

PLANNING APPLICATIONS COMMITTEE

Wednesday, 17th March, 2021

10.00 am

Online





AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 17th March, 2021, at 10.00 am
Online

Ask for: **Andrew Tait**
Telephone: **03000 416749**

Membership (13)

- Conservative (10): Mr R A Marsh (Chairman), Mr R A Pascoe (Vice-Chairman), Mr M A C Balfour, Mrs R Binks, Mr A Booth, Mr A H T Bowles, Mr P C Cooper, Mr H Rayner, Mr C Simkins and Mr J Wright
- Liberal Democrat (1): Mr I S Chittenden
- Labour (1) Mr J Burden
- Independents (1) Mr P M Harman

In response to COVID-19, the Government has legislated to permit remote attendance by Elected Members at formal meetings. This is conditional on other Elected Members and the public being able to hear those participating in the meeting. This meeting of the Cabinet will be streamed live and can be watched via the Media link on the Webpage for this meeting.

Representations by members of the public will only be accepted in writing. The transcript of representations that would normally be made in person will be provided to the Clerk by 12 Noon two days ahead of the meeting and will be read out by the Clerk of the meeting at the appropriate point in the meeting. The maximum length of time allotted to each written representation will be the 5 minutes that it takes the Clerk to read it out.

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interests by Members in items on the Agenda for this meeting.
3. Minutes - 10 February 2021 (Pages 1 - 4)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

1. General Matters

C. MINERALS AND WASTE APPLICATIONS

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

1. Proposal DOV/20/01048 (KCC/DO/0178/2020) - Creation of two sectors of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only. Section 1 - New road, 1.0 km in length, connecting Whitfield Urban Expansion to Tesco roundabout at Honeywood Parkway via new overbridge over A2. Access to bridge will be controlled by bus gates. Section 2 - New road, 1.1 km in length connecting B & Q roundabout on Honeywood Park Road to Dover Road near Frith Farm, with access to Dover Road controlled by a bus gate, providing access to future phases of White Cliffs Business Park at Dover Fastrack - Land to the north of Dover and to the south of Whitfield; KCC Major Capital Projects (Pages 5 - 88)

E. MATTERS DEALT WITH UNDER DELEGATED POWERS

1. County matter applications (Pages 89 - 92)
2. County Council developments
3. Screening opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017
4. Scoping opinions under Town and Country Planning (Environmental Impact Assessment) Regulations 2017

F. KCC RESPONSE TO CONSULTATIONS

1. Outline planning application, with all matters reserved except for access, for a mixed-use urban extension comprising: up to 1,650 residential units (use class C3); residential care home (use class C2); two form entry primary school (use class F1); land for the expansion of the existing Birchington medical centre; mixed use centre (use class E, F1 and F2); and associated infrastructure including provision of a new strategic link road between Minnis Road and Manston Road, alterations to existing junctions and new access arrangements from Minnis Road, Park Lane, Canterbury Road and Manston Road/Acol Hill, a new recreational and leisure shared-use link between Minnis Road and Park Lane, green infrastructure including public open space and associated facilities, landscaping, formal and informal play areas, utilities (including drainage) and associated ancillary works and structures. (Pages 93 - 106)

G. OTHER ITEMS WHICH THE CHAIRMAN DECIDES ARE URGENT

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)

Benjamin Watts
General Counsel
03000 416814

Tuesday, 9 March 2021

(Please note that the draft conditions and background documents referred to in the accompanying papers may be inspected by arrangement with the Departments responsible for preparing the report.)

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KENT COUNTY COUNCIL**PLANNING APPLICATIONS COMMITTEE**

MINUTES of a meeting of the Planning Applications Committee held in the Online on Wednesday, 10 February 2021.

PRESENT: Mr R A Marsh (Chairman), Mr R A Pascoe (Vice-Chairman), Mr M A C Balfour, Mr A Booth, Mr A H T Bowles, Mr D L Brazier (Substitute for Mrs R Binks), Mr J Burden, Mr I S Chittenden, Mr P C Cooper, Mr P M Harman, Mr H Rayner, Mr C Simkins and Mr J Wright

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications), Mr D Payne (Planning Consultant), Mr M Hogben (Principal Transport and Development Manager) and Mr A Tait (Democratic Services Officer)

UNRESTRICTED ITEMS**7. Dates of future meetings**

(Item A3)

The Committee noted its following future meeting dates:-

Wednesday, 17 March 2021;
Wednesday, 21 April 2021;
Wednesday, 16 June 2021;
Wednesday, 14 July 2021;
Wednesday, 11 August 2021 (provisional);
Wednesday, 15 September 2021;
Wednesday, 13 October 2021;
Wednesday, 10 November 2021;
Wednesday, 8 December 2021;
Wednesday, 12 January 2022;
Wednesday, 9 February 2022;
Wednesday, 16 March 2022;
Wednesday, 20 April 2022;
Wednesday, 18 May 2022; and
Wednesday, 15 June 2022.

8. Minutes - 13 January 2021

(Item A4)

RESOLVED that the Minutes of the meeting held on 13 January 2021 are correctly recorded and that they be signed by the Chairman.

9. Site Meetings and Other Meetings

(Item A5)

The Head of Planning Applications briefly informed the Committee that it was still not possible for the Committee to undertake a site visit to Covers Farm, Westerham in the light of the current Covid-19 pandemic.

10. General Matters

(Item B1)

(1) The Head of Planning Applications informed the Committee of the receipt of the Government consultation paper on proposed changes to the NPPF. Further details would be provided to the Committee in due course.

(2) The Head of Planning Applications asked Members of the Committee to individually send their comments to her on the areas that the Committee's induction programme should cover following the Local Government Elections in May 2021.

11. Application FH/20/2590 (KCC/FH/0209/2020) - Recycled Aggregate Production Facility with associated hardstanding and storage, gatehouse and site office, security gates and lighting, fencing, drainage and parking (part retrospective) at Land to North East of Cross Keys Coaches, Caesar's Way, Folkestone; G McAleer Contracts Ltd

(Item C1)

(1) In unanimously agreeing the recommendations of the Head of Planning Applications, the Committee added two Conditions. These were that the office and gatehouse buildings were to be used solely for the purposes permitted; and that no vehicle greater than 7.5 tonnes in weight was to use Ashley Avenue to access the site.

(2) RESOLVED that permission be granted to the application subject to conditions, including conditions covering the development being commenced within 3 years; the development being carried out and completed in accordance with the submitted details, documents and plans; a maximum throughput of 75,000 tonnes per annum; no more than 48 HGV movements per day to the site as a whole (24 in / 24 out); records being maintained of all HGV movements, with the information being made available to the Waste Planning Authority on request; all loaded HGVs entering or leaving the site being enclosed, covered or sheeted, in line with the Dust and Noise Management Plan; no delivery of waste to the site by members of the public; areas shown for vehicle access, parking, turning, manoeuvring, loading and unloading being provided and retained; no parking on Caesar's Way; a 10mph speed limit on Caesar's Way; no vehicle greater than 7.5 tonnes in weight using Ashley Avenue to access the site; a restriction of access on Saturdays to HGVs of 7.5 tonnes or less on Saturdays (to enable use of Tile Kiln Lane and avoid Ashley Avenue); the production of a Travel Plan to promote vehicle movements outside of peak hours (0730 to 0900 and 1630 to 1830); core operating hours being 0700 to 1900 hours on Mondays to Fridays, 0700 to 1400 on Saturdays, with no working on Sundays, Bank and Public Holidays; the screener and crusher only being operated between 0700 and 1800; use of the facility being restricted to waste and minerals recycling use; the office and gatehouse buildings being used solely for the purposes permitted; waste types being restricted to those applied for (i.e. construction and demolition waste); the operation being undertaken in accordance with the submitted Dust and Noise Management Plan and being undertaken in accordance with its provisions; stockpiles being no higher than 0.5m below the top of the retaining walls in the aggregates storage bays; the development being undertaken in

accordance with the submitted Flood Risk Assessment; the submission and agreement by the Waste Planning Authority of a detailed surface water and foul water drainage scheme within 3 months; the submission of a Drainage Scheme Verification Plan (dependant on the submission of further drainage details) within 6 months; no mobile machinery being operated above ground level on stockpiles or in elevated positions; machinery and vehicles being fitted with noise insulation and silencers and being maintained in accordance with manufacturer's specifications; a copy of the permission and the approved plans being made available in the operator's site office; no trees being cut down; and no disturbance to or obstruction of the Public Right of Way.

12. Matters dealt with under delegated powers

(Item E1)

RESOLVED to note matters dealt with under delegated powers since the last meeting relating to:-

- (a) County matter applications;
- (b) County Council developments;
- (c) Screening Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and
- (d) Scoping Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (None).

13. KCC Responses to Consultations

(Item F1)

- (1) Members of the Committee asked for a meeting to be arranged to enable Swale Local Members to be briefed on and discuss the consultation on the Swale Borough Local Plan.
- (2) RESOLVED to note Kent County Council's responses to the following consultations:-
 - (a) Former Broke Hill Golf Course, Stonehouse Park, Sevenoaks Road Halstead Kent TN14 7HR: Proposal - Outline application for residential development of up to 800 dwellings, incl. affordable housing units and self-build plots; up to 4.75 ha of retirement living; primary school hub with associated sports facilities/outdoor space; sports hub incl. rugby and hockey pitches with separate car park and clubhouse areas; 2 ha of commercial B1 use; local centre incl. commercial, retail & community facilities and undercroft car parking for Knockholt station; country park/open space incl. landscaping, infrastructure & groundworks; with all matters reserved except for access;
 - (b) Land at Sturry/Broad Oak, Sturry: Proposal - Outline application (with all matters reserved) for the development of up to 630 houses and associated community infrastructure comprising primary school, community building, public car park and associated amenity space,

access, parking and landscaping; and detailed/full application for the construction of part of the Sturry Link Road and a local road from the Sturry Link Road to Shalloak Road - CA/20/02826;

- (c) Government Consultation - Supporting Housing Delivery & Public Service Infrastructure; and
- (d) Ash Parish Council Neighbourhood Development Plan - Regulation 16.

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DEVELOPMENT TO BE CARRIED OUT BY THE COUNTY COUNCIL

Background Documents: the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

Item D1

Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only. Section 1 - New road, 1km in length, connecting Whitfield Urban Expansion to Tesco roundabout at Honeywood Parkway via new overbridge over A2. Access to bridge will be controlled by bus gates. Section 2 - New road, 1.1km in length, connecting B & Q roundabout on Honeywood Parkway to Dover Road, near Frith Farm, with access to Dover Road controlled by a bus gate. Providing access to future phases of White Cliffs Business Park at Dover Fastrack - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

A report by Head of Planning Applications Group to Planning Applications Committee on 17th March 2021

Application by Kent County Council for Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only. Section 1 - New road, 1.0km in length, connecting Whitfield Urban Expansion to Tesco roundabout at Honeywood Parkway via new overbridge over A2. Access to bridge will be controlled by bus gates. Section 2 - New road, 1.1km in length, connecting B & Q roundabout on Honeywood Parkway to Dover Road, near Frith Farm, with access to Dover Road controlled by a bus gate. Providing access to future phases of White Cliffs Business Park at Dover Fastrack - Land to the north of Dover and to the south of Whitfield, Kent - DOV/20/01048 (KCC/DO/0178/2020)

Recommendation: Permission be Granted with Conditions

Local Member: Mr Geoff Lymer

Classification: Unrestricted

Update for 17th March Planning Applications Committee

1. The planning application for Dover Fastrack was deferred from the 13th January meeting following the late representation received from Guston Parish Council, and the need for the Head of Planning Applications to ensure the information received did not affect the recommendation and advice to Committee. This paper will provide clarity on a number of matters in relation to the use of the Dover Fastrack scheme and an update in relation to the concerns of the Parish Council, with specific reference to the proposed Inland Border Facility. This report needs to be read in conjunction with the report to the 13th January 2021 committee (the previous report) which is appended here (page 20). Where amendments to the content of the previous papers have been made there will be direct reference to the previous paragraph numbers. The recommendation set out in

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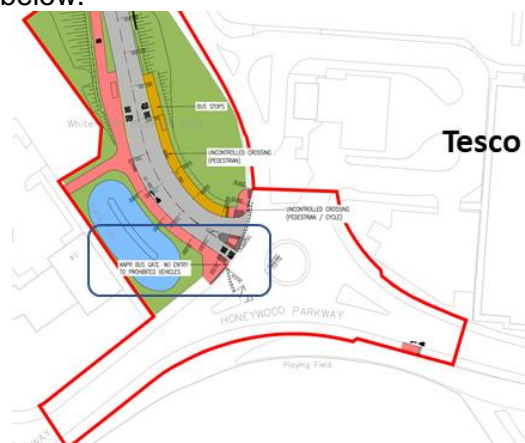
this report supersedes that of the 13th January 2021 report. A plan showing both sections of the proposed road is included on page 19.

Local Member Notifications

2. It has been brought to my attention that Mr Nigel Collor is also the local County member for Dover Town, alongside Mrs Beresford. Mr Collor has therefore been formally notified of the planning application.

Clarification on the operation of Dover Fastrack

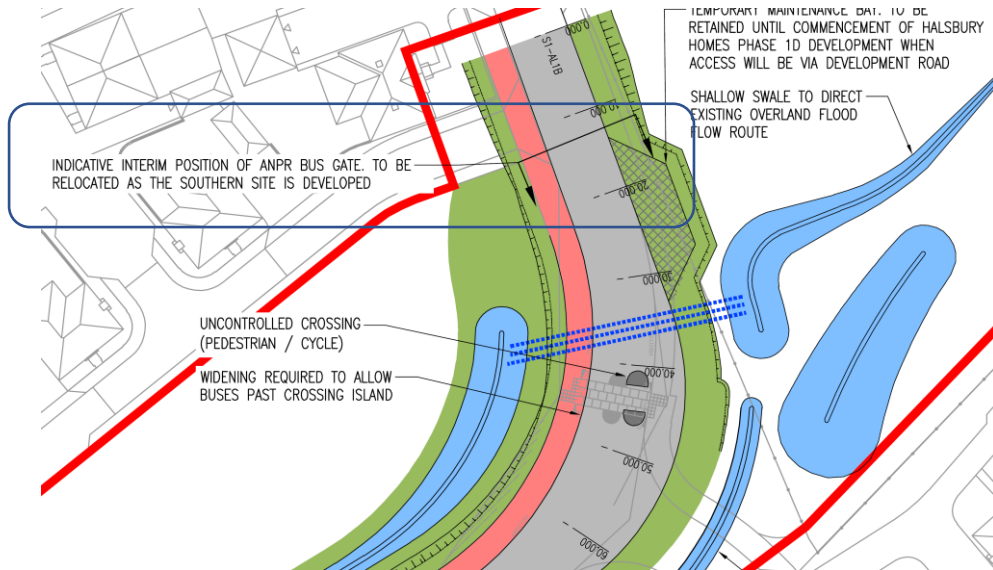
3. As set out in paragraphs 4, 19, 24 and 49 of the previous report, the two sections of road being applied for under this application would, as well as being the route for the Dover Fastrack buses, also provide access to the various parcels of land still to be developed either side of it within the Whitfield Urban Expansion allocation (in relation to Section 1 of the road) and the White Cliffs Business Park (in relation to Section 2). The application therefore seeks to open up and facilitate the growth that has been allocated in the Dover Core Strategy and Land Allocations Plan, for employment and residential development purposes. In the case of the Business Park this includes use classes B1/B2/B8 and employment generating uses that are not specified in the Use Class Order. Sections 1 and 2 of the Fastrack scheme would essentially act as a distributor road through the middle of each allocation, whilst also providing the route for buses which form the Fastrack Scheme. However, any type of traffic that might use the roads to access the housing parcels or employment parcels of land on each allocation would be restricted from using the key road junctions which are reserved for buses, pedestrians, cyclists and emergency vehicles only. These junctions are the bridge over the A2 and access onto the Tesco roundabout on Honeywood Parkway for Section 1 and the access onto Dover Road for Section 2. These restrictions would be enforced through the positioning of bus gates and ANPR (Automatic Number Plate Recognition) cameras.
4. The submitted plans show where the bus gates and ANPR cameras would be located to restrict traffic. Two positions are shown below - an initial location and a final position. The ANPR restrictions are however dynamic and would be sited to reflect development rather than to restrict it. For Section 1 the bus gates and cameras would be sited at the proposed fourth arm providing access onto the roundabout at Tesco on Honeywood Parkway, as shown below.



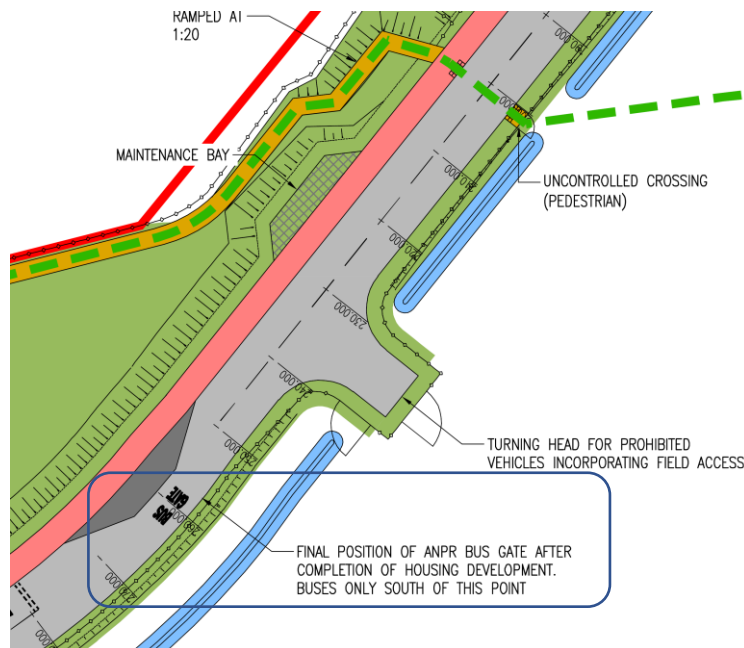
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At the other end of Section 1 the gates and cameras would initially be located close to the current housing being developed at Richmond Park, as shown below. Their interim position would be sited to reflect any further development that may occur prior to the completion of the Fastrack scheme.



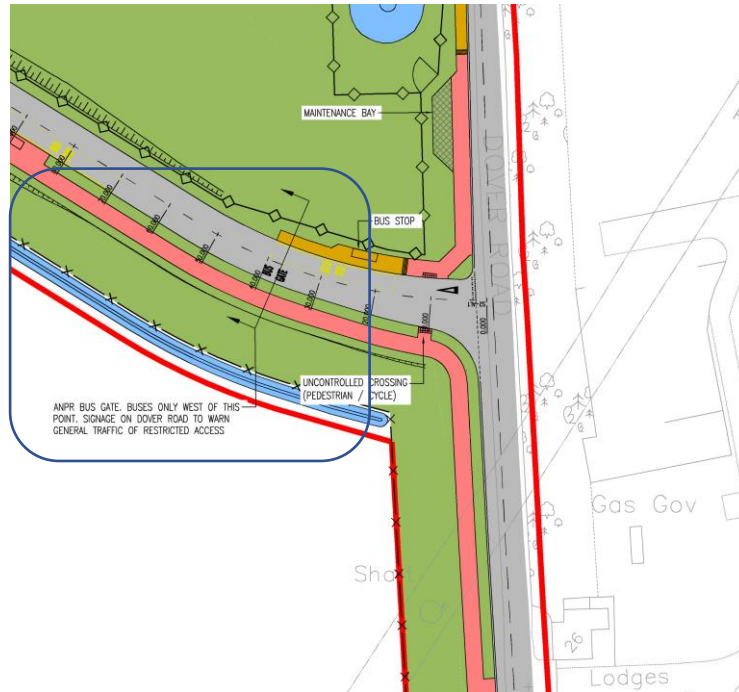
Further interim positions may be necessary depending upon how the development is built out, but once the remaining parcels of housing have been developed for this phase of the Whitfield Urban Expansion, the bus gates and cameras would be relocated to their final position at the start of the embankment approach to the bridge over the A2.



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For Section 2 the bus gates and cameras would be sited at the junction with Dover Road at the eastern end of this section as shown below.



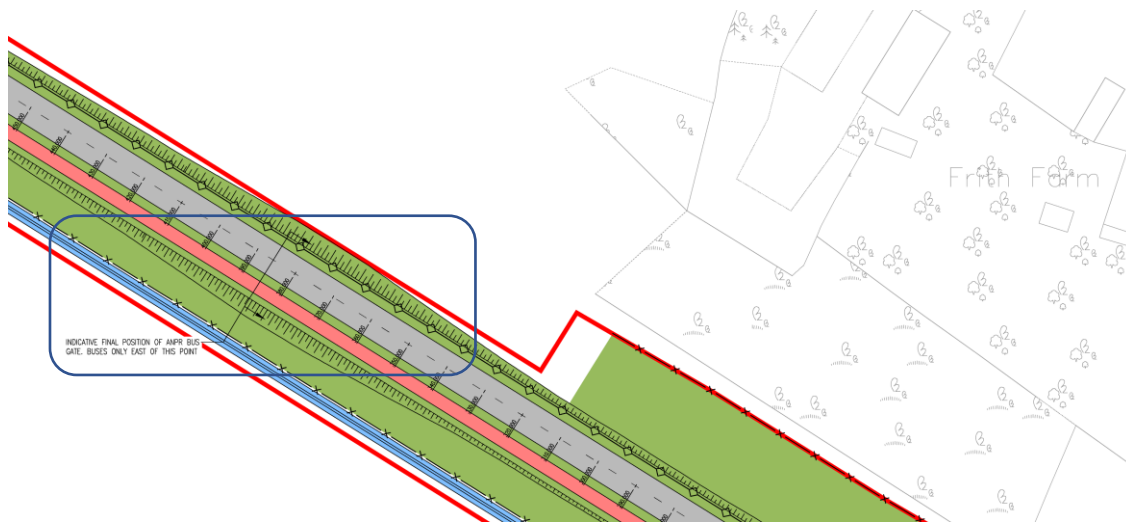
At the northern end of Section 2, prior to any planning consents being granted for the allocated development sites at White Cliffs Business Park, the cameras and bus gates would initially be sited at the B&Q roundabout as shown below.



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As the White Cliffs Business Park is built out the bus gates and cameras would be relocated to interim positions as required to allow access for all vehicle types to the permitted developments. Once the White Cliffs Business Park is fully developed the bus gates and cameras would be relocated to their final position as shown below, just to the west of Frith Farm, 386m from the junction of Dover Road.



5. Essentially this means that for Section 1, after the completion of Phase 1 of the Whitfield Urban Expansion, 488m of the road would be open to all traffic (for access to the housing development via the A256) whilst the remaining 480m would be restricted to buses, pedestrians, cyclists and emergency vehicles for use of the bridge over the A2 and accessing onto or from Honeywood Parkway at the Tesco roundabout junction (total length of the road being 968m, 1km when rounded to the nearest 100m).
6. Once the allocated sites are developed, this would mean that 741m of the road in Section 2 would be open to all traffic (for access to the completed White Cliffs Business Park from Honeywood Parkway) whilst the remaining 386m would be restricted to the above vehicles for accessing onto or from Dover Road (total road length 1,127m, 1.1km when rounded to the nearest 100m). It should be clarified that the section of road from the B&Q roundabout up to the final location of the bus gate (west of Frith Farm) has already been assessed as having an element of HGV traffic as well as car use, in association with the allocation either side of it for the business park use.
7. It has also been brought to our attention by the applicant that Section 2 of the road would sever an existing access route to land associated with Frith Farm. Although Frith Farm lies to the north of the proposed road, they also farm land which lies to the south of the proposed route. As such, to allow the farmer access to his land, farm traffic associated with Frith Farm would also be permitted to utilise the Dover Road junction. Those vehicles that would utilise the junction in association with Frith Farm only would need to register the farm vehicles with Dover District Council, who are the likely operators of the ANPR cameras, so that they are not served enforcement notices.
8. It is recognised that the local plan allocations could come forward (subject to planning) in advance of the delivery of the Fastrack scheme, and if so they would need to make their own provision for access.

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Revised Recommendation Relating to Restrictions of Use

9. In light of the clarifications made above, it is considered prudent to update the proposed condition which restricts use of the road, so that it is clear that the restrictions apply to the key junctions of the Fastrack scheme, not the whole road. It is also considered that a separate condition for each section of the road would provide more clarity and therefore the previously proposed condition 10 has been split into two revised conditions as set out below.

- The bridge over the A2 and the junction of the permitted road with Honeywood Parkway at the Tesco roundabout, as detailed in the application for Section 1 of Dover Fastrack, shall be restricted to use by buses, pedestrians, cycles and emergency vehicles, and shall not be used for any other vehicular traffic unless otherwise approved in writing with the County Planning Authority.

Reason: In the interests of highway safety and to control the use of the road for its intended purpose.

- Use of the junction of Section 2 of Dover Fastrack with Dover Road (and the 386m long section of road approaching this junction as detailed in the application hereby permitted which shows the final position of the ANPR cameras and bus gate) shall be restricted to use by buses, pedestrians, cycles, emergency vehicles and farm traffic associated with Frith Farm only (and those farm vehicles to be pre-registered with Dover District Council as operators of the enforcement cameras) and shall not be used for any other vehicular traffic unless otherwise approved in writing with the County Planning Authority.

Reason: In the interests of highway safety and local amenity

A full updated recommendation for the application is provided in paragraph 30 below.

Update to Archaeological and Heritage Impacts

10. During the deferment of consideration of this application, the applicants have submitted a Written Scheme of Investigation (WSI) for Section 2 of the road, in accordance with the requirements set out by the KCC Archaeology Officer noted in paragraph 99 of the previous report. This has been considered by the Archaeology Officer who has confirmed that the details are acceptable and therefore work can commence on this section of the road 'in accordance' with the already submitted WSI. The recommendation has therefore been updated from that set out in the previous report, so that the pre-commencement condition for the submission of the WSI (original condition 13) would be retained in respect of Section 1 of the road, but an additional compliance condition is included for Section 2 of the road. Please see the revised recommendation included in paragraph 30 below. A full assessment of the archaeological and heritage impacts, including the impact of the scheme on the grade II listed lodge gates at the Duke of York's Military School has been addressed in the previous report, within paragraphs 93-101.

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Update to Ecological Impacts

11. During the deferment of consideration of this application, the applicants have sought to fulfil the requirement of the originally proposed condition 12, by submitting an updated badger survey in relation to Section 2 of the road scheme. As set out in paragraph 85 of the previous report this was required to ensure the location and usage of the badger sett that was in close proximity to the route of section 2 had not changed since the original survey had been undertaken. The updated badger survey found that the sett was still active and therefore set out recommendations for works being undertaken in proximity to the sett. The County Biodiversity Officer has considered the report and concurs with the findings. It is therefore proposed to amend the originally proposed condition 12. Although the condition still requires an updated survey to take place prior to the commencement of the works, the findings will only need to be submitted for written approval by the County Planning Authority if the results of that survey or the mitigation required differs to that set out in the January 2021 survey by WSP. Please see the revised recommendation is paragraph 30 below.

Materials condition

12. Details of the materials that would be used for the construction of section 2 of the road have also been submitted during this deferred period, which have been considered through consultation with Dover District Council. The details submitted are considered appropriate and acceptable and therefore the originally proposed condition 3 has been split so that the pre-commencement condition is retained in relation to Section 1 of the Fastrack Road, but an additional condition is proposed which requires Section 2 to be constructed in accordance with the details of the materials now submitted. Please see the revised recommendation in paragraph 30 below.

Additional Representations Received

13. Following the public engagement carried out by the Department for Transport (DfT) for the proposed Inland Border Facility, the County Council received 22 additional letters of representation (from 18 separate properties) in respect of the Dover Fastrack application. A summary of the representations received is set out below:
- Object to Dover Fastrack being used for the proposed Inland Border Facility;
 - HGV's should not be permitted to use the Fastrack road which was for buses, pedestrians and cyclists;
 - Shocking change of use for what was already considered an unnecessary and inappropriate route;
 - Fastrack would affect existing current stagecoach bus routes and will not benefit the wider Dover community;
 - The Dover Fastrack and Inland Border Facility projects are no longer two separate things;
 - Further consultation should be carried out;
 - Re-routing the North Downs Way would have a considerable impact on residents on Dover Road, St Martins Road and Cherry Tree Mews;
 - Anxious about Inland Border Facility traffic having access to Dover Road which is a country lane;

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- Dover Fastrack plans and Inland Border Facility plans are preventing residents enjoying their homes, and are an infringement of their human rights;
- Dover Fastrack and the Inland Border Facility would inflict noise, sound and light pollution for residents;
- Vehicles will block all surrounding roads;
- Road structures are not suitable for such HGV use;
- Not aware that the B&Q roundabout has been assessed as suitable for constant HGV and Fastrack movements;
- Suggest compensation for residents should be forthcoming;
- Suggest KCC is conflicted politically and the Dover Fastrack scheme should be refused or withdrawn;
- Concerned the permission for Fastrack would enable construction of the Inland Border Facility before the Special Development Order has been signed off;
- Doubt the tons of concrete and buildings will be removed after 5 years.

14. **Guston Parish Council** have also provided an additional response stating (in summary):

- The application should be withdrawn and resubmitted once the use of the Fastrack scheme for access to the proposed Inland Border Facility and Section 3 of the Fastrack scheme are included in the application;
- It is apparent that section 2 of the Fastrack scheme is intended to be used for access and exit of the Inland Border Facility;
- The whole of Section 2 has now been included in the Inland Border Facility proposals on their website;
- No assessment of such a proposal has been made public, whether as part of the Fastrack scheme or the Inland Border Facility proposal;
- Honeywood Parkway roundabout and Section 2 of the Fastrack scheme are highly likely to have significantly higher trip rates than currently assessed in the planning application, and the use of HGV's more impactful;
- The exclusion of the Honeywood Parkway roundabout from the Inland Border Facility proposals means congestion and traffic flow issues at the B&Q roundabout would fall to the County Council;
- Use of the Fastrack scheme is now clearly part of the wider proposals for the Inland Border Facility – the planning application must therefore consider the proposal to use part of the Fastrack scheme for access to the Inland Border Facility;
- Concerned that the Transport Statement submitted for the Fastrack scheme takes no account of HGV traffic and is not a true reflection of potential traffic issues;
- Suggest a revised screening opinion under the Town and County Planning (Environmental Impact Assessment) Regulations should be made;
- Application should be resubmitted to allow further assessment to be made in the Transport Statement, Air Quality Statement, Noise Impact Assessment, Ecological Appraisal and Information to Inform habitats Regulations Assessment, and re-consultation carried out;
- Assessment should also be made of the possibility that the Inland Border Facility will become a permanent development and the loss of potential employment sites;
- Suggest a slip lane should be provided for HGV's to use after exiting the A2 to enable a separate flow of HGV's towards the B&Q roundabout;

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- Suggest Section 3 of the Fastrack scheme should be included as part of the planning application, so that it can be properly considered;
 - Suggest the Section 3 widening works would not fall under the permitted development rights;
 - Any application for the Fastrack scheme should consider what mitigation is appropriate as a result of the Inland Border Facility scheme as well;
 - The diversion of the North Downs Way required for the Inland Border Facility, has now become part of the wider project and is therefore a material consideration;
 - Significant concerns over the proposal to divert the North Downs Way;
 - Concerned that Section 2 of the Fastrack scheme will be developed imminently if approved, enabling the development of the Inland Border Facility.
15. The County Member for Dover North, Mr Manion, has written to state he supports the Parish Council objections. Concerns raised include the Inland Border Facility and use of HGV's on the road; the section 3 widening of Dover Road; that the application description does not disclose the full nature of the application; and that the assessments have not been carried out to include heavy trip numbers of HGV's. He also states that the Fastrack road application does not reflect the usage that will be generated due to the border control point proposal and states that the application should be resubmitted with full assessments to take into account the true detail of what is actually happening in Guston and allow development through proper consultation.

The County Member for Dover Town and River, Mr Collor, has written in support of the application. He states:

- Dover Fastrack (formerly called a Bus Rapid Transit Scheme) is detailed in Dover District Council's 2010 adopted core strategy which required that an access and transport strategy be required that developed the potential for walking, cycling and public transport. The need for such a service is further detailed in the 2011 Adopted Masterplan for the Whitfield Urban Expansion covering 5,750 new dwellings;
- The routing is through the White Cliffs Business Park, before skirting the village of Guston and onto a site owned by Homes England where a strategic housing development is already under construction on the site of the former Connaught Barracks. The route then progresses past Dover Castle and proceeds to Dover town centre and Dover Priory Station where it is already accepted that there is grossly insufficient parking;
- The A2 road into Dover, apart from being single carriageway in places, has congestion blackspots at both the Whitfield roundabout and the Duke of York's roundabout. Dover Fastrack, by offering a rapid alternative, will ease this congestion and improve the air quality in the area;
- Both Kent County Council and Dover District Council have pledged to be Nett Zero by 2030, in just 9 years and the Dover Fastrack can be looked at as a green initiative to reduce traffic on the surrounding roads and easing the congestion as mentioned above;
- KCC has highlighted long standing concerns over the access to Dover and the need for better public transport in the current Local Transport Plan 4, where it highlights the Fastrack scheme on the Dover Proposals Map;
- After the Dover Fastrack planning application was submitted by KCC to KCC, the Department for Transport proposed a project on neighbouring land at White Cliffs Business Park. Unfortunately, the two projects have become confused locally, and

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this has been picked up particularly by the media with some untrue or skewed statements being quoted;

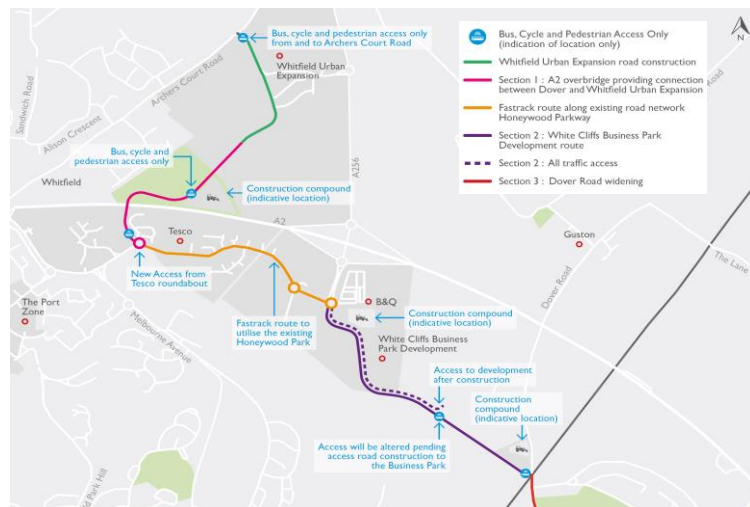
- The former Connaught Barracks site is owned by Homes England who, following a successful bid are investing £16.1 million in Fastrack – that was one of the highest awards at the time, plus further investment from Dover District Council to fund the scheme;
- There is no KCC Money allocated to Fastrack;
- Under the Localism Act the local planning authority must have regard to any local finance considerations which are material to the application and the award of £16.1 million from Homes England to facilitate the approved housing allocations at Whitfield is one such matter to be considered.

Assessment of additional Representations Received

16. The proposals for the Dover Fastrack scheme have not been amended. As stated above a core purpose of the scheme is to provide access to longstanding Local Plan allocated employment sites via Section 2 of the proposed Scheme. It was made clear throughout the pre-application engagement process undertaken by the applicant and in the submitted application documents and plans that the roads would be available for all classes of traffic, but their use as through routes restricted to buses, pedestrians and cyclists (plus emergency vehicles) at the bridge over the A2 and at the junction with Dover Road. At the pre-application stage letters were sent to residents on Dover Road (July 2020) which expressly said:

“Fastrack Buses will have priority on the proposed express route which includes a new bus, cycle and pedestrian-only bridge across the A2 and a new link between the roundabout at B&Q and Dover Road. This link road will also form the access into a future phase of the White Cliffs Business Park but the eastern end, where it joins Dover Road to the south of Frith Farm will be restricted to Fastrack buses, cyclists and pedestrians only.”

The public engagement leaflet also included the following drawing which indicated visually with the dashed purple line, that part of Section 2 would be open to all traffic.



Extract from Public Consultation Leaflet

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17. Whilst it is recognised that concern and objections have been raised because of the potential use of the White Cliffs Business Park site for the Inland Border Facility (IBF), and that access to this site is perceived to 'utilise' part of the Section 2 road for Dover Fastrack, the proposals for the Fastrack Scheme have not changed. This application has not been amended and therefore additional consultation for this application is not necessary. In addition to the points raised above about the use of this section of the road it should also be made clear that the submission for the Inland Border Facility seeks consent for its own access arrangements in and out of the site and should consent be granted under the Special Development Order, the DfT would be able to implement their own scheme and permitted road for access to this facility. The use of the road by IBF traffic would only be permissible should the DfT make a proposal to use the site under the Special Development Order and that proposal be granted. This decision is separate from and, irrespective of the decision on the Fastrack planning application. It should also be noted that at this time no formal submission has been made by DfT to MHCLG to consider. If such a submission is made it will need to be appraised against the criteria set out in article 4 of the Special Development Order and the range of conditions the Order imposes on any approval. If the IBF submission proposes an access arrangement congruent with part of Section 2 of Fastrack from the B&Q roundabout it would need to be approved by MHCLG as part of the overall scheme. If approved it would then be constructed by the contractors undertaking the IBF.
18. Comments have also been received which suggested that the Dover Fastrack Service was originally proposed as 'an environmentally friendly scheme with electric buses', and that this has now changed. It should be clarified that the Dover Fastrack service would be, as described in the public consultation leaflet, a scheme that would be good for the environment, as it would provide a real alternative to the car for local journeys. The Fastrack scheme has not been promoted as a bus service that would be run with electric vehicles. However, the use of electric vehicles for the scheme is an aspiration for the future of Dover Fastrack, although a timescale for this cannot be provided at this stage.
19. The objections and concerns raised regarding the re-routing of the Byway Open to All Traffic (BOAT) are only relevant to the consultation being carried out by the DfT for the Inland Border Facility. The BOAT would not be re-routed as part of the Dover Fastrack scheme, as explained in the previous report (paragraphs 23, 66-68) which set out how the route would simply cross the proposed road.
20. The proposals for the improvements to the widening of Dover Road, referred to as 'Section 3' and discussed in paragraphs 6, and 10-13 of the previous report, relates to the enhancement and maintenance of a 1.3km section of Dover Road to facilitate passing points and forward visibility. Widening the complete length of Dover Road is not proposed. The widening would take place on highway land adjoining a highway and is therefore permitted development, subject to the works not having significant adverse effects on the environment. In this case the Screening Opinion included Section 3, because of the restriction on relying on permitted development rights in respect of Environmental Impact Assessment (EIA) Development. However, the County Council has previously concluded in its adopted Screening Opinion (see paragraphs 6-9 of the previous report) that the proposed development would not be likely to have significant

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effects on the environment. For clarity, the plan accompanying the report to the January 2021 committee (Appendix 1) did not show Section 3 as it is not under consideration – the Section 3 details are referred to in the application so that the whole scheme can be understood in context. Furthermore, Section 3 is not required to deliver the scheme applied for in respect of Sections 1 and 2. There is therefore no need to require it to be included in the planning application for planning permission.

Implications of the Inland Border Facility on Dover Fastrack

21. Due to the representations and objections received in relation to the proposed Inland Border Facility the County Council has considered the publicly available information in terms of the potential implications it would have on the proposed Fastrack scheme (see paragraphs below). However, it should be noted that as a submission for the Inland Border Facility has not been made, or approved, it is recommended that no or little weight is given to the IBF project in coming to a decision on the Fastrack planning application.
22. Information regarding the White Cliffs Inland Border Facility is provided on the Inland Border Facilities webpage, and in the original Information Booklet, published on 13th January 2020 and an updated Information Booklet published on 23rd January. It is noted in those publications that the site would act as a location for starting and ending transit movements of goods to and from the UK for Department of Environmental, Food and Rural Affairs (Defra) and HMRC. This would include a Border Control Post (BCP) to support the Port of Dover where inbound consignments to the UK may be inspected in a biosecure facility, such as plants, animals and products of animal and plant origin (e.g. food). It would include parking areas for HGV's, while waiting to be processed, and other vehicles as well as security measures and facilities to enable the checking of vehicles and goods entering and exiting the site. The website states that the proposals are planned for temporary use and are designed to ensure there are no significant or long-term environmental effects. The DfT does not expect to use this site as a temporary lorry holding facility. Based on current planning, the site is expected to be needed for up to five years. The updated leaflet stated that the overall parking capacity for HGV's on the site (that would include for all regulatory checks and inspections) would be up to 550 HGV's including the pre-screening area.
23. A decision on the Inland Border Facility would be taken under the Special Development Order process, as set out above and in the previous report, paragraph 15. The public engagement period for this Border Facility, which is being undertaken by the DfT, closed on 10th February and a submission to the Ministry of Housing, Communities and Local Government (MHCLG) (under Article 4 of the Special Development Order) will be made in due course.
24. In the event that the MHCLG approves use of the site for an Inland Border Facility under the Special Development Order, the implications are that a level of HGV traffic would utilise the access off the B&Q Honeywood Parkway roundabout, which would also serve the route of Dover Fastrack Section 2, as well as access to the other allocated land on the White Cliffs Business Park, when development for these parcels of land comes forward. However, this 'in-combination' impact of highway and transport issues would need to be considered as part of the IBF submission (application) to MHCLG. Detailed information to come to an accurate assessment in this regard is not available to KCC at

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the time this application is being considered. However, for background information in terms of wider environmental impacts of the IBF proposals, MHCLG is likely to undertake a screening assessment of the site for EIA purposes once the IBF submission has been made, and this would be issued ahead of any decision. This is likely to cover matters such as landscape, visual impact, air quality and noise impact for example. As noted in relation to the highway and transport issues however, it is likely that the IBF submission will consider any temporary 'in-combination' impacts as appropriate.

25. Notwithstanding the above, it should be recognised that the parcel of land upon which the IBF is proposed is allocated in the adopted Dover Local Plan for employment development and this business park expansion is an important part of Dover District Council's economic strategy to enable and facilitate growth. Whilst the site may currently be undeveloped it should be recognised that the site is allocated for employment uses and any decision making should be considered in light of this.

Conclusion

26. As this update/supplementary report demonstrates, the Fastrack proposal and plans have not been amended since they were submitted, and the proposed use of the two sections of road has not changed since the Fastrack public consultation held last summer. The element of Section 2 of the Fastrack road which would be the same to that being proposed for access to the Inland Border Facility, should it be granted consent under the Special Development Order, is the section of road which is proposed to be open to all traffic and this element of the proposal has not changed since the application was submitted to KCC. The same section of road would be used for access to the sites allocated for economic development at the White Cliffs Business Park in the adopted local plan, as well as providing the road for use by Dover Fastrack Buses. Following the completion of the allocated White Cliffs Business Park development, only the part of Section 2 at the eastern end, from a point 386m from Dover Road as described above, and the junction with Dover Road would be restricted to buses, pedestrians, cyclists, emergency vehicles and farm traffic associated with Frith Farm. This section is not proposed to be used by any IBF traffic.
27. Although the representations received suggest that the Dover Fastrack project has become part of a wider scheme which includes the Inland Border Facility, this is not the case. Further to paragraph 116 and 117 of the previous report, the two schemes are completely separate. The Dover Fastrack application, i.e. this application, is a separate proposal to the Inland Border Facility which has yet to be submitted to or determined by the Ministry of Housing, Communities and Local Government (MHCLG). The IBF scheme would provide for its own access arrangements. The part of Section 2 that would be open to all traffic also forms part of the proposals for the IBF facility, but it would grant permission for that part of the road itself. This is necessary because they cannot simply rely on the Dover Fastrack application.
28. The consideration of all other planning matters in relation to this application are as set out in the previous report published for January's meeting (appended below). The Dover Fastrack application has not changed and there are no grounds for withdrawing the application, requiring its re-submission or reconsulting on it. Having considered the representations and evidence since the previous report was published, in my view, there has been no material change that is relevant to the consideration of the Fastrack

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proposal which would result in a different conclusion and/or substantive change in recommendation to that in my previous report. The recommendation has however been revised to take into account the clarification points raised above and the additional details which have been submitted to address the originally proposed pre-commencement conditions, and this is provided below.

29. Finally, Members are advised that this is an infrastructure growth project that would allow for the appropriate infrastructure to be in place before development occurs in accordance with Policy CP6 of the Dover Core Strategy (the Development Plan), and which has wider benefits to the District of Dover in general. The Dover Fastrack scheme has strong policy support since 2007 and would satisfy the local priority objectives of the County Council's own Local Transport Plan 4: Delivering Growth without Gridlock and would accord with the Dover Transport Strategy, the Whitfield Urban Expansion Supplementary Planning Document and other policies contained within the Dover District Core Strategy and the Land Allocations Local Plan. Subject to planning permission, it would unlock £16.1 million of funding from the Government's Housing Infrastructure Fund, a local finance consideration for this application. The environmental impacts arising from the development have been addressed in detail in the application and the previous report and subject to the mitigation and conditions proposed when balanced against the strong policy support are not considered overriding. I therefore consider that the proposal would deliver sustainable development and recommend that planning permission be granted as set out below.

Revised Recommendation

30. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:
1. Development shall be begun within 3 years of the date of the permission.
 2. Development to be carried out in accordance with the submitted details.
 3. Prior to the commencement of section 1 of the Fastrack road details of all the proposed structures, including the overbridge, retaining walls, paving and hard surfaces, carriageway design and materials shall be submitted to the County Planning Authority for prior written approval.
 4. The construction of Section 2 of the Fastrack road hereby permitted shall be carried out in accordance with the WSP Materials Schedule document and drawing numbers KCC/HTW/1100/001, KCC/HTW/1100/004, and KCC/HTW/1100/005.
 5. Prior to their installation, details of the fences, railings and gates shall be submitted for the written approval of the County Planning Authority and thereafter implemented as approved and retained.
 6. Prior to their installation, details of the permanent bus shelters shall be submitted for the written approval of the County Planning Authority and thereafter implemented as approved and retained.
 7. The implementation of the landscape design proposals as set out on drawing numbers DVFT-WSP-S1-XX-DR-L- 0101-0108 Rev P05 Landscape General Arrangement Plans 1-8, DVFT-WSP-S1-XX-DR-L-0201 Landscape Cross Section, and DVFT-WSP-12-XX-DR-L- 0202-0204 Rev P01 Typical Landscape Details, within the first planting season

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- following the opening of each section of the road to ensure the visual impact of the development is softened through the landscaping proposed.
8. The replacement of any trees, shrubs hedges etc that are destroyed, dead or dying within 5 years of planting, with large nursery stock of the same species in the same places.
 9. The Landscape Management and Maintenance Plan (WSP, July 2020) must be implemented as detailed for the lifetime of the development, and the management plan must be regularly reviewed and any updates to the management plan submitted to the County Planning Authority for written approval.
 10. Prior to the commencement of the development of each individual Fastrack road section tree protection measures for all trees and hedgerows to be retained, in close proximity to that section of the road development, shall be erected and retained for the duration of the works.
 11. Prior to the commencement of the development of each individual Fastrack road section, a Construction Environment Management Plan (CEMP) shall be submitted to the County Planning Authority for written approval, and development shall be carried out in accordance with this document. The CEMP shall include details of the scale, timing and mitigation of all construction related aspects of the development and include (but not limited to):
 - the required mitigation measures needed to control the potential nuisance from noise, dust, vibration and night-time bridge works including the need for a Section 61 prior consent agreement with Dover District Council under the Control of Pollution Act for night-time works associated with the bridge construction for Section 1 only;
 - site hours of operation;
 - numbers, frequency and type of vehicles visiting the site;
 - travel plan and guided access/egress and parking arrangements for site works, visitors and deliveries;
 - wheel washing and other facilities to prevent dust, dirt and detritus from entering the public highway (and means to remove it if it occurs)
 - potential dust, vibration and strike damage to heritage assets affected during construction of Section 2 of Fastrack road;
 - details of the ecological mitigation to be written by an ecologist;
 - that the ecological mitigation works be implemented under an ecological watching brief and timings of works affecting biodiversity be decided by an ecological clerk of works;
 - that any fencing on site retains connectivity on site for badgers.
 12. The bridge over the A2 and the junction of the permitted road with Honeywood Parkway at the Tesco roundabout, as detailed in the application for Section 1 of Dover Fastrack, shall be restricted to use by buses, pedestrians, cycles and emergency vehicles, and shall not be used for any other vehicular traffic unless otherwise approved in writing with the County Planning Authority.
 13. Use of the junction of Section 2 of Dover Fastrack with Dover Road (and the 386m long section of road approaching this junction as detailed in the application hereby permitted which shows the final position of the ANPR cameras and bus gate) shall be restricted to use by buses, pedestrians, cycles, emergency vehicles and farm traffic associated with Frith Farm only (and those farm vehicles to be pre-registered with Dover District Council

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- as operators of the enforcement cameras) and shall not be used for any other vehicular traffic unless otherwise approved in writing with the County Planning Authority.
14. Within 3 months of the commencement of each individual Fastrack road section, a lighting strategy designed to meet the requirements of the lighting strategy within the Ecological Mitigation Strategy (WSP, July 2020) shall be submitted to the County Planning Authority and approved in writing. This shall include details of the lighting columns and hours of lighting operation.
 15. Prior to the commencement of development of Section 2 of the Fastrack road, an updated badger survey of the site must be carried out. If the results of the survey or mitigation required differ from those detailed in the submitted Badger Survey (WSP, January 2021) an updated survey and mitigation strategy must be submitted to the County Planning Authority for written approval.
 16. Prior to the commencement of the development of Section 1 of the Fastrack road, the applicant, or their agents or successors in title, shall secure the implementation of a programme of archaeological work in accordance with a written specification (WSI) and timetable which has been submitted to and approved by the County Authority.
 17. Section 2 of the Fastrack road hereby permitted, shall be constructed in accordance with the submitted document 'Written Scheme of Investigation for an Archaeological Trial Trench Evaluation' (WSP, January 2021).
 18. Within 9 months of the completion on site of the archaeological mitigation works referred to in conditions 16 and 17 above, a Post Excavation Assessment Report shall be submitted to the County Planning Authority for written approval.
 19. The development shall be carried out in accordance with the submitted document 'Dover Fastrack Sections 1 and 2 – Generic Quantitative Risk Assessment' (WSP, December 2020).
 20. Prior to any section of the Fastrack road being brought into use, a verification report demonstrating completion of the works for that section, as set out in the agreed remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the County Planning Authority.
 21. If during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the County Planning Authority.
 22. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written approval of the County Planning Authority.
 23. Piling using penetrative methods shall not be carried out other than with the written approval of the County Planning Authority and having undertaken a Piling Risk Assessment.
 24. Prior to the commencement of Section 1 of the Fastrack road a sustainable surface water drainage scheme shall be submitted to (and approved in writing by) the County Planning Authority. The drainage scheme shall be based upon the submitted Flood Risk Assessment (WSP, August 2020) and shall demonstrate that the surface water generated by this development can be accommodated and disposed of without increase to flood risk on or off site.

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25. Section 2 of the Fastrack road shall be implemented in accordance with the details of the sustainable surface water drainage scheme contained within the submitted Flood Risk Assessment (WSP, August 2020).
 26. The Fastrack road (or each section of the road if developed separately) shall not become operational until a Verification Report, pertaining to the surface water drainage system, has been submitted to and approved in writing by the County Planning Authority.
 27. The mitigation measures outlined in the WSP Air Quality Assessment report (reference DVFT-WSP-12-ZZ-RP-AQ-0001 dated August 2020) shall be implemented as set out.
 28. Should any bunding/mounding be proposed, in addition to that shown on the application drawings, details must first be submitted to and approved in writing by the County Planning Authority.
 29. The development shall be carried out in accordance with the Biodiversity Net Gain Assessment, the Ecological Mitigation Strategy and the submitted plans to ensure the development achieves the scheme wide biodiversity net gain as set out.
 30. Prior to the commencement of any works affecting the Public Rights of Way ER54 and ER60, a Public Right of Way Management Scheme shall be submitted to and approved in writing by the County Planning Authority, which shall include details of surfacing, width, signage, alignment and the two crossings, based on that shown on the plans hereby approved.
29. I FURTHER RECOMMEND that the following INFORMATIVES be added:
1. That the applicant ensures that all necessary highway approvals and consents are obtained;
 2. That the applicant takes note of the Coal Authority's Standing Advice at www.gov.uk/government/organisations/the-coal-authority;
 3. That the applicant ensures that the development is carried out in accordance with Network Rail's Asset Protection Informatives for works in close proximity to Network Rail's Infrastructure;
 4. That the applicant takes note of the Kent Police Designing Out Crime Officer general advice;
 5. The applicant be reminded that if a temporary closure of a Public Right of Way is required there is a 6 week time frame to issue such, and that any temporary closure cannot be issued until a diversion order is confirmed, and that an alternative route must be constructed;
 6. The applicant be reminded that a Section 61 prior consent agreement under the Control of Pollution Act for night-time works associated with the bridge construction, as specified in the condition above, should be sought from Dover District Council;
 7. It is the responsibility of the applicant to ensure that all works should be carried out outside of the breeding bird season (March 1st to August 31st inclusive) and if this is not possible that a suitably qualified ecologist examine the site for breeding birds prior to work commencing;
 8. The felling of trees identified as suitable for roosting bats should be undertaken in a precautionary manner to minimise any risks to this species group.

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9. For the avoidance of doubt in relation to these conditions Section 1 relates to the element of the Fastrack scheme which starts in Phase 1 of the Whitfield Urban Expansion, goes over the A2 via the new bridge and ends at the new junction at the Tesco roundabout on Honeywood Parkway. Section 2 commences at the B&Q roundabout on Honeywood Parkway and extends to the junction with Dover Road.

Case Officer: Mrs Helen Edwards

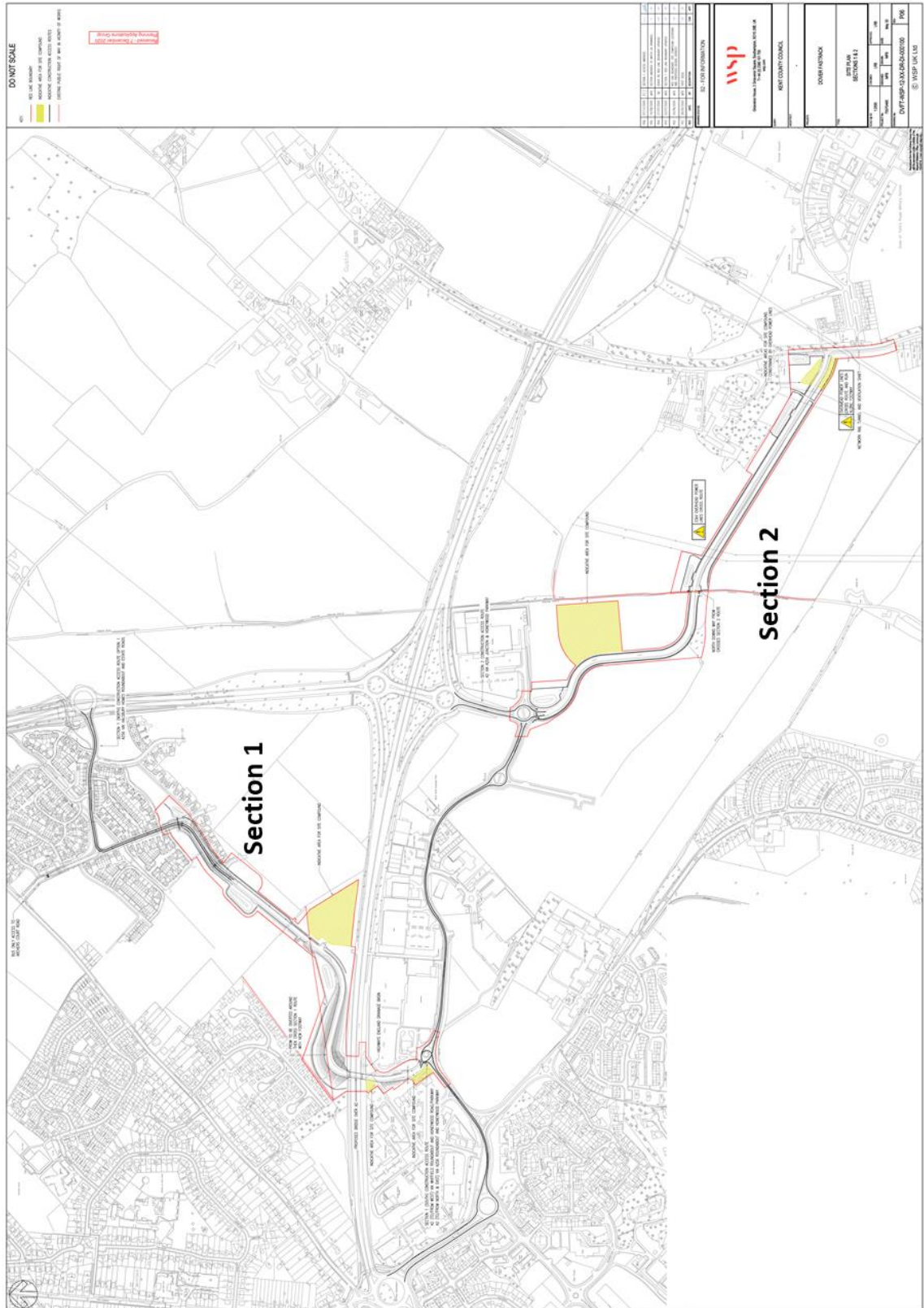
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Background Documents: see section heading

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General Location Plan – Sections 1 and 2



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Item D1

Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only. Section 1 - New road, 1km in length, connecting Whitfield Urban Expansion to Tesco roundabout at Honeywood Parkway via new overbridge over A2. Access to bridge will be controlled by bus gates. Section 2 - New road, 1.1km in length, connecting B & Q roundabout on Honeywood Parkway to Dover Road, near Frith Farm, with access to Dover Road controlled by a bus gate. Providing access to future phases of White Cliffs Business Park at Dover Fastrack - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

A report by Head of Planning Applications Group to Planning Applications Committee on 13th January 2021.

Application by Kent County Council for Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only. Section 1 - New road, 1km in length, connecting Whitfield Urban Expansion to Tesco roundabout at Honeywood Parkway via new overbridge over A2. Access to bridge will be controlled by bus gates. Section 2 - New road, 1.1km in length, connecting B & Q roundabout on Honeywood Parkway to Dover Road, near Frith Farm, with access to Dover Road controlled by a bus gate. Providing access to future phases of White Cliffs Business Park at Dover Fastrack - Land to the north of Dover and to the south of Whitfield, Kent

Recommendation: Permission be granted subject to conditions.

Local Member: Mr Geoff Lymer

Classification: Unrestricted

Site

1. The application site is made up of two distinct areas referred to as Section 1 and Section 2 for the purposes of the planning application and in total comprises an area of 15.5 hectares and lies approximately 3km north of Dover. Section 1 lies to the north of and crosses over the A2 and forms part of the Whitfield Urban Expansion, whilst Section 2 lies to the south of the White Cliffs Business Park. The site is predominantly located on and crosses agricultural land bounded by established hedgerows and trees. The community of Buckland is to the south of the site, Whitfield to the north-west and Guston to the north-east. The application plans are provided in Appendix 1. To the east of

Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

Section 2 of the Fastrack scheme (on the White Cliffs Business Park site) is the recently proposed location of an additional Inland Border Facility, permission for which would be considered by the Ministry of Housing, Communities and Local Government under a Special Development Order. Please see paragraphs 115-116 for additional information regarding this proposal.

Background and Planning History

2. There have been a number of planning applications on and around the site, but most notable are those associated with the Whitfield Urban Expansion and the White Cliffs Business Park. The applicants have noted in their planning statement that the proposed development has been designed with these schemes in mind to make sure that all development is complimentary and deliverable. As the planning history is extensive the list has been included as Appendix 2 to this report.
3. Dover Fastrack would be a form of Bus Rapid Transit (BRT) which is defined as “*a flexible, frequent, dependable bus transit system that combines a variety of physical and operating elements into a permanent and integrated system with a quality image and unique identity*”. It is intended that Dover Fastrack would be a form of public transport which would provide a faster, more reliable and more comfortable journey for passengers compared to conventional bus services. In order to provide a faster journey time, road space would need to be allocated to give priority to BRT vehicles. BRT systems also require bus priority at junctions with a limited number of stops and real time information at those stops. BRT is not a new idea and has been employed in many towns and cities in the UK, most notably for Kent, the existing FastTrack in Dartford and Gravesham. Dover Fastrack is how the scheme is referred to in the report and how it would be known once operational, but references to a Bus Rapid Transit scheme are also made in the report as this is how the principle of this type of development was referred to in earlier Planning Policy documents, in particular those set out in paragraphs 36-42.
4. The proposed Fastrack as described in the proposal section below, would be for bus, cyclists, pedestrians and emergency vehicles only. When the surrounding parcels of land for the Whitfield Urban Expansion and White Cliffs Business Park are built out the two sections of road would provide access to these, but the bus gates and ANPR (Automatic Number Plate Recognition) cameras would restrict through traffic so that only the above vehicles would be able to access the bridge over the A2 or access onto/from Dover Road.
5. The concept of an express bus service for Dover has been proposed in a range of studies commissioned by both Dover District Council (DDC) and Kent County Council dating back to the mid to late 2000's. Different routing options for the link between the White Cliffs Business Park and the entrance to Connaught Barracks were commenced in 2010, and at this stage three routes were assessed against a range of criterion including land ownership, length of route, cost of construction, permeability, landscape, ecology, trees and residential amenity. Ahead of the submission of the planning application, both DDC and KCC have undertaken a wide range of engagement with the public and both statutory and non-statutory stakeholders to inform the proposed development. The most recent round of public engagement was held in July 2020 and

Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

due to Covid-19 was held 'on-line' with engagement materials communicated to stakeholders via non-contact methods including digitally and via the post.

Environmental Impact Assessment (EIA) Screening

6. The applicants submitted an EIA Screening request to KCC on 29th October 2019, noting that the site is located within a 'sensitive area' as defined in Part 1, Regulation 2(1) of the EIA Regulations 2017. Section 3 of the route (which comprises the end of Section 2 southwards to the junction of the A258 and Castle Hill Road), whilst not requiring planning permission, is located within the boundary of a Scheduled Monument, namely Fort Burgoyne. It was therefore necessary to assess whether the Proposed Development was 'Schedule 2 Development' as per the EIA Regulations and whether it would have significant effects on the environment, taking into account the criteria set out in Schedule 3 of the EIA Regulations.
7. The EIA Screening request concluded that the proposed development would not be likely to cause significant environmental effects, therefore it did not require an Environmental Statement pursuant to the Regulations. This conclusion was reached in light of the scale and nature of the proposed development at the site and that the type and characteristics of any potential effect would, with mitigation, not lead to significant effects. In response to the EIA Screening Request, the County Council advised in their EIA Screening Opinion (dated 18th December 2019) that the proposed development did not constitute EIA development and as such an Environmental Statement was not required to support the planning application.
8. The Screening Opinion noted that the development was not of a scale or nature that would result in wide ranging environmental effects and would not have unusually complex and potentially hazardous environmental effects. It went on to state that whilst the physical changes would have a localised visual impact and result in changes to levels, some loss of trees, vegetation and habitat, and potential impacts on protected and other wildlife species, these impacts could be adequately mitigated by new planting, route alignment and the management and precautionary measures that are proposed.
9. When the application was submitted earlier this year, the red line of the proposed development had been amended slightly from that included in the EIA Screening request submitted in October 2019. A further Screening Opinion was therefore carried out by the County Council, issued to the applicant on 28th September 2020, which concluded that the proposed development would not be likely to have significant effects upon the environment by virtue of its nature, size or location, as the original Screening Opinion had found.

Other works

10. Whilst Sections 1 and 2 of the Fastrack scheme require planning permission, a third section would fall under permitted development rights and not therefore require a planning application. Section 3 is a 1.3km stretch of road which extends from where Section 2 ends, at the junction of the road south of Frith Farm, down along Dover Road to the junction of the A258. This stretch of development is bounded by open fields and woodland to the west with a row of residential properties for part of the route; and a

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residential development, Burgoyne Heights, and Connaught Barracks and Fort Burgoyne to the east.

11. The proposed development includes the enhancement and maintenance of the 1.3km stretch of Dover Road, which would be widened to facilitate passing points and visibility splays for road users as well as the provision of bus stop and associated layby and other engineering and enhancement works. The development would not affect or include land within the Fort Burgoyne scheduled monument or the grade II listed gate lodges and walls of the Duke of York's Royal Military School. The Town and Country Planning (General Permitted Development) Order 2015, Schedule 2 (Permitted development rights), Part 9 (development relating to roads), Class A (development by highways authorities) allows for development on land:

“(a) within the boundaries of a road, of any works required for the maintenance or improvement of the road, where such works involved development by virtue of section 55(2)(b)(g) of the Act; or

(b) on land outside but adjoining the boundary of an existing highway of works required for or incidental to the maintenance or improvement of the highway.”

12. In providing the EIA screening response, outlined above, the County Council confirmed that Section 3 of the scheme would be permitted development as it comprises of improvements to a highway by the Highway Authority within the boundaries of the highway and otherwise adjoining the boundaries of an existing highway which does not require an EIA can be carried out as permitted development pursuant to Part 9 of Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015.
13. The applicant therefore excluded this section of the road from the planning application and have advised that they will be submitting a Certificate of Lawful Development application before this work is carried out.

Proposal

14. **Section 1** of the proposed development would see the creation of a new stretch of road extending from the south of Phase 1A of Whitfield Urban Expansion, and then running in a south-westerly direction across the open fields. The road then turns to run approximately parallel with the A2, before rising up on an embankment and turning to cross over the A2 as part of a new bridge across. The bridge would span the A2 to land on a further raised embankment which would then descend between the Dover District Council offices to the west and Tesco to the east, before connecting with the roundabout on Honeywood Parkway.
15. The carriageway of the road would be two lanes wide (allowing traffic to travel in both directions) with a verge running along the southern/eastern side of the carriageway and a shared cycleway and footpath running along the northern/western edge of the road. The carriageway width would vary between 7.9m wide and 7.3m wide (the wider sections to allow for the bends in the road and for buses to pass by the pedestrian

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crossings), whilst the verge width would be 1.6m and the shared footway and cycle way 3m wide. A post and wire fence would be provided along the edge of this shared route.

16. To the north of the A2 the embankment would rise up from ground level at a gradient of 1:3 and would at its highest point (just before crossing the A2) be 9.8m above existing ground level. The bottom of this incline to the top would extend over a distance of approximately 26m, varying slightly due to the curve in the road. Around the bottom of the embankment the area would be landscaped with wildflower grassland and tree planting, and would also incorporate the proposed swale, alongside a public right of way which would run along the bottom edge of the embankment. A stepped pedestrian access from this lower public right of way up the embankment to the shared footway/cycleway along the edge of the road would be provided.
17. Two uncontrolled pedestrian crossings would be provided towards the northern end of the new road and a further crossing provided at the southern end of this Section close to the roundabout on Honeywood Parkway. A further uncontrolled pedestrian crossing would be provided approximately half-way along the new stretch of road (north of the A2) to allow the Public Right of Way ER54 to cross the new road. The public right of way would go directly across the road and then run to the north of the maintenance bay and along the northern side of the drainage features, and then run all the way along the base (northern edge) of the embankment, joining up with public right of way ER71 which runs directly along the rear of the gardens of the properties in Newlands. A separate application has been submitted to the Public Rights of Way Team for the proposed realignment of this route. From the crossing point of the PROW and the proposed road, access to the shared footway and cycle way running alongside the road would also be available.
18. The bridge itself would cross the A2 at a slightly skewed angle and would have a span of 28.85m from the north support to the south support – these supports being located at the outer edges of the A2 carriageway and hardened verge. The headroom between the carriageway and the bottom of the bridge would be a minimum of 5.3m. The north and south supports would consist of 5 reinforced concrete piles, topped with a pile cap and then 5 concrete columns rising to the underneath of the bridge deck. These supports would sit adjacent to the reinforced earth embankment. To the south of the A2 the new road would be supported by a new vertical retaining structure on the eastern side and an embankment of the western side (by the shared footway/cycleway). A 1.5m high metal parapet would run along both edges of the bridge for safety with anti-climb panels.
19. To the north of the A2, the ANPR bus gate would initially be sited close to the existing phase of the Whitfield Urban Expansion, but would then be relocated to a permanent position close to the start of the embankment once the housing development for all phases of the Whitfield Urban Expansion have been completed. The ANPR bus gate and no entry signs for prohibited vehicles at the other end of Section 1 of the road would be provided directly at the roundabout junction on Honeywood Parkway.
20. A maintenance access is proposed immediately to the south of the A2, to the east of the proposed bridge by the Highways England drainage basin. Three areas are shown as indicative areas for site compounds within the overall red line. Two would be located south of the A2 and to the west of this section of the road, one immediately adjacent to

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the A2 and one by the proposed junction at the Honeywood Parkway roundabout. The third is shown immediately to the north of the A2 to the east of the new road.

21. The scheme would utilise sustainable urban drainage systems for the treatment of surface water, with a swale constructed to run along the edge of the footpath at the base of the embankment to the north of the road and a series of drainage channels to the southern side of the road. Water flows would be directed into Biobasins¹ which would be located adjacent to the junction with the roundabout on Honeywood Parkway, one at the start of the embankment and one closer to the existing housing development on the Halsbury Homes site. Grasscrete maintenance access bays are proposed for these Biobasin features. In addition, two shallow swales would be provided to the east of the new road where it abuts the existing housing development scheme being built out.
22. **Section 2** of the proposed development would see the creation of a second stretch of road which would run in a generally southerly direction from a new fourth junction at the B&Q roundabout in the White Cliffs Business Park, before turning eastwards/south-eastwards to cut across to Dover Road. The carriageway would once again be a minimum of 7.3m wide, although as above wider in places to allow for bends in the road and road design. It would be formed of two lanes allowing for buses travelling in both directions. A shared cycleway and footpath would be provided on the western/southern side of the carriageway, separated from the carriageway by a verge. A grassed verge would also be provided on the opposite side of the road. A combination of both post and wire fencing and metal post stock proof fencing would run along both sides of the proposed road separating it from the open fields beyond.
23. The proposed road would pass across the path of the public right of way ER60, which is a Byway Open to All Traffic (BOAT) and forms part of the 156 mile long North Downs Way National Trail. A field access and an equestrian waiting area are proposed at the point where the right of way would cross the new road.
24. Initially the ANPR bus gate would be located at the junction of the B&Q roundabout, but this would be relocated further east along the scheme when the White Cliffs Business Park has been fully developed. At the eastern end of the scheme, the ANPR gates would be located just inside the junction with Dover Road.
25. There would be an uncontrolled pedestrian crossing point just to the south of the roundabout (crossing to a hard standing in the middle of the carriageway) and a further uncontrolled crossing just before the junction of the new road with Dover Road. Two bus stops are provided at this Dover Road end of the scheme. The cycle/footway would extend south along the western edge of Dover Road until it meets the existing residential development on this side of the road, and also extend to the north along Dover Road before becoming just a footway.
26. As with Section 1 'Biobasins' would be provided for surface water drainage – one to the east of the proposed road at the junction with the B&Q roundabout, one just to the east of the public right of way ER60 where it crosses the new road, one to the north of the proposed road just to the west of its junction with Dover Road and a fourth one just to the south of the property 'Arleigh' located on Dover Road. Highway filter drains would

¹ A drainage balancing pond

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run along the northern edge of the carriageway and a drainage channel along the southern edge. Grasscrete maintenance access bays are proposed for these Biobasin features. Indicative areas for site compounds are shown just to the west of the proposed junction with Dover Road and to the east of the proposed road to the south of the B&Q superstore.

27. It is forecast that at its peak, there would be 4 buses per hour in each direction between the hours of 05:00 and 00:00, equating to a total of 152 buses per day. Each section of the road would be lit with 10m high lighting columns along the length of the proposed carriageway.

Planning Policy

28. The following Guidance/Statements and Development Plan Policies summarised below are relevant to the consideration of the application:

- (i) **National Planning Policy Framework (NPPF) February 2019** and the **National Planning Policy Guidance** (March 2014), sets out the Government’s planning policy guidance for England, at the heart of which is a presumption in favour of sustainable development. The guidance is a material consideration for the determination of planning applications but does not change the statutory status of the development plan which remains the starting point for decision making. However, the weight given to development plan policies will depend on their consistency with the NPPF (the closer the policies in the development plan to the policies in the NPPF, the greater the weight that may be given).

In determining applications, the NPPF states that local planning authorities should approach decisions in a positive and creative way, and decision takers at every level should seek to approve applications for sustainable development where possible.

In terms of delivering sustainable development in relation to this development proposal, the NPPF guidance and objectives covering the following matters are of particular relevance:

- significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (*paragraph 80*);
- public rights of way should be protected and enhanced, including taking opportunities to provide better facilities for users (*paragraph 98*);
- consideration of whether the opportunities for sustainable transport have been taken up and safe and suitable access to the site can be achieved for all people. Opportunities to promote walking, cycling and public transport use should be identified at the plan making stage and pursued (*paragraph 102*);
- whether impacts from the development on the transport network (in terms of capacity or congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Development should only be prevented or refused on highway

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grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road would be severe (para 109);

- achieving the requirement for high quality design and a good standard of amenity for all existing and future occupants of land and buildings. Planning decisions should ensure that developments would function well and add to the overall quality of an area; be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to local character and history, including the surrounding built environment and landscape setting; establish or maintain a strong sense of place, creating a welcoming and distinctive place to live, work and visit; include an appropriate mix of development and support local facilities and transport networks; and create places that are safe, inclusive and accessible (*paragraph 127*);
- the planning system should support the transition to a low carbon future in a changing climate...It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions;...and support renewable and low carbon energy and associated infrastructure (*paragraph 148*);
- planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and site of biodiversity or geological value; recognise the intrinsic character and beauty of the countryside – including the economic and other benefits of best and most versatile agricultural land, and of trees and woodland’ minimise impacts on, and provide new gains for biodiversity; prevent new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution; and remediating and mitigating derelict, contaminated and unstable land where appropriate (*paragraph 170*);
- planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including the setting) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage assets conservation and any aspect of the proposal (*paragraph 190*).

(ii) The adopted **Dover Core Strategy (adopted February 2010)**

- Policy CP1 Settlement Hierarchy:** The location and scale of development in the District must comply with the settlement hierarchy. The hierarchy should also be used by infrastructure providers to inform decisions about the provision of their services. Dover is identified as the top of the hierarchy, being a Secondary Regional Centre and the ‘major focus for development in the District, suitable for the largest scale development’.
- Policy CP6 Infrastructure:** Development that generates a demand for infrastructure will only be permitted if the necessary infrastructure to support it is either already in place, or there is a reliable mechanism to ensure that it will be provided at the time it is needed. In determining infrastructure requirements applicants and infrastructure providers should first consider if existing infrastructure can be used more efficiently, or whether demand can be reduced through promoting behavioural

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change, before proposing increased capacity through extending or providing new infrastructure.

The main elements of the infrastructure required to support the strategy are set out in a table in the Core Strategy and includes the following, relevant to this application:

Infrastructure Type	Infrastructure Required	Purpose	Broad Timing
Transport	Dover town centre to Whitfield express bus link (Dover Transport Strategy)	To improve public transport service and reliability between the town centre and major urban extension and reduce trips by private car	2011-2016

Policy CP11 The Managed Expansion of Whitfield: The site to the west, north and east of Whitfield is allocated for an expansion of Whitfield comprising at least 5,750 homes supported by transport, primary education, primary health and social care, utility services and green infrastructure together with retail, financial and professional offices, eating and drinking establishments (Use Classes A1 to A5). Planning permission will be granted provided: -

- iv. An access and transport strategy is developed that maximises the potential for walking, cycling and the use of public transport, especially to the town centre and the White Cliffs Business Park area, includes link/distributor roads to connect the site to the surrounding network, identifies access points to the site and between the site and the existing settlement, safeguards land for a park and ride facility and identifies construction access arrangements that do not disrupt existing residents;

Policy DM1 Settlement Boundaries: Development will not be permitted on land outside the urban boundaries and rural settlement confines as shown on the settlement maps unless specifically justified by other development plan policies, or it functionally requires such a location, or it is ancillary to existing development or uses.

Policy DM2 Protection of Employment Land and Buildings: Land allocated for employment uses as shown on the Proposals Map or with extant planning permission for employment uses will not be granted permission for alternative uses unless it has been subsequently allocated for that alternative use in a Development Plan Document. Permission for changes of use or redevelopment of land and buildings currently or last in use for employment purposes will only be granted if the land or buildings are no longer viable or appropriate for employment use.

Policy DM12 Road Hierarchy and Development: The access arrangements of development proposals will be assessed with regard to the Highway Network set out in the Local Transport Plan for Kent. Planning

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applications that would involve the construction of a new access or the increased use of an existing access onto a trunk or primary road will not be permitted if there would be a significant increase in the risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.

Policy DM15 Protection of the Countryside: Development which would result in the loss of, or adversely affect the character or appearance of the countryside will only be permitted if it is:

- i. in accordance with the allocations made in Development Plan Documents; or
- ii. justified by the needs of agriculture; or
- iii. justified by a need to sustain the rural economy or a rural community;
- iv. it cannot be accommodated elsewhere; and
- v. it does not result in the loss of ecological habitats

Provided that measures are incorporated to reduce, as far as practicable, any harmful effects on countryside character.

Policy DM16 Landscape Character: Development that would harm the character of the landscape, as identified through the process of landscape character assessment will only be permitted if (i) it is in accordance with allocations made in Development Plan Documents and incorporates any necessary avoidance and mitigation measures; or (ii) it can be sited to avoid to reduce the harm and/or incorporate design measures to mitigate the impacts to an acceptable level.

Policy DM17 Groundwater Source Protection: Within Groundwater Source Protection Zones shown on the Proposals Map, the following will not be permitted in Zones 1 and 2 unless adequate safeguards against possible contamination are provided: (i) septic tanks, storage tanks containing hydrocarbons or any chemicals, or underground storage tanks; (ii) proposals for development which may include activities which would pose a high risk of contamination unless surface water, foul or treated sewage effluent, or trade effluent can be directed out of the source protection zone; (iii) proposals for the manufacture and use of organic chemicals, particularly chlorinated solvents; (iv) oil pipelines; (v) storm water overflows; (vi) activities which involve the disposal of liquid waste to land; and (vii) sustainable urban drainage systems. New graveyards will not be permitted in Zone 1. Farm waste, storage areas, new foul or combined sewerage systems will also not be permitted in Zone 1 unless adequate safeguards are provided.

- (iii) The adopted **Land Allocations Local Plan (adopted January 2015)** states in paragraph 3.32 “The need for a fast and reliable express public transport system to increase accessibility and reduce the number of trips made by private car was a key component of the Dover Transport Strategy and the Core Strategy. This is being delivered by proposals for a Bus Rapid Transit (BRT) which will provide a public transport connection from the planned urban extension at Whitfield, White Cliffs

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Business Park (WCBP) via Connaught Barracks/Dover Castle to the town centre and Dover Priory railway station.”

Paragraph 3.45 states “Planning applications in Phase III will need to incorporate proposals to connect the BRT system to Dover Road. Traffic management measures will need to be put into place at the end of the WCBP to restrict access onto Dover Road to only BRT and emergency access. In order to encourage public transport patronage from employees it is important that proposed development is designed to ensure that pedestrian routes to each BRT stop are clearly defined, safe, well-lit and subject to natural surveillance. This key objective should form part of any design proposal in any subsequent proposals for the WCBP.”

Policy LA2 White Cliffs Business Park: The site is allocated for employment development. Planning permission for Phases II and III will be permitted provided:

- (i) development is for Use Classes B1/B2/B8, and employment generating uses that are not specified in the Use Class Order;
 - (ii) proposals maximise the potential use of public transport and ensures development fronts the main spine road and includes clear and safe pedestrian routes for public transport stops;
 - (iii) the integrity and setting of the North Downs Way is preserved and enhanced by retaining the existing hedgerow, strengthening by additional planting of three metres either side of the North Downs Way, and setting back development 10 metres from the new planting, or a new ‘green bridge’ pedestrian connection is delivered across the A2 to improve the setting and directness of the North Downs Way;
 - (iv) Byway ER55A is retained and enhanced;
 - (v) structural landscaping is carried out at the sites main boundaries.
- Additionally, in the case of Phase II:
- (vi) a tree shelter belt at least 20m wide along the southern boundary is provided;
 - (vii) no building is constructed within 15metres of the shelter belt;
 - (viii) no building constructed within 50 metres of the shelter belt exceeds 10m in height; and
 - (ix) vehicular access and servicing extends up to the boundary with Phase III.
- Additionally, in the case of Phase III:
- (x) proposals incorporate measures to provide a direct and convenient BRT route to Dover Road;
 - (xi) traffic management measures are introduced that restrict access to Dover Road to BRT/emergency access;
 - (xii) a landscaped buffer zone at least 25 metres wide in the vicinity of Dover Road is provided; and
 - (xiii) development adjacent to the buffer zone is Use Class B1 only and does not exceed 10 metres in height.

(iv) **Local Plan (adopted 2002) Saved Policies:**

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Policy TR4 A2 Safeguarding: Land is safeguarded on the Proposals Map for the construction of (a) the A2 dualling, Lydden Hill to the Duke of York roundabout, Dover; and (b) The A256 scheme, Sandwich.

Policy C08 Hedgerows: Development which would adversely affect a hedgerow will only be permitted if (i) no practicable alternative exists; (ii) suitable native replacement planting is provided; and (iii) future maintenance is secured through the imposition of conditions or legal agreements.

Policy ER6 Light Pollution: Proposals for development which entail: (i) advertisement illumination will not be permitted unless units are well directed and not excessive for the task; (ii) external lighting will only be permitted where full cut-off lanterns are used, unless Historic Environment interests indicate otherwise.

(v) **Whitfield Urban Expansion Supplementary Planning Document (SPD) Adopted Masterplan, April 2011.** The masterplan sets out a framework for how the proposed expansion of Whitfield should be undertaken. It develops the proposals for growth that were set out in principle in the Core Strategy, which identified Whitfield as a suitable location to create a new residential area supported by a full range of infrastructure. The masterplan identifies the Highway and Infrastructure improvements, which include a pedestrian, cycle and bus bridge across the A2, with the implementation of a Bus Rapid Transit system.

(vi) **Dover Transport Strategy (adopted 2007).** The primary purpose of this document was to support the development of the Core Strategy which proposes significant growth for Dover during the period up to 2026. The strategy identified the need to manage traffic growth associated with the regeneration and economic growth of Dover as proposed through the Core Strategy. Dover Fastrack is noted as a priority public transport scheme within the Transport Strategy:

Para 10.6.6: Express Service – To supplement the proposed improvement to the existing local bus service, and Express Bus Service could be introduced which “piggy backs” off the proposed Park and Ride site in proximity to the A2 and A256. Independent of where the Park and Ride site is located, the bus service could be routed within the proposed Whitfield development, providing an Express Link between the proposed Whitfield development site and central Dover. This would provide an attractive, frequent and fast journey to Dover Town Centre, the port and Dover Priory Rail Station for residents of Whitfield.

(vii) The new **District Local Plan 2020-2040.** The Council is in the process of preparing a new District Local Plan to cover the period 2020-2040, which will set out key policies for the District. Once adopted, the Local Plan will replace the current suite of Development Plan documents noted above. The Local Development Scheme produced in December 2019 identified that the new Local Plan would be adopted in April. However, consultation on the plan has been postponed due to Covid-19 so the date of adoption is subject to change.

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Other Material Considerations:

29. In addition to the considerations arising from the planning policy section above, local finance considerations and other strategy documents are also material considerations for the determination of this application.
- (i) The local finance consideration arising from s43 of the Localism Act 2011, Section 43 amends Section 70 of the Town and Country Planning Act 1990 (determination of applications for planning permission: general considerations) such that in the determination of a planning application, the local planning authority must have regard to:
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations

Section 70(4) of the 1990 Act (as amended) defines a local finance consideration as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by a Minister of the Crown. In this case, the financial assistance is that arising from the award of a grant from Homes England in 2019 under the Housing Infrastructure Fund of £16.1 million. The Housing Infrastructure Fund was a scheme to provide up to £2.3 billion of government funding to help ensure the right infrastructure was in place at the right time to unlock housing development in the Country. In deciding an application for planning permission where a local financial consideration is material, decision takers need to ensure that the reasons supporting the decision clearly state how the consideration has been taken into account and its connection to the development.

- (ii) The Local Transport Plan 4: Delivering Growth without Gridlock (2016-2031) (LTP4) published in July 2017 identifies transport priorities for the County, as well as emphasising the investment required to support growth. It sets out as one of its local priorities for the Dover district the provision of the Whitfield Bus Rapid Transit as a means of "...delivering resilient transport infrastructure to reduce congestion, improve journey time and enable economic growth and appropriate development, meeting demand from a growing population".

Consultations

30. The following consultee responses were received as a result of the consultation carried out in September 2020.

Dover District Council state that the principle of the development would accord with the development plan and the Whitfield Urban Expansion SPD. Whilst the development would have a visual impact, in particular due to the new bridge over the A2, they consider the development would be seen within a context of residential development, the strategic road network and a developing business park. They suggest that careful use of structural soft landscaping would help reduce the visual impact (both from the PROW adjacent to the bridge and in longer views) and request that this is secured by condition. Whilst an adverse visual impact is nonetheless predicted, they state that this must be balanced against other considerations. The need for the bridge, and the

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benefits which would be derived from it, have been set out in detail within the applicant's Planning Statement and it is considered that these benefits are compelling. The provision of the bus and pedestrian route would provide enhanced access between the districts largest development site and Dover Town Centre and Dover Railway Station, enabling a modal shift towards more sustainable forms of transport and reducing the number of private cars on the local and strategic highway networks. They state that care will need to be taken to ensure that the impacts of the development on the amenity of residential properties neighbouring the site are taken into consideration, particularly regarding overlooking, perceived overlooking and noise. However, notwithstanding the need for careful consideration of several aspects of the development, Dover District Council raises no objection to the application.

Guston Parish Council raise an objection on the grounds of increased traffic that will impact residents of Guston who live on Dover Road. They are concerned about the frequency of buses on Dover Road which cannot cope due to flooding, pinch points and blind spots. Increase in noise and pollution for residents at the top of Old Charlton Road and Dover Road. Concern for families that walk from Guston village to Burgoyne Heights due to the lack of a pathway. Dover Road should be widened using land on the Duke of York's school side. Passing places will not help the buses every 20 minutes and the fact agricultural farm machinery uses the road has been completely overlooked. They suggest a proper footpath should be extended right down into the village so residents would benefit from a safe way to walk to the school at Burgoyne Heights. They Parish Council do not see the need for this service at all as most people have a car and don't want to catch the bus. Residents of Guston live in the village as they don't want to be linked to the town. The Parish Council think this proposal would have a detrimental effect on the village of Guston and would not provide any substantial benefits. They have major reservations about the application and the viability of the scheme.

Whitfield Parish Council have not responded to the consultation.

KCC Highways and Transportation Officer raise no objection to the application subject to the imposition of a condition requiring a Construction Management Plan to be submitted prior to commencement of development and an informative requiring all necessary highway approvals being sought.

Highways England raise no objection to the development subject to the imposition of conditions, one for a Construction Management Plan and one to restrict use of the road to buses, cycles, pedestrians and emergency vehicles only.

Public Rights of Way (East Kent PROW Team) raise no objection to the proposal subject to the imposition of a condition requiring a PROW Management Scheme, and an informative reminding the applicant about the timescales required for any temporary closure of a PROW.

KCC Biodiversity Officer raises no objection subject to the imposition of conditions relating to lighting to ensure it accords with the lighting strategy set out in the Ecological Mitigation Strategy; securing ecological mitigation through the Construction Management Plan; that fencing on site should retain connectivity for badgers; the implementation of the Landscape Management and Maintenance Plan as detailed for

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the lifetime of the development; and that an updated badger survey should be undertaken prior to the commencement of development.

KCC County Archaeological Officer raises no objection subject to the imposition of two conditions, one to secure the implementation of a programme of archaeological work in accordance with a written specification and timetable to be approved by the County Planning Authority and one to provide a Post Excavation Assessment Report for approval within 9 months of the completion on site.

KCC Conservation Officer raises no objection to the application. He concurs with the conclusion of the Historic Environment Desk Based Assessment (HEBDA) submitted, that the proposals would result in less than substantial harm to these assets.

Environment Agency (Kent Area) raise no objection subject to conditions requiring a remediation strategy to be submitted prior to commencement of development; a verification report to be submitted before the road is first brought into use; no further development being undertaken if additional contamination is found that had not previously identified; no infiltration of surface water into the ground without consent; and no piling without consent.

Natural England raise no objection. Based on the plans submitted they consider that the proposed development will not have a significant adverse impact on statutorily protected nature conservation sites. They note however that the development is close to the Kent Downs AONB and advise that the Kent Downs AONB Unit should be consulted.

Kent Downs AONB Unit have not responded to the consultation.

KCC Flood and Water Management Officer raise no objection subject to the imposition of conditions to cover the submission of a detailed sustainable surface water scheme, and that the road is not brought into use until a verification report has been submitted.

The Coal Authority state that in accordance with the agreed approach to assessing coal mining risks as part of the development process, if the proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice within the Decision Notice as an informative note to the applicant in the interests of public health and safety.

Network Rail Infrastructure Limited advise that from a planning perspective they raise no objection to the proposal. However, the proposal includes work within close proximity to a railway tunnel, and as a result Network Rail recommends the applicant/developer contact Network Rail's Asset Protection and Optimisation Team (ASPRO) prior to works commencing. The ASPRO team will ensure the works can be completed safely without posing a risk to the operational railway. Also recommend informatives be imposed on any decision notice regarding Asset Protection.

UK Power Networks have not commented on the application.

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Kent Police Designing Out Crime Officer recommends that the applicant looks at guidance in the Tram and Train station documents and advises the applicant to consider maximum surveillance, boundary treatments, security, CCTV and site security for the construction phase.

Amey – Air Quality raise no objection. They are satisfied that air quality has been suitably assessed for the proposed development, and that, subject to the mitigation measures recommended within the report being implemented, no further assessment is required in this regard.

Amey – Noise raise no objection to the development on noise and vibration grounds subject to a condition requiring a Construction Environmental Management Plan be submitted prior to commencement of development so that the best mitigation measures can be put in place prior to any works being implemented. In addition they support the applicant's view that a Section 61 prior consent agreement under Control of Pollution Act be sought from the Local Authority for night time works for the bridge construction, which will ensure specific mitigation measures be put in place to minimise noise at nearby receptors.

Amey – Landscaping raise no objection subject to conditions securing tree protection measures prior to the commencement of development, and an informative being added to make sure works are carried out outside of the bird nesting season (March 1st to August 31st inclusive). Comment that no Landscape Specification document has been submitted but note that extensive planting notes are contained on the submitted drawings.

Local Member

31. The local County Member for Dover West, Mr Geoff Lymer; the County Member for Dover North, Mr Steve Manion; and the County Member for Dover Town, Mrs Pauline Beresford were all notified of the application on 6th October 2020. A written response has been received from Mr Lymer raising objections to the application as follows:

- Local communities do not want the scheme;
- Cost of the road scheme would be in excess of the funding allocated and no S106 monies are forthcoming;
- Dover rail infrastructure wouldn't be able to cope with the increased passenger numbers;
- Residents in villages are more likely to use Martin Mill station or Temple Ewell station and neither is covered by the rapid bus transport system;
- For the bus system to be effective it needs a dedicated bus lane in the town centre;
- Dover town is likely to become more gridlocked especially with Operation Tap post Brexit;
- Price tariffs would need to be competitive;
- Suggest Dover needs a circular Tram system with buses from outlying villages terminating at the edge of the tram route.

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Publicity

32. The application was publicised by the posting of 15 site notices and an advertisement in a local newspaper.

Representations

33. In response to the publicity, 3 letters objecting to the application have been received, with a further 2 letters commenting on the application. In addition, a letter of support has been received from the Leader of Dover District Council, which will be summarised separately at the end of this section.

A summary of the main planning issues raised is set out below:

Objections

Need for the scheme

- No justification for this 'vanity project' in planning or highway terms, restricted to pedestrians, cyclists and the bus – supposed benefits are more than outweighed by the negative impacts on the local area;
- Scheme would not enhance the town in general as it would only skirt round the centre in one direction and avoids it completely in the other;
- The application would appear to meet the need to spend the grant from the Government rather than proving an operational need for the road or practicality of it;
- No proven need for the creation of the new bus service or the colossal capital sum to be spent on its creation;
- Local traffic would not be allowed to use the new road therefore without the bus service this would just be two expensive sections of cycle track;
- Cost of resurfacing Dover Road would be prohibitive;
- If Dover Road is to be widened this would require compulsory powers and further significant expenditure to the detriment of residents;
- Existing bus service (other than the school service at the start and end of each day) cannot be viable as the bus is frequently empty;

Highway/Transport Concerns

- The road ends on a country lane with no provision for safe or sensible continuation;
- Disruption for residents of Guston due to 6 buses an hour using minor roads not designed for this type of traffic;
- Fastrack scheme will not be 'fast' as it would go through the Connaught Barracks site where traffic calming measures would be reduced to a crawl for safety of residents;
- Proposed route would add to challenges at all points on its route to Dover Priory station and would not be rapid;
- The buses would come out onto Castle Hill where coaches for the castle routinely block the road whilst manoeuvring into the car park;
- Castle Hill frequently blocks when Dover TAP is in place, especially in the period between the port becoming blocked and the initiation of Operation Stack and will be exacerbated by the EU Exit transition;

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- Townwall Street/A20 is also a road frequently blocked by Dover TAP and would therefore affect the Fastrack route;
- The new roads are likely to cause immediate difficulties to solve a possible future problem;
- Project will conflict with the Government's Inland Border Control Facility (IBCF) which would involve the creation of an access at the B&Q roundabout, the passage of HGV's to and from the site, with accompanying traffic implications;
- HGV's using Dover Road looking for the IBCF would be problematic for the bus routes proposed;
- Junction with Dover Road would be dangerous and close to an extended S bend;
- Dover Road is inadequate for the bus route due to its width, deficient metalled surface and problematic dip and curve at the top of Old Charlton Road;
- Fastrack route would conflict with farm traffic and local resident traffic and is not wide enough for buses and other large vehicles to pass each other in places;
- Road appears to be designed to cater for high volumes of traffic, being straight and wide, and fear the intention is to open the new road and bridge to all traffic;
- Lack of physical barriers to prevent use by ordinary traffic other than buses will lead to misuse of the road and associated impact on residents in new housing in Richmond Park (Whitfield Urban Expansion);

Amenity Impacts

- The construction of a bridge over the A2 would create roadworks and disruption at a time when disruption from the EU exit is already expected in the area;
- Scheme will affect a Public Right of Way and result in the loss of valuable farmland;

Pollution

- Project would not be environmentally sustainable by virtue of the construction work and the use of diesel buses;
- Congestion causing the buses to slow down and the pollution from the frequency of buses would have disastrous environmental consequences;

Layout/Design

- Scheme departs substantially from the original concept which Halsbury Homes supported;
- Scheme is poorly designed and takes up far too much development land;
- Road design disregards already approved building plots and agreed masterplan;
- Road design disregards approved green infrastructure and Special Area of Conservation (SAC) mitigation;
- Surface water drainage design is unattractive and takes up too much land;
- Access to the new road has not been made for the remainder of the Richmond Park development;
- No assessment of alternatives included in the application, such as a single lane bridge over the A2 which would reduce land take, the cost of the scheme, and reduce the amount of surface water to be disposed of; a narrow and more windy road which would slow traffic down; and physical barriers tripped by responders on authorised buses to avoid misuse of the road;

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Other

- Land owners [Halsbury Homes, of land to the north of the A2] should have been formally notified by letter from the County Council;
- No agreement reached with Halsbury Homes for acquiring the land for the Bus Rapid Transit scheme, therefore no guarantee to ensure it can be delivered in time to meet the requirements of the funding;
- Any subsequent Compulsory Purchase Order as a result of the above would, according to Halsbury Homes, be so large as to bring the viability of the scheme into question;
- Inappropriate for a scheme to provide 28% net gain but at the expense of environmental mitigation that is required to be provided by others.

Comments

- Would like the new bus route to take into account Aylesham Village;
- There are no buses to serve the residents of Aylesham to get to the new leisure centre at Whitfield, to Dover town centre or Dover Priory Station;
- There will be over 1400 new houses in Aylesham when building has been completed and buses are needed as a priority;
- If uptake of the Fastrack bus service is low and makes the scheme financially unviable, local residents will have to pay through council taxes to maintain a failing service;
- Coronavirus is likely to result in businesses streamlining rather than expanding;
- Surveys suggest a large number of residents won't use the Fastrack service, therefore it would be better to fund the existing bus services;
- The bus gates are subject to misuse without proper security, especially at the Dover Road exit where it is rural in nature;
- The roman road public right of way still needs to be available for all users legally entitled to use it;
- Dover Road is of limited width all the way down to the castle and would impede Fastrack buses;
- Fastrack service would not benefit residents of Dover, River and Temple Ewell, who would use a car as more convenient;
- Have all business interests been declared on working groups and committees such that KCC and DDC would not gain financially from this;
- The majority of the town will not benefit from this.

Summary of Letter of Support from Councillor Trevor Bartlett, Leader of Dover District Council.

- The provision of a new bus cycle and pedestrian infrastructure is central to the Dover Fastrack project, which will create a fast and reliable public transport link between Whitfield, the White Cliffs Business Park, Dover Town and Dover Priory Station;
- The scheme would support the planned expansion of Whitfield and the re-development of Connaught Barracks;
- The creation of the rapid bus link is crucial to realising the Council's housing ambitions;

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- This scheme has gained more importance approaching Transition and due to other external factors such as the Lower Thames Crossing which will add to the strategic transport loadings on the A2;
- The value of this connection between Whitfield housing allocation, the White Cliffs Business Park and Dover will assume even greater importance over time, absenting the use of the A2;
- Dover District Council, in collaboration with KCC, prepared a bid to the Housing Infrastructure Fund in 2017, and Homes England awarded a grant of £16.1 million in 2019;
- This was the highest awarded grant that year reflecting the importance of the project in supporting housing delivery;
- Although monetary matters are not usually relevant to the determination of a planning application, regard must be had to the Localism Act 2011. Paragraph 143 indicated that local planning authorities should have regard to local finance considerations as a material consideration where they are relevant to the application, as may be the case with the grant awarded;
- DDC and KCC [as applicant] have collaborated closely on this project and undertaken a range of site surveys, preparation of detailed designs, undertaken community engagement and begun developing a service specification – much work is already underway.

Discussion

34. In considering this proposal regard must be had to the Development Plan Policies outlined in paragraph 28 above. Section 38(6) of the Planning and Compulsory Purchase Act (2004) states that applications must be determined in accordance with the Development Plan unless material considerations indicate otherwise. The proposal therefore needs to be considered in the context of the Development Plan Policies, Government Guidance and other material planning considerations arising from consultation, publicity and the Localism Act.
35. This application is being reported for determination by the Planning Applications Committee due to the objections received opposing the scheme by both residents and one of the Local County Members. In my opinion, the key material planning considerations in this particular case are the principle of development and the need for the Fastrack scheme; the transport and highways benefits and impacts of the scheme; the landscape and visual impact of the development including the impact of lighting; the impact on amenity of local residents; the impact on the Public Rights of Way crossing the development site; the air quality and noise impacts arising from the development; ecological impacts and biodiversity net gain; archaeological impacts; the effect of the scheme on flood risk and drainage; and the contamination impacts from the development. An outline of the proposed White Cliffs Inland Border Facility referenced in the representations summarised above is also provided at the end of the report.

Principle of Development and Need for the Fastrack Scheme

36. The proposed development would create the infrastructure required to facilitate a new Bus Rapid Transit system (referred to as Fastrack in this report) in Dover. The two new sections of road including a new bridge over the A2 would link Whitfield to the north with

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Dover Town Centre, and would serve destinations including (but not limited to) the Whitfield Urban Expansion, White Cliffs Business Park, Connaught Barracks, Dover Priory railway station and the St James regeneration area alongside the A20. It would support the development of two major housing allocations in Dover by allowing the creation of a faster and more reliable journey for public transport users and provide priority links to the town centre and railway station. In so doing it would deliver and thereby promote sustainable methods of transport.

37. The concept of a BRT system was proposed as far back as 2007 when it was included in the Dover Transport Strategy. This document supported the development of the District Council's Core Strategy (part of its Local Plan), which identified the need to manage traffic growth associated with the regeneration and economic growth of Dover. The Fastrack project was noted as a priority public transport scheme within the strategy, with the aim that it would provide an attractive, frequent and fast link between Whitfield, the Whitfield Urban Expansion and Dover Town Centre. In 2011 the Whitfield Urban Expansion Masterplan was adopted and published which also included the aim of implementing a Bus Rapid Transit system through the site along with highway infrastructure improvements of a bus, cycle and pedestrian bridge over the A2. The proposed development would therefore accord with the Dover Transport Strategy and the Whitfield Urban Expansion Masterplan.
38. The adopted Dover Core Strategy (2010) sets out in Policy CP6 the need for the necessary infrastructure to be in place to support the strategy and enable development, and this included the need for the Dover town centre to Whitfield express bus link to help reduce the number of trips made by private car. Furthermore, Policy CP11, which covers the managed expansion of Whitfield lists as a requirement an access and transportation strategy to maximise the potential for walking, cycling and the use of public transport, especially between the site and the town centre. The proposed development would therefore accord with these elements of the Core Strategy.
39. This policy backing for the scheme is reiterated in the later Land Allocations Local Plan, adopted in 2015, which stated that there was a need for a fast and reliable express public transport system to increase accessibility and reduce the number of trips made by private car and that this should be delivered by proposals for a Bus Rapid Transit system connecting the planned urban extension of Whitfield to the town centre and railway station. It goes on to state that development of the White Cliffs Business Park should also incorporate proposals to connect to the BRT system and that this should be a key objective of any development here. Policy LA2 of the Land Allocations Plan expressly sets out a requirement for proposals to incorporate a direct and convenient BRT route to Dover Road, and for traffic management measures to restrict access to Dover Road for the BRT system and emergency vehicles only. The proposed development would therefore accord with the Land Allocations Plan.
40. The proposed development would also comply with the aims of the Local Transport Plan 4: Delivering Growth without Gridlock (2017) which lists as a local priority for the Dover district the provision of the Whitfield Bus Rapid Transit, with the aim that it would reduce congestion, improve journey time and enable economic growth.
41. In terms of the overarching guidance of the NPPF, at the heart is a presumption in favour of sustainable development. This proposal would seek to deliver and thereby

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promote sustainable methods of transport including walking, cycling and public transport, a key aim of the NPPF. Furthermore, the development would enable economic growth, enhanced accessibility to homes, services and facilities, and provide a solution which minimises pollution and environmental impact.

42. It is evident from the above that there is clear policy support and backing for the delivery of the infrastructure required for the Dover Fastrack scheme.

Funding – Localism Act

43. Whilst monetary matters are not usually a relevant material consideration in the determination of planning applications, in this case, not having regard to the finance considerations in relation to the Localism Act (2011) would arguably mean that the Committee had not assessed all relevant material planning considerations in its decision making. Paragraph 143 of the Localism Act 2011, titled '*Applications for Planning Permission: Local Finance Considerations*' states that local planning authorities should have regard to local finance considerations as a material consideration where they are relevant to the application before them. Local finance considerations are thereafter defined as 'a grant or other financial assistance that has been, or will be, provided to a relevant authority by a Minister of the Crown.'
44. The Housing Infrastructure Fund was a scheme to provide up to £2.3 billion of government funding to help ensure the right infrastructure was in place at the right time to unlock housing development in the Country. Dover District Council, in collaboration with Kent County Council, prepared a successful bid for some of this funding to help deliver the Dover Fastrack scheme in Whitfield, and were awarded a grant of £16.1million in 2019 from Homes England. The grant was the highest awarded by the programme that year, reflecting the importance of the project in supporting housing delivery.
45. The securing of the above funding for the sole purpose of delivering the Dover Fastrack should, in this instance, be a material consideration in the determination of this application. The funding is awarded, subject to planning, on the basis that it would help unlock the potential of the two major allocated housing sites at Whitfield and the former Connaught Barracks.

Transportation and Highway Considerations

46. One of the key objectives of the Dover DC Core Strategy is to "*improve ease of travel to, from and within the District for both people and freight; concentrate development where it can best align with facilities and reduce the need for travel, especially at the Regional Hub of Dover, and encourage walking, cycling and public transport through the provision of new facilities.*" The two proposed sections of road being applied for as part of this planning application seek to meet this aim completely.
47. The roads are proposed in the vicinity of the A2, a major road connecting Dover to London and which sees high volumes of traffic and often congestion. The A256 junction with the A2 lies to the east of Section 1 of the proposed road and overbridge, and to the north of Section 2, and the road that would connect the two sections is Honeywood Parkway. Honeywood Parkway is a single carriageway road with footways on each side

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of the road which provides access to numerous retail and commercial facilities, along with the new Dover Leisure Centre. The proposed Fastrack scheme aims to provide an alternative mode of transport between Whitfield and the town centre which would avoid the overreliance on the private car and use of these existing roads.

48. The application has been supported by the submission of a Transport Statement (TS) for the two new sections of the road, which assesses the existing conditions at the site including current pedestrian, cycle, rail and bus facilities in the vicinity, and this document along with the application plans have been considered by the County Council Highway and Transportation Officer and Highways England as part of the planning application process.
49. The key junctions of the proposed Fastrack road would be restricted to use by buses, cycles, pedestrians and emergency vehicles, and these would be controlled by bus gates and ANPR cameras. Once the Whitfield Urban Expansion and White Cliffs business park are built out, the restrictions would be in both directions for the proposed bridge over the A2, and in both directions at the junction with Dover Road. The number of bus services may initially be lower until the Whitfield housing is built out and patronage increases, however the proposals would ultimately allow for 8 buses per hour, four in each direction, operating between 5am and midnight, seven days a week. This would equate to a maximum of 152 buses per day using the route. The TS states that modelling of an additional arm at the Tesco roundabout showed no capacity concerns in 2024, with the longest delay being 13 seconds on Honeywood Parkway (West) in the AM and PM peak. Similarly, the modelling showed that the additional arm at the B&Q roundabout would not present any capacity concerns in 2029, with the longest delay predicted as 7 seconds on Honeywood Parkway (West) in the PM peak. In addition the TS states that the nature of the scheme would be to reduce the use of private vehicles between Whitfield and Dover Town Centre, therefore a proportion of existing traffic would be removed from the network as the bus service becomes operational.
50. The proposed development would provide a safe pedestrian crossing over the A2 linking to existing footpath provision along Honeywood Parkway, and also providing a cycle link that would, by utilising both sections of the road, link Whitfield with the existing Regional Cycle Route 16 that runs along Dover Road and connects Dover to Canterbury. The facilities would benefit not only the new housing in the Whitfield Urban Expansion but also to some extent, the existing housing in Whitfield itself.
51. The County Highways and Transportation officer has confirmed that he has no objections to the scheme in respect of highway matters or the content of the TS, and welcomes the enhancement of sustainable travel in the area which the proposals would provide. Highways England have also confirmed they have no objection to the scheme subject to the imposition of various conditions (outlined below).
52. The proposed development would meet the overarching aim of the NPPF in that it would encourage and promote a sustainable form of transport, not least by offering a genuine choice of transport mode for all users, which should help reduce congestion and emissions and improve air quality and public health. The provision of a fast and reliable route for buses between Whitfield and the town centre would be in accordance with the NPPF. The scheme would also be in compliance with Policies CP6, CP11 and DM12 of

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the adopted Core Strategy and Policy LA2 of the Land Allocations Plan in that it would deliver the promoted Bus Rapid Transit link and would not result in any significant increase in traffic delays as a result of the new junctions onto the existing road network. Furthermore the scheme would not impact the safeguarded land for the proposed dualling of the A2 as covered by Policy TR4 of the saved policies of the Local Plan from 2002.

53. It is therefore considered that from a transportation and highway point of view, the scheme would be acceptable and in accordance with National and Local planning policy, subject to conditions to cover the submission of a Construction Management Plan to control aspects such as hours of construction; timing of HGV movements; routing of delivery and construction vehicles to/from site; travel plans for site workers, visitors and deliveries; wheel washing facilities to prevent dust, dirt and detritus entering the public highway etc; and mitigation measures to control the potential nuisance from noise, vibration and night time bridge works. In addition, a condition restricting the Fastrack scheme to use only by buses, cycles, pedestrians and emergency vehicles would also be required.

Landscape and Visual Impact

54. The planning application was supported by the submission of a Landscape and Visual Appraisal (LVA) which considered the impact of the road scheme on landscape character and visual amenity. The landscape and visual appraisals are separate but linked processes, which describe a closely related but distinct set of effects. The objectives of the LVA were to identify the landscape planning policy relevant to the proposed development; appraise the landscape character baseline of the local area at national, county and local level; appraise the landscape characteristics of the areas affected by the proposed development and its contribution to local landscape character; appraise the visibility of the proposed development and the nature and quality of the existing views from the surrounding area; and inform the iterative design process for integration of the development into its surroundings.
55. The LVA states that the typography of the development study area to the south of the A2 as being hilly with steep south facing slopes overlooking Dover, whereas to the north of the A2 the landform comprises gentle ridges and valleys flowing in a north-east to south-west direction. The development area doesn't contain or lie adjacent to any Scheduled Monuments, Registered Parks and Gardens or Conservation Areas. There are no Sites of Special Scientific Interest (SSSI) within the proposed development study area (with the closest being some 2km away) and the nearest ancient woodland is approximately 1.2km to the north-west. The Kent Downs Area of Outstanding Natural Beauty (AONB) lies to the south-west of Section 2, some 670m away. An assessment of National, County, District and Local Character Areas for the development study area are provided in the appraisal, along with the character of the night sky. Visual appraisal photographs from 15 representative viewpoints (to which the public have access) and 3 viewpoints relating to night sky views are also provided in the report and these locations were identified in consultation with Dover District Council.
56. The report states that the proposed development is located in an area which is not covered by any landscape designations, and does not exhibit any rare or unusual landscape features, and is within a localised landscape which is already influenced by

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existing built form and infrastructure. The proposed scheme has included measures embedded in the design to mitigate against the impact of the development and these include skewing the alignment of the A2 overbridge to enable incorporating gentler slopes on the embankments for new woodland planting to visually contain the most elevated parts of the development; new woodland planting to create habitat for wildlife to provide green visual containment; new specimen tree planting to enhance visual appeal and integrate the development into the surrounding; new hedgerow planting to enhance visual amenity of the development and respond to the local character; and areas of wildflower grassland and bulb planting to enhance biodiversity along with visual appeal. Such landscaping and its ongoing maintenance would need to be conditioned on any planning consent given to ensure the proposed mitigation is actually delivered.

57. The assessment made of the scheme in terms of construction activities on both visual amenity and effect on landscape character areas is described as major and moderate adverse respectively, as it is for the operational impact at year 1, with a suggested reduction of the impact to moderate adverse for visual amenity once the planting has matured (year 15). However, it should be clarified that this assessment has been made against a current baseline of on-site conditions where clearly the proposed road and overbridge would change the character and visual appearance of the existing agricultural fields significantly. What needs to be borne in mind is that the areas through which this road would be constructed are both subject to development allocations in the Local Plan (i.e. for Whitfield Urban Expansion and the White Cliffs Business Park) therefore the change should also be considered against the baseline of anticipated future development, which has been adopted by Dover DC.
58. In terms of night sky impact the proposed lighting of the Fastrack road is considered in the context of the existing glare of lighting from a number of sources including high level floodlights at White Cliffs Business Park, lighting of retail and office use buildings on the business park and along Honeywood Parkway, road lighting along the A2, and road lighting in the residential areas of Newlands, Archers Court and the new residential area of Richmond Park. The lighting scheme would incorporate 10m high columns mounted with directional heads spaced out along the two stretches of road, which are necessary to provide a safe and attractive environment for users, to aid safe movement and a feeling of security and wellbeing. The lights would utilise a neutral white light and light shields to limit light to the rear. Given that the darkness of the sky is already notably reduced in the vicinity of the proposed development it is considered that the impact of introducing further light sources would not be significant, especially when combined with the mitigation measures proposed, and the design and specification of the lighting itself.
59. Policy DM16 of the Core Strategy states that the adverse effects of the proposed development should only be permitted if it is in accordance with the development plan document and incorporates necessary avoidance and mitigation measures; and it has been sited to avoid or reduce the harm through the incorporation of design measures to mitigate impacts to an acceptable level. It is considered that the design proposals to mitigate the development seek to comply with this policy, and the road scheme is part of an adopted strategy by the District Council. Furthermore, the NPPF in paragraph 127 states that planning decisions should ensure that developments are sympathetic to local character and landscape setting, whilst not preventing or discouraging appropriate innovation or change. Although there would be an impact as a result of the proposed development in visual amenity and landscape character terms, it would provide a

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sustainable transport solution which would be considered an appropriate innovation and would be delivered alongside the housing and employment allocations noted above. It is therefore considered that the merits of the development would overcome the adverse effects on landscape.

60. In considering the proposed development Dover District Council (DDC) have commented that the link road to the north of the A2 (Section 1) would be a highway that would ordinarily be expected to be provided through a residential development and consequently they have no concerns regarding the visual appearance of the road or its potential impacts on existing or future occupiers. The bridge over the A2 would, they comment, be a highly prominent feature, but would be viewed in the context of the existing residential development to the north-west, the A2 (including the roundabout to the west and the dumbbell roundabout to the east) and the commercial buildings to the south of the A2. Within this setting they state that the bridge would not appear out of context. They also state that Section 2 of the road, running through the Business Park, would be less sensitive to visual effects, DDC state, it being flatter and further from residential properties than Section 1.
61. Natural England were also consulted on the planning application and in their response noted the proximity of the proposed development to the Kent Downs AONB. The Kent Downs AONB Unit were consulted on the application, however no response was provided and it is considered that whilst nearby, the AONB would not be unacceptably affected by the development.
62. In terms of landscape and visual impact, the discussion above acknowledges that the proposed development would have an impact. However, the development facilitates the implementation of the Dover Fastrack scheme as supported by development plan policy and in this case it is considered that the benefit and merits of this scheme would outweigh the impacts. It is considered that the development would accord with Policy DM15 for protection of the countryside in that the scheme is in accordance with an allocation in the development plan, and cannot be accommodated elsewhere; and it would accord with Policy DM16 for landscape character as again it reflects an allocation in the local plan and incorporates mitigation measures to offset the impact.

Impact on residential Amenity

63. In terms of impact on residential amenity, the proposed development would have the greatest effect on properties in Newlands, whose rear gardens back onto the proposed embankment for the bridge over the A2. The rear boundaries of these properties would be approximately 10-12m away from the base of the embankment and approximately 40m to the raised footway and cycleway along the edge of the road (although this varies slightly from property to property due to layout). Given these distances it is considered that there would not be any unacceptable degree of overlooking caused. However due to the open nature of the current layout (agricultural fields) there may be a *perception* of overlooking experienced by these occupants. It is considered that the proposed landscaping of the embankment, which would include trees that are expected to grow to heights of around 8m, would help address this perception, such that in the short term it would be limited and in the medium to long term would likely be negligible. It should also be recognised that the status quo would not be retained given that the whole area to the rear of these properties falls within the Whitfield Urban Expansion allocation.

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64. The proposed road would be lit along both sections with 10 high columns which also has the potential to impact residential amenity. Light spillage plans were submitted with the application (along with a lighting technical note) and these illustrate the limited wider spill of light which is as a result of the directional mountings, which are aimed at the carriageway rather than the surrounding area. Importantly these drawings show that the light spill would not extend as far as the Newlands residential properties or gardens. Similarly, the lighting spill drawings illustrate that the lighting of Section 2 of the scheme would not extend as far as any of the existing residential properties on Dover Road. The application states that the lighting scheme has been designed to be sensitive to bats and this will be considered further in the ecology section below.
65. It is therefore considered that the proposed development would not have an unacceptable adverse impact on the residential amenity of existing residents and would accord with paragraph 127 of the NPPF.

Public Rights of Way

66. As set out in the proposals section above, the proposed development would affect two existing Public Rights of Way (PROW). For Section 1 the development would require the diversion of footpath ER54 as the new road would dissect its current route. In order to address this the footpath would be routed across the proposed road via an uncontrolled crossing point (gated on the eastern side of the road) and would then turn south-westwards within the post and wire fence enclosure of the road and landscaping. The route of the PROW would then proceed in a westerly direction to the north of the drainage 'Biobasin', and then run around the bottom of the embankment until it meets the existing footpath ER71 which runs along the rear of the back gardens of the properties in Newlands.
67. In Section 2 the proposed road would dissect the route of PROW ER60, which as set out in the proposals section is a Byway Open to All Traffic (BOAT) and forms part of the North Downs Way National Trail. No diversion of this route is required, but the development would make provision for the BOAT to cross the new road with gated accesses provided in the fencing which is proposed either side of the road, and an equestrian waiting area.
68. The applicant engaged with the County Council's Public Rights of Way Team prior to the planning application being submitted and the impact of the proposed development on the public rights of way have been discussed with them to agree an appropriate way forward. An application to divert PROW ER54 has also been made simultaneously to the Public Rights of Way Authority alongside this planning application. In response to the formal planning consultation the PROW team have confirmed that they have no objection to the development as proposed in relation to the public rights of way, but have requested the imposition of a condition requiring a PROW Management Scheme to be submitted (to include details of matters such as surfacing, width, signage, alignment and the two crossings), along with an informative which reminds the applicant about the timescales required if any temporary closure during construction works is required. They also note that noise and air quality impacts of the development should be taken into account, and the need for landscape improvements to lessen the impact of the scheme on the rights of way. These matters are addressed in the relevant sections

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of this report. It is therefore considered that in this regard the application would be acceptable and would accord with the protection measures outlined in paragraph 98 of the NPPF.

Air Quality

69. The application has been supported by an Air Quality Assessment which set out the legislation against which the assessment was undertaken. The document has screened the operational traffic data associated with the development and this screening has determined that the changes in traffic between the 'with Proposed Development' and 'without Proposed Development' scenarios are well below the Design Manual for Roads and Bridges (DMRB) LA 105 Air Quality scoping criteria for significant impacts. This was due to the proposed number of vehicle movements being limited to a maximum of 152 buses per day (as explained above) and that no other changes in traffic would occur as a result of the two new stretches of road. Therefore, the need for operational traffic air quality was scoped out of the assessment.
70. In addition the construction activities for the proposed development are programmed over a period of 18 months and according to the DMRB LA 105 guidance, if the period of construction is less than 2 years it is unlikely that there would be any significant air quality impacts due to construction traffic, therefore this was also scoped out of the assessment. Finally, and also in line with the DMRB guidance, the air quality assessment noted that during the construction phase for dust and particulate matter (PM₁₀ and PM_{2.5}) the effects beyond 200m from the construction site boundary are expected to be insignificant and were also scoped out.
71. The report therefore assessed the temporary increase in dust and particulate matter (PM₁₀ and PM_{2.5}) concentrations due to on-site activities undertaken during the construction phase of the proposed development, which would have potential to impact local air quality. The assessment identified 53 receptors located within 50m of the proposed construction site boundary, therefore the environmental sensitivity of the buffer zone was considered to be 'high'. However the report finds that through good site practice and the implementation of suitable mitigation measures, the effect of dust and PM₁₀ releases would be significantly reduced. The mitigation measures proposed in the report are based on best practice guidance published by the Institute of Air Quality Management and would include (but not exhaustively) the preparation of a Dust Management Plan; that machinery and dust causing activities be located away from receptors; avoiding site runoff of water or mud; removing materials from site as soon as possible; ensuring vehicle engines are switched off when stationary and avoiding the use of diesel or petrol powered generators where possible; using enclosed chutes, conveyors or skips; and avoiding bonfires and burning of waste material etc. Subject to the implementation of such mitigation measures, the report concludes that the residual effects of dust and particulate matter by construction activities on air quality would be considered insignificant.
72. The County Councils air quality consultants have considered the documentation submitted in relation to the proposed development and state that they are in agreement with the assessment made for construction dust impacts and the conclusions regarding this, and are also satisfied with the impacts scoped out of the assessment and the rationale for this. They therefore consider that air quality has been suitably assessed for

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the proposed development and that subject to the mitigation measures recommended within the report being implemented, they would require no further assessment to be undertaken and raise no objection to the application. These mitigation measures can be secured by condition and are incorporated into the recommendation below

Noise

73. The application has been supported by the submission of a Noise Impact Assessment Report which considers the potential noise impacts of the development during both the construction and operational phases. The potential for vibration impacts during construction was also considered in the report, but vibration impacts during operation was scoped out of the assessment. This is because the Highways England document Design Manual for Roads and Bridges (DMRB) advises that where a road surface is free of irregularities and under general maintenance, vibration from road traffic noise does not have the potential to have significant adverse effects. The type, source and potential impacts are identified in the report and the measures that would be employed to minimise them are set out.
74. The study area of the report focused on the closest potential noise and vibration sensitive receptors to the proposed scheme, where typical impacts would be worst and hence all potentially significant effects would be identified. The study area was limited to a distance of 300m from the scheme for noise predictions and 100m for vibration impacts in accordance with British Standard Guidance 5228 - Code of Practice for Noise and Vibration Control on Construction and Open Sites. The document also notes that the proposed dwellings which form part of the Whitfield Urban Expansion have also been scoped out of the assessment. This is due to the fact that the proposed Fastrack scheme and the housing development would be developed simultaneously, therefore it would not be appropriate to determine a 'before' scheme noise level and therefore be able to assess a change in noise levels. Furthermore, the planning consents for the housing are subject to their own requirement for suitable noise mitigation to provide acceptable noise levels within the dwellings.
75. During the construction period details are provided in the Noise Assessment of the impact from distinct activities such as site clearance, earthworks, bridge construction and highway works, including specific reference to the fact the bridge construction is required to be primarily carried out at night-time. The report notes that there is the risk of significant adverse impacts during the construction period with noise limits exceeded at times during certain construction activities, especially the night-time bridge works. To mitigate against the impact of construction activities, a Construction Environmental Management Plan (CEMP) would need to be prepared and implemented by the construction contractors, to minimise noise impacts. In terms of vibration impact, the report found that during construction, when vibratory rollers or compacts are used within close proximity to residential properties there would be a risk of disturbance from vibration, and therefore the CEMP would need to detail measures to minimise these impacts, such as advance notification to residents of work with the potential to generate levels of vibration which may cause annoyance, and not to start up or shut down equipment within 50m of any receptors. It is noted, however, that vibration levels are predicted to be below those associated with building damage. The provision of a CEMP to address these impacts would be secured via a condition on any consent given.

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76. During the operational phase the assessment indicates that the predicted noise levels at the closest receptors (in Newlands, Aspen Drive and Guston) during the daytime period (07:00-23:00) would all be below or equal to the existing ambient noise level in those areas, and are therefore acceptable. For the period of night-time hours (23:00-07:00) the internal noise levels are met for the closest noise receptors for Section 1 of the road. For the receptors close to Section 2 of the road the existing noise levels are exceeded by between 4 and 9dB and the report states that the internal noise limits are also likely to be exceeded, although it goes on to note that internal noise levels at the receptors closest to Dover Road already exceed internal noise limits for sleeping due to existing road traffic. A key mitigating factor is that the bus service would only be operational until midnight, with the service resuming at 5am, therefore it would not run throughout the whole of the 'usual' night-time period of 11pm to 7am. The assessment therefore considered the likely impact between the hours of 11pm and midnight and as a worst case scenario of 8 buses per hour, although it is likely that numbers may be lower as the service tails off and ends for the day. For this period the assessment predicts that the internal noise limits would be between 1 and 3dB below the LAMax limit given in the Professional Practice Guidance Internal Noise Guidance.
77. The County Council's Noise Consultants have considered the Noise Assessment and details provided and have advised that they concur with the methodology being used to assess noise impact and subsequently the findings of the report. They raise no objection to the application, subject to the imposition of a condition to secure the CEMP which would outline the mitigation measures required to address any noise impact. Furthermore, they welcome the applicants view that a Section 61 prior consent agreement under the Control of Pollution Act should be applied for in relation to any night-time works associated with the bridge construction. Although night-time construction of the bridge has the potential for an adverse impact on residents, they acknowledge that this work would be unavoidable due to the potential for a severe impact on traffic congestion if carried out during the daytime. The applicants have confirmed that the CEMP would include a Section 61 agreement between the Contractor and the Environmental Health Officer at Dover DC and this would be required to set out in detail the dates, timings and duration of works, the plant and equipment to be used, predicted noise levels associated with the works and measures to be implemented to minimise the disruption of noise on local residents. The applicant has advised that night-time works would generally be limited to works affecting the A2, and primarily road closures for the lifting of the bridge and any associated finishing works on the structure such as parapets. All other works would be undertaken during standard daytime construction hours (to be conditioned within the CEMP) and the contractor would be required to manage the generation of construction noise and vibration under Section 72 of the Control of Pollution Act. The applicant has advised that it is likely there would be lane closures and narrow lanes in place during the construction phase of the bridge, which would enable most of the bridge supports/abutments to be built during daytime working hours. Specific noise and vibration mitigation measures to be implemented during the works would also be set out in the CEMP, including the provision of acoustic enclosures round static plant where necessary, the use of broadband reversing alarms (more directional than the two tone beeping alarms, therefore causing less nuisance), and no start-up/shut down of vibratory plant within 50m of sensitive receptors. Impact piling typically associated with high noise levels generated by the impact of a hammer driving piles into the ground would not be used for this development.

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78. It is therefore considered that the application would not result in an adverse impact in relation to noise during the operational phase, and that any impacts during construction would be dealt with through good construction management processes and enforced through adherence to an approved CEMP. Although impacts are identified, it is considered that the wider benefits of providing the road and Fastrack bus service would off-set the temporary construction impacts, and therefore the scheme is considered to be acceptable in this regard.

Ecological Impacts

79. The application has been supported by a number of documents which seek to address the potential impact of the proposed development on matters of ecology and biodiversity, including Information to Inform Habitats Regulations Assessment, Preliminary Ecological Appraisal, Ecological Mitigation Strategy, Preliminary Bat Roost Assessment, Reptile Survey Report, and Great Crested Newt results. These documents have all been considered by the County Council's Biodiversity Team and Natural England were also consulted on the application.

80. Under the requirements of the European Council Directives for Habitats and Wild Birds it is necessary to consider whether the proposed development would have any significant effects upon areas of nature conservation importance designated or classified under the Directives. The Report to Inform Habitats Regulations Assessment identified four European sites within 10km of the application site, these being:

- Dover to Kingsdown Cliffs Special Area of Conservation (SAC) (1.5km south east of Section 2)
- Lydden and Temple Ewell Downs SAC (1.6km west of Section 1)
- Folkestone to Etchinghill Escarpment SAC (9.8km south west of Section 1)
- Thanet Coast and Sandwich Bay Ramsar (8.2km north east of Section 1).

As a result, a Stage 1 screening for the Habitats Regulations Assessment was undertaken and submitted, which identified that the highest risk was considered to be air pollution to Dover to Kingsdown Cliffs SAC and Lydden and Temple Ewell Downs SAC. However the project is designed to reduce or maintain traffic flows in the area by seeking to divert new local residents to bus travel instead of car travel and is therefore assessed as not likely to generate sufficient emissions so as to have an effect. Therefore, it was considered that an operational traffic air quality assessment would not be required and this was scoped out of the assessment. No in-combination effects were identified as being likely to occur and in fact the project is identified as part of a suite of measures to alleviate air pollution effects. The KCC Biodiversity Officer has noted that taking into account the type and scope of the development and the distance to and qualifying features of the European sites, she is satisfied with the conclusion of no likely significant effect and the screening out of any impacts. Natural England have also raised no objection to the application.

81. The Preliminary Ecological Appraisal (PEA) outlines the protected species which may utilise the site and further survey work was undertaken to assess the effects and inform any mitigation or licensing requirements. The PEA states that the habitats on both sections of the proposed development have the potential to support a range of protected species, including bats (roosting and foraging/commuting), other mammals, breeding

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birds, reptiles and amphibians. The limited extent of the habitats and their relative isolation, however, means many effects can be avoided or mitigated using precautionary methods.

82. Bats: Two trees were identified with moderate bat roosting suitability, however the plans indicate that these trees would be retained and would be of sufficient distance from the proposed scheme, such that any impacts can be screened out. Five trees and one group of trees have been assigned a low suitability for roosting bats, and the Biodiversity Officer notes that whilst no further survey work is required, precautionary methods of felling should be employed to further minimise the risk to this species group. An informative reminding the applicants of this could be imposed on any consent given. The Ecological Mitigation Strategy (EMS) has outlined the required mitigation and demonstrates widescale planting which includes wildflower planting, woodland creation, new hedgerow, and scattered trees which would provide habitat for bat foraging and commuting. The Biodiversity Officer has confirmed that if these measures are implemented, appropriate mitigation and enhancement can be provided for bats. As lighting can be detrimental to roosting, foraging and commuting bats, a lighting strategy has been included in the EMS and the Biodiversity Officer has confirmed that she is satisfied that this would be appropriate. A condition to secure an appropriate lighting design has been recommended, which should accord with the recommendations from the Bat Conservation Trust and the institute of Lighting Professionals, titled Guidance Note 8 Bats and Artificial Lighting.
83. Reptiles: Reptile surveys were undertaken for both sections of the road and no reptiles were recorded. However, the habitat is considered as suitable for reptiles therefore a precautionary methodology is provided, which includes clearance on site outside of the reptile hibernation period, the removal of suitable refuges prior to clearance and the hand strimming of suitable areas. The Biodiversity Officer concurs with these recommendations and considers them appropriate. She states that the hibernation period for reptiles is approximately October to March but it can vary depending on the weather conditions, therefore exact timings of when the works would be carried out should therefore be decided by an ecological clerk of works, and this is included in the recommendation section.
84. Great Crested Newts: The PEA identified the presence of habitat which could support great crested newts with one pond identified within the Section 1 survey area and another approximately 40m north of the Section 2 survey area. Subsequently the two waterbodies were subjected to environmental DNA (eDNA) analysis and the results of this indicated an absence of great crested newts. No further surveys or mitigation measures are therefore required for this species and they are considered not to be a constraint on the development.
85. Badgers: A subsidiary badger sett was recorded within Section 2 of the proposed development in close proximity of the route (28m). The proposed route has been refined such that construction would be 30m away from the sett, and the report notes that badger specific working methods would be employed in the vicinity of the sett. If these measures cannot be employed then the Biodiversity Officer notes that it would be necessary for a temporary sett closure licence from Natural England to be applied for. Suggestions for the protection of badgers on site have been proposed which the Biodiversity Officer is generally supportive of, but she stresses that permeability of the

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site is important in close proximity to the sett and therefore if fencing is required it should be suitably designed so it does not prevent badger movement. Also, badgers are highly active and therefore the location of the badger sett/usage of the badger sett may change by the time construction work starts. To ensure the proposed mitigation is still valid it is advised that an updated badger survey (for Section 2) is required prior to commencement of development, and this and the fencing could be covered by conditions.

86. Breeding birds: The Biodiversity Officer has agreed that a full breeding bird survey would not be required due to the size of the site, however a precautionary mitigation methodology should be adhered to to prevent any offences being committed. Any works to vegetation that may provide suitable habitats should therefore be carried out outside of the bird breeding season (March to August) to avoid destroying or damaging bird nests in use or being built. If any vegetation needs to be removed during the breeding season then examination must be carried out by an experienced ecologist prior to works starting. An informative to reflect this advice is proposed. Any hedgerows and trees that are to be retained within the proposed development area should be protected during construction in line with standard arboriculture best practice and a condition to this effect is proposed.
87. Ecological enhancement measures are set out in the EMS which include native species planting and habitat creation and the installation of bat and bird nest boxes and habitat features for small mammals, amphibians and invertebrates. A Landscape Management and Maintenance Plan has also been submitted which outlines how the ecological features on the site would be managed and maintained for maximum ecological benefit. The Biodiversity Officer has confirmed that these measures in relation to the proposed woodland, hedgerows and wildflower meadows are appropriate and the management should be implemented throughout the operational period of the proposed development, and a condition is recommended to this effect.
88. In summary it is considered that in relation to all ecological matters outlined above the proposed development is considered acceptable subject to the suggested conditions and precautionary working methods. As such it would comply with the guidance of the NPPF (specifically paragraph 170) and Core Strategy Policy DM15.

Biodiversity Net Gain

89. Biodiversity Net Gain (BNG) is one of the key objectives being brought forward by the Environment Bill 2019. The bill was introduced by Parliament on 15th October 2019 and is aimed at tackling the biggest environmental priorities of our time, signalling a step change in the way the natural environment is protected and enhanced. At the point of submission of the application the Environment Bill has not been made into law, accordingly the applicant has adopted best practice measures, in acknowledgment of the forthcoming changes, to provide BNG as part of the proposed development. A Biodiversity Net Gain Assessment was submitted in support of the application.
90. BNG is the result of a process applied to development so that there is an overall positive outcome for biodiversity. The process follows the mitigation hierarchy, which sets out that everything possible must be done to firstly avoid, secondly minimise and thirdly restore/rehabilitate losses of biodiversity on-site. The Natural England Biodiversity

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Metric 2.0 has been used to quantify the biodiversity values of existing habitats present on site and those proposed under the current design of the post-development landscape design.

91. The BNG report states that the proposed development would result in a net gain of 28.10% in area-based Habitat Units and 25.16% in Hedgerow Units. As such the scheme would achieve a quantitative scheme-wide biodiversity net gain and would surpass the 10% minimum requirement of BNG associated with the emerging Environment Act. The BNG report also outlines how the proposed development adheres to the 10 BNG Good Practice Principles and states that it would achieve all of these, which are listed as: applying the mitigation hierarchy; avoiding the loss of biodiversity that cannot be offset by gains elsewhere; to be inclusive and equitable; to address risks; to make a measurable net gain contribution; to achieve the best outcome for biodiversity; to be additional; to create a net gain legacy; to optimise sustainability; and to be transparent.

Arboriculture

92. In addition to the landscape and visual impact section above it should be noted that the application has been supported by the submission of a tree survey and arboricultural report, which outlined which trees would be affected by the proposed development and mitigation measures to protect those that would be retained. A single Tree Preservation Order was identified as covering three groups of trees and one woodland within the study area, but no trees protected by this order would be removed. The proposed development would result in the removal of 15 trees, three B category tree groups being part removed and one B category wooded area being part removed. The adverse impacts associated with the removal of the trees, tree groups and wooded areas are proposed to be offset by the proposed landscaping, which would provide additional tree planting, hedgerows, wildflower grassland, bulbs and orchards along with the establishment of woodland. To ensure the proposed landscaping is properly looked after to ensure it establishes well, a Landscape, Management and Maintenance plan has been submitted. Tree protection measures are proposed for those features that would be retained on site to ensure they are protected during construction.

Archaeological and Heritage Impacts

93. The application was supported by the submission of an Historic Environment Desk Based Assessment (HEDBA) of the site covering both sections of the road scheme. The study looked at both buried heritage assets (archaeological remains) and above ground heritage assets (structures and landscapes of heritage interest) within or immediately adjoining the site. It also considered the impact of the scheme on the historic character and setting of designated and non-designated assets within and beyond the site (e.g. views to and from listed buildings and conservation areas).
94. The HEDBA identified that above ground heritage assets that may be affected by the scheme comprised both designated and non-designated assets within the site boundary, directly adjacent and also within the wider vicinity, where setting is a consideration. These included Fort Burgoyne scheduled monument which lies 665m to the south-east of Section 2 and Dover Castle scheduled monument which lies 1.2km to the south. Duke of York's Military School and a non-designated railway air shaft lie

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close to the access point of Section 2 onto Dover Road. The Military school lodge gates lie approximately 70m from the proposed access onto Dover Road and the air shaft 55m away. The HEDBA states that the proposals (specifically the access of Section 2 of the road onto Dover Road) would result in less than substantial harm to the Grade II listed West Entrance Lodge Gates of the Duke of York's Military school. It also notes that due to the nature of the road scheme no mitigation has been proposed that can reduce the effect entirely as the road would cut across the current rural landscape affecting views from the lodge gates.

95. No other significant effects are identified by the HEDBA in respect of the designated heritage assets. Views of the proposed new road from Dover Castle and Fort Burgoyne would be too distant and the un-designated railway air shaft would not be physically affected by the proposals. The report notes that a Construction Environmental Management Plan (CEMP) could be used to put in place measures to deal with potential dust, vibration and strike damage during construction.
96. In terms of buried heritage assets, the HEDBA notes that there have been a considerable number (48) of past archaeological investigations within the study area and three within the site, mostly associated with the White Cliffs Business Park. These have recorded evidence of prehistoric and Roman activity in the form of Lower Palaeolithic artefacts and isolated cut features associated with agricultural activity. In support of the current planning application an archaeological geophysical survey was carried out for both sections and revealed no remains of clear prehistoric or Roman origin. However, the report notes that clay geology is not conducive to this method of survey and features of archaeological interest, in particular flint concentrations, may not have been identified.
97. Potential archaeological assets that may be affected by the two sections of road include prehistoric remains, Roman remains including possible cremation burials, post medieval remains, and previously unrecorded 20th Century military remains. The report suggests that archaeological survival is predicted to be high across the majority of the site based on the lack of previous development, other than localised impacts from the construction of existing highways, modern ploughing and possibly historic quarrying activity. The likely impact to archaeological remains would be from the initial site wide topsoil strip for the new road sections, construction compounds and from the excavation for the drainage features. Additional impacts as a result of piling, landscaping and the insertion of services is also noted.
98. The County Council's archaeologist has been consulted on the planning application and confirmed that the scope of the assessment and survey works were agreed with him during pre-application advice which had been sought by the applicant. He notes that the HEDBA includes a comprehensive account of the area and the potential for archaeological remains to be present within the development site. In his consultee response he states that he agrees with the assessment provided but would also include the potential for archaeological remains associated with World War I period military activity, including remains relating to a wider system of field defences erected around the port town of Dover and remains of practice fieldworks associated with soldiers camped/accommodated in the area.

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99. The HEDBA makes recommendations for any previously unrecorded archaeological assets to be preserved by means of a programme of archaeological investigation, for example 'strip, map and sample' during the preliminary site strip at the start of the enabling works/construction phase. The County archaeologist states that he concurs with the recommendations of the HEDBA and therefore raises no objection to the development subject to the imposition of conditions to secure this work. These would include the need to secure the implementation of a programme of archaeological work in accordance with a written specification and timetable to be approved by the County Planning Authority (prior to the commencement of development) and one to provide a Post Excavation Assessment Report for approval within 9 months of the completion on site.
100. The County Council's Conservation Officer was also consulted in relation to the planning application and provided comments in relation to the proposed scheme, where he also concurred with the findings of the HEDBA in that the proposals would result in less than substantial harm to the above ground assets.
101. Given the findings of the HEDBA and the views of the County archaeologist and Conservation Officer, it is considered that the development would accord with the guidance of the NPPF, specifically paragraph 190.

Flood Risk and Drainage

102. The application has been supported by the submission of a Flood Risk Assessment. The proposed development would be located on greenfield land which is located in Flood Zone 1. Based on Table 2: Flood Risk vulnerability classification in the PPG to the NPPF, the proposed development would be classified as 'Essential Infrastructure'. Under the NPPF all types of land uses are considered appropriate in Flood Zone 1. Flood risk from coastal & tidal and fluvial sources at the site is considered to be Negligible and Very Low respectively, and flood risk from groundwater sources is also considered to be Very Low. Flood risk from sewer and drainage infrastructure is considered to be Medium, however the FRA notes that there are no records of flooding affecting the site directly and the inclusion of a sustainable surface water drainage strategy would ensure that there would be no increase to flood risk. All of Section 2 has a Very Low Risk of flooding from overland sources, and whilst the majority of Section 1 is the same, there is an area where the overland flow flood risk needs to be mitigated against.
103. The mitigation proposed for this is the provision of a swale adjacent to the northern edge of Section 1 of the road to intercept flows emanating from the west and direct them further downstream to re-join the existing overland route. The County Council's Flood and Water Management Team have considered the details submitted in the Flood Risk Assessment which included a detailed surface water drainage strategy (as described in the proposals section above). They note that the proposals utilise a combination of swales and balancing ponds along the length of the carriageway which accept both the surface water from the road and also intercept and divert the overland flow path via a culvert to continue through to the Halsbury Homes site as the existing flow path. They note that a condition requiring the submission of a surface water drainage scheme based on that set out on the FRA to demonstrate that the surface water generated by the development (for all rainfall durations and intensities up to and including the climate

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change adjusted critical 100 year storm) can be accommodated and dispersed of without increase to flood risk on or off-site would be required for Section 1 of the proposed road. Sufficient information has been included in the FRA for Section 2 of the scheme, therefore a separate compliance condition has been included for this section in relation to surface water drainage. Secondly a verification report for both sections of the road would be required prior to the road being brought into use, to demonstrate the modelled operation of the scheme, and this would need to be agreed by the County Planning Authority. Subject to these conditions, no objection is raised to the development on drainage or flooding grounds, and the scheme is considered to accord with the guidance of the NPPF.

Contamination Impacts

104. The planning application has been supported in relation to assessing its impact on ground contamination by a Preliminary Risk Assessment and a Coal Mining Report. As noted earlier in the report the site area for both sections is predominantly agricultural land. The site has been developed over time with pits being quarried (1898 and 1908) before being backfilled (1961 and 1981), and historical mapping shows a roman road running through section 2 (now the North Downs Way National Trail) as well as the air shaft associated with the rail tunnel. Historically the surrounding areas are also agricultural with more recent commercial, industrial and residential uses. According to the Coal Authority both sections are located within an area where coal mining has been reported, however no mine entries, potential zones of influence, surface mining, shallow coal workings or probable shallow coal workings fall within 1km of the site. The proposed development is within source protection zone 3 and located upon a principle aquifer therefore controlled waters are particularly sensitive.
105. The Preliminary Risk Assessment identified a series of low or low-moderate risks associated with the construction works in relation to matters such as the risk to future site users, risk from ground gas to third party neighbours, risk to surface water, risk to groundwater and risk to underground structures. A moderate risk to construction workers was found due to the potential for direct contact with contaminated soils, groundwater or ground gas, and a high risk was found in relation to the potential for unexploded ordnance. However, such risks would be managed through the relevant health and safety legislation and protocols. The Environment Agency (EA) has considered the information provided and concurs that the risks posed could be managed, in particular with regard to the risks to controlled waters, however additional information would need to be secured via a planning condition prior to construction being undertaken. A 'pre-commencement' condition requiring this information to be submitted was requested by the EA, however the applicant has sought to provide this information now, to avoid the need to discharge a condition before construction can begin. The EA have been consulted on this additional information, which provided a Quantitative Risk Assessment of the site and they have agreed that the information submitted is acceptable, and therefore any consent should now be conditioned to be carried out in accordance with this document. As a result further conditions are required by the EA which would include the need to submit a verification report to demonstrate any remediation has been undertaken; that if any contamination is found which has not been identified then work should cease until a remediation strategy has been agreed; that no drainage systems for the infiltration of surface water to the ground are permitted without consent, and that piling should not be carried out without the consent of the

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County Planning Authority. Subject to these conditions, which are included in the recommendation below, the EA raise no objection to the development.

106. The Coal Authority were also consulted on the application and have confirmed that the application site falls within the defined 'Development Low Risk Area'. They have therefore advised that the Coal Authority's 'Standing Advice' be brought to the attention of the applicant as an informative, in the interests of public health and safety. Such an informative is proposed and the applicant has already been made aware of this advice.

107. Given the above it is considered that the proposals would accord with the aims of Policy DM17 of the Core Strategy for the protection of groundwater sources, subject to the imposition of the conditions proposed above.

Construction

108. Given the proximity of the development site to neighbouring residential, commercial and retail premises and the scale of the proposals, the scheme would need to be constructed in accordance with a Construction Management Plan (CMP) which would set out measures to protect amenity and existing uses and roads. The CMP should include matters such as the hours of operation for construction; the number, frequency and routing of all construction and delivery vehicles accessing the site; parking and turning areas for construction and delivery vehicles and site personnel; timing of HGV movements (to avoid school drop off and pick up times); the provision of wheel washing and other facilities to prevent dust, dirt, detritus from entering the public highway (and a means to remove it if it occurs); and access arrangements. The CMP would also need to include the ecological mitigation requirements raised above such as the need for any ecological mitigation works to be implemented under an ecological watching brief and the need for fencing to be suitable for retaining badger connectivity on site.

109. A suitably worded condition to this effect has been suggested and it is proposed, for clarity, that the requirements of the CEMP (discussed above in relation to noise impacts and archaeology) and the CMP be incorporated into one condition/document for ease of reference for contractors and to ensure no matter gets overlooked.

Other Matters

110. The proposed Section 1 of the Fastrack scheme would be sited on land which is owned by Halsbury Homes and as noted above in the Representations section (paragraph 33), an objection was received from Halsbury Homes with regard to the planning application. Whilst some of the comments are a matter of opinion or preference it is considered important to address a number of the remarks made. Halsbury Homes state that the road appears to have been designed for high volumes of traffic and are concerned the road and bridge would be opened to all traffic. The road has been designed in accordance with the Design Manual for Roads and Buildings (DMRB), Manual for Streets (MfS), Manual for Street 2 (MfS2), and Kent County Council's design guidance, in line with its proposed use. The route would be controlled by bus gates and ANPR cameras and would accommodate eight buses an hour at its peak. The carriageway width and the width of the shared path match the design of the road corridor shown on the approved plans for the Whitfield Urban Expansion development. Notwithstanding this, the scheme is proposed to be subject to a condition (in line with a request by

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Highways England) which restricts use to buses, cyclists, pedestrians and emergency vehicles only.

111. Secondly they comment that the roads disregard already approved building plots for the Whitfield Urban Expansion. In response the applicants note that the road has been widened compared to the masterplan at the points where the buses need to pass the pedestrian refuge islands, which results in a slight overlap between the previously consented permission and this proposed development. The swale and culvert proposed to manage overland surface water do take into account the attenuation basin shown as part of the reserved matters applications, and the applicant considers both can be implemented. Finally, the verge and cut off drain at the south-eastern side of the road would be a temporary measure. The verge would be replaced with a footway as the wider housing scheme is developed and the cut off drain superseded by whatever drainage is agreed for that development.
112. Dover DC (responsible for determination of the wider Whitfield housing development) commented in their response to this application that there were minor differences between the approved roads which formed part of the reserved matters applications which have been approved and the road proposed as part of this application. However, their view was that given the two alignments only differ marginally they did not consider the housing developments would be prejudiced by this application.
113. With regard to Halsbury Homes comments about the lack of compliance with the Special Area of Conservation mitigation and Green Infrastructure, again the layout differences are considered to be minor and would not prejudice any consented developments. The size of the surface water drainage basins are based on the infiltration rates of the chalk and therefore cannot be amended or reduced as requested by Halsbury Homes. Additional accesses onto Section 1 of the road would be determined as part of any future phases of housing development (to be determined by DDC), and therefore have not been shown at this stage.
114. Finally Halsbury Homes state that no agreement has been reached with themselves to acquire the land required for the Fastrack scheme, which would impact the delivery of the road, subsequently affect the funding, and that any compulsory purchase of the land would make the scheme unviable. The applicant, in response to this, has advised that they are actively negotiating with Halsbury Homes to secure agreement, but should it be necessary, in parallel KCC will be following a Compulsory Purchase Order (CPO) procedure, which Halsbury Homes are aware of. KCC (as applicant) are hopeful that agreement can be reached, but if not, the CPO procedure provides the certainty that the land can be secured in relation to the funding approval with Homes England.

White Cliffs Inland Border Facility

115. On 24th September 2020, the Secretary of State for Housing, Communities and Local Government made the following Order: The Town and Country Planning (Border Facilities and Infrastructure) (EU Exit) (England) Special Development Order 2020. The Order applies to land in England within the areas specified in Schedule 1 of the Order, which includes the area administered by Kent County Council. The Special Development Order (SDO) grants temporary planning permission for development consisting of the use of land for the stationing and processing of vehicles (particularly

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goods vehicles) entering or leaving Great Britain, and the provision of associated temporary facilities and infrastructure. Development permitted by this Order can only be carried out by, or on behalf of, a border department named in the Order. The development must end by 31 December 2025, and all reinstatement works must have been completed by 31 December 2026. SDO applications are submitted to and determined by Ministry of Housing, Communities and Local Government.

116. One of the Inland Border Facilities is proposed to be located on land at White Cliffs Business Park, Dover to the east of Section 2 of the Dover Fastrack scheme. We have been advised that public engagement on the White Cliffs Inland Border Facility will commence shortly. The Fastrack scheme would not compromise the Special Development Order proposal or vice versa.

Conclusion

117. This application proposes the construction of two new sections of road which would be utilised for a new Bus Rapid Transit (BRT) system called Dover Fastrack. The new sections of road would link the Whitfield Urban Expansion to the north of Dover to Dover Priory Railway Station via an overbridge across the A2, along Honeywood Parkway and then a route through White Cliffs Business Park linking to Dover Road. The proposal has given rise to a variety of planning issues including highway and transportation issues, landscape, visual amenity, noise and air quality, ecological matters, and general amenity concerns, along with the need for the development. These matters have been considered and addressed throughout this report and must be balanced against the strong strategic and policy support for the provision of a BRT scheme in Dover. The development would satisfy the local priority objectives of the County Council's 'Local Transport Plan 4: Delivering Growth without Gridlock'. Subject to planning permission the project stands to benefit from £16.1million of funding from Homes England through the Housing Infrastructure Fund – a material consideration for the purpose of determining this application. The proposed Inland Border Facility application would not be affected by the approval of the Fastrack Scheme and the Special Development Order, under which it is being applied for, would only allow a temporary use of the site until 31st December 2025 if permitted.

118. In determining development proposals, planning legislation states that applications must be determined in accordance with the development plan unless material considerations indicate otherwise, and the NPPF states that proposals that accord with an up-to-date Local Plan should be approved without delay. The proposed development specifically meets the aims of policies LA2 of the Land Allocations Plan (2015), and Policies CP6 and CP11 of the Dover Core Strategy (2010). Furthermore, it would accord with the Whitfield Urban Expansion Masterplan (2011) and is a priority public transport scheme listed in the Dover Transport Strategy 2007.

119. Having had due regard to the planning documents submitted as part of this application, the consultation responses received and representations made, I am of the opinion that the proposed development, subject to the conditions listed below, would not give rise to any material harm, is acceptable and is otherwise in accordance with the general aims and objectives of the relevant Development Plan Policies and the guidance contained within the NPPF. I therefore recommend that planning permission be granted.

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Recommendation

120. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO the imposition of conditions covering (amongst other matters) the following:

1. Development shall be begun within 3 years of the date of the permission.
2. Development to be carried out in accordance with the submitted details.
3. Prior to the commencement of either section of road details of all the proposed structures, including the overbridge, retaining walls, paving and hard surfaces, carriageway design and materials shall be submitted to the County Planning Authority for prior written approval.
4. Prior to their installation, details of the fences, railings and gates shall be submitted for the written approval of the County Planning Authority and thereafter implemented as approved and retained.
5. The implementation of the landscape design proposals as set out on drawing numbers DVFT-WSP-S1-XX-DR-L- 0101-0108 Rev P05 Landscape General Arrangement Plans 1-8, DVFT-WSP-S1-XX-DR-L-0201 Landscape Cross Section, and DVFT-WSP-12-XX-DR-L- 0202-0204 Rev P01 Typical Landscape Details, within the first planting season following the opening of each section of the road to ensure the visual impact of the development is softened through the landscaping proposed.
6. The replacement of any trees, shrubs hedges etc that are destroyed, dead or dying within 5 years of planting, with large nursery stock of the same species in the same places.
7. The Landscape Management and Maintenance Plan (WSP, July 2020) must be implemented as detailed for the lifetime of the development, and the management plan must be regularly reviewed and any updates to the management plan submitted to the County Planning Authority for written approval.
8. Tree protection measures for all trees and hedgerows to be retained on the development site shall be erected prior to the commencement of development and retained for the duration of the works.
9. Prior to the commencement of the development of each individual section, a Construction Environment Management Plan (CEMP) shall be submitted to the County Planning Authority for written approval, and development shall be carried out in accordance with this document. The CEMP shall include details of the scale, timing and mitigation of all construction related aspects of the development and include (but not limited to):
 - the required mitigation measures needed to control the potential nuisance from noise, dust, vibration and night-time bridge works including the need for a Section 61 prior consent agreement with Dover District Council under the Control of Pollution Act for night-time works associated with the bridge construction;
 - site hours of operation;
 - numbers, frequency and type of vehicles visiting the site;
 - travel plan and guided access/egress and parking arrangements for site works, visitors and deliveries;

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- wheel washing and other facilities to prevent dust, dirt and detritus from entering the public highway (and means to remove it if it occurs)
 - potential dust, vibration and strike damage to heritage assets during construction;
 - details of the ecological mitigation to be written by an ecologist;
 - that the ecological mitigation works be implemented under an ecological watching brief and timings of works affecting biodiversity be decided by an ecological clerk of works;
 - that any fencing on site retains connectivity on site for badgers.
10. The scheme as approved, shall only be used for the purposes of buses, pedestrians, cycles and emergency vehicles, and shall not be used for any other vehicular traffic unless otherwise agreed in writing with the County Planning Authority.
 11. Within 3 months of the commencement of each Section of the development, a lighting strategy designed to meet the requirements of the lighting strategy within the Ecological Mitigation Strategy (WSP, July 2020) shall be submitted to the County Planning Authority and approved in writing. This shall include details of the lighting columns and hours of lighting operation.
 12. Prior to the commencement of development of Section 2 of the road, an updated badger survey must be carried out and the results of the survey and details of any new/additional ecological mitigation required must be submitted to the County Planning Authority for written approval.
 13. Prior to the commencement of the development of each individual Section the applicant, or their agents or successors in title, shall secure the implementation of a programme of archaeological work in accordance with a written specification (WSI) and timetable which has been submitted to and approved by the County Authority.
 14. Within 9 months of the completion on site of the archaeological mitigation works referred to in the above condition, a Post Excavation Assessment Report shall be submitted to the County Planning Authority for written approval.
 15. The development shall be carried out in accordance with the submitted document 'Dover Fastrack Sections 1 and 2 – Generic Quantitative Risk Assessment' (WSP, December 2020).
 16. Prior to any section of the road being brought into use, a verification report demonstrating completion of the works for that section, as set out in the agreed remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the County Planning Authority.
 17. If during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the County Planning Authority.
 18. No drainage systems for the infiltration of surface water to the ground are permitted other than with the written approval of the County Planning Authority.
 19. Piling using penetrative methods shall not be carried out other than with the written approval of the County Planning Authority and having undertaken a Piling Risk Assessment.

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20. Prior to the commencement of Section 1 of the road a sustainable surface water drainage scheme shall be submitted to (and approved in writing by) the County Planning Authority. The drainage scheme shall be based upon the submitted Flood Risk Assessment (WSP, August 2020) and shall demonstrate that the surface water generated by this development can be accommodated and disposed of without increase to flood risk on or off site.
 21. Section 2 of the road shall be implemented in accordance with the details of the sustainable surface water drainage scheme contained within the submitted Flood Risk Assessment (WSP, August 2020).
 22. The road (or each section of the road if developed separately) shall not become operational until a Verification Report, pertaining to the surface water drainage system, has been submitted to and approved in writing by the County Planning Authority.
 23. The mitigation measures outlined in the WSP Air Quality Assessment report (reference DVFT-WSP-12-ZZ-RP-AQ-0001 dated August 2020) shall be implemented as set out.
 24. Should any bunding/mounding be proposed, in addition to that shown on the application drawings, details must first be submitted to and approved in writing by the County Planning Authority.
 25. Prior to their installation, details of the permanent bus shelters shall be submitted for the written approval of the County Planning Authority and thereafter implemented as approved and retained.
 26. The development shall be carried out in accordance with the Biodiversity Net Gain Assessment, the Ecological Mitigation Strategy and the submitted plans to ensure the development achieves the scheme wide biodiversity net gain as set out.
 27. Prior to the commencement of any works affecting the Public Rights of Way ER54 and ER60, a Public Right of Way Management Scheme shall be submitted to and approved in writing by the County Planning Authority, which shall include details of surfacing, width, signage, alignment and the two crossings, based on that shown on the plans hereby approved.
121. I FURTHER RECOMMEND that the following INFORMATIVES be added:
1. That the applicant ensures that all necessary highway approvals and consents are obtained;
 2. That the applicant takes note of the Coal Authority's Standing Advice;
 3. That the applicant ensures that the development is carried out in accordance with Network Rail's Asset Protection Informatives for works in close proximity to Network Rail's Infrastructure (updated guidance, dated January 2021);
 4. That the applicant takes note of the Kent Police Designing Out Crime Officer general advice;
 5. The applicant be reminded that if a temporary closure of a Public Right of Way is required there is a 6 week time frame to issue such, and that any temporary closure cannot be issued until a diversion order is confirmed, and that an alternative route must be constructed;

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6. The applicant be reminded that a Section 61 prior consent agreement under the Control of Pollution Act for night-time works associated with the bridge construction, as specified in the condition above, should be sought from Dover District Council;
7. Works should be carried out outside of the bird nesting season (March 1st to August 31st inclusive) unless approved by an ecologist;
8. The felling of trees identified as suitable for roosting bats should be undertaken in a precautionary manner to minimise any risks to this species group.

Case Officer: Mrs Helen Edwards

Tel. no: 03000 413366

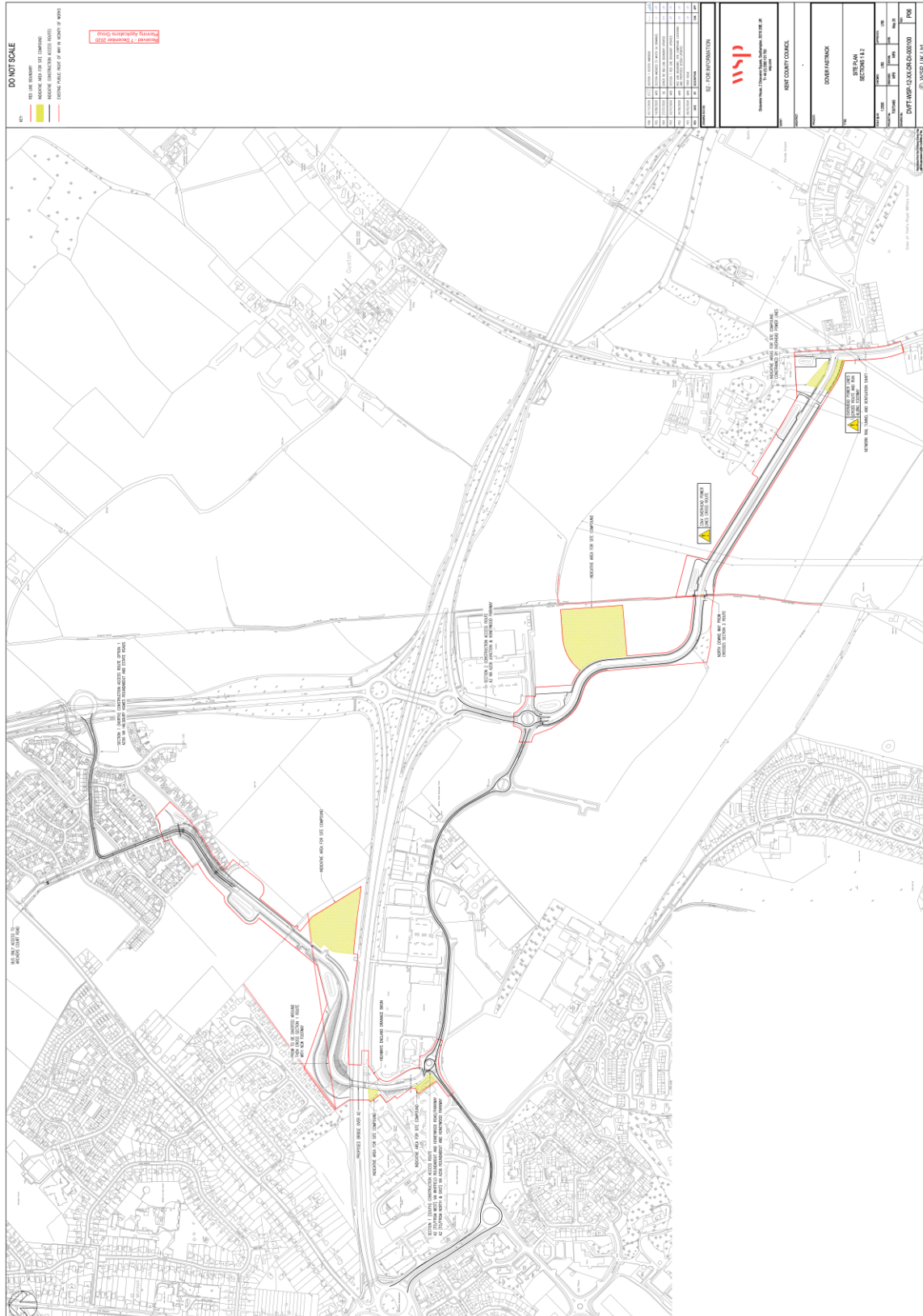
Background Documents: see section heading

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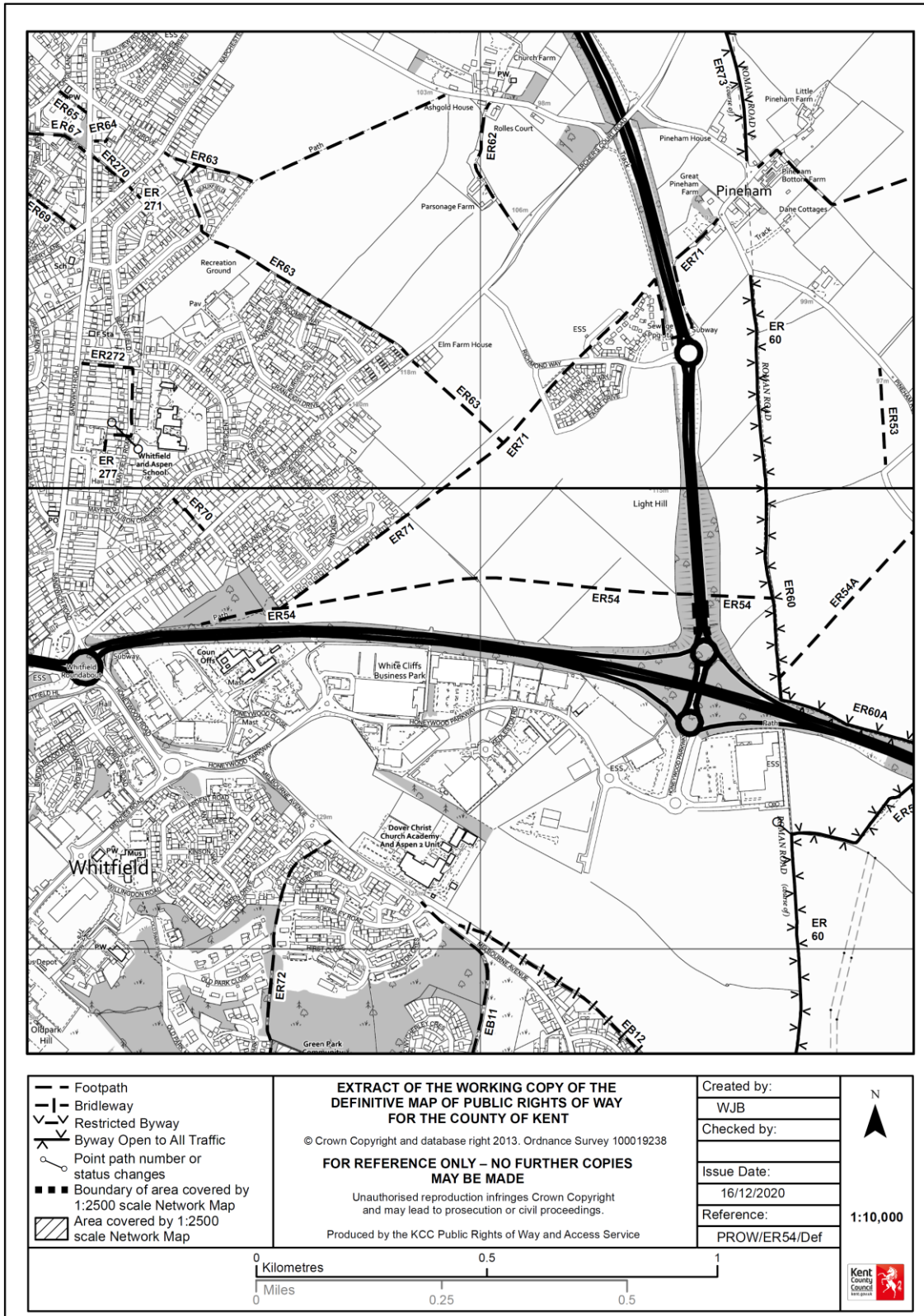
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General Location Plan – Sections 1 and 2



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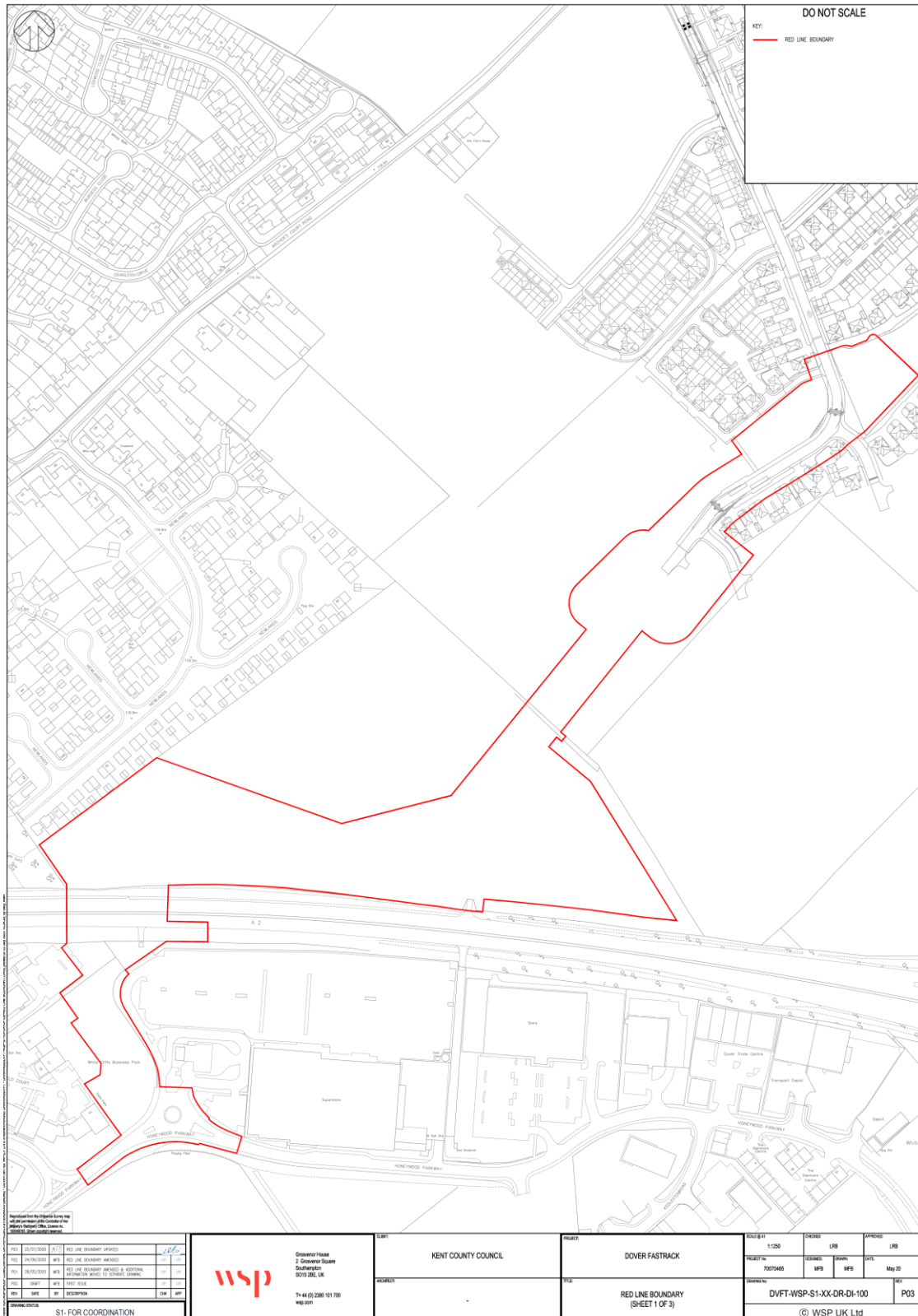
Definitive Map of Public Rights of Way



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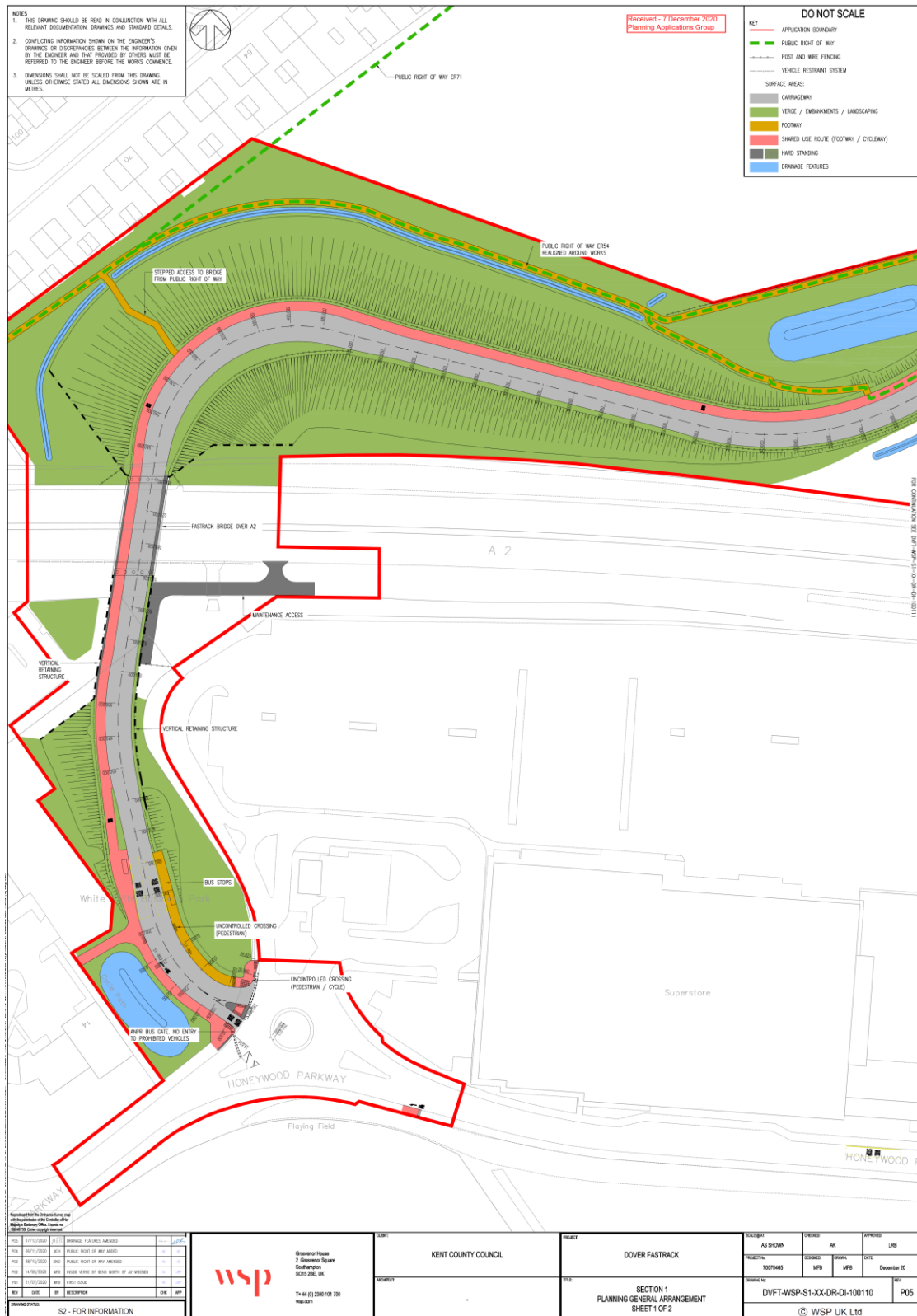
Red Line Boundary Section 1



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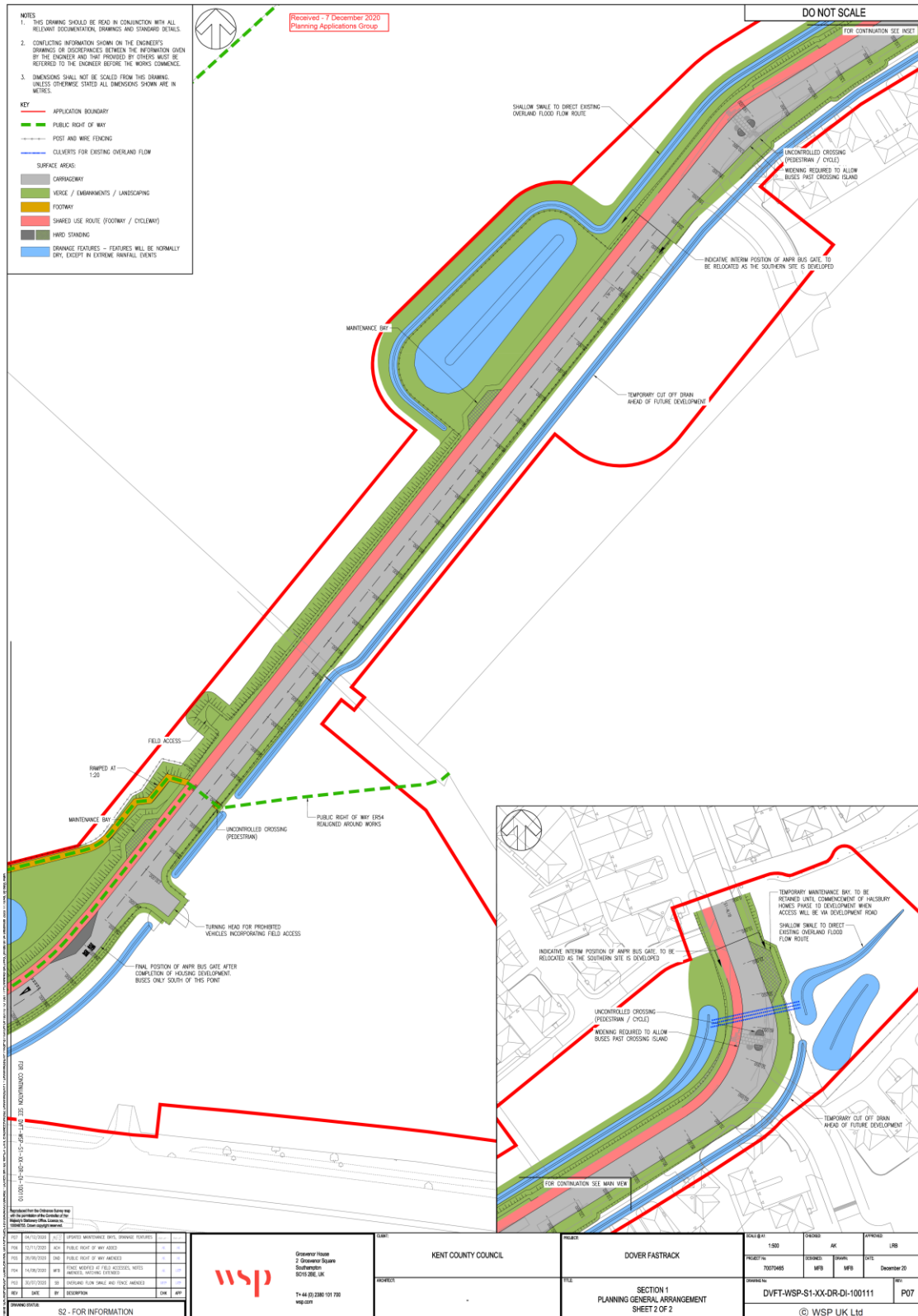
Section 1 – General Arrangement (plan 1 of 2)



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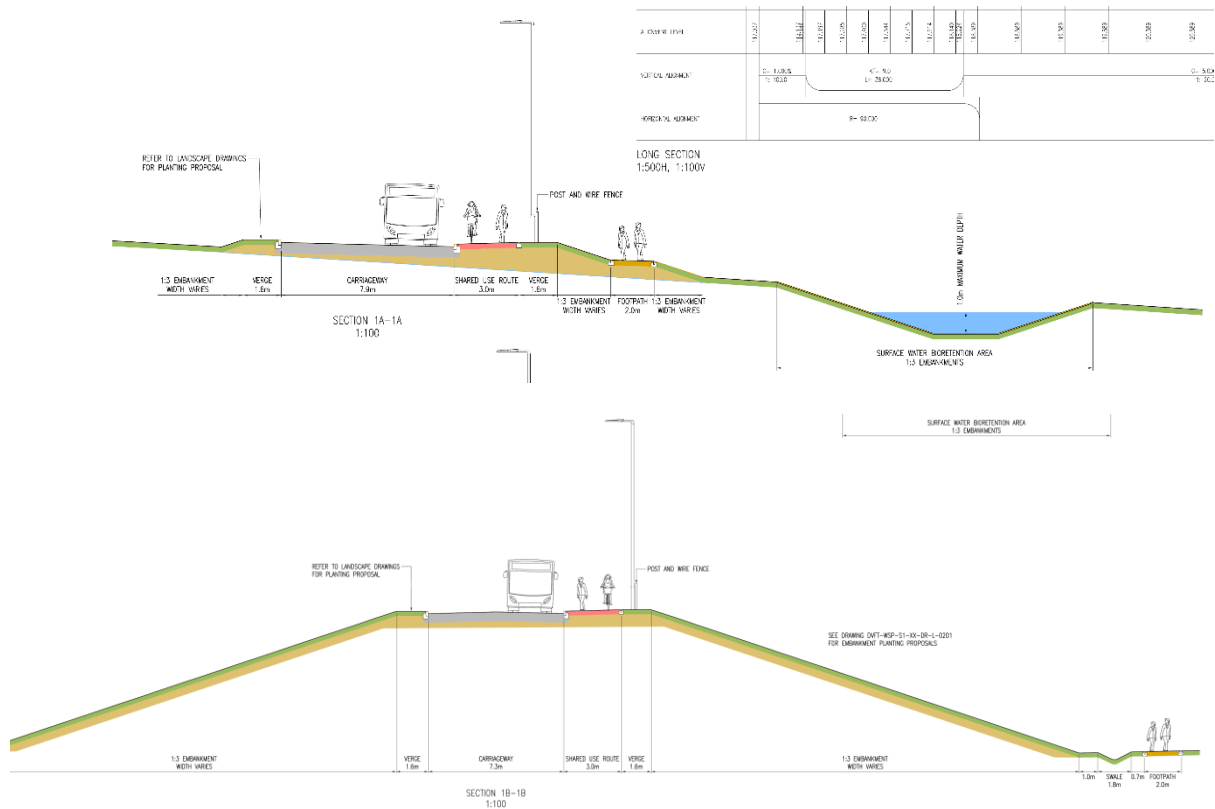
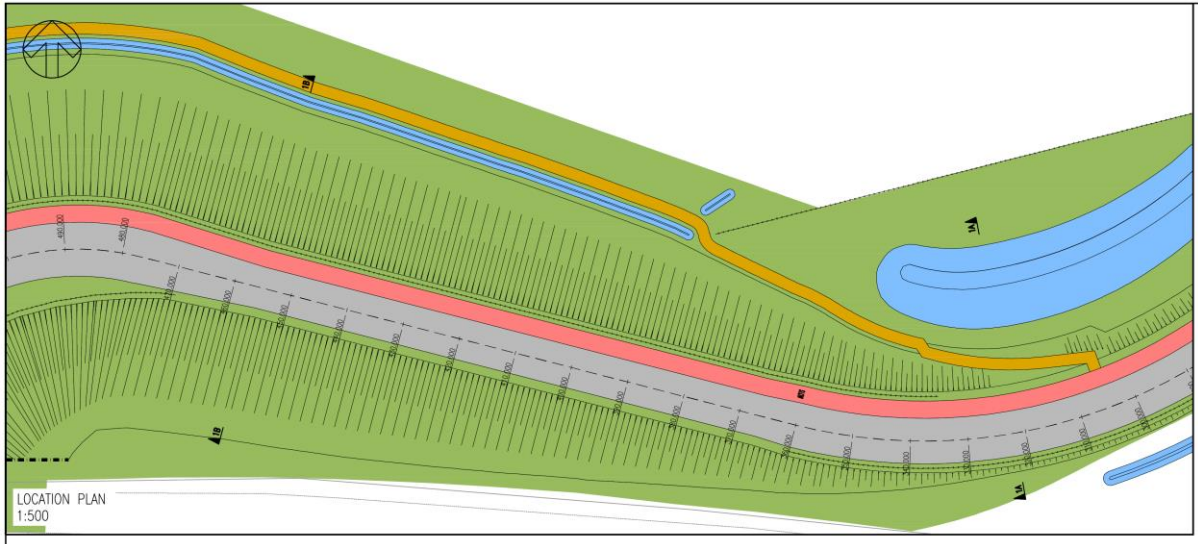
Section 1 – General Arrangement (plan 2 of 2)



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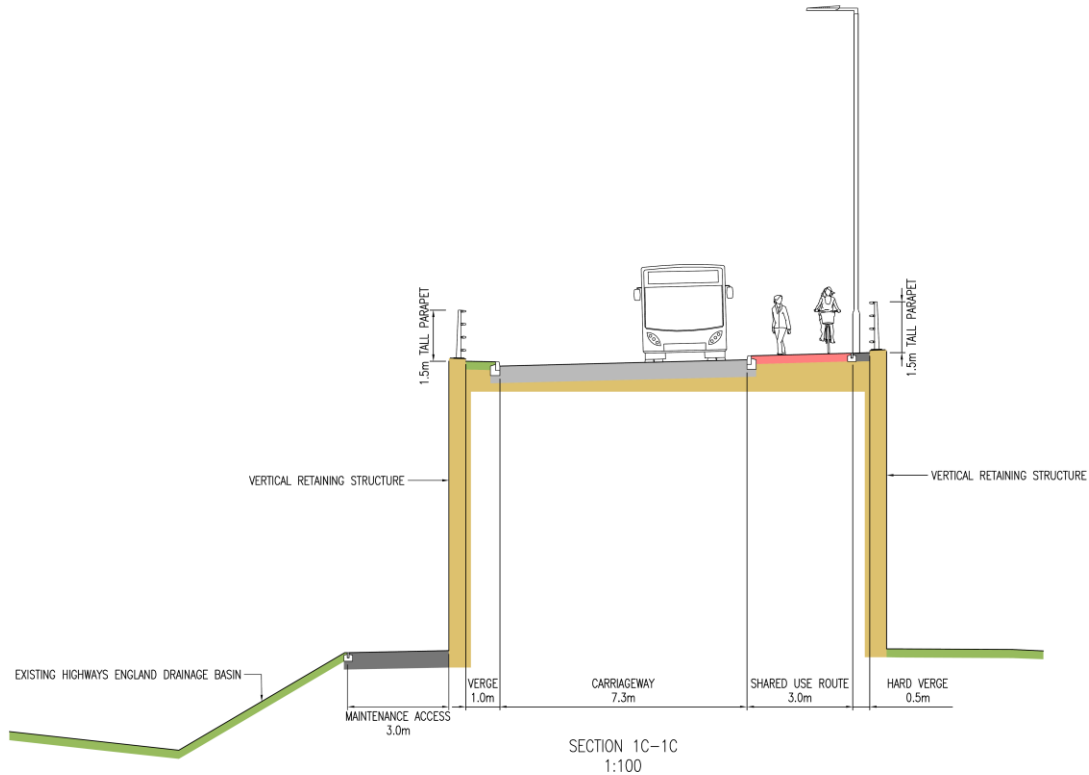
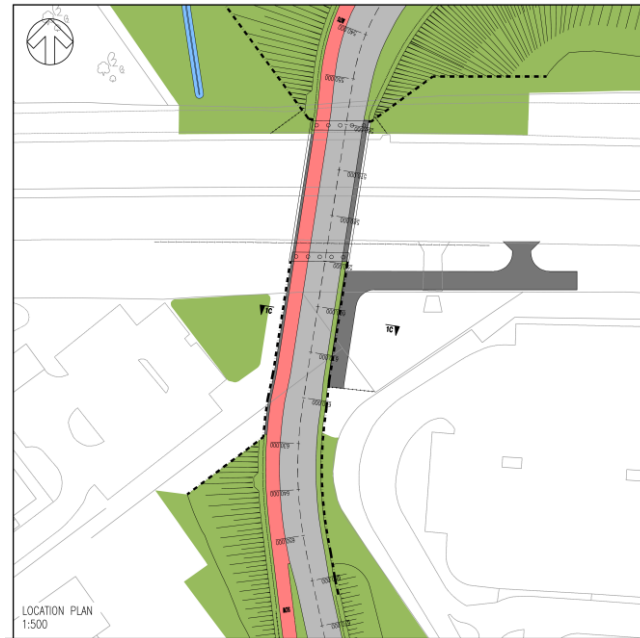
Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

Section 1 - Cross Sections



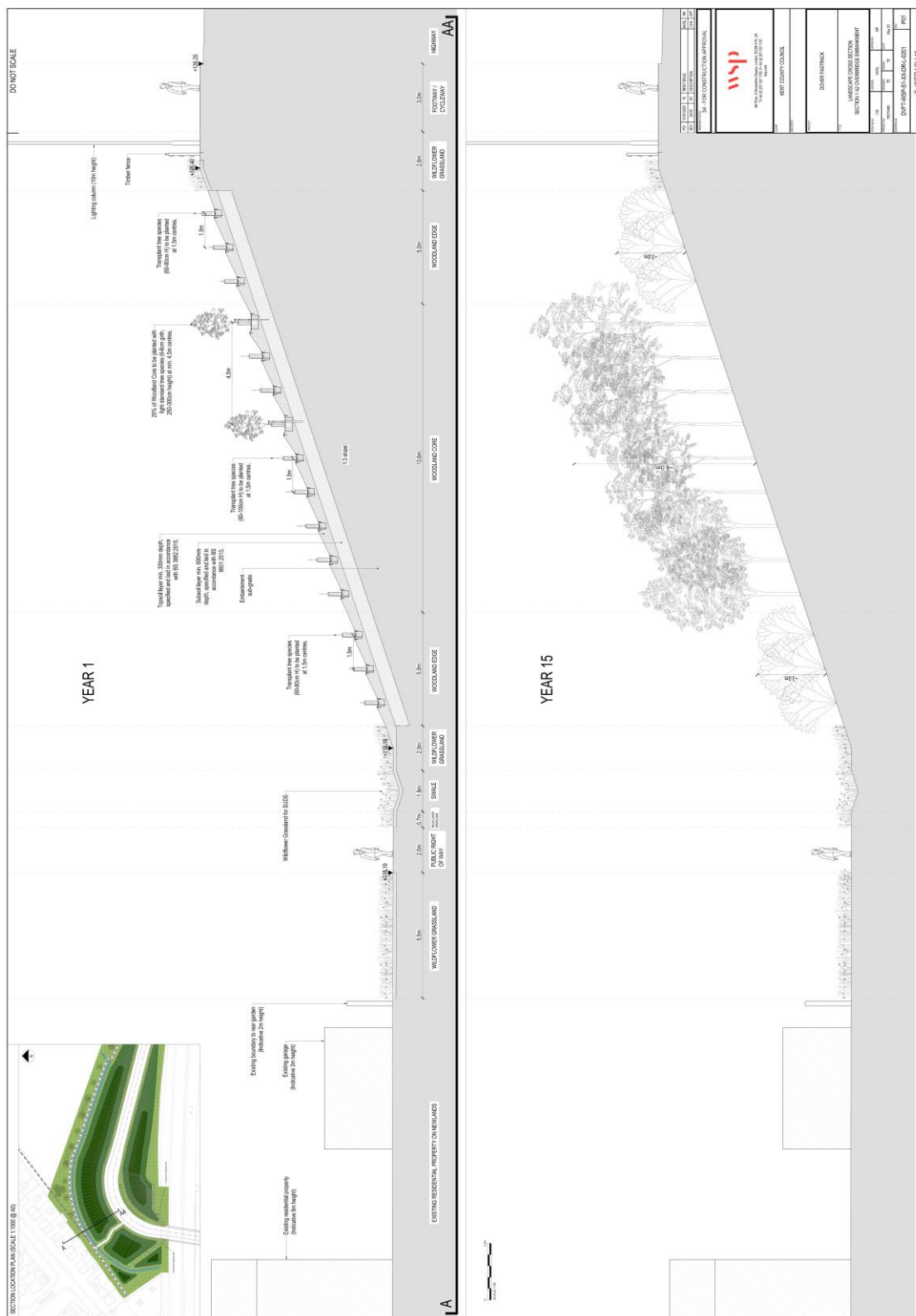
**Item D1 Appendix 1 Application Plans
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Section 1 – Bridge Cross Section



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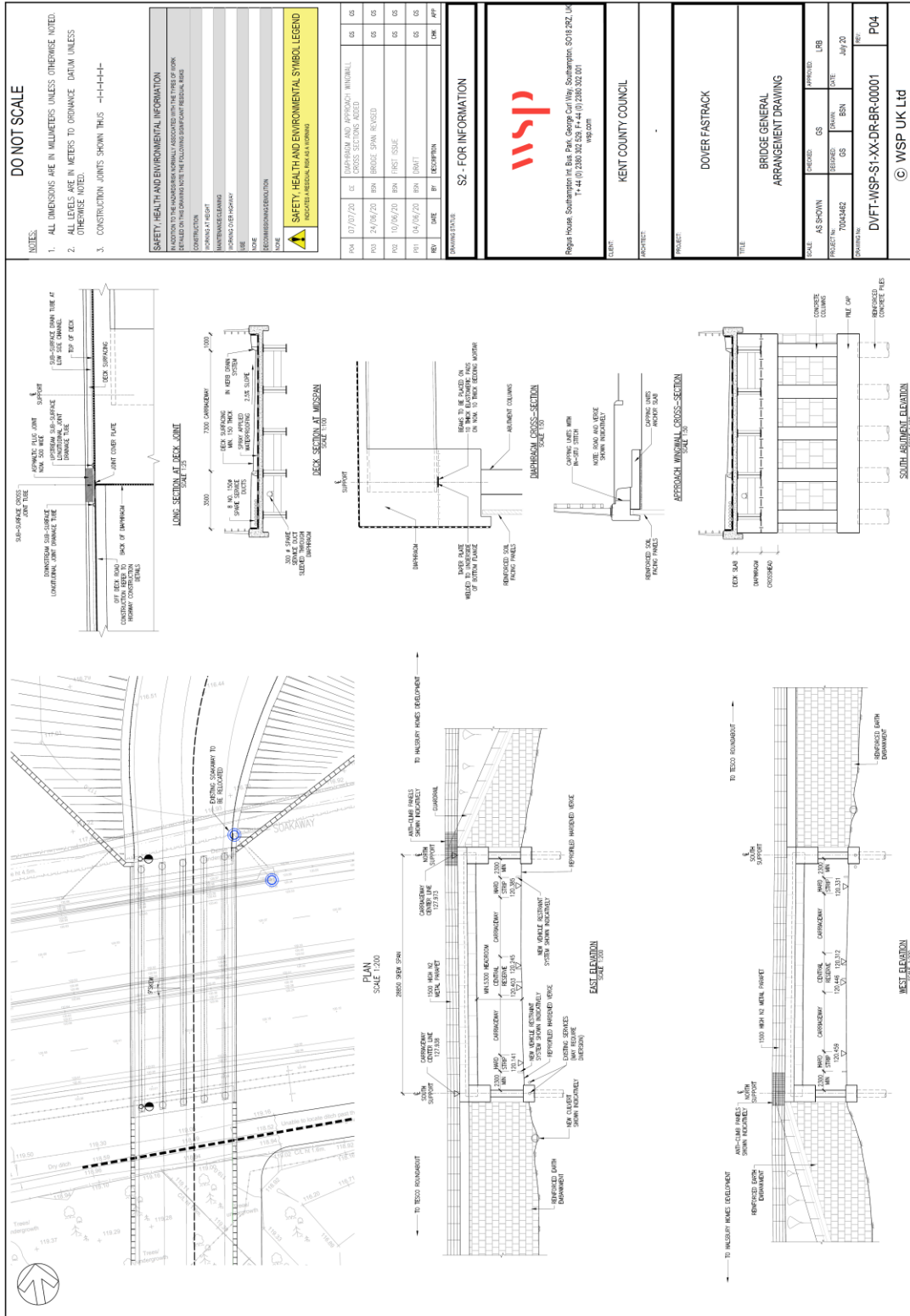
Landscape Cross Section – Section1 Bridge Embankment



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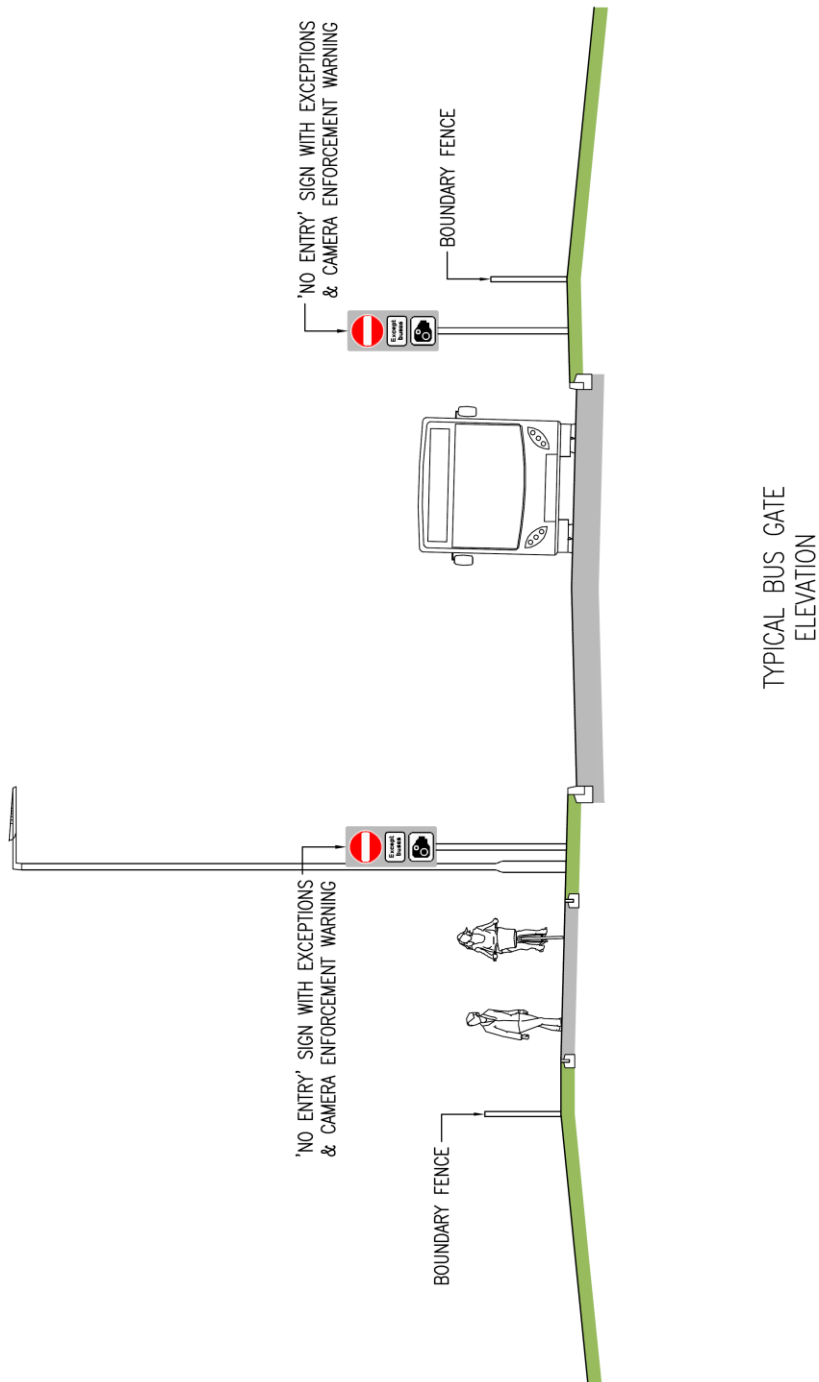
Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent - DOV/20/01048 (KCC/DO/0178/2020)

Bridge General Arrangement Drawing



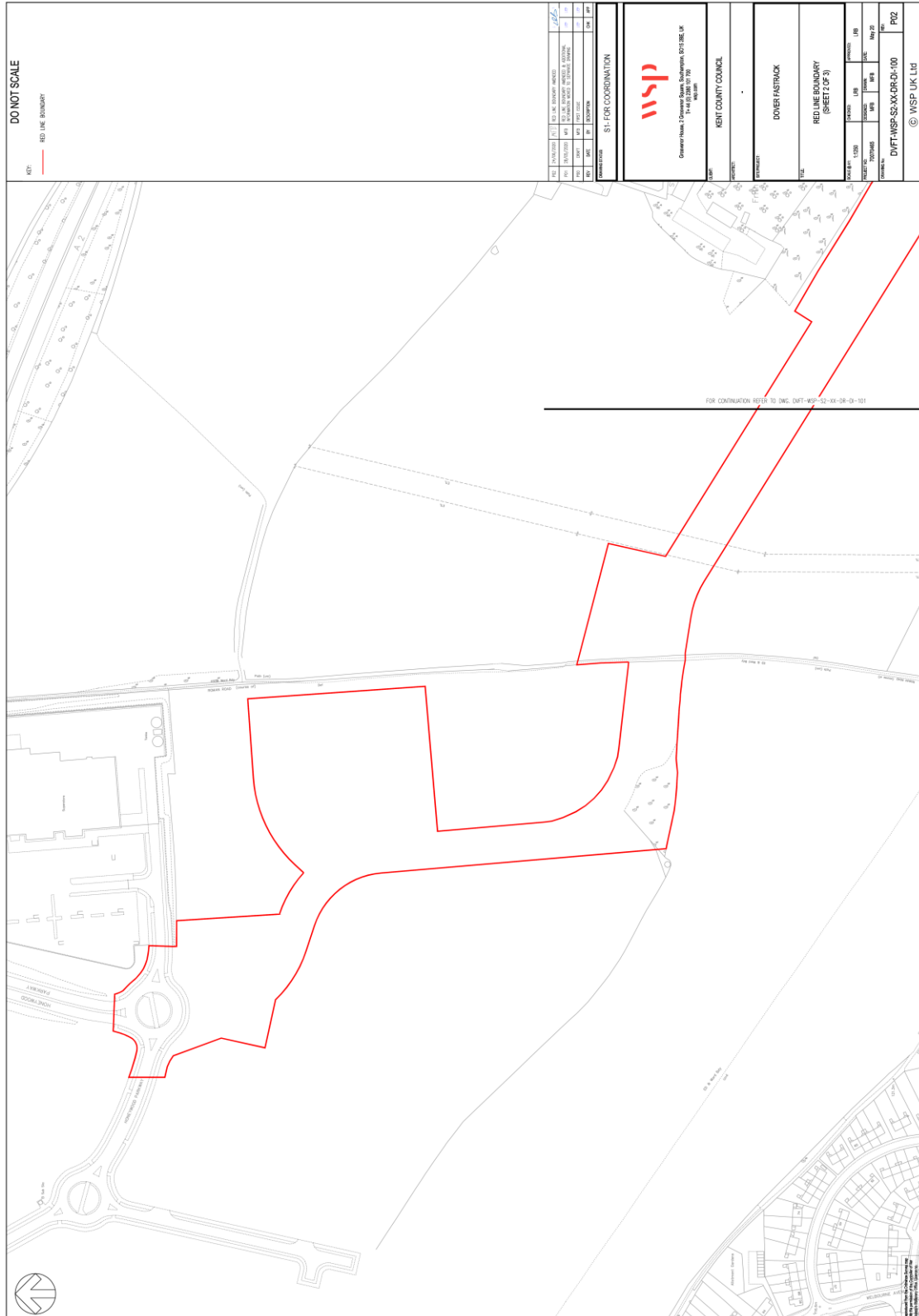
**Item D1 Appendix 1 Application Plans
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Typical Bus Gate Elevation



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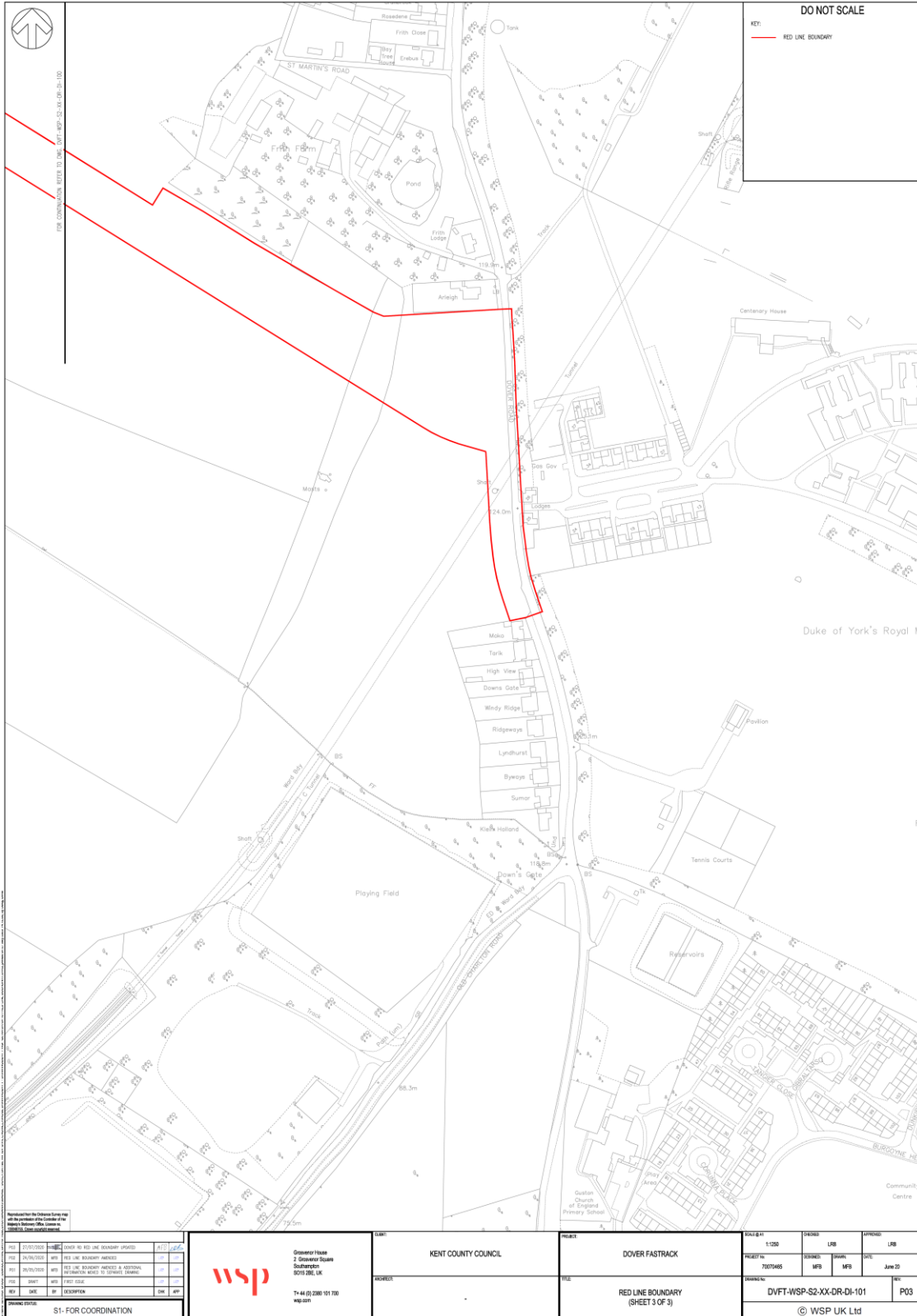
Red Line Boundary Section 2 (plan 1 of 2)



Item D1 Appendix 1 Application Plans

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Red Line Boundary Section 2 (plan 2 of 2)



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Section 2 - General Arrangement (plans 1 and 2 of 4)



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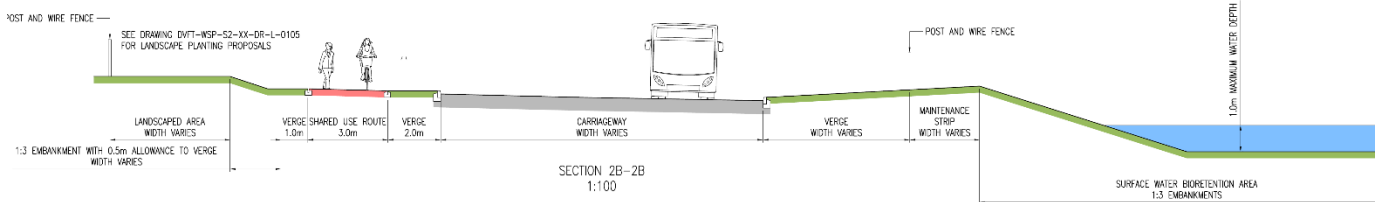
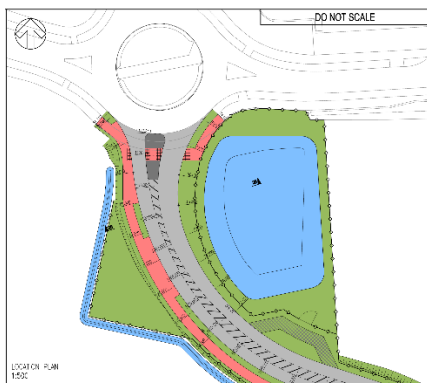
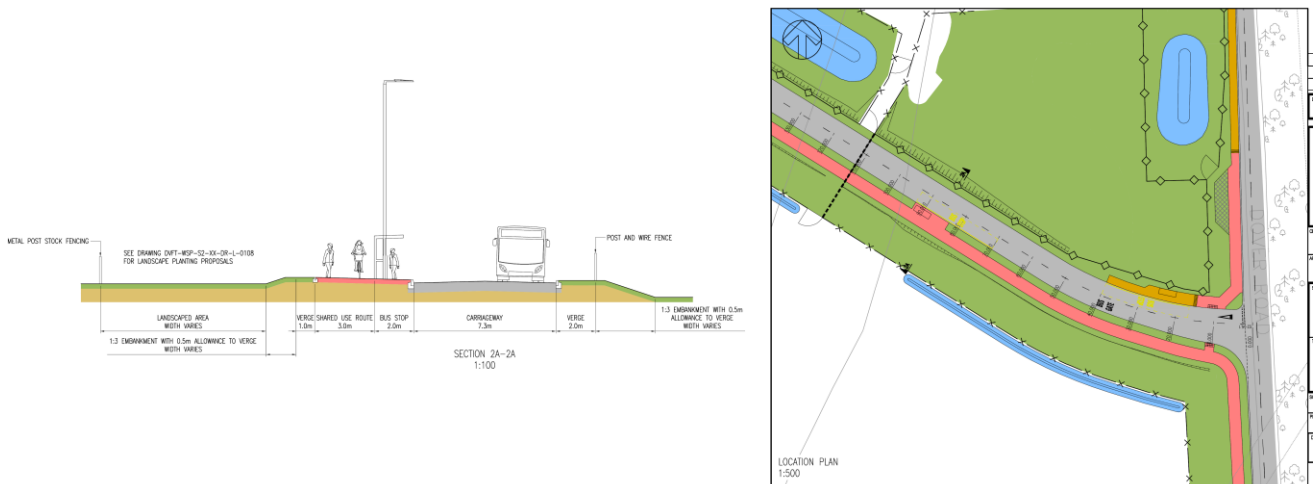
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Section 2 - General Arrangement (plans 3 and 4 of 4)



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Section 2 – Cross Section



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Item D1 Appendix 2 Planning History
Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

Application Number and Address	Description	Decision
20/00718 Phase 1D Whitfield Urban Extension Whitfield	Reserved matters application for 221 dwellings pursuant to outline permission DOV/10/01010, relating to the appearance, landscaping, layout and scale	Pending
20/00640 Whitfield Urban Extension Phase 1C Archers Court Road Whitfield Kent	Reserved matters application pursuant to DOV/10/01010 - relating to layout, scale, landscaping, internal access arrangements and appearance for 236 dwellings (Phase 1c)	Pending
19/00964 Land Adjacent to Lidl East Of Honeywood Parkway White Cliffs Business Park Whitfield	The erection of a building for use as a gym (Class D2), a drive-thru restaurant/coffee shop (Class A1/A3/A5) and 2no. units for Class B2 and/or B8 use (with ancillary trade counter(s)) and sui-generis uses, together with the creation of a new access, parking arrangements, outside storage and servicing areas and associated works.	Approved 20th Jan 2020
18/01238 Whitfield Urban Expansion Phase 1C Whitfield CT16 3HX	Reserved matters application for the approval of part of Phase 1C, for 248 residential units, substation, appearance, landscaping, layout and scale in pursuant to outline application DOV/10/01010 for the development of 1,400 units, 66 bed care home and supported living units, vehicular access off the A256, primary school, energy centre and local centre with 250sqm of retail space (Class A1-A3) along with all associated access and car parking.	Approved 2nd April 2020
18/00429 1 Palmerston Road White Cliffs Business Park Whitfield CT16 3NF	Construction of hardstanding for parking of HGV vehicles and trailers and the installation of 3no. lighting columns	Pending
17/01525 Phase 1 Whitfield Urban Expansion Whitfield CT16 3HX	Reserved matters application for the appearance, landscaping, layout and scale (part of Phase 1B) for 32 dwellings pursuant to outline permission DOV/10/01010	Approved 24th April 2018
17/00917 Perrys Vauxhall Honeywood Parkway White Cliffs Business Park Whitfield CT16 3PT	Erection of a two-storey building, incorporating showroom, MOT bay, workshop and offices, vehicle turntable, parking, erection of fencing, barriers, bollards, cycle shed and landscaping	Approved 8th Dec 2017
16/01314 Plots 1-5 Phase 1A Archers Court Road Whitfield	Reserved Matters application pursuant to outline permission DOV/10/1010, relating to appearance, layout and landscaping of 94 dwellings together with garages and parking including all highway related details, sub phase 1a, Phase 1 (Light Hill) Whitfield Urban Expansion (Revision to Reserved Matters submission DOV/15/00878 in respect of reduction of previously approved Plots 1-9 (9 semi-detached dwellings) to 5 detached dwellings - Revised total of 90 dwellings for sub-phase 1a).	Approved 25th Jan 2017
16/00976 Land at Honeywood Parkway White Cliffs Business Park Dover CT16 3FH	Erection of detached retail store (2,760sqm gross internal floor space, including mezzanine), together with provision of 159 car parking spaces and associated landscaping	Approved 20th Dec 2016

Item D1 Appendix 2 Planning History
Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

<p>15/00878 Phase 1 & 1A Whitfield Urban Expansion (Land South East Of) Archers Court Road Whitfield</p>	<p>Reserved matters application pursuant to outline permission DOV/10/01010, relating to the appearance, layout and landscaping of 94no. dwellings together with garages and parking including all highway related details, sub phase 1A, Phase 1, (Light Hill) Whitfield Urban Expansion</p>	<p>Approved 12th Oct 2015</p>
<p>15/00815 Land at Honeywood Parkway White Cliffs Business Park Whitfield CT16 3FH</p>	<p>Erection of 7no. units for Class B2/B8 use (with ancillary trade counter(s)) and sui generis use(s) within the specified categories: ((i) Storage, distribution of sales of tiles, floor coverings, bathroom and kitchen furniture and fittings and other building materials; (ii) Machinery, tool and plant hire; (iii) Auto Centre for fitting and associated sale of tyres and car parts (including MOT); and (iv) Plumbers and Building Merchants), together with the erection of 1no. unit (Use Class A3/A5) and the creation of new access and parking</p>	<p>Approved 19th Nov 2015</p>
<p>14/00378 Land Off Honeywood Parkway White Cliffs Business Park Whitfield CT16 3PT</p>	<p>Erection of a detached building (Use Class A3/A5), associated drive-through lane, construction of vehicular access, with associated car parking and landscaping</p>	<p>Approved 25th June 2014</p>
<p>12/00631 Phase II Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Section 73 application for the variation of condition 11 of planning permission DOV/05/00519: 'outline application for the construction of approximately 65,000 sq metres gross of employment development (Use Classes B1, B2 and B8) and a fully detailed application for a non-food DIY retail warehouse (approximately 5,734 metres retail floor space), garden centre and builder's yard with servicing, parking, access, landscaping and spine road and internal road' to allow the retail sales of pets, pet food and pet accessories in part of the warehouse</p>	<p>Approved 11th Oct 2013</p>
<p>10/01010 Phase 1 Whitfield Urban Expansion (Land South East of Archers Court Road) Whitfield CT16</p>	<p>Outline planning application for the construction of up to 1,400 units, comprising a mix of 2-5 bed units, 66 bed care home (Class C2) and supported living units, with vehicular access off the A256; provision of new 420 place 2FE Primary School including early years provision, energy centre and local centre comprising up to 250sqm of retail space (Class A1-A3) along with all associated access arrangements, car parking, infrastructure and landscaping, with all matters (except the means of access off the A256) reserved for future consideration.</p>	<p>Approved 30th April 2015</p>
<p>10/00155 Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Erection of 3 (use class B2 and B8) industrial units approximately 15,280sqm including access, car and cycle parking, servicing and landscaping (details pursuant to DOV/05/00519)</p>	<p>Approved 28th July 2010</p>

Item D1 Appendix 2 Planning History
Creation of two new sections of road as dedicated Bus Rapid Transit route for buses, cyclists and pedestrians only - Land to the north of Dover and to the south of Whitfield, Kent – DOV/20/01048 (KCC/DO/0178/2020)

<p>05/00519 Phase II Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Outline application for the construction of approximately 65,000 sq metres gross of employment development (Use Classes B1, B2 & B8) and a fully detailed application for a non-food DIY retail warehouse (approximately 5,734 square metres retail floor space), garden centre and builders yard with servicing, parking, access and landscaping and spine road and internal road</p>	<p>Approved 5th May 2006</p>
<p>14/00378 Land Off Honeywood Parkway White Cliffs Business Park Whitfield CT16 3PT</p>	<p>Erection of a detached building (Use Class A3/A5), associated drive-through lane, construction of vehicular access, with associated car parking and landscaping</p>	<p>Approved 25th June 2014</p>
<p>12/00631 Phase II Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Section 73 application for the variation of condition 11 of planning permission DOV/05/00519: 'outline application for the construction of approximately 65,000 sq metres gross of employment development (Use Classes B1, B2 and B8) and a fully detailed application for a non-food DIY retail warehouse (approximately 5,734 metres retail floor space), garden centre and builder's yard with servicing, parking, access, landscaping and spine road and internal road' to allow the retail sales of pets, pet food and pet accessories in part of the warehouse</p>	<p>Approved 11th Oct 2013</p>
<p>10/01010 Phase 1 Whitfield Urban Expansion (Land South East of Archers Court Road) Whitfield CT16</p>	<p>Outline planning application for the construction of up to 1,400 units, comprising a mix of 2-5 bed units, 66 bed care home (Class C2) and supported living units, with vehicular access off the A256; provision of new 420 place 2FE Primary School including early years provision, energy centre and local centre comprising up to 250sqm of retail space (Class A1-A3) along with all associated access arrangements, car parking, infrastructure and landscaping, with all matters (except the means of access off the A256) reserved for future consideration.</p>	<p>Approved 30th April 2015</p>
<p>10/00155 Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Erection of 3 (use class B2 and B8) industrial units approximately 15,280sqm including access, car and cycle parking, servicing and landscaping (details pursuant to DOV/05/00519)</p>	<p>Approved 28th July 2010</p>
<p>05/00519 Phase II Honeywood Parkway White Cliffs Business Park Whitfield</p>	<p>Outline application for the construction of approximately 65,000 sq metres gross of employment development (Use Classes B1, B2 & B8) and a fully detailed application for a non-food DIY retail warehouse (approximately 5,734 square metres retail floor space), garden centre and builders yard with servicing, parking, access and landscaping and spine road and internal road</p>	<p>Approved 5th May 2006</p>

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E1 COUNTY MATTER APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED/REFUSED UNDER DELEGATED POWERS - MEMBERS' INFORMATION

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents - The deposited documents.

DA/19/1626/RVAR Request for approval of details pursuant to conditions 20 (in part) (Construction Management Plan), 21 (in part) (Surface Water Drainage Scheme), 23 (Ecological Design and Habitat Management Plan), 24 (Method Statement for protection of biodiversity), and 25 (Landscape Planting Scheme) of planning permission DA/19/1626 (Green Waste Composting facility and Biomass Combined Heat and Power (CHP) Plant).
St Margarets Farm, St Margarets Road, Darenth, DA4 9LB
Decision: Approved

E2 COUNTY COUNCIL DEVELOPMENT APPLICATIONS AND DETAILS PURSUANT PERMITTED/APPROVED UNDER DELEGATED POWERS MEMBERS' INFORMATION

Since the last meeting of the Committee, the following matters have been determined by me under delegated powers:-

Background Documents – The deposited documents.

DA/19/1549/R14 Details of a Method Statement incorporating a timeline in relation to vegetation removal and considerations in relation to all protected/designated species pursuant to Condition 14 of planning permission DA/19/1549.
Bluewater Shopping Centre, Bluewater Parkway, Dartford, Greenhithe, Kent DA9 9ST
Decision: Approved

FH/20/1630/R4 Details of an On-Site School Traffic Management Plan pursuant to Condition 4 of planning permission FH/20/1630.
Stelling Minnis C of E Primary School, Bossingham Road, Bossingham, Canterbury, Kent, CT4 6DU
Decision: Approved

- GR/20/553/R5 Details of the siting and design of 11 bicycle parking facilities pursuant to Condition 5 of planning permission GR/20/553.
St. Johns Catholic Comprehensive School, Rochester Road, Gravesend, Kent, DA12 2JW
Decision: Approved
- MA/18/502282/RVAR Details of an Operation & Maintenance Manual for the proposed sustainable drainage scheme (Condition 9); details of a Community Use Agreement (Condition 15) and details of a Noise Management Plan (Condition 17) pursuant to planning permission MA/18/502882.
Maidstone Grammar School, Barton Road, Maidstone, Kent ME15 7BT
Decision: Approved
- MA/20/505334 Installation of a 2no classroom modular building, including toilet provision, kitchen, office and external fencing.
Greenfields Community Primary School, Oxford Road, Maidstone, Kent, ME15 8DF
Decision: Permitted
- SE/20/2151/R4A Temporary change to permitted construction hours to allow frame power floating work on 6 no. occasions between 8 February and 16 April 2021 to continue between 18.00 and 05.00 hours pursuant to Condition 4 of planning permission SE/20/2151.
Sevenoaks Grammar Annexe, Seal Hollow Road, Sevenoaks, Kent TN13 3SN
Decision: Approved
- SW/20/504848 To remove redundant water tank and chimney enclosure and making good to roof, prior to the replacement of all flat roof areas with a new high performance bituminous felt roofing system incorporating insulation including building up all external perimeter roof kerbing and external fascia's. Works to also include the replacement of all roof lights with triple glazed polycarbonate units and alterations to kitchen extract fan mounting and abutments to walls and tiled roofs.
Hartlip Endowed C of E Primary School, The Street, Hartlip, Sittingbourne, Kent ME9 7TL
Decision: Permitted
- TW/18/7023/R16 Details of a Verification Report pursuant to Condition 16 of planning permission TW/18/7023 (as subsequently amended by Section 73 planning permissions TW/19/3535 & TW/20/1525 & TW/20/3591).
Hawkenbury Farm, Hawkenbury Road, Tunbridge Wells, Kent TN3 9AD
Decision: Approved
- TW/18/7023/R17 Details of off-site surface drainage works pursuant to Condition 17 of planning permission TW/18/7023 (as subsequently amended by Section 73 planning permissions TW/19/3535 & TW/20/1525 & TW/20/3591).
Hawkenbury Farm, Hawkenbury Road, Tunbridge Wells, Kent TN3 9AD
Decision: Approved

- TW/20/1525/R10 Details of surface water verification report pursuant to Condition 10 of planning permission TW/18/7023 (as amended by TW/19/3535 & TW/20/1525 & TW/20/3591).
Hawkenbury Farm, Hawkenbury Road, Tunbridge Wells, Kent TN3 9AD
Decision: Approved
- TW/20/3862 Section 73 application to amend the wording of Condition 16 (Traffic Regulation Order) of planning permission TW/18/2129.
St Gregory's Roman Catholic Comprehensive School, Reynolds Lane, Tunbridge Wells, Kent TN4 9XL
Decision: Permitted

E3 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCREENING OPINIONS ADOPTED UNDER DELEGATED POWERS

Background Documents –

- *The deposited documents.*
 - *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
 - *The Government's Online Planning Practice Guidance-Environmental Impact Assessment/Screening Schedule 2 Projects*
- (a) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does not constitute EIA development and the development proposal does not need to be accompanied by an Environmental Statement:-
- KCC/AS/0016/2021 - Section 73 application to vary condition 19 of planning permission AS/15/206 to increase the limit on HGV movements from 110 per day to 150 per day to meet current market demand.
Charing Quarry / Burleigh Farm, Hook Lane, Charing, Ashford, Kent TN27 0AN
- (b) Since the last meeting of the Committee the following screening opinions have been adopted under delegated powers that the proposed development does constitute EIA development and the development proposal does need to be accompanied by an Environmental Statement:-
- None

E4 TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT) REGULATIONS 2017 – SCOPING OPINIONS ADOPTED UNDER DELEGATED POWERS

- (b) Since the last meeting of the Committee the following scoping opinions have been adopted under delegated powers.

Background Documents -

- *The deposited documents.*
- *Town and Country Planning (Environmental Impact Assessment) Regulations 2017.*
- *The Government's Online Planning Practice Guidance-Environmental Impact Assessment/Preparing an Environmental Statement*

None

SECTION F KCC RESPONSE TO CONSULTATION

Background Documents - the deposited documents; views and representations received as referred to in the reports and included in the development proposals dossier for each case; and other documents as might be additionally indicated.

KCC Response to Consultations

Reports to Planning Applications Committee on 17 March 2021.

These reports set out KCC's responses to consultations.

Recommendation: To note the reports

Unrestricted

1. Introduction and Supporting Documents.

The County Council has commented on the following planning matters. A copy of the response is set out in the papers. These planning matters are for the relevant District/Borough or City Council to determine.

F1 Outline planning application, with all matters reserved except for access, for a mixed-use urban extension comprising: up to 1,650 residential units (use class C3); residential care home (use class C2); two form entry primary school (use class F1); land for the expansion of the existing Birchington medical centre; mixed use centre (use class E, F1 and F2); and associated infrastructure including provision of a new strategic link road between Minnis Road and Manston Road, alterations to existing junctions and new access arrangements from Minnis Road, Park Lane, Canterbury Road and Manston Road/Acol Hill, a new recreational and leisure shared-use link between Minnis Road and Park Lane, green infrastructure including public open space and associated facilities, landscaping, formal and informal play areas, utilities (including drainage) and associated ancillary works and structures.

County Council's response as Highway Authority to Thanet District Council on the above

Background documents: As set out in the report.

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LAND AT BIRCHINGTON ON SEA – Transport Assessment (TA) Comments - initial comments

Outline planning application, with all matters reserved except for access, for a mixed-use urban extension comprising: up to 1,650 residential units (use class C3); residential care home (use class C2); two form entry primary school (use class F1); land for the expansion of the existing Birchington medical centre; mixed use centre (use class E, F1 and F2); and associated infrastructure including provision of a new strategic link road between Minnis Road and Manston Road, alterations to existing junctions and new access arrangements from Minnis Road, Park Lane, Canterbury Road and Manston Road/Acol Hill, a new recreational and leisure shared-use link between Minnis Road and Park Lane, green infrastructure including public open space and associated facilities, landscaping, formal and informal play areas, utilities (including drainage) and associated ancillary works and structures.

The highway authority has the following comments to make in relation to the submitted application documentation.

Draft Heads of Terms for S106 Agreement

The draft Heads of Terms Document is noted, and it is encouraging to see that reference is made to the provision of a financial contribution towards strategic highway improvements within the district of Thanet. However, at this stage there are no monetary figures attached to this document or proposed trigger points for payment. Therefore, at this stage there is insufficient certainty that the necessary funding will be secured.

Further dialogue will need to take place with the applicant to provide clarity over this issue. It is expected that financial contributions should follow the broad principles outlined within the Technical Note - Strategic Site Allocations Impact (July 2018) which was published alongside the recently adopted Thanet Local Plan, with necessary adjustments made to account for the increased housing delivery on the site when compared to the current allocation and any changes in overall project costs.

Transport Assessment

Section 1 – Introduction

1.1- The Site Location Plan does not appear to delineate the full extents of the Local Plan allocation. There is a triangular parcel to the northwest that is not included, full access to this land would need to be shown on the access and movement parameter plan.

1.8 – It is agreed that the modelling undertaken was done on the understanding that the final development proposals would mirror those housing proposals. Whilst it is agreed that subsequent reduction to 1650 dwellings does mean that modelling outputs will represent a robust assessment, it is necessary to point out that this proposal does not utilise all the land that was included within the adopted allocation. It is unclear whether this additional land will still form part of the strategic allocation (but will come forward later) and as such should be included within 2031 forecast assumptions – clarification is therefore required.

Section 3 – Development Proposals

3.2 – The forecasts made within the TA are purely based upon 1,800 dwellings, 150 more than is being proposed under this application for the sake of providing a robust assessment. However, trip generations for the proposed care home are not included, the omission of which challenges this assumption. Notwithstanding this, at face value it is unlikely that the care home will generate and overall traffic burden more than the 1,800 dwelling scenario that has been tested.

3.4 – The proposed specification of the link roads is acknowledged, although it should be noted that there will be a substantial difference between the likely traffic flows and operational demands made on its two sections. The southern link road will form part of the primary road network whereas the northern link road will be a local distributor road. Consequently, the southern link will need to align with the requirements of the wider Major Road Network (MRN) bid in progress and flexibility built into the scheme to increase the specification as needed. The Masterplan indicates the potential for a significant number of private accesses and road junctions which would inherently cause delay on the southern link. Such an arrangement would also prove cumbersome on the northern link where bus services are proposed.

We are seeking the demarcation of a reserved highway corridor through the southern site showing approximate alignment and sufficient land to accommodate a 7.3 metre carriageway, along with the proposed cycle/footways, SuDS and other services. We would also need to see a Road Hierarchy Plan, which could form part of a Design Code for any forthcoming reserved matters. Finally, we request that any CAD drawings for the proposed junctions and road alignments are shared to assist with the ongoing development of the KCC promoted MRN bid.

3.6 – It should be noted that a footway width of 1.8 metres would be considered the absolute minimum provision along a secondary road within the hierarchy, but our preference would be 2 metres in line with national guidance. Consideration must be given to offering a wider cycle/footway adjacent to the proposed primary school, where students and parents will be likely to congregate at peak times.

The inclusion of a Zebra crossing on the northern link road a little south of the new roundabout junction with Minnis Road appears to be for the purpose of providing continuation along the southern side of Minnis Road. This appears to be too far removed from the pedestrian desire line to be used for that purpose but could be realigned to serve pedestrians moving between the north-western parcel of the site towards the health centre and the town centre beyond. The need for any additional formal crossings has been assessed in Section 5, although this concludes that none are required based on assumed pedestrian movements. Generally, there are no other crossing facilities indicated for the spine road through the site, either on the masterplan or the movement parameter plan. We would need to see indicative locations that adhere closely to existing PROWs and likely pedestrian desire lines. Consideration should be given to appropriate crossing facilities serving the school and this should be subsequently reflected on the Access Parameter Plans.

3.7 – The proposed on-site cycling/walking facilities provide a substantial length of the ‘Quex to Coast’ route but it must be noted that existing network is not comprehensive and improved links to

it should be further explored under this application. Improved cycling facilities on Minnis Road and linkages with the Viking Coastal Trail would maximise the benefits of the internal facilities and enhance the sustainability of the site and these should be explored as part of proposed development infrastructure.

3.9 – The ongoing discussion regarding bus services to the site would also need to include the KCC Public Transport team and any diversions or new services would need to be examined in conjunction with the Westgate development site to fully inform the S106 Heads of Terms.

To the knowledge of the Highway Authority, no specific discussions have taken place between the applicant to date in relation to future public transport provision, therefore it is not currently clear whether the diversion of service 34 is feasible and what additional funding might be required to pump prime such a solution.

Clarification is required to inform ongoing discussions over Section 106 heads of terms with respect to Public Transport contributions (if deemed necessary). In the meantime, indicative bus stop locations suitable for shelters and raised bus boards should be included within the masterplan/access parameter plans.

3.11 – As in 3.4, it is necessary to agree a secured land corridor for the link roads, allowing for some flexibility of alignment. We require further clarification to inform strategic highway scheme proposals through the S106.

Adjacent to the northern link road lies a proposed cricket pitch, mitigation for stray cricket balls will need to be considered as part of the masterplan/detailed design and this may need to be a consideration when finalising the location of this facility.

3.12-3.14 – The sole vehicular access for Phase 1B of development will be via a priority junction onto Park Lane. This access is proposed to serve at least 112 dwellings prior to the completion of the southern link road. The impact of Phase 1B on Park Lane and the local road network, especially at Acol and Birchington Square however, has not been assessed. Further clarification is required.

The proposed access on Park Lane for Phase 1B is currently located within a derestricted section of carriageway. Until such time as the proposed extension to the 40mph limits could be enacted via the TRO process, the visibility splays of 2.4mx120m would not be adequate, unless supported by a speed survey to evidence existing vehicle approach speeds. The access also requires swept path drawings for a 13 metre length refuse freighter.

The proposed traffic calming measures on Park Lane as outlined in drawing 1605-27 PL04 are in our view unlikely to be effective in managing vehicle approach speeds and self-enforcing the proposed change in speed limit. The scope for excessive speed has been raised within the accompanying Road Safety Audit and is considered self-evident through the existing interactive speed sign in this location. Due to the relatively straight alignment of the carriageway in this location, it is likely that further traffic calming measures will be required, in the form of either traffic prioritisation or vertical/horizontal deflections, along with any required street lighting which may have an impact on light spread close to Quex Park.

The plans show a new section of footway linking the site with the entrance of Quex Park, although this is not included in the red line application boundary, so it is unclear whether it is the applicant's intention to provide this link. This footway also falls outside the existing highway boundary. As such a link would form the final leg of the 'Quex to Coast' leisure route this would ideally support both pedestrian and cycle movements and be in the public domain, where it could then continue northward to link with the existing footway on the northern side of the access via drop kerbs over the bell mouth access to Quex Park. Further clarification is required.

Furthermore, it is assumed that any such schemes on Park Lane are intended to be operational prior to the occupation of Phase 1B, so that residents may benefit from speed attenuation measures and pedestrian/cycle access to the north, although this is not confirmed in the TA.

3.15 - Park Lane /Acol Hill Roundabout - KCC is currently in the process of promoting its own bid for infrastructure funding through the Major Road Network fund and this route/junction forms part of this project. Therefore, an audit of the compatibility of these proposed junction works with this emerging project is necessary. To facilitate this piece of work, please can the applicant supply all CAD drawings and junction model files relating to this proposed junction to allow a full compatibility check to be completed. Until this has been completed, it is necessary to reserve the right to provide further technical feedback. Swept paths are also required for a 13 metre length refuse freighter, buses and HGV's showing all manoeuvres at this roundabout.

It is noted that an additional crossing point over Park Lane is proposed adjacent to Acol Hill Farm, although neither the crossing or paths linking it to the development and the indicated footway on the north side of Manston Road are included in the application boundary. It appears to facilitate the continuation of an internal route onto the wider highway network but does not clarify if the applicant intends to provide the new footway on the northern side of Manston Road and the extents of any works, as well as how it ties in with the MRN scheme in this location.

3.16-3.18 – The principle of the proposed signal-controlled junction on the A28 is noted, although the following comments to make on its design and modelling:

- The pedestrian signals will all need to be positioned on the near side. Toucan crossings (facilitating continuation of the Quex to Coast cycle route) will need to be 4m wide, Puffin crossings will need to be 3.2m wide. Currently the proposed layout shows the crossings as being 2m wide.
- The submitted Stage 1 Road safety Audit does not consider the future adjacent access to the community centre or primary school. Any queuing at the junction may impact on access to these facilities. Considering that the modelling is purely for 1,800 dwellings and does not include the school, any vehicles heading back to the southern half of the site after drop-off or picking up will add to queuing on the northern arm of the junction. Consequently, this access arrangement should be included in the scope of the RSA for the proposed junction, as there are very few alternative access locations that could be implemented within the constraints of the current masterplan.
- I note that provision for horse riders is restricted to the use of advance areas on the northern and southern arms of the junction. These are marked on the plan as advance cycle boxes which may lead to confusion for cyclists as to where they should position themselves

to cross this junction. Our preference would be for the provision of Toucan crossings to facilitate cyclists. Problem 4 of the RSA highlights the lack of off-carriageway provision for horse riders that needs to be addressed at this stage. It is suggested that the applicant engages with the British Horse Society to seek their views on potential access arrangements (considering the constraints of the site).

- Taking the above into consideration, the LINSIG model should be re-run with the maximum extendable inter-green clearance times used. To provide a robust assessment, the LINSIG model should be re-run using a 120 second cycle time with the signals single cycled. The LINSIG model currently uses a 240 second cycle time with the signals double cycling. The geometric saturation flows should be used on all arms of the junction, including the exit arms. Finally, we would require the LINSIG input file for checking.
- The applicant would need to supply all CAD drawing and junction model files relating to this proposed junction to allow a full compatibility check to be completed.
- It would be necessary to relocate the limits of the exiting 30mph to south of the new junction, which would be subject to the TRO process.
- The proposed left turn filter A28 to northern link road is outside of the red line boundary, which would need to be clarified.
- Further information in relation to forward visibility to signal heads and queues on the eastbound approach, given the relatively steep nature of the carriageway in this location.

3.19 – Minnis Road roundabout - I note that although swept path drawings have been provided for refuse and buses, the refuse freighter should be 13 metres in length and all manoeuvres should be shown, not just the left-turns. The highway authority would wish for further commentary to be provided regarding the relatively low level of traffic modelled through this junction. It may be necessary for further sensitivity tests to be applied to ensure that it does not lead to blocking back to the Minnis Road Signals.

3.20 – Whilst servicing and delivery access can usually be assessed at the detailed design stage, it is relevant to highlight at this stage that the proposed Masterplan locates the community hub very close to the proposed signal junction with the A28. This could lead to difficulties in identifying a solution to servicing on street, therefore these potential constraints should be considered at this stage to ensure that sufficient space is provided to achieve safe and effective loading and turning provision for this part of the development.

3.21 – It is expected that the parking standards for a Suburban Edge location will be applied to this site when it comes forward to reserved matters.

Section 4 - Policy Context

4.55 - The summary stating that the development is in line with local, regional, and national planning policy will be dictated largely by the level of financial contributions secured towards strategic highway infrastructure. Failure to secure the necessary funding towards such infrastructure would then not accord with site specific policy (SP47) contained within the Adopted Thanet Local Plan.

Section 5 – Trip Attraction and Movement

5.5 - Trip rates for the proposed development are agreed and are consistent with those used within recent Local Plan forecast assessments. The vehicle trips associated with the proposed school and community hub do not appear to have been included but are largely assumed to be internal.

5.12 - The pedestrian trip forecasts are noted, however it is relevant to point out that the trip assessment does not consider the likely pedestrian trip draw from existing residents /communities within reasonable proximity to the proposed development site. Features such as the open space, Quex to Coast route, new school site and community infrastructure will be trip attractors, particularly on foot. Essentially such trips will be additional to those identified using national trip rate datasets as outlined within this document.

In addition to the above, the TRICS data used to forecast non car trips may not adequately represent the proximity of the site to the coastline and the leisure amenities that exist. Therefore, the presence of walking trips could be higher than those used as a comparable within TRICS. We would welcome further dialogue from the application regarding this point, particularly as this has a bearing on the use of existing footway and PROW infrastructure, which the KCC PROW team will comment on separately.

5.20 – The assumption is made that the land south of the southern link road will generate mostly leisure trips, whereas the masterplan indicates that this land is entirely residential. This unspecified number of dwellings will in our view generate pedestrian trips towards the town centre for business purposes and shopping, as well as Quex Park, so is capable of generating a number of trips commensurate with a formal crossing. Given the future nature of the southern link road as a bypass route around Birchington and Westgate and the nature of traffic likely to use this route on a regular basis, a signalised crossing should be considered within the proximity of PROW TM31 (where it is bisected by the proposed Sothern Link Road).

5.23-5.29 – The assessment of the TA with respect to the impact on the Brooks End level crossing suggests that development will not generate a significant increase in pedestrian movements, as most trips are assumed to be for leisure purposes, however this is not agreed with at this juncture. A national survey is used to show the purpose split of pedestrian trips, but this would vary by location; the percentage of leisure walks in a coastal town would likely be greater than indicated. Also, an equally applicable category would be ‘other including just walk’, which would increase the percentage share. Leisure walks would also have a larger catchment area as leisure walkers would typically walk further than for commuting, business, or shopping purposes – adjusted walking isochrones would bring a greater proportion of the development within the Minnis Bay catchment. Consequently, further clarification is required on the potential impact of development on the level crossing so that a necessary position can be agreed with the KCC PROW team/Network Rail.

Section 6 – Potential Impact

6.3-6.5 – The highway authority can confirm that the strategic modelling of highway impact has been undertaken using the council's own modelling tools, as such is consistent with those used to consider the impact from the Thanet Local Plan, however it is important to point out that this is a strategic tool and provides the basis for further detailed analysis of potential highway impact.

The proposed model network in figure 6.1 represents the extent of the coded SATURN network, however there are a number of local routes that are not represented within the model, the Garden Estate/Park Avenue/Brunswick Road/Stone Barn Avenue, all of which are potential rat run routes that are used when significant delays are experienced at Birchington Square. Therefore, the outputs from the modelling exercise need to be considered within this context. This adds significant weight to the need to manage impact at Birchington Square to discourage overbearing use of these largely residential streets, which will not be reflected within the SATURN modelling.

6.6 – A recent change in the status of the DCO at Manston Airport has ensued and the project is now subject to a further review and decision-making process. Therefore, the highway authority reserves the right to review the requirement for further sensitivity testing should the future of the Airport be clarified between now and the determination of this application.

6.8 – This section is relatively silent over the selection criteria for further detailed capacity analyses at specific junctions. Therefore, further commentary is required in relation to the methodology used to select these junctions for further assessment. A network diagram should be produced which shows the local highway network and where forecast highway impact will be experienced. Given that the Westgate Strategic housing allocation has also come forward to planning, it is recommended that a joint piece of work is produced to support the combined impact assessment.

6.12 – Whilst it is agreed that the 2031 scenario is likely to represent the worst case scenario in terms of traffic flow through most junctions within the local highway network, it is relevant to highlight that until the full range of highway infrastructure improvements identified within the Thanet Transport Strategy are practically delivered, some junctions such as Shottendane Road/Manston Road and others located along the Shottendane Road corridor may be adversely impacted by the delivery of infrastructure such as the Southern Link Road if left in their current form (prior to mitigation being introduced).

6.13 –The suggestion that the Southern link Road should in some way be delayed until 2025 is not adequately evidenced and as such not agreed at this stage. The initial view of the highway authority is that this piece of infrastructure is key in managing the impact of the development on the A28 (particularly the Square) and should be provided at the earliest possible juncture, with a review of any complimentary improvements on the Manston Road/Shottendane Road corridor. We would welcome further dialogue with the application in relation to this point.

6.14 –The assertion that the Columbus Avenue Extension scheme is in some way uncertain at this stage is not accepted. It remains a currently planned infrastructure project that was considered during the recent Local Plan examination. It is currently expected that in line with the Local Plan evidence base, that strategic sites are required to make an appropriate contribution towards the

delivery of this link, and this was underpinned by statements of common ground reached with the relevant site promoters. It is unclear whether the applicant is challenging the need to provide funding towards this link and the TA draws no conclusions with respect to this matter. Clarification is therefore required.

6.15 – It is important to highlight that the 2031 model scenario (with development) assumes that all Inner Circuit interventions are delivered, however it is essential that an agreement is reached with the applicant in relation to the apportioned funding as set out in comments relating to the draft heads of terms (above). Failure to agree an appropriate level of funding will cast doubt over the delivery of this infrastructure and as such the appropriateness of its inclusion within the modelling forecasts. Clarification is required.

6.21 – 6.22 - Minnis Road (Junction 1) - The modelling outputs suggest that this junction is likely to operate well within capacity in 2031, as such is unlikely to have an impact on the operation of the Minnis Road signals.

6.23-6.26 A28 - Signal Junction – See comments relating to 3.16-3.18 above. At face value, there are initial concerns over the potential resilience of this junction to accommodate additional traffic growth beyond that has been modelled.

6.29 - Acol Hill/Park Lane Roundabout – We disagree with the statement that this junction has been oversized, instead it is felt that it is being provided with the necessary level of capacity resilience.

6.30 – 6.32 - Shottendane Road/Manston Road. This capacity calculation only assesses the proposed junction as a roundabout, however further sensitivity testing may be required as the nature of this design is currently under review.

Whilst this junction model addresses a theoretical scenario where the junction is delivered in 2031 (with sufficient capacity to accommodate whole Local plan growth), this is dependent on all relevant highway-based contributions being secured from Strategic Sites such as Birchington. Until full clarity has been provided regarding the amount and nature of funding to be provided by the applicant, there is currently insufficient certainty that the funding package will be in place to deliver this improvement at the necessary juncture.

This section does not assess the impact of delivering the proposed southern link road in 2025 in a theoretical scenario where a junction improvement has not delivered in this location (i.e it remains a priority junction). Therefore, further sensitivity tests will need to be provided or further clarification in relation to the provision of necessary funding to deliver junction improvements in isolation, if necessary.

6.37-6.38 – Whilst it is agreed that it is reasonable to place an emphasis on development sites to mitigate their own impacts at this junction, given the fact that Westgate on Sea is also subject to a live planning application, a joint approach to mitigation with the Westgate site should be explored with relevant contributions agreed based on an agreed mitigation package that addresses the impact from both developments. Failure to do this may lead to there being insufficient funding for the highway authority to implement the necessary improvements.

6.41 – The Square - At this point, the highway authority is not convinced that lane simulation is an appropriate modelling tool to accurately assess the complex interactivity between the Mini-roundabout at the Square, priority working arrangement on Park Lane, the nearby pedestrian signals (A28) and blocking back from existing bus stop infrastructure located next to the Square (A28). It is necessary for the lane simulation modelling files to be provided to the highway authority to enable additional scrutiny over the stated outputs.

Taken at face value, the 2016 baseline outputs appear to show no delay on the A28 north east, whereas in practice this approach often queues back due to vehicle conflict between those travelling towards A28 within the Park Lane. In addition, the queuing on Park lane appears to be much more severe than officers experience of on-site observations would suggest. In practice traffic would simply seek alternative routes to the A28 via residential streets such as Stone Barn Avenue/Brunswick Road/Park Avenue (and others). This reduces the confidence in any future forecasts that are produced using this lane simulation model.

6.55 – The outputs suggesting that traffic volumes reduce within the 2026 interim scenario appear to be erroneous given that the development will generate additional traffic within the Local Highway network and no link road will have been delivered to redistribute traffic away from this part of the road network. Further investigation and commentary are required from the applicant regarding the results that have been presented.

Section 7 – Manston Airport DCO Sensitivity Test

Whilst we note the outputs provided in this section and agree in terms of likely impact, as stated previously in 6.6 we reserve the right to request further sensitivity tests, dependent on the outcome of the DCO process.

Section 8 – Mitigation

8.3-8.7 – Although this section discusses the provision of the internal link roads and Inner Circuit as mitigation for development traffic, there is no mention of a contribution to the Transport Strategy here. The only clarification on this point is provided within the Section 106 Heads of Terms document.

8.11 – The proposed contribution towards improvements to existing bus infrastructure is acknowledged, although the precise extents of such would need to be agreed for inclusion in the S106. We would recommend the improvement of existing stops on the A28, Minnis Road and Park Lane, as these all have the potential to serve the development site. Consideration should also be given to improving town centre stops where needed as a destination for local bus trips.

Although not discussed in this section it would be appropriate to address here the 164 two-way cycle movements generated by this development, identified previously in Table 5.4. As a significant majority of these trips would likely be either to the town centre or Minnis Bay, consideration should be given to identifying opportunities for additional cycle parking facilities in these locations.

Section 9 – Construction Traffic

9.4 – It is expected that construction access for the majority of the site will be directly off the A28, however routing for Phase 1B (112 dwellings) has been specified as via Spitfire Way/Manston Rd (confirmed in 9.19).

9.15 – The proposed delivery timings are considered acceptable (0900-1700), although once the proposed school is operational this may need to be adjusted to avoid the school peaks.

9.18 – The proposed highway condition report should be carried out in coordination with the District Highway Manager to fully ascertain existing highway conditions as a baseline and agree a suitable remediation strategy.

9.25 – The proposed construction vehicle numbers for inclusion within the CTMP is welcomed, although it would be strengthened by an indication of impact on the local network peaks

Access to the proposed school site

Situated within the proposed Phase 2B, the school generally is well located to enjoy access on foot or cycle from all phases of development, as well as the wider area, with the exception of Phase 3, which does not appear from the Phasing plan to be connected to the remainder of the site until the section of link road that falls within Phase 4 is complete. Without the submission of a clear schedule for infrastructure delivery at present, details of how Phase 3 is to be linked for other modes requires clarification. Positioned directly on the northern link road that connects the A28 and Minnis Road, the initial specification indicates that adequate walking and cycling facilities will be provided right up to the school land as shown on the illustrative masterplan. However, the link to Mill Row, which is likely to be well used for school access, could be more clearly defined. The Access and Movement Parameter plan simply shows the existing PROW but no additional routes that would accommodate desire lines to the school. The masterplan shows the upgraded PROW running almost alongside the school but does not establish any direct connections, apparently requiring pedestrians and cyclists to travel via a section of the northern link road, which could feasibly be avoided to reduce journey times.

Although this application is for access only, we would further expect the Access and Movement Parameter plan to indicate suitable crossing points along the link roads that would facilitate access to the school if approaching from the western side of the development.

The vehicular access to the school is positioned to preclude the build-up of cars in any adjacent streets, as long as adequate facility for dropping-off and picking-up are provided within the school land. It would appear that there is potential for staff parking to be moved further into what appears to be a deep plot of land for the school, in order to accommodate this. Given its proximity to the community uses, it may be worth considering combining the parking facilities of the two as the respective peak demand of the different uses are unlikely to occur at the same time and this could

reduce the overall land requirement for parking and the number of accesses needed off the future highway.

Further clarification is required in relation to bus service provision through the site, however it would be expected that regular bus services would be running within 400m of the school site in order to encourage sustainable travel.

Phasing Plan

In the absence of an infrastructure delivery schedule, we would like to highlight the following in the submitted phasing:

Phase 1B (112 dwellings) has the potential to generate additional traffic through Acol and Birchington Square unless the link to the A28 can be completed at the same time, rather than during Phase 2A. Separate emergency access to the development would also be required unless the southern link is completed in tandem.

Phase 3 (268 dwellings) has the potential to generate additional traffic through Birchington Square and the neighbouring residential streets of the Garden estate, unless the link to the A28 can be completed at the same time, rather than during Phase 4. Separate emergency access would also be required unless the northern link road is completed in tandem.

Consequently, we would welcome further discussion on these points.

Movement and Parameter Plan

In addition to other comments made pertaining to this document, the plan denotes a Strategic Link Road corridor with a deviation limit of +/- 10m, which is acceptable subject to agreement over the requirements of the corridor in line with our MRN process, as well as the inclusion of all adoptable infrastructure within its boundaries.

Framework Travel Plan

Generally, the highway authority is satisfied with the scope of the submitted Framework Travel Plan, although subject to further assessment of impact on the highway network we may require it to be monitored by this authority. Travel Plan monitoring in instances where one is required to offset any adverse impacts on the network would be subject to further assessment and a monitoring fee. Furthermore, we would welcome the inclusion of any additional 'hard' measures, notwithstanding the proposed car club spaces (subject to scheme details and locations on-site), to encourage modal shift away from the private car. Typically for larger housing developments sustainable measures such as electric cycle provision, cycle hire, cycle vouchers, electric pool cars, bus vouchers are included, and we would welcome further dialogue on this point.

In conclusion, it is recognised that a significant number of matters have been raised in relation to information submitted. Therefore, the highway authority recommend that a meeting is held with the applicant in order to seek positive resolutions on the matters raised. Until such time that these issues have been clarified or resolved, the highway authority wishes to lodge a holding objection to these development proposals.

In conclusion there are several issues that have been highlighted, that required a positive response and resolution. Until such time that these issues have been satisfactorily resolved, it is necessary to lodge a holding objection to the application with respect to Highway and Transportation matters.