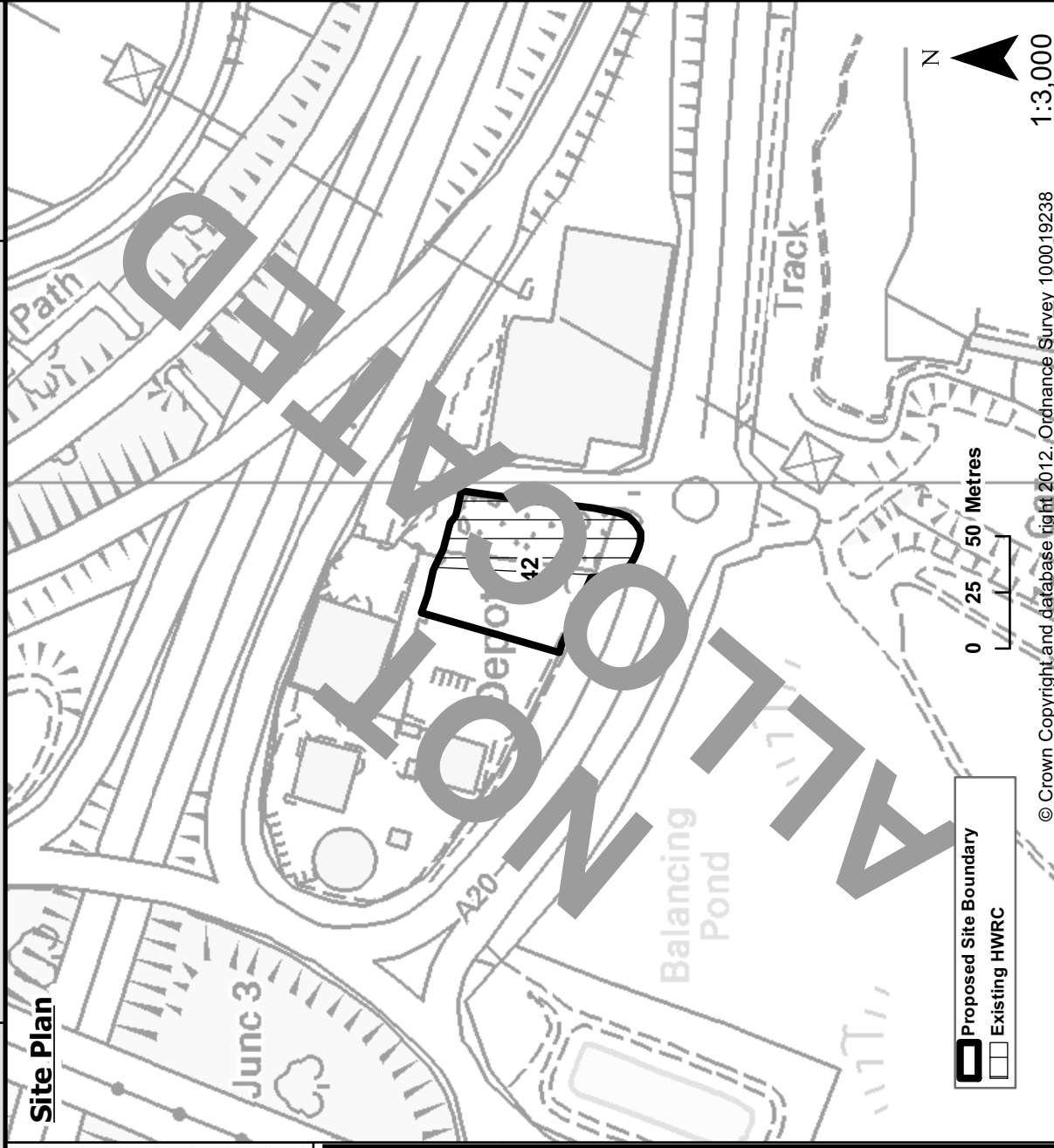


Site Information

District/Borough	Sevenoaks
Parish	Farningham
Landowner	Kent County Council - Highways
Operator	KCC Waste Management Unit
Estimated Capacity	10,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of developments by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.

Site Plan



Site 43
Stoneyard
Station Road,
Sheerness HWRC

Waste Site
 Municipal Waste facilities

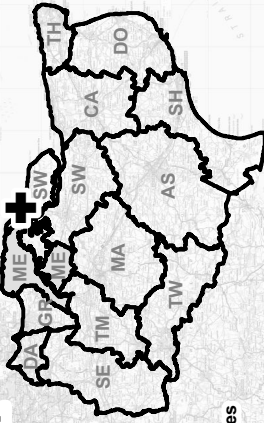
Designations on Site

Scheduled Monuments (Sheerness Defences)

Eastings 591717
Northings 174882

Site Area (Hectares)
0.2

Site Location



0 10 20 Kilometres



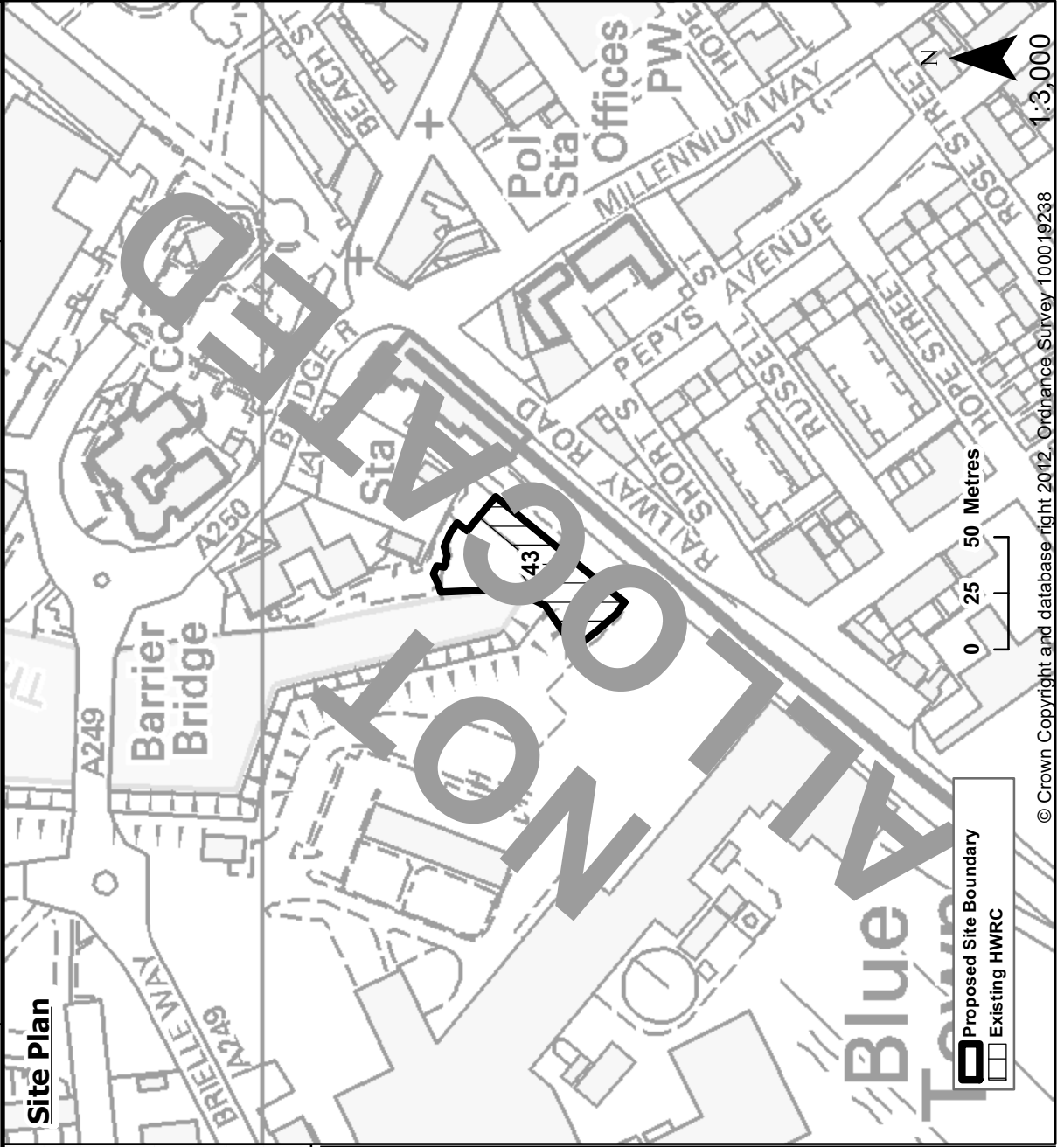
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Site Information

District/Borough	Swale
Parish	Sheerness
Landowner	Swale Borough Council
Operator	KCC Waste Management Unit
Estimated Capacity	8,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This proposal is for the existing site to be replaced/ extended. It will not result in any increase in capacity but will enable more waste to be recycled. It is considered more appropriate to deal with this form of development by a policy supporting in principle improvements and/or extensions to existing waste facilities rather than allocating the site.

Site Plan



Proposed Site Boundary
 Existing HWRC

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Site 44
Church Marshes,
Transfer and HWRC

Waste Site

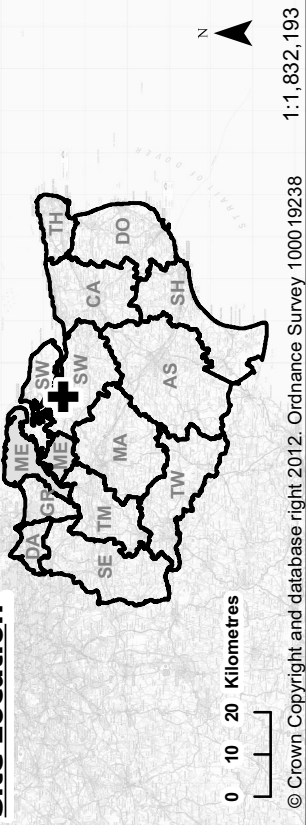
Municipal Waste facilities

Designations on Site

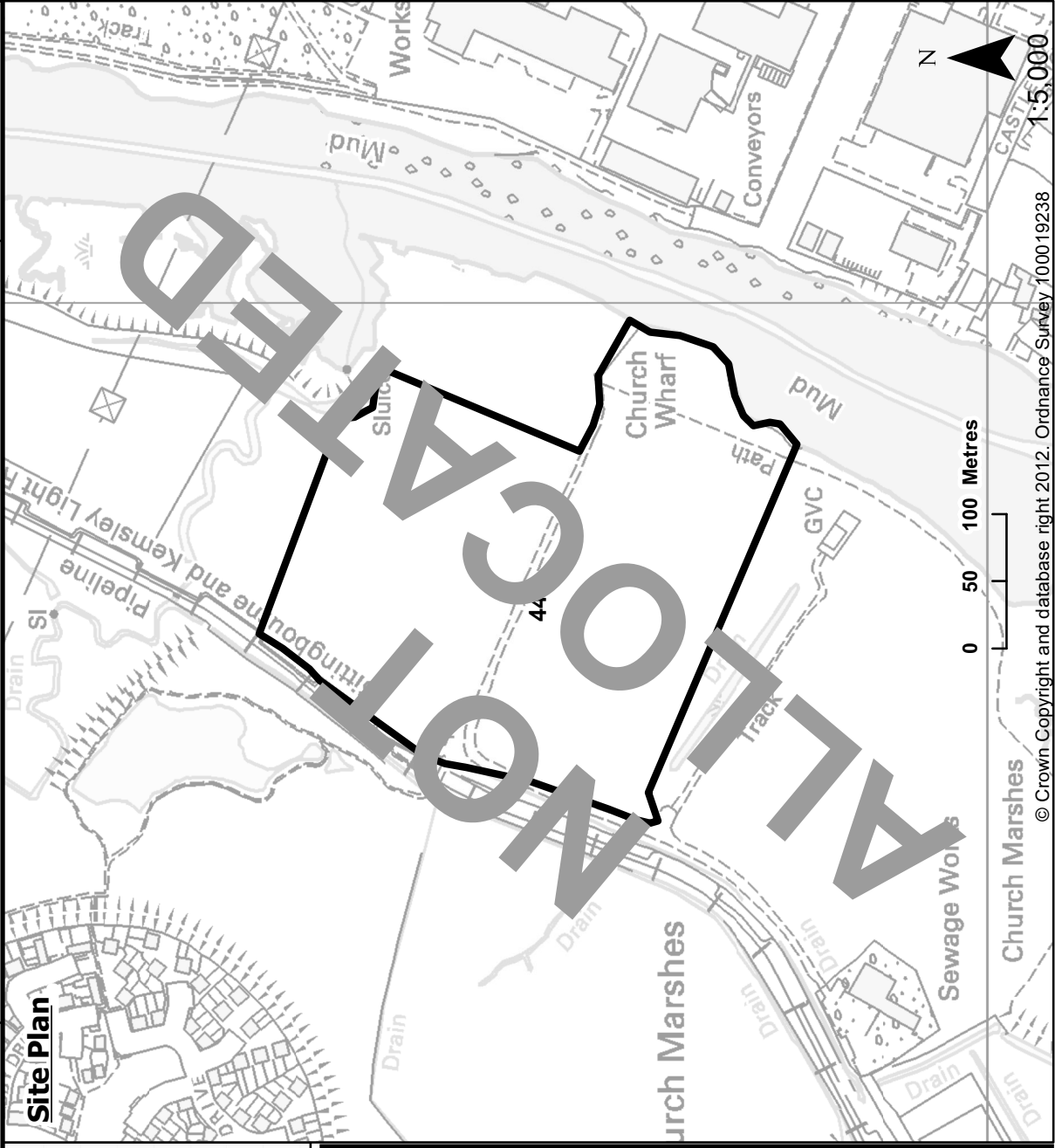
Local Wildlife Site
 Public Rights of Way

Eastings 591801
Northings 165339
Site Area (Hectares)
9.0

Site Location

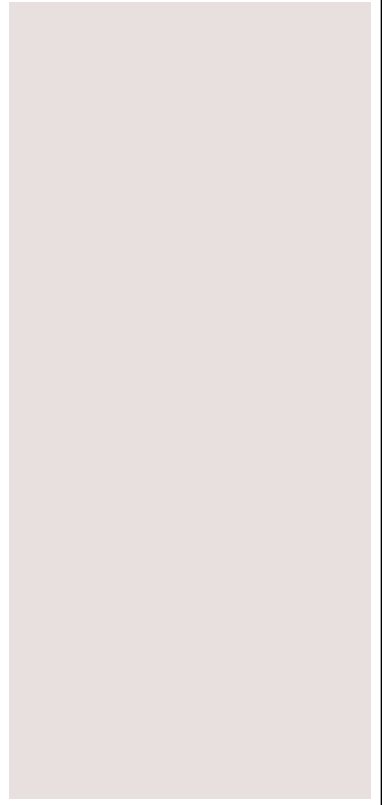


Site Plan



Site Information

District/Borough	Swale
Parish	Sittingbourne
Landowner	Kent County Council
Operator	KCC Waste Management Unit
Estimated Capacity	Unknown
Life of Operation	Unknown
Reasons for not allocating site:	This site has been withdrawn by the Kent Waste Management Unit



Site 46

**Sheppy,
Ashford Road,
Hollingbourne**

Waste Site

Energy from Waste

Designations on Site

Groundwater Source
Protection Zone 3

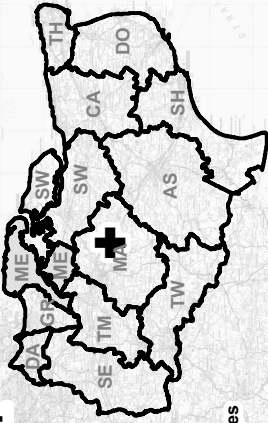
Designations Close to the site

Local Wildlife Site
Historic Parks Gardens
Public Rights of Way

**Eastings 583551
Northings 154053**

**Site Area (Hectares)
2.2**

Site Location



0 10 20 Kilometres



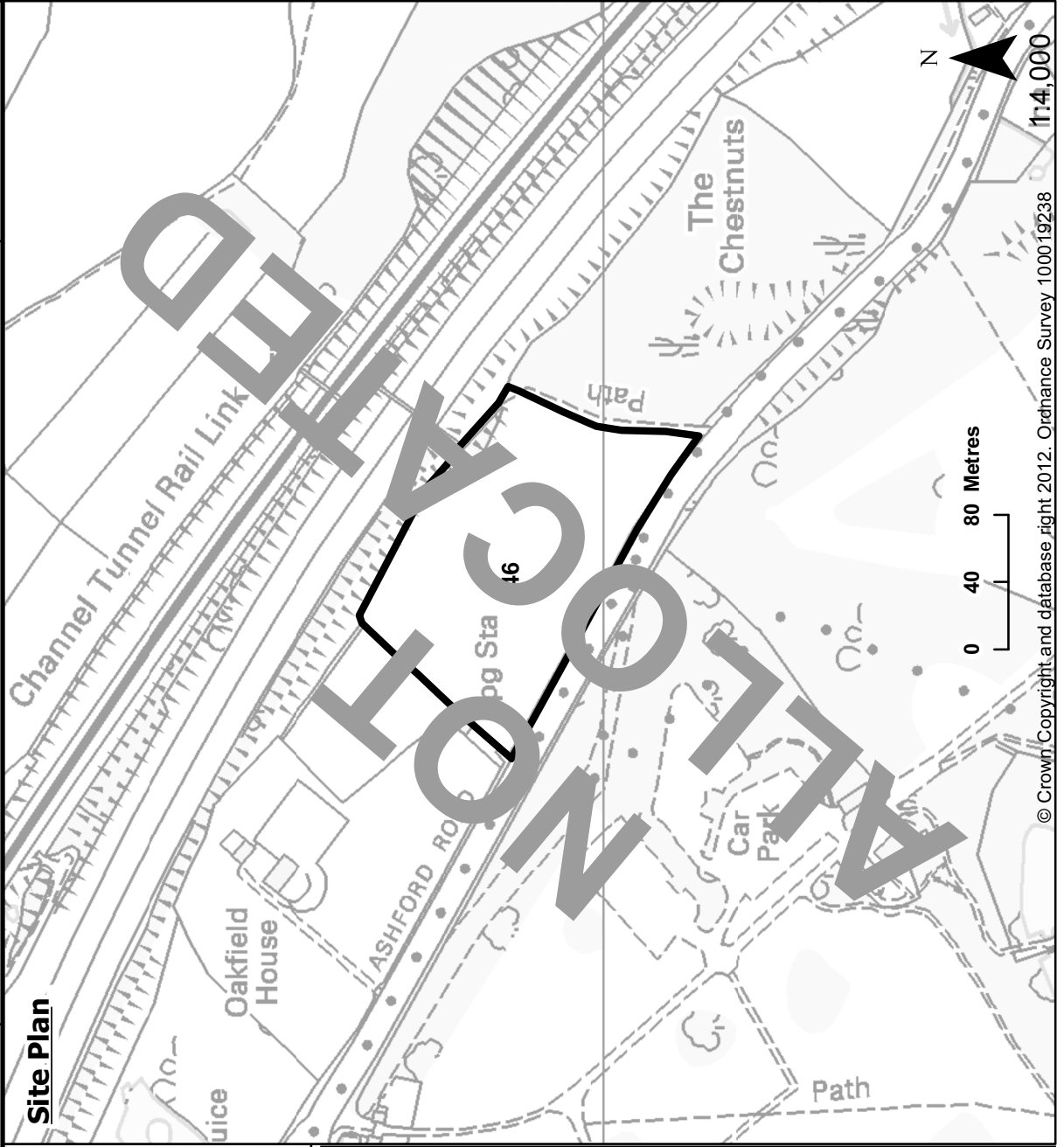
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Site Information

District/Borough	Maidstone
Parish	Hollingbourne
Landowner	Sheppy Ltd
Operator	Sheppy Ltd
Estimated Capacity	250,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This is a greenfield site in a rural area and the identified need can be met from sites which are on previously developed land.

Site Plan



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1:4,000

Site 47

Rushenden Road,
Queenborough

Waste Site

Energy from Waste

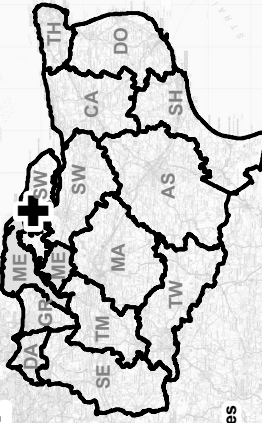
Designations on Site

- Site of Special Scientific Interest
- Special Protection Area
- Ramsar Site
- Public Rights of Way

Eastings 590961
Northings 172043

Site Area (Hectares)
7.1

Site Location



0 10 20 Kilometres



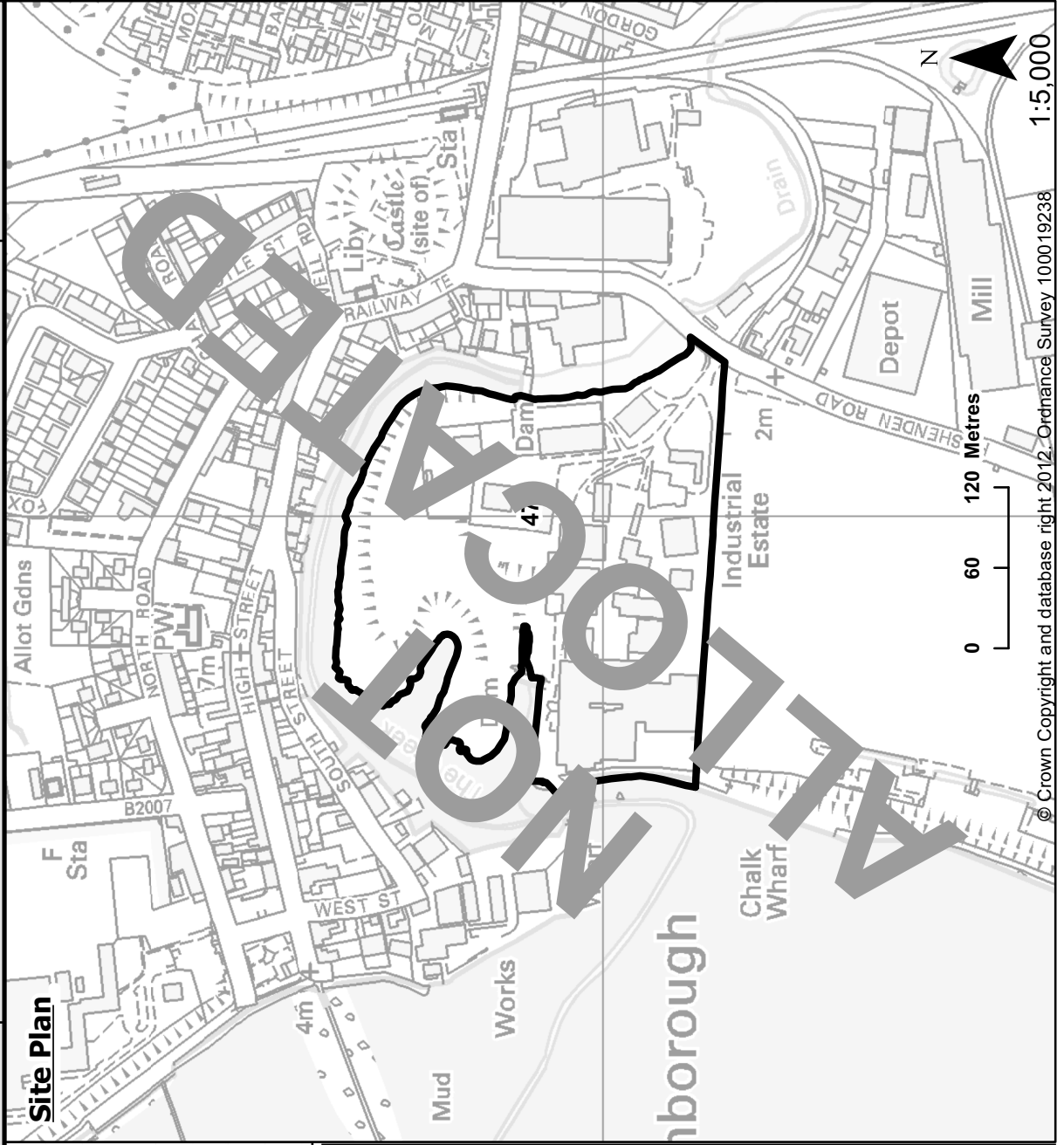
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Site Information

District/Borough	Swale
Parish	Queenborough
Landowner	Sheppy Ltd
Operator	Sheppy Ltd
Estimated Capacity	250,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: The large scale of the development and the narrow range of the waste that could be burnt at the proposed facility does not provide any confidence that the additional capacity is deliverable within the timescale that is necessary for the MWDF. The allocation of this site would not be in the best interest of the Kent economy or the landowners as it would sterilise this industrial site from any form of development other than EfW. There would be no objection in principle under the policies in the Core Strategy to the development of a combined heat and power plant in association with the existing industrial use on the site even if the fuel source was a waste.

Site Plan



0 60 120 Metres



1:5,000

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Site 48
Argent Road,
Queenborough

Waste Site

Energy from Waste

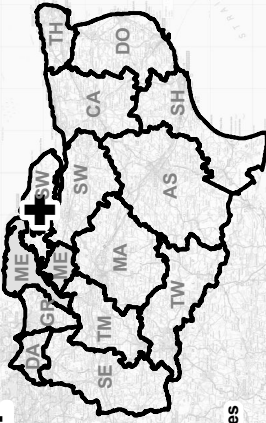
Designations on Site

Public Rights of Way

Eastings 591183
 Northings 170900

Site Area (Hectares)
 0.6

Site Location



0 10 20 Kilometres



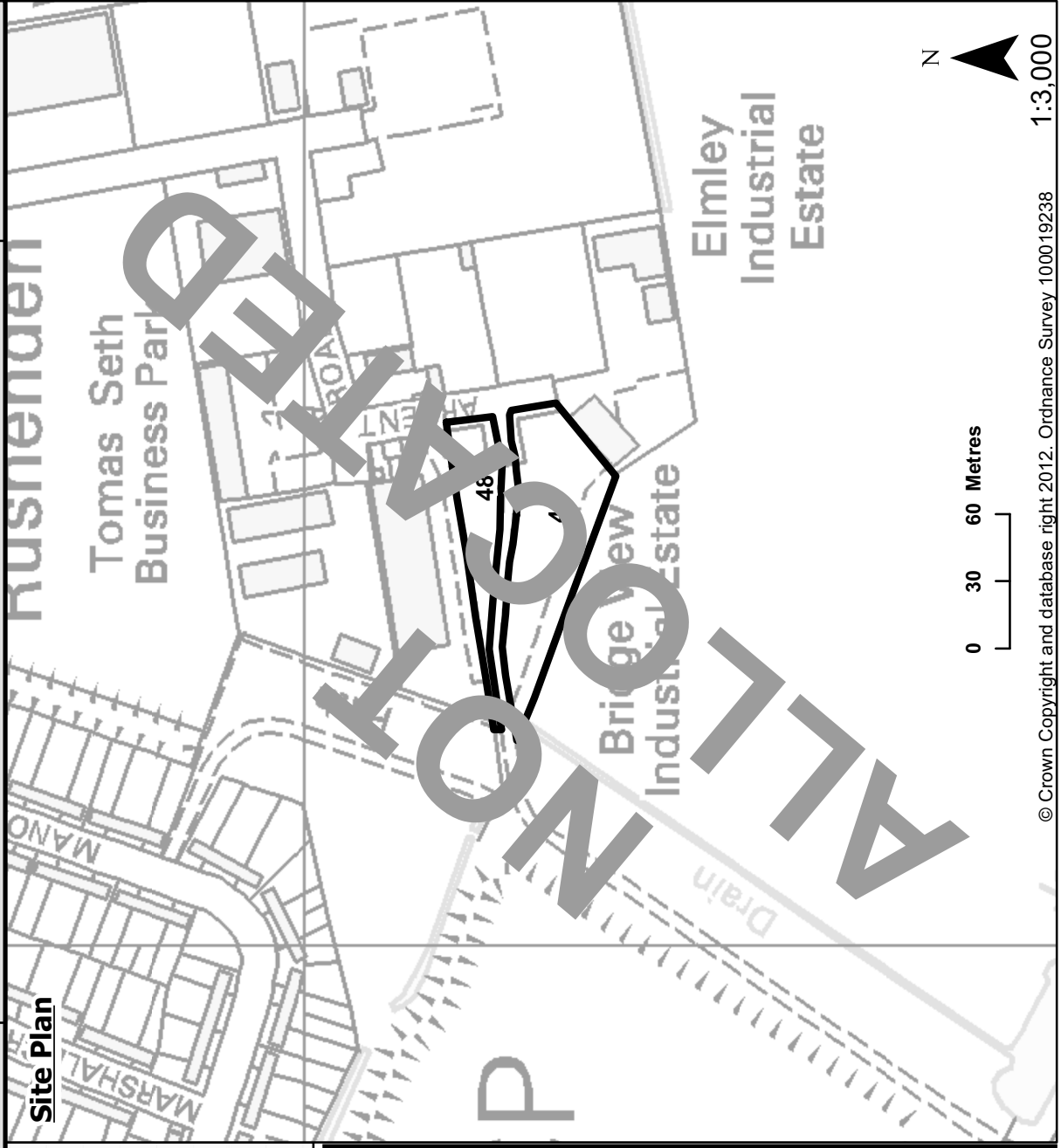
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Site Information

District/Borough	Swale
Parish	Queenborough
Landowner	Sheppy Ltd
Operator	Sheppy Ltd
Estimated Capacity	250,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This is a greenfield site with an access road to the Elmley Industrial Estate going through the centre. The identified need in the Core Strategy can be met from sites which are on previously developed land.

Site Plan



0 30 60 Metres



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1:3,000

Site 50
Ightham Sand Pit
Western Extension

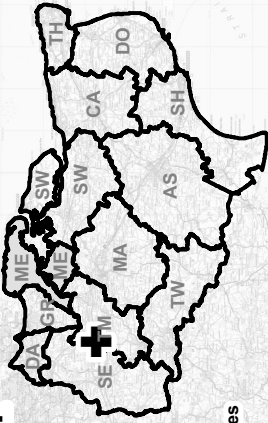
Minerals/ Waste Site
 Inert/CDE Landfill

Designations on Site **Designations Close to the site**

Area of Outstanding Natural Beauty Listed Building
 Green Belt
 Historic Parks Gardens
 Groundwater Source Protection Zone 3

Eastings 559772
Northings 157500
Site Area (Hectares)
 10.2

Site Location



0 10 20 Kilometres

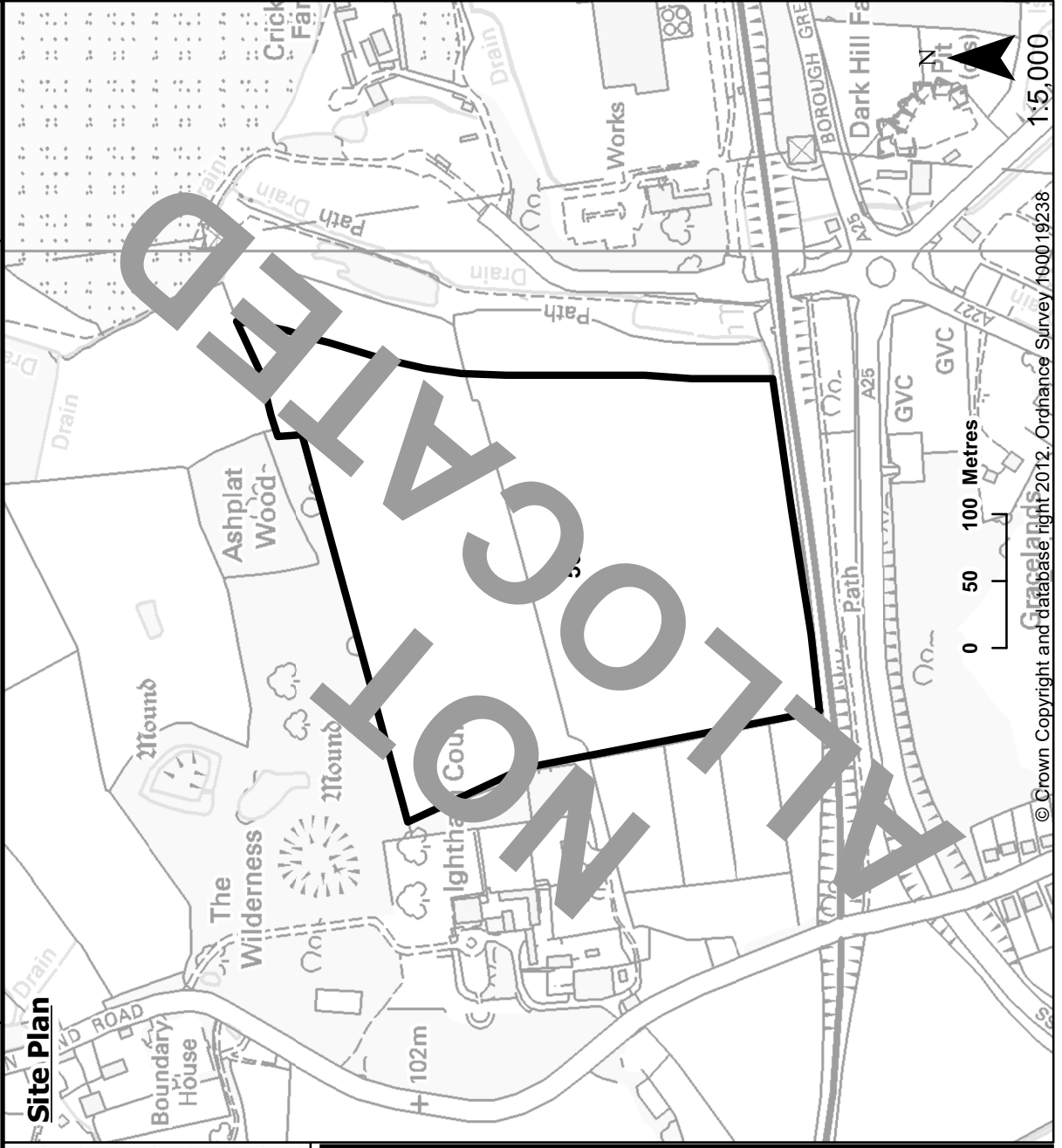
© Crown Copyright and database right 2012. Ordnance Survey 100019238 1:1,832,193

Site Information

District/Borough	Tonbridge and Malling
Parish	Ightham
Landowner	H & H UK Ltd
Operator	H & H UK Ltd
Agent	Peer Spanner
Estimated Capacity	1.2 million tonnes
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site Plan



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Site 52
Adjacent Weatherlees
Wastewater Treatment
Works, Cliffsend,
Minster

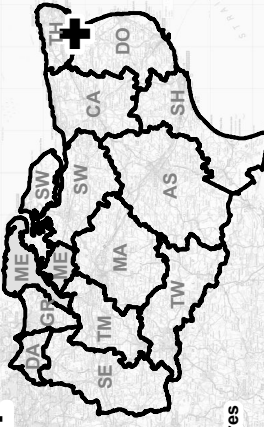
Minerals/ Waste Site
 Treatment/Materials Recycling
 Composting

Designations on Site

Designations Close to the site
 Site of Special Scientific Interest
 Ramsar Site
 Local Wildlife Site

Eastings 633193
Northings 162564
Site Area (Hectares)
9.2

Site Location



0 10 20 Kilometres

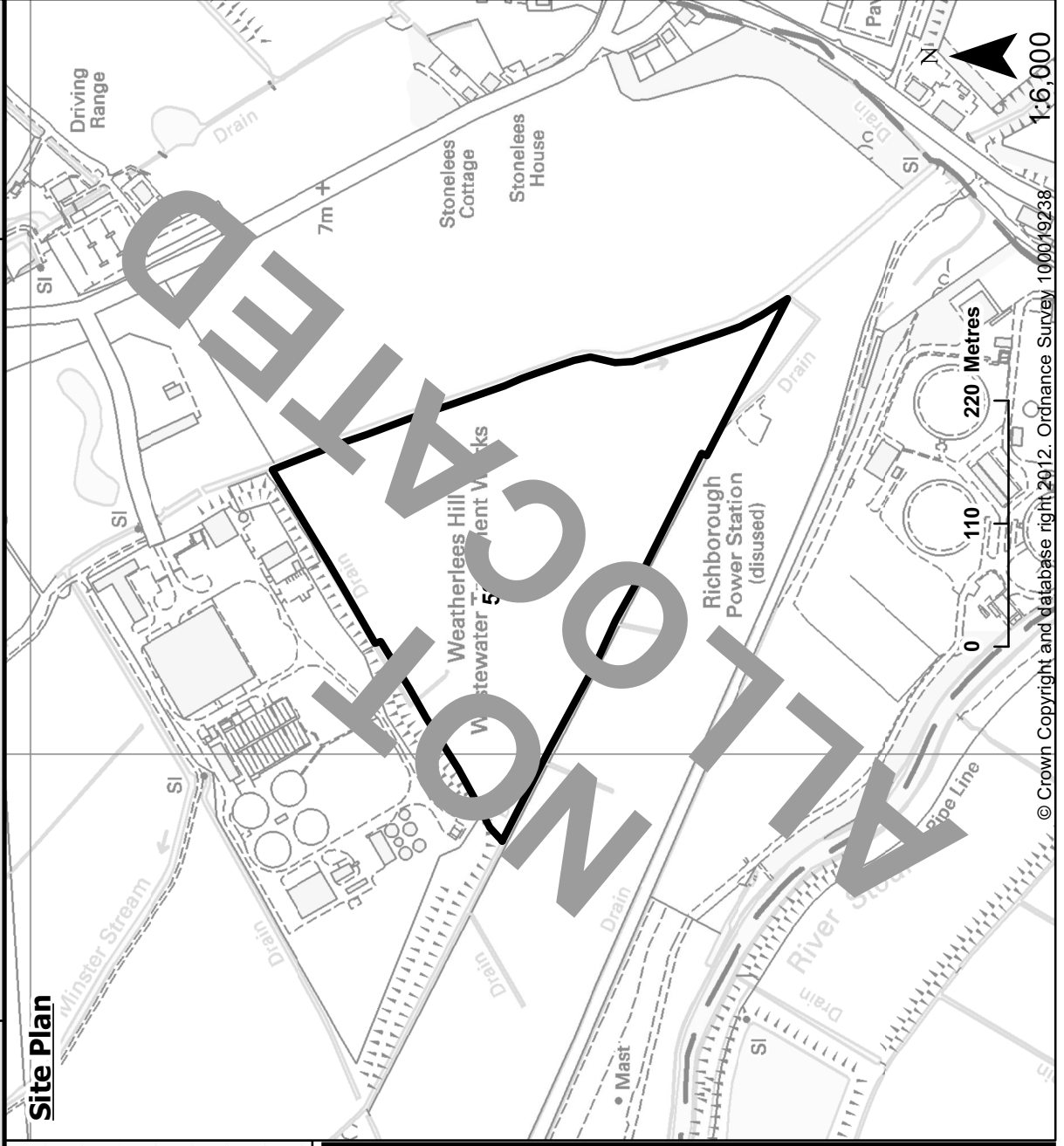
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Site Information

District/Borough	Thanet
Parish	Minster
Landowner	JB Pace, AR Pace & PC Pace
Operator	Thanet Waste Services
Agent	Lee Evans Planning
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: This site has been developed for electricity production from photovoltaic cells. However, the land has not been altered and could still be used at some time in the future for agriculture again. In that respect, it is regarded very similarly to a greenfield site and a waste management use as proposed would permanently change the land. As the need for additional green waste and kitchen waste facilities can be met from sites which are brownfield and there is no specific need for new recycling capacity, there is no reason to allocate this site.

Site Plan



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1:6,000

Site 54

Richborough Power Station, Ash

Waste Site

Environmental Improvements to Closed Biodegradable Landfill

Designations on Site

Local Wildlife Sites
Public Rights of Way

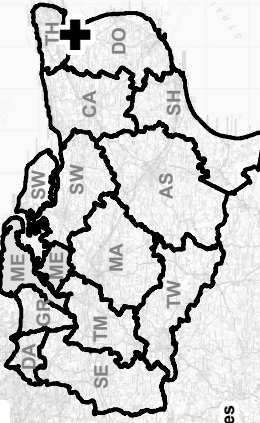
Designations Close to the site

Site of Special Scientific Interest
Scheduled Monuments

Eastings 633032
Northings 161364

Site Area (Hectares)
100.7

Site Location



0 10 20 Kilometres

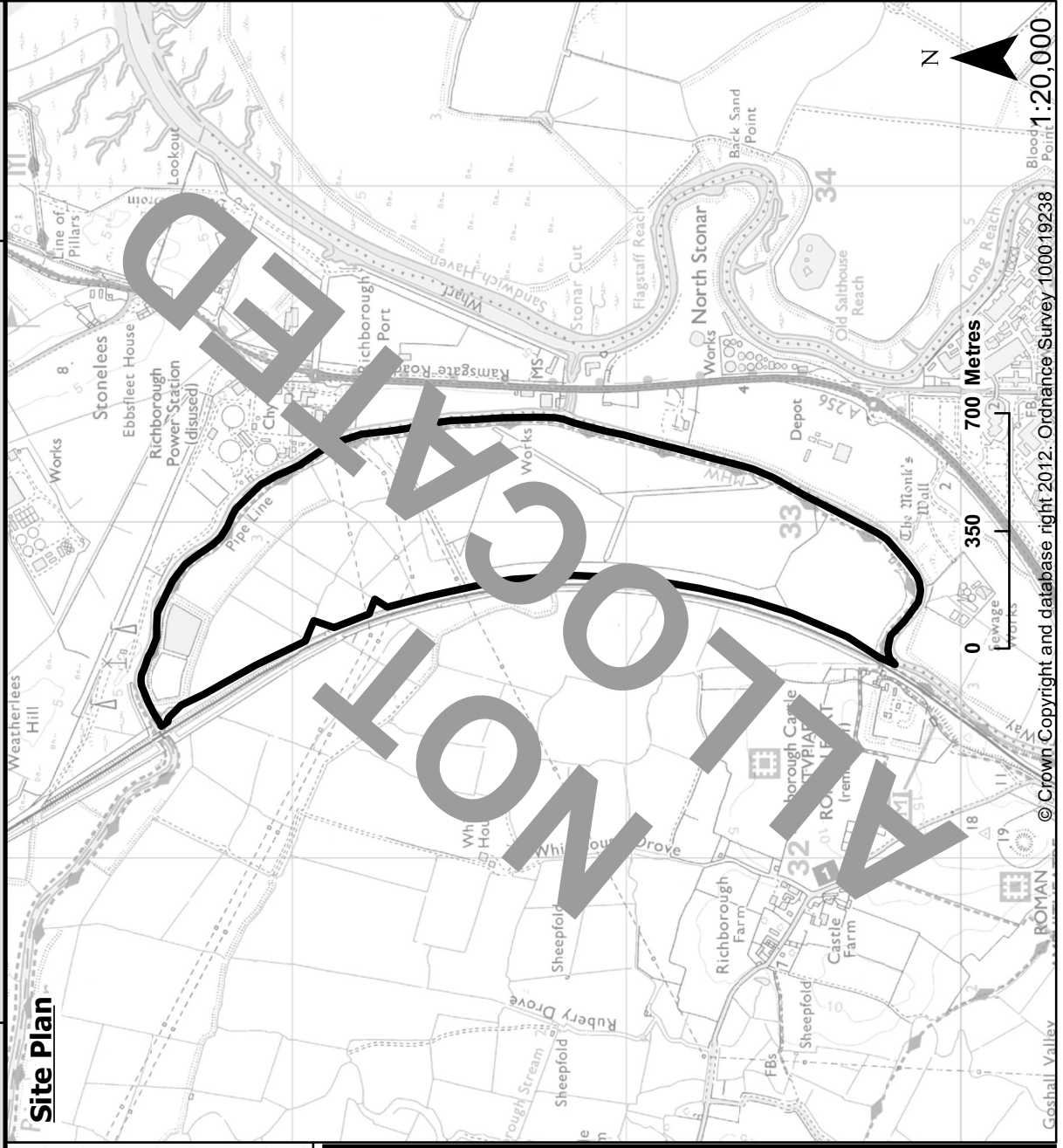
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Site Information

District/Borough	Dover
Parish	Ash
Landowner	BFL Management Ltd
Agent	Montagu Evans
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of restoration and the environmental controls providing that these works are kept to the minimum that is necessary.

Site Plan



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Scale: 1:20,000

Site 55

**Ightham Sand Pit
Gasification Plant**

Waste Site

Energy from Waste

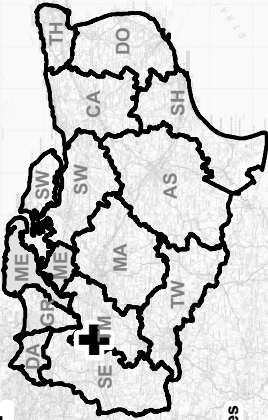
Designations on Site

Green Belt
Area of Outstanding Natural Beauty

Eastings 560272
Northings 157890

Site Area (Hectares)
0.8

Site Location



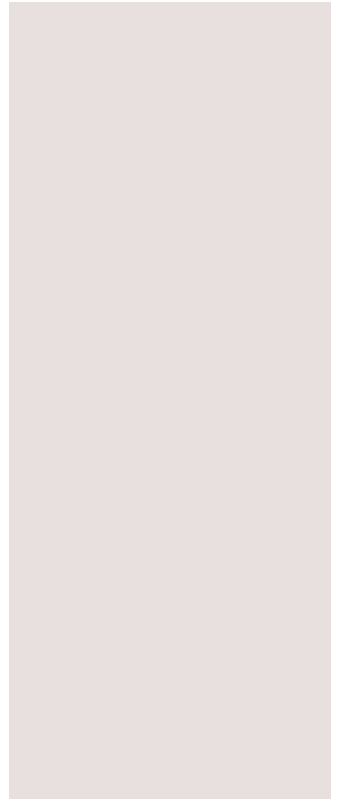
0 10 20 Kilometres

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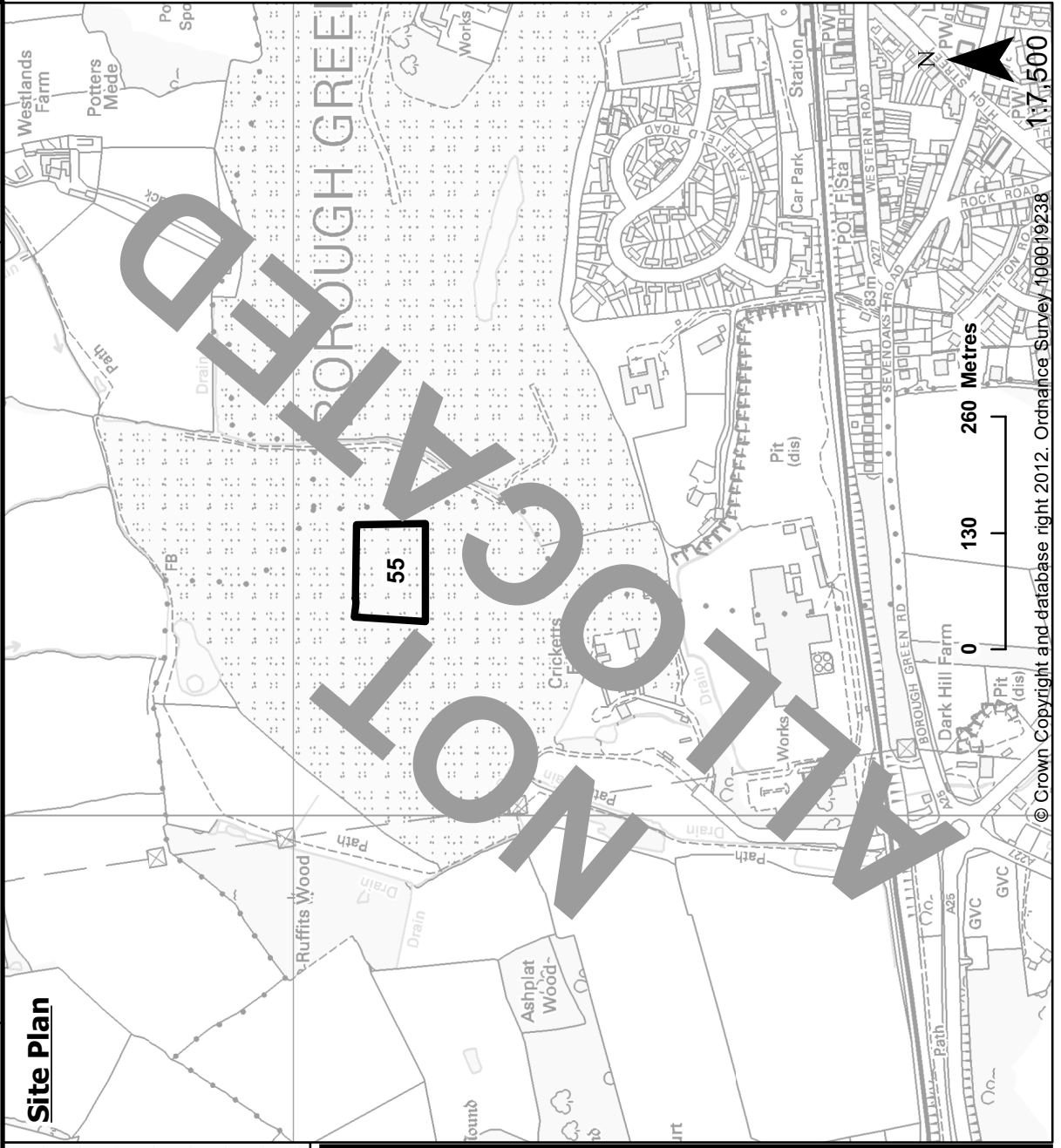
Site Information

District/Borough	Tonbridge and Malling
Parish	Ightham
Landowner	H & H UK Ltd
Operator	H & H UK Ltd
Agent	Peer Spanner
Life of Operation	Unknown

Reasons for not allocating site: This site is in the Kent Downs AONB and the Green Belt and the identified need can be met from the development of sites which are not constrained by national policy.



Site Plan



**Site 57
Pike Road
Extension, Eythorne,
Dover**

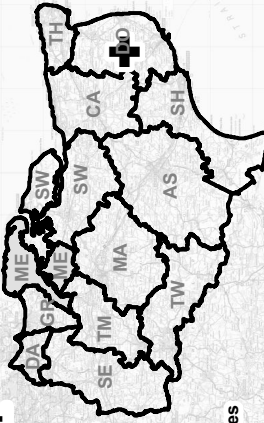
Waste Site
Household Waste Recycling
Centres & Transfer

Designations on Site
Groundwater Source
Protection Zone 2

Designations Close to the site
Public Rights of Way

Eastings 628974
Northings 150622
Site Area (Hectares)
0.6

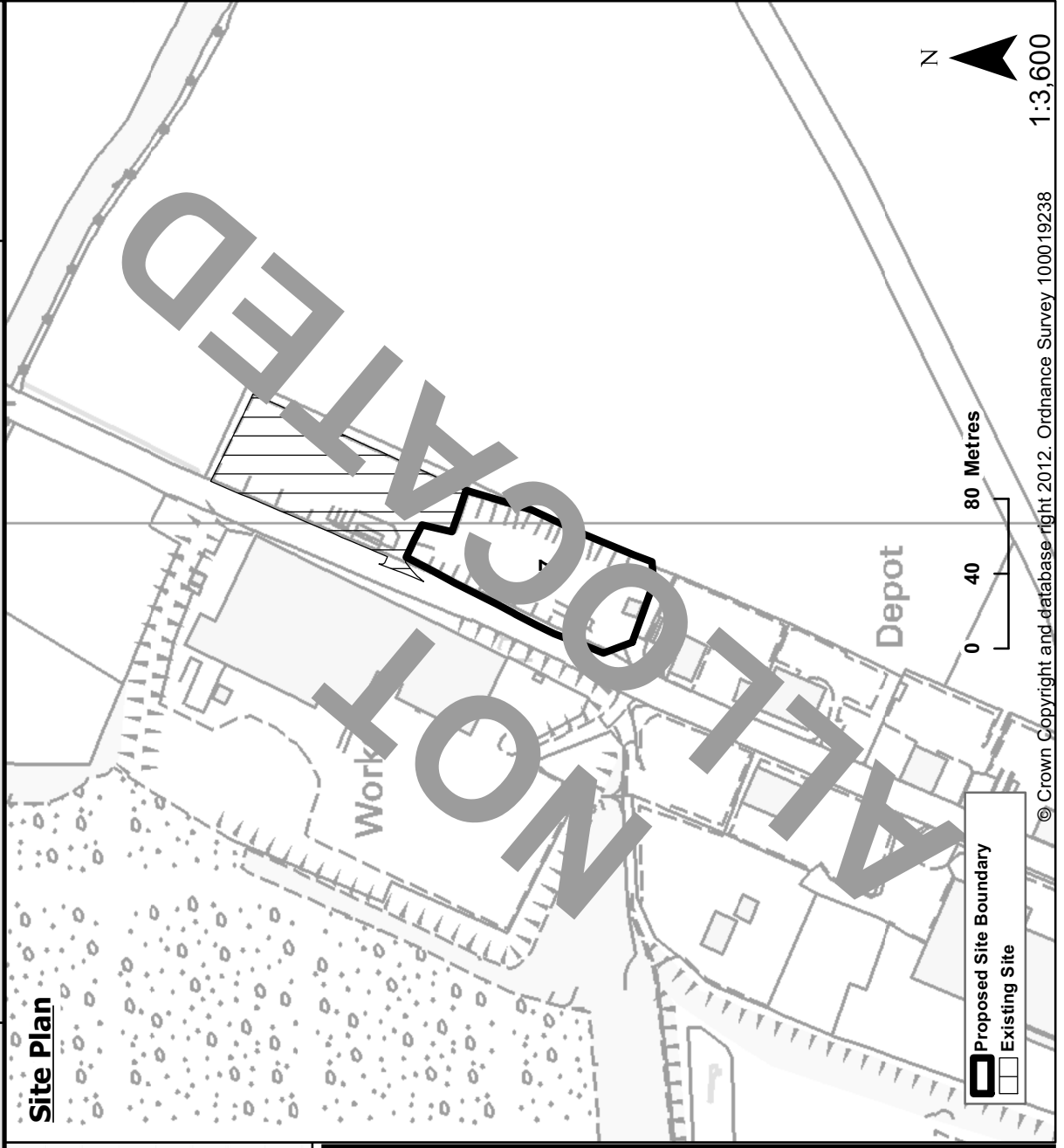
Site Location



0 10 20 Kilometres

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Site Plan



Proposed Site Boundary
Existing Site

0 40 80 Metres



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1:3,600

Site Information

District/Borough	Dover
Parish	Eythorne
Landowner	Rudrum Holdings
Operator	R H Ovenden Ltd
Estimated Capacity	50,000 -100,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site consists of previously developed land which adjoins an existing waste management facility. It is not within any national planning constraint areas and falls within an employment area allocated in the Dover Local Plan saved policies and the Dover Core Strategy. The Pike Road Industrial Estate (as defined by the Local Development Plan) will be identified in the Core Strategy as an industrial site where waste management development would be considered appropriate in principle and so there is no specific need to allocate this site. Furthermore, any such allocation for waste management uses, if not developed would sterilise the land from other employment uses.

Site 58

**Manor Way Business Park,
Swanscombe**

Waste Site

Energy from Waste

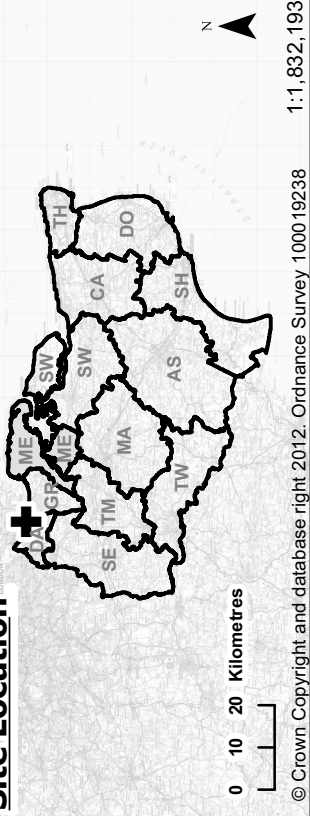
Designations on Site

Groundwater Source
Protection Zone 3

Designations Close to the site

Eastings 560611
Northings 175026
Site Area (Hectares)
1.0

Site Location

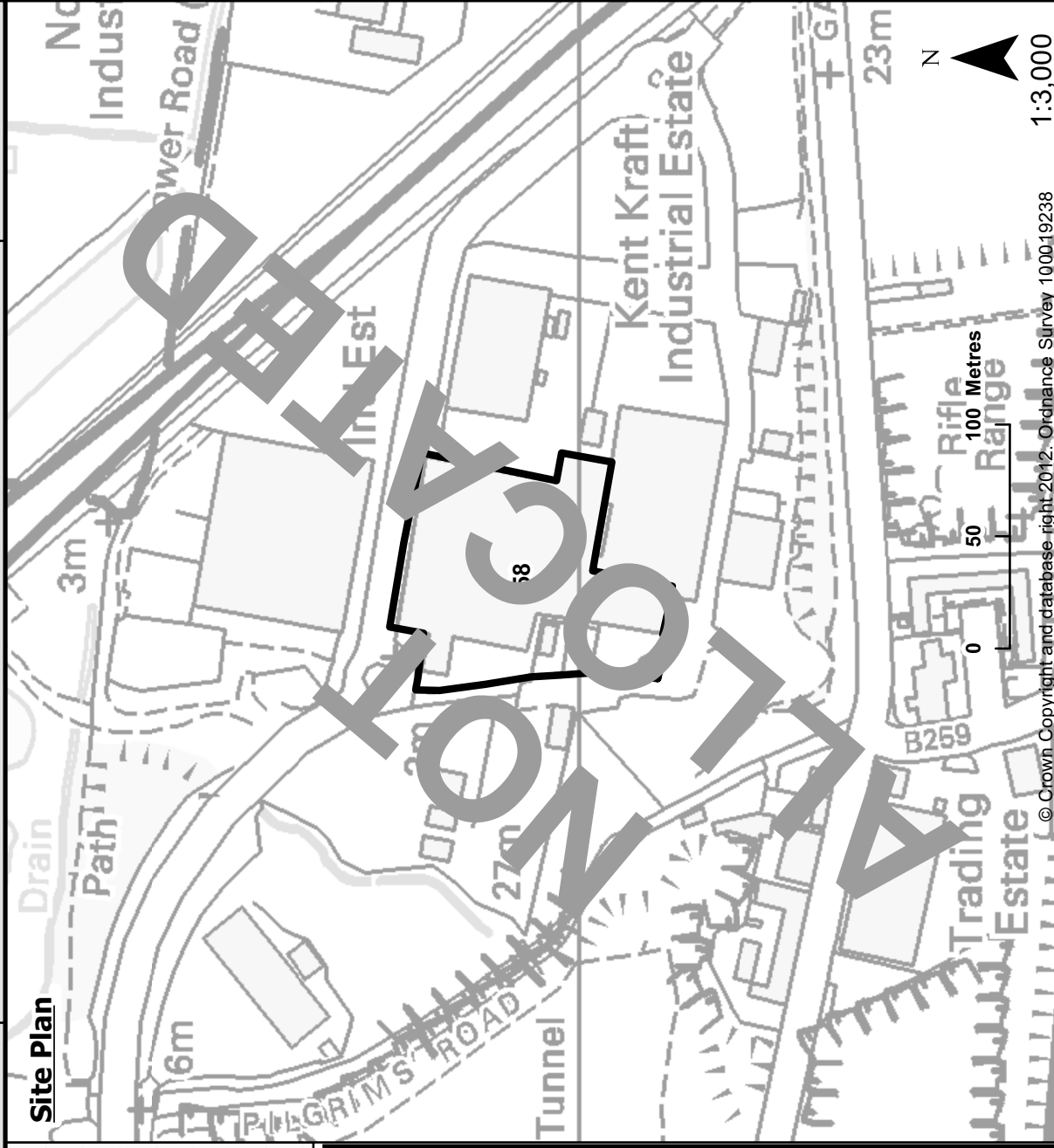


Site Information

District/Borough	Dartford
Parish	Swanscombe & Greenhithe
Operator	Teal Energy Ltd
Agent	Howard Sharp & Partners LLP
Estimated Capacity	200,000 tpa
Life of Operation	Unknown

Reasons for not allocating site: Withdrawn by the operator and Site 107 at Lower Road, Swanscombe submitted in its place (see the section on Waste Sites Preferred Options).

Site Plan



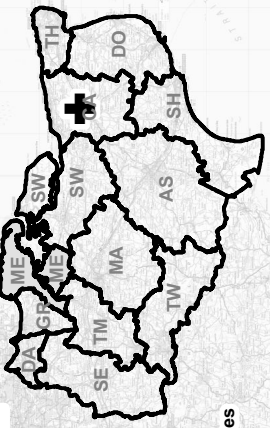
Site 59
Shelford Waste Management Facility,
Canterbury

Waste Site
 Treatment/Materials Recycling

Designations on Site
 Local Wildlife Site
 Ancient Woodland
 Public Rights of Way

Eastings 615947
Northings 160317
Site Area (Hectares)
112.2

Site Location



0 10 20 Kilometres

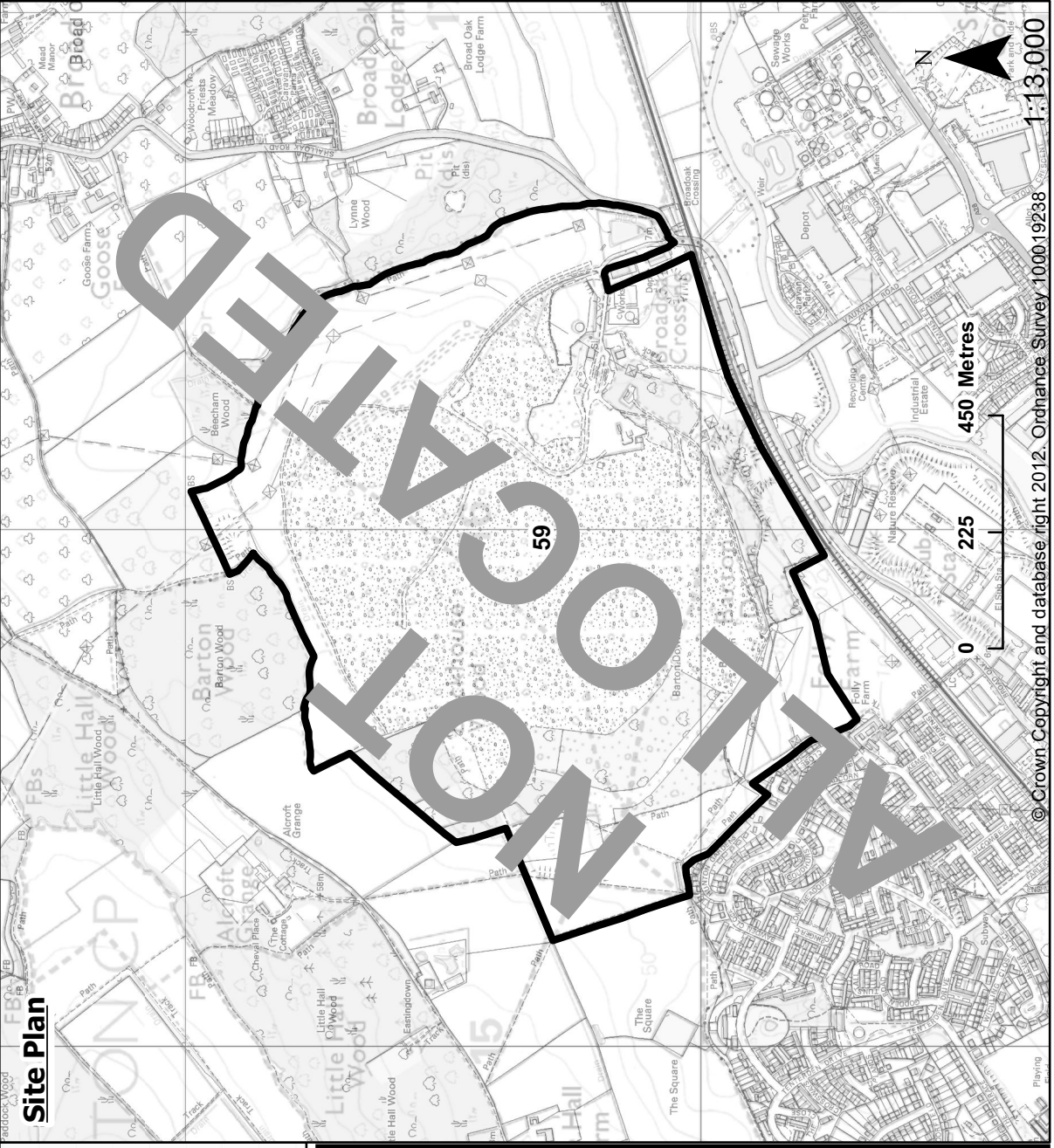
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Site Information

District/Borough	Canterbury
Parish	Hackington
Landowner	Viridor Waste Ltd
Operator	Viridor Waste Ltd
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: This site consists of existing waste facilities and contains greenfield land. No specific waste management proposals or specific locations have been put forward by the promoter. The existing waste facilities already have planning permission and the future extension of these activities can be considered under policies in the Core Strategy. There is no need to develop the greenfield parts of this site as the capacity requirements of the Core Strategy can be met by allocating brownfield sites. No purpose would be served by allocating the existing waste management site in the Sites Plan.

Site Plan



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Site 66

**North Farm Landfill
North Farm Lane,
Tunbridge Wells**

Waste Site

Environmental Improvements
to Closed Biodegradable Landfill

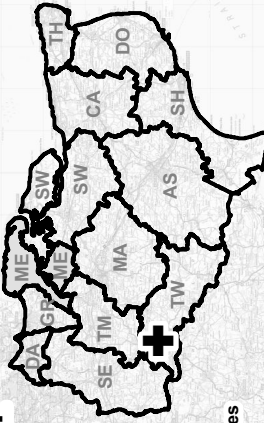
Designations on Site

Green Belt
Area of Outstanding Natural Beauty
Public Rights of Way

**Eastings 559909
Northings 142525**

**Site Area (Hectares)
20.1**

Site Location



0 10 20 Kilometres



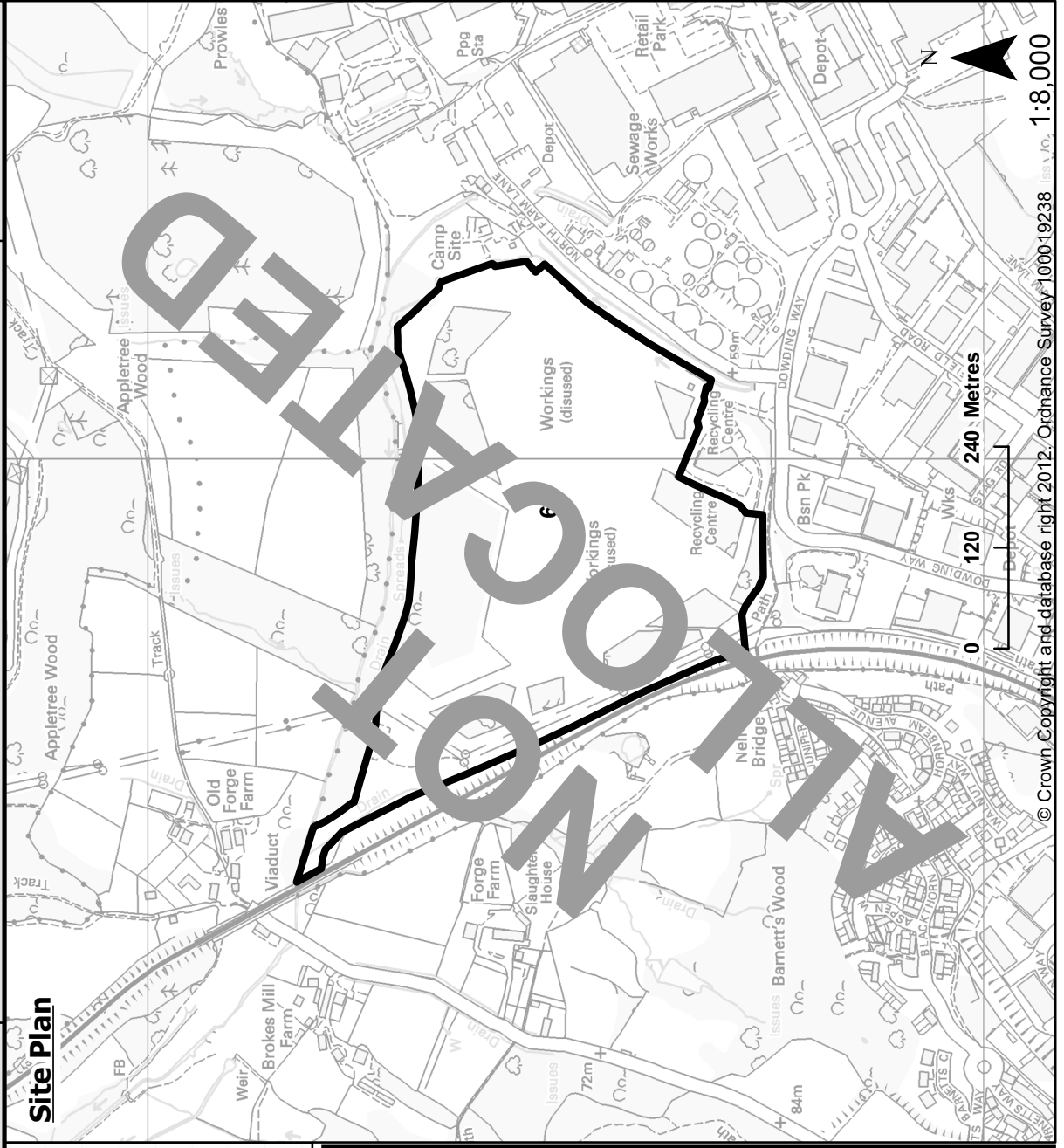
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Site Information

District/Borough	Tunbridge Wells
Parish	Southborough
Local Authority	Kent County Council
Operator	Lichen Renewals
Agent	David Lock Associates
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of restoration and the environmental controls providing that these works are kept to the minimum that is necessary.

Site Plan



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1:8,000

Site 67

**Chilmington Green
Landfill, off Mock Lane,
Ashford**

Waste Site

Environmental Improvements
to Closed Biodegradable Landfill

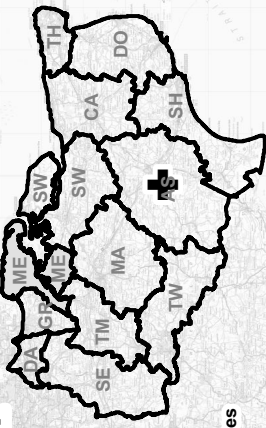
Designations on Site

Public Rights of Way

Designations Close to the site

**Eastings 598039
Northings 141128
Site Area (Hectares)
9.7**

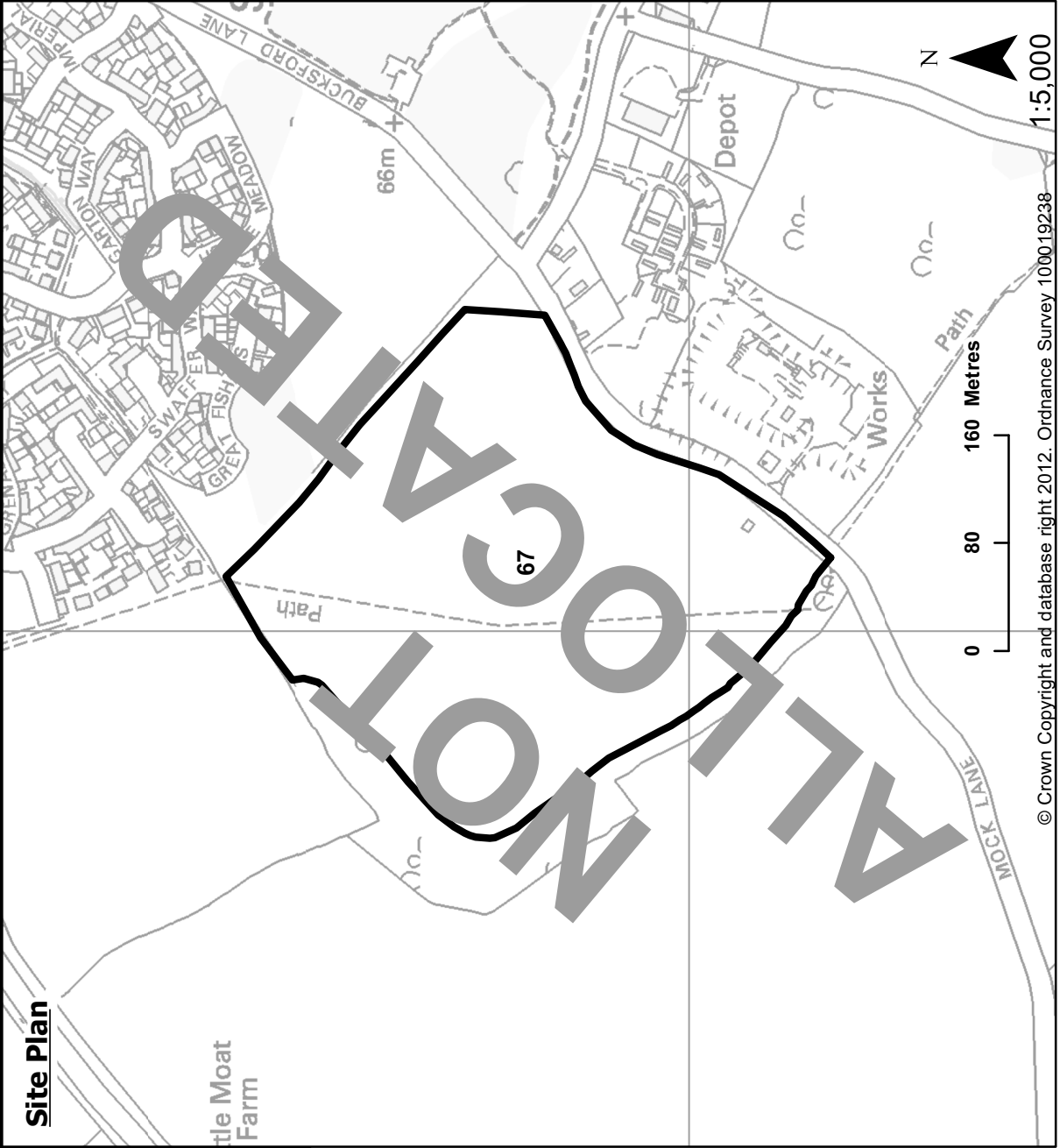
Site Location



0 10 20 Kilometres

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Site Plan



Little Moat Farm

0 80 160 Metres



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Site Information

District/Borough	Ashford
Parish	Great Chart with Singleton
Landowner	Kent County Council
Operator	Lichen Renewals
Agent	David Lock Associates
Estimated Capacity	343,500 tpa
Life of Operation	2 years

Reasons for not allocating site: There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of restoration and the environmental controls providing that these works are kept to the minimum that is necessary.

Site 68

Sleedwood

Landfill (former)

off Abbey Road, Dover

Waste Site

Environmental Improvements
to Closed Biodegradable Landfill

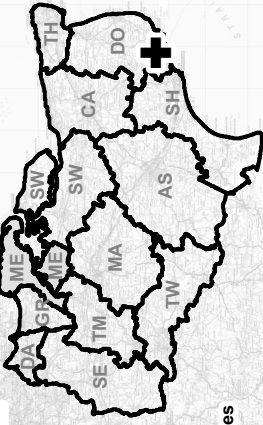
Designations on Site

Area of Outstanding Natural Beauty
Local Wildlife Sites
Ancient Woodland
Groundwater Source Protection Zone 2

Eastings 628591
Northings 141916

Site Area (Hectares)
3.8

Site Location

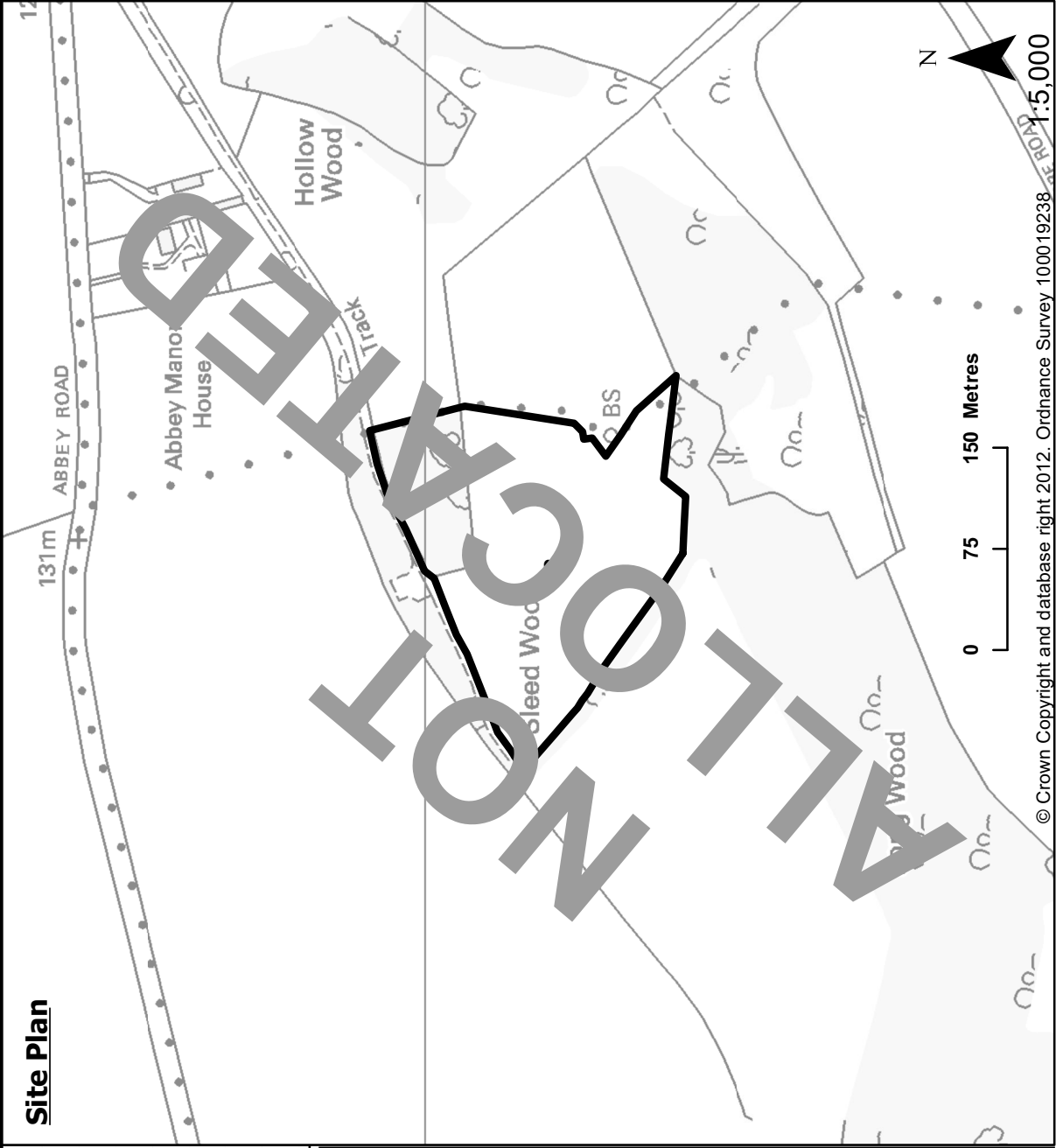


0 10 20 Kilometres



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Site Plan



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Site Information

District/Borough	Dover
Parishes	Hougham Without and Dover
Landowner	Kent County Council
Operator	Lichen Renewal
Agent	David Lock Associates
Estimated Capacity	Unknown
Life of Operation	Unknown
Reasons for not allocating site:	There is no need to allocate this site as it is considered more appropriate to deal with this type of development by a policy supporting in principle works at closed biodegradable landfill sites to maintain the standard of restoration and the environmental controls providing that these works are kept to the minimum that is necessary.



Site 70

**Stonecastle Farm
Quarry Lake Infill,
Hadlow**

Waste Site

Inert/CDE Landfill

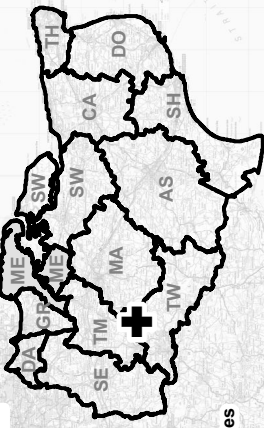
Designations on Site

Green Belt

**Eastings 565277
Northings 146781**

**Site Area (Hectares)
6.0**

Site Location

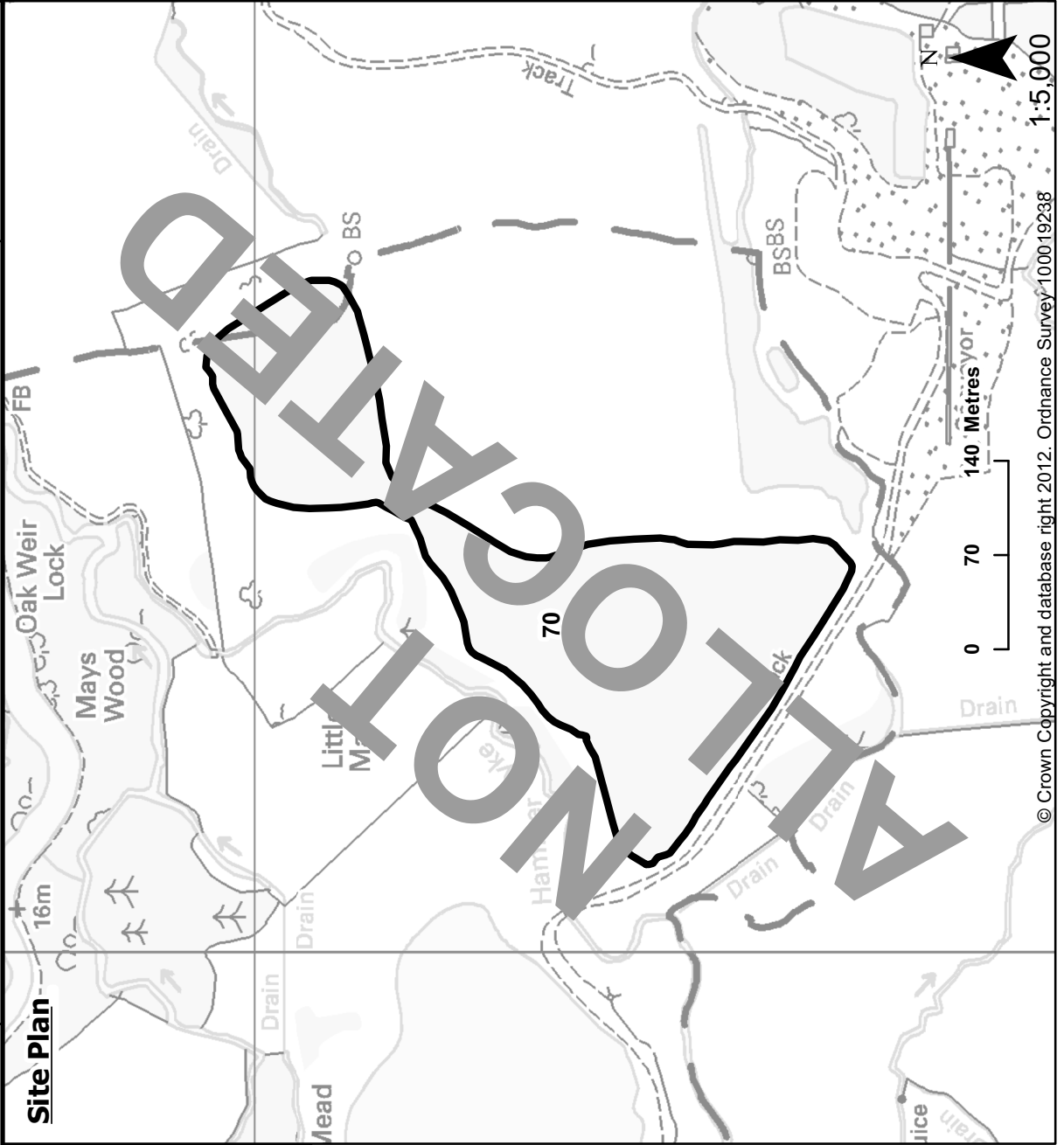


0 10 20 Kilometres



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Site Plan

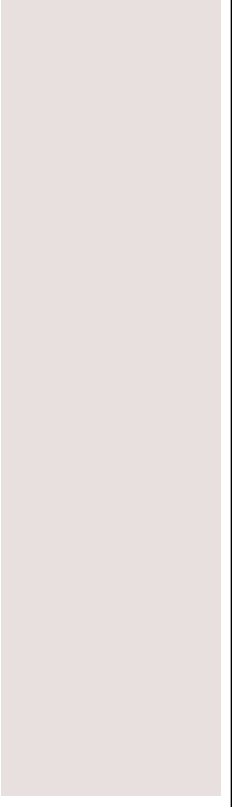


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Site Information

District/Borough	Tonbridge and Malling
Parish	Hadlow and Capel
Landowner	Lafarge
Operator	Lafarge Aggregates Ltd
Estimated Capacity	260,000 tonnes
Life of Operation	2 years

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.



Site 79

**Tilmanstone Colliery
Old Spoil Tip,
Pike Road, Eythorne**

Minerals/ Waste Site

Treatment/Materials Recycling
Composting
Inert Landfill

Designations on Site

RIGS
Groundwater Source
Protection Zone 2

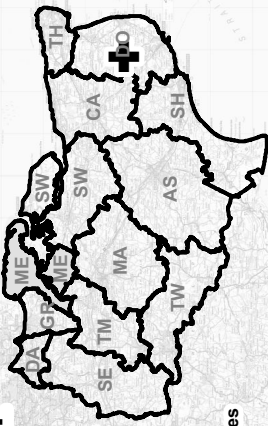
Designations Close to the site

Public Rights of Way

**Eastings 628499
Northings 150827**

**Site Area (Hectares)
40.5**

Site Location

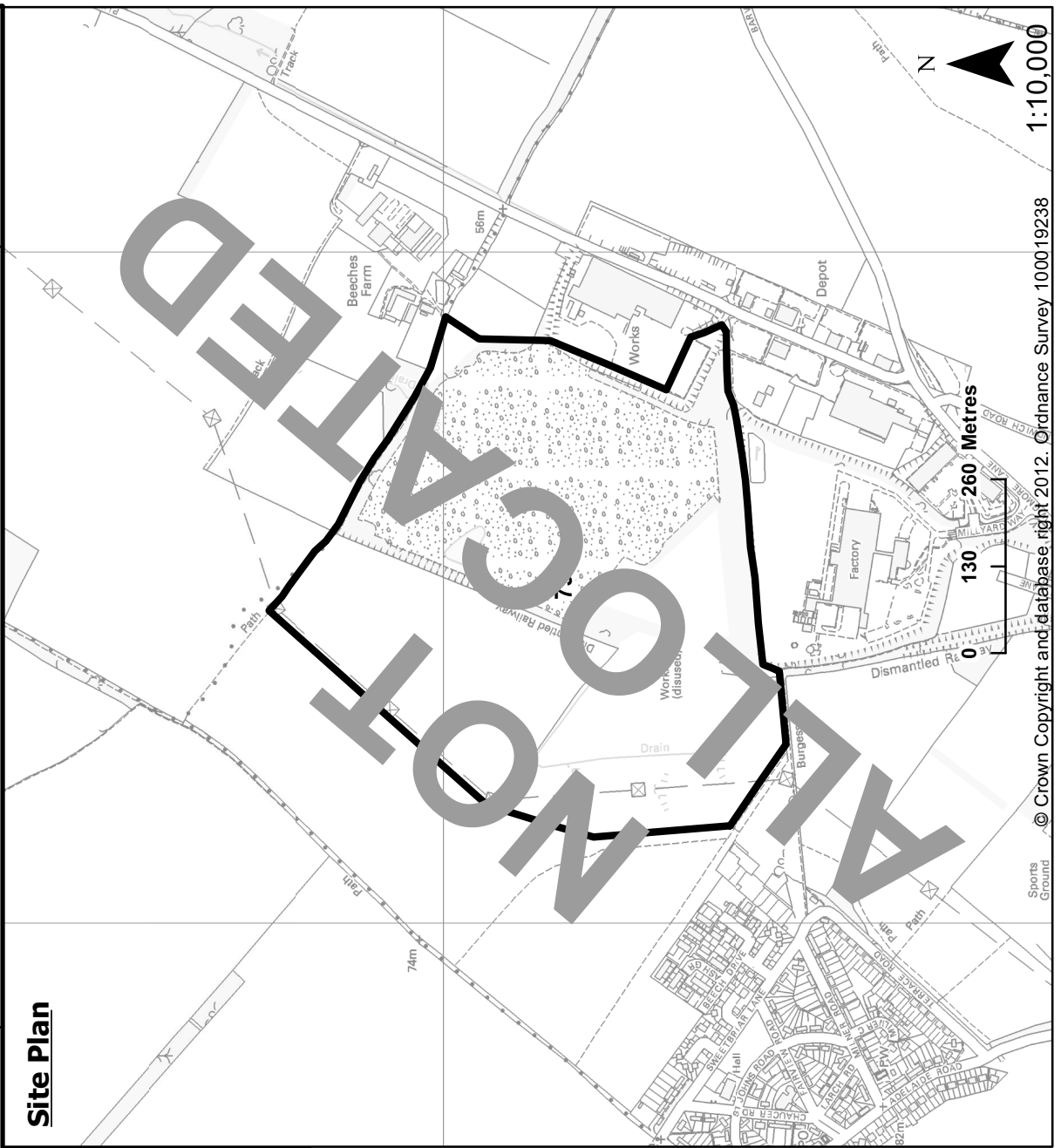


0 10 20 Kilometres



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Site Plan



Shorts Ground © Crown Copyright and database right 2012. Ordnance Survey 100019238 1:10,000

Reason for no allocation

District/Borough	Dover
Parish	Eythorne
Landowner	Ovenden Plant Hire Ltd
Operator	Ovenden Plant Hire Ltd
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: The adjoining brickworks has now closed and this site is required to be restored under conditions of the permission for the working of the slag heap (reference DO/88/1679). Approximately, half of the site is within a designated area for employment in the Dover Local Plan saved policies and the Dover Core Strategy. The promoter of the site has in parallel with the MWDF submission started preliminary consultations for the use of land for photovoltaic cells and industrial development. The Pike Road Industrial Estate will be identified in the Core Strategy as an industrial site where waste management development would be considered appropriate in principle and so there is no specific need to allocate this site.

Site 82

**Milton Manor Farm 2,
Ashford Road,
Chartham**

Waste Site

Composting

Designations on Site

Public Rights of Way
Groundwater Source
Protection Zone 1

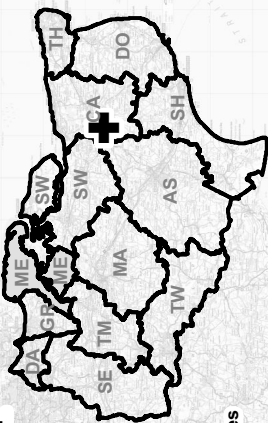
Designations Close to the site

Local Wildlife Site

**Eastings 611983
Northings 155552**

**Site Area (Hectares)
1.9**

Site Location



0 10 20 Kilometres

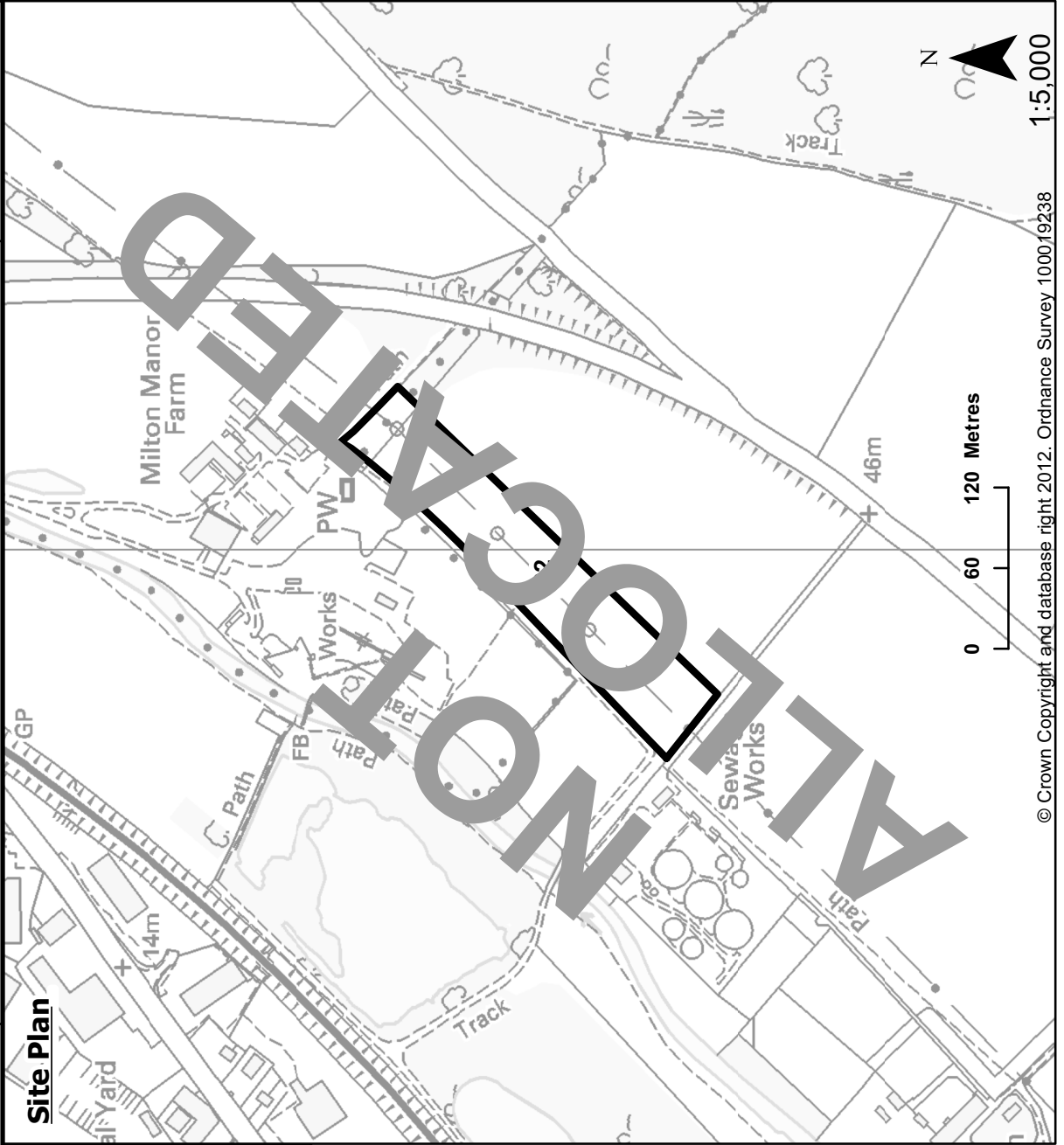
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Site Information

District/Borough	Canterbury
Parishes	Chartham and Thanington Without
Landowner	Robert Brett & Sons Ltd
Operator	Robert Brett & Sons Ltd
Agent	Brett Aggregates Ltd
Estimated Capacity	30,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site is within a mineral working with the requirement for it to be restored, making it a greenfield site. The capacity required by the Core Strategy can be obtained by allocating sites proposed for in vessel composting or anaerobic digestion (AD) with energy recovery (which can treat green waste in addition to kitchen waste). There is no need to allocate this site.

Site Plan



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1:5,000

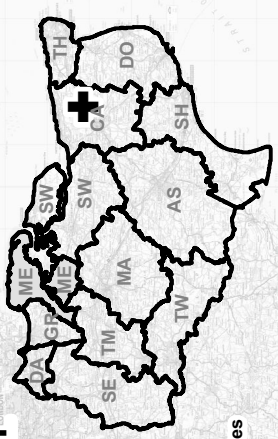
Site 83
Island Road,
Sturry

Waste Site
 Composting

Designations on Site

Eastings 619081
Northings 161446
Site Area (Hectares)
3.8

Site Location



0 10 20 Kilometres

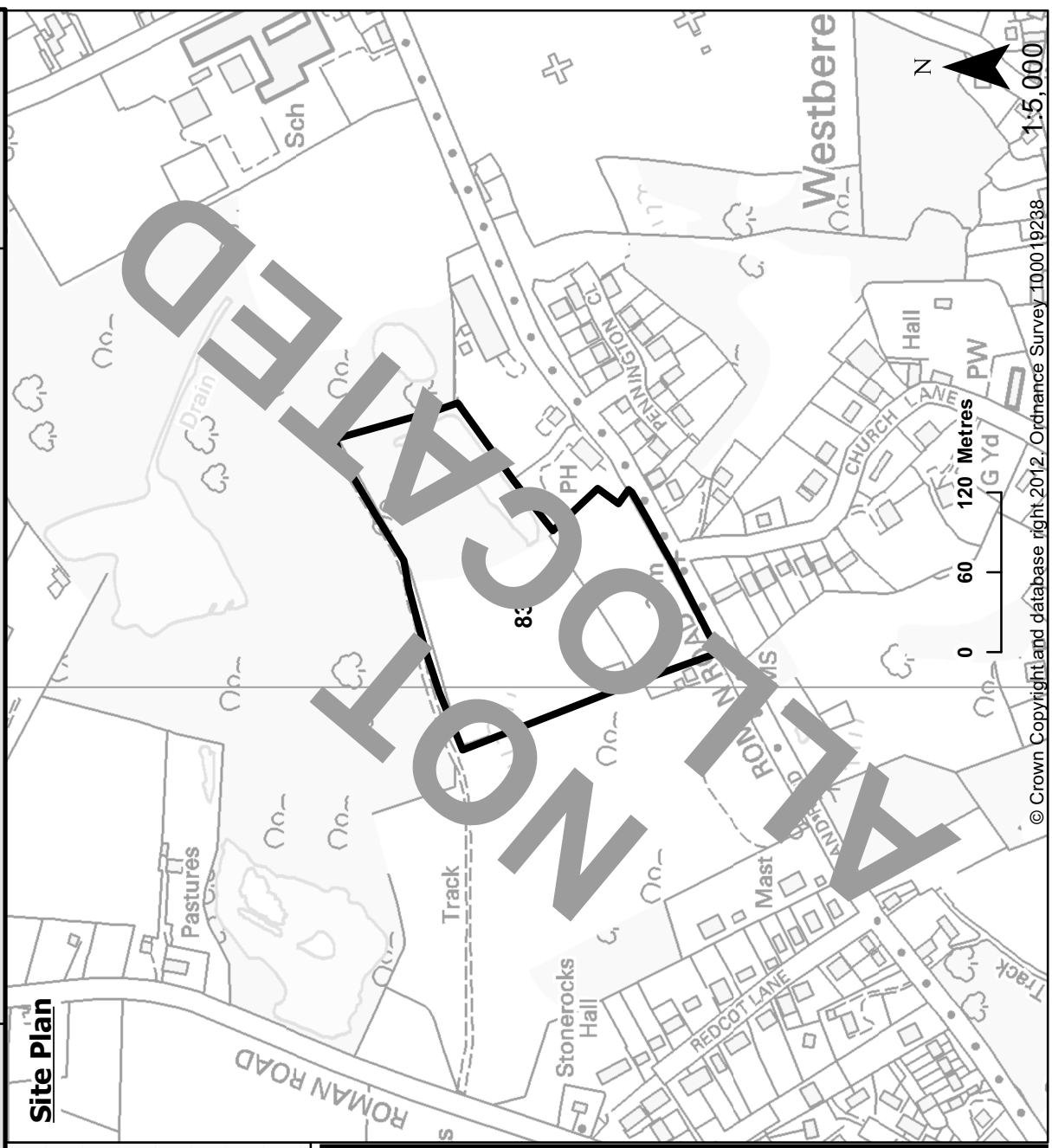
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Site Information

District/Borough	Canterbury
Parish	Sturry
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	30,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site is within a mineral working with the requirement for it to be restored, making it a greenfield site. The capacity required by the Core Strategy can be obtained by allocating sites proposed for in vessel composting or anaerobic digestion (AD) with energy recovery (which can treat green waste in addition to kitchen waste). There is no need to allocate this site.

Site Plan



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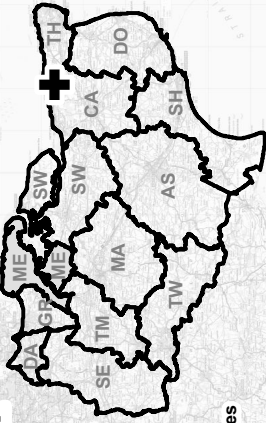
Site 84
Highstead,
Heart in Hand Road,
Chislet

Waste Site
 Composting

Designations on Site
 Public Rights of Way

Eastings 621087
Northings 166867
Site Area (Hectares)
15.4

Site Location



0 10 20 Kilometres

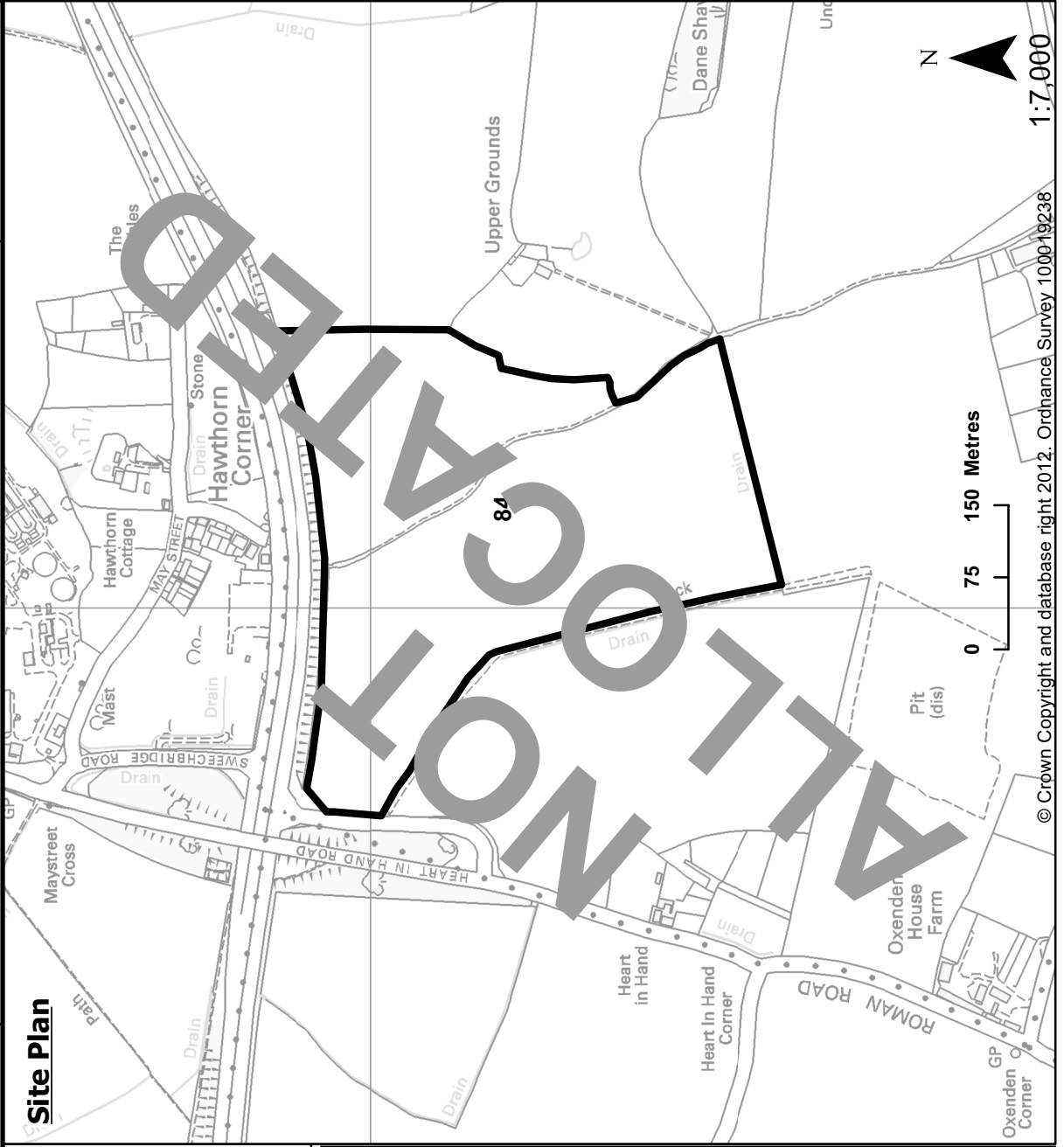
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Site Information

District/Borough	Canterbury
Parish	Chislet
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	30,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site is within a mineral working with the requirement for it to be restored, making it a greenfield site. The capacity required by the Core Strategy can be obtained by allocating sites proposed for in vessel composting or anaerobic digestion (AD) with energy recovery (which can treat green waste in addition to kitchen waste). There is no need to allocate this site.

Site Plan



0 75 150 Metres

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1:7,000

Site 85
Charing Quarry
(waste) Hook Lane,
Charing

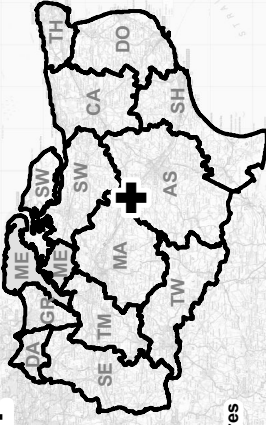
Waste Site
 Composting

Designations on Site
 Public Rights of Way
 Groundwater Source
 Protection Zone 2

Designations Close to the site
 Ancient Woodland
 RIGS

Eastings 593706
Northings 149175
Site Area (Hectares)
11.1

Site Location



0 10 20 Kilometres

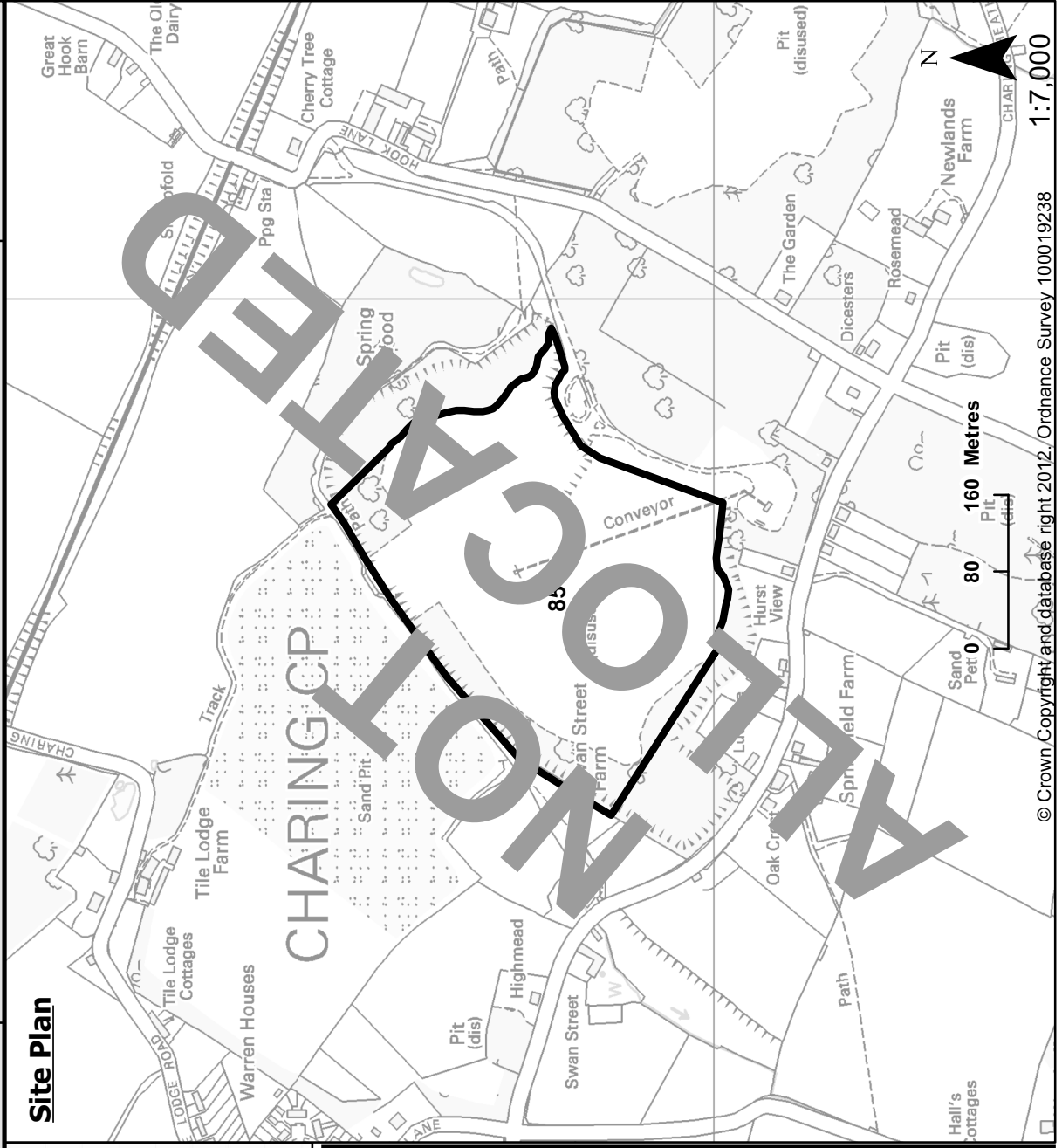
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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	30,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site is within a mineral working with the requirement for it to be restored, making it a greenfield site. The capacity required by the Core Strategy can be obtained by allocating sites proposed for in vessel composting or anaerobic digestion (AD) with energy recovery (which can treat green waste in addition to kitchen waste). There is no need to allocate this site.

Site Plan



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1:7,000

Site 87

**Charing Quarry
(Waste 3) Charing
Heath Road, Charing**

Waste Site

Inert/CDE Landfill

Designations on Site

Public Rights of Way
RIGS
Groundwater Source
Protection Zone 2

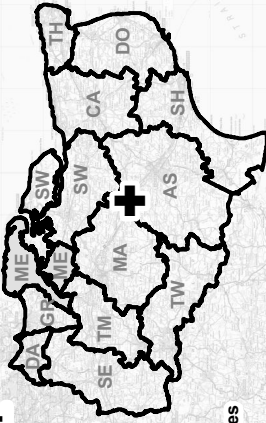
Designations Close to the site

Ancient Woodland

**Eastings 593417
Northings 149383**

**Site Area (Hectares)
17.4**

Site Location



0 10 20 Kilometres

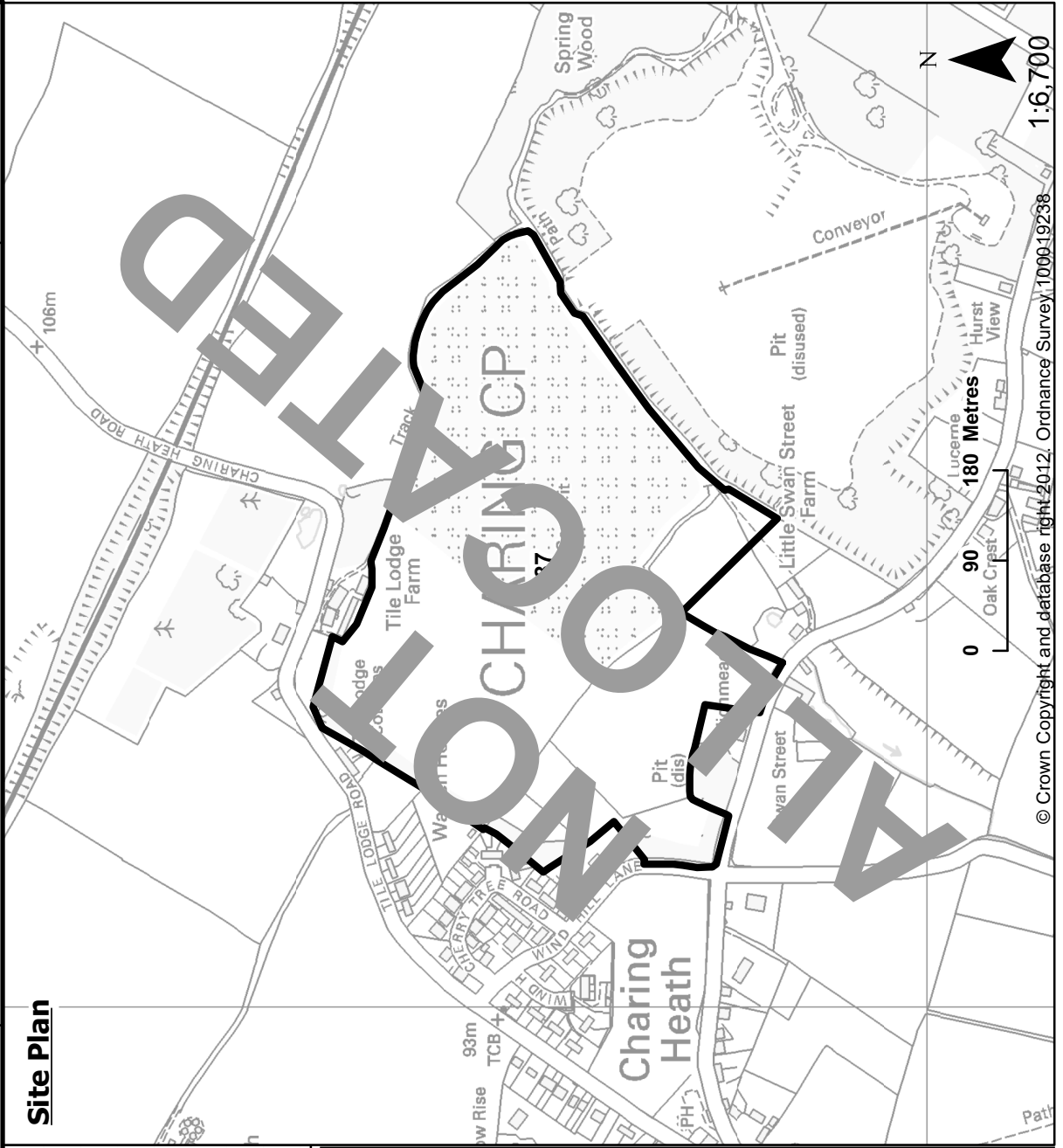
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Site Information

District/Borough	Ashford
Parish	Charing
Landowner	Robert Brett & Sons Ltd
Operator	Brett Aggregates Ltd
Estimated Capacity	1.2 million tonnes
Life of Operation	12 years

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site Plan



0 90 180 Metres

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1:6,700

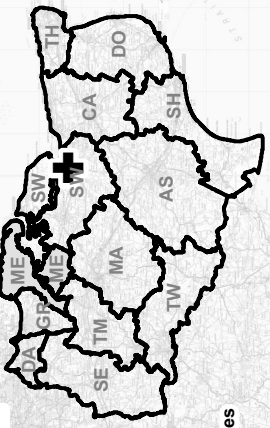
Site 89
Hollowshore
Faversham Inert Waste
Restoration Landfill

Waste Site
 Inert/CDE Landfill

Designations on Site
 Site of Special Scientific Interest
 Special Protection Area
 Ramsar Site
 Public Rights of Way

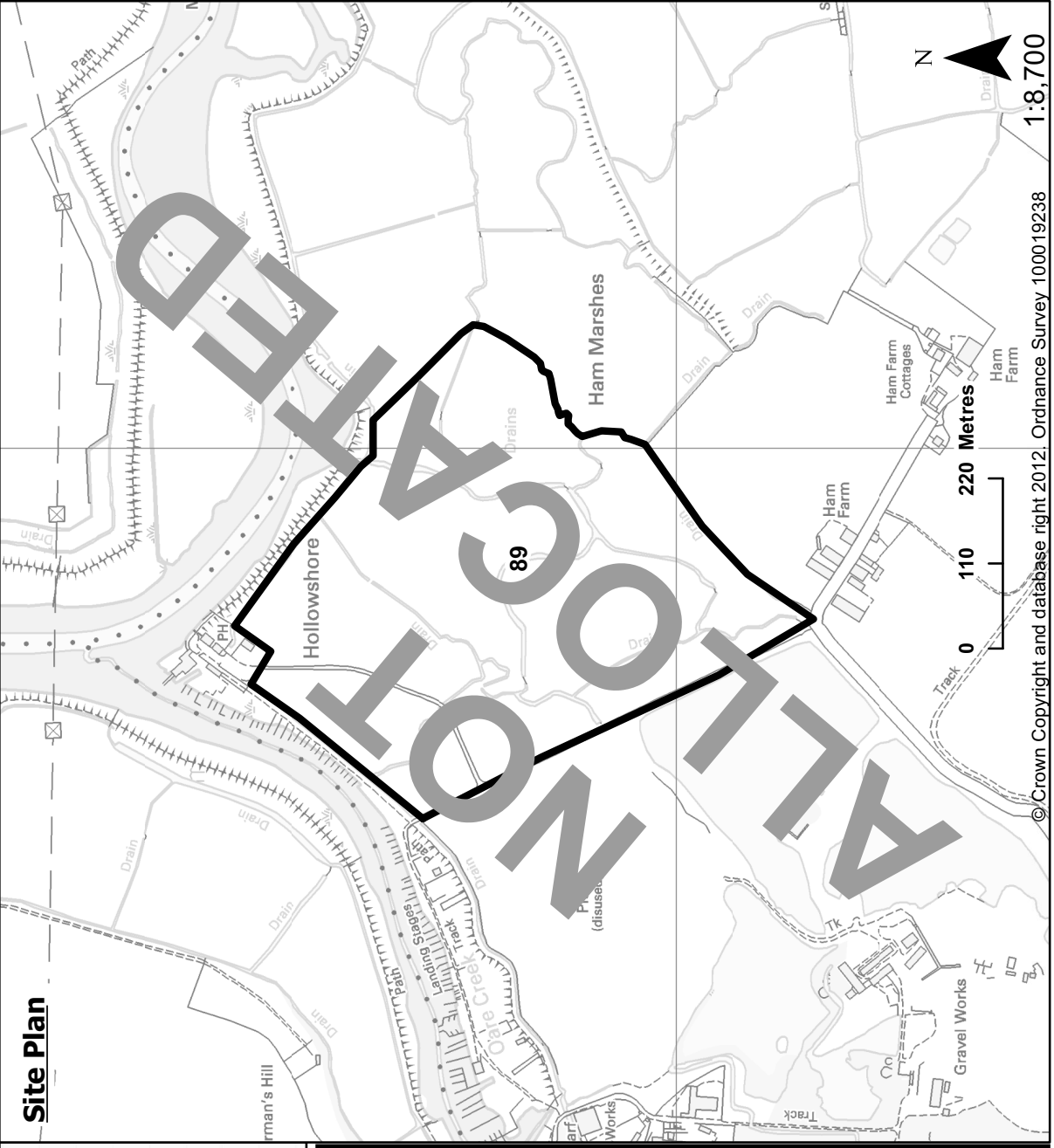
Eastings 601820
Northings 163232
Site Area (Hectares)
25.2

Site Location



0 10 20 Kilometres
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Site Plan

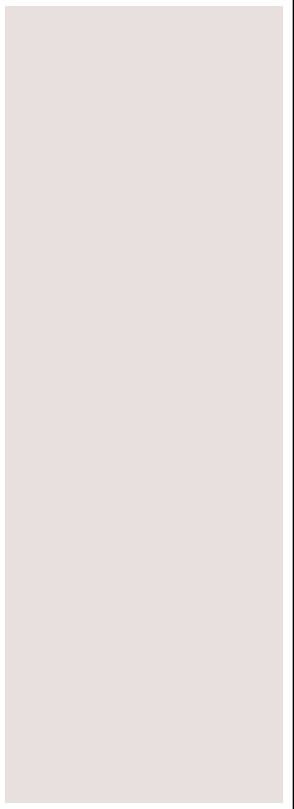


0 110 220 Metres
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Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Colonel GBH Wheler Will Trust
Operator	Brett Aggregates Ltd
Estimated Capacity	40,000 tonnes
Life of Operation	1 year

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.



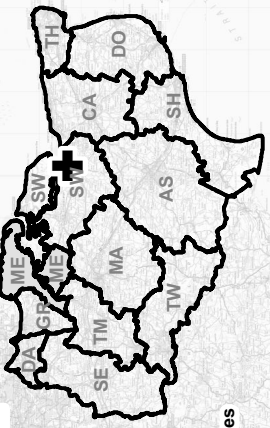
Site 90
Ham Farm
Faversham Inert
Restoration Landfill

Waste Site
 Inert/CDE Landfill

Designations on Site
 Site of Special Scientific Interest
 Special Protection Area
 Ramsar Site
 Public Rights of Way

Eastings 602306
Northings 163262
Site Area (Hectares)
21.7

Site Location



0 10 20 Kilometres

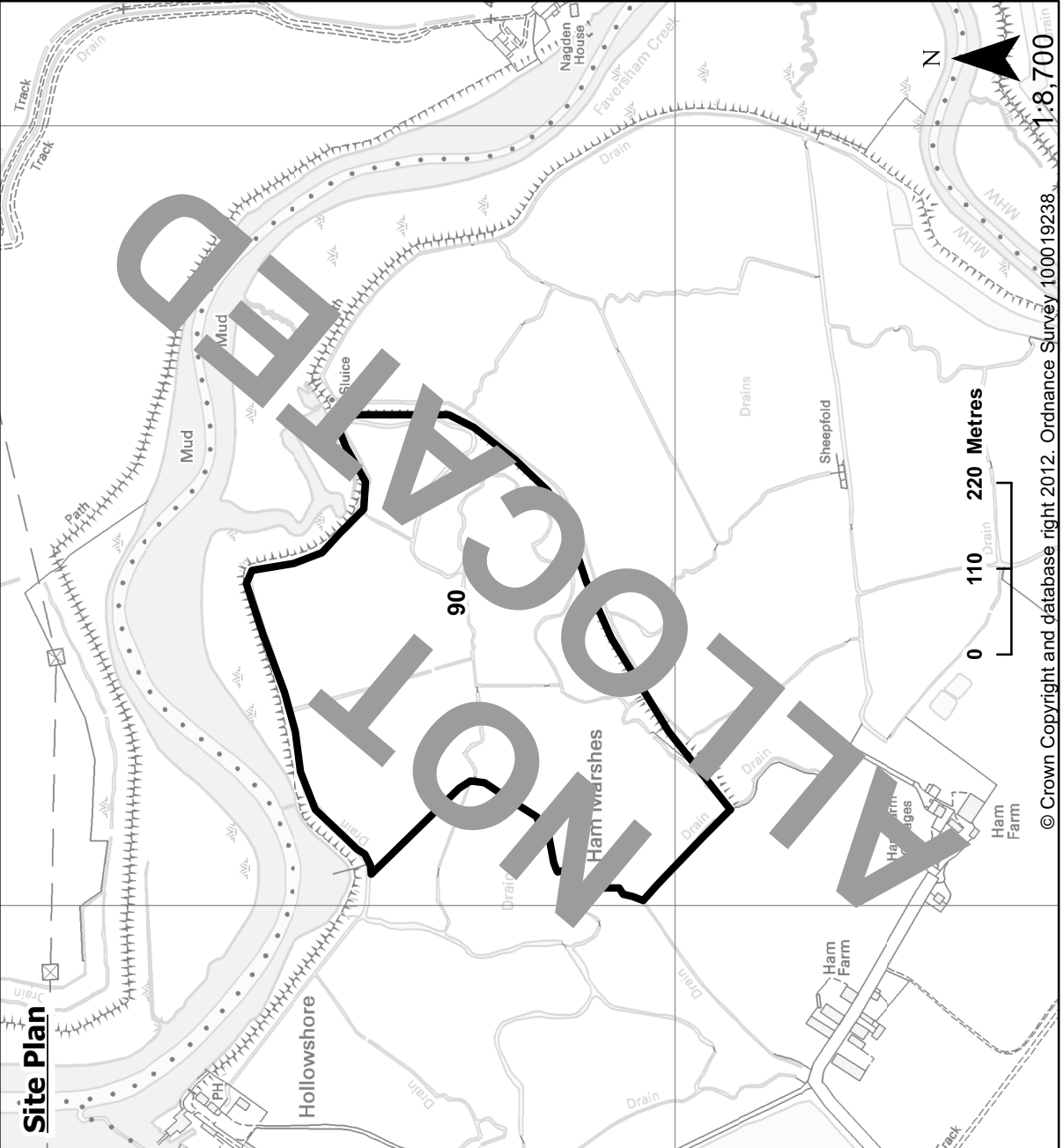
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Site Information

District/Borough	Swale
Parish	Faversham
Landowner	Colonel GBH Wheler Will Trust
Operator	Brett Aggregates Ltd
Estimated Capacity	40,000 tonnes
Life of Operation	1 year

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site Plan



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Site 93

**Highstead Pits
off Cromer Rd. & Highsted
Road, Sittingbourne**

Waste Site

Inert/CDE Landfill

Designations on Site

Local Wildlife Sites
Groundwater Source
Protection Zone 2

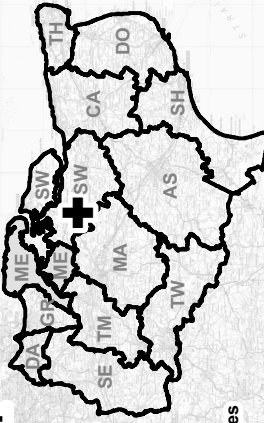
Designations Close to the site

Ancient Woodland
Public Rights of Way

**Eastings 590603
Northings 161832**

**Site Area (Hectares)
38.4**

Site Location



0 10 20 Kilometres

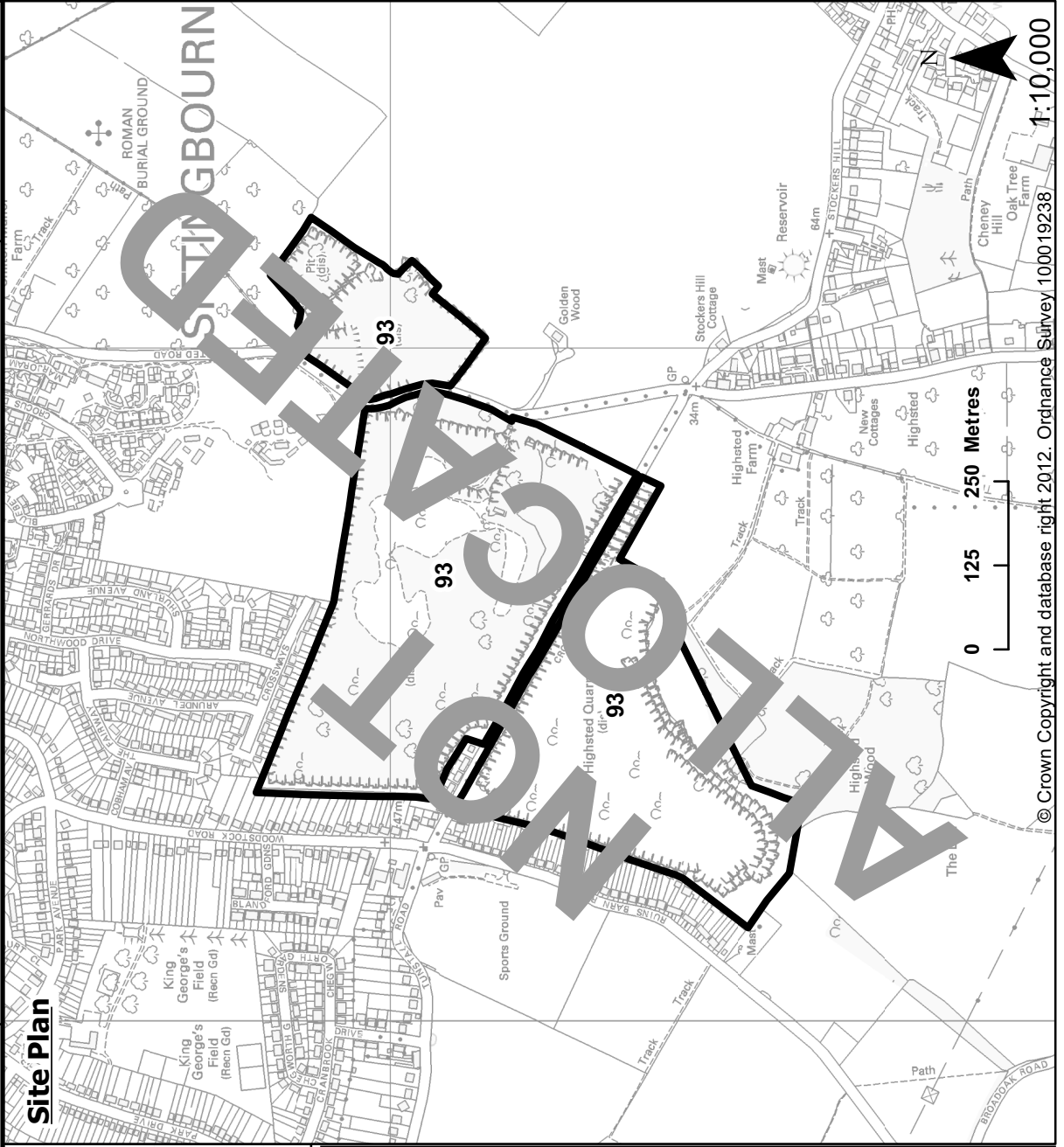
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Site Information

District/Borough	Swale
Parishes	Sittingbourne, Rodmersham, Tunstall
Landowner	GH Dean & Co Ltd
Agent	Paul Sharpe Associates LLP
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period. There is no need to identify any new sites for inert landfill.

Site Plan



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Site 95
Stone Gate
Stone, Dartford

Waste Site

1. Non Hazardous Landfill
2. Inert/CDE Landfill

Designations on Site

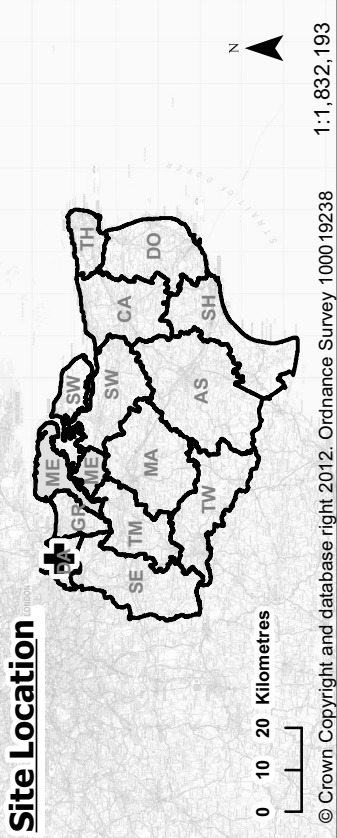
- Air Quality Management Area
- Groundwater Source Protection Zones 2 and 3

Designations Close to the site

- Green Belt
- RIGS

Eastings 556987
Northings 173717
Site Area (Hectares)
21.2

Site Location

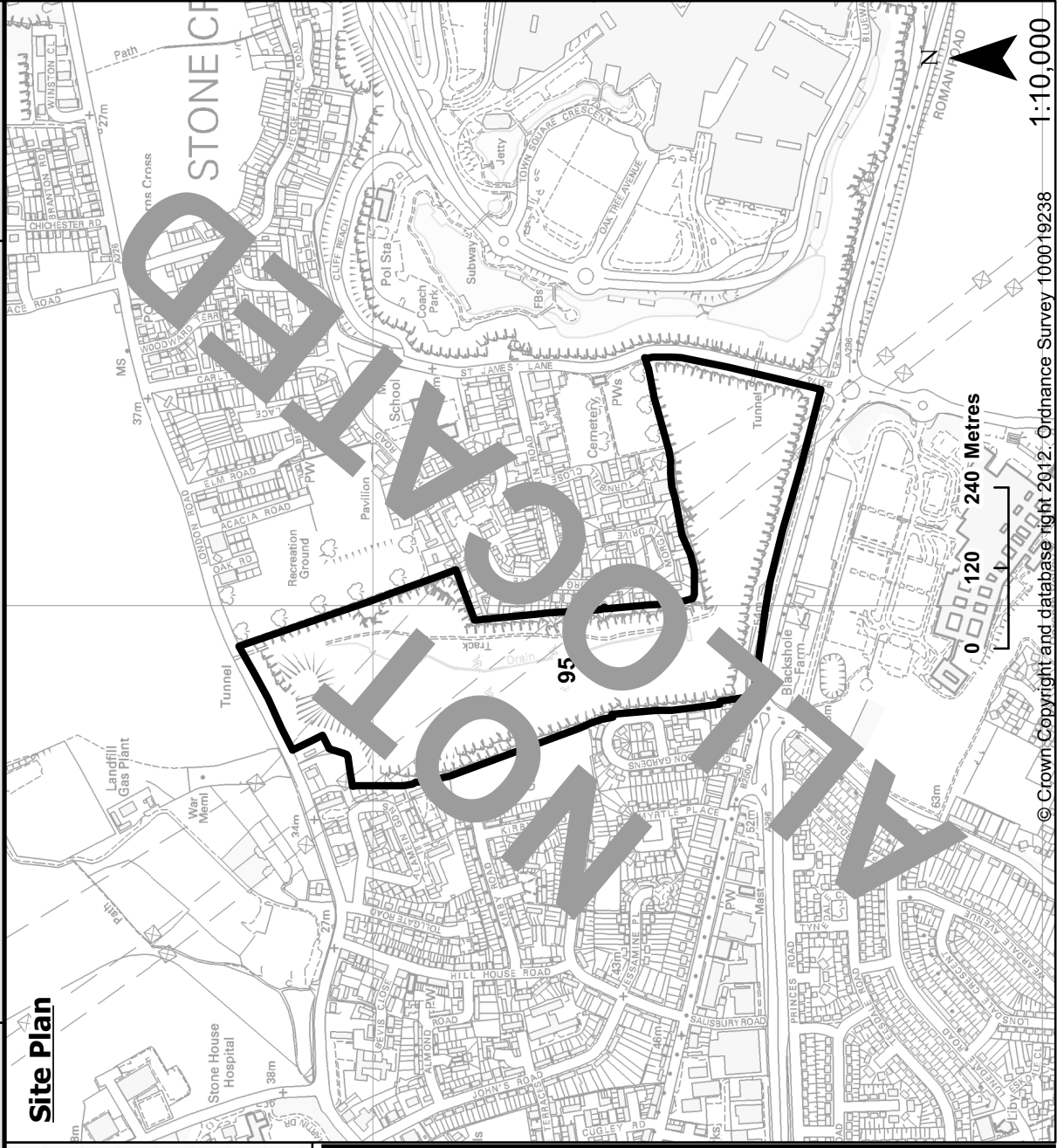


Site Information

District/Borough	Dartford
Parish	Stone
Landowner	Stonepit Restoration Ltd
Operator	Stonepit Restoration Ltd
Agent	Barton Willmore
Estimated Capacity	Unknown
Life of Operation	Unknown

Reasons for not allocating site: 1. The site is within a major groundwater protection zone and a change away from the types of waste material being deposited to non-inert waste is unlikely to be permitted either through the planning system or under the pollution control regime. 2. There is no need to allocate this site as there is sufficient existing (permitted) inert landfill capacity in Kent to meet the identified need for longer than the plan period.

Site Plan



Site 103

Pfizer Ltd.,
Ramsgate Road,
Sandwich, Dover

Waste Site

Energy from Waste

Designations on Site

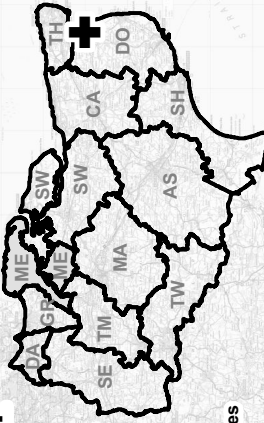
Designations Close to the site

Site of Special Scientific Interest
Special Protection Area
Ramsar Site
Special Areas of Conservation

Eastings 633580
Northings 160233

Site Area (Hectares)
3.9

Site Location



0 10 20 Kilometres



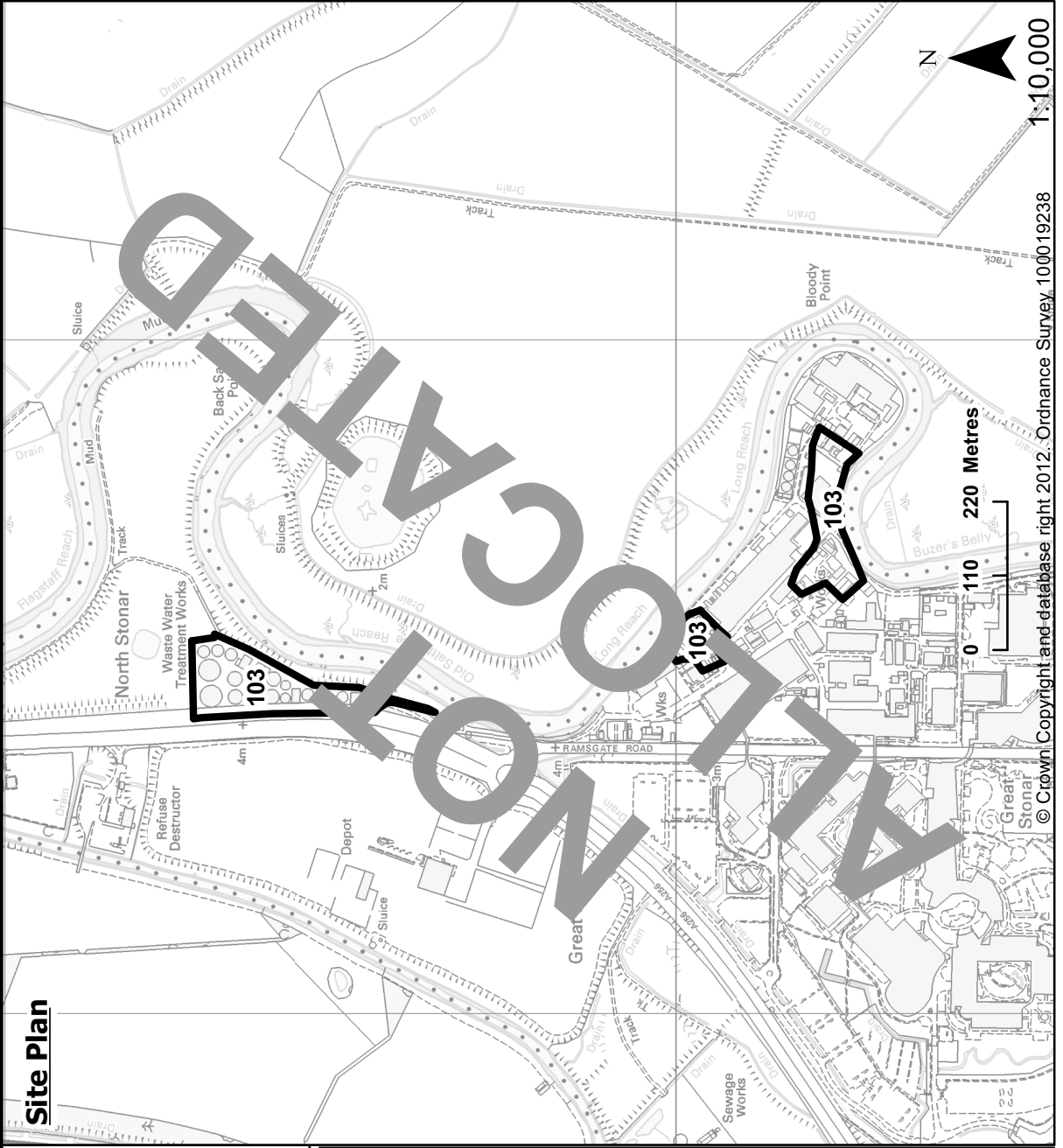
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Site Information

District/Borough	Dover
Parish	Sandwich
Landowner	Pfizer Limited
Agent	CB Richard Ellis (CBRE)
Estimated Capacity	EfW and MRF: 500,000 tpa.
Life of Operation	Wastewater treatment: 1,500,000 tpa Permanent

Reasons for not allocating site: This site is close to Site 54 (Former Richborough A Power Station) and there is little difference in planning considerations between the two sites. It is unlikely that both sites would be developed. Site 54 is preferable as the developers are further ahead in developing a planning application. Site 103 is part of the Discovery Park Enterprise Zone and sterilising part of this site from development other than for waste would not be in the best interest of the Kent economy or the landowners.

Site Plan



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1:10,000

Site 104

Land between
Orpington Bypass and
M25, Shoreham,
Sevenoaks

Waste Site

Energy from Waste

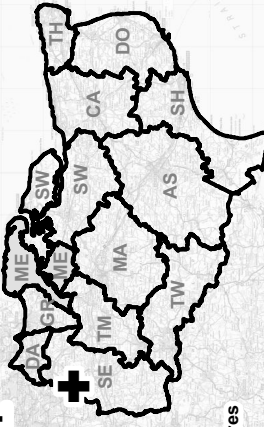
Designations on Site

- Green Belt
- Area of Outstanding Natural Beauty
- Local Wildlife Site
- Ancient Woodland
- Groundwater Source Protection Zone 3

Eastings 549109
Northings 162946

Site Area (Hectares)
2.7

Site Location



0 10 20 Kilometres

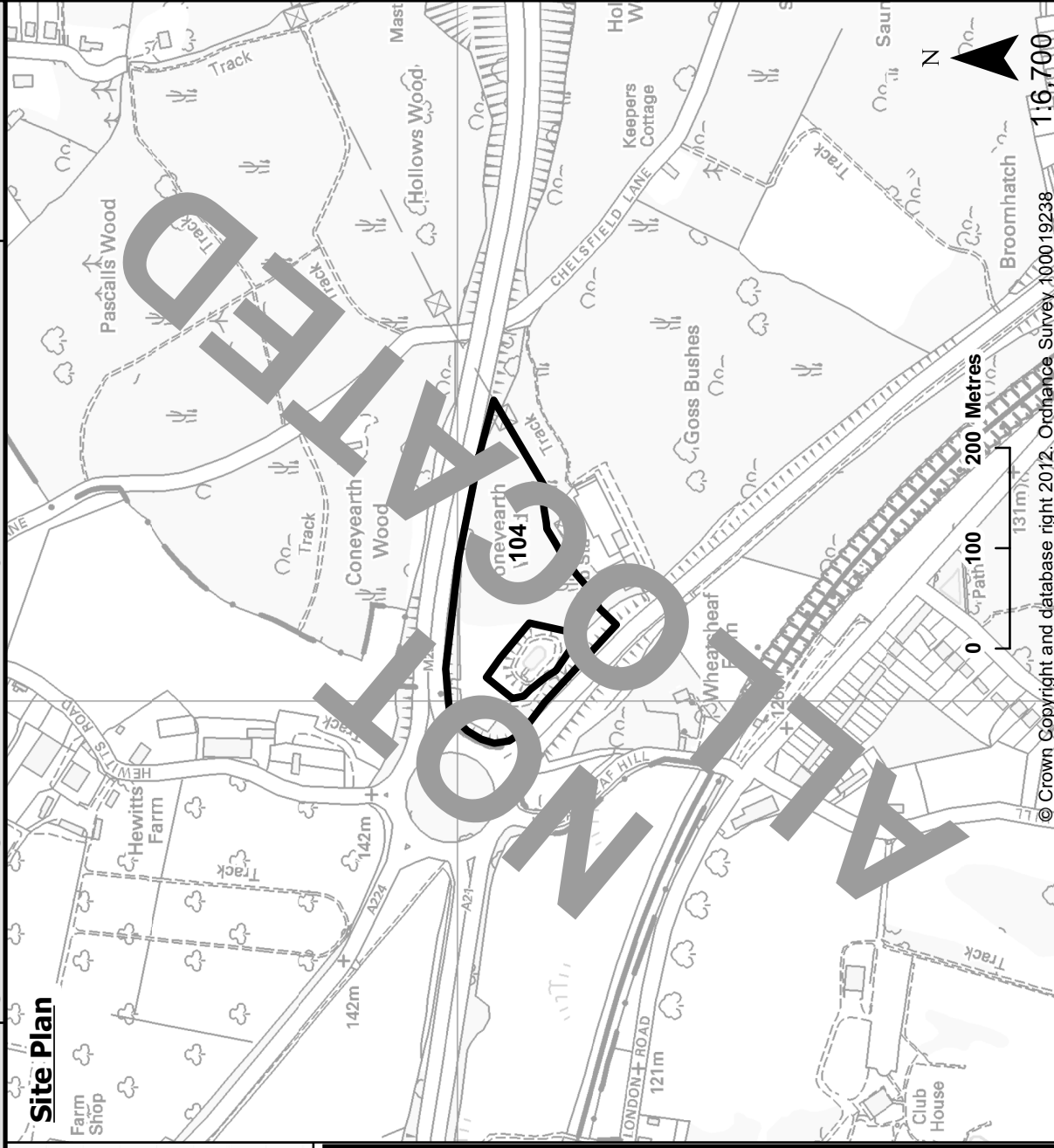
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Site Information

District/Borough	Sevenoaks
Parish	Shoreham and near to Halstead
Landowner	CD Waste Management Limited
Operator	CD Waste Management Limited
Agent	SLR Consulting Limited
Estimated Capacity	50,000 tpa
Life of Operation	Permanent

Reasons for not allocating site: This site is in the Kent Downs AONB and the Green Belt. The identified need can be met from the development of sites which are not constrained by national policy.

Site Plan



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A: Glossary

A		Inert particulate matter which is suitable for use (on its own or with the addition of cement or bituminous material) in construction as concrete, mortar, finishes, road stone, asphalt, or drainage course, or for use as constructional fill or railway ballast.
Aggregate		
Aggregates / Soils Recycling		Rubble, hardcore and soil from construction and demolition projects can often be re-used on-site. Alternatively, it can be taken to purpose built facilities for crushing, screening and re-sale. There are also temporary facilities at some quarries landfill sites where material can be recovered for re-sale or use on site.
Amenity		Elements that contribute to the overall character or enjoyment of an area.
Annual Monitoring Report (AMR)		Records progress in implementing the Local Development Scheme and the performance of policies.
Appropriate Assessment (AA)		A full assessment of whether a development proposal 'either alone or in combination with other proposed sites' would have a significant, adverse effect on the integrity of a European site against the site's conservation objectives.
B		
Biodegradable waste		Any waste that is capable of undergoing natural decomposition, such as food and garden waste, paper and cardboard.
Biodiversity		The variety of all life on earth (mammals, birds, fish, invertebrates, plants etc).
Brownfield Site		Site previously used for or affected by development. It may be abandoned or in a derelict condition.
C		
Combined Heat and Power (CHP)		The production of power (electricity) whilst capturing the usable heat produced in the process.
Commercial waste		Waste from premises used mainly for trade, business, sport, recreation or entertainment, as defined under section 5.75 (7) of the 1990 "Environmental Protection Act". As well as paper, card, plastic and glass, for example, it is likely to include timber, metal, paints, textiles, chemicals, oils and food waste.
Composting		This is the breakdown of plant matter by the action of aerobic micro-organisms and other organisms into usable end-products. It is an important method of processing organic waste because it reduces the amount of potentially polluting waste going to landfill or incineration.

Construction waste (Also see Demolition Waste)	Waste arising from any development such as vegetation and soils from land clearance, remainder materials and off-cuts from building sites, road schemes and landscaping projects. It is mostly made up of stone, concrete, rubble and soils but may include some timber, metal and glass.
D	
Degradable (or putrescible) waste (Also called non-hazardous waste)	Waste which will quickly or slowly biodegrade or decompose, releasing environmental pollutants. Types of material include wood and wood products; paper; plasterboard; ash; concrete; plastic; leather; rubber; textiles; cardboard; vegetable matter; food processing wastes; sewage sludge; metals and chemical combinations thereof; coke; coal; mica; slag; boiler scale; soap, cellulose, floor sweepings; sacks; electrical fittings and appliances; machinery; cosmetic products; tarred materials; carbon; ebonite; pottery; china; enamels; abrasives; trees; bushes; grass; flowers and other vegetation.
Demolition waste (Also see Construction Waste)	Masonry and rubble wastes arising from the demolition or reconstruction of buildings or other civil engineering structures.
Development Framework	A portfolio of documents. Collective term for the Development Plan Documents, the Local Development Scheme, the Statement of Community Involvement, Annual Monitoring Report, and any supplementary planning documents.
E	
Energy from Waste (EfW)	The generation of heat and/or power from burning waste, the production of fuels from other forms of treatment, and the combustion of landfill gas and gas from anaerobic digestion to create electricity.
European Designated Sites	Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) designations are collectively known as European sites and comprise the Natura 2000 pan-european network.
European Protected Species	Animals listed in Annex IV of the EU Habitats Directive, transposed into UK law in the Conservation Regulations 2010.
Examination in Public (EiP)	All Development Plan Documents will be subject to an independent examination before a planning inspector. The inspector's report is binding on the local authority.

A: Glossary

F	Flood Zones	The Environment Agency produces a flood map showing areas where there is the potential to flood. There are four different Flood Zones, Flood Zone 1, 2, 3a and 3b. These show the scale of the probability of flooding. Flood Zone 1 has a low probability of flooding (less than 1 in 1,000 annual probability of flooding) going up to Flood Zone 3b which has a high probability (1 in 20 or greater annual probability of flooding).
G	Green Waste	Green waste is biodegradable waste that can be composed of grass or flower cuttings and hedge trimmings, as well as domestic and commercial food waste.
	Groundwater Source Protection Zones	Groundwater source catchments designated by the Environment Agency to protect groundwater from contamination. Divided into Zones 1, 2, 3 and 4 depending on distance from the extraction point with 1 being the closest.
H	Habitat Regulation Assessment	Assessment required under European Legislation (Habitat Regulations, 1992) to determine whether a plan, either alone or in combination with other relevant projects and plans, is likely to result in a significant effect upon European sites. Where a significant effect cannot be ruled out in the initial stages of plan making, a subsequent stage of the HRA known as Appropriate Assessment will be required.
	Hazardous waste	Controlled Waste that is dangerous or difficult to treat, keep, store or dispose of, so that special provision is required for dealing with it. Hazardous wastes are the most dangerous wastes and include toxic wastes; acids; alkaline solutions; asbestos; fluorescent tubes; batteries; oil, fly ash; industrial solvents; oily sludges; pesticides; pharmaceutical compounds; photographic chemicals; waste oils; wood preservatives. If improperly handled, treated or disposed of, a waste that, by virtue of its composition, carries the risk of death, injury or impairment of health, to humans or animals, the pollution of waters, or could have an unacceptable environmental impact. It should be used only to describe wastes that contain sufficient of these materials to render the waste as a whole hazardous within the definition given above.
	Household waste	Waste from a domestic property, caravan, residential home or from premises forming part of a university or school, other educational establishments or a hospital or nursing home.

I	Industrial waste	Waste from any of the following premises: factory; provision of transport services (land, water and air); purpose of connection of the supply of gas, water, electricity; provision of sewerage services; and provision of postal or telecommunication services.
Inert waste	Waste which will not biodegrade or decompose. Types of materials include uncontaminated topsoil; subsoil; clay; sand; brickwork; stone; silica; and glass.	
L	Landfill	The deposition of waste onto hollow or void space in the land, usually below the level of the surrounding land or original ground level in such a way that pollution or harm to the environment is prevented. Former mineral workings have historically been used for this purpose.
Landfill gas	A by-product from the digestion by anaerobic bacteria (rotting) of putrescible matter present in waste deposited on landfilled sites. The gas is predominantly methane together with carbon dioxide and trace concentrations of a range of other vapours and gases.	
Local Designated Sites	Sites designated as Local Nature Reserve, Local Wildlife Site, Ancient Woodland and/or Biodiversity Action Plan habitat.	
Local Protected Species	Species designated in the 2007 Biodiversity Action Plan list; birds designated as Red or Amber in the Birds of Conservation Concern 3 listing; species listed in the Kent Red Data Book.	
M	Materials Recovery Facility (MRF)	A building where waste can be taken in bulk for separation, recycling or recovery of waste materials. This is usually municipal waste, but some sites take commercial and industrial waste. Some may also take construction and demolition waste to be crushed and screened.
Mineral Resource	A concentration or occurrence of material of intrinsic economic interest in or on the Earth's crust in such a form, quality and quantity that they are reasonable prospects for eventual economic extraction.	
Municipal Solid Waste (MSW)	Municipal solid waste which is collected and disposed of by or on behalf of a local authority. It will generally consist of household waste, some commercial waste and waste taken to civic amenity waste collection/disposal sites by the general public. In addition, it may include road and pavement sweepings, gully emptying wastes, and some construction and demolition waste arising from local authority activities. It is typically made up of card, paper, plastic, glass, kitchen and garden waste.	

A: Glossary

N	
National Nature Reserve	Areas designated with the aim of securing protection and appropriate management of the most important areas of wildlife habitat, and to provide a resource for scientific research. These reserves are a selection of the very best parts of England's Sites of Special Scientific Interest(SSSI) as designated by Natural England.
Nitrogen Oxide (NOx)	NOx gases are formed everywhere where there is combustion – like in an engine. The term means the total concentration of NO and NO ₂ . NO _x reacts to form smog and acid rain.
P	
Paleolithic	A prehistoric period of human history distinguished by the development of the most primitive stone tools discovered, and covers roughly 99% of human technological prehistory.
Pyrolysis / Gasification	Both systems involve heating the waste in varying amounts of oxygen to produce a gas. The technology is not yet well established for waste management and is more widely used in industry.
R	
Ramsar Sites	Sites of international importance to birds which inhabit wetlands. Ramsar is the name of the place where the Wetlands Convention was signed.
Recovery	The collection, reclamation and separation of materials from the waste stream.
Recovery facilities	A facility that recovers value, such as resources and energy, from waste prior to disposal, includes recycling, thermal treatment, biological treatment and composting facilities.
Recycling	The collection and separation of materials from waste and subsequent processing to produce new marketable products.
Resource recovery	The extraction of useful materials or energy from solid waste.
Restoration	Operations designed to return an area to an acceptable environmental state, whether for the resumption of the former land use or for a new use following mineral working. Involves the reinstatement of land by contouring, the spreading of soils or soil making materials etc.
S	
Safeguarding	Protecting sites that have potential for relevant development (waste and minerals) from other development.

Scheduled Ancient Monument (SAM)	Nationally important monuments and archaeological areas that are protected under the Ancient Monuments and Archaeological Areas Act.
Sites of Special Scientific Interest (SSSIs)	Sites designated by Natural England for their flora, fauna, geological or physiographical features of special interest under the Wildlife and Countryside Act 1981 (amended 1985).
Site (Specific) Allocations	Sites which are generally well defined and where there is an implied presumption in favour of their being developed during the plan period
Strategic Environmental Assessment	An evaluation process for assessing the environmental impacts of plans and programmes as set out in the Environmental Assessment of Plans and Programmes Regulations 2004.
Strategic Site	A key site of importance for minerals or waste uses, potentially of county-wide significance.
Submission	A stage of the Development Plan Document preparation process where the document is 'submitted' to the Secretary of State for independent examination by a planning inspector. The document is published for public consultation prior to submission.
Sustainability Appraisal (SA)	An evaluation process that systematically identifies and evaluates the economic, social and environmental impacts of a plan. It incorporates the requirements of a Strategic Environmental Assessment.
Sustainability	A widely quoted definition of sustainable development is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The definition also encompasses the efficient use of natural resources.
T	
Transfer stations	Facilities which receive waste (normally from a local area), where the waste is bulked up and transported further afield in larger lorries (or in some cities by barges) for disposal or recovery. Some transfer stations sort out the recoverable wastes, such as construction waste and scrap metal prior to onward transportation for disposal or processing.
U	
UK Designated Site	Site designated as Site of Special Scientific Interest and/or National Nature Reserve.

A: Glossary

UK Protected Species	Animals and plants protected under the Badger Act, Wildlife and Countryside Act Schedule 5/9.1 and Wildlife and Countryside Act Sch 8.
W	
Waste	<p>The Town and Country Planning Act 1990 has been amended so there is no dispute over whether 'waste', in terms of the planning regime, is defined in accordance with European law. It states that: "Waste" includes anything that is waste for the purposes of Directive 2006/12/EC of the European Parliament and of the Council on waste, and that is not excluded from the scope of that Directive by Article 2(1) of that Directive."</p> <p>Waste is therefore defined as any substance or object which the holder or the possessor either discards or intends or is required to discard.⁽¹⁷⁾</p>
Waste Planning Authority (WPA)	A Local Authority with responsibility for waste planning, including the determination of waste related planning applications. In areas with two tiers of local government (counties and districts), the County Councils are the WPAs. National Parks are also WPAs. Unitary Authorities, such as Medway Council, deal with waste planning and all other planning issues within their areas.
Waste Management Permit	Permit granted by the Environment Agency authorising treatment, keeping or disposal of any specified description of controlled waste in or on specified land by means of specified plant.
Wastewater	This refers to urban wastewater, including domestic, industrial and surface run off. This raw waste water is processed through treatment plants to produce treated effluent and sewage sludge.
Waste Recovery	The collection, reclamation and separation of materials from the waste stream.
Waste Transfer	Facilities which receive waste (normally from a local area), where the waste is bulked up and transported further afield in larger lorries (or in some cities by barges) for disposal or recovery. Some transfer stations sort out the recoverable wastes, such as construction waste and scrap metal prior to onward transportation for disposal or processing.

17 This definition is inserted into s.336(1) of the TCPA 1990, as part of the consequential amendments made by the Environmental Permitting (England and Wales) Regulations 2007 SI 2007/3528 (the "EPR 2007"), as from 6 April 2008. See Schedule 21, para 19 of the EPR 2007 (and its commencement - see reg. 1).



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Please call 01622 221609 or email mwdf@kent.gov.uk for details.

Produced by:

Planning and Environment
Environment and Enterprise
Kent County Council
Invicta House, County Hall
Maidstone, Kent ME14 1XX



Tel: 01622 696815

Email: mwdf@kent.gov.uk

Web: www.kent.gov.uk/mwdf

Textphone: 08458 247 905





FORWARD PLAN OF DECISIONS

1 May 2012 - 31 October 2012

This Edition of the Forward Plan Supersedes ALL Previous Editions

A handwritten signature in black ink, appearing to read "Paul Carter", is centered on the page. The signature is fluid and cursive, with a horizontal line underneath.

Leader of the County Council - Paul Carter
Published by Democratic Services

This Forward Plan lists “Key Decisions” which Kent County Council intends to take over the next six months. It gives information on the projects that will be coming forward and who will be involved with them. The Plan also contains reference to other proposed decisions, which although not Key Decisions are nonetheless significant in terms of their outcomes.

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Environment, Highways & Waste – current Forward Plan entries

May - by Individual Cabinet Member

Swale Borough Core Strategy Preferred Strategy and Supporting Development Options - 11/01662

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: May 2012

Originally due: 1 Mar 2012

Lead officer: Liz Shier

Kent Minerals and Waste Development Framework (MWDF) Mineral Sites Plan at 'Preferred Options' stage and Waste Sites Plan at 'Preferred Options' stage - 12/01878

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: May 2012

Lead officer: Lillian Harrison

June - by Individual Cabinet Member

Ashford Borough Council's Chilmington Green Area Action Plan - 12/01859

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: June 2012

Originally due: 30 Apr 2012

Lead officer: Katherine Dove

September - by Individual Cabinet Member

Kent Minerals and Waste Development Framework (MWDF) Core Strategy at Pre-Submission (Draft Plan) Stage - 12/01879

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: September 2012

Lead officer: Lillian Harrison

October - by Individual Cabinet Member

Maidstone Borough Council Core Strategy Submission (Regulation 27) consultation - 12/01828

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: Between 1 Oct 2012 and 30 Nov 2012

Originally due: 1 Mar 2012

Lead officer: Katherine Dove

December - by Individual Cabinet Member

Ashford Borough Council's Core Strategy Review Preferred Options (Reg 25) - 12/01827

Decision maker: Cabinet Member for Environment, Highways and Waste

Decision due: Between 3 Dec 2012 and 1 Jan 2013

Originally due: 1 Mar 2012

Lead officer: Katherine Dove

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr - Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 11 May 2012

Subject: Member Highway Fund Update

Classification: Unrestricted

Summary:

This report updates the Committee on the recent Member Highway Fund (MHF) IMG group meetings which took place on 27 March and 27 April 2012. A number of recommendations have been put forward to tackle the areas for improvement as identified in the report to the EHW Policy Overview & Scrutiny Committee (POSC) held on 14 March 2012.

Recommendation:

Members consider and endorse the outcomes of the two Informal Member Group meetings on 27 March and 27 April, specifically that:

- (i) Delegated authority is given to the Director of Highways and Transportation for the approval of expenditure on MHF schemes.
 - (ii) Expenditure on those schemes not in accordance with current Highways & Transportation policies, procedures and practice will be referred to the Cabinet Member for Environment, Highways and Waste.
 - (iii) Members should complete their spend within the 2012/13 financial year in view of the County Council elections in May 2013.
 - (iv) Officers provide a list of scheme types with typical costs and timescales, that they continue to develop the online scheme information system, and that they implement the “walk, talk and build” and Member sign-off for completed improvements as soon as possible.
-

1. Introduction

This report gives an update on the two IMG meetings held on 27 March and 27 April which were set up as a result of the POSC meeting held on 14 March. The report details items discussed at these meetings and puts forward recommendations for approval.

2. Summary of decision at POSC 14 March 2012

The report submitted to the POSC on 14 March 2012 outlined the performance to date of the Member Highway Fund initiative. In summary the key points raised were:

- £5.8 million had been committed to highway schemes and projects, half of which was committed in the last 12 months of the scheme.
- A total of 1,197 schemes had been designed; a majority of the committed sums were spent on new or improved pedestrian crossings (£874k).
- The existing team consists of 12.5 FTE staff supported by 3 full time temporary staff. There are 6 area engineers who deal with approximately 14 members each. Each engineer has to deal with an average of 64 applications per year. This allows on average an engineer to spend less than 3 working days per application from inception to delivery.
- As of the end of January 2012, nearly £700k of works had been ordered through the term contractor Enterprise; approximately £270k works had been completed.
- The delivery time (from inception) for a typical scheme can take on average 10 to 12 months following the current procedures. Contributions can take between 4 to 6 months.
- 17% of applications were aborted, resulting in over 3 years worth of lost staff hours.

POSC resolved to form an Informal Members Group to discuss the issues raised and report back to the Cabinet Member with suggested improvements on how the MHF operates.

3 Summary of discussion at IMG 27 March 2012

The first IMG consisted of County Councillors Nigel Collor and Malcolm Robertson, and Officers Tim Read, Andy Corcoran, Kirstie Williams from Transportation. Dean Benson (Contract Director from Enterprise) also attended.

The original purpose of the scheme was reviewed and the performance to date as highlighted at the POSC meeting was outlined. The existing arrangements for communication and the current process were discussed. The key areas for action were identified as improved communication with Members, reducing compression of workload for the team, returning Member forms to the team more promptly, reducing the amount of abortive work for the team, and speeding up delivery on simple schemes.

4. Summary of discussion at IMG 27 April 2012

The second IMG group consisted of County Councillors Michael Northey, Nigel Collor, Steve Manion, Richard Parry and Malcolm Robertson and officers Tim Read, David Hall, Andy Corcoran, Kirstie Williams and Dean Benson Contract Director from Enterprise. The summary of the previous IMG group 27 March was discussed and a very positive and constructive debate was held with the following outcomes agreed.

Communication

- Members supported the idea of a new on line database/system which allowed electronic approvals to speed up the MHF process.
- It is essential the information contained within the database is accurate and up to date.
- The MHF team will need to tailor the report to individual Members' needs as some Members will prefer to not use an online system.
- The online system should be tested by a few members prior to its formal introduction.
- Members would welcome a note on what the new system is proposed to do.

Process Improvement

- Delegated authority be given to the Director of Highways and Transportation for the approval of all expenditure on MHF schemes.
- The principle of self-regulation of the whole MHF initiative be adopted in the interests of speeding up the process, smoothing workload for officers and ensuring value for money. A list of suggested scheme types for Director approval and those which may require referral to the Cabinet Member was circulated at the meeting for consideration and agreement at a later date.
- Members should complete their spend within the 2012/13 financial year in view of the County Council elections in May 2013.
- A list of typical costs and timescales for scheme delivery should be produced to help Members manage their constituents' expectations and plan the use of the MHF better. These should be supplemented by presentations to the various political group meetings.
- To reduce abortive work officers will not carry out design work on those schemes for which it is clear there is insufficient funding to implement.
- Members fully supported the proposal for the Contractor to keep a stock of regularly used materials especially signs and promote more use of "walk, talk and build" to speed up the delivery of schemes.

- When “walk, talk and build” was to be used, Members will be sent photographs of the setting out proposals for agreement prior to the start of works.
- Enterprise and the MHF team would work closely together to reduce the cost of schemes by ordering similar materials for different schemes together, thus achieving an economy of scale.
- While Enterprise will still be the preferred contractor for scheme delivery and they will continue to work to obtain the best possible price for schemes there is an option to utilise other local contractors where a cheaper like for like quote is available.
- Members will be invited to a final scheme walk through with the MHF team and Enterprise to sign off the scheme as complete.
- It would be beneficial for Members if a reminder was circulated informing them that they receive four free applications. Any additional applications submitted will be liable for an investigation fee which is determined on a sliding scale subject to the complexity of the scheme.
- Members need to be informed that the whole MHF process must be largely self financing and this is why their £25k fund is top sliced by 15%.

5. Conclusions

Members were pleased with the progress made in both IMG's and welcomed the ideas for improvements to the process. They agreed to seek endorsement from the Cabinet Committee for these, most notably the delegation of authority to the Director of Highways & Transportation for schemes and the principle of self-regulation to improve the whole MHF process.

6. Recommendations

Members consider and endorse the outcomes of the two Informal Member Group meetings on 27 March and 27 April, specifically that:

- (i) Delegated authority is given to the Director of Highways and Transportation for the approval of expenditure on MHF schemes.
- (ii) Expenditure on those schemes not in accordance with current Highways & Transportation policies, procedures and practice will be referred to the Cabinet Member for Environment, Highways and Waste.
- (iii) Members should complete their spend within the 2012/13 financial year in view of the County Council elections in May 2013.
- (iv) Officers provide a list of scheme types with typical costs and timescales, that they continue to develop the online scheme information system, and that they implement the “walk, talk and build” and Member sign-off for completed improvements as soon as possible.

Background Documents:

POSC report dated 14 March 2012.

Contact Information

Name: Tim Read
Title: Head of Transportation
Tel No: 01622 221603
Email: Tim.Read@kent.gov.uk

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From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr – Director of Highways and Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 11 May 2012

Subject: Management of Roadworks

Classification: Unrestricted

Summary:

The report discusses the work of a recent Member and Officer working group that was set up to review the management of roadworks across the County.

Recommendation:

Members of the Cabinet Committee are asked to note the findings of the working group.

1. Introduction

1(1) Following a report to the Environment, Highways and Waste Policy Overview and Scrutiny Committee (POSC) on 22 November 2011, it was agreed that a working group be formed to review the management of roadworks across Kent. Whilst the report to the November POSC was positive about progress in recent years, particularly relating to the Kent Permit Scheme, Members perceived through their experiences and those of their constituents that this did not reflect the reality. The purpose of the group was to explore this disparity and opportunities for further improvement.

2. Financial Implications

2(1) None (The report recommends options for further consideration only).

3. Bold Steps for Kent and Policy Framework

3(1) Minimising the disruption caused by works in the highway is essential to delivering growth without transport gridlock, which is a key element to the Bold Steps aim of driving economic prosperity.

4. The Working Group

4(1) The group consisted of three Council Members: Roger Manning – Member for Cranbrook, who led the group; Malcolm Robertson – Member for Maidstone Central; Steve Manion – Member for Dover North; and Two Council Officers, Spencer Palmer – Head of Highway Operations and David Latham – Roadworks and Enforcement Manager.

4(2) The working group's agreed terms of reference included the following key elements for the scope of the review:

- The legislative framework - legal powers, processes and responsibilities;
- The Kent Permit Scheme;
- Incentives for work promoters (carrot Vs stick);
- Public and Member perceptions;
- Organisational structure, roles and level of resource;
- Communication and flow of information;
- Key challenges;
- Benchmarking and performance monitoring; and
- Future initiatives, e.g. Lane Rental.

4(3) The group met three times during January, February and March to review evidence and data gathered between meetings. The group also looked at a small number of projects as case studies. Members provided a great deal of scrutiny and challenge to officers throughout the review process.

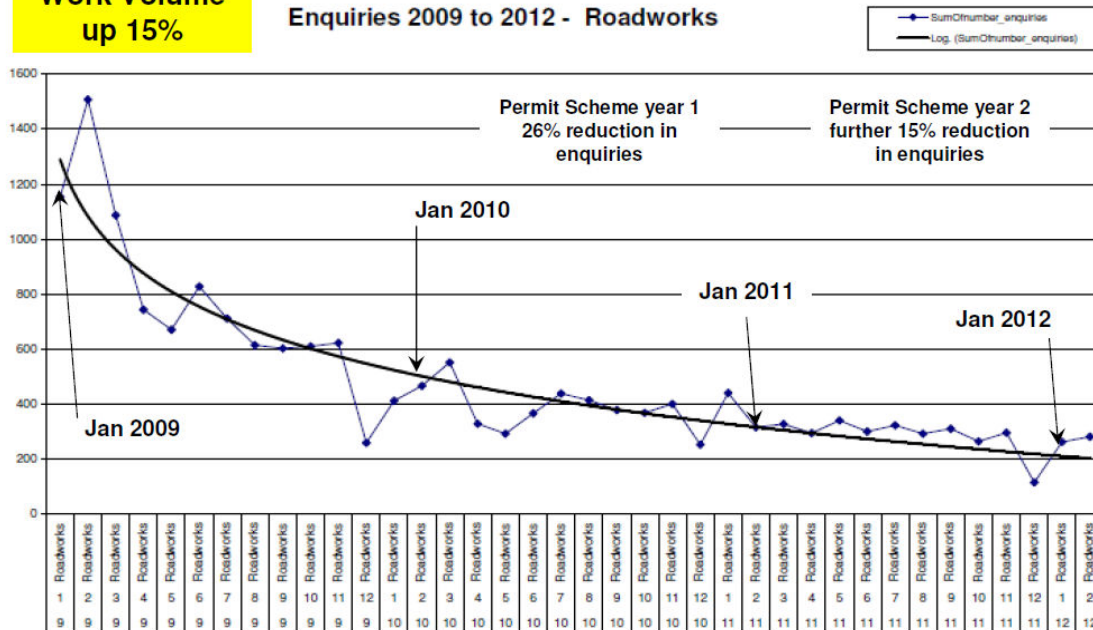
5. Key Findings and Conclusions

5(1) The group found that KCC were making good use of the legislative tools available to manage roadworks effectively. Kent was the first County to have a Permit Scheme approved and has been running the scheme since 25 January 2010. Evidence from the Kent Permit Scheme Annual Report showed the Scheme has delivered benefits in its first year. Most notably, during the first year of operation:

- Nearly 6 years occupation of a highway was saved through extending working hours and joint working with several companies completing work at the same time. This equates to saving 1 day in every 20 of disruption to Kent's travelling public.
- Of 120,000 permit applications in the first year, the number of sites where work has been completed to its original programme or earlier has increased to 94%. Records show that for the three months preceding the permit scheme 86% of work was completed to time.
- Customer contact data shows that complaints and enquiries steadily reduced giving a 26% reduction at the year end as better information has been made available and implementation of works have improved. See graph overleaf.

**Work Volume
up 15%**

Enquiries 2009 to 2012 - Roadworks



This has been sustained and improved upon in the second year of the scheme with a slight increase in the number of days saved and a further 15% drop in enquiries and complaints regarding roadworks.

- 5(2) In exploring the way the Permit Scheme operated and where its strengths and weaknesses lay, the group concluded that whilst control at the planning stage was good with conditions defined clearly prior to work starting, the reality was sometimes different with the conditions not being applied on some sites. For example, examination of the case studies showed that although one particular scheme had been recorded as being completed on time, the reality was that the traffic management had not been removed when it should have, causing unnecessary delays. This led to discussion about effective supervision and the flow of accurate information. It was noted that works promoters (utility companies etc.) are responsible for supervising the work and KCC's role as highway authority is limited to auditing and checking. Kent currently has twelve area-based Roadwork Inspectors who perform this auditing and checking role. The group of firm opinion that increasing the amount of sites checked will drive greater compliance with the conditions under which work should be carried out and improve the accuracy of recorded information.
- 5(3) The group discussed how a multi-tiered supply chain made quality control difficult. The utility works promoter commonly contracts out all of their works and the main contractor often uses layers of sub-contractor for different operations. They questioned why utility operations cannot be organised and compressed, similar to KCC's own overnight resurfacing works. The group agreed that "quality is in the mind" and that more should be done to change the mind-set of every tier of contractor working on Kent's highways to ensure they fully understand the impact of their actions on the local community and travelling public. Therefore, in addition to more inspection and enforcement activity, the group believed more positive action could be taken to drive a culture change amongst all work promoters and their contractors, particularly encouraging a change in behaviour to one of care for the local and travelling public (perhaps more carrot than stick). It was acknowledged that some excellent work had

been done with certain promoters, particularly on major schemes such as the current gas replacement works in Maidstone and Hythe. However, this good practice needs to become more common practice for all works.

5(4) There was much consideration of how to change public perceptions. It was acknowledged that a localised problem does not necessarily reflect the County-wide picture but people tend to judge the Council on their most recent experiences. The group concluded that more could be done to positively promote understanding and the successes already achieved.

5(5) The group also discussed how a new regulatory tool called Lane Rental, could help drive behaviour change and further reduce the disruption caused by roadworks. Lane Rental will allow selected local highway authorities to charge a daily rate up to £2500 per day for the occupation of key parts of their highway network, thus providing a clear financial incentive to complete works quickly and avoid disruptive works practices altogether.

6. Recommendations for Further Consideration

6(1) As a result of the review and the conclusions discussed above, the Working Group agreed the following recommendations for further consideration:

- (a) To ensure better compliance with Permit Conditions, the following management action could be considered to increase the number and frequency of roadwork inspections:
 - i. Appoint an additional county-wide inspector to be funded from fine income generation;
 - ii. Make better use of existing “eyes” out on the network, particularly through existing KCC resource (e.g. highways stewards and safety inspectors) but also the general public;
 - iii. Carry out additional inspections on weekends.
- (b) Expand our interface with works promoters and their contractors to drive a culture change. This could be achieved by:
 - i. More regular targeted performance meetings with selected works promoters;
 - ii. Leading by example – demonstrating to other works promoters how we are managing to improve quality and minimise disruption of our own works;
 - iii. Continuing to take an active role in national and regional committees, rewarding and sharing best practice and where necessary naming and shaming poor performers;
 - iv. Considering the development of a Kent Code of Conduct for all works promoters to sign up to when working in Kent, similar to the initiative implemented by the London Mayor.
- (c) To help improve perceptions, more could be done to publicise successes and promote projects that have exceeded or met challenging targets and delivered customer satisfaction.
- (d) Continue to develop a Lane Rental scheme for Kent as set out in the Highways and Transportation business plan.

7. Background Documents

The following documents were made available to the working group, they are available from the Contact Officer should Members of the Cabinet Committee wish to see them.

1. Report on reinstatement quality and inspection regimes May 2011.
2. Kent Permit Scheme, A Quick Reference Guide.
3. The Kent Permit Scheme Annual Report (February 2010-January 2011)
http://www.kent.gov.uk/roads_and_transport/highway_maintenance/kent_permit_scheme.aspx
4. Roadworks Co-ordination, The Kent permit scheme, presentation.
5. The Roadworks and Enforcement Organogram.
6. A perspective on lane rental presentation.
7. ICE Paper "Chapter 60 Involvement and impact of the utilities"

Contact Information

Name: David Latham
Title: Roadworks and Enforcement Manager
Tel No: 01233 614110
Email: David.Latham@kent.gov.uk

Name: Spencer Palmer
Title: Head of Highway Operations
Tel No: 01622 221123
Email: Spencer.Palmer@kent.gov.uk

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From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 11 May 2012

Subject: The Olympics and Keeping Kent Moving

Classification: Unrestricted

Summary:

This report sets out the key issues that will impact upon the Kent's highway and transportation network and the actions being planned to mitigate them and ensure Kent keeps moving.

Recommendation:

The report recommends that Members of the Cabinet Committee consider and endorse the work being planned to ensure that the Olympics are a success for the travelling public in the County.

1. Introduction

The 2012 Olympic and Paralympic games will have a significant effect on the County. To identify the issues and what mitigation might be necessary to ensure that Kent keeps moving an Integrated Olympic Transport Plan has been developed. The plan is a multi agency approach to managing the road network to ensure that the County is prepared and includes a number of mitigations to the impact of the games.

2. Financial Implications

The plan does not have a financial impact although the publicity plan does require financial support that the Olympic Delivery Authority has offered to fund. The plan seeks to utilise existing resources and use the Highways Management Centre (HMC).

3. Bold Steps for Kent and Policy Framework

1. To help the Kent economy grow

The development of the integrated plan will ensure that the economic impact of the games is minimised. This will ensure that businesses are aware of the likely impact to enable them to plan effectively.

2. To put the citizen in control

The plan and publicity associated will help to ensure that the community is aware of the importance of planning their travel during the games. This will promote planning for those who need to continue to work as well as those that will be taking a more active part in the games experience.

3. To tackle disadvantage

The more vulnerable parts of the community will be made aware of the possible issues to ensure that they are still able to carry out their normal lives. The plan will also provide access to travel information so that these groups are not adversely affected.

4. The Games

The Olympic Games and Paralympics will have an impact on Kent. This is due to a number of issues that the County faces as the Gateway to Europe. With the importance of the access to mainland Europe through the Channel ports and the use of the strategic road network (M20/M25 & M2/A2) the County will be facing challenges as travel patterns change. The challenges faced by the County include the Olympic Torch Relay, the Paralympic Cycling event at Brands Hatch and Ebbsfleet International station being used as a transport hub during the main games.

Olympic Torch Relay

The Torch Relay enters the County on the 17th July briefly and fully enters on the 18th July until the 20th July. The torch consists of 2 convoys with the first containing the sponsors vehicles and the second the main torch bearer. The Boroughs and District Councils have signed contracts with London Organising Committee for the Olympic Games (LOCOG). The Torch schedule is listed below:

- 17th July: Tunbridge wells only
- 18th July: Ashford, A259 towns, Folkestone and Dover (evening celebration)
- 19th July: Deal, Thanet, Canterbury and Maidstone (Leeds evening event)
- 20th July: Maidstone, Medway, Gravesend, Sevenoaks and off into Surrey

Planning and mitigation

To plan for the torch entering the County the following planning and mitigation actions have been taken:-

- KCC have chaired a county wide planning and coordination meeting
- Detailed workshops have been introduced
- Wider warning signing will be installed
- Integrated media campaign with boroughs and districts
- All routes will be checked directly before the relay

Brands Hatch Paralympics Cycling event

The cycling event will be using the Brands Hatch racing circuit and use the A20 outside Brands Hatch, Scratchers Lane and a short stretch of Fawkham Road. It then enters Brands Hatch through an improved access off Fawkham Road. KCC have funded the resurfacing of the A20, Scratchers Lane and Fawkham Road. The length of time that LOCOG require for their practice and race days has resulted in the adoption of a full 24 hour closure of the A20, Scratchers Lane and the short stretch of Fawkham Road.

- Full closure starts on the 3rd September at 04:30
- Re-opening of the carriageway will be at midnight on the 8th September

There will also be a practice day on the 19th June where the road will be shut from 10:00 to 20:30.

The full closure has resulted in opposition from local residents due to the length of time involved. The full closure is necessary to ensure that the risk to the field of play (the public highway) is minimised, it gives a clear message to the public about opening times and it reduces the risk to staff and drivers by not having to lift the closure.

Planning and mitigation

The event has been facilitated by the development of a Transport Plan for the event. The plan covers a number of issues including:-

- Developing a full signing scheme for the event
- A Park & Ride in conjunction with the Olympic Delivery Authority (ODA) for non-ticketed spectators' developed to reduce the numbers of people trying to park in West Kingsdown
- Official diversion route identified using the A225 and A25
- Unofficial one way system developed with the community
- Working with the Highways Agency (HA) on strategic diversion routes

Ebbsfleet Transport interchange

The ODA have identified Ebbsfleet as a key method of transporting a large number of people into the Olympic Park. The Javelin service will run every 6 minutes and transport 1000 people per train. The ODA have set up coach services that will run from a number of towns in Kent and East Sussex to link with the train service. These services will have to be pre-booked and will provide an alternative to normal rail services. The Javelin service is a key element of the ODA Strategy as it is predicted that 10% of the Olympic Park capacity will use Ebbsfleet. It is expected that a significant number of coach services will use the service after travelling from the continent. KCC has voiced its concerns regarding the road and parking capacity around the station as there will be approximately 3500 pre-booked spaces for cars, a limited number for the total capacity of the train service. It is understood the ODA are investigating an overflow car park in the area.

Associated with the use of Ebbsfleet there are concerns that the Dartford Crossing will be under pressure from traffic reassigning away from London. KCC are working with Dartford Borough Council to look into how this can be mitigated.

Planning and mitigation

To mitigate the risks around use of the road network near Ebbsfleet, KCC are taking the following actions:-

- Working with the ODA and other stakeholders on a Traffic Management plan for the station
- The HMC will work with the HA Regional Control Centre to coordinate how the network is managed
- A publicity campaign has started to encourage people to plan and use public transport
- The HA are being encouraged to lift the Dartford Crossing tolling when there is heavy congestion on the M25 quickly
- Traffic Management changes are being made to Junction 1b on the M25

Contingency Planning

Highways & Transportation staff have taken an active role in working with the multi-agency partners in preparing for unexpected events that could occur in Kent. This has involved taking part in incident simulation exercises that test the communications and readiness of all partners to respond in the event of emergencies. In preparation for the games Kent Police will be following their normal emergency response procedures and will have silver command at Medway Police Station throughout the period of the Torch Relay and the games. A District Manager from H&T will be present as part of the road cell within the command structure during the Relay and games periods. At the same time the HMC will be open for 24 hours during both games time and will be available to deploy resources as necessary. There have also been plans developed for dealing with a number of unexpected incidents that could occur across the county. Examples include:

- Dealing with the real possibility of Operation Stack
- Incidents on the HA network that could lead to increased congestion on Kent roads particularly around Ebbsfleet
- Working with the HA on strategic diversion when the A20 is shut

5. Conclusions

This report sets out the current situation with regard to the impact of the Olympics on Kent. It also details how Highways & Transportation is prepared for the games and how it is working with stakeholders to keep Kent moving.

6. Recommendations

Members consider and endorse the work being planned to ensure that the Olympics are a success for the travelling public in the County.

7. Background Documents

Kent and Medway Integrated Transport Plan

Contact Information

Name: Andrew Westwood
Title: Traffic Manager
Tel No: 01622 222729
Email: andrew.westwood@kent.gov.uk

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Kent and Medway Integrated Olympic Transport Plan



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Foreword

The London 2012 Olympics and Paralympics will be the biggest sporting events to be hosted in the UK for a generation. Kent County Council and Medway Council are therefore working hard to ensure that the county enjoys the maximum benefit from the London Olympics and Paralympics taking place on its doorstep.

The London 2012 games are being promoted as the 'public transport Games' with the vast majority of spectators expected to arrive at the Olympic Park and other key venues by public transport, walking and cycling. Massive infrastructure investment by the Olympic Delivery Authority (ODA) and Transport for London (TfL) is helping to make this vision a reality. Kent and Medway too have benefitted from the opening of high speed rail services in December 2009 and have the opportunity to capitalise on the transport legacy impact of the Games.

Ebbsfleet International station has been identified as a key transport hub for the Games and the terminus point for the Javelin trains. These high speed services will be operated at a frequency of up to 8 trains per hour to ferry passengers to and from the Olympic Park at Stratford with a journey time of approximately 9 minutes. For this reason the service is expected to be very popular.

Ebbsfleet is being treated as a high priority by the ODA and are seeking to appoint a Hub-manager with overall responsibility for the movement of vehicles and people through the site. The limited capacity available means that the potential impact on the surrounding road network cannot be underestimated and this will require careful management, as will onward journey connections by public transport for visitors based in the surrounding area and elsewhere in the county.

As Highway Authorities, Kent and Medway Councils network management duties under the Traffic Management Act 2004 i.e. 'securing the expeditious movement of traffic on the authority's road network' and 'facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority' remain applicable during the Games. For this reason, the Authorities are obligated to work with each other, the Highways Agency and other relevant stakeholders to identify the potential traffic impacts of the Games and take all reasonable steps to mitigate their negative impact. This is particularly important where traffic delays on the approach to the Dartford Tunnels, result in congestion and gridlock on local roads in Dartford which are managed by the County Council. The need to mitigate traffic impacts, together with public transport provision and travel planning constitute the key components of this Integrated Transport Plan.

Network Management responsibilities include both a clear strategy for normal operation but also clearly defined contingencies and protocols to deal with

unforeseen events and emergencies. Liaison with key stakeholders in this regard is therefore of fundamental importance to a robust transport plan.

As a major gateway to the UK, the Olympic Park in Stratford and the other East London games venues, the Games present a significant opportunity for Kent and Medway's tourism sector. The Customer and Communities Cultural Services of Kent Council are expecting a 2% (£324m) growth in its tourism economy. Meeting and managing visitor expectations with respect to travel and transport will have a significant bearing on the revenue potential for key tourist sites and Kent's potential as a tourism destination in the long term.

Finally amidst all of the excitement, there will be a need for the wider Kent economy to continue to function effectively during the Games. Some of this will depend on the effective management of visitor traffic on Kent's roads and ensuring the best possible deal for Kent's rail and bus commuters. However, good communication concerning the likely impact of the Games on the movement of people and goods and the promotion and facilitation of forward planning will also be important.

The development of this *Integrated Olympic Transport Plan* highlights the key issues to be addressed by Kent County Council, Medway Council and District Councils and its partners in relation to the London 2012 Olympics and Paralympics. The intention is to try and work with and integrate other stakeholders including the emergency services. The publication of this document is very much the start of more focussed stakeholder liaison and partnership working in the 12 months leading up to the Games. To this end it will evolve and develop over time.

We are confident that Kent County Council and Medway Council are well placed and equipped to deal with the transport impact of the Games and that the plans and proposals set out in the document will help the county to play its part in maximising the success of the Games and keep Kent moving. The success of the games relies on the transport access and in particular the role Kent plays in ensuring that it mitigates the effects to keep the county moving while supporting spectator access to the venues.

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Executive summary

The Kent and Medway Integrated Transport Plan is a document that assesses the impact the 2012 Olympic and Paralympics Games and the potential impact on the County of Kent. The document seeks to identify the impact and to mitigate the affect on the counties transport network, businesses and ensure that partners are aware of the issues for managing their continuing service delivery.

There are 3 main impacts of the Olympics on Kent to consider when assessing the impact on the county:-

- The use of Ebbsfleet International Station as a transport Interchange
- The Torch Relay that will travel through the county
- The Paralympic Cycling event at Brands Hatch

Both Kent County Council and Medway Council have no formal statutory obligation for the games, but under the Traffic Management Act have a duty to take all reasonable and demonstrable steps to ensure the efficient flow on the road network. This will require working with partners to ensure that the plans and mitigation are coherent and integrated. Kent County Council are contracted to manage the Paralympic Cycling event including development of the Traffic Management Plan.

The integrated plan aims to identify the affects and enable consultation with partners to ensure that there is a coordinated approach to managing the implications of the games.

The plan is set out in a number of sections that looks at a number of issues including:-

The Role of Ebbsfleet as a Transport Hub

The International station will be used as a transport interchange with Javelin trains shuttling between Ebbsfleet and Stratford every six minutes and with a capacity of 1000. There will be parking for 3500 cars that will be booked daily for the day. The risks associated with the use of the station are:-

- Security issues and the resulting effects
- Illegal parking around the station
- Unofficial parking areas
- Drivers just turning up without parking tickets
- Unofficial coach services
- Fastrack over capacity
- Possible incidents on the A2

Ports, Harbours, interchanges and Services

Kent's ports are the main UK gateway from Europe. The Olympic Delivery Agency (ODA) in their transport plan has set out their assumptions of likely visitors and where they are most likely to come from. Currently 660,000 people are expected to travel to the UK for the Games. The ODA are currently reassessing the forecasts following the ticket sales information that they now have.

The information currently available from the various operators and organisations is limited, but the plan will be updated accordingly as the information becomes available.

Currently the ODA have assumed that the existing capacity of the channel ports and Euro tunnel will cope with the increased demand as the indication from their modelling suggests that the demand will not exceed the normal peak season demand found during the first two weeks of August. Hence the modelling information is key in establishing ticket sales and estimating demand for live sites and other cultural events in London a view shared by the HA.

Tourism

The games offer the opportunity for the county to encourage businesses to work with Visit Kent maximising the income possibilities. There are a number of issues that have to be monitored and assessed as the situation changes. The plan currently details:-

- The teams staying in the county
- The cultural events that will be occurring in Kent and in the capital that may influence visitor numbers
- The numbers of camping and caravanning sites
- Importance of the link between management of the road network and visitors

The numbers of Borough and District events are also being monitored as the plan evolves, including the County showground and Hop Farm.

Public transport

The intention of the plan is to support the use of public transport by working with the ODA in delivering its objectives in relation to public transport and ensure that any plans are considered. Some of the issues are:-

- KCC are committed to increased Fastrack services late into the evening
- KCC have encouraged increased late night Javelin services into the late evening for Ashford and Faversham

- The impacts on stations on the North Kent line for the extended Javelin service to Faversham
- Impact on the half hourly service to Ashford
- It is important to provide a clear communication message that provides the right information
- To understand what is happening with the possible use of Bluewater for parking and the associated impacts particularly if Ebbsfleet capacity is exceeded

Traffic Management Strategy

The projected impact of the games on the road network has been modelled by the ODA. They estimate that the car parks will not be run at full capacity based upon the current projected ticket sales. KCC are concerned about the accuracy of these figures and are working with the ODA to obtain updated information. Following the ticket sales process completion a new updated forecast will be produced and is expected in October.

KCC are working with the ODA to enable the detailed traffic management of the area around the station during the games. KCC will be approving the final Traffic Management Plan.

KCC and Medway will be working with the Highways Agency (HA), who set the strategy for the Strategic Road Network, to ensure that diversions are in place if a major incident occurs.

The strategy will encourage use of the M20 to and from the Channel ports away from the A2/M2 during the games. The HA be will encouraged to support this strategy.

Communications strategy

The communication strategy will seek to promote public transport and encourage people to use local transport and not travel to Ebbsfleet unless they have a booked space.

Along side the wider communication messages the KCC HMC (Highways Management Centre) will be working with the HA to develop coordinated real time messages prior and during the games to be used by the roadside free text signs installed on the strategic road network and on county roads.

KCC, business and its partners will be encouraged to consider the implications for carrying out its normal business and how travel to work could be affected.

Contingency and Emergency planning

The development of the plan has included circulation and comments from the Emergency Planning team. There will be a number of exercises during the coming year to test the counties response.

KCC will be working with the HA on contingency planning if incidents occur.

Olympic Torch Relay

The Torch Relay will be entering the county on the 17th then 2 full days on 18th&19th July and a further half day on the 20th July including 2 night events at Dover and Leeds castle and lunch time stops. The Districts and Borough Councils that have signed an agreement with LOGOG will have the torch relay enter their area and enable them to plan specific events. They are responsible for all management including stewarding. Kent Police are responsible for the moving cavalcade and rolling road closures. KCC will work with both partners to enable the minimum of disruption. The HA Traffic Officers are not directly involved in the rolling road closures The main issues can be summarised as:-

- Likely congestion due to the rolling road closures during the 4 days
- Risk of under estimated numbers of spectators
- Possible issues during evening events and lunch time stops due to spectator numbers
- The need to plan for the emergency access for blue light services.
- Clarity on the run parts of the relay to ensure awareness of delays

Paralympics Cycling at brands Hatch

KCC have been contracted to hold and facilitate the event at Brands Hatch. The authority will assist LOGOG with developing a Traffic Management Plan for the event and work together with Sevenoaks District Council. Sevenoaks are responsible for the stewarding and the welfare issues. The event will be held from the 5th to 8th September 2012. A test event will be held on 19th June 2012 and 2 practise days on the 3rd & 4th September.

The event requires the closure of the A20 and Fawkham Road at specific times as it is to be used for the events when they exit Brands Hatch circuit. KCC will be resurfacing some areas of the carriageway to facilitate the event.

LOGOG are selling 5,000 spectator tickets daily, but it will be possible for spectators to turn up to watch the road sections of the events. KCC are pressing LOGOG on what opportunities there are for increasing the expected numbers of spectators. Spectators attending the event will either use cars or trains from Swanley station. Coaches will provide the link between the station and Brands Hatch. The ODA will be arranging the coach services and these will be incorporated into the Traffic Management Plan.

The main issues are:-

- Under estimated numbers of spectators
- Possible issues on the M20/M25 resulting in traffic trying to use the A20 during the event
- Resurfacing not being completed before the event
- Illegal car parking near Swanley Station and Brands Hatch

Transport plan Mitigation Measures

A summary of the mitigation recommended are listed below:-

1. To work with stakeholders to deliver unified messaging about transport issues
2. Work with Borough and District Councils to ensure that their parking services are fully aware of the possible illegal parking
3. Develop a communications plan that will promote public transport and awareness of the limitations of using Ebbsfleet as a transport hub
4. Develop a partnership with the HA to ensure that the roadside variable message displays convey pre games and during games messages to advise drivers
5. Increase the night time bus services for Fastrack
6. Approve the Traffic Management Plan for Ebbsfleet
7. Monitor the use of illegal parking areas and work with partners to establish a positive removal regime
8. Assess the assumptions made by the ODA in their demand forecasting for Ebbsfleet
9. Work with the LOCOG/ODA to produce a Traffic Management plan for Brands Hatch
10. Schedule and carry out the carriageway works prior to the practise day on the 19th June
11. Medway are investigating the use of park & ride sites in their area
12. KCC to liaise with the Highways Agency to seek ways of reducing congestion at the approach to Dartford Tunnels
13. KCC to pursue measures to reduce congestion/gridlock on local roads in Dartford

1 Scope of the strategy

- 1.1 The Kent & Medway Integrated Olympic Transport Plan aims to identify the impact that the London 2012 Olympic and Paralympics Games will have on Kent's Transport Network and to propose cost effective measures to mitigate these impacts. It is intended that the plan will provide an opportunity for all partners to understand and contribute to the mitigation of the impacts of the use of Ebbsfleet.
- 1.2 London 2012's current plans allow for up to 240,000 members of the public to access the Olympic Park by rail each hour. The Javelin service will be a temporary rail shuttle service for the Games operating from St. Pancras International to Ebbsfleet in Kent via Olympic Park, Stratford, delivering a capacity of up to 25,000 people an hour to and from Stratford International Station which is adjacent to the Olympic Park.
- 1.3 A key issue is this use of Ebbsfleet International Station as a strategic Transport Hub. The plan will establish the implications of this usage and the measures required to mitigate the impact on the strategic and local road network.
- 1.4 The plan will also consider the support required by Kent business and the existing users of the transport network to, where possible, sustain "business as usual" for the duration of the Games.
- 1.5 Finally the plan will seek to identify circumstances where it is not possible to fully mitigate the impact of Games traffic on the transport system. It will set out ways of providing quality travel information that empowers individuals to make informed travel choices during the Games and that has a positive legacy benefit for travel and transport in the County.
- 1.6 Kent County Council (KCC) and Medway Council have no formal statutory responsibilities in relation to the Games, however, under the Traffic Management Act 2004; Local Transport Authorities are responsible for taking all reasonable steps to secure the flow of traffic on the road network under their jurisdiction. Therefore, where the traffic and travel impacts on the road network can be predicted and planned for, KCC and Medway are responsible for liaising with other stakeholders and statutory agencies to ensure that plans and contingencies are in place to deal with known peak demand implications and unforeseen events.
- 1.7 A further event is the Olympic Torch Relay which will travel all around Kent in July 2012 with celebrations at Dover and Maidstone. This event will in itself present traffic and crowd control implications and KCC and Medway will be responsible for any necessary road closures and associated temporary Traffic Orders. Kent Police have the

responsibility for facilitating rolling road closures. KCC's experience of delivering a successful stage of the Tour de France in 2007 and The Open Golf Championship in Sandwich in 2011 will be a key advantage to the Districts and KCC in planning for this sequence of events

2 Risk table

Risk Category	Risk Description	Outcome Description	Likelihood	Impact	Rating
Ebbsfleet	Underestimated traffic volumes at and around Ebbsfleet International Station.	Traffic volumes exceed expectation and lead to network congestion impacting spectators, Games family and business as usual.	3	4	Medium
Ebbsfleet	Security issues at Stratford or Ebbsfleet International Stations.	Large numbers of people arriving at Ebbsfleet in a short period of time (many of which may not have intended to travel to Ebbsfleet), having to be evacuated from Ebbsfleet or requiring a large scale response from blue light services.	1	5	Low
Ebbsfleet	Transport issues at Stratford or Ebbsfleet International Stations.	Large numbers of people either unable to get to Ebbsfleet, travelling to Ebbsfleet without having intended to or at Ebbsfleet for extended period of times due to issues with onwards travel.	1	5	Low
Ebbsfleet	Due to shortfalls in parking or motorists turning up at Ebbsfleet without pre-booking large numbers park illegally in the surrounding area including parking on verges.	Decreased junction and pedestrian safety, issues with traffic flow as well as inconvenience for local residents.	3	3	Medium
Ebbsfleet	Unofficial car parks established in the surrounding area.	Issues with highway safety, visitor welfare and access to the station.	3	3	Medium
Ebbsfleet	Unofficial coach services operating at Ebbsfleet.	Safety and logistical issues regarding access to the station, passengers dropped off at inappropriate locations and visitor welfare.	3	3	Medium
Ebbsfleet	Fastrack is	Overcrowded buses,	3	2	Low

	significantly over subscribed.	disorder and visitors missing connections.			
Ebbsfleet	Other Games related events have an impact on the operation at Ebbsfleet.	Impacts the effective operation of Ebbsfleet.	2	4	Medium
Torch	Torch relay leads to network congestion	Delays for the Olympic Torch (impacting other planned events), visitors and business as usual.	3	3	Medium
Torch	Rolling road closures required for the passage of the Olympic Torch.	Localised congestion.	3	3	Medium
Torch	Spectator numbers for the Torch relay are underestimated.	Congestion and welfare issues as local systems fail to cope with visitor numbers.	2	4	Medium
Torch	Spectator numbers for the evening Torch events in Dover (18/07/11) and Maidstone (19/07/11) are underestimated.	Congestion and welfare issues as local systems fail to cope with visitor numbers.	2	3	Low
Brands Hatch Cycling Event	Spectator numbers for the Paralympics' road cycling events at Brands Hatch are underestimated for non ticketed roadside spectators	Network congestion which affecting visitors, competitors and other members of the games family. Could also lead to issues with visitor welfare and disruption to the events.	3	4	Medium
Brands Hatch Cycling Event	An issue arises on the M20 causing congestion and delays.	Impacting the transport of spectators, competitors and other members of the Games family.	3	3	Medium
Brands Hatch Cycling Event	Access to the event is either ill prepared or suffers disruption.	Spectators, competitors and other members of the Games family struggle to access the event both on time and without disruption or confusion.	3	3	Medium
Brands Hatch Cycling Event	Preparation for the event is not completed in time or to a suitable standard e.g. re-surfacing works are	Road surface is not of a suitable standard for the event and impacts competitor welfare thus threatening the staging of the event.	1	5	Medium

	not completed				
General	Operation Stack put into operation either due to the large numbers of motorists wanting to access the channel crossings or due to unforeseen circumstances e.g. weather or industrial action.	The M20 becomes gridlocked with long delays for those wanting to access the channel crossings and also for business as usual. Stranded motorists would require support in the form of information and welfare assistance.	1	5	Low
General	Unofficial camp sites established	Large numbers of visitors in unsuitable camp sites about which the local authority had no prior knowledge. Could lead to welfare and transport issues.	2	2	Low
General	Parking pressures at rail stations across Kent	Large numbers people choose to travel by train to the Olympics placing pressure on parking around stations	2	3	Low
General	Congestion on approach roads to the Dartford Tunnels	Congestion on the tunnel approaches result in tailbacks onto local roads in Dartford, leading to congestion/gridlock which prevents egress from the town and access to Darent Valley Hospital	3	3	Medium

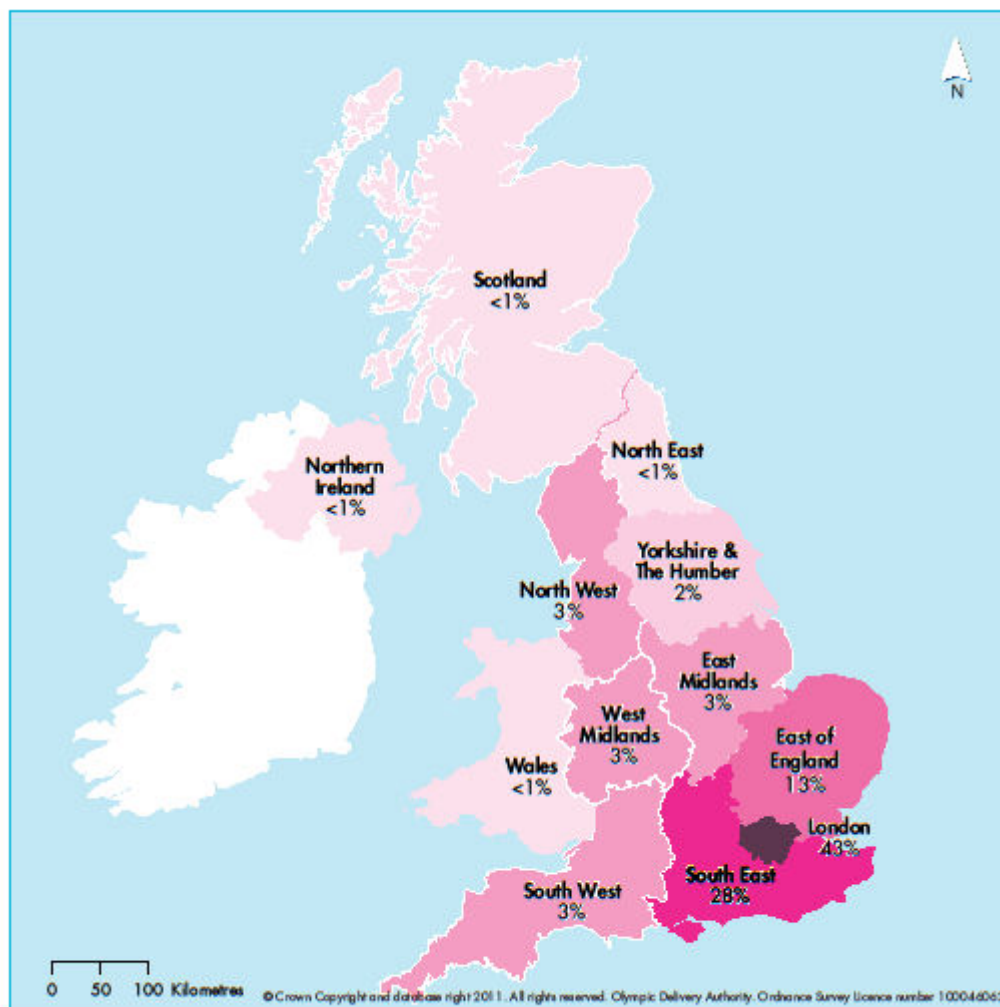
3 Transportation impacts for Kent

- 3.1 The impact on Kent's roads and other transport infrastructure is difficult to judge. Work has been undertaken by both the Olympic Delivery Authority and the Highways Agency, but this needs to be refined as more information becomes available. Even then, the accuracy will always have some element of doubt, as people may not register for parking spaces at Ebbsfleet Station. The work is ongoing and as each set of estimates is released, the situation will need to be reviewed.
- 3.2 What follows is an assessment made from the information available at the time of drafting, it is intended to be robust and where there may be some doubts about accuracy, the higher appropriate figure has been chosen.
- 3.3 In estimating the overall traffic impact of the Olympic Games, a number of key assumptions have been made:

Visitor numbers

- 3.4 A number of visitors will decide to incorporate the Olympic event into a longer stay. The ODA Transport Plan estimates this to be 660,000 visitors from abroad. The daily throughput of European visitors using Dover, Eurotunnel and Eurostar varies, but on average, it is estimated to be in the region of 10 to 12,000 arrivals with a maximum of 17,000. This is based upon information provided by the ODA and is considered by Kent partners to be underestimated. Stewards and volunteers will only add to the numbers.
- 3.5 Some of these people will stay in Kent, whilst others will move on to other destinations. It is estimated that up to 20,000 people that have used Kent as an entry point to the UK could be staying overnight at any one time, but not all within Kent based upon information from Visit Kent. Figure 1 below shows that the expected majority of spectators travelling from outside of London are expected to make their way from the south-east on day 7, which is London's predicted busiest day.
- 3.6 It is assumed by the ODA in their transport plan that 3,300 caravans and camper vans are likely to travel from the continent. This would generate an average daily demand of approximately 800 pitches, peaking at about 1,300 pitches. This would represent some 2,160 people on an average day and 3,510 people at the peak, however not all would locate in Kent.
- 3.7 Temporary campsites can be quickly established and for the limited period involved would not require planning permission, which makes identifying demand difficult. This is an unlicensed activity and is considered a real pressure on the highway network.

Figure1: Predicted distribution of where spectators will travel from on the day of the event (London Venues Day 7)*



* Taken from: Olympic Delivery Authority ‘Transport Plan for the London 2012 Olympic and Paralympic Games Second Edition’, June 2011

Channel ports

- 3.8 It is assumed that up to 2,500 vehicles could arrive or leave through the Channel Ports or Tunnel at peak times each day.
- 3.9 An estimated 4,500 additional vehicles per day are expected to travel on the strategic road network to and from the channel crossing points. This assumption is based on a split of 20% coach and 80% car, 2000 of these are assumed to be day travellers.
- 3.10 Eurotunnel and the Ferry services have sufficient capacity to accommodate the projected additional traffic. The peak period is not expected to exceed the normal summer peak demand and is therefore

not likely to result in anything more than the localised port traffic and congestion experienced during the normal high season. This is based upon the information currently being promoted by the ferry operators and will be monitored.

Ebbsfleet

- 3.11 It is predicted that there will be on average 3,700 daily trips to Ebbsfleet station, potentially increasing to 5,800 on peak days assuming that the visitors will also be attending other events such as the London 2012 cultural event, Queens Jubilee and others.
- 3.12 Assuming a 20% coach, 80% car based split, this would result in a car parking demand of 2,960 to 4,640 spaces and coach parking demand of 740 to 1,160 spaces. However many of the coaches will be under contract providing a drop off service and any coach requiring parking at Ebbsfleet will be required to pre-book.
- 3.13 Ebbsfleet will have a designated parking capacity of 3,500 spaces for Olympic traffic, which leaves approximately 1,000 for Eurostar and normal HS1 travel. Assuming that European travellers will still attempt to use the station at peak times, parking capacity at Ebbsfleet will be exceeded at these times.
- 3.14 It was understood that parking at Ebbsfleet for Olympic traffic would need to be pre-booked via the Olympic website and that this booking would be for the day. However, recent indications are that if not all the spaces are pre-booked; parking can be purchased on the day. This will complicate management of the car parks and further discussion with the operator is required.
- 3.15 Each car is expected to carry on average 2.4 people so the car parks will generate daily flows of 13,200 to 18,000 people. This is in addition to the projected peak of 100 coaches carrying up to 76 passengers per coach. This would result in an additional 7,600 passengers giving a total of 20,800 to 25,600 people. This volume of movement can be easily accommodated on the Javelin services based on the expected 6 minute service intervals at peak times, even with some services extended to Faversham (one train per hour) and Ashford (two trains per hour).
- 3.16 To ease congestion at the station it is understood that a marshalling area will be established in the existing drop off area. Passengers will be held in this area to avoid overloading the platforms and groups of up to a 1,000 will be released at any one time to the appropriate platform for the next available service. The marshalling area is anticipated to have a capacity of 2,300 people. When adding in the capacity of the platforms and the trains themselves it is estimated that Ebbsfleet can safely accommodate up to 4,300 people at any one time.

Public transport

- 3.17 London's 2012 Olympics will be promoted as a 'public transport Games' with spectators encouraged to use buses, trains and even the capital's river services to get to the venues. The Olympic Delivery Authority, overseeing the construction of the Olympic sites, has published a transport plan showing how the expected half a million spectators and 50,000 athletes will move around the capital. The plan outlines the new trains, rail lines, river ferries and walking and cycling routes that will be put in place and continue long after the Games are held, benefiting millions of Londoners for generations to come. It also shows that the Olympic Park in Stratford, East London, will be served by one train every 15 seconds during the course of the Games. Visitors will be encouraged to use public transport as there will be no parking near the main East London venues.
- 3.18 Kent visitors to the Games have a range of travel options available to them:
- Travel by car to Ebbsfleet, then Javelin service to Stratford. Confirmation is awaited on any special fares for Olympic Park ticket holders using the Javelin from Ebbsfleet. Discounts from other Kent stations are not anticipated
 - Coach arranged by ODA or tour operator to Ebbsfleet, and then interchanging with the Javelin service. It has not been confirmed if the coaches will have intermediary pick up points
 - Eurostar, interchanging with the Javelin at Ebbsfleet (Eurostar services will not stop at Stratford)
 - Domestic high speed rail connections from Ashford and Faversham
 - Mainline rail services to other London termini, connecting with Javelin services from St Pancras
 - Eurostar, interchanging with North Kent Mainline services to events at Greenwich and Woolwich and onward travel by DLR to Excel.
 - Mainline services to Northfleet, Gravesend or Greenhithe with the potential for Fastrack or coach connections to Ebbsfleet.
 - Any form of transport to a Mainline station for services to Woolwich, Greenwich and onward travel to Excel by Docklands Light Railway.

- Helicopter to and from Ebbsfleet using temporary facilities provided by Biggin Hill, for onward travel by Javelin (under consideration but will be constrained by the air restrictions in place. Currently the security plan requires each flight to have a specified flight plan for each flight)
- Residents of Dartford and Gravesham can use Fastrack Services to gain access to Ebbsfleet and other mainline Stations as appropriate, subject to the services operating to meet the later arrivals.
- Fastrack and other bus services can be accessed from a number of locations on the route for visitors to access Ebbsfleet station
- Swanley station is the likely transport hub for the Paralympics Cycling event.

‘Business as usual’ during the Games

- 3.19 During the Games, business as usual will be difficult to judge due to the pressures faced in Kent annually during the summer months. During the Olympic period, an influx of through traffic would be anticipated as UK residents use the Channel Ports to travel to Europe for their summer holidays. This traffic may reduce due to the attraction of the Games, but it could increase as people from the areas surrounding the Games venues attempt to escape from the disruption that could be potentially created by the Olympics. Commuter traffic may reduce as people stay out of London to avoid the congested public transport system by either working locally or taking periods of leave. Encouraging early consideration of the effects during games time will assist with managing demand. The normal availability of high speed services in Kent has been reduced during the Olympic Games to allow the shuttle service between Ebbsfleet, Stratford and St Pancras.
- 3.20 Visitors to Kent for the Olympic period may require places to visit if they do not have tickets to an Olympic event on every day of their stay. This has the potential to boost local tourism, although it could also increase flows on the road network and put some attractions under pressure, particularly with regard to parking and access.

General Impacts

- 3.21 Pressure will be placed on train stations across Kent due to the numbers of spectators wishing to use public transport and parking around stations will be a key area to evaluate to ensure that every effort is made to minimise disruption to residents.

3.22 Medway Council are particularly concerned about the impact of parking in their area around the stations that receive the HS1 high speed trains. They support improved controls around these stations.

3.23 Impact of Traffic Congestion on the Approaches to the Dartford Tunnels

It is predicted that traffic congestion will occur within London, with the situation being exacerbated by the designation of the Olympic Route Network and in particular Games Lanes, which will reduce capacity for non Olympic traffic. The lanes having the greatest impact on Kent are those on the approach to the Blackwall Tunnel and those to the north of the Dartford Crossing on the A12 and A13.

3.24 At normal time's congestion on those routes leads to drivers diverting to the M25 corridor, resulting in congestion at the Dartford Crossing. The Mayor of London, Boris Johnson has already promoted the strategy that drivers should amend their traffic routes during the Olympics and transfer to the Dartford Crossing, albeit promoting that the tolls should be rescinded during this period.

3.25 When traffic congestion occurs on the approaches to the Dartford Tunnels, tailbacks then reach onto the local road network, which subsequently results in congestion. The East/West routes in Dartford then lock up bringing the town to a standstill, including affecting access to Darent Valley Hospital.

3.26 Whilst these problems regularly occur during the year, it is considered that to avoid issues during the Olympic period the Highways Agency and Kent County Council as Highway Authority will work together to reduce the risk of delays occurring and put measures in place so that if delays do occur, Dartford does not become gridlocked and access is not restricted to Darent Valley Hospital.

4 The role of Ebbsfleet as an official transportation hub

- 4.1 The ODA recognised the opportunity that Ebbsfleet offered as a strategic transport hub and are going to increase the number of short shuttle Javelin services (these use the high speed 1 trains currently operating from St Pancras to East Kent) into Stratford and St Pancras. This increases the available rail capacity and makes the station very attractive to access the Olympic Park, due to the short journey duration and existing car parks.
- 4.2 Kent has two main strategic road corridors that link the Channel Ports and Channel Tunnel to the rest of the UK; the A20/M20 and A2/M2. The majority of European traffic uses the M20; however Ebbsfleet is accessed from the A2.
- 4.3 There is limited parking capacity at Ebbsfleet and it is clear that the Javelin services will attract significantly greater use of the station. Careful consideration therefore needs to be given to how people will access this transport hub. There are facilities for coaches at the station and regular Fastrack bus services access the area from Dartford and Gravesend. The ODA is planning to introduce a network of coach operations using the station as a hub. However, there is a strong possibility that local landowners could set up private parking facilities, placing additional strain on the local road network.
- 4.4 Pedestrian access between Northfleet Station on the North Kent Mainline and Ebbsfleet International is poor and further detailed investigation is required to assess the suitability of the route and opportunities for improvement.
- 4.5 Parking at Ebbsfleet for Olympic visitors will need to be pre-booked and it is envisaged that all spaces will be allocated during much of the event. It is therefore essential that this is communicated to ticket holders. Visitors who have pre-booked a parking space will access the station from the A2 and local traffic will be directed away from the area. The surrounding area will come under pressure from vehicles wanting to park to use the train services and clearly pressure on local parking will be a key issue.
- 4.6 The ODA has confirmed that a Hub Manager will be appointed to direct the site and access for passengers. This new post holder will develop plans for managing the traffic in the vicinity of the station including directly controlling the parking operation that NCP perform. They will work with KCC on the detailed planning to coordinate efforts and minimise the disruption.
- 4.7 For the period of the Games, Fastrack will revert to using the northernmost car parks accessed directly from Thames Way.

- 4.8 Drivers who are unable to park at the station are expected to seek to park as close as possible and as a result may abuse the parking restrictions currently in force in the area. The existing restrictions may well be insufficient, as the schemes were not designed to mitigate the affects of demand for parking that the Games will generate. The existing regulations and enforcement regime will need to be reviewed to ensure that it will be robust enough to deal with the increased demand for parking.

Action A1 –*KCC to identify and engage with the Ebbsfleet Hub Manager at the earliest opportunity to ensure a clear understanding of plans and proposals for the site’s operation, including:*

- *The modelling that supports the ODA prediction that parking at Ebbsfleet will be under subscribed.*
- *Local signings and diversions*
- *NCP parking plan*
- *Work with the ODA to identify alternative parking*
- *Impact on local restrictions and possible parking locations*

5 Ports, harbours, interchanges and services

Ports and Harbours

5.1 Kent's air and sea ports will play a significant role as a gateway to the UK during the Olympic Games. The Foreign and Commonwealth Office expect 320,000 overseas visitors to travel to the UK in 2012 to watch the Games during the months of July and August. How and when these visitors access the UK and the messages that are communicated to them concerning routing, accommodation and related visitor attractions will have a major bearing on the resilience of Kent's transport network during the Games.

5.2 Some of the key access points include:

Port of Dover

5.3 The Port of Dover operates right at the heart of the UK's and Continental Europe's cross-Channel transport network, managing what has become one of the world's busiest roll-on, roll-off terminals in the world. Every year the Port handles over 14 million passengers, as well as other major shipping activities such as general cargo, cruising and a marina.

5.4 DFDS Seaways, P&O Ferries and Sea France all operate from Dover's Eastern Docks. Between them there is at least one cross Channel sailing every hour and these departures increase substantially during the busy summer period into which the Games fall.

5.5 Crossing the channel at the Port of Dover is attractive due to the relative low cost and quick journey times of around ninety minutes to Calais and two hours to Dunkirk.

Eurotunnel

5.6 Eurotunnel manages and operates the Channel Tunnel between the UK and France. The Company operates the car and lorry shuttle services and earns revenue from track access charges paid by other operators (including DB Schenker and SNCF in respect of freight and Eurostar in respect of passenger services). At peak periods there are up to four car shuttle crossings per hour offering a journey time of thirty five minutes, making it the fastest channel crossing available.

5.7 The railway operation involves over 50km of double track railway in the main tunnels, plus extensive surface-level terminal facilities at Folkestone in the UK and at Frethun in France. The Eurotunnel operation is entirely self-contained, with connections near the two terminals to the respective national railway networks.

Port of Ramsgate

- 5.8 Ramsgate provides the only passenger ferry service between the UK and Belgium.
- 5.9 Operated by TransEuropa, there are eight sailings a day between Ramsgate and Ostend. Freight services have been operated by TransEuropa between the two ports since 1998 and currently six ships make the crossing up to 10 times a day in each direction.

Other Harbours and Marinas

- 5.10 Kent and Medway are home to a large number of smaller marinas and ports, all of which could potentially accommodate private moorings during the Games. At this stage there is limited intelligence as to what additional capacity or facilities may be provided, although information is provided in the Public Transport section concerning possible berths for larger craft and Cruise Liners on the Thames near to Gravesend. As such, close liaison with the District Councils concerning any specific intelligence will be important in the run up to the Games.

Airports

- 5.11 Three Kent airports are among a number of regional airports in the south east earmarked by the government as capable of handling flights carrying visitors to the London Olympic Games. An official review of airports with suitable facilities located within a 75-mile radius of the Olympic Park at Stratford has led to a number of UK airports being deemed as suitable to handle flights linked to the Games. The Kent airports are: Manston, Lydd and Rochester.
- 5.12 Biggin Hill Airport, which is in the London Borough of Bromley, is also on the list. The four are among 36 airports designated as "temporarily coordinated" alongside Heathrow, Gatwick, Stansted and London City, in terms of slot allocations for the period July 21- August 15, 2012.
- 5.13 Manston Airport is located in Thanet and handles a limited number of scheduled passenger flights, with direct daily services operated by Flybe to Edinburgh and three services a week to Belfast City. The airport also offers seasonal charter flights to a range of European destinations, including Jersey, Dubrovnik, Madeira, Oporto and Verona. There is the potential for Manston to handle additional charter flights during the Games.
- 5.14 Lydd Airport is located 14 miles south of Ashford. It is also known as London Ashford Airport; the trading name of its operator. Lydd Air is based at the airport, offering regular flights to Le Touquet in northern France.

- 5.15 Lydd Airport has a Civil Aviation Authority (CAA) Ordinary Licence that allows flights for the public transport of passengers and as with Manston there is the potential for the airport to handle some Games related flights, either small charter planes or officials and dignitaries.
- 5.16 To date there is limited information available from any of these access points concerning specific preparations for the Games but clearly each operator is a key stakeholder and close liaison will be required between Kent and Medway in the run up to the Games.

Action B1 – Ensure close liaison and communication with the ports and cross-channel/international airline/ferry operators concerning projected passenger numbers and specific interventions.

Interchanges

- 5.15 Apart from Ebbsfleet, there are likely to be two other key interchanges to include within Kent's transport planning for the Olympics.

Ashford International

- 5.16 For passengers from East Kent and parts of East Sussex, Ashford International can be used for boarding High Speed services. They will pay a premium for using the station, but will avoid the queues at Ebbsfleet. The management of the service and likely numbers will need to be monitored to understand the impact on the station and on the road network in Ashford.

Action B2 – Liaise with Southeastern, Eurostar and Meteor (Ashford International Station car park operator), concerning the possibility of dedicated Olympic parking bays and tariff for Ashford.

Port of Dover

- 5.17 The ODA have been in discussion with the Port of Dover (and possibly French Channel ports) about offering a Park and Ride service for foot and car passengers, linking directly with official ODA coaches running to Ebbsfleet. This is something to ensure that KCC, Medway and the HA are made aware of in order that it may be factored in to a wider Communications Strategy.

See Action B1

Services

- 5.18 An increase in cross-Channel traffic through Kent has the potential to increase the demand for services both on the primary trunk road network and local services in towns and villages adjacent to secondary routes. Managing and communicating with services on the motorway

and trunk road network is the responsibility of the HA but congestion at these sites has the potential to divert traffic to alternative destinations. It is therefore important to include such locations within the overall Communication Strategy for Kent and Medway.

Services on the Kent motorway network include:

M20 - Eurotunnel UK terminal

- 5.19 Welcome Break recently adopted the catering facilities at the Eurotunnel UK Terminal. These are only accessible to customers wishing to use Eurotunnel services. Welcome Break has also recently opened a site for freight traffic called 'Welcome Break Truckers', open from 6am until midnight, seven days a week, for freight drivers travelling from England to France.

M20 – Folkestone (Jct 11)

- 5.20 Stop 24 is located adjacent to Junction 11 of the M20, close to the Eurotunnel terminal and the Port of Dover. It is the UK's largest service station and also acts as a 'Port Early Arrival Facility'.

M20 - Maidstone (Jct 8)

- 5.21 Maidstone is a fairly spacious service station on the M20.

M2 - Medway

- 5.22 The only purpose-built service area on the M2/A2 route, Medway is relatively lightly patronised as the M20/A20 corridor carries the majority of cross-Channel traffic.

Local services away from the motorway and trunk road network are many and various and any necessary mitigation and planning would be best driven by the 'business as usual' and business resilience messages communicated through the Kent and Medway Communications strategy and specific interventions to support Business Travel Plans. These are highlighted elsewhere in this document.

6 Tourism and other key visitor destinations in Kent

- 6.1 The impact of people travelling through Kent from the Continent to reach accommodation either in the county or elsewhere in the South East needs to be considered. The information available from the Customer and Communities Cultural Services Department estimates that this could be in the region 200-250,000 people per day. There is also the possibility of people from within the UK travelling to Kent for accommodation purposes for all or part of the Games period.
- 6.2 There will be various other events taking place across Kent during the summer period which will be related to the Olympic Games. Many venues will also be offering camping and caravanning facilities for the Games period, but supply is predicted to be insufficient encouraging more sites to be established.
- 6.3 The KCC Sport, Leisure and Olympics team has a detailed list of events that are being planned within Kent. Many of these events are being planned in partnership with the District and Borough Councils and in such instances; KCC would expect to be involved in any detailed planning. The KCC Highways working group will provide a monitoring role to ensure that the appropriate agencies are made aware of planned events and to maintain a log of events to help identify any specific pressure points on the transport network. These can then be incorporated within the wider Communications Strategy.
- 6.4 There are a number of key sites that the Highways working group will liaise with in the first instance e.g. The Hop Farm (Paddock Wood) and the County Showground (Detling).

Action C1 – Ensure close liaison and communication with the tourism team so that the scale of planned events is known and monitored. Identify key venues and incorporate any known plans within a Games event log.

- 6.5 The teams working on plans for the Olympic Torch Relay and Paralympic cycling event include members of the Highways working group and plans will continue to be monitored to ensure that the impact on the road network is understood.

7 Public transport provision

Background and objectives

- 7.1 Significant investment in the public transport network has taken place over the past 5 years, with additional services at Games-time to meet the additional demand.
- 7.2 The key public transport related objectives of KCC and Medway in response to the published Olympic Transport Strategy are to:
- Respond to key elements of the Olympic Transport Strategy e.g. the 'Javelin' rail service from Ebbsfleet International, with locally led interventions to help facilitate public transport access to and from Ebbsfleet and other HS1/Mainline connections;
 - To work with the ODA to secure the best possible outcome for Kent based residents and businesses during the Games, both to facilitate travel to and from the main venues, but also to ensure 'business as usual' for the wider Kent economy;
 - To work with the ODA and public transport operators to deliver a clear and well thought out communications plan that helps to streamline the individual journey experience and where possible, promotes alternatives to Ebbsfleet and other identified congestion hotspots;
 - To liaise closely with public transport operators and other key stakeholders to build up an accurate picture of travel demand during the Games;
 - To maximise the economic potential of the Olympics by enabling Games visitors to access accommodation and other visitor attractions across the county without the need of a car.
- 7.3 The following section sets out the key issues relating to travel by public transport during the Games and the necessary actions to agree in conjunction with key stakeholders and partners.

Demand forecasting

- 7.4 Building up an accurate picture of travel demand patterns during the Games is fundamental to formulating an effective strategy and public transport implementation plan. Demand modelling has been commissioned by the ODA to assist with planning for the Games, it is unclear at this stage as to how much detail will be available that is pertinent to travel within Kent, beyond indicative demand for the strategic road and rail network. The ODA have predicted that the modelling will show significant volumes of people utilising Javelin

services at Ebbsfleet from across the southeast of England and further afield. However, it is how those passengers access Ebbsfleet International and where they need or want to get to in relation to it, which has the greatest implication for Kent's response to the ODA's Olympic Transport Strategy. It may be that some decisions need to be taken on the basis of:

- (i) Intuition and local intelligence i.e. based on close liaison with District Councils, campsites, tourist attractions etc.
- (ii) Proactively influencing demand i.e. providing locally led interventions that further influence demand and travel behaviour, over and above that which the strategic modelling may be able to predict e.g. pragmatic measures to reduce the pressure on Ebbsfleet and the surrounding road network.

7.6 The public transport strategy will therefore be developed with these two key considerations in mind.

Action D1 – Liaise with the ODA and consultants concerning strategic travel demand modelling information and its uses in informing the Kent Olympic Transport Strategy. Ensure that the ODA reflect the increased numbers of visitors in the modelling.

Communication and marketing

7.7 The provision of clear, robust and non-contradictory travel planning messages will be vital to the success of the Games. This includes the overall level of visitor satisfaction and ultimately the tendency for Games tourists to feel confident and at liberty to access all that Kent has to offer during the Olympics. It is therefore vital that KCC and Medway work with the ODA to signpost the best communication channels and to ensure that, where possible, local provision and interventions are included within those messages. Kent's Communication Strategy is addressed in more detail elsewhere in this document.

7.8 In relation to public transport, however, it is worth noting that the ODA has developed a Spectator Journey Planner, using the same company that delivers Transport for London (TfL)'s and Traveline South East's online Journey Planning tool but with two key additions:

- (i) Greater detail in respect of accessibility information e.g. there will be two levels with the Spectator Journey Planner - "step free and assistance required" and "assistance required (but can have steps)". This will reflect the GNAT (Games Network of Accessible Transport).

- (ii) Intelligent demand management i.e. the Spectator Journey Planner will propose a route that takes account of passenger demand and recommends the use of alternative stations and access points, recognising the likely pressure on key transport hubs at peak times.

7.9 For travel beyond TfL's area, the Spectator Journey Planner utilises details of Olympic shuttle buses and rail services alongside Traveline data, for which KCC controls the data input and processing. It will therefore be possible to ensure that any alteration to public transport provision within Kent and Medway is accommodated in the Spectator Journey Planning searches.

Action D2 – Ensure that the Spectator Journey Planner is incorporated within the wider Kent Olympic Communications Strategy and that locally led public transport interventions are made available within the Traveline searchable database.

Rail

The Javelin service

- 7.10 During the Olympics the Class 395 High Speed trains will be used to provide the Javelin service between London St Pancras, Stratford International and Ebbsfleet. The Javelin service will operate at a frequency of between 8 and 12 trains per hour with a capacity of between 8,000 and 12,000 passengers per hour.
- 7.11 For the purposes of the Games, Ebbsfleet International will not be included within Travelcard Zone 6. Spectators will have to pay a nominal charge for the service, but this will not be a significant fee. Parking for Games visitors will need to be pre-booked and the implications of this are discussed elsewhere in this strategy under Parking and Traffic Management. Ebbsfleet has been designated as strategically important by the ODA and will therefore have its own Operations Manager appointed. This person will have a key role in managing movement through the station and liaising with public transport operators, KCC, Medway and the HA concerning access to and from Ebbsfleet.
- 7.12 A concern from a public transport perspective is the access to and from Ebbsfleet, particularly outside of normal peak operating hours and the movement and marshalling of people and vehicles within the station and surrounding car parks.

High Speed Rail provision east of Ebbsfleet

- 7.13 The publication by Southeastern of the draft timetable for High Speed services during the Games shows a much better picture for Kent's residents and businesses than was first anticipated. A weekday hourly

service will be provided, stopping at key stations on the North Kent Line (Gravesend, Strood, Rochester, Chatham, Gillingham, Rainham, Sittingbourne and Faversham) until 21:18 alongside a normal half hourly service to and from Ashford until 21:39, both of which will be direct to and from Stratford. However, the early finish of these services*, relative to peak demand for Games visitors in the late evening is cause for concern. It effectively means that those accessing High Speed services east of Ebbsfleet e.g. Ashford, Sittingbourne and Faversham to travel into the Games, will need to find alternatives for their return journey. KCC have been in discussion with Southeastern regarding this and are awaiting further details of a proposed solution utilising rolling stock as it returns to the depot.

** KCC and Medway recognise that the key operational constraint is the availability of drivers and rolling stock to operate the enhanced frequency of Javelin services in the late evening.*

- 7.14 A key element of Kent's public transport strategy should be to promote alternatives to travelling to Ebbsfleet by car for those in the east of the county and the proposed service schedule will hinder that objective. Essentially Games visitors could return to Ebbsfleet and would then need to connect with Mainline services for onward journeys to East Kent, or travel via London Underground or DLR to access Mainline services from Charing Cross, Cannon Street, London Bridge or Victoria. Arguably, neither of these options is as attractive in the late evening as driving to Ebbsfleet and utilising the Javelin services.
- 7.15 Southeastern proposes to lengthen some Mainline services on the North Kent Line and to operate later services (01:41 from Cannon Street) to Margate and Gillingham to Dartford.

Action D3 – KCC to lobby Southeastern and the ODA for improved HS1 services beyond Ebbsfleet in the late evening peak in the interests of encouraging alternative access to HS1 services and to reduce parking and Traffic Management pressures at and around Ebbsfleet International.

Fastrack and local public transport connections

- 7.16 Fastrack is a Bus Rapid Transit (BRT) scheme operating in the Dartford and Gravesend area of Kent. It currently consists of two routes operated by Arriva Southern Counties on behalf of Kent County Council. Various measures are used to allow Fastrack vehicles to avoid traffic, including signal priority, reserved lanes, and dedicated busways. The service connects with key destinations in the Kent Thameside area including Ebbsfleet International, Dartford, Bluewater and Gravesend. It is therefore expected that Fastrack will have a key role to play in Kent's Olympic transport provision, enabling access to Ebbsfleet from alternative locations in the Kent Thameside area and helping to disperse Javelin travellers returning from the Olympic Park. As well as

Fastrack route B serving Ebbsfleet station, Arriva service 499 links the station with Bluewater and Gravesend.

- 7.17 Fastrack also provides a quick, safe, efficient and accessible connection between Ebbsfleet and Greenhithe Station on the North Kent Mainline. This is considered to be preferable to the pedestrian connection between Ebbsfleet and Northfleet Station which is currently of a poor standard and not appropriate for large numbers of pedestrians, particularly after dark. There is an Integrated Transport Package scheme to introduce positive signing and dropped kerbs in this years programme.

Action D4 – Investigate the feasibility and value for money of improving pedestrian links between Ebbsfleet and Northfleet Stations and if necessary, explore opportunities to manage demand and travel behaviours through the wider Communications Strategy.

- 7.18 In order for the Fastrack service to provide an effective and complementary service during the Games, there are a number of key considerations:

- *Demand forecasting* – it will be important to maintain close liaison with the ODA and other stakeholders to understand, as far as possible, demand for Fastrack services including service frequency and destinations (particularly late evening);
- *Through ticketing* – it will be important to operate through ticketing between Javelin services and the North Kent mainline via Ebbsfleet and also free travel for Olympic visitors to formal and informal ‘park and ride’ destinations in Kent Thameside. This provision will increase the attraction of the Fastrack services, helping to manage traffic congestion at Ebbsfleet and will also avoid congestion, queuing and any general confusion linked to separate ticket sales both on and off the buses. This provision will have revenue implications which will need to be negotiated between Arriva, KCC and the ODA;

Action D5 – Work up outline costs for enhanced Fastrack service provision during the Games and negotiate funding options with the ODA.

- *On and off street parking* – options for alternative Games parking need to be identified between KCC, Medway and the Districts, preferably within easy walking distance of the Fastrack services. KCC will liaise with Bluewater concerning the potential of utilising some of its car park as an alternative ‘park and ride’ solution during the Games.

See Action E7

Action D6 – Liaise with Bluewater concerning the possibility of park and ride provision linked to Fastrack services during the Games.

- *Communication* – the general public both inside and outside of Kent will need to understand the role of Fastrack in facilitating non-car and ‘park and ride’ access to Ebbsfleet. Of particular importance will be promoting Fastrack as the preferred connection between Javelin services and the North Kent Mainline at Greenhithe. Fastrack service provision will therefore need to be factored into Traveline and TfL’s online *Spectator Journey Planner*.

Action D7 - Liaise with Southeastern concerning ‘on-train’ messaging and other relevant communication channels in relation to influencing connections between Ebbsfleet and North Kent Mainline services (Also see Action D4).

Parking, public transport interchange and ‘park and ride’

7.19 As discussed in previous sections, facilitating and promoting alternatives to Ebbsfleet for access to High Speed rail services both within Kent Thameside and further afield is considered to be an appropriate public transport intervention by KCC, Medway and the Kent District Councils. The promotion of alternatives will help to reduce pressure on car parks at Ebbsfleet, dissipate congestion on the road network in the immediate vicinity of Ebbsfleet and provide greater ease of travel for commuters from the east of the county. The provision of appropriate ‘park and ride’ connections, either by Fastrack or by ordinary local bus services, will also help to address the inevitable entrepreneurial attempts by landowners to capitalise on the Games by offering parking in the vicinity of Ebbsfleet. In order for this strategy to be successful, however, there are several key considerations:

- (i) Will rail provision (High Speed and Mainline) be sufficient in the late evening to make accessing High Speed services east of Ebbsfleet a viable proposition?

See Action D3

- (ii) Can appropriate facilities be identified for ‘park and ride’ linked to High Speed rail services and Fastrack (e.g. in Faversham, Sittingbourne, Gravesend, Dartford & Ashford) and if so how would they be managed (e.g. first come, first served or pre-booked). Also, what would be an appropriate daily charge?

See Action E7

- iii) How would illegal and inappropriate parking be dealt with and enforced, particularly where it presents a health and safety or traffic management risk? (See sections on Car Parking and Traffic Management)

- 7.20 The Management of parking at Ebbsfleet itself, including for coaches and pick-up / drop-off facilities, is a matter for urgent clarification with the ODA so that this can be included within any wider Communications Strategy. The provision for cycling is the responsibility of the train operator and they are investigating improvements to the existing provision.

See Action A1

Coaches

- 7.21 First Group has won a competitive tender to provide almost 900 buses and coaches to transport spectators during the London 2012 Games. Under the terms of the contract, First will provide around 500 buses and coaches for venue shuttle services and park and ride. A further 90 will be needed for park-and-ride services to connect parking sites on the periphery of the M25 with the Olympic Park and Ebbsfleet. Around 300 coaches, to be subcontracted from fleets around the country, will be required to operate a network of express coach services to the Olympic Park and to the Olympic sites at Weymouth and Portland.
- 7.22 First will be responsible for managing the direct coach operations and for running a reservations and ticketing system for bus and coach services.
- 7.23 First coach services will be operated from the following locations in Kent, linking with Javelin services at Ebbsfleet.
- Ashford
 - Canterbury
 - Dover
 - Folkestone
 - Maidstone
 - Margate
 - Tonbridge
- 7.24 At this stage, therefore, it is considered that ODA coaches operated by First will provide an appropriate level of bus/coach service from key Kent towns, without having to consider additional shuttle services.
- 7.25 Tour operators (including those from Europe) will be able to use Ebbsfleet, provided they pre-book. However, parking capacity at Ebbsfleet will be for 100 coaches only and the implications of overspill for those without a booking need to be considered. It is highly likely that some coach operators without access to Ebbsfleet may choose to discharge passengers in unsafe or inappropriate locations. This adds weight to the argument for alternative parking and drop/off locations within Kent Thameside, connected to Ebbsfleet via Fastrack or other local bus services.

See Actions A1 and D5

River Services

7.26 It is anticipated that the River Thames will have a role to play in transporting relatively small numbers of people to and from the Games. Key considerations are:

- The completion of the planned Town Pier pontoon in Gravesend and the opportunity for connecting river services;
- The supply of mooring along the river, particularly for some European visitors (notably from Holland) who may choose to access the UK by boat during the Games;
- The possibility of use of the river for Cruise Liners and other 'floating hotel' facilities;
- Public transport connections to and from the river to Ebbsfleet and onward via Javelin services to the Olympic Park.

Action D8 – Maintain liaison with Kent Thameside Districts, Medway and other relevant agencies concerning the potential for river based services and respond appropriately.

Cross Channel Ferry Services

7.27 It is important that KCC and Medway maintain close liaison with Dover Harbour Board, Eurotunnel and the ferry operators in the run up to the Games as ticket sales will be a strong indicator of likely cross-Channel demand on Kent's road network. Most passenger tickets go on sale 11 months in advance of the date of travel. It is broadly anticipated that capacity will be sufficient to meet demand as the Games coincide with the peak summer season. However, the balance of demand for travel in and out of the UK is likely to alter slightly and ferry operators will need to balance the needs of Games visitors with their freight customers. The statistics must be monitored to understand the situation.

7.28 It is anticipated that ODA coaches will travel from Dover and therefore it is likely that additional provision will be made on both sides of the Channel for foot passengers and park and ride.

See Action B1

7.29 Operation Stack remains a very real possibility during the Games but well practiced and robust procedures are in place to deal with it and the

matter needs to be considered as a possible contingency under Emergency Planning.

Helicopters – Biggin Hill

- 7.30 Biggin Hill Aerodrome is planning to launch an Olympic helicopter shuttle connecting with Ebbsfleet International Station. Passengers will transfer to a helicopter for a short flight to the station where they will then board the Javelin service to Stratford International. The estimated journey time between departure from Biggin Hill and arrival at the Olympic Park is 40 minutes. There will be flight restrictions in force limiting flights to approved flight plan only.
- 7.31 Numerous sponsors and competitors are expected to arrive in the country at Biggin Hill. However, they are expected to have little impact or bearing on Kent's road network or wider public transport

Contingency and emergency planning

- 7.32 Emergency planning is detailed in section 11 and it is sufficient in this section to note that clear and robust strategies will be required to address the implications of technical failure, a major traffic incident increasing demand for public transport or a possible terrorist incident. The KRF, KCC, and Kent Police are in liaison with London 2012, Government Olympic Executive GOE, CCS, the ODA, the Home Office and the Metropolitan Police in respect of plans being developed for such incidents and ensure that Kent based agencies are well placed to respond.
- 7.33 The restrictions on bags and luggage that can be taken into the Olympic Park will be an issue and will need to be monitored in conjunction with the appointed Ebbsfleet Operations Manager and via the agreed Communications Strategy.
- 7.34 Finally, it should be noted that locations like Ebbsfleet, Dover Harbour, and the Channel Tunnel represent a significant security risk for the Games, being outside of the main security measures in place at venues but in a location with large numbers of people gathering. Close liaison between Kent, Medway, the ODA, Southeastern and the security services will be required to mitigate these risks.

See Actions G1 and G2

8 Traffic Management strategy

Network capacity planning

- 8.1 The road network around Ebbsfleet was designed to accommodate significantly higher flows than currently occurs. However, during the Games, the demand will clearly increase and a key challenge of this Plan is to understand the extent of this demand and to measure the likely impacts on the Kent strategic and Highways Agency network. This is necessary to understand what will happen during the event and to enable the Authorities to work with stakeholders to mitigate any potential adverse impacts.
- 8.2 The ODA has undertaken demand modelling on the impact of the car parking at Ebbsfleet and currently this work is indicating that the car parks will be operating below full capacity. KCC is actively seeking to verify the assumptions for this work in order to understand how the conclusion was derived. There are concerns that the network demand is understated and that without detailed management of the car parking capacity the possibility that demand could increase with the use of residential streets and unofficial parking increases. This work has been requested on numerous occasions but it has not been released by the ODA to date.

See Action A1

- 8.3 Access to the car parks at Ebbsfleet is a key area of concern. KCC are in receipt of the Car Park Operational Plan from NCP (the car park operator) and the ODA's Ebbsfleet Station Traffic Masterplan. The efficient operation of the car parks will have a significant bearing on any possible delays and resultant queuing on the access roads. KCC will continue to liaise with these and other partner organisations in order to positively influence station parking arrangements.
- 8.4 At present it is understood that the majority of allocated Olympic parking at Ebbsfleet will be pre-booked. However, NCP have stated that any unallocated space will be available on a turn-up-and-pay basis. The mechanism for managing and selling these spaces will have a significant impact on delays on the approach roads. Spectators could just turn up expecting to be able to park.
- 8.5 Also, to mitigate the impact of these delays, it will be important to segregate Games traffic from normal commuter and general public use of the area.

Traffic Congestion resulting from queues from the Dartford Crossing

- 8.6 Whilst congestion regularly occurs at the approaches to Dartford Tunnels, it is predicted that traffic congestion in London during the period of the Olympics, especially resulting from the designated Olympic Route Network and Games Lanes will result in traffic diverting to the M25 corridor. The use of the M25 corridor to avoid congestion in London is already being promoted by the Transport for London.
- 8.7 The resultant tailbacks then impinge on Junction 1b/A225 Princes Road and the A226 London Road/A206 St Clements Way junction.
- 8.8 Kent County Council will be seeking to work with the Highways Agency to find measures to avoid congestion occurring and implement measures to reduce the impact on the local road network, also to avoid congestion in Dartford and inhibit access to Darent Valley Hospital, if congestion occurs on the approaches to Dartford Tunnel.

Action E1 – KCC to work with the Highways Agency regarding:-

- *Rescinding toll charges during the Olympic period*
- *Introducing a revised criteria for removing toll charges on the northbound crossing, which is activated when the tailbacks cause congestion on the local road network in Dartford*
- *Amending the procedure, to enable the decision to rescind the tolls at the northbound crossing to be decided at a local level, rather than awaiting a Ministerial decision, which takes time and only leads to further congestion.*

Action E2 – KCC to investigate and agree with the Highways Agency to take over control of the traffic signals that control the entry slips to the J1b roundabout either permanently or when queuing from the Dartford Crossing affects the junction.

Action E3 – That to permit West to East traffic flows on local roads in Dartford when congestion occurs on the approach roads to Dartford Tunnels, KCC will investigate what measures can be taken to reduce the impact of queuing from the Dartford Crossing. In particular Yellow box markings instead of Keep Clear markings at Junction 1b A225 Princes Road will be installed.

Planned maintenance

- 8.9 Kent County Council Highways has a number of planned works that are regularly carried out on the Highway from grass cutting to gully emptying. These programmes will need to be amended to avoid the Olympic period. This should be considered at an early stage to ensure

that no works are planned that could affect the use of Ebbsfleet. Further work will be instigated to establish a sphere of influence where all planned works including those by Utilities will be subject to the following protocol:

- No planned works to take place along the whole length of Olympic critical designated streets. These dates include a short buffer period pre and post event. These designated streets will be on a filtered spreadsheet and include Unique Street Reference Number (USRN's) to be distributed to all work promoters.
- For immediate works, these will be classified into 2 distinct categories:
 - Low risk works that need to be carried out but can be deferred until outside peak Olympic traffic times.
 - High risk works that need to be carried out and therefore cannot be delayed. Where possible, to minimise impact on Olympic traffic, a short duration of works will be carried out to initiate a temporary fix. Work required to carry out a permanent repair will (where safe and practical) be deferred until outside of peak Olympic traffic times or once the event is over.
- Highways will take a flexible and reasonable approach to the coordination of permanent repairs that are planned post-event.
- All Immediate works on designated streets, will require a telephone call prior to works commencing. This will allow KCC to give agreement regarding the categories defined above and advice on permit conditions and Traffic Management for work locations.
- KCC can provide works information to Kent Police Command and their media response teams.
- A dedicated contact telephone number for Highways will be provided.
- Identified streets will be given a special event designation to ensure early notification of immediate activities as part of the gazetteer.

8.10 This protocol will apply to critical designated streets see appendix B and is intended to reduce interruption to the free flow of traffic due to road works. Any emergency work will also be subject to further strict conditions. The protocol will be tabled at the Kent HAUC (Highway Authority and Utility Committee) meetings and all promoters will be

expected to sign up to and abide by the conditions within it. The protocol will then be applied through the Kent Permit Scheme.

- 8.11 Medway Council will be adopting a similar approach for their authority within the New Roads and Street Works Act. They will be programming works in Medway working with utilities to ensure that the Torch Route is kept free of programmed works.

Action E4 – Agree the extent and length of time of critical designated streets and have them agreed at HAUC. Ensure that all KCC and Enterprise staff are aware of the restrictions on work scheduled for the agreed period.

Action E5 – Ensure that preparation for the Olympics is mainstreamed into all Highways Briefings and Communication channels.

Essential and emergency maintenance

- 8.12 The Traffic Management Act 2004 defines the extent of what can be considered 'emergency' road works. During the Games the coordination of the works will be a key issue. The KCC Highways Management Centre (HMC) will have a key role, not only in terms of Network Management capabilities but also regarding operational problems that could arise from emergencies. During the Games the HMC will require specific protocols to deal with emergencies impacting on Games traffic. This will include the deployment of the highways contractor, Enterprise, if required.

Reactive crews and emergency response

- 8.13 During the Games, issues may arise that require the deployment of established gangs to implement traffic management when incidents occur. To have a specific gang on standby would have significant cost implications. However, a reactive crew can be provided and will cost in the region of £28,000 for a fully equipped vehicle providing 24/7 cover during the full 2 weeks of the Games.
- 8.14 An alternative is to have a number of Enterprise gangs that will have vehicles fully stocked with temporary traffic management signage to cope with emergency situations. For the duration of the Games these gangs would be deployed on programmed works in the vicinity enabling them to respond quickly in the event of an incident.
- 8.15 Having the resource available at various locations on Kent's network would provide greater resilience at less cost. Also, when not required, the gangs would be carrying out necessary work which represents a far more cost effective resource utilisation. A single point resource is vulnerable to being adversely affected by an incident meaning that they

are unable to deploy quickly. The HMC will have an important role in the efficient and timely deployment of reactive gangs.

- 8.16 In order for this strategy to work effectively the Contractor will need to ensure a good stock of standard incident response type signage at key depots.

Action E6 – Highway Manager to work with the Contractor to consider the most effective utilisation of gangs in relation to emergency response.

Routing and signing

- 8.17 A range of traffic management arrangements are under consideration in order to ensure that Games traffic can be accommodated on the highway at peak times and to reduce conflict with local movements. Traffic heading to Ebbsfleet Station will be directed to use the Ebbsfleet A2 junction and connections to the local road network may be closed at Southfleet Road northern roundabout and the Thames Way. KCC will work with the Hub Manager to ensure that the views of local Highway Authorities are taken into account.
- 8.18 A local signing strategy for Ebbsfleet is to be agreed and funded by the ODA. The new Hub Manager will have to seek and agree approval for associated road works through the Kent Permitting Scheme.
- 8.19 Strategic signing will be co-ordinated with the HA and will be designed to mitigate the impact on the road network. The signing strategy will encourage use of the M20 from the M25 and Channel Ports for non-Games traffic. KCC controlled Variable Message Signs (VMS) will be used to encourage local traffic to avoid the M2/A2 and the area close to Ebbsfleet station.

See Action A1

Action E7 – KCC will liaise with the HA through the HMC to ensure that strategic messages are set on local VMS and HA strategic signs.

ITS and Traffic Management

- 8.20 The development of Urban Traffic Management and Control (UTMC) in Dartford and Gravesend has considered the use of Ebbsfleet in its design. The deployment of Closed Circuit Television (CCTV), VMS and Automatic Number Plate Recognition (ANPR) will provide the HMC operators with the necessary tools to enable warning and mitigation of issues as they occur
- 8.21 The traffic signals in the area will be assessed to ensure they are able to be used to manage the road network and assist with removing Games traffic if required.

8.22 Medway operates a similar UTMC system and will be working together with KCC and the HA to manage the road network.

Action E8 – The HMC will ensure that the traffic signals have alternative timing plans available to have the ability to assist with removing traffic if required.

The Highways Management Centre

8.23 During the Games the KCC Highways Management Centre can provide a network management function and enable responses to incidents as they occur. The centre will be open during the Games and will provide a direct linkage with the Command and Control Centre. The Command and Control Centre will be established by Kent Police at Medway Police Station

Action E9 –KCC will work with the Police control room in Medway to investigate the best method of working together.

Parking management

Official car parks

8.24 The Ebbsfleet car parks are managed and operated by NCP who are producing a parking plan for the station. The detailed report will be assessed to establish the impact on the management of traffic in the area and the implications for residents.

Action E10 – KCC will work with partners to establish the planned utilisation of existing car parks, including:

- Assessment of NCP Parking Plan to establish the implications*
- Exploring possible park and ride sites allowing access to HS1 services east of Ebbsfleet or connections to Ebbsfleet via Fastrack and local bus services.*
- Monitoring of the situation regarding unofficial car parks*
- Understand what each Borough / District is considering in terms of on-street parking management and enforcement and utilisation of existing car parks*

Public off-street parking

- 8.25 Plans relating to existing car parks for use during the Games are currently unknown. To understand the implications it will be necessary to engage with the Districts and Boroughs to understand their intentions and the likely impact on local traffic management. Currently Gravesham Borough Council is promoting the use of its town centre car parks for the Games. This will encourage traffic to travel through the area to reach the car parks before using Fastrack and local bus services to connect with Ebbsfleet and the Javelin service.

See Action E7

Unofficial off-street parking and other private enterprise

- 8.26 The development and use of unofficial parking venues and the private enterprise of individuals is difficult to estimate. There is limited information available and it is clear that close working with all of the Districts and Boroughs is required to monitor this situation. The police also have little influence on the establishment of car parks on private land.

See Action E7

On street parking

- 8.27 The issue of spectators using residential parking is a real concern, particularly for residents in the area around Ebbsfleet Station and those living on connecting public transport corridors. Parking controls and enforcement in the area are managed by the Borough and District Councils and close liaison will be required to understand how they will deal with these issues. There is a real risk that individuals may decide to risk a parking fine if they can access the premium service being offered by the Javelin service into London.
- 8.28 Kent and Medway as Local Transport Authorities will need to work with the relevant Boroughs and Districts to understand the risks and implications and respond accordingly. This will include identification of what enforcement can be taken when drivers park in dangerous places. The major of Kent residents will use public transport and this will place extra pressure on local stations and in particular the North Kent hourly Javelin service.

See Action E7

Sustainable travel choices

- 8.29 Transport emissions and local congestion are potentially the most significant environmental impacts of hosting an event the size of the

Olympics. Therefore, where it is practical and safe, London 2012 organisers and partners are seeking to ensure that events should be seen as public transport, walking and cycling destinations.

- 8.30 Sustainable travel choices and healthy lifestyles are also viewed as being very much part of the legacy impact of the Games.
- 8.31 It is important, therefore, that Kent and Medway seek to support and emulate these messages within their local authority areas and capitalise on the opportunities presented by the Games. Additionally the management of key transport hubs and interchanges e.g. Ebbsfleet and Ashford will be that much easier if people are provided with viable and attractive alternatives to accessing them by car. These messages need to be integral to the Kent and Medway Communications Strategy for the Games

Key considerations include:

- Encouraging public transport
- Promoting cycling and walking as the best way for local people to access High Speed rail services and Brands Hatch
- Maximising the use of shared transport, rather than individual vehicles e.g. Kentjourneyshare.com
- Utilising accessible vehicles where appropriate
- Utilising low-emission vehicles

Action E11 – ensure that sustainable transport messages are incorporated within the overall Kent and Medway Communications Strategy.

Action E12 – liaise with Liftshare.com (suppliers of Kentjourneyshare.com) concerning the possibility of establishing a car-sharing database specific to Olympic public transport hubs in Kent and Medway e.g. Ebbsfleet.

Travel Planning and reducing non-essential journeys

- 8.32 Transport for London and the Olympic Games organisers acknowledge that despite their best efforts to manage travel effectively, unconstrained demand will exceed capacity in some areas of London and further afield during the Games.
- TfL estimates that on an average day there are more than 23 million trips made in London
 - On the busiest day of the Games the ODA Transport Plan states that there will be up to 3 million additional trips and 800,000 travelling to the games

- 8.33 Travel Demand Management will therefore be vital to ensure the Games Family, spectators and workforce arrive at events in good time, and that London and the surrounding region continues to function. Kent's strategic road network and public transport capacity on routes in and out of the Capital will undoubtedly be affected, albeit to a lesser degree than within London itself.
- 8.34 Kent and Medway are committed to communicating a 'business as usual' message during the Games. The impact of the Games on roads and public transport, however, cannot be underestimated. The best way of promoting and ensuring 'business as usual' is to ensure that Kent and Medway residents and businesses recognise the likely impact of the Games and take action as early as possible to mitigate the impacts on their day to day activities. It will be for them to consider the impacts on their business and plan accordingly.
- 8.35 Key messages are:
- Reduce
 - Re-route
 - Re-time
 - Re-mode
- 8.36 Associated actions need to be concentrated in three areas:
- Travel Advice to Business
 - Traveller information services (including a Games Time Journey Planner)
 - Marketing and communications programme

Travel Advice to Business

- 8.37 The Games are likely to have an impact on four main areas relating to business activities. These include:
- 8.38 *Travel to and from work for staff:* Transport networks will be incredibly busy and congested, particularly at peak commuter and peak competition times. Staff may be delayed on certain days.
- 8.39 *Business travel:* Moving around some locations during the day, particularly in London, will be very difficult. Staff may be late for important meetings.
- 8.40 *Travel for customers or other visitors:* It may be much harder for customers and visitors to get to business premises at the usual times. Customer profiles may change – and businesses may be busier at different times with different customers

- 8.41 *Deliveries/collections and other suppliers:* Road restrictions across London and in some parts of Kent and Medway will affect deliveries/collections reaching some premises. It may not be possible to receive deliveries and collections at the usual times
- 8.42 TfL has set up a website providing a wealth of advice to business on preparing travel resilience strategies for the Games period.
This can be accessed at:
<http://www.london2012.com/get-involved/business-network/travel-advice-for-business/index.php>
- 8.43 Whilst the impact on those London based businesses within an 'affected area' will undoubtedly be greatest, the same principles apply to Kent and Medway businesses, particularly those which have London based offices or deal with customers or clients located in the capital.
- 8.44 To ensure organisations can minimise the impact of the Games on their activities, the website advises the following:
- Check if you are in an affected area
 - Use the tools for planning to help you work out how the Games could impact your business
 - Develop an action plan of simple changes you can make to help your business run smoothly during the Games
 - Test your action plan
- 8.45 TfL has developed an electronic template Action Plan that can be customised using the information and resources available on their website. Some possible actions include:
- Staggering the start and finish times of working days
 - Providing the facilities for staff to work from home
 - Stocking up on non-perishable materials well before the Games
 - Arranging earlier or later deliveries
 - Managing annual leave
 - Temporarily relocating employees or altering their working hours
 - Helping staff re-plan their travel
 - Using conference/video/web calls
 - Encouraging and enabling staff to cycle and walk.

Action E13 – Kent and Medway's respective 'Sustainable Transport Teams' will engage with Chambers of Commerce, existing business contacts and relevant local media to communicate a consistent message concerning 'business as usual', the likely impacts on business travel/logistics and available mitigation measures.

Traveller information services (including a Games time Journey Planner)

- 8.46 The issue of *Traveller information services* is addressed more fully within the section on *Public Transport Provision*
- 8.47 The ODA has developed a Spectator Journey Planner, using the same company that delivers TfL's and Traveline South East's online Journey Planning tool but with two key additions:
- (i) Greater levels of detail in respect of accessibility information e.g. there will be two levels with the Spectator Journey Planner - "step free and assistance required" and "assistance required (but can have steps)". This will reflect the GNAT (Games Network of Accessible Transport).
 - (ii) Intelligent demand management i.e. the Spectator Journey Planner will propose a route that takes account of passenger demand and recommends the use of alternative stations and access points, recognising the likely pressure on key transport hubs at peak times.
- 8.48 For travel beyond TfL's area, the Spectator Journey Planner utilises details of Olympic shuttle buses and rail services along Traveline data, for which KCC controls the data input and processing. It will therefore be possible to ensure that any alteration to public transport provision within Kent and Medway is accommodated in the Spectator Journey Planning searches.

See action D2

Athletes and teams

- 8.49 Transporting Olympic teams to and from the Games venues is the responsibility of the London Organising Committee of the Olympic and Paralympic Games (LOCOG) and is unlikely to have any significant bearing on this Transport Strategy. However, it further emphasises the strategic importance of keeping people and vehicles moving during the Games. For completeness, those responsible for traffic management will keep a watching brief on teams basing themselves in Kent during the Games and liaise with the ODA concerning any potential traffic management concerns.
- 8.50 At the time of writing, the following teams are known to have signed agreements to base themselves in Kent and Medway for pre-Games training camps:
- Australia – Tonbridge School (Athletics)

- Barbados – Gillingham (Paralympic team)
- Belarus – Tonbridge Judo centre
- Great Britain – Dartford Judo club
- Nepal - Canterbury
- Portugal – Medway Park/Gillingham (Trampolining)
- Senegal football squad– Gillingham Football Club (If qualified)
- Senegal other sports – Medway Park
- Slovenia – Maidstone (Gymnastics)
- Ukraine – Tonbridge Judo centre

Action E14 – Ensure that those responsible for Traffic Management during the Games are appraised of the location and competition times for the various Kent and Medway based teams and that communication channels are established to respond to any Traffic Management and transportation issues that may adversely affect competitor travel.

9 Communications Strategy

- 9.1 The use of Ebbsfleet International Station will have a number of potential impacts on the road network as previously identified. Some of these can be predicted and planned for, others cannot. The way in which information is communicated will play a key role in mitigating any negative travel and transport impacts through empowering informed travel choices and ensuring effective and timely dissemination of issues and incidents as they arise.
- 9.2 In formulating an effective Communications Strategy, a number of aspects need to be considered:
- What are the key messages that KCC wishes to convey for the event?
 - How and when will travellers and customers receive these messages?
 - What are the critical paths and key milestones for communicating messages?
 - How will these messages be disseminated?
- 9.3 In addition to the Olympic Games themselves, there are also two related Olympic events in Kent
- The Torch Relay
 - Paralympic road cycling event at Brands Hatch

Key Messages

Parking at Ebbsfleet

- 9.4 The use of Ebbsfleet station by those travelling to the Games may result in parking problems as there will be far greater seat availability on the Javelin trains than the number of car parking spaces at the station. The impact of an excess of demand over capacity could be significant for the local road network and therefore the promotion of alternative methods of travel to Ebbsfleet will be important.

Key messages will include:

- Promoting and encouraging public transport connections
- Promoting and encouraging car-sharing
- Promoting and encouraging sustainable travel choices e.g. walking and cycling
- Providing alternative car parking arrangements if Ebbsfleet is full

Plan ahead

9.5 It will be important to encourage forward planning for both Games visitors and others seeking to make use of the transport network impacted by the Games. Many of the services, including parking at Ebbsfleet, will require pre-booking and the 'turn-up-and-hope' approach should be discouraged. There are a wealth of journey planning tools and information available and these need to be properly signposted.

9.6 Key messages will include:

- Plan your journey
- Expect some queuing and delays at Ebbsfleet
- Try to avoid peak travel times if possible
- How to return home in the late evening

Alternative Travel Options to the Games

9.7 Whilst Ebbsfleet will play a vital role as a transport hub for Kent and the wider region there are alternatives available. For example, Ashford, Faversham and Sittingbourne will be served by High Speed rail services and Mainline rail services to Charing Cross, Cannon Street, London Bridge and Victoria may be a better option for venues outside of the main Olympic Park. Spreading demand across the network will help to reduce congestion at Ebbsfleet.

9.8 Key messages will include:

- Plan your journey and explore options
- Consider the implications for your return journey

'Business as Usual'

9.9 Kent and Medway are keen to promote a 'business as usual' message for the Games. It is important that Kent and Medway capitalise on the economic potential of the Games but at the same time ensure that the wider economy and infrastructure continues to operate effectively. In promoting the 'business as usual' message a balance has to be struck between a bold commitment to 'keep Kent moving' and acknowledging that there will be an impact that can be mitigated by effective forward planning. Points 8.29 to 8.47 above should be noted.

9.10 Key messages will include:

- Kent and Medway are 'open for business' during the Games
- Raising awareness that the Games may impact on logistics and transport and that some of these impacts can be managed effectively through careful forward planning
- Raising awareness of travel and business planning resources

Information Mediums

- 9.11 The provision of information will take a number of forms and will be targeted to both internal and external customers. Internal KCC staff will need to be aware of the use of Ebbsfleet to ensure the impact of their own works is controlled. This will be achieved by issuing bulletins and the use of the corporate intranet (iWay) and the Kent Traffic and Travel website.
- 9.12 External customers will be able to access the kent.gov.uk and Kent Traffic and Travel websites. Use will also be made of other available communication channels and work on this will be led by the KCC Corporate Communications team.
- 9.13 Any information campaign would need to complement messages being put out by other stakeholders in the project, in particular the train operating companies and bus operators. This is important to ensure that the message is consistent and that the authority achieves value for money in any communications activity.

Early Warning and General Information

- 9.14 The communications campaign will be the main method of delivering the information related to mitigating the effect on the road network around Ebbsfleet. A plan for utilising the KCC and HA VMS will be developed in conjunction with the Regional Control Centre. The plan will set out which signs and what messages will be displayed in partnership during the event.

Operational Messages

- 9.15 During the event, the HMC will take operational decisions on the deployment of traffic management resources and information to be displayed on VMS. The usual mediums of email, Twitter and telephone will also be used to manage the road network.

- 10.16 Suggested promotional aids include:

- Around Kent (Spring edition)
- Clusterweb (KCC Education Intranet) accessed by schools
- Development of a specific micro website to act as 'signpost' to all travel options
- KCC website
- Medway Council web site
- Kent 2012 web site
- Kent Life
- Kent Traffic and Travel website
- Posters on trains
- Radio campaign

- Twitter – Olympic specific
- Visit Kent Website
- VMS

9.17 To implement a comprehensive and phased campaign, significant resources would be required and an early indication of costs is £50,000

Action F1 – *Establish the media channels that could be used.*

Action F2 – *Create a specific working group to develop the campaign in partnership with stakeholders and KCC Corporate Communications.*

Action F3 – *Work with stakeholders to ensure consistency and avoid duplicity in communicating messages to ensure value for money.*

Phasing

9.18 Initial approaches for a phased communication campaign are:

- **Stage 1 – Pre build up (12 months)**
- **Stage 2 – Early build up (6 months)**
- **Stage 3 – Final build up (1 month)**
- **Stage 4 – Olympic Games, Torch Relay & Paralympic Cycling Event**
- **Stage 5 - Legacy**

Olympic Torch Relay & Paralympic Cycling Event

9.19 KCC are monitoring plans and proposals for these events and expects to engage with key stakeholders at a later stage.

Action F4 – *Details of associated Olympic events will be monitored and fed back to the Highways working group.*

10 Contingency and emergency planning

- 10.1 It is important that the transport strategy looks at the possible risk elements and sets down mitigation measures to deal with these.
- 10.2 The formation of well trained and supported teams that have clear leadership and ownership of their areas of responsibility will do much to mitigate the possible impact of these risks even if we cannot eliminate the risks completely.
- 10.3 Key risk elements identified include:
- The data on visitor numbers travelling through Kent is an overestimate and resources are under-utilised
 - The data underestimates visitor numbers and the resulting increase in congestion on the transport network
 - Security and emergency situations are complex or lengthy and cause long delays and cancellations
 - Travel information provided for visitors is incorrect or out -of-date causing traffic delays
 - Natural disaster such as volcanic ash clouds or transport problems in London pushes more Games traffic on the rail, road and ferry networks in Kent resulting in over demand and congestion
 - Planned alternative parking locations are not in place because of lack of funding or delay in committing to them
 - Slow responses to delays on the road and rail network caused by lack of resources, lack of training, lack of experience or human error
 - The transport plan is not communicated widely and is therefore not used by partners and stakeholders
 - The transport plan is not extensive enough to be able to identify and set out appropriate mitigation measures of the traffic impacts on the network
 - Stakeholders do not adopt the transport plan and responses are disjointed
 - Decisions on security for Heads of State and VIPs override the plan and congestion is caused
 - Unforeseen circumstances that operational teams are either unable or lack the resources to respond to

Existing contingency and emergency plans

- 10.4 During the Games, the safety and security operation will comprise of a series of locally commanded (within the Kent Resilience Forum 2012 Strategic Framework) nationally coordinated operations. The national coordination of the Games-time safety and security operation will take place under the leadership of the NOSC. The NOSC will work with a

number of partner agencies, including the Assistant Commissioner of Specialist Operations (ACSO) in the Metropolitan Police Service for terrorist-related issues and the LOCOG Main Operations Centre. The NOSC will be supported by a National Olympic Coordination Centre through which links will be maintained with Gold Commanders, ACSO, the National Coordination Centre for CT and, where appropriate, Strategic Coordination Centres.

- 10.5 The Cabinet Office Briefing Room (COBR) for the Olympic and Paralympic Games will provide a forum to share information and consider risks requiring high-level cross-departmental coordination, and will enable an accelerated decision-making process to drive down risk. Responsibility for the delivery of government services which relate to 2012 will rest with those departments and agencies delivering the services. During Games time the coordination of the responses to non-Games related incidents and events of national significance will also be dealt with through this model.
- 10.6 In the event of an emergency which threatens or causes serious damage to human welfare, the environment or security in the UK, the appropriate COBR variant, including a Situation Cell, will be stood up to coordinate the response. For example, in the event of flooding, a COBR meeting would be convened in the form of the Civil Contingencies Committee.
- 10.7 A clearly defined, identified and tested (C3) Command, Communication, Control and Co-ordination structure will be key to the appropriate, balanced and timely reactions to unexpected events. The traffic management and control of the Ebbsfleet area to minimise the level of congestion experienced by visitors will be one element that the C3 organisation will need to deal with.
- 10.8 Joint scenario training of all the stakeholders in this is a vital part of ensuring the confidence in the capabilities of the stakeholders to manage and react positively.
- 10.9 The C3 group must include the highest level political and officer support from each organisation since unexpected events, especially security related, will mean that a swift, co-ordinated response is required without delays caused by uncertainties around roles and responsibilities.

Gap analysis

- 10.10 The situation regarding existing plans needs to be considered and developed. The KRF Olympic Resilience Manager has developed a functional planning assumptions and gap analysis in keeping with the CCS Olympic Resilience project criteria will identify where further work is required and is an ongoing process.

Risk assessment and mitigation chart

10.11 The KRF Olympic Resilience Manager has developed a risk assessment and mitigation chart that Highways will contribute to. This chart will be assessed at the Highways working group to ensure that responses are coordinated and communicated.

Action G1 – *KCC will continue to liaise with the Contingency and Emergency Planning works led by the KRF Olympic Resilience Manager and input and disseminate information as required, including implications for Kent based public transport systems.*

Action G2 – *KCC will actively participate in the various planning exercises that take place in the lead up to the Olympics*

11 Olympic Torch Relay

Background to the event

- 11.1 Dover and Maidstone are two of 66 evening celebration locations across the UK confirmed by LOCOG.
- 11.2 The evening events will offer thousands of local people the opportunity to come together and get involved in celebrations and share in the Olympic spirit. They will be held on 18 July in Dover and 19 July in Maidstone.
- 11.3 The Olympic Flame will arrive in the UK from Greece on Friday 18 May 2012 and the 70 day Torch Relay will start at Land's End, Cornwall on the morning of 19 May 2012. On leaving Land's End, the Olympic Flame is expected to travel an estimated 8,000 miles across the UK, giving thousands of communities access to the Olympic Flame as it comes to their doorstep. The Olympic Flame will arrive at the Olympic Stadium on 27 July 2012 for the lighting of the cauldron at the Opening Ceremony, signifying the start of the London 2012 Olympic Games.

Traffic and Transport Implications

- 11.5 The hosting of the Torch Relay in Dover and Maidstone will undoubtedly create challenges for the highway and transport network. These will be entirely different in nature to the main Olympic Games and will be focussed on:
- Large numbers of people converging on Dover and Maidstone Town Centres within a very short time period
 - Local traffic management/road closures
 - Local diversions and rerouting of public transport
 - Health and safety
- 11.6 The respective District/Borough Councils are expected to lead on the development and promotion of these events and KCC will input and respond to detailed plans as they emerge.

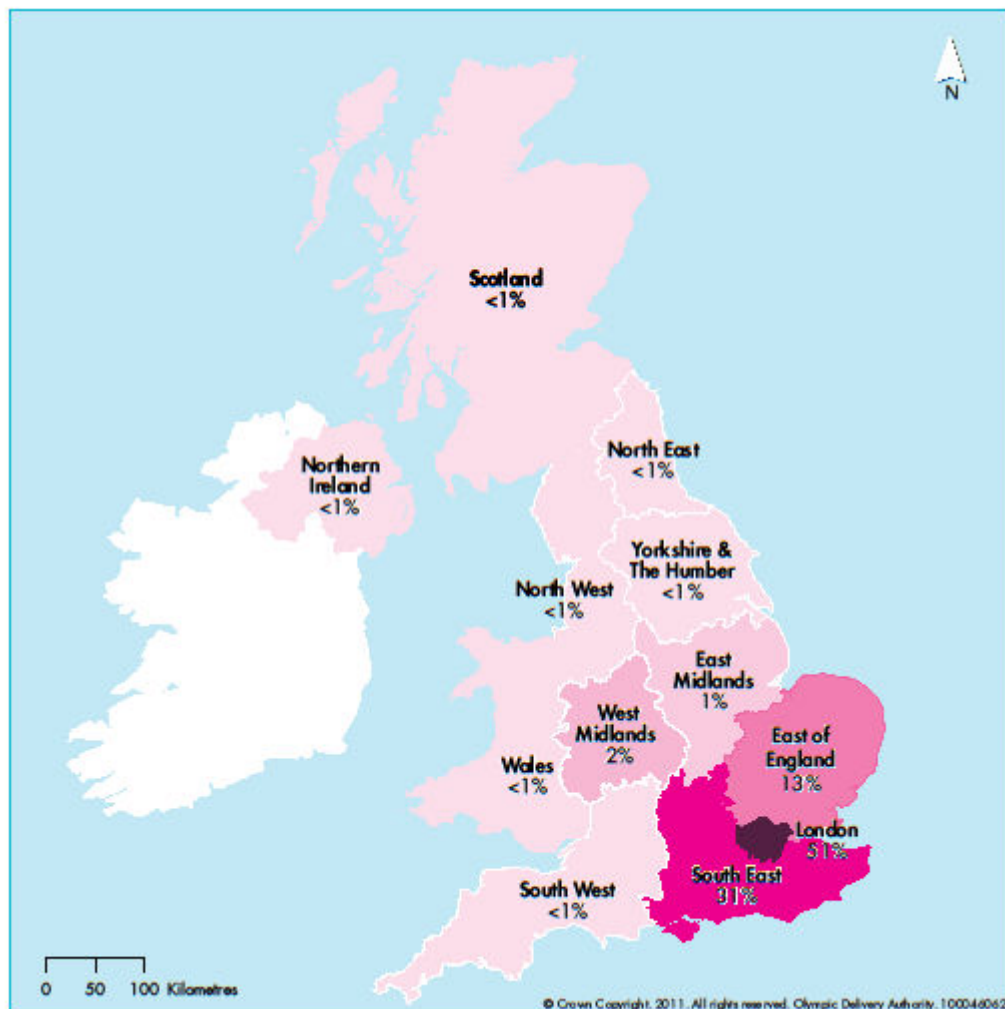
Action H1 –*KCC will work proactively and pragmatically with Dover, Maidstone and Kent Police in relation to detailed plans and proposals whilst ensuring that KCC's Network Management obligations under the Traffic Management Act are recognised and protected.*

12 Paralympic Games

Adapting Kent and Medway's Transport Strategy to support the Paralympic Games

- 12.1 The London 2012 Paralympic Games will be the fourteenth Paralympics and will take place between 29 August and 9 September 2012.
- 12.2 Visitor numbers will be lower than for the Olympics itself but undoubtedly there will be increased demand for services. Figure 2 shows that the majority of spectators travelling to the Games from outside of London are expected from the South-east.

Figure 2: Predicted distribution of where spectators will travel from on the day of the event (London Venues, Paralympic Games Day 3)*



* Taken from: Olympic Delivery Authority 'Transport Plan for the London 2012 Olympic and Paralympic Games Second Edition', June 2011

- 12.3 The Javelin Service will not operate during the Paralympics but there will be some enhancement to rail services, including longer trains at peak times and some additional peak and off peak services. The full details are not yet available.
- 12.4 There are not expected to be significant traffic management implications for Ebbsfleet in relation to the Paralympics but the Highways Working Group will continue to plan for the impact of this event and respond appropriately.

Brands Hatch

- 12.5 Brands Hatch (West Kingsdown) is to play a key part in the Paralympic Games hosting the road cycling events. The Kent circuit was chosen as the road cycling venue after extensive consultation to find a route providing an outstanding experience for both athletes and spectators.
- 12.6 Again, at this stage details of the event are being worked up and KCC will continue to monitor plans and proposals and respond appropriately.

Action I1 –*KCC to liaise closely with transport operators and stakeholders involved with the planning of the Paralympic Games and the road cycling event at Brands Hatch.*

Appendix A – Action Plans

(A) The role of Ebbsfleet as an official transportation hub

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
A1		<p><i>KCC to identify and engage with the Ebbsfleet Hub Manager at the earliest opportunity to ensure a clear understanding of plans and proposals for the site's operation, including:</i></p> <ul style="list-style-type: none"> - <i>The modelling that supports the ODA prediction that parking at Ebbsfleet will be under subscribed.</i> - <i>Local signings and diversions</i> - <i>NCP parking plan</i> 	KCC Highways Event coordinators	July - 2011	Games	<p>21/01/12</p> <ul style="list-style-type: none"> - The updated data is being chased and the ODA are still not releasing the data. - Hub Manager still not appointed and this will delay any detailed planning. - Traffic Management Plan from ODA poor and not detailed enough - ODA being chased 	

(B) Ports, harbours, interchanges and services

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
B1		<i>Ensure close liaison and communication with the ports and cross-channel/international airline/ferry operators concerning projected passenger numbers and specific interventions.</i>	KCC Traffic Manager	July - 2011	Games	21/01/12 Monitoring information from Operation Stack meeting	
B2		<i>Liaise with Southeastern, Eurostar and Meteor (car park operator), concerning the possibility of dedicated Olympic parking bays and tariff for Ashford.</i>	KCC Traffic Manager	July 2011	Games	21/01/12 Working with Ashford to assess implications for parking in Ashford.	

(C) Tourism and other key visitor destinations in Kent

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
C1	F4	<i>Ensure close liaison and communication with the tourism team so that the scale of planned events is known and monitored. Incorporate key venues and known events within a Games event log.</i>	KCC Traffic Manager	July - 2011	Games	21/01/12 Traffic Manager to maintain dialogue with the KCC Tourism Team and key stakeholders. Ensure that information is being captured in a format available to all agencies to use.	

(D) Public Transport provision

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
D1		<i>Liaise with the ODA and consultants concerning strategic travel demand modelling information and its uses in informing the Kent Olympic Transport Strategy. Ensure that the ODA reflect the increased numbers of visitors in the modelling.</i>	KCC Traffic Manager	June 2011	May 2012	21/01/12 Strategic modelling received from ODA. Specific concerns related to M25/A2 have been noted, but the modelling indicates that the network will cope if the background demand is suppressed.	
D2		<i>Ensure that the Spectator Journey Planner is incorporated within the wider Kent Olympic Communications Strategy and that locally led public transport interventions are made available within the Traveline searchable database.</i>	KCC - Corporate Comms KCC - Transport Integration	June 2011	Ongoing	21/01/12 Media plan circulated and transport timeline being added to the plan for planning releases..	
D3		<i>KCC to lobby Southeastern and the ODA for improved HS1 services beyond Ebbsfleet in the late evening peak in the interests of encouraging alternative access to HS1 services and to reduce</i>	KCC Public Transport Team Leader(s)	June 2011	Sept 2011	21/01/12 Email received and improvements and extension to the services has been confirmed.	

		<i>parking and Traffic Management pressures at and around Ebbsfleet International.</i>					
D4	D7	<i>Investigate the feasibility and value for money of improving pedestrian links between Ebbsfleet and Northfleet Stations and if necessary, explore opportunities to manage demand and travel behaviours through the wider Communications Strategy.</i>	Head of Highway Transportation	June 2011	July 2012	21/01/12 This requires a decision in the near future in order to ensure works can be scheduled in advance of the Olympics. At present, the view is that some simple improvements to signing and any identified 'safety critical' improvements would be sufficient. KCC would work with Southeastern to discourage this link and promote alternatives e.g. Fastrack to/from Greenhithe. However, it is unlikely to be possible to close Northfleet Station altogether during the Games and therefore it is necessary to ensure that the pedestrian route is safe, adequately lit and well signed. It was suggested that the signing	

						should point people away from residential streets.	
D5		<i>Work up outline costs for enhanced Fastrack service provision during the Games and negotiate funding options with the ODA.</i>	Fastrack Manager	June 2011	July 2011	21/01/12 Costs have been confirmed and approval given for the commitment to extend services into the evening	
D6		<i>Liaise with Bluewater concerning the possibility of park and ride provision linked to Fastrack services during the Games.</i>	KCC Traffic Manager	June 2011	May 2012	21/01/12 At present Bluewater management are not planning to 'overtly' promote their land as a park and ride facility but do see opportunities to capitalise on visitors to the Games. There may be a willingness to become more 'officially' involved if use could be made of the logo etc.	
D7	D4	<i>Liaise with Southeastern concerning 'on-train' messaging and other relevant communication channels in relation to influencing connections between Ebbsfleet and North Kent Mainline services</i>	KCC Public Transport Team Leader(s) KCC - Corporate	Feb 2012	Games	See action D4 above.	

			Comms				
D8		<i>Maintain liaison with Kent Thameside Districts, Medway and other relevant agencies concerning the potential for river based services and respond appropriately.</i>	RBS	June 2011	Games	21/01/12 Contact has been made with the river services and currently river based services will only produce limited spectator demand based upon the current information.	

(E) Traffic Management strategy

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
E1		<i>KCC to work with the HA:- On rescinding toll charges during the games. Investigate the criteria for removing toll charges. Amending the procedure when the criteria is met that a decision can be taken at a local level to speed up decision making</i>	Traffic Manager	Jan 2012	June 2012	21/01/12 The HA will be contacted to work with them on this issue.	
E2		<i>KCC to investigate with the HS taking over control of the entry traffic signals for junction 1b M25</i>	Traffic Manager	Jan 2012	June 2012	21/01/12 KCC will work with the HA to investigate and agree if the signals can be controlled. Dartford Council will be kept informed on the progress.	
E3		<i>KCC to investigate what measures can be taken to reduce congestion for local traffic travelling east to west across J1b M25.</i>	Traffic Manager	Jan 2012	June 2012	21/01/12 Initial proposals are underway to investigate what can be done for Junction 1b. Dartford will be kept up to date and a report presented to the JTB	

E4		<i>Agree the extent and length of time of critical designated streets and have them agreed at HAUC. Ensure that all KCC and Enterprise staff are aware of the restrictions on work scheduled for the agreed period.</i>	KCC Traffic Manager KCC Road works and Enforcement Manager KCC Head of Programmed Work KCC Head of Highway Operations	July 2011	Oct 2011	21/01/12 This is scheduled to be discussed at the October HAUC. No major issues are anticipated. The process has worked well in relation to the Open Golf in Sandwich and any learning points will be taken on board. It has been highlighted that the HA and their contractors must be brought on board at an early stage to ensure the robustness of plans and proposals.	
E5		<i>Ensure that preparation for the Olympics is mainstreamed into all Highways Briefings and Communication channels.</i>	KCC Traffic Manager	Jan 2012	Games	21/01/12 This will be actioned once plans are finalised at the October HAUC. Update given within KCC highways. Information will be continued to be provided	
E6		<i>Highway Manager to work with the Contractor to consider the most effective utilisation of</i>	KCC Traffic Manager KCC Road	Sept 2011	Mar 2012	21/01/12 It is proposed that one or more gangs (exact	

		<i>gangs in relation to emergency response.</i>	works and Enforcement Manager			requirement to be determined) will be placed on 'light duties' for the duration of the Games, thus ensuring value for money for KCC and enabling a rapid response to situations that may arise. This approach requires formalising with Enterprise and KCC Highway Managers but has been agreed in principle.	
E7		<i>KCC will liaise with the HA through the HMC to ensure that strategic messages are set on local VMS and HA strategic signs.</i>	KCC Traffic Manager	Jan 2012	Games	21/01/12 Meeting held and approach agreed for Para cycling routes and early warning of delays. KCC will work with HA messages to ensure that the message is the same.	
E8		<i>The HMC will ensure that the traffic signals are altered to have the ability to assist with removing traffic if required.</i>	KCC ITS Manager KCC HMC Manager	Sept 2011	Feb 2012	21/01/12 ITS team are looking at the relevant junctions and following the meeting with the HS mid Oct will work on the detail.	
E9		<i>KCC will work with the Police control room in Medway to</i>	KCC Traffic Manager	July 2011	Feb 2012	21/01/12 Regular liaison meetings	

		<i>investigate the best method of working together.</i>	Kent Police			are taking place. It has been agreed that there will need to be a highway presence in the multi agency control room. Consideration of the the correct resource needs to be considered.	
E10		<p><i>KCC will work with the District and Borough councils to establish planned utilisation of existing car parks, including:</i></p> <ul style="list-style-type: none"> <i>– Assessment of NCP Parking Plan to establish the implications</i> <i>– Exploring possible park and ride sites allowing access to HS1 services east of Ebbsfleet or connections to Ebbsfleet via Fastrack and local bus services.</i> <i>– Monitoring of the situation regarding unofficial car parks</i> 	KCC Parking Manager	July 2011	March 2012	<p>21/01/12 See action A1 above</p> <p>Two meetings have been held with Medway, District and Borough Parking Managers. They are assessing their parking controls to see if changes need to be made to the controls to deal with the games. Currently the groups view is that changes are not necessary, but this will be monitored.</p>	

		– <i>Understand what each Borough / District is considering in terms of on-street parking management and enforcement</i>					
E11	E9	<i>Ensure that sustainable transport messages are incorporated within the overall Kent and Medway Communications Strategy.</i>	KCC Sustainable Transport Team Leader KCC – Corporate Comms	Jan 2012	Games	21/01/12 KCC Sustainable Transport Team (Graham Tanner) to lead on this in conjunction with wider Communications work.	
E12	E8	<i>Liaise with Liftshare.com (suppliers of Kentjourneyshare.com) concerning the possibility of establishing a car-sharing database specific to Olympic public transport hubs in Kent and Medway e.g. Ebbsfleet.</i>	KCC Sustainable Transport Team Leader	July 2011	Sept - 2012	21/01/12 See Action E13 above. Liftshare.com have been approached regarding the possibility of establishing a Liftshare group for Ebbsfleet and Graham Tanner is awaiting a response.	
E13	E8	<i>Kent and Medway’s respective ‘Sustainable Transport Teams’ will engage with Chambers of Commerce, existing business contacts and relevant local media to communicate a</i>	KCC Sustainable Transport Team Leader KCC – Corporate	Sept 2011	Games	21/01/12 KCC Sustainable Transport Team (Graham Tanner) to lead on this in conjunction with wider Communications	

		<i>consistent message concerning 'business as usual', the likely impacts on business travel/logistics and available mitigation measures.</i>	Comms			work.	
E14		<i>Ensure that those responsible for Traffic Management during the Games are appraised of the location and competition times for the various Kent and Medway based teams and that communication channels are established to respond to any Traffic Management and transportation issues that may adversely affect competitors.</i>	KCC Traffic Manager	July 2011	Sept 2011	21/01/12 KCC Highways will liaise with the Sports and Olympics team to ensure that a comprehensive database is maintained and factored into traffic management and communications proposals.	

(F) Communications strategy

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
F1		<i>Establish the media channels that could be used.</i>	KCC - Corporate Comms	July 2011	March 2012	21/01/12 Draft plan has been circulated and timeline for messages is being added.	
F2		<i>Create a specific working group to develop the campaign in partnership with stakeholders and KCC Corporate Communications.</i>	KCC Traffic Manager KCC – Corporate Comms			21/01/12 See above F1	
F3		<i>Work with stakeholders to ensure consistency and avoid duplicity in communicating messages to ensure value for money.</i>	KCC – Corporate Comms			21/01/12 See Above F1	
F4	C1	<i>Details of associated Olympic events will be monitored and fed back to the Highways working group.</i>	KCC – Tourism Team KCC – Corporate Comms	July 2011	Games	See Action C1 above.	

(G) Contingency and emergency planning

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
G1	D12	<i>Highways will continue to liaise with the Contingency and Emergency Planning work led by the KCC Olympic Resilience Manager and input and disseminate information as required, including any implications for Kent based public transport systems</i>	KCC Traffic Manager KCC – Olympic Resilience Manager	July 2011	Games	21/01/12 Following approval of this strategy it will be shared with key stakeholders including ODA, Police and Emergency Planning so as to ensure that key issues are taken on board as part of established and developing Emergency Plans.	
G2		<i>KCC will actively participate in the various planning exercises that take place in the lead up to the Olympics.</i>	KCC Traffic Manager KCC – Olympic Resilience Manager	July 2011	Games	21/02/12 A number of exercises have already taken place at Stratford and with Kent Police	

(H) Olympic Torch Relay

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
H1		<i>KCC Highways will work proactively and pragmatically with Dover, Maidstone and Kent Police in relation to detailed plans and proposals whilst ensuring that KCC's Network Management obligations under the Traffic Management Act are recognised and protected.</i>	KCC Traffic Manager KCC Major Works Co-ordinators District Councils Kent Police	July 2011	July 2012	21/01/12 The event will involve torch bearers, an accompanying 'cavalcade' and 'spidering' where the torch diverts from the main route to visit local events. There is a consensus that the Torch Relay arguably presents a greater challenge to KCC than the Olympics themselves. Significant disruption is inevitable. Working group and workshop held with districts to develop TM plans for the torch	

(I) Paralympic Games

Ref.	Linked Ref.	Action	Lead	Start	End	Progress	RAG
I1		<i>KCC to liaise closely with transport operators and stakeholders involved with the planning of the Paralympic Games and the road cycling event at Brands Hatch.</i>	KCC Traffic Manager KCC Major Works Co-ordinators Kent Police	July 2011	Paralympic Games	21/01/12 Initial meeting held with Transport integration and as detailed information is known the operators will be contacted..	

Appendix B – Map of The Strategic Road Network that will have carriageway restrictions applied

Map to follow once the relevant streets have been agreed at Kent's HAUC and the final route for the Olympic Torch is published.

Appendix C

2 Key agencies and their responsibilities

- 2.1 There are two key organisations responsible for delivering the London 2012 Olympic and Paralympic Games. The Olympic Delivery Authority (ODA) and London Organising Committee of the Olympic and Paralympic Games (LOCOG)
- 2.2 The **ODA** is responsible for the infrastructure and access to the Games including developing a transport plan and strategy for visitors. The ODA has not developed any specific mitigation for the impact on Kent roads in their transport strategy. However, critically the ODA has now designated Ebbsfleet International as being significantly important which means that it will have overarching responsibility for the management and operation of this site during the Games with the appointment of a Hub Manager. The Olympic Route Network (ORN) does touch Kent, but should have minimal impact and will not be extended for the paralympic cycling event.
- 2.3 **LOCOG** is responsible for the transport for the staff, officials, volunteers, athletes and contractors. The Games are being delivered under the legislative Olympic Games and Paralympics Games Act.
- 2.4 The **Department for Transport (DfT)** is responsible for the security of UK transport systems and is the security regulator for transport operators, which play an important role in delivering security for their own operations. DfT also provides strategic oversight of the Olympic Transport Security Project, which is focused on the additional risk to the UK transport systems posed by the Games. DfT will also work with other agencies, such as LOCOG and the ODA, to ensure that any new arrangements for the Games meet the required transport security standards.
- 2.5 DfT also has a key role in ensuring the delivery of effective transport for the Games, and in working to achieve maximum alignment and synergy between security and transport objectives.
- 2.6 The **Highways Agency (HA)** is responsible for managing traffic movements on the strategic trunk road network which includes the A2 at Ebbsfleet, a vital transport artery for the Games.

National Olympic Security Co-ordinator (NOSC)

- 2.7 The police service is an official Delivery Coordination Partner (DCP). The DCP functions are overseen by the National Olympic Security Co-ordinator (NOSC) on behalf of the Service in England and Wales, supported by a joint Metropolitan Police Service/Association of Chief Police Officers Olympic and Paralympic Police Coordination Team.

- 2.8 The NOSC is the principal coordinating police officer (AC Chris Allison) for the delivery of the national safety and security operation, as set out in this Strategy and the overarching Safety and Security Concept of Operations. The NOSC is responsible for bringing all operational plans developed by partner agencies together to form a single National Olympic Safety and Security Plan. With assistance from the Police National Information and Coordination Centre, the NOSC will coordinate and prioritise Games-time requests for additional police resources.
- 2.9 All police forces, including those with a national remit, e.g. the Ministry of Defence Police, British Transport Police and those forces covering Games venues, are responsible for the protection of life and property, the prevention and detection of crime and maintaining the peace.
- 2.10 The **UK Border Agency (UKBA)** is responsible for ensuring border security and compliance with immigration legislation. UKBA will:
- Contribute to OSD's and LOCOG's development and implementation of the identity assurance project, by ensuring that a system for checking and accrediting all applicants, including Games Family Members and workforce, and securely admitting all Games Family Members to the UK is in place by 2012;
 - Facilitate passengers and goods across the border up to and during Games time; and
 - Work with LOCOG, the ODA and local employers to properly check workers for identity abuse and 'right to work', so that only those with lawful status access jobs.
- 2.11 **Local Authorities** will be responsible for:
- Managing demands that the Games put on them and other responders, e.g. issuing safety certificates and equivalent for public events relating to the Games;
 - Managing local areas and local needs to an appropriate standard to ensure that the core Games objectives are met in accordance with policing needs; and
 - Securing free flow of traffic on the local road network through the responsibility vested in local highway authorities under the Traffic Management Act 2004. (NB: strategic responsibility for trunk roads rests with the Highways Agency.)
- 2.12 **Kent Local Resilience Forum (KRFs)** are the principal mechanism for multi-agency cooperation in preparing to respond to and manage the consequences of emergencies. They are based on police force areas

and membership is drawn from representatives of the Category 1 and Category 2 responders as defined by the Civil Contingencies Act. The range of functions performed by KRFs includes support for the preparation of multi-agency plans and other protocols and doctrine, and coordination of multi-agency testing and exercising. As such, the LRFs have a key role to play in ensuring that validated local plans and associated capabilities are in place for the Games. During Games time, many LRF members will be represented on the multi-agency Gold Groups/Strategic Coordination Groups which will coordinate the response to challenges as they arise at a local level.

- 2.13 Police authorities, including **Kent Police**, have a statutory obligation (under section 6(1) of the Police Act 1996) to 'secure the maintenance of an efficient and effective police force for its area'. In the context of the Games, this includes legacy, community engagement and ensuring that the delivery of core policing is not compromised.
- 2.14 **Southeastern** is the Train Operating Company (TOC) responsible for the operation of the 'Javelin' service serving Stratford International (for the Olympic Park) from Ebbsfleet.
- 2.15 Clearly there are a large number of additional stakeholders, the services of whom are vital to the successful management of transportation access to the Games. Co-ordination and consultation with these stakeholders is vital and key areas for consideration are highlighted elsewhere within this document and in the Action Plans in **Appendix A**.
- 2.16 These additional stakeholders include:
 - Network Rail
 - Eurotunnel
 - Eurostar
 - First Direct ODA coach service
 - Arriva
 - Stagecoach
 - Other local bus operators?
 - District Councils
 - London Boroughs
 - Voluntary sector
 - Dover Harbour Board
 - Ramsgate Port
 - Medway Ports (Port of Sheerness and Chatham Docks)
 - Manston Airport
 - London Ashford Airport
 - Rochester Airport
 - Biggin Hill Airport
 - Caravan Club UK
 - The Camping and Caravanning Club

- Hotel chains
- Motorway Service Area Operators
- Taxi/Minibus companies
- National Express Coaches Ltd
- Local coach operators
- Car Park operators-Public and Private
- Park and Ride operators
- Kent Fire and Rescue
- NCP Ebbsfleet
- British Transport Police
- Kent Police
- First Capital Connect
- Southern
- Transport for London
- Visit Kent

Appendix D

3 Project management, liaison and consultation

- 3.1 The development of this Integrated Olympic Transport Plan is crucial to the proactive management of Ebbsfleet as a transport hub during Games time. It will also ensure that appropriate and timely measures are taken to mitigate any potential adverse impacts on Kent and Medway's transport network.
- 3.2 A KCC Highways led working group has been established to consider the issues and to ensure that the necessary work is carried out.
- 3.3 There are many stakeholders involved in the transport network in the county and consultation is key to obtaining support for the plan and the mitigation measures it identifies. The key stakeholders to be consulted with are:
- Kent Police
 - All Kent District and Borough Councils
 - Medway Council
 - Port of Dover
 - Bus operators
 - Train Operating Companies
 - Network Rail
 - Eurotunnel
 - British Transport Police
 - Airports
 - KCC
 - Visit Kent
 - Highways Agency
- 3.4 Representatives from these organisations constitute the Kent & Medway Olympic Transport Group.
- 3.5 The Highways Olympic working group will present the plan to the Kent & Medway Integrated Olympic Transport Group for specific decisions to ensure that all stakeholders support and agree the identified measures.
- 3.6 The Kent Resilience Forum (KRF) has also set up a number of subgroups and the Integrated Olympic Transport Plan will be presented at the Olympic Resilience group meeting for adoption and agreement.
- 3.7 The KRF is also involved in both the Olympic Torch Relay and the Paralympic cycling event to be held at Brands Hatch. The Highways working group will be involved in the detailed planning of both events to provide a strategic overview and also to ensure that this plan is updated in line with the changes to the events.

From: Bryan Sweetland, Cabinet Member – Environment, Highways & Waste
John Burr - Director of Highways & Transportation

To: Environment, Highways & Waste Cabinet Committee

Date: 11 May 2012

Subject: Current progress with the actions in the draft Freight Action Plan for Kent

Classification: Unrestricted

Summary:

This report sets out the progress with current actions from the draft Freight Action Plan for Kent, including the development of a Lorry Watch Scheme, the Government's recent Sat Nav summit, and the commissioning of a lorry journey planner to sit on the kent.gov.uk website.

Recommendation:

Members of the Cabinet Committee are asked to consider and endorse the progress with the actions in the draft Freight Action Plan for Kent.

1. Introduction

This report sets out to provide an update to Members on the current situation regarding the development of a Freight Action Plan for Kent. The Plan identifies the issues facing the County in relation to road freight, develops a series of objectives and outlines a number of key actions.

2. Financial Implications

The Kent Lorry Watch scheme identified in the plan is currently being developed (see section 4). This has implications for officer time and will form part of a business case for creating the role of a Freight Officer.

3. Bold Steps for Kent and Policy Framework

The action points in the draft Freight Action Plan for Kent contribute towards all three of the key priorities in Bold Steps for Kent.

1. To help the Kent economy grow

The plan recognises the importance of the economic growth of the county and seeks to:

- Work with the freight industry to seek ways of keeping goods for business moving efficiently whilst minimising the impact upon our communities
- Provide information to the haulage industry to help them plan their journeys

2. To put the citizen in control

The plan identifies the impact that the freight industry has on the community and seeks to involve and empower them by:

- Developing a community Lorry watch initiative
- Provide a method of recording problems as they occur
- Work with the community and freight industry in raising the awareness of decisions that individuals make when ordering goods

3. To tackle disadvantage

The plan identifies the problems faced by the community and sets out the objectives to:

- Improving air quality
- Reducing the instances of lorries becoming stuck
- Ensure lorries are kept away from residential areas

4. The Plan

The Freight Action Plan is a strategic plan that identifies the problems faced in Kent caused by the impact of road freight. The document focuses on road haulage because KCC, as the Highway Authority, has the greatest influence on this mode. Further, the majority of community concerns are around HGVs. The Plan identifies the following main issues:

- Operation Stack
- Overnight lorry parking
- Ensuring HGV traffic uses the strategic road network
- Addressing problems caused by lorry traffic in communities
- Using KCC's planning powers to reduce the impact of freight
- Encouraging sustainable freight distribution

Within each of the objectives a number of actions have been devised to contribute towards the mitigation of the impacts of road haulage in Kent. An update on some of these is given below.

Kent Lorry Watch

This is being developed as a community-led project whereby participants can record details of anti-social behaviour by lorry drivers, ranging from using unsuitable routes to contravening weight limits. The range of applications distinguishes the scheme from versions run elsewhere. Kent Police's Commercial Vehicle Unit has offered their assistance in tracing driver/operator details so that contact can be made to work with the operator to resolve any problems. The scheme has the potential to be a

successful means of gathering intelligence on the extent of lorry-related problems and generating solutions. It will be piloted in May/June.

Freight Gateway – lorry journey planner

This is an online routing tool that will sit on the kent.gov.uk website and take into account vehicle dimensions to produce accurate “last mile” routing, which is where many HGV problems occur. KCC’s data on Traffic Regulation Orders restricting lorries will be inputted and we will also be able to specify that roads with advisory “Unsuitable for HGVs” signage are weighted such that they are avoided in the routes generated. This accurate data will be passed on to Sat Nav companies, further improving HGV routing in Kent. A feedback module will allow online reporting of lorry-related issues, feeding into Kent Lorry Watch. Development work is now underway.

District refuse collection

As part of re-tendering for refuse collection contracts, KCC has agreed routes to be avoiding during peak hours in Canterbury, Ashford, Swale and Maidstone. Discussions are ongoing with other districts and it is intended to roll out this joint working to town and shopping centre management around their own delivery and servicing arrangements.

Sat Nav Summit

On 6 March 2012 KCC were represented at the Summit called by Norman Baker. We are committed to taking an active role in any developments as a result of the Summit and are currently awaiting feedback.

Commercial driver leaflets

Kent Police have offered KCC the opportunity to have some input into their regular Stammtisch meetings at Clacket Lane, Medway and Maidstone services. This is where the Police talk with lorry drivers, aiming to improve safety and tackle crime. One means of doing this is to update the leaflets currently produced by the Road Safety team, including information about the new pictorial “Unsuitable for HGVs” sign, responsible use of satnavs, and promoting the Freight Gateway.

Outcomes and Future actions

The Action Plan has assessed the current issues facing Kent and set out the strategic objectives. It has identified the current work being carried out and assessed the gaps where a more strategic approach can deliver real change and improvements for the community. A summary of the actions is listed below:

- Conduct a full review of the freight signing in the County
- Work to develop a routing database to assist haulage companies identify suitable routes in the County
- Develop a comprehensive lorry route guide using the new database
- Work with the FTA to promote the database with their members
- Work with the FTA to promote awareness of the impact of individuals choices when ordering goods

- Continue to use the existing tools available when tackling issues in the community
 - Use of the new pictorial “Unsuitable for HGV’s” sign
 - Assessing the need for restrictions and implementation where a safety critical issues exists
- Implement a Lorry Watch scheme
 - Use the data collected to work with the FTA to encourage route change with the businesses identified
 - Work with Kent Police when the issues continue
 - Assess what other measures may be necessary to resolve the issues
- Improve the link with businesses and the planning process with the Districts and Boroughs when commenting on planning applications

These actions are amongst the key challenges for the next year. Although this approach will result in real improvements in tackling the issues it will not resolve every issue that does occur. However, it does demonstrate how seriously KCC is taking the issue of road freight in the County.

5. Conclusions

The Freight Action Plan for Kent provides a framework for dealing with the problems generated by road freight in the county. It identifies the problems and sets out a series of objectives to tackle this important issue. Work is now underway on delivering the Plan.

6. Recommendations

Members are asked to consider and endorse the progress with the actions in the draft Freight Action Plan for Kent

7. Background Documents

A copy of the draft Freight Action Plan for Kent is attached along with a copy of the approved Equalities Impact Assessment.

Contact Information

Name: Andrew Westwood
Title: Traffic Manager
Tel No: 01622 222729
Email: andrew.westwood@kent.gov.uk

Name: Katie Pettitt
Title: Transport Planner
Tel No: 01622 223535
Email: katie.pettitt@kent.gov.uk

THE FREIGHT ACTION PLAN FOR KENT



KENT COUNTY COUNCIL
April 2012

THE FREIGHT ACTION PLAN FOR KENT

DRAFT

Adopted by County Council on X of Xxxxxx 2012



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Foreword

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Executive Summary

Kent County Council has developed this Freight Action Plan with the aim to effectively address concerns with the movement of freight both through and within Kent. The Plan sets out the vision to:

“Promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.”

The action points derived from the Plan will be tackled by Kent County Council, working with partner organisations and local communities to maximise their impact. The emphasis of the Plan is on road haulage and specifically Heavy Goods Vehicles. This is the dominant mode of transportation within Kent, has the greatest impact on the County’s residents, and affects the highway network itself.

The Plan has identified six key objectives that have generated a number of action points. These actions are subdivided into those currently underway and those planned for the future. The objectives are:

Objective 1: To find a long-term solution to Operation Stack.

Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.

Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.

Objective 4: To take steps to address problems caused by freight traffic to communities.

Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

Objective 6: To encourage sustainable freight distribution.

These objectives do not form an order of priority, rather they all need addressing simultaneously in order to achieve the vision.

The Freight Action Plan for Kent recognises the need for businesses to use the County’s highway network but seeks to mitigate the impacts of this on local communities.

1.0 Introduction

1.1 Freight is the term used to define the transportation of goods via road, rail, air or water. Freight is essential to the UK economy and an integral part of modern life. It can be transported over long distances, for example across or within countries, as well as via shorter distribution networks. This Plan will focus predominantly on road freight and specifically Heavy Goods Vehicles (HGVs).

1.2 The changing nature of the UK economy is reflected in the changing mix of freight vehicles. There are now fewer HGVs and a greater number of vans. Additionally, the proportion of freight carried by rail has significantly increased in recent years. Although this still only represents around 11% of the UK market, Network Rail expects demand to increase by 140% over the next 30 years¹.

1.3 Despite these national trends, Kent's role as a UK Gateway means that a high proportion of HGV traffic heading to and from Europe uses the county's road network. Consequently there are negative impacts on Kent's residents, visitors and the road network itself.



1.4 When freight is discussed images of industrial sites, businesses and shops spring to mind. However, logistics networks also serve households as people increasingly receive deliveries of online shopping; and public service vehicles require access to frontages, for example to collect refuse.

1.5 The County Council appreciates the need for freight to move on Kent's road network and the positive economic and social benefits that the industry brings both to the county and UK as a whole. However, the negative impacts are well recognised by Kent County Council (KCC) and industry bodies alike. It is these negative impacts that this Action Plan has been formulated to mitigate.

1.6 The Plan will describe the situation in Kent and identify actions that can be taken by KCC to mitigate the impact of freight on the county's road network and residents' quality of life. The emphasis of the Plan is on road haulage for two reasons. Firstly, it is the dominant means of transporting freight across and within Kent, and secondly, because KCC has responsibility for the roads in Kent (except the motorway and trunk roads).

1.7 The actions are assigned to six objectives. There is no order of priority for the objectives because they need addressing simultaneously in order to achieve KCC's vision.

¹ Network Rail, 2010a.

2.0 Roles and responsibilities

Kent County Council

- 2.1 KCC is the Highway Authority for the roads in Kent other than the motorway and trunk roads, ranging from County Primary Routes, such as the A229, to unclassified rural roads. The Council is responsible for maintaining the public highway and regulating development that affects it.
- 2.2 Under the Traffic Management Act 2004, all Local Transport Authorities in England have a duty to: “secure the expeditious movement of traffic on the authority’s road network,” including freight traffic.
- 2.3 Strategic plans for transport in Kent can be found in the third Local Transport Plan, Growth without Gridlock and the Rail Action Plan for Kent. All of these can be found on the KCC website at www.kent.gov.uk.

Highways Agency (HA)

- 2.4 The management and maintenance of motorways and trunk roads in England is the responsibility of the Highways Agency, which is an executive agency of the Department for Transport (DfT). As part of the network management duty, KCC work in partnership with the Highways Agency (HA) to prevent incidents on the strategic road network which have an adverse impact on local roads.
- 2.5 Kent roads managed by the HA include the M25, M26, M20, M2/A2, A21, A249 and A259.

Department for Transport

- 2.6 The DfT runs projects to encourage the transfer of freight from road to rail and water, both of which are comparatively sustainable and have a smaller impact on people’s lives. The DfT also sets regulations for the industry and researches freight transport, including their November 2011 national study into lorry parking².


3.0 Kent County Council’s vision

- 3.1 “To promote safe and sustainable freight distribution networks into, out of and within Kent, which support local and national economic prosperity and quality of life, whilst working to address any negative impacts on local communities and the environment both now and in the future.”

4.0 Road haulage in Kent

- 4.1 Road haulage is by far the dominant mode of freight transportation. There are three categories of road freight:
 - that passing through the county *en route* to another destination;
 - HGV/Large Goods Vehicle (LGV) freight with its final destination in Kent; and

² Department for Transport, 2012a.

- small goods vehicles delivering to residential or commercial properties.
- 4.2 The first category will primarily use Kent's motorways and "A" roads. The other two categories will use these roads for the majority of their journey but use the local road network to access their destination. Where the journey originates within Kent it is likely that the local road network is used during the first few miles too.
- 4.3 It is generally on the local road network that lorries may cause problems and disruption, for example in contravening weight restrictions, parking in areas other than designated spaces, and using inappropriate routes. Furthermore, KCC receives complaints from communities regarding environmental issues such as excessive noise and vibrations causing disturbance and damage. However, these impacts have to be balanced with the need for lorries to serve destinations like supermarkets and industrial estates.
- 4.4 One of the most publicised impacts on the county is Operation Stack. This occurs when disruption to cross-Channel services results in lorries being parked, or stacked, along sections of the M20, causing delays and longer journey times by diverting traffic onto local roads and adversely impacting on businesses in East Kent.
- 
- 4.5 Many of the county's roads were not built for HGVs. As a result, use by these vehicles can cause a range of issues for local communities, such as air and noise pollution, vibrations, and inappropriate lorry parking, as well as damage to the road network itself.
- 4.6 Cross-county routes often converge in town centres, for example the A20, A229 and A249 in Maidstone and the A28 and A257 in Canterbury. In these areas traffic tends to move slowly, with traffic lights and more people creating a stop-start flow, particularly in peak commuter hours. This type of flow produces more vehicle emissions. Due to their large engine size and use of diesel fuel, lorries produce a disproportionately large amount of particulate matter, nitrogen oxides and other pollutants and unfavourably affect air quality.
- 4.7 Kent has developed as a county with a series of medium-sized towns rather than a main urban centre. This creates a need for delivery journeys across the county, which can be problematic as many roads linking the towns are single carriageway. Consequently lorries can cause congestion.
- 4.8 In the longer term, KCC has the aim to enable a system of 'bifurcation' for port traffic. This would direct traffic heading to Dover's Eastern Docks on to the M2/A2 and that for the Western Docks and Channel Tunnel on to the M20/A20. This would minimise conflicts between international and regional

traffic, free up capacity on the M20, tackle air pollution and support regeneration in Dover³. A third Thames Crossing would facilitate this.

- 4.9 Kent has much more HGV traffic than neighbouring authorities due to its role as a UK Gateway, as will be discussed in more detail in section 6.0.

5.0 Other freight distribution networks

Rail freight

- 5.1 The transportation of freight by rail is still a relatively small share of the overall surface freight market at around 11%⁴. The use of this mode of distribution is more sustainable and can reduce pressure on the road network, with one freight train typically removing around 60 lorries and producing far fewer carbon emissions and air pollutants per tonne of freight than road haulage⁵. Growth in demand for rail freight is expected, with more retailers and other businesses looking to make their supply chain sustainable.

- 5.2 In Kent, the principal freight routes were designed with central London as the focus. One of the key constraints for the expansion of rail freight services in the county is the lack of connectivity to the West Coast Main Line with services having to operate through the congested inner London network as well as gauge restrictions preventing the use of larger freight trains⁶.



- 5.3 The Channel Tunnel Rail Line (High Speed 1 - HS1) has the ability to carry fast freight services. HS1 Limited is currently working with operators to deliver sustainable freight services⁷. This has the potential to take some lorries off the road and therefore KCC favours its utilisation.
- 5.4 In the future, High Speed 2 (HS2) may also present opportunities for the efficient transport of freight by rail over long distances, which could impact positively on Kent. This route will run from London to the West Midlands and then potentially further north in the future.
- 5.5 In November 2011, the DfT released some interim guidance on large-scale strategic rail freight interchanges, highlighting the benefits of encouraging modal shift from road to rail freight. Whilst the County Council recognises the benefits of national and international rail freight and supports its expansion, it does not support the location of a road-to-rail freight interchange within the county. However, an interchange closer to London and the M25 (therefore taking lorries off Kent's roads) is supported, including the Howbury Park facility in the Slade Green area of the London Borough of Bexley.

³ Kent County Council, 2011a.

⁴ Network Rail, 2010a

⁵ *Ibid.*

⁶ Network Rail, 2010b.

⁷ High Speed 1, 2011.

- 5.6 It is noted that KCC has little influence over the growth of the rail freight industry.

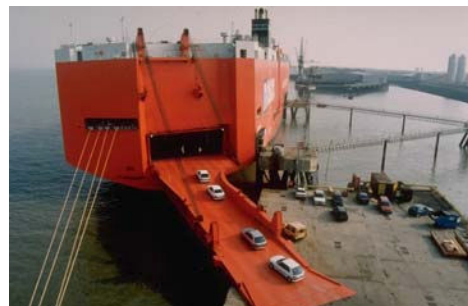
Air freight

- 5.7 Both Manston Airport and London Ashford Airport have modest freight operations. However, the majority of air freight in the UK uses the large London airports (Gatwick, Heathrow and Stansted) as well as airports near to the many distribution centres in the Midlands (Manchester Airport and Nottingham East Midlands). This is because a large amount of freight travels in the belly holds of passenger planes, long-haul services are concentrated around London, and freight aircraft use airports close to their markets. Consequently, it is unlikely that Kent will become a major centre for air freight.



Maritime freight

- 5.8 The transportation of goods by water has many advantages. Shipping produces significantly less carbon per tonne of freight and in addition noise pollution, vibration, congestion and accidents are either eliminated or greatly reduced. For businesses, the cost benefit from aggregation of individual shipments is greatest for sea freight and furthermore the positive environmental effects can be used to enhance company image⁸.
- 5.9 Kent's long coastline and proximity to the European market makes it well placed to handle maritime freight. Continental imports and exports make up the majority of business rather than short sea shipping to elsewhere in the UK. Additionally, there are few navigable inland waterways that can be utilised for inland freight movements.



6.0 Kent's international gateways

- 6.1 Kent is one of two key UK Gateways in the south of England. This is where Trans-European Networks for Road and Rail converge. As such, the county is a major entry and exit point for the movement of international freight. This is illustrated by the fact that 87% of powered goods vehicles travelling to mainland Europe did so via the Port of Dover and Channel Tunnel in 2011⁹.
- 6.2 Kent contains the following international gateways:

⁸ Freight by water, 2011.

⁹ Department for Transport, 2012b.

The Port of Dover

- 6.3 Over the past two decades, the number of lorries using the Port of Dover has more than doubled¹⁰. The ferry services are vulnerable to poor weather and industrial action that causes delays and ultimately lead to the implementation of Operation Stack. Furthermore, in December 2011 the Government approved the £400 million development of Terminal 2 at Dover, doubling the capacity of the port¹¹. Although this will not be built until market conditions are favourable, the potential future impact on freight traffic in the county is significant.
- 6.4 The Calais 2015 Port Project aims to double the size of the Port of Calais to keep up with developments at Dover. The project also includes a new logistics centre to cater for freight between the continent and UK¹². Completion is estimated at around 2016 and these capacity increases could increase the amount of HGV traffic entering the UK through Kent,

The Channel Tunnel

- 6.5 Like the Port of Dover, the Channel Tunnel also caters for lorries driven directly on to the train as well as containerised freight. Problems here, such as industrial action or a fire in the tunnel can also lead to Operation Stack being implemented.

The Port of Sheerness

- 6.6 Sheerness is a deepwater port and one of the UK's largest import points for fruit, timber, paper products and vehicles¹³. Peel Ports, who own the facility, have plans to develop it over the next 30 years, including a 40 hectare port expansion¹⁴. It handles both containerised and conventional cargo.



Kent's wharves

- 6.7 There are a number of wharves on the Kent coast, including at Northfleet, Whitstable and Ramsgate. Landings of marine dredged sand and gravel in Kent have consistently accounted for around 30% of all landings in the south east region (excluding London) between 1998 and 2008. Landings in Medway make up a further 25%. This is because Kent has wharves suitable for larger ships.
- 6.8 Imported materials include cement, pulverised fuel ash, slag, crushed rock and marine dredged aggregates.

¹⁰ Kent County Council, 2011a.

¹¹ Kent Online, 2011.

¹² Port of Calais, 2012.

¹³ Kent County Council, 2011a.

¹⁴ *Ibid.*

Manston Airport

- 6.9 Currently the Airport caters for around 32,000 tonnes of freight each year, consisting of mainly perishable products from Africa¹⁵. The owners of the airport have forecast that they will accommodate 400,000 tonnes of freight by 2033¹⁶. Onward transportation from the airport is by road.

Rail-linked aggregates terminals

- 6.10 There are four active railheads in Kent. Sevington (Ashford), Hothfield (Ashford) and Allington (Maidstone) imported 500,000 tonnes of aggregates between them in both 2007 and 2008¹⁷. The fourth railhead is at East Peckham (near Maidstone), which also imports aggregates.
- 6.11 The cost to transport bulk materials, such as aggregates, is high and so the majority of imports to these sites are destined for Kent and Medway and some to London, mainly for construction purposes.

7.0 Other freight generators

International gateways outside of Kent

- 7.1 Additionally there are international gateways in nearby and neighbouring authorities, including the Thamesport at Medway, London Gatwick Airport in West Sussex and London Heathrow Airport in West London. Medway also has a number of wharves importing aggregates. All of these are centres for freight and may use Kent's road network, particularly the M25/M26/M20/M2 routes.

Logistics operators

- 7.2 There is a significant amount of warehousing around Maidstone, Aylesford, Sittingbourne, Faversham, and Dartford. Many major distributors have regional distribution centres in these areas serving south London, Kent, Surrey and Sussex due to the good motorway connectivity.

Agricultural and horticultural businesses

- 7.3 Kent is often referred to as the "Garden of England" because of the fertile land, warm and dry climate, and history of food production in the county. £20 million of strawberries are grown in Kent each year¹⁸ as well as produce from extensive orchards and other farms including a growing wine industry and market gardening. All of these crops rely on transit by lorry to their respective markets and generally operate from farms where access is only by local rural roads.



¹⁵ Kent International Airport - Manston, 2009.

¹⁶ Kent County Council, 2011a.

¹⁷ Kent County Council, 2011b.

¹⁸ BBC Inside Out, 2003.

Planned construction

- 7.4 Proposed development will increase demand in the region for construction aggregates and generate more HGV movements. This includes the Thames Gateway region, which is made up of some of the east London Boroughs, the southern part of Essex, Medway, and Dartford, Gravesham, and parts of Swale in Kent. Additionally the proposed housing at the Ashford Growth Area will increase demand. The wharves in north Kent and Medway and the railheads in the Ashford area will be able to serve the development sites. London's Crossrail project is already having an affect as excavated material is transported by rail to Northfleet and then onward by water¹⁹.

8.0 Kent Freight Action Plan objectives

Objective 1: To find a long-term solution to Operation Stack.

The issues

- 8.1 When cross-Channel services from the Port of Dover or through the Channel Tunnel are disrupted, there is no additional capacity on either side to store the waiting vehicles. To combat this, sections of the M20 are used to "stack" lorries until normal service can resume at the ports.
- 8.2 Other traffic must be diverted from the M20 to the A20 and this causes congestion, delays and unreliable journey times as well as negative impacts on business activities in East Kent. Aside from its impact on the road network, Operation Stack requires manpower from Kent Police and the Highways Agency to manage and control queuing lorries.
- 8.3 Research by the Freight Transport Association (FTA) has shown that Operation Stack costs the UK economy £1 million per day and costs Kent Police £15,000 per day as well as taking up to 90 officers away from their usual place of work²⁰.
- 8.4 Although the disruption during these periods is intense, Operation Stack is a relatively rare occurrence with no simple solution.
- 8.5 As of April 2012, the HA will no longer use the Quick Moveable Barrier (QMB), which was a concrete barrier designed to allow contraflow running on the M20 (see picture). KCC had urged them to retain it.



Current actions

- 8.6 KCC has been working with Kent Police, the Highways Agency and district councils to find a long-term solution to Operation Stack and has a proposal for a lorry park adjacent to the M20 between junctions 10 and 11. This will take

¹⁹ Crossrail, 2012.

²⁰ Kent County Council, 2011a.

queuing lorries off the M20 carriageway and allow the motorway to function as normal, reducing the disruption and delay to Kent residents and businesses. A low cost design is being prepared which will aim to provide 2,700 spaces.

Future actions

- 8.7 KCC will continue to progress the Operation Stack lorry park design to a stage where it can be submitted for planning permission. Methods for funding and operation of this proposal will also be investigated.

Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.

The issues

- 8.8 There are currently nine official overnight lorry parking facilities in Kent:
- Medway Pavilion Motorway Service Area – A2;
 - Maidstone Motorway Service Area – M20;
 - Stop 24 Motorway Service Area – M20;
 - Ashford Truck Stop – A2070;
 - Nell's Café, Gravesend – A2;
 - Priority Freight, Dover – A2;
 - Oakdene Café, Wrotham – A20;
 - Venture Café, West Malling – A20; and
 - Somerfield Petrol Station, Mount Pleasant Roundabout, Minster – A299.
- 8.9 The November 2011 DfT study into national lorry parking supports anecdotal evidence and previous studies in finding that on-site lorry parking facilities (i.e. designated truckstops) in the county are unable to meet demand for spaces.
- 8.10 The DfT found severe off-site parking (i.e. not in truckstops) in Swale, Canterbury and Dover districts²¹. In Swale, 83 vehicles were found parked up, which was the highest number in the whole south east region and probably due to the fact that the area does not have a truckstop and nor does neighbouring Canterbury. Currently, Ashford and Gravesham are the only two districts in Kent that still have capacity at official sites.
- 8.11 Particular hotspots were found along the A249 Maidstone to Sheerness, M20 Ashford to Folkestone and A2 Dover to Faversham. A hotspot is defined as more than 25 vehicles parked within 5km of one another. It was also found that UK registered lorries are slightly more likely to park off-site than non-UK registered lorries.
- 8.12 Due to excess demand, poor signing from motorways and the cost of using truckstops, drivers are likely to use unsuitable parking areas, such as laybys or industrial estates²². It may also be that the facilities in Kent are not secure enough to make using them worthwhile as a rise in freight crimes has

²¹ AECOM, 2012.

²² *Ibid.*

increased demand for safe and secure lorry parking²³. There is a concentration of freight crimes in the London to Dover corridor.

- 8.13 Private sector investment in new lorry parking facilities is unlikely due to the high costs associated with construction as well as high overheads, and therefore low profit margins, associated with operating a stand-alone lorry park. Therefore a degree of support from the public sector is required.
- 8.14 The European LABEL project produced a method for grading lorry parking facilities based on security and services offered. Truckstop owners can use a self-assessment tool to rate their site and make this information available online on the International Road Transport Union's website for registered users²⁴. However, the data is incomplete for Kent.

Current actions

- 8.15 KCC is currently carrying out feasibility studies for truckstops at various locations along the M20/A20 and M2/A2 corridors and will look to work in partnership with the private sector to secure and promote these sites.



- 8.16 At the same time, KCC will work with Kent Police to manage the illegal parking of lorries in laybys and local estate roads.
- 8.17 KCC will continue to work with local councils and residents who report unsuitable and anti-social lorry parking. These matters will be investigated and if appropriate a ban on parking could be implemented. However, these will be considered in the context of the wider area so as to not simply move the problem on.
- 8.18 Kent's Vehicle Parking Standards include provision for lorry parking at developments where appropriate. These are now guidance only pending the final National Planning Policy Framework, which will enable local authorities to specify what facilities are required in their area.

Future actions

- 8.19 KCC will update the recommended lorry route maps for Kent. These maps will show recommended overnight parking, encouraging drivers to park appropriately. They will initially be distributed online and promoted through industry bodies. If there is a demand for printed copies these could be made available at service stations.
- 8.20 Specifically for England, the Highways Agency has produced a Truckstop Guide, including a section on the South East. This document is downloadable from the HA website by region as well as having an online interactive map. It identifies lorry parking sites, gives directions and lists the facilities available, such as cash machines, CCTV and security fencing; available at

²³ Freight Transport Association, 2011(a).

²⁴ International Road Transport Union, 2011.

www.highways.gov.uk/knowledge/25954.aspx. The County Council will promote this guide and through dialogue with the HA ensure that it remains current and complements our own lorry route maps.

- 8.21 Where there is an appetite to do so, KCC will facilitate the formation of Freight Quality Partnerships (FQPs). A FQP is a mechanism for open discussion amongst freight operators, freight generators and community representatives. The impetus would be on the freight industry to lead any FQPs with the support of others. They are best formed around a specific issue to ensure resources are focused and used effectively.
- 8.22 KCC will investigate using an online reporting service whereby freight related issues can be highlighted. This could be part of a freight journey planner (see objective 3) or Lorry Watch scheme (see objective 4). Issues would be investigated and the informant notified of any resulting action.

Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.

The issues

- 8.23 It is preferable for lorries to use the strategic road network because this is designed to withstand the pressure of heavier and wider vehicles, accommodate high traffic volumes, are generally segregated from housing, and facilities for lorry drivers are located with this network in mind. Therefore, the impact of freight on communities is minimised.
- 8.24 However, on occasion the movement of freight on the strategic road network does present a problem, most noticeably during the implementation of Operation Stack. At other times the volume of freight traffic influences road capacity, speed and therefore congestion.
- 8.25 An important influence over whether drivers stick to the strategic road network is the use of, and sometimes overreliance on, satellite navigation (sat nav) devices. Drivers sometimes pay more attention to the route advised by their device and consequently miss or ignore road signs. This is particularly the case where drivers are unfamiliar with the area, resulting in them using unsuitable roads or perhaps getting stuck or damaging buildings and street furniture. With pressures to deliver in the fastest time and with minimal fuel consumption, sat navs may be set to use the shortest distance but this is not always the most appropriate route.
- 8.26 Unfortunately, many of these devices are designed for cars and so do not consider the suitability of the route for a large vehicle and corresponding restrictions on the highway. Another contributing factor is the length of time it takes for data to get from local authorities to mapping companies resulting in out-of-date data and therefore incorrect routing. In other instances, drivers are not updating their maps when a new version is released.
- 8.27 Use of the local road network generally occurs during the first and last miles of a journey, when picking up or delivering goods. The County Council acknowledges that freight vehicles need to use this network and that this

supports the economic prosperity of Kent as well as the quality of life enjoyed by its residents.

Current actions

8.28 KCC is working to develop an online lorry journey planner. To do this, all the information held on weight, width and height restrictions, parking restrictions, loading times, and various other data will be uploaded into a routing database. This will form a web page linked from www.kent.gov.uk so drivers and hauliers will be able to input start and finish locations as well as the physical dimensions of their vehicle to generate a suitable route. This will also be promoted on our partners' websites.

8.29 KCC will continue to use positive signing to direct lorries onto the most suitable roads.

8.30 KCC was represented at the recent sat nav summit hosted by Local Transport Minister Norman Baker. The Council will continue to contribute to this debate, using Kent's experiences to find nationwide solutions to the issues caused by satellite navigation systems.



Future actions

8.31 KCC will lobby and try to work with satellite navigation manufacturers to update their mapping data so that lorry-appropriate routes can be generated. In addition, KCC will ensure that data is available to aid the development of accurate lorry satellite navigation systems.

8.32 Utilising the FQP model could help to develop routing solutions, particularly when working with a local haulage company. However, it is recognised that when vehicles originate from the continent it may not be possible to administer solutions through FQPs.

8.33 KCC will update the lorry route maps for the county from the previous version issued in 2001. These include large scale town centre maps because these are often the final destination for freight within the county. The maps are another means by which drivers can become informed about appropriate route choices to make whilst travelling through Kent.

8.34 To accompany the updated route maps, a review of HGV signing across the county will be conducted to ensure that it is clear and appropriate. For example, this could include the use of the new "no HGV" pictorial sign to enable all drivers, whatever their nationality, to understand the meaning.

8.35 The use of lorry-specific satellite navigation systems will be encouraged, for example when working with industry representatives and haulage companies, and in KCC's own road safety information (see 8.51).

Objective 4: To take steps to address problems caused by freight traffic to communities.

The issues

- 8.36 This objective is presented as distinct from objective 4 because of the range of issues other than routing that affect local communities. Further, in many cases lorries need to use the local road network so this objective will cover actions than can mitigate the impacts where rerouting is not possible.
- 8.37 One example of this situation is in Littlebourne, Canterbury District. The junction of Nargate Street with the A257 is particularly tight with residential properties fronting directly onto the carriageway. HGVs using the junction have damaged buildings and KCC has consequently used bollards to protect them. KCC is now working with the Parish Council to use the new pictorial sign advising HGVs not to use the road. However, it is recognised that there are a number of large agricultural businesses in the area that need to use the road. The needs of all users must be balanced in any decision and therefore a legally enforceable weight limit was not introduced.
- 8.38 Other projects KCC have been working on include the Sittingbourne and Rushenden Relief Roads, which have been designed to allow freight traffic to take a direct route to industrial parks therefore avoiding unsuitable residential areas. However, building new roads is highly unlikely to be an option in many cases.
- 8.39 On Kent's roads in 2010 there were 40 crashes involving goods vehicles (defined as anything from a car-based van upwards) that resulted in a killed or seriously injured (KSI) casualty, but only 4 casualties were goods vehicle KSI casualties²⁵. This suggests that when a goods vehicle is involved in a crash it is the occupants of other vehicles or pedestrians/cyclists who are most likely to be injured.
- 8.40 The majority of foreign goods vehicles over 7.5 tonnes maximum gross weight (mgw) use the motorway and trunk roads in Kent (managed by the Highways Agency), with the greatest number along the M20 corridor. It is no surprise, therefore, that 48% of HGV crashes (all severity) on the M20 involved a foreign HGV compared to 19% for Kent overall (42 out of 219 HGV crashes)²⁶. To some extent, this reinforces the view that it is local operators and last mile deliveries that use the local road network in Kent rather than foreign drivers who instead tend to be making long distance journeys on the strategic road network.

Current actions

- 8.41 There are a number of possible interventions the County Council can take to help minimise and prevent the negative effects of freight traffic.
- 8.42 Education and awareness can help people to become more accepting of HGV traffic as a necessary part of modern life. It can also influence people to make sustainable choices, such as getting parcels delivered to their local shop to

²⁵ Jacobs and Kent County Council, 2011a.

²⁶ *Ibid.*

avoid the need for redelivery if no one is at home. This can reduce freight traffic on the county's roads. The FTA is involved in educational work and the County Council will support and work with them in Kent. More information on sustainable distribution is in objective 6.

8.43 Positive signing can be used to direct large freight vehicles onto suitable roads and ensure that they keep on the strategic road network.

8.44 Weight restrictions take two forms – structural and environmental. Where a bridge, culvert or carriageway is structurally incapable of supporting vehicles above a certain weight a restriction can be implemented that applies to all vehicles. Alternatively, where large freight vehicles are using unsuitable roads, such as narrow residential lanes, an environmental weight restriction can be used. This would apply to vehicles over a certain weight except buses, cranes and emergency vehicles or where they need to load/unload or be garaged.

8.45 Width restrictions can be used in the same ways as weight restrictions. Similarly, height restrictions are used on structures such as bridges or in areas when buildings overhang the highway in order to prevent vehicles from causing damage.

8.46 KCC will continue to use such measures where appropriate. However, it is recognised that the effectiveness of these restrictions is largely dependent upon their enforcement, which is labour-intensive and done on a prioritisation basis by Kent Police.

8.47 KCC will continue to work with local councils and residents to investigate problems caused by the movement of freight through the county. In the current economic climate, critical safety schemes will be prioritised.



8.48 KCC is aware that public service vehicles also make up goods vehicle traffic on the road. Therefore, KCC has been working with some of the districts and boroughs currently in the procurement stage for their new waste collection contracts. This will result in more effective restrictions for waste collection along key routes, for example only collecting waste outside of peak hours. This assistance will be offered to other authorities in Kent in future.

8.49 The Council will support the District and Borough initiatives to improve air quality.

8.50 KCC recently worked with the National Farmers' Union (NFU) to explore ways to collaborate and produced an article that was distributed to NFU members and available on KCC's website. This was targeted around springtime and covered issues regularly reported to KCC, such as mud on the road and slow

moving vehicles. It also offered farmers in Kent a point of contact for any highways and other concerns that they may have. KCC will continue this partnership working.

- 8.51 Online leaflets are produced in a variety of languages and aimed at foreign drivers (HGV and tourist) to offer advice on how to drive on Kent/UK roads²⁷. Paper copies have been distributed at the Ports and Eurotunnel in conjunction with Port Police and Kent Police, and the website information is promoted through port and Eurotunnel ticket agencies. The County Council will continue to promote safer road use to HGV drivers with the aim to reduce the number of HGVs involved in road traffic collisions. This medium will also be used to promote key messages, such as using HGV specific sat navs and identifying the new pictorial signs indicating that a route is unsuitable for lorries. The website address is: <http://www.kentroadsafety.info/tourist-drivers.php>
- 8.52 KCC is currently investigating adapting the Lorry Watch scheme, which is usually based around a weight limit. Local volunteers record the details of vehicles contravening the weight limit and repeat offenders are contacted to ascertain why this is happening. Alternatively, the data collected could be used to plan an enforcement regime or be merged with possible work outlined in paragraph 8.52.

Future actions

- 8.53 Consistent with the localism agenda, KCC will explore working with local councils and communities to develop a methodology to show that a route is unsuitable for HGVs. This could be an extension to the Lorry Watch scheme or a standalone campaign where a sign is publicised amongst HGV drivers, for example at the ports, and then residents could display the sign on their property to inform drivers in the area.
- 8.54 As stated in objective 3, to combat the use of inappropriate routes KCC will seek to work with and lobby satellite navigation system manufacturers. The development and promotion of an online freight journey planner will also help to resolve these issues.
- 8.55 Working with freight generators, haulage companies and other interested parties either informally or by forming an FQP could help to resolve local issues. By working with the freight industry it is hoped that compromises will be reached that successfully balance the needs of industry with the needs of residents.
- 8.56 To expand on the approach outlined in 8.48, the County Council will seek to work with town centre and shopping centre management companies on their delivery and servicing arrangements, such as times and routes used, to minimise the impact of HGV traffic on the road network and communities.

²⁷ Kent County Council, 2012.

Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.

The issues

8.57 Involvement in forward planning and development management enables KCC to influence freight movements and, therefore, to reduce their impact on local communities where possible. KCC aims to ensure that this involvement is used fully and appropriately.

8.58 When housing, industrial or other development is proposed, KCC (as the Highway Authority for all except the motorways and trunk roads) is consulted as a statutory consultee. KCC can recommend that the district council (as the planning authority, for all except “County matters” applications) imposes conditions on planning consents and/or enters into legally binding agreements with developers. These conditions/agreements can be for the construction and/or the operational phases of the site. Such conditions can be made with the aim to minimise any impact on the physical road network as well as the surrounding properties.

8.59 New developments that are deemed to have a significant impact on the surrounding transport network are required to produce a Transport Assessment that examines the extent of any impact and identifies mitigation measures.



8.60 KCC is also involved, in partnership with the district councils, with the forward planning of development through the preparation of Local Development Frameworks/Local Plans and related local transport strategies.

8.61 KCC is the planning authority for minerals, waste and County Council development applications (“County matters”). In such cases, the consultation and recommendations described in 8.58 above are internal to KCC.

8.62 It is likely that many of the developments covered by 8.58 and 8.61 above will become attractors of HGVs. However, KCC also monitors applications for Goods Vehicle Operator Licences (GVOL), which are made to the Traffic Commissioner. These licenses relate to sites at which HGVs are based and from which they operate. Involvement in this licensing is separate from, but with some relationship to, development management.

Current actions

8.63 The Traffic Commissioner for the South Eastern and Metropolitan Traffic Area determines applications for Operators’ Licences (or O Licences). An O Licence is the “legal authority needed to operate goods vehicles in Great

Britain”²⁸. An edited version of the fortnightly “Applications and Decisions” document, retaining only items relevant to Kent, is assessed by KCC, as well as being shared with certain district partners. An O Licence determines if vehicles can be kept on the site.

8.64 The O Licence process grants KCC limited rights of objection, which can be made on two grounds. Firstly, based on the safety on the highway at the point of access to the site; and secondly, on environmental grounds, such as degradation of grass verges and excessive noise on approach roads for local residents. For objections on environmental grounds KCC tends to work with the relevant district or borough. All objections must be made within 21 days and must be copied to the applicants. KCC can work with applicants to negotiate a solution, if such is possible, and then withdraw the objection.

8.65 Distinct from O Licence applications, KCC also comments on planning applications for all developments proposed in Kent that will have an impact on the highway network. This enables KCC to influence, and even enter into, a legal agreement with the developer and/or recommend the imposition conditions on the consent.

8.66 During the construction phase of any development a legal agreement or condition can be used to secure a construction management plan that designates lorry routes that construction traffic is obliged to use. KCC can also ensure that pre and post-construction surveys are carried out to assess any damage done to the surrounding roads and have it rectified by the developers.



8.67 As far as is reasonably practicable, developments generating freight movements should be located where there is easy access to the strategic road network, having regard for the preferred freight routing. When planning applications are submitted, developments are assessed for all reasonable access, including deliveries and collections by HGVs. If access is inappropriate, then an objection may be made, a planning condition imposed or KCC may work with the developer to reach a mutually agreeable solution. This could include, for example, upgrading a junction to accommodate large vehicles.

8.68 Opportunities to locate commercial developments next to alternative forms of transport, such as rail, are supported. However, it is recognised that such developments are very rarely on a scale large enough to warrant the necessary new rail infrastructure. Further, due to cost and time reasons road haulage is often the most attractive option.

8.69 Linking back to O Licences, when sites are the subject of applications for permission for a change of use, planning conditions can be imposed. For

²⁸ Freight Transport Association, 2011(b).

example, the specific area of the site to be used for the parking and manoeuvring of HGVs can be identified and safeguarded, operational hours can be limited, and access and egress in only one direction can be specified.

Future actions

- 8.70 Exceptionally, developments have delivery and servicing plans (DSPs) restricting (by size, weight or frequency) freight traffic around the site once it is operational. However, these are not generally used because they rarely fit with the commercial purpose of the business(es). However, a DSP can help reduce congestion at peak hours and cut air pollution by reducing the number of delivery trips to a site or making them out-of-hours. KCC could consider the footprint of its own buildings in order to be exemplary of the successful implementation of a DSP.
- 8.71 Delivery times tend to be market-driven and vary between operators. Some commercial operations will use out-of-hours deliveries to avoid any impact on the customer shopping experience whereas others may depend on stock levels rather than time. In appropriate situations, KCC will investigate limiting sites to night-time deliveries in order to spread freight traffic throughout the day. However, this would only be where there would be no disturbance to surrounding residents or to the business itself. Transport for London (TfL) have produced a code of conduct for night time deliveries, highlighting ways to minimise noise and nuisance to surrounding sites²⁹. KCC will promote this code and explore possible trial sites across the county.
- 8.72 As discussed in 8.55, KCC will also investigate using a more informal approach by working with town or shopping centre management.

Objective 6: To encourage sustainable freight distribution.

The issues

- 8.73 The 2010 Interactive Media in Retail Group consumer survey found that 75% of customers had experienced complete or first time delivery failure³⁰. This suggests that there is great potential to reduce the proportion of freight on the county's roads that is there to carry out to redeliveries. Predominantly these are smaller vehicles, such as vans, but they still have an impact on Kent in terms of congestion, air quality and noise.

Current actions

- 8.74 There are already operational alternative delivery networks that can be accessed in Kent. Many high street and online retailers offer the facility whereby parcels can be sent to local corner shops so that the customer can collect the parcel at a convenient time. This prevents the need for redelivery and reduces the mileage that freight covers.
- 8.75 Other networks use electronic lockers placed at strategic locations, such as railway stations, leisure centres, supermarkets, and petrol stations. When purchasing from an online store the customer specifies the address of the locker company who then forward the parcel on to their chosen locker

²⁹ Transport for London, 2011.

³⁰ Hampshire County Council, 2006.

location. A code is sent through to the customer and they can collect their parcel, again reducing the need for redelivery.

- 8.76 Kent County Council supports the use of these alternative delivery networks and will promote their use.

Future actions

- 8.77 As explained in paragraph 8.42, KCC is has expressed an interest in working with the FTA in their educational work. This will form part of the Council's commitment to helping Kent's residents to make sustainable choices. For example, realising that when large items are ordered, such as white goods or furniture, this places another goods vehicle on the county's road network. Therefore education and awareness can help people to accept the necessity of freight traffic to maintain their current standard of living. KCC is also prepared to work with other organisations carrying out similar work.



- 8.78 Another means to reduce failed deliveries is to have parcels sent to places of work. Provided this would have a minimal impact on the business, companies should be encouraged to accept personal post for their staff members. The use of workplace deliveries will be investigated within the KCC with the potential to run a trial to assess its effectiveness.

9.0 The Freight Action Plan for Kent – Table of objectives and action points

- 9.1 The objectives discussed in this Plan have been collated into a table detailing their corresponding actions, targeted outcomes and identified risks.
- 9.2 The Action Plan will be monitored on an ongoing basis by the Traffic Manager.

Objective	Actions	Outcomes	Risks
<p>1. To find a long-term solution to Operation Stack.</p>	<p>1.1 To progress the Operation Stack Lorry Park proposals.</p>	<ul style="list-style-type: none"> ➤ Reduced disruption to the motorway and diversionary routes. ➤ A lessened economic impact on businesses in East Kent. 	<ul style="list-style-type: none"> ➤ Operation Stack Lorry Park does not receive planning permission. ➤ A source of funding is not secured.
<p>2. To take appropriate steps to tackle the problem of overnight lorry parking in Kent.</p>	<p>2.1 To continue assessing the feasibility of new truckstops and look to work with the private sector for delivery.</p> <p>2.2 To continue working in partnership with Kent Police to tackle illegal lorry parking.</p> <p>2.3 To continue to work with local councils and residents who report inappropriate lorry parking.</p> <p>2.4 To encourage the inclusion of lorry parking at development sites, where appropriate.</p> <p>2.5 To update the lorry route map for Kent and distribute it online and through partner organisations.</p> <p>2.6 To work with the Highways Agency to ensure their Truckstop Guide is current and to promote the use of the guide by lorry drivers.</p> <p>2.7 To work with partners to form a Freight Quality Partnership based around a specific issue where there is the appetite to do so.</p> <p>2.8 To investigate the development of an online</p>	<ul style="list-style-type: none"> ➤ Reduction in anti-social lorry parking. ➤ Better facilities for drivers. ➤ Better informed drivers. ➤ Engaged and empowered local communities. ➤ Positive partnership working with the freight industry. 	<ul style="list-style-type: none"> ➤ No feasible truckstop sites are found. ➤ Private sector partners cannot be found to construct and/or run new truckstops. ➤ Pressures on KCC and Kent Police funding restrict what action can be taken on illegal lorry parking. ➤ Preventing parking in one area transfers the problem to a new location. ➤ KCC's actions do not meet the public's expectations, e.g. due to funding constraints. ➤ The lorry route maps are not used. ➤ The Truckstop Guide is not

Objective	Actions	Outcomes	Risks
<p>3.</p> <p>To effectively manage the routing of HGV traffic to ensure such movements remain on the strategic road network for as much of their journey as possible.</p>	<p>reporting service where inappropriate lorry parking can be logged.</p> <p>3.1 To continue with the development of an online lorry route planner.</p> <p>3.2 To continue to use positive signing to direct lorries onto the most suitable roads.</p> <p>3.3 To continue to contribute to the debate around sat navs.</p> <p>3.4 To lobby and work with manufacturers of satellite navigation systems to improve HGV route generation.</p> <p>3.5 To work with partners to form a Freight Quality Partnership based around a specific issue where there is the appetite to do so.</p> <p>3.6 To update the lorry route map for Kent and distribute it online and through partner organisations (also action 2.5).</p> <p>3.7 To review HGV signing across the county.</p> <p>3.8 To encourage the use of lorry-specific satellite navigation systems.</p>	<p>Fewer reports of freight traffic using inappropriate routes.</p> <p>Better informed drivers.</p> <p>Greater journey time reliability.</p> <p>Improved sat nav route generation.</p> <p>Positive partnership working with the freight industry.</p>	<p>used.</p> <p>The online lorry route planner is not used by lorry drivers or haulage companies.</p> <p>Positive signing is ignored.</p> <p>Satellite navigation system manufacturers are unwilling to engage.</p> <p>The lorry route maps are not used.</p> <p>Funding constraints restrict what measures can be implemented.</p>
<p>4.</p> <p>To take proactive steps to address</p>	<p>4.1 To support the FTA's educational work around the necessity for freight as part of modern life and work with other organisations in this field.</p> <p>4.2 To use positive signing where needed to direct goods vehicles onto suitable roads (see also action 3.2).</p>	<p>Greater understanding of the necessity for freight amongst the general population.</p> <p>Fewer reports of freight traffic using inappropriate</p>	<p>Despite education, there is no behaviour change.</p> <p>Positive signing is ignored.</p> <p>Pressure on KCC funding restricts what action can be</p>

Objective	Actions	Outcomes	Risks
<p>problems caused by HGV traffic to communities.</p>	<p>4.3 To implement height, width and weight restrictions where there is a clear need.</p> <p>4.4 To continue to work with local councils and communities to investigate problems caused by the movement of freight (see also action 2.3).</p> <p>4.5 To continue working with boroughs and districts to ensure suitable waste collection times and routes are used and to roll this out to other Kent authorities.</p> <p>4.6 To support District and Borough air quality initiatives.</p> <p>4.7 To continue working in partnership to manage the highway network, such as the recent work with the NFU.</p> <p>4.8 To promote road safety amongst HGV drivers and update the leaflets to take account of new signs and promote lorry-specific sat navs.</p> <p>4.9 To investigate adapting the Lorry Watch scheme for Kent.</p> <p>4.10 To explore the use of localised campaigning and signing to advise HGV drivers of unsuitable roads, potentially as an extension to Lorry Watch.</p> <p>4.11 To lobby and work with manufacturers of satellite navigation systems to improve HGV route generation (see also action 3.4).</p> <p>4.12 To work with partners to form a Freight</p>	<p>routes.</p> <ul style="list-style-type: none"> ➤ Greater journey time reliability. ➤ Engaged and empowered local communities. ➤ Positive partnership working with the freight industry. ➤ Smaller proportion of accidents involving HGVs. ➤ Improved evidence base of lorry issues. ➤ Improved sat nav route generation. 	<p>taken and community expectations are not met.</p> <ul style="list-style-type: none"> ➤ Districts and Boroughs do not use KCC's input into refuse collection route restrictions. ➤ Districts and Boroughs whose contracts are not up for renewal cannot use alter their restricted routes. ➤ Foreign lorry drivers do not look at the leaflets. ➤ The leaflets are not available in enough languages. ➤ The adapted Lorry Watch scheme has poor adoption rates in Kent or has little impact. ➤ Signing may be ignored or unrecognised by drivers; or it could distract road users ➤ Sat nav map manufacturers are unwilling to engage. ➤ Businesses, town and shopping centre management are unwilling

Objective	Actions	Outcomes	Risks
	<p>Quality Partnership based around a specific issue where there is the appetite to do so (see also action 3.5).</p> <p>4.13 To seek to work with town and shopping centre management on their delivery and servicing arrangements to minimise lorries on the local road network during peak hours.</p>		<p>to engage.</p>
<p>5. To ensure the Council continues to make effective use of planning and development control powers to limit the impact of HGV traffic.</p>	<p>5.1 To continue to comment on Operator Licences and work with districts and boroughs in doing so.</p> <p>5.2 To recommend that necessary planning conditions are placed on development sites to minimise any lorry related impacts on the road network and local communities.</p> <p>5.3 As far as is reasonably practicable, to encourage the siting of developments that will generate freight movements where there is easy access to the strategic road network.</p> <p>5.4 To support the location of commercial developments next to alternative forms of transport, such as rail.</p> <p>5.5 To implement delivery and servicing plans for new developments in appropriate situations and explore their use for KCC itself.</p> <p>5.6 To promote the Transport for London code of practice for out-of-hours deliveries.</p> <p>5.7 To seek to work with town and shopping centre management on their delivery and servicing</p>	<ul style="list-style-type: none"> ➤ Appropriate use of the existing road network by lorries. ➤ Minimal lorry-related impacts on local residents from new development that generate freight movements. ➤ Developments generating freight located where the strategic road network is accessible. ➤ Fewer delivery and servicing activities using lorries in peak hours. 	<ul style="list-style-type: none"> ➤ Planning conditions may not be conducive to commercial success. ➤ Businesses, town and shopping centre management are unwilling to engage. ➤ Costs may be prohibitive to siting development close to alternative transport or the strategic road network. ➤ Delivery and servicing plans may affect commercial success and so businesses may be unwilling to adopt them. ➤ Out-of-hours delivery may cause more disturbance in residential areas where the TfL code is not adhered to.

Objective	Actions	Outcomes	Risks
<p>6. To encourage sustainable freight distribution.</p>	<p>arrangements to minimise lorries on the local road network during peak hours (see also action 4.13).</p> <p>6.1 To support and promote alternative delivery networks.</p> <p>6.2 To support the FTA's educational work around the necessity for freight as part of modern life and work with other organisations in this field (see also action 4.1).</p> <p>6.3 To investigate the use of workplace deliveries within KCC and conduct a trial to assess the effectiveness of this scheme.</p>	<ul style="list-style-type: none"> ➤ Increased use of alternative delivery networks. ➤ Greater understanding of the necessity for freight amongst the general population. ➤ Evidence to support the use of workplace deliveries. 	<ul style="list-style-type: none"> ➤ KCC accused of advertising or promoting a specific delivery company. ➤ Despite education, there is no behaviour change. ➤ KCC is unable to accept large amounts of personal post due to increased workload and security concerns.

10.0 Glossary

Department for Transport (DfT): The Government department with responsibility for transport strategy across England and some matters in Scotland, Wales and Northern Ireland that have not been devolved.

Freight: Goods or produce when being transported by road, rail, air, water or pipeline.

Freight Transport Association (FTA): A trade association representing the transport interests of companies transporting goods by road, rail, sea and air.

Freight Quality Partnership (FQP): A partnership between the freight industry, local government, local residents, local businesses and others with an interest in freight. They exist to promote understanding of freight issues and to develop solutions.

Heavy Goods Vehicle (HGV): A general term used to refer to lorries both articulated and rigid over 7.5 tonnes maximum gross weight. The term does not apply to buses, coaches or agricultural vehicles.

Highways Agency (HA): An executive agency of the Department for Transport responsible for motorway and trunk roads in England.

Highway Authority: An organisation responsible for the roads, including the maintenance thereof and regulation of development affecting the highway network.

High Speed 1 (HS1): The first high speed rail line, officially called the Channel Tunnel Rail Link, connecting London St Pancras with the Channel Tunnel and onwards to Brussels and Paris.

High Speed 2 (HS2): The second high speed rail line connecting London to the West Midlands and in the future to Leeds, Manchester and further north.

Kent County Council (KCC): Responsible for many local services throughout Kent. KCC is the Highway Authority for all roads in Kent except the motorway and trunk roads.

LABEL: A European project to develop a truck parking certification system. The full title is *Creating a Label for (Secured) Truck Parking Areas along the Trans-European Road Network and Defining a Certification Process. Including Online Information Facility.*

Large Goods Vehicle (LGV): An alternative term for *Heavy Goods Vehicle*.

Local road network: All roads excluded from the strategic road network and managed by the highway authority; in Kent this is Kent County Council. This includes some "A" classed roads (sometimes called the primary network), "B" classed roads and all other local roads.

Lorry Watch: A scheme originally intended to identify the contravention of weight limits using local volunteers to record vehicles entering the restricted area. The scheme is flexible enough that it could be extended to lorry parking and other lorry issues.

Maximum gross weight (mgw): The maximum weight of a vehicle including the maximum load it can carry safely on the highway.

National Farmers' Union (NFU): An industry body representing the interests of British farmers and growers nationally and at a European level.

Off-site lorry parking: This includes parking in laybys and industrial estates (not on operator premises), i.e. areas that are not designated truckstops.

On-site lorry parking: Designated lorry parking in truckstops.

Operator Licence (O licence): Applications for Goods Vehicle Operator Licences are made to the Traffic Commissioner. These relate to sites from which HGVs operate and are based.

Operation Stack: This is the name given to the processes of parking, or "stacking," lorries along stretches of the M20 when disruption at the Port of Dover or Channel Tunnel prevents them crossing the channel.

Quick Moveable Barrier (QMB): The flexible concrete barrier that can be moved into position on the M20 during phases 1a and 1b of Operation Stack to enable contraflow running and therefore keep non-port traffic moving,

Peak hours: These are the times at which the road network is busiest due to commuter and school traffic; roughly 07:00 to 09:00 and 16:00 to 18:00.

Road haulage: The transportation of goods by road.

Road Haulage Association (RHA): The industry body representing the interests of road hauliers (i.e. those transporting goods by road) and associated businesses.

Satellite navigation (sat nav): A system whereby satellites provide time signals to enable small receiver devices to pinpoint their position (latitude, longitude and altitude), usually accurate to within 15 metres. A route is calculated based on a navigable map, which includes attributes such as speed and weight restrictions and gives roads a weighting based on these attributes. The map can either be stored on the device or remotely, in which case mobile phone reception is required.

Strategic road network: Motorway and major "A" classed roads (trunk roads) that are the responsibility of the Secretary of State for Transport and managed by the Highways Agency. These roads are recommended routes for road haulage.

Transport for London (TfL): The organisation responsible for the majority of London's transport services and delivering the Mayor's transport strategy.

Trunk road: A major road, often a dual carriageway at motorway that is maintained by the Highways Agency. With motorways they make up the strategic road network that is recommended for long-distance travel and freight; see "strategic road network."

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KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Please read the EqIA GUIDANCE and the EqIA flow chart available on KNet.

Directorate:

Environment and Enterprise

Name of policy, procedure, project or service

The Freight Action Plan for Kent

What is being assessed?

Policy

N.B. This Assessment will focus on the Freight Action Plan for Kent document itself rather than detailing the impact of individual action points because these will be subject to their own Equalities Impact Assessment.

Responsible Owner/ Senior Officer

Andrew Westwood

Katie Pettitt

Date of Initial Screening

28th March 2012

Updated 5th April 2012

Updated and signed off 18th April 2012



Screening Grid

Characteristic	Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative		
Age	Yes		LOW	Elderly people may find it difficult to access information on the Plan, for example because elderly people are less likely to be internet-literate and therefore may have difficulty if consultation is just online. In working with local councils, young people may be less engaged and therefore not able to contribute to discussions through the consultation process.	Actions within the policy, specifically Lorry Watch, have the potential to promote equal opportunities by being made available to a variety of community groups, which may include a youth group or a group that typically features older members (such as the WI). However, these individual actions will be the subject of their own EqIA.
Disability	Yes		LOW	People with learning difficulties or visual impairments may find it difficult to access information on the Plan.	
Gender	No			N/A	
Gender identity	No			N/A	
Race	Yes		LOW	Foreign lorry drivers may find it difficult to access information on the Plan, particularly if they do not understand English. BME groups may be less involved in local councils and therefore not able to contribute to these discussions through the consultation process. Road safety leaflets targeted at foreign lorry drivers are not accessible to those who do not	Again, some of the actions within the policy may promote equal opportunities. For example, the production of road safety leaflets in foreign languages will inform those who do not speak English of road legislation and signage and therefore help to remove any disadvantage. The foreign languages have been chosen

				speaking the selected languages.	based on data for what nationalities of lorry drivers head through the Ports.
Religion or belief	No			N/A	
Sexual orientation	No			N/A	
Pregnancy and maternity	No			N/A	
Marriage and Civil Partnerships	No			N/A	

Part 1: INITIAL SCREENING

Context

The Freight Action Plan for Kent sits within the suite of transport policies comprised of the third Local Transport Plan for Kent (March 2011), Growth without Gridlock (December 2010) and the Rail Action Plan for Kent (April 2011). The Delivering a Sustainable Transport System: London to Dover/Channel Tunnel Study was commissioned by KCC in 2009. It found that the sustainable, efficient and expeditious movement of international freight via the strategic road network needs to be safeguarded and also that Kent's gateway function has a detrimental impact on residents. This is backed up by the frequent complaints and enquiries related to road haulage, for example requests for weight limits.

Growth without Gridlock dealt with the large strategic schemes to address these challenges, such as a third Thames crossing. The Freight Action Plan sets out the smaller scale interventions that KCC, working with communities and partner organisations, can make to mitigate the impact of road haulage on our communities and environment.

Aims and Objectives

The Freight Action Plan aims to mitigate the impact of road haulage on Kent. It is divided into six objectives:

- Objective 1: To find a long-term solution to Operation Stack.
- Objective 2: To take appropriate steps to tackle the problem of overnight lorry parking in Kent.
- Objective 3: To effectively manage the routing of HGV traffic to ensure that such movements remain on the strategic road network for as much of their journey as possible.
- Objective 4: To take steps to address problems caused by freight traffic to communities.
- Objective 5: To ensure that KCC continues to make effective use of planning and development control powers to reduce the impact of freight traffic.
- Objective 6: To encourage sustainable freight distribution.

The objectives will be achieved by completing the individual action points assigned to them, e.g. to adapt the Lorry Watch scheme to Kent, to set up a Kent lorry journey planner on the kent.gov.uk website, and to progress the plans for an Operation Stack Lorry Park.

Beneficiaries

All residents, workers and visitors in Kent, including commercial vehicle drivers who will benefit from clearer routing and signing.

Consultation and data

The equality and diversity profiles for Kent (March 2012) have been used, and Akua Agyepong (Corporate Lead on Equality and Diversity) and Clive Lever (Equality and Diversity Officer) consulted on the process.

The equality and diversity profiles show that:

- Kent has an aging population, with 18.1% of the population being 65 years or older
- Life expectancy information shows that West Kent is higher for both males and females, suggesting that the population will be older in the west of the county
- The highest proportion of people with a limiting long-term illness (LLTI – a measure of disability) live in East Kent and the coastal areas
- A greater proportion of females than males have an LLTI and that a greater proportion of both males and females with an LLTI are aged over 65
- BME groups are distributed across Kent but with particular concentrations in Canterbury, Gravesham and Dartford, with Indians making up the biggest minority group

Further, from knowledge of the industry, foreign lorry drivers making the crossing into Kent from Europe tend to be of Eastern European (particularly Polish and Czech), Spanish and French origin.

The FAP has been consulted on internally within Highways to ensure that the content is complete in terms of the relevant work currently underway and planned within individual teams. This also collected comments on the action points and wording to form the final draft document.

The FAP has also appeared on the agenda of several Joint Transportation Boards as an information item (i.e. the full document was not presented) and has been well received by Councillors.

The list of proposed consultees can be found in the accompanying spreadsheet, including industry bodies, Districts and Boroughs, and those that have been identified as a result of this EqIA (groups representing a range of ages, disabilities and races).

Potential Impact

The initial screening has indicated that the Freight Action Plan may impact on three groups – age, disability and race.

Actions within the plan will have their own implications from an EqIA perspective and as such will have their own assessment carried out to ensure that no protected characteristics are adversely impacted.

Adverse Impact:

Affecting all three identified groups is the ease of access to information on the Plan.

People who do not understand English may be adversely impacted because they may not be able to access the Plan. Similarly, elderly people are less likely to be computer literate and therefore may not have access to online consultation if this is singularly used.

In addition, those with visual impairments may not be able to access the consultation if the website does not take into account the use of text-to-speech software and if alternative formats are not available.

It is possible that young people and BME groups are less involved in local government, including Parish and District/Borough Councils that the Plan will be consulted through.

Positive Impact:

Overall reduced impact from road haulage in Kent, including empowered and informed citizens, fewer incidents of lorries using inappropriate routes, better satellite navigation routing and reduced pressure on the local road network from freight movements.

In terms of positive impacts on groups with protected characteristics, it is possible that some of the actions within the plan will promote equal opportunities (as detailed in the screening table). However, as discussed, these actions will have their own EqIA.

JUDGEMENT

Option 2 – Internal Action Required YES

There is potential for adverse impact on particular groups and we have found scope to improve the proposal. Please see the completed Action Plan.

Equality and Diversity Team Comments

The Equality and Diversity Team to make any comments following their review.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed:

Name:

Job Title:

Date:

DMT Member

Signed:

Name:

Job Title:

Date:

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	Elderly people may find it difficult to access information on the plan.	Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will also be available in other formats and this will be clearly stated both within the FAP and on the consultation webpage. Hard copies will be placed in locations such as libraries.	The strategy is fully accessible to all.	KP/AW	Consultation period.	Money should be allocated to provide alternative formats and to print hard copies.
Age	Young people may be less engaged with local government and therefore find it difficult to access information on the plan.	Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will also be available in other formats.	The strategy is fully accessible to all.	KP/AW	Consultation period.	As above.

Disability	People with learning difficulties may find it difficult to access information on the plan.	Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will also be available in other formats. The document will be sent to groups representative of a number of disabilities, such as the Kent Association for the Blind (KAP) and Avante Partnership.	The strategy is fully accessible to all.	KP/AW	Consultation period.	As above.
Disability	People with visual impairments may find it difficult to access information on the plan.	As above. Consideration will be given for text-to-speech software and a MS Word copy will be made available online with graphics removed for this purpose.	The strategy is fully accessible and usable to all.	KP/AW	Consultation period.	As above.
Race	People who do not read English may find it difficult to access information on the plan.	Publicity will be issued promoting the consultation using multiple channels as per the advice of the Consultation Team. The document will also be available in other formats. The document will be sent	The strategy is fully accessible and usable to all.	KP/AW	Consultation period.	As above.

		to specific groups, such as the Kent Equality Cohesion Partnership.				
Race	BME groups may be less involved in local government and therefore find it difficult to access information on the plan.	As above.	The strategy is fully accessible to all.	KP/AW	Consultation period.	As above.

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