

PLANNING APPLICATIONS COMMITTEE

Wednesday, 7th December, 2022

10.00 am

**Council Chamber, Sessions House, County Hall,
Maidstone**





AGENDA

PLANNING APPLICATIONS COMMITTEE

Wednesday, 7th December, 2022, at 10.00 am
Council Chamber, Sessions House, County Hall, Maidstone

Ask for: **Emily Kennedy**
Telephone: **03000419625**

Membership (13)

Conservative (10): Mr A Booth (Vice-Chairman), Mr C Beart, Mrs R Binks, Mr P Cole, Mr D Crow-Brown, Mr M Dendor, Mr H Rayner, Mr O Richardson, Mr C Simkins.

Labour (1): Ms J Meade

Liberal Democrat (1): Mr I S Chittenden

Green and Independent (1): Mr P M Harman

UNRESTRICTED ITEMS

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

A. COMMITTEE BUSINESS

1. Substitutes
2. Declarations of Interest
3. Minutes of the meeting on 16 November 2022 (Pages 1 - 4)
4. Site Meetings and Other Meetings

B. GENERAL MATTERS

1. General Matters

C. MINERALS AND WASTE APPLICATIONS

1. Cement production plant capable of importing raw materials and processing up to 500,000 tonnes per annum of cement on land off Great Basin Road, Port of Sheerness, Isle of Sheppey, Kent, ME12 1SW - SW/22/500629 (KCC/SW/0016/2022) (Pages 5 - 54)

D. DEVELOPMENTS TO BE CARRIED OUT BY THE COUNTY COUNCIL

E. MATTERS DEALT WITH UNDER DELEGATED POWERS

1. E1-E4 (Pages 55 - 56)

F. KCC RESPONSE TO CONSULTATIONS

1. Folkestone & Hythe District Council Statement of Community Involvement (Pages 59 - 64)
2. Hoo Development Framework Consultation (Pages 65 - 78)
3. Otterpool Park Outline Application – application revisions (Pages 79 - 124)

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, 29 November 2022

(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.)

KENT COUNTY COUNCIL**PLANNING APPLICATIONS COMMITTEE**

MINUTES of a meeting of the Planning Applications Committee held in the Council Chamber, Sessions House, County Hall, Maidstone on Wednesday, 16 November 2022.

PRESENT: Mr A Booth (Vice-Chairman), Mr C Beart, Mrs R Binks, Mr I S Chittenden, Mr P Cole, Mr D Crow-Brown, Mr P M Harman, Ms J Meade, Mr H Rayner, Mr O Richardson and Mr C Simkins

IN ATTENDANCE: Mrs S Thompson (Head of Planning Applications), Ms M Green (Principal Planning Officer), Mrs C Miles (Planning Officer) Sarah Bonser (Principal Solicitor, Invicta Law), Emily Kennedy (Democratic Services Officer)

UNRESTRICTED ITEMS**1. Minutes of the meeting on 20 July 2022**

(Item A3)

RESOLVED that the minutes of the meeting held on 20 July 2022 were correctly recorded and that they be signed by the Chairman.

2. Site Meetings and Other Meetings

(Item A4)

A number of Members visited Hermitage Quarry on 11 October 2022 as part of the Local Plan work. Members of the Planning Applications Committee were invited to a further visit by the site owners, to be arranged in the New Year.

3. General Matters

(Item B1)

4. GR/22/0849 - Retrospective planning permission for engineering works related to the resurfacing of the overflow car park and internal access road - Trosley Country Park, Waterlow Road, Vigo, Gravesend, Kent, DA13 0SG

(Item D1)

1) Mary Green, Principal Planning Officer outlined the report.

2) During discussion of the application, Members discussed the addition of an informative.

3) On being put to the vote, Members RESOLVED that:

a) Permission be granted subject to conditions; and

b) The applicant is advised by informative that the undertaking of development in advance of planning permission is inappropriate and unacceptable. In the future, the applicant is advised to seek the advice of the Planning Authority so that the

necessary planning considerations can be addressed in advance of any development taking place.

5. MA/22/503881 - Retrospective planning permission for engineering works related to the resurfacing of the overflow car park, Teston Bridge Country Park Car Park, Teston Lane, Maidstone, Kent, ME18 5BX

(Item D2)

1) Mary Green, Principal Planning Officer outlined the report.

2) Mr Peter Coulling (Teston Parish Council) addressed the Committee in opposition to the application. Ms Hardeep Hunjan (Barton Willmore) spoke in reply on behalf of the applicant.

3) Members questioned the need for the facility and raised concerns regarding the urban nature of the development and the lack of a landscaping scheme.

4) Further to questions and debate, Mrs Meade proposed, the Chair seconded and Members resolved that:

The application be DEFERRED in order for a landscaping scheme to be prepared by the applicant. In preparing the scheme, it is recommended that the applicant liaise with the Parish Council.

6. E1-E4

(Item E1)

RESOLVED to note matters dealt with under delegated powers since the meeting on 20 July 2022 relating to:

E1 County matter applications

E2 County Council developments

E3 Screening Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

E4 Scoping Opinions under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017

7. F1 - Land north of Possingham Farmhouse, Ashford Road, Great Chart, Kent TN26 1JR (Application Reference: 22/00571/AS)

(Item F1)

RESOLVED to note Kent County Council's response to the consultation on Land north of Possingham Farmhouse, Ashford Road, Great Chart, Kent, TN26 1JR.

8. F2 - Cradle Bridge Level Crossing Conningbrook Park, Kennington Road, Willesborough (Application Reference: 22/01041/AS)

(Item F2)

RESOLVED to note Kent County Council's response to the consultation on Cradle Bridge Level Crossing Conningbrook Park, Kennington Road, Willesborough.

9. F3 - Charing Neighbourhood Plan - Regulation 16 Consultation

(Item F3)

RESOLVED to note Kent County Council's response to the consultation on Charing Neighbourhood Plan - Regulation 16 Consultation.

10. F4 - Boughton & Dunkirk Neighbourhood Plan - Regulation 16 Consultation

(Item F4)

RESOLVED to note Kent County Council's response to the consultation on Boughton & Dunkirk Neighbourhood Plan - Regulation 16 Consultation.

11. F5 - Horsmonden Neighbourhood Plan - Regulation 16 Consultation

(Item F5)

RESOLVED to note Kent County Council's response to the consultation on Horsmonden Neighbourhood Plan - Regulation 16 Consultation.

12. F6 - EIA Scoping Opinion for a proposed development for land surrounding Ebbsfleet Utd Football Club

(Item F6)

RESOLVED to note Kent County Council's response to the consultation on EIA Scoping Opinion for a proposed development for land surrounding Ebbsfleet Utd Football Club.

13. F7 - Supplementary Statement to the additional evidence in the Examination (Stage 1) of the Maidstone Borough Local Plan

(Item F7)

RESOLVED to note Kent County Council's Supplementary Statement to the additional evidence in the Examination (Stage 1) of the Maidstone Borough Local Plan.

14. F8 - Folkestone and Hythe CIL Draft Charging Schedule Consultation

(Item F8)

RESOLVED to note Kent County Council's response to the Folkestone and Hythe CIL Draft Charging Schedule Consultation.

15. F9 - Tonbridge and Malling Local Plan Regulation 18 Consultation

(Item F9)

RESOLVED to note Kent County Council's response to the Tonbridge and Malling Local Plan Regulation 18 Consultation.

16. F10 - Westgate-on-Sea Neighbourhood Plan Regulation 14 Consultation

(Item F10)

RESOLVED to note Kent County Council's response to the Westgate-on-Sea Neighbourhood Plan Regulation 14 Consultation.

SECTION C
MINERALS AND WASTE MANAGEMENT

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 C1

Cement production plant capable of importing raw materials and processing up to 500,000 tonnes per annum of cement on land off Great Basin Road, Port of Sheerness, Isle of Sheppey, Kent, ME12 1SW - SW/22/500629 (KCC/SW/0016/2022)

A report by Head of Planning Applications Group to Planning Applications Committee on 7 December 2022.

Application by Hercules Enterprises for a cement production plant capable of importing raw materials and processing up to 500,000 tonnes per annum of cement on land off Great Basin Road, Port of Sheerness, Isle of Sheppey, Kent ME12 1SW - SW/22/500629 (KCC/SW/0016/2022).

Recommendation: Permission be granted subject conditions.

Local Members: Mr Andy Booth & Mr Cameron Beart

Unrestricted

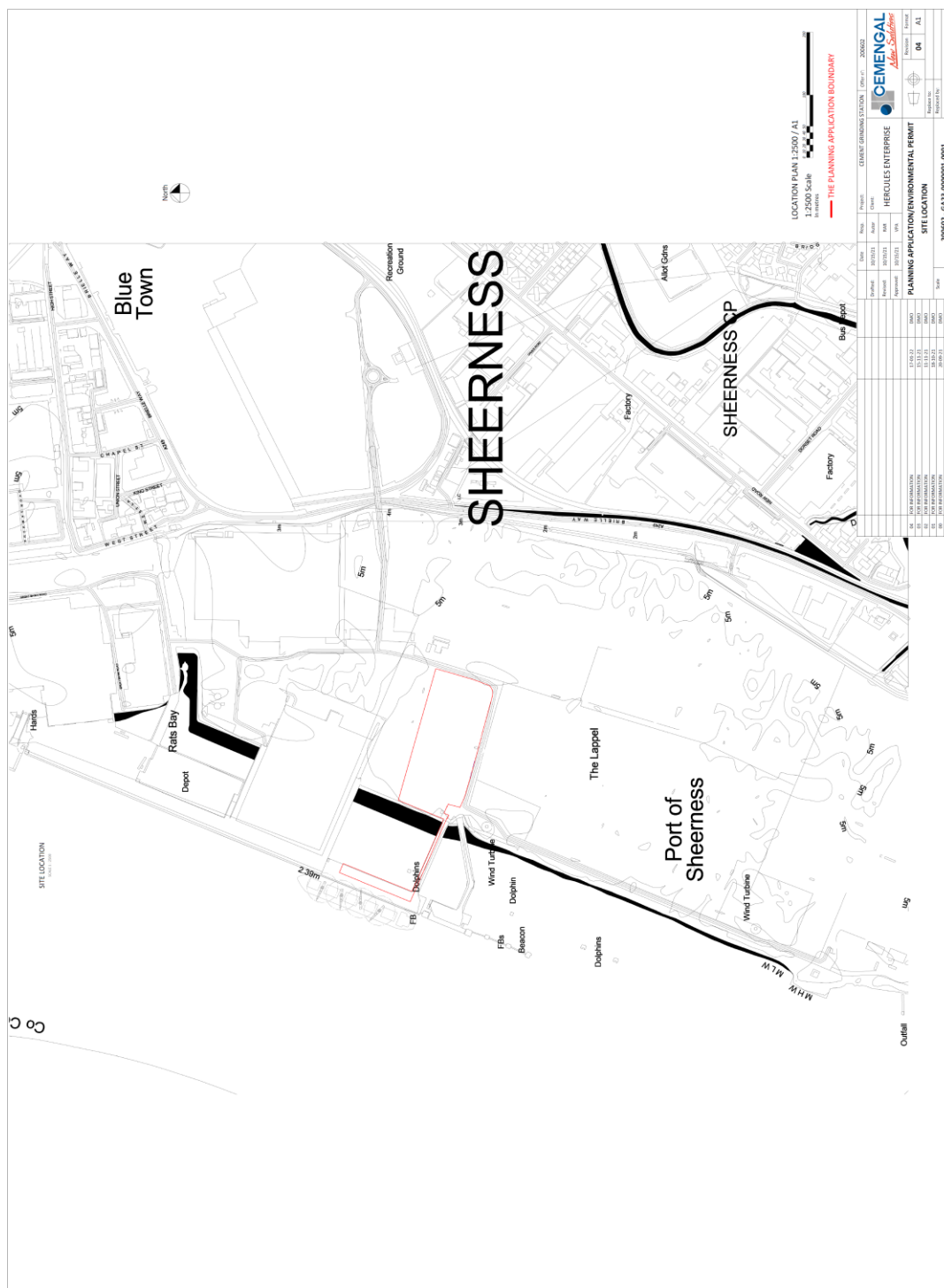
Site description

1. The application site is located within the Port of Sheerness in the northwest corner of the Isle of Sheppey on the northern coast of Kent. The proposed development would occupy approximately 2ha of land which is currently used for the short-term storage of building materials and vehicles prior to import/export. The site is accessed via an existing access from Great Basin Road within the boundaries of the Port of Sheerness. Great Basin Road would also be used during both construction and operation. The A249 (also known as Brielle Way between Queenborough and Sheerness) trunk road runs immediately to the east of the Port and is operated under the authority of National Highways. The Port of Sheerness is one of the largest foreign car importers in the UK and handles numerous other goods and imports from around the globe.
2. The surrounding site area is predominantly comprised of industrial land use. To the north of the site is the Stema aggregates operation and then the SCA UK Logistics Limited (Sheerness) building, and beyond is Rats Bay and further industrial units. Further north is the Garrison Point Fort, a Grade II Listed Building which marks the end of the Garrison Point peninsula. To the east is another large vehicle storage area and the A249. To the south is a wind turbine (the northern most wind turbine of a line of four wind turbines) and further large vehicle storage areas. To the west of the site is the mouth of the River Medway (where it meets the North Sea). The Medway Estuary and Marshes Special Protection Area (SPA), Special Scientific Interest (SSSI) and Ramsar sites are opposite the site to the west alongside the Isle of Grain and the same designations are also located further to the south of the site. Approximately 4km to the southeast is the Swale SPA, SSSI and Ramsar sites. The Sheerness: Royal

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Naval Dockyard and Bluetown Conservation Area sits around 450m to the north of the proposed site, encompassing both land within the Port boundary and outside, and the Sheerness Defences Scheduled Ancients Monuments (SAM) forms the northern and eastern Port boundaries. The site location plan below illustrates the site location in a local context with the application site edged red.

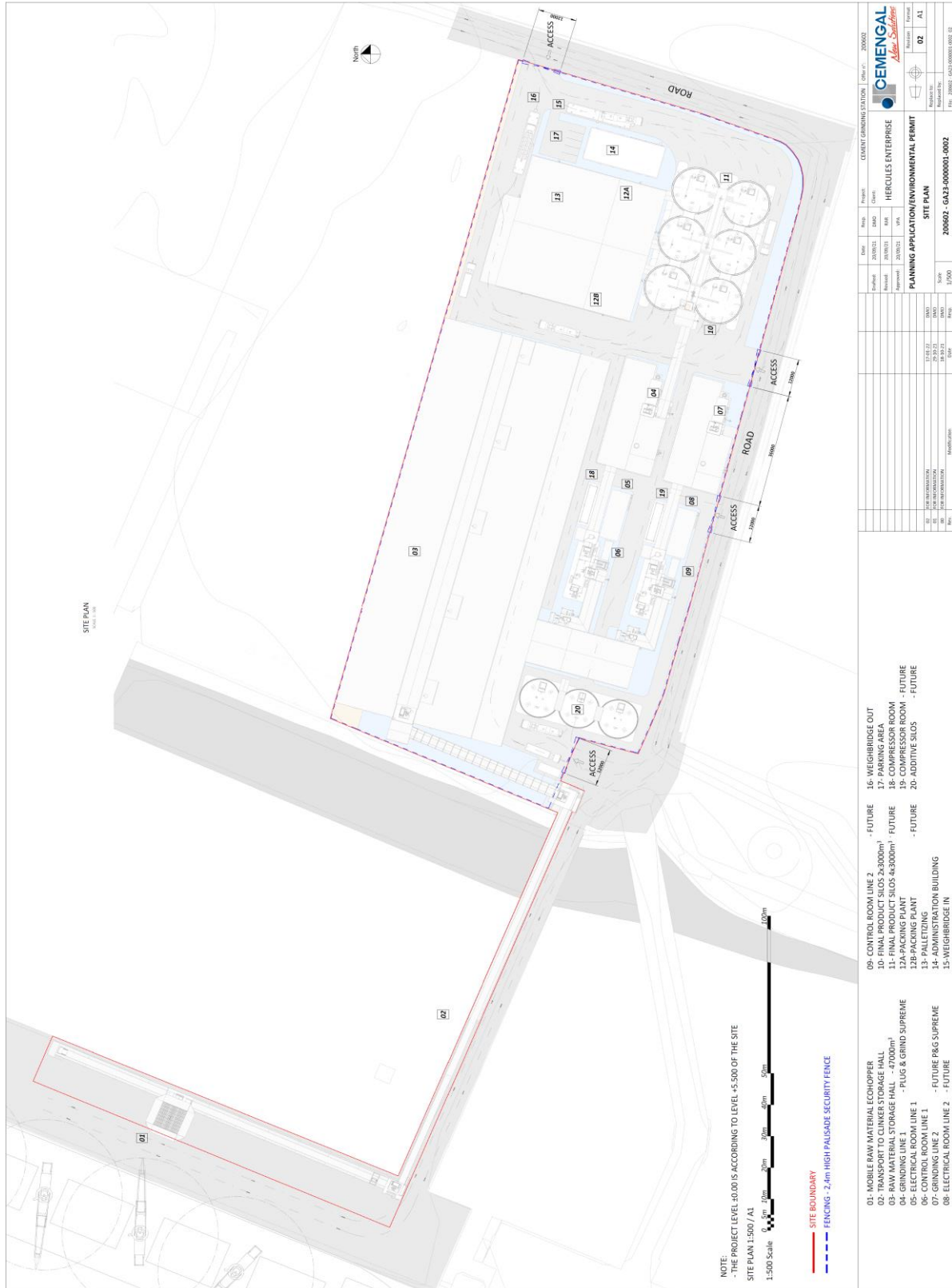
Site Location Plan



Item C1

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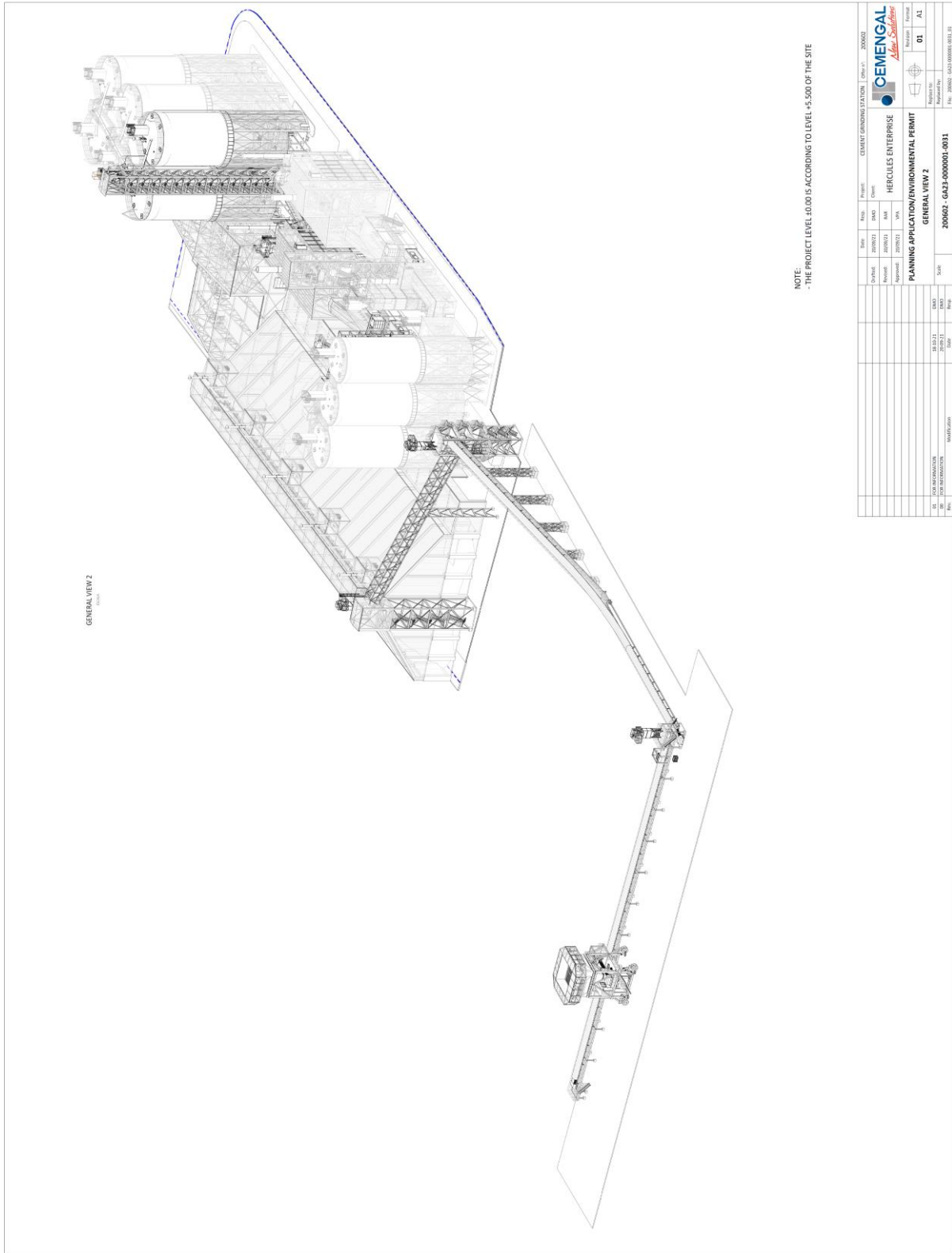
Site Plan



Item C1

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Proposed Cement Production Plant – Phase 1 & Phase 2



NOTE:
- THE PROJECT LEVEL 40.00 IS ACCORDING TO LEVEL +5.500 OF THE SITE

DATE	20/05/22	PROJECT	CEMENT GRINDING PLANT	REF NO.	20062
DESIGNED	20/05/22	DRAWN	CEMENT ENTERPRISE	CLIENT	CEMENTAL
REVISION	20/05/22	RAJ	MEGACUS ENTERPRISE	PROJECT	MEGACUS ENTERPRISE
APPROVED	20/05/22	VVA	PLANNING APPLICATION/ENVIRONMENTAL PERMIT	REVISION	01
GENERAL VIEW 2					
20062 - GA23-000001-0031					
FOR INFORMATION	DATE	BY	REVISION		
18-02-21	20/05/22	RAJ	01		
FOR INFORMATION	DATE	BY	REVISION		
18-02-21	20/05/22	RAJ	01		

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Site Access Arrangements



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Planning History and Background

3. Planning permission (SW/16/501726) on land located to the east of the site at land across the A249 exists for the change of use from B2 Industrial use in the form of redundant steelworks to port related uses (sui generis) including demolition of buildings, construction of new paved surfaces and a new vehicle access and bridge spanning the A249 to the existing Port to the west, reconfiguration of the railhead, boundary treatment and landscaping and associated works. Since permission was granted in October 2016, several discharge of conditions applications have been submitted for the works, the most recent having been submitted in October 2020. Given this planning permission is for port related land uses it is therefore unlikely to include development which would be classified as 'sensitive receptors' (e.g. hospitals, schools, care homes, etc.). It is therefore considered unlikely that the proposed development would impact upon this nearby development. Immediately to the north of the application site is an aggregate import and distribution facility operated by Stema which comprises open air storage of aggregates. Material is imported by sea and transported to the storage areas from the dockside by conveyor belt. This operation takes place under the Port's permitted development rights.
4. In December 2021 a screening opinion pursuant to the Environmental Impact Assessment Regulations (EIA) 2017 was adopted by KCC under reference KCC/SCR/SW/0234/2021 and it was determined that the proposed cement production facility would not constitute EIA development.
5. Following the submission of the current application, legal advice was sought to determine whether an emerging development proposal in the vicinity of the application site should be regarded as 'committed development' for the purposes of assessing cumulative impact (e.g. traffic movements, noise, air quality, etc.). The development in question related to a proposed cementitious materials importation and storage facility on land at the Port. KCC issued an EIA Screening Opinion and Approval Under Regulation 77 of the Habitats Regulations in respect of this to Robert Brett & Sons Ltd (Brett) on 18 January 2022. This proposal, known as "T1", would occupy an area of land within the Port, a short distance to the north of the proposed development site, and be capable of handling up to 400,000tpa of Ground Granulated Blast Furnace Slag ('GGBFS'), Pulverised Fuel Ash ('PFA') and Ordinary Portland Cement ('OPC') per annum. Following the EIA Screening Request, KCC also responded to a consultation submitted under the Town & Country Planning General Permitted Development Order (GPDO) 2015 in which it was invited to give an officer view as to whether the development proposed in the Screening Request would be permitted development. After reviewing the provisions of Schedule 2, Part 8, Class B, and having regard to the above EIA Screening Opinion and Habitats Regulations Approval, officers were content that the proposed development could be considered permitted development under the provisions of the GPDO if it was implemented as proposed.
6. Officers have subsequently been made aware of a further proposal by Brett for another cementitious materials importation and storage facility at the Port. The new proposal

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(known as "W2") would be in place of, rather than in addition to T1. W2 would involve the importation of up to 700,000 tonnes per annum (tpa) of cementitious materials and be capable of storing up to 90,000 tonnes of materials at any one time. The arrival, unloading and departure of vessels supplying cementitious materials would take place 24 hours a day / 7 days a week.

7. A subsequent request to KCC for EIA Screening Opinion and Approval Under Regulation 77 of the Habitats Regulations in respect the W2 proposal was issued on 12 September 2022, which included an assessment of the possible environmental effects against the criteria set out in Schedule 3 of the EIA Regulations. This and the issued EIA Screening Opinion concluded that the proposed development would not be likely to give rise to significant environmental effects during the construction and operational phases (either individually or in combination with other projects). The Shadow Habitats Regulation Assessment concludes that the proposed development would result in no likely significant effects upon any European designated sites, either alone or in combination with other consented or proposed plans or projects. KCC has also responded to a consultation submitted under the Town & Country Planning General Permitted Development Order (GPDO) 2015 in which it was invited to give an officer view as to whether the development proposed in the Screening Request would be permitted development. After reviewing the provisions of Schedule 2, Part 8, Class B, and having regard to the above EIA Screening Opinion and Habitats Regulations Approval, officers were content that the proposed development could be considered permitted development under the provisions of the GPDO if it was implemented as proposed. It is our understanding that the W2 proposal is the development most likely to proceed. The legal advice referred to in paragraph 6 confirmed that T1 and W2 should be considered for the purposes of cumulative impact with the proposed development.
8. There are no other planning permissions for large-scale development in the immediate area that need to be considered in terms of cumulative impact.

Proposal

9. The proposed development would comprise a cement production plant capable of importing raw materials and processing up to 500,000 tonnes per annum of cement.
10. The plant would comprise the following key components:
 - Mobile raw material receiving eco hopper;
 - A mechanical transport system for transfer of materials into storage;
 - A raw material storage hall (47,000m³), including storage for gypsum (2,050m³) and limestone (2,050m³);
 - 2no. storage hall production lines;
 - 2no. control rooms;
 - 2no. electrical rooms;
 - 6no. 3,000m³ final product silos;

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- 3no. 3,000m³ additives silos;
 - packing plant;
 - palletising hall; and
 - an administration building.
11. The proposed development would comprise approximately 2ha in total. The tallest built components would be the finished product cement silos, standing approximately 53.3m in height from ground level (including the access tower). The ridge height of the main building which would house the majority of the production line would be 33m, and the belt conveyor to transport raw materials from the dock side to the main building would range from just above ground level to 28m in height.
 12. The overall process involves the importation of cement clinker and gypsum by sea, which are then carefully blended with limestone. The raw materials are ground into a fine powder in rotating horizontal grinding mills at ambient temperature to produce cement with the finished products being stored in silos prior to dispatch by way of bulk tanker or bagged and loaded onto an HGV. The process does not involve any inputs for burning, organic materials or water.
 13. Ground preparation would involve the minor re-profiling of the existing ground contours to establish those required for a suitable development platform. This may necessitate the off-site removal of a small amount of surplus materials which would be taken to an appropriate facility for recycling where possible, or may be used in the wider port should uses be found for any resulting materials.
 14. Once the site has been re-graded, appropriate materials would be imported to form the footprint of the operational area. Foundations for the finished surfacing and any drainage infrastructure would be installed. Piling for any of the major elements of the development would also be completed at this stage.
 15. When completed, the finished sealed surface areas within the site would be constructed in such a way so as to provide for surface water to be collected and transferred to the existing drainage infrastructure within the wider Port. Silt collection and hydrocarbon interceptors would be installed before excess surface water is transferred into the drainage infrastructure. Roof water would be directed to connections made into the existing infrastructure within the Port.
 16. The proposed built development would be of modular design and would arrive at the site part assembled; consequently, it would be a relatively straightforward process to erect the plant and buildings and it is also anticipated that some of the component parts of the equipment would be imported by sea. The plant and buildings would comprise the storage hall within which the three raw materials (clinker, gypsum and limestone) would be stored. This would then lead into two production line buildings which would contain the grinding mills and associated equipment. Next to this would sit a further two buildings which would house the electrical and control rooms for the site.

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17. The packing hall for bagged materials would be fed by sealed pipes from the finished product silos and once filled the bags would be palletised ready for distribution by HGV. Adjacent to the proposed packing hall would be the office suite and laboratories for regular testing to ensure appropriate quality control.
18. At the western end of these buildings would be 3 additive silos, while at the opposite end would be 6 cement silos, each with a capacity of 3,000 tonnes.
19. HGV tanker trucks would be loaded directly from the silos or products could be transferred into the packing and palletisation buildings. The packing and palletisation building would serve three functions: warehousing and storage of maintenance supplies; bagging and palletisation; and loading of platform trucks with the finished bagged products. The final building would house the administration services.
20. Parking spaces would be located alongside the administration building for 5 cars for site operatives and visitors.
21. It is proposed that the development would be constructed in two distinct phases as shown in the table below. Phase 1 is anticipated to take 18 months to construct following the discharge of pre-commencement planning conditions. Phase 2 is anticipated to commence 2-3 years from the initial plant operation, and it is estimated to take between 18 – 28 months. Whilst the proposed development is intended to be brought forward in two phases, the applicant is applying for planning permission for the entirety of the project.

Phase

Components

Phase 1 – initial construction capable of processing 250,000 tonnes of cement per annum

- Raw material receiving eco hopper;
- Transport system to clinker storage hall;
- Raw material storage hall;
- 1no. production hall line;
- 1no. control room;
- 1no. electrical room;
- 2no. final product silos;
- Administration building;
- Packing plant; and
- Palletising hall.

Phase 2 – future construction after 2-3 years operation, doubling processing capability to 500,000 tonnes of cement per annum.

- 1no. production hall line;
- 1no. electrical room; and
- 4no. final product silos.

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22. In terms of the importation of raw materials, 400,000 tonnes per annum (tpa) of clinker and 25,000 tpa of gypsum, which would make up approximately 85% of the raw materials, would be imported by sea, with shipments projected to be once a month in Phase 1 and twice a month in Phase 2. Once at the wharf, cranes would unload the raw material from the ship and transfer it onto a mobile eco hopper, which would be clad with a dust extraction system, from which the raw material would then be transported via a covered conveyor belt to the storage hall. The remaining raw materials, when the site would be fully operational, including approximately 6,500 tpa of limestone, would be imported via HGVs with unloading taking place within the raw materials storage hall. Apart from the initial clinker and gypsum offloading, all material movement would be under cover.
23. Once within the storage hall, the conveyor would transfer the raw materials to stockpiles where they would remain until required for use in the process. Raw materials would be removed from the storage stockpiles by means of a wheeled loader adding the products to enclosed reception hoppers that would transfer them in covered conveyors to the production lines.
24. The raw materials would be ground as they move through the production lines before being transferred into dedicated silos via the enclosed conveyor. The electrical and control rooms would provide monitoring of the whole process.
25. Due to the nature of the development (e.g. shipping movements and tides) it would be necessary to operate 24 hours per day, 7 days per week which is not uncommon for activities within the wider Port area. This would require some limited traffic movements to be staggered throughout the whole 24-hour period.
26. Given the dependent nature of shipping on the tides, it would be necessary to off-load vessels throughout the full 24 hour period, together with the use of the eco hopper to be located on the jetty and the associated conveyor system to the storage hall.
27. The final cement product would be transported off site via HGV, either in tanker trucks (bulk cement) filled directly beneath the product storage silos, or platform trucks after being transferred to the packing and palletisation building.
28. It is anticipated that the export process would produce approximately 30,000 two-way vehicular movements (i.e. 15,000 vehicles entering the site and 15,000 vehicles exiting the site via the same route) annually during Phase 1 (c.250,000 tonnes) and up to 60,000 two-way vehicular movements annually during Phase 2 (c.500,000 tonnes).
29. The applicant has outlined that some limited HGV movements would be required overnight to enable the applicant to meet customer expectations, however, it is anticipated that nearly all products would be exported from the site between the hours of 0600 to 1800 Monday to Friday and 0600 to 1600 on Saturdays.
30. During Phase 1, up to 32 employees, including possible maintenance visits, would be present on-site, which could increase to 52 workers during Phase 2. Staff would likely

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be distributed across the 24-hour period of operation in shifts. Visitor trips are anticipated to be minimal, likely to be around an additional single visit per day.

31. Due to the need for the development to operate during hours of darkness it would be essential for lighting to be provided to illuminate the site, including the eco hopper to be located on the wharf. Due to the site's existing use as an area for the short-term storage of building materials and vehicles prior to import/export, it already benefits from floodlighting through a network of existing columns that illuminate the access roads. Alternative lighting is proposed which is anticipated to be a reduction in the level of luminance compared with the existing situation.

Planning Policy Context

National Planning Policies

32. The most relevant National Planning Policies are set out in the National Planning Policy Framework (July 2021), National Planning Policy for Waste (October 2014) and the associated National Planning Practice Guidance on Air Quality (2019).
33. National Policy Statement (NPS) for Ports is part of the planning system established under the 2008 Act to deal with nationally significant infrastructure projects (NSIP) and provides the framework for decisions on proposals for new port development. While the proposed development is not a NSIP, the NPS provides an important overview of the essential role ports have in the UK economy.
34. In summary, it sets out that the Government seeks to:
- encourage sustainable port development to cater for long-term forecast growth in volumes of imports and exports by sea with a competitive and efficient port industry capable of meeting the needs of importers and exporters cost effectively and in a timely manner, thus contributing to long-term economic growth and prosperity;
 - allow judgments about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and
 - ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives, including those in the relevant European Directives and corresponding national regulations.

Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review)
(Adopted September 2020)

35. Policies CSM1 (Sustainable development), CSM8 (Secondary and recycled aggregates), CSM12 (Sustainable transport of minerals), CSW1 (Sustainable development), CSW2 (Waste Hierarchy), CSW3 (Waste reduction), DM1 (Sustainable design), DM2 (Environmental and landscape sites of international, national and local importance), DM3 (Ecological impact assessment), DM5 (Heritage assets), DM6 (Historic environment assessment), DM10 (Water environment), DM11 (Health and amenity), DM12 (Cumulative impact), DM13 (Transportation of minerals and waste),

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DM15 (Safeguarding of transportation infrastructure), DM16 (Information required in support of an application), DM17 (Planning obligations) and DM18 (Land stability).

Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017)

36. Policies ST3 (The Swale Settlement Strategy), ST4 (Meeting the Local Plan development targets), ST6 (The Isle of Sheppey area strategy), CP4 (Requiring good design), DM6 (Managing transport demand), DM7 (Vehicle parking), DM14 (General development criteria), DM19 (Sustainable design and construction), DM21 (Water, flooding and drainage), DM24 (Conserving and enhancing valued landscapes), DM28 (Biodiversity), DM32 (Development involving listed buildings), DM33 (Development affecting a conservation area) and Regen 3 (The Port of Sheerness: Regeneration Area).

Consultations

37. **Swale Borough Council** – No comments received in response to the most recent consultation on the revised noise assessment which included new baseline noise surveys, however, the following comments were received further to the earlier, and now superseded, noise assessment:

The proposed plant, machinery, associated traffic movements and operational hours would result in unacceptable noise levels to local sensitive receptors which have not been sufficiently mitigated. The proposal would result in unacceptable noise pollution which would result in harm to local amenity levels.

38. **Sheerness Town Council** – No comments received in response to the most recent consultation on the revised noise assessment which included new baseline noise surveys, however, the following objections were received further to the earlier consultation on the application:
- Extreme concerns regarding air quality and risk to residents.
 - Raises concerns over the viability of the proposal given the operation will be reliant on tides meaning that very few mitigating circumstances will be applied.
 - Impacts on air quality due to the toxic threat from gypsum and limestone coming in by road and then being stockpiled.
 - Concerns raised over the noise impact assessment, specifically the number of indicators being poor.
 - Ecology impacts.
 - Pollution impacts associated with extra shipping at the port.
 - Concern over the 24 hours operation.
 - Imperative that air quality is controlled.
 - The site will not provide significant employment.
 - Impact on the listed buildings and the Dock Wall within the Dockyard and Conservation area beyond.
 - Impacts on water supply.
 - Local roads beyond capacity already.

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- The access point via the A249 Dockyard Roundabout and outgoing movements for 500,000 tonnes is far too intensive for the roundabout and will only further contribute to the current traffic flow issues.
 - Access along the A250 Queenborough/Halfway Road would be unacceptable.
 - The operation would be extremely polluting and noisy to surrounding residents.
 - Proximity to residential areas would create unacceptable levels of disturbance and contamination.
39. **Minster-on-Sea Parish Council (one of the adjoining Parishes)** - Objects to the application for the following reasons:
- Impacts on air quality due to the toxic threat from gypsum and limestone coming in by road and then being stockpiled.
 - Difficulty in controlling dust emissions.
 - Traffic impacts in terms of noise and air quality.
 - Potential for run-off into the estuary.
 - Noise impacts on the local community.
40. **Environment Agency (Kent Area)** - No objection subject to conditions requiring the submission of a remediation strategy in the event the contamination not previously identified is found during construction and that no infiltration of surface water drainage is permitted other than with the written consent of the County Planning Authority.
41. **National Highways** – No objection subject to a condition requiring the submission of a Construction Management Plan.
42. **KCC Highways and Transportation** – No objection subject to conditions including the submission of a Construction Management Plan, provision and permanent retention of vehicle loading/unloading, turning and vehicle parking facilities.
43. **KCC Sustainable Urban Drainage** - No objection subject to conditions including the submission of a detailed sustainable surface water drainage scheme and subsequent submission of a Verification Report pertaining to the surface water drainage scheme.
44. **Southern Water** – No objection subject to conditions that include details of the proposed means of foul sewage and surface water disposal.
45. **Medway Council** - No comments received.
46. **KCC Sustainable Business and Communities** - No comments received.
47. **KCC Economic Development** - No comments received.
48. **KCC Air Quality Consultant (WSP Planning and Environmental Advice)** – No objections subject to the imposition of conditions covering the following:
- Before commencement on site, a Construction Dust Management Plan is to be submitted to and approved by Kent County Council. This is to be prepared in

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accordance with the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction'.

- Before commencement of operations on site, a Dust and Particulate Monitoring Plan is to be submitted to and approved by Kent County Council. The purpose of monitoring is to ensure that dust and particulate emissions from the site are managed effectively to avoid causing exceedances of ambient air quality standards and disamenity, and that dust and particulate matter from the site does not contain heavy metals such as chromium. The plan is to include action trigger levels for dust and airborne particulate matter, and site management procedure to investigate any exceedances of these trigger levels and put in place remedial measures in a timely manner.
- Before commencement of operations on site, an airborne particulate monitoring system is to be established to enable real-time measurements and alert the operator of the site to events that exceed trigger levels, which are to be set out in the Dust and Particulate Monitoring Plan.
- Before commencement on site, an Emissions Mitigation Assessment in accordance with the Air Quality and Planning Technical Guidance (Swale Borough Council) is to be submitted to and approved.

49. **KCC Noise Consultant (WSP Planning and Environmental Advice)** – No objections subject to the imposition of conditions covering the following:

- The rating level of noise from all operations, including ship deliveries and on-site vehicle movements, shall not exceed the following limits determined using BS 4142:2014+A1:2019. This would impose limits of 39 dB during the day, 36 dB during the night at locations MP1, 2 and 3 and 34 dB during the night at MP4 and 5. The submission, approval and implementation of a mitigation scheme in the event that noise limits were to be exceeded.
- Requirement for the operator to carry out noise monitoring and recording upon completion and operation of Phase 1, and upon completion and operation of Phase 2, with the County Planning Authority able to review these results as necessary to ensure compliance with the noise limits in place.
- Submission and approval in writing of a Noise Management Plan to include measures including, but not limited to, staff training, ship unloading procedures, use of klaxons, use of broad band reversing alarms for on-site mobile plant, use of horns, and containment of certain operations.

50. **UK Health Security Agency** - UKHSA note that the main areas of potential public health concern are particulate matter and nitrogen dioxide. Based on the details provided, with appropriate construction phase mitigation and providing that the proposed development complies with relevant national and local planning policies, any potential impact on public health should be insignificant.

51. **Natural England** – no objections, it is satisfied that there is sufficient distance between the proposed development and the designated sites to rule out impact.

52. **KCC Ecological Advisory Service** – No objection.

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53. **KCC Public Health** – No comments received.
54. **Historic England** – No comments to raise.
55. **KCC Landscape Consultant (WSP Planning and Environmental Advice)** – No objection.
56. **KCC Conservation Officer** – No objection.
57. **County Archaeological Officer** – No comments received.

Representations

58. The application was publicised by the posting of a site notice and an advertisement in a local newspaper.
59. In response to the publicity, 79 letters/emails objecting to the application including a letter from Friends of the Earth (Swale) and 2 letters/emails of support have been received. It should be noted that a significant number of the objections make reference to matters such as the storage of materials and operations taking place outside.
60. Submission of a petition entitled “Stop the installation of a cement works within Sheerness historic docks” signed by 1029 people (as of 25 November 2022).
61. The key points raised in the letters and emails can be summarised as follows:

Objections

- Size of the development;
- Noise impacts;
- Air quality impacts;
- Highways impacts;
- Effects on local tourism;
- Health impacts in terms of dust generated;
- Ecological impacts; and
- Inappropriate location for the development.

Support

- Site is on operational port land;
- The project represents significant inward investment of £25 million (Phase 1) and a further £15 million (Phase 2);
- Generation 32 jobs in Phase 1 and a further 20 jobs in Phase 2;
- The projects does not constitute EIA development and application has been accompanied by a comprehensive suite of environmental reports which have demonstrated the project will have no decipherable impact subject to mitigation and design measures;
- As a previously developed operational site and as a port dependent project it is considered the development accords with national and local planning policy.

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Local Members

62. County Council Members Mr A. Booth and Mr C. Beart (Sheppey) were notified of the application in February 2022 and again in July 2022 when a further round of consultation took place.

Members' Site Visit

63. On Monday 18 July 2022 a site visit was undertaken by Members of the Planning Applications Committee and locally elected Members. This site visit gave attendees the opportunity to visit the site of the proposed development. The visit also included a short presentation from the applicant and a question and answer session for Members.

Discussion

64. This planning application for a proposed cement production plant capable of processing up to 500,000tpa of cement on land off Great Basin Road, Port of Sheerness site is being reported to the Planning Applications Committee as a result of objections received from Swale Borough Council (no comments were received in response to the latest noise assessment consultation), Sheerness Town Council, Minster-on-Sea Parish Council, Friends of the Earth (Swale) and local residents.
65. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications are determined in accordance with the development plan unless material considerations indicate otherwise. In the context of this application, the development plan policies outlined in paragraphs 32 to 36 above are of most relevance. Material planning considerations include the NPPF, NPPW and NPS referred to in paragraphs 32-34, the Kent Minerals and Waste Local Plan policies referred to in paragraph 35 and the Swale Borough Council Local Plan policies referred to in paragraph 36.

Principle

66. Paragraphs 7 – 14 of the NPPF sets out national policy on achieving sustainable development, including the three overarching objectives (economic, social and environmental), which are interdependent and need to be pursued in mutually supportive ways. The presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay. Paragraph 81 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
67. Paragraph 187 of the NPPF requires planning decisions to ensure new development can integrate with existing business and community facilities. Where there are significant adverse effects the applicant should be required to provide suitable mitigation as part of the development. The focus of planning policies and decisions should be on whether proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution

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control regimes, as in this case). Planning decisions should assume that these regimes will operate effectively.

68. National Policy Statement (NPS) for Ports sets out that the Government seeks to encourage sustainable port development catering for long-term growth of imports and exports by sea to ensure a competitive and efficient port industry thus contributing to long-term economic growth and prosperity; allow judgments about when and where new developments might be proposed to be made on the basis of commercial factors by the port industry or port developers operating within a free market environment; and ensure all proposed developments satisfy the relevant legal, environmental and social constraints and objectives.
69. It is considered that the proposed site layout demonstrates that the site is of adequate size and arrangement to accommodate the facility proposed and enable safe and efficient access, turning and egress of vehicles.
70. The proposed cement works is therefore considered to be in line with national and local planning policy and is in principle acceptable, however, it is still necessary to assess the application in terms of its need, and the impact in terms of the environmental impacts – noise and air quality, highways and transportation, landscape and visual impact, water environment, ecology and heritage matters.

Need

71. Policy CSM8 of the Kent MWLP states that proposals for additional capacity for secondary and recycled aggregate production including those relating to the expansion of capacity at existing facilities that increases the segregation and hence end product range/quality achieved, will be granted planning permission if they are well located in relation to the source of input materials or need for output materials, and have good transport infrastructure.
72. Policy CSM 12 sets out that planning permission for any new wharf and rail depot importation operations, or for wharves and rail depots that have been operational in the past (having since fallen out of use), that includes the transport of the minerals by sustainable means (i.e. sea, river or rail) as the dominant mode of transport will be granted planning permission, where:
 - they are well located in relation to the Key Arterial Routes across Kent; and
 - the proposals are compatible with other local employment and regeneration policies set out in the development plan.
73. The market consumption of cement in London and the southeast is estimated at 2.3 million tonnes per annum and rising to 2.5 million tonnes by 2026. Upon completion of Phase 1 of the proposed cement production plant it would produce up to 250,000 tonnes of cement per annum (tpa), which would double to 500,000 tpa in Phase 2 following the installation of a second grinding mill.
74. Furthermore, the applicant outlines that £88.4 billion has been committed to new transport infrastructure by the UK Government, as detailed within the National

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Infrastructure Delivery Plan 2016-2021 including £15 billion to support National Highways in transforming the Strategic Road Network, including most notably the Lower Thames Crossing project. The Lower Thames Crossing Development Consent Order (DCO) application was recently submitted on 31 October 2022 by National Highways, if the project is agreed and able to progress to construction, the proposed cement plant would be well placed to support with the supply of cement for the project.

75. Fundamentally, the proposed development is intended to increase the supply of cement to the London and southeast market. Currently there is an under-supply of cement production in the region creating a reliance on importation from elsewhere in the UK and from overseas. This creates both an economic and carbon reduction opportunity to increase local supply. The development is also driven by facilitating productive use of available land and berthing facilities within the Port of Sheerness, supporting the Port's long-term viability.
76. The largest demand for cement is to ready-mix concrete plants, followed by concrete products. Currently, the majority of cement demand in the UK is sourced from a small number of large plants, mostly based in the Midlands and northern England. The majority of cement used in the London and southeast market is imported to the region either from these plants or from overseas. Development of new capacity at existing plants is limited by carbon reduction targets and exhaustion of the minerals resource and permissions on which the plants depend. Hence, new capacity entering the UK market is very limited and no new producer of cement has entered the southeast market for at least 15 years. Therefore, the proposed development would assist in meeting demand whilst helping to reduce carbon emissions due to the reduction in the distance that the existing supply has to travel.
77. Use of imported clinker provides an opportunity to increase UK cement production using smaller plants that have much reduced emissions, are more flexible in terms of siting and land requirements and without reliance on access to primary minerals resource and the associated environmental cost of developing new quarries and processing facilities. Clinker is readily available as an import product but requires secondary processing to produce cement (once it is blended with the other materials proposed in the application), of which there are very few suitable facilities in the south-east. It is this need that the proposed development is intended to serve.
78. Cement production from imported clinker as proposed needs to be located close to suitable port facilities to avoid the economic and carbon cost of transporting clinker long distances by road. The availability of docking facilities, and of suitable development land within the Port is the main reason for selection of the proposed site. A secondary benefit is the availability of facilities for barge loading and transport of cement to regional markets, in particular to the London area. The plant is intended to be in production for the long term thus bringing a secure employer to the Port, and opportunities for local and regional sub-contractors both during construction and in subsequent operation.
79. Policy CSM3 relates to the safeguarding of the Medway Cement Works strategic minerals site. This permission has been implemented but the site remains substantially undeveloped, and production has not commenced. It is likely that modification to the plant as approved would now be required to comply with Government carbon reduction

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objectives. The proposed development is relatively small in comparison to the Medway Cement Works permission referred to in Policy CSM3, comprising 250,000 tpa in Phase 1, increasing to 500,000 tpa in Phase 2. With reference to the data referred above, the proposed plant even when at full capacity would only be able to supply a maximum of around 20% of the regional demand. It is understood that the Medway Cement Works permission would allow up to 1.4M tpa, although this may need to increase to fund the viability of the carbon capture plant that would now be required for its operation in compliance with government carbon reduction policies.

80. In March 2020 a cement production plant was permitted at Thamesport on the Isle of Grain by Medway Council. The facility when fully operational, would produce around the same amount of cement per annum as the proposed development. Whilst the cement production would also take place inside a building, the raw materials would be unloaded on the dockside and transported to the storage hall by HGV or dump truck. This process is predicted to take up to 40 hours per vessel and it is likely that four HGVs (or dump trucks) would be used every time a vessel is unloaded. It is also predicted the importation of raw materials would give rise to around 46 ships arriving each year and the export of finished product would give rise to a maximum of 196 HGV movements (98 in and 98 out) per day. This is a significantly more complex and emission intensive development than what is being proposed by this development as the raw materials would travel directly via enclosed conveyor from the dockside to the storage hall without any HGV (or dump truck) assistance, as would be the case at the development on the Isle of Grain.
81. For the reasons identified above, it is considered that there is sufficient market demand in the southeast and London region that both the proposed development, the Medway Cement Works and the Isle of Grain facilities could operate within the existing market without one impacting the viability of the other. Even where operating in the same marketplace, the proposed development would be a relatively small competitor to the Medway works in comparison with other larger UK plants and cement imports from overseas.

Environmental Impacts

Noise

82. Paragraph 174 of the NPPF seeks development that prevents new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Paragraph 185 of the NPPF states that new development should be appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment. It states that development should: mitigate and reduce to a minimum potential adverse impact resulting from noise – and avoid noise giving rise to significant adverse impacts on health and the quality of life; and identify and protect tranquil areas.
83. Policy DM11 of the MWLP states that development will be permitted if it can be demonstrated that it is unlikely to generate unacceptable adverse impacts from noise,

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amongst other matters. Policy DM14 of the SLP states that new developments must cause no significant harm to amenity and other sensitive uses or areas.

84. The proposed development has the potential to generate noise during construction; through the movement of raw materials and finished product to and from the site by up to 144 additional HGV movements per day; and through the operation of the cement production plant and associated machinery, all of which would be either undercover or within the proposed development's buildings.
85. The application is accompanied by a Noise Impact Assessment (NIA) that identifies the closest receptors, the noise sources associated with the proposed development, and the existing noise climate on and around the site. It considers the consequences of noise pollution affecting receptors and sets out a range of measures to reduce and manage noise from each activity. Following consultation with KCC's independent noise consultant, the original NIA was updated to the point that we have now reached in this report. The updated NIA included additional background noise surveys which provided accurate and a more suitable baseline data for the subsequent assessments.
86. Members will note that objections have been received from Swale Borough Council and Sheerness Town Council in relation to noise impacts from the development. Although it should be noted that neither have responded to the most recent consultation which saw the NIA updated to include new and additional background noise surveys and revised assessment of noise from site operations. This updated NIA has now satisfied KCC's noise consultant with regards to their earlier concerns regarding noise impacts, subject to the imposition of appropriate noise conditions which will be discussed in due course.
87. The objectives of the submitted Noise Impact Assessment (NIA) (as updated) are as follows:
- Identify noise sensitive receptors in proximity of the proposed development site and quantify existing background noise levels;
 - Predict potential noise levels during construction and operational phases of the development;
 - Assess predicted noise levels from the proposed development in accordance with appropriate standards; and
 - Provide, where required, initial recommendations for acoustic mitigation measures to reduce the noise emissions arising from the proposed development and assess the residual noise levels following their introduction.

Construction Phase Assessment

88. The construction works would involve the use of a variety of working methods, and operations which would vary throughout the construction period. Therefore, noise levels from the works are likely to vary significantly over time as the type of construction activities change. The exact working methodology and plant to be employed during the construction phase has not been conclusively established at this stage in the design. However, following best practice, an initial estimate of the

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expected noise levels over a representative period has been provided using assumed plant items and the associated noise emission data from BS 5228-1:2009+A1:2014.

89. For the purpose of predicting the likely noise impacts associated with the construction activities, the following phases of the works were considered in the NIA:
- general earthworks;
 - continuous flight auger (CFA) piling rather than driven / percussive piling, thereby creating significantly less noise and vibration;
 - reinforced concrete (RC) pile caps, ground beams, base slab and low level walls;
 - structural frame, cladding and primary plant installations; and
 - access roads, footways and car parks.
90. Construction working hours would be conditioned as part of any planning permission and limited to taking place only during daytime hours, between 07.00 to 18.00 Monday to Friday, and 07.30 to 13.00 on Saturdays. All work outside these hours would be subject to prior agreement with the County Planning Authority. Night-time working would be restricted to Emergency/exceptional circumstances only.
91. A daytime 10-hour working construction noise limit of 65 dB LAeq,T has been adopted as the threshold criterion to determine potentially significant noise impacts. This has been determined in accordance with the ABC method of BS 5228:2009+A1:2014 (Table E.1) based on the most exposed receptors. This represents a robust assessment as the survey results indicate some areas may qualify for lower category B threshold levels. Due to the distances between the site and surrounding sensitive receptors, vibration generated through the construction phase would be minimal and not discernible at the receptors. Any planning permission would be subject to the submission and approval in writing of a Construction Management Plan which would control, amongst other matters, construction hours of working, construction methods, access arrangements and control of noise during construction hours.

Vehicle Movement Assessment

92. Traffic noise predictions have been carried out at notional receptors located 10 m from the edge of the carriageway and 1.5m above ground level using the calculation methods set out in Calculation of Road Traffic Noise (CRTN) 1988. The Annual Average Weekday Traffic (AAWT) data referred includes the traffic associated with the other committed developments as agreed with KCC, including the Brett Aggregates development proposed for elsewhere within the Port.
93. Notional receptors are considered as it is the change in traffic noise level that is of interest, not the absolute noise levels at any given receptor. Provided that road traffic is the dominant noise component, the predicted changes in noise level would occur at noise sensitive receptors along each of the roads links.
94. To predict the potential impact of vehicle movements associated with the proposed development at receptors located along Garrison Road and Main Road, calculations have been undertaken using the haul route method provided in BS 5228-1. A maximum pass-by source sound power level of 104 dB LwA and 93 dB LwA has been

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assumed within the calculation for HGV and LGV movements respectively. This corresponds to the measurement data obtained during the baseline survey.

95. Based on the above typical source levels, the AM peak hour vehicle movements associated with the proposed development are likely to give rise to a free-field noise level of 57 dBLAeq,1hour at the most exposed noise sensitive receptor. Compared to the ambient noise level of 64 dB LAeq,T currently measured at the properties adjacent to the site access route, it is determined that the introduction of the additional vehicle movements at the proposed site may give rise to an increase to the existing ambient noise level of <1 dB. This is considered to be negligible and is unlikely to be a perceptible change to the existing noise level.
96. Based upon information provided by the operator and findings of the transport assessment, the following traffic profile has been adopted. The operator has advised that HGV movements would reduce to approximately 10% of the weekday flows on a Saturday, with no movements expected on Sundays. Such a reduction in required vehicle movements would be consistent with the current Port operating conditions recorded during the survey, where lower noise levels were recorded on Saturday and Sunday at residential properties within the Port boundary at the junction of Archway Road and Main Road. The existing number of vehicle movements along the site access route was not provided in the NIA, however based on survey observations it is apparent that there is a regular flow of HGVs travelling along Garrison Road and Main Road. These movements are the dominant source in terms of measured ambient sound levels currently incident upon the sensitive receptors.
97. To predict the potential impact of vehicle movements associated with the proposed development at receptors located along Garrison Road and Main Road, calculations were undertaken using the haul route method provided in BS 5228-1 (Section F.2.5.2). A maximum pass-by source sound power level of 101 dB LwA and 93 dB LwA was adopted within the calculation for HGV and LGV movements respectively; this corresponds to the measurement data obtained during the baseline survey and is considered a more robust representation of the noise levels arising from vehicle movements on the road link in question than utilising data from a reference standard (which may not have been measured under comparable conditions).
98. The revised NIA presented the predicted change in ambient noise level anticipated as a result of the projected vehicle movements and during all measured periods, this corresponded to a change of < 2dB in the worst case hour, with most periods anticipated to result in a change of 1dB or less. This would be considered to be a minor change in noise level which would not be perceptible to most individuals. The outcome of the assessment therefore indicates that it is unlikely that the vehicle movements associated with the proposed development would give rise to a significant adverse impact upon noise sensitive receptors located adjacent to the proposed access route. Upon leaving the Port vehicles would immediately join the trunk road network onto the A249 and as such it is considered that noise impacts as a result of the increase vehicle movements would be negligible.
99. Following the final consultation on this aspect of the NIA, concerns were raised again by the noise consultant regarding the impacts of mitigating nighttime noise impacts on the nearest residential receptors within the Port site (at the junction of Garrison Road

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and Main Road). In order to further mitigate the potential impacts for these properties the applicant has agreed to a condition being imposed on any future planning permission requiring HGVs to use an alternative route to enter and exit the Port, which would see vehicles travelling north of the affected properties rather than directly passing them, the alternative route can be seen below in Figure 2 and on the plan on page C1.5. In addition, the applicant has confirmed additional measures regarding nighttime vehicle movements which would be controlled via a condition to include, but not limited to, the following matters:

- Overnight HGV movements (between 6pm and 6am) to only be permitted on a maximum of one night-time period per calendar month and not to exceed eight such movements in that period;
- Movements to only occur on weekdays and not at all in the period after 6pm on a Saturday until 6am on a Monday;
- Movements in the night-time period to be notified in advance to the residents of the properties on Garrison Road in writing; and
- All vehicles arriving or leaving the site in night-time hours will utilise the alternative route to avoid passing the most sensitive properties on Garrison Road, as shown on the submitted plan (and Figure 2 below).

Operational Phase Assessment – Plant & Site Equipment Emissions

100. The proposed development would introduce a number of sound generating sources across the application site, with the exception of the vehicle movements (discussed above), these would typically operate continuously over long periods such that they would be considered steady-state. While the final plant specification is subject to detailed design, initial anticipated emission levels for Phase 1 of the development have been provided as part of the application. To account for the likely Phase 2 emissions, any sources associated with the Phase 1 grinding line have been duplicated and sited accordingly as per the proposed site layout plan. Additional sources have been added to the list to account for forklift truck movements, within the packing and palletisation building. Although at most only occurring twice per month, sources have been included within the modelling to account for sound associated with ship engine idling and crane unloading.
101. The predicted sound emissions generated by the operation of the proposed scheme have been calculated at the surrounding noise sensitive receptors using computer noise modelling software. The modelling software calculates industrial sound from mobile and static sources in accordance with the methodology set out in ISO 9613-2. The ISO 9613-2 method predicts sound levels under meteorological conditions favourable to propagation from the sound source to the receiver.
102. The NIA provided a comprehensive list of the sources adopted in the model, the assumed sound power levels and location of each item. The assessment included a significant number of noise sources and the predicted specific sound levels at individual receptors are determined by the cumulative total of all noise sources, rather than being determined by individual items. To illustrate this, the predicted noise levels from the highest ten sources at an example location along New Road were modelled.

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As a result, there would not be any distinguishable on / off conditions at the surrounding receptors if individual items of plant / equipment were switched off.

103. Additional predictions were also undertaken to demonstrate potential maximum noise levels from events such as reversing alarms and metal impacts during loading / unloading activities. Source levels have been derived from RSK measured data at other such facilities as follows:
- Tonal reversing alarm: 75 dB LAFmax at 10m
 - Metal on metal impact during loading: 98 dB LAFmax at 10m
104. For purpose of the assessment, reversing alarms are assumed to be required externally in 2 areas of the site (identified as an HGV reversing manoeuvre on site plan 200602-GA23-0000001- 0002). While the majority of forklift movements would be within the packing building, impact noise from loading / unloading has been assumed to occur on the north elevation of Building 13, below the canopy.
105. The outcome of the predictions show an anticipated maximum noise level of up to 32 dB LAFmax when reversing alarms are in use and up to 55 dB LAFmax due to loading unloading activities. This does not account for localised screening effects that would occur from vehicles or material stockpiles in close proximity to the event. Based on the magnitude of the reversing alarms relative to existing noise levels, it is unlikely these would be clearly discernible at nearby noise sensitive receptors. While impacts from loading / unloading may be up to 55 dB LAFmax, this is below the current Lmax levels measured at the receptor location from existing industrial, commercial and transportation sources during both daytime and night-time periods. Furthermore, as these events would be infrequent in nature and occur over very short durations, based upon the magnitude and potential audibility relative to existing ambient sound levels, it is considered unlikely that the noise events would be clearly discernible above existing sources such that any rating penalty adopted would outweigh the on-time correction applied in line with the BS 4142:2014+A1:2019 methodology.
106. It is therefore considered that such short-term noise events would not give rise to significant adverse impacts and would be unlikely to be clearly identifiable as being from the proposed development site.
107. Based upon the findings of the additional background noise survey, analysis was undertaken to determine the typical background sound level recorded at each receptor location. In line with BS4142:2014+A1:2019 section 9.2, a +3dB character correction has been applied to the overall predicted specific sound level as general industrial sound may be distinguishable from the site during the quietest periods. However, as the receptors are presently subject to noise from transportation and industry sources, there is unlikely to be any single source from the application site which is readily discernible. This approach therefore represents a cautious estimation of potential impacts and is considered acceptable in these circumstances.

Operational Phase Assessment - Proposed Mitigation

108. To reduce sound levels arising from the development, the following acoustic mitigation measures are proposed to be implemented within the development.

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- The solid fabric elements of all buildings containing noise-generating sources should achieve a minimum sound insulation performance of 46 dB Rw. This includes all wall and roof elements and can be achieved through masonry construction or proprietary cladding systems.

109. To control noise emissions from the main grinding process, it is common in similar sites to construct the ground floor of the mill building from concrete, with two or three floors above containing other items of plant associated with the various stages of the grinding process. As the highest noise levels are likely to be from the ball mill grinding chamber typically sited on the ground floor, this may reduce the required performance specification at roof level (subject to the final internal building design). Access to the main grinding building should be for maintenance only.

110. The following noise sources should be reduced to not exceed the stated emission level. This can be achieved through enclosures, attenuators, or selection of lower-noise plant at detailed design stage:

Equipment description	Technical Notice	Stated LwA (dB)	Maximum LwA (dB)
Chutes (Various)	Material Flow	95	80
Fan (FN01)	Pressure Side	107	90
Fan (FN01)	Suction Side	105	90
Fan (FN02)	Pressure Side	105	90
Fan (FN02)	Suction Side	100	85
Tube Mill	Drive	102	87
Tube Mill	Gear Unit	109	94

111. It is recommended that all façade openings should be closed whenever not in use as a best practice measure to reduce noise emissions and the likelihood of complaint. Notwithstanding this, calculations have been carried out assuming access apertures for regular loading/unloading of materials would be open. Should the location of any opening or the plant within the building be revised from the current proposals, an updated scheme of mitigation may be required to ensure that the approved noise limits remain achievable in order to prevent adverse impacts upon nearby sensitive receptors.

112. Cumulative assessment of the proposed development in combination with other committed or approved developments in the Port is provided for in the assessment of noise impacts, with the developments T1 and/or W2 (as set out in paragraphs 5-7 above) included in that assessment. It is noted that the other developments referred to are already approved or are permitted development, so cannot be controlled or restricted through the current planning application. However, as stated these developments were included in the assessment of impacts and as such were taken into account in the assessment of the proposal and when assessed cumulatively with this proposal would not justify a refusal of the planning application on noise terms.

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113. KCC's noise consultant concluded their assessment by setting out that, on the basis of the revised NIA, which included the new baseline background noise surveys, that they have no objections to the proposal in terms of noise subject to the condition outlined in paragraph 99 above, and conditions to cover the following:
- The rating level of noise from all operations, including ship deliveries and on-site vehicle movements, would not exceed the following limits determined using BS 4142:2014+A1:2019, which would impose limits of 39 dB during the day, 36 dB during the night at MP1, 2 and 3 and 34 dB during the night at MP 4 and 5. This condition would include a requirement to submit, approve and implement a mitigation scheme in the event that noise limits were to be exceeded.
 - Requirement for the operator to carry out noise monitoring and recording upon completion and operation of Phase 1, and upon completion and operation of Phase 2, with the County Planning Authority able to review these results as necessary to ensure compliance with the noise limits in place.
 - Submission and approval in writing of a Noise Management Plan to include measures including, but not limited to, staff training, ship unloading procedures, use of klaxons, use of broad band reversing alarms for on-site mobile plant, use of horns, and containment of certain operations.
114. In the absence of any objections from key technical consultees including the KCC's Noise Consultant, I am satisfied that the development proposed by this application does not present an unacceptable risk in terms of noise and vibration impacts and I accept that there would be no significant adverse impact on amenity or the environment subject to the proposed mitigation and the imposition of the conditions referred to in paragraph 154 below. The NPPF makes it clear that the focus of planning decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. The proposed development is therefore in accordance with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policies CSM12, DM2, DM3, DM5, DM11, DM12, and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) DM14, DM24, DM28, DM33 with regards to noise.

Air Quality

115. Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural environment by (amongst other things) preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution and that development should, wherever possible, help to improve local environmental conditions such as air and water quality.
116. Paragraph 185 states that planning decisions should ensure that new development is appropriate for its location considering the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. Paragraph 186 states planning decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking account of the presence of Air Quality Management Areas (AQMAs) and Clean

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Air Zones (CAZs), and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. Appendix B of the NPPW states that proximity of sensitive receptors, including ecological as well as human receptors, and the extent to which adverse emissions can be controlled using appropriate and well-maintained and managed equipment and vehicles, should form part of the decision process.

117. The NPPG on Air Quality indicates consideration should be given to whether development would introduce a new point source of pollution, would expose people or biodiversity to pollutants (including European-designated sites) and if there would be significant effects on traffic both in the immediate vicinity and further afield, including congestion, changes in volume, vehicle speed or significantly altering the traffic composition on local roads. The NPPG encourages local planning authorities to work with applicants to consider appropriate mitigation to ensure the new development is appropriate for its location and unacceptable risks are prevented. Examples of mitigation include: the design and layout of development to increase separation distances from sources of air pollution; using green infrastructure (in particular trees) to absorb dust and other pollutants; means of ventilation; and promoting infrastructure that has a low impact on air quality.
118. The Government's Clean Air Strategy (2019) acknowledges that transport is a significant source of emissions of air pollution. Highlighting that the immediate air quality challenge is to reduce emissions of nitrogen oxides in the areas where concentrations of these harmful gases currently exceed legal limits. The strategy seeks to minimise the impact of petrol and diesel vehicles in the short term by ensuring that the cleanest conventional vehicles are driven on our roads, whilst working towards the Road to Zero Strategy, which sets out plans to end the sale of new conventional petrol and diesel cars and vans by 2040.
119. Policy DM11 of the MWLP seeks development that does not generate unacceptable adverse impacts from dust, emissions, traffic or exposure to health risks and associated damage to the qualities of life and wellbeing to communities and the environment. Development should ensure that there is no unacceptable adverse impact on other land uses. Policy DM12 states that developments should not result in an unacceptable adverse, cumulative impact on the environment or communities. Policy DM13 seeks development that demonstrates emissions associated with road transport movements are minimised as far as practicable, including emission control and reduction measures (where relevant), such as deployment of low emission vehicles and vehicle scheduling to avoid movements in peak hours. The proposed development is not sited, or within close proximity to an AQMA.
120. Policy DM6 of the SLP, amongst other matters, seeks to integrate air quality management and environmental quality into the location and design of, and access to, development and, in so doing, demonstrate that proposals do not worsen air quality to an unacceptable degree especially taking into account the cumulative impact of development schemes within or likely to impact on Air Quality Management Areas. Policy DM14 supports development that causes no significant harm to amenity and other sensitive uses or areas.

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121. The proposed development has attracted a significant number of objections on air quality grounds. These relate to the potential for dust and airborne emissions to be generated on site. The vast majority of these concerns erroneously relate to issues with storage and stockpiling of raw materials in the open air, which could cause air blown emissions impacts, however, all storage of materials would be within enclosed buildings, indeed the method for transporting raw materials from the dockside to the storage buildings would be within an enclosed conveyor belt system.
122. The application included a detailed Air Quality Assessment to assess the potential for impacts of the development in air quality terms. This assessment focused on both the construction and the operational phases. The assessment was undertaken with reference to existing air quality in the area and relevant air quality legislation, policy and guidance and the assessment concluded the following.

Construction Phase

123. The operation of vehicles and equipment powered by internal combustion engines results in the emission of exhaust gases containing the pollutants NO_x, PM₁₀, volatile organic compounds, and carbon monoxide. The quantities emitted depend on factors such as engine type, service history, pattern of usage and fuel composition. Based on the temporary nature of the construction activities, it is considered unlikely that vehicle movements associated with staff commuting to and from the site would have a significant impact on local air quality. The operation of site equipment and machinery would result in emissions to atmosphere of exhaust gases, but with suitable controls and site management such emissions are unlikely to be considered significant.
124. Fugitive dust emissions arising from construction activities are likely to be variable in nature and would depend upon the type and extent of the activity, soil type and moisture, road surface conditions and weather conditions. Periods of dry weather combined with higher than average wind speeds have the potential to generate more dust. Fugitive dust arising from construction is mainly of a particle size greater than the PM₁₀ fraction (which can potentially impact upon human health), however, it is acknowledged that construction activities may contribute to local PM₁₀ concentrations. Appropriate dust control measures can be highly effective for controlling emissions from potentially dust generating activities identified above, and adverse effects can be greatly reduced or eliminated. Given the nature of the proposed site i.e., no existing buildings, no demolition work is proposed as part of the development and was not therefore considered within the assessment.

Operational Phase

125. During the operational phase, local air quality could be impacted from traffic exhaust emissions as a result of any changes in traffic flows or flow composition as a consequence of the proposed development. The transport consultants for the scheme have outlined that there would be a maximum of 144 HGVs (72 in/out) and 40 LGVs (20 in/out) totalling 184 total daily vehicle movements) which would be routed to the M2 via the A249, avoiding the closest AQMAs along A2 and B2006 in Sittingbourne. The Air Quality Assessment reviewed the available background air quality data and deemed that the likely road pollutant contribution from the development would not have a significant impact on local air quality from transport emissions.

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Emissions to Air from Operational Phase (Cement Grinding)

126. The predicted annual mean and daily mean PM10 concentrations at all the assessed discrete receptors sets out in the Air Quality Assessment would not exceed the relevant Air Quality Objective (AQO). The assessment showed the maximum annual mean PM10 at each discrete receptor point across the three meteorological years considered and all predicted total annual mean PM10 concentrations (PECs) would be below the annual mean PM10 Air Quality Standard (AQS) objective level at the receptors. The maximum annual mean PM10 concentrations was located next to the site boundary in an area not accessible by the general public. No further exceedances of the annual mean PM10 AQS were predicted across the assessment area. Consequently, exceedances of the annual mean PM10 AQS were not predicted at any of the modelled relevant discrete or gridded receptor locations.
127. An assessment of construction phase impacts has been undertaken following the IAQM construction dust guidance and mitigation measures were recommended to reduce the risk of dust and particulate matter being generated and re-suspended with implementation of the appropriate measures, no significant impacts are anticipated during the construction phase.
128. The principal air quality impact once the proposed development is complete and operational is likely to be emissions from the increased traffic on local roads surrounding the site and particulate matter emissions from the operation of the site. Concentrations of PM10 were predicted at the most relevant receptor locations. The air quality impacts of the proposed development on existing receptors was assessed and the predicted PM10 concentrations at all assessed receptors would not exceed the relevant AQOs.
129. A qualitative assessment of operational phase traffic emissions was undertaken by comparing the proposed development against the screening criteria outlined in the EPUK-IAQM guidance. Based on the findings of this comparison and the existing background air quality, it was considered that the proposed development is likely to have an insignificant impact on air quality at existing and proposed sensitive receptors once it is operational, such that the impacts can be considered insignificant. Based on the results of the assessment, it was judged that with appropriate construction phase mitigation, the proposed development complies with relevant national and local planning policies and that there would be no air quality impacts that would warrant refusal of the planning application.
130. KCC'S independent air quality consultant was consulted on the application and has confirmed that the submitted Air Quality Assessment and supplementary information has been carried out appropriately and in accordance with IAQM guidance and that they would not raise any objections on air quality grounds providing conditions covering the following matters are included on any future planning permission: a Construction Dust Management Plan; a Dust and Particulate Monitoring Plan; and an airborne particulate monitoring system to be established in accordance with the measures to be set out in the Dust and Particulate Monitoring Plan. Members will note that the air quality consultant also recommended that an Emissions Mitigation Assessment in accordance with the Air Quality and Planning Technical Guidance (Swale Borough Council) be submitted, however, this relates to emerging local plan

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policy so is afforded little weight in the decision making process as the policy has not been tested through the local plan adoption process, on that basis this additional assessment is not considered to be necessary.

131. Cumulative assessment of the proposed development in combination with other committed or approved developments in the Port is provided in the air quality assessment, with the developments T1 and/or W2 (as set out in paragraphs 5-7 above) included in that assessment. It is noted that the other developments referred to are already approved or are permitted development, so cannot be controlled or restricted through the current planning application. However, these developments were included in the assessment of impacts and as such were taken into account in the assessment of the proposal and when assessed cumulatively with this proposal would not justify a refusal of the planning application on air quality terms.
132. The UK Health Security Agency comments that the main areas of potential public health concern are particulate matter and nitrogen dioxide. Based on the details provided, with appropriate construction phase mitigation and providing that the proposed development complies with relevant national and local planning policies, any potential impact on public health should be insignificant.
133. Members will note from their visit to the site that there are existing operations within the Port which stockpile materials uncovered, not least the aggregate storage facility immediately adjacent to the proposed development site. It is possible for many of these activities to operate under the Port's extensive permitted development rights, with limited planning controls. It is worthwhile to note that the entire operation that is being proposed would be conducted under cover, significantly reducing the risk of dust emissions arising from the development being detected off site.
134. Members will also note that concerns were raised by local residents about the fire risks associated with the proposed development and in response to these comments the applicant has provided the following information. The proposed development does not present a significant fire or explosion risk. Cement products and dust are not flammable and there is no requirement for storage of flammable or explosive materials on-site. Whilst cement dust has a high surface area, its properties are such that it will not ignite even in the presence of an ignition source.
135. The applicant's experience of operating cement plants is that the main areas of explosion risk in an integrated cement plant comes from the clinker manufacture process, specifically due to:
 - use and storage of quarrying explosives;
 - storage, processing and transport of fuels;
 - power supply and generation;
 - heating & drying processes; and
 - electrical plant.
136. However, none of these sources would be present at the application site as clinker would be delivered by ship and not manufactured on site. The detailed design of the proposed development would nevertheless be required to adhere to all relevant

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standards and guidance, principally: Building Regulations, Fire Safety Approved Document B: Volume 2: Buildings other than Dwellings and British Standard 9999: Fire Safety Design of Buildings. It is therefore considered that the risk of fire or explosion is already very low, with opportunity for further reduction through the detailed design process, and therefore, is not a material consideration in the planning process, rather it would be addressed as part of other regulatory controls of the development.

137. Therefore, subject to the above mitigation measures being secured by condition, neither the KCC's Air Quality Consultant, UK Health Security Agency, Natural England nor the EA have raised specific concerns about emissions from the development impacting on the surrounding environment. The NPPF makes it clear that the focus of planning decisions should be on whether the proposed development is an acceptable use of land, rather than the control of processes or emissions (where these are subject to separate pollution control regimes). Planning decisions should assume that these regimes will operate effectively. The handling of cementitious materials is classified as a prescribed process under the Pollution Prevention and Control Regulations (2000) and a Local Authority Pollution Prevention and Control Permit would be required to operate at the Port, which in this case would be regulated by the Port of London Authority in conjunction with Swale Borough Council. This Permit would be required before operations can commence and would serve to control and monitor the activity to ensure it does not result in unacceptable emissions to the environment.
138. Subject to the further consideration of ecological matters, amongst others, in the sections below, and to conditions securing the dust mitigation measures set out in paragraph 130, I am satisfied that the proposed development would be in accordance with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policies DM1, DM2, DM11 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policies DM6 and DM14 relating to dust and air quality and would not warrant refusal on air quality grounds.

Highways and Transportation Matters

139. Paragraph 110 of the NPPF states that in assessing applications, it should be ensured that safe and suitable access to the site can be achieved for all users and that any significant impacts from the development on the transport network (in terms of capacity or congestion) or any highway safety can be cost effectively mitigated to an acceptable degree. Paragraph 111 states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe.
140. Policy DM13 of the Kent MWLP states that developments will be required to demonstrate that emissions associated with road transport movements are minimised as far as practicable and by preference being given to non-road modes of transport. Where development requires road transport, proposals will be required to demonstrate that: (1) the proposed access arrangements are safe and appropriate to the scale and nature of movements associated with the proposed development such that the impact of traffic generated is not detrimental to road safety; (2) the highway network is able to accommodate the traffic flows that would be generated, as demonstrated through a transport assessment, and the impact of traffic generated does not have an

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unacceptable adverse impact on the environment or local community; and (3) emission control and reduction measures, such as deployment of low emission vehicles and vehicle scheduling to avoid movements in peak hours.

141. Policies CSW6, DM13 and DM15 of the KMWLP require development that (amongst other things) is well located to Kent's Key Arterial Routes, avoids giving rise to significant numbers of lorry movements through villages or on unacceptable stretches of road, benefits from safe access, and where the highway network has capacity to accommodate the traffic flows without unacceptable adverse impact on highway safety, the environment or local amenity. Policies DM6, DM7 and DM14 of the SLP seek to ensure that the cumulative impact of development on traffic generation would be acceptable in terms of the capacity of the highway network and/or would not lead to a decrease in safety.
142. Objections have been received from the Town & Parish Councils and local residents regarding the potential for highways impacts as a result of the proposed development particularly regarding vehicle movements using the local road network in the event that there are delays or closures on the strategic road network.
143. The site is located entirely within the Port of Sheerness and would be accessed via Great Basin Road and Garrison Road within the Port and the A249, which is in common with the other established uses within the Port. The Port is an established long-term operation and both it and the businesses that operate within it are significant local employers. The continued viability of the Port relies on it being able to attract import business, for which access to the strategic road network is a key requirement. Any uses that come forward within the Port, both now and into the future are therefore likely to generate road traffic movements and the proposed development is no exception. This is consistent with the nature and purpose of the Port and the highways network that serves it, as such it is important to assess whether the vehicle movements generated by this proposal would generate a significant detrimental impact on the road network.
144. The proposed development would be accessed by Great Basin Road via the A249, Garrison Road and Main Road via an existing hardstanding access road currently utilised by the short-term vehicle storage/waiting area for imported vehicles. As such, no new access would be required. The access route from the A249 is approximately 1km long and travels directly to the application site via the internal port access links.

Item C1

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145. The vehicular access route to the site from the A249 can be seen by the dotted line in Figure 1 below.



Figure 1

146. The proposed development would be operational 24 hours a day, 7 days a week. In Phase 1 the site would employ 32 members of staff increasing to around 52 once Phase 2 is operational. Staff would likely be distributed across the 24-hour period of operation in shifts. Visitor trips are likely to generate an additional single visit per day. Sufficient on-site employee and visitor parking would be provided in accordance with KCC vehicle parking standards and there would be adequate space on site to provide this level of parking.
147. Importation of the majority of raw materials would be by sea once a month during Phase 1, increasing to twice a month during Phase 2. The remaining raw materials of limestone and other additives would be imported via the road network. The finished product would be transported out of the site via HGV road tankers and lorries.
148. A number of Transport Assessments (TAs) have been submitted with the application, and in these it assumes all exports of final product would be via road, however, once operational, barge transport of finished product to the Thames Estuary and Greater London area is proposed, utilising the existing loading and docking facilities at the

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Port. This would act to significantly reduce the reliance on road transport; however, this option is still under development and would depend on the contracts secured by the plant once operational meaning that accurate quantification at the planning application stage is not possible. No reliance is therefore placed on barge transport for the purpose of the planning application, and the Transport Assessments assume the worst case that all finished products would be transported offsite by road. In reality though it is recognised as highly likely that at least some of the export of product from the site to Central London would take place by barge, given the difficulties and restrictions in place for vehicles accessing London.

149. It is understood that construction of the facility would be undertaken in 2 distinct phases, with Phase 2 commencing 2-3 years after Phase 1 which would be commenced as soon as possible following the granting of any future planning permission. During the construction period, it has been assumed that traffic would travel to and from the site using existing HGV traffic routes associated with the port via the A249.
150. The applicant's site selection process and decision to locate at the Port was in part driven by the ability to use the existing docking and loading/unloading facilities for sea transport. This greatly reduces the incoming vehicle movements that would otherwise be associated with clinker and raw material delivery, and also provides the ability to use barge transport for shipping finished product to the Thames Estuary and London area once the facility is operational.

Traffic Generation

151. Once operational, the site is predicted to generate the following peak daily vehicle movements (during 'Phase 2' as defined in the planning application). These figures are expressed as two-way movements, assuming each vehicle has to both enter and exit the site passing a given point twice (i.e. 144 two-way daily HGVs equates to 72 HGVs entering the site and 72 HGVs leaving the site by the same route).
152. The total daily vehicle movements would be 144 HGVs (72 in/out) and 40 LGVs (20 in/out) totalling 184 total daily movements. Notwithstanding the limits on night-time vehicle movements this equates to an average of around 6 HGVs and 2 LGVs (cars or vans) per hour.
153. The predicted peak hourly two-way movement as detailed in the Transport Statement would be 12 HGVs, this accounts for the fact that while the plant operates 24 hours, vehicle movements would predominantly occur during daytime working hours. I will come onto nighttime vehicle movements in due course.
154. An estimated 10% of the HGVs generated would be tipper trucks associated with limestone delivery, the remaining 90% would be tankers associated with the removal of the finished product from the site.

Traffic Assessment

155. The submitted TAs provide baseline traffic data for the A249 in the anticipated opening year of 2023. The 2023 daily two-way traffic flow on the A249 (Brielle Way) is:

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- 1,443 HGV, 10,796 LGVs = 12,239 total daily movements
156. To put this into context the proposed development would therefore lead to an increase in total traffic of around 1.3% and in HGV traffic of around 10.0%, however, by 2026 these numbers are predicted to have reduced slightly to 1.2% and 9.7% respectively due to forecast growth in baseline traffic over that period.
157. Members should note that these predictions can be regarded as realistic worst case as they assume that the plant is always operating at absolute maximum Phase 2 capacity, and that there would be no sea transport of the finished product. The data also assumes that all traffic generated by the proposed development is 'new' to the network, i.e. that there is no displacement of traffic already occurring due to other activities currently taking place at the site but which would cease as a result of the proposed development.
158. The TA assumes that all HGV traffic would access the site via the A249 with car movements associated with employees and visitors split across the A249 and the local road network reflecting the anticipated local nature of those journeys. Hence not all car journeys would use the A249 and this is reflected in the traffic figures stated in the TA. Once traffic enters the wider highways network, the traffic would distribute across the network and the impact at any location will in terms of both total numbers and as a proportion of baseline be less than that shown for the A249.
159. Cumulative assessment of the proposed development in combination with other committed or approved developments in the Port is provided in the Transport Assessment, with the developments T1 and/or W2 (as set out in paragraphs 5-7 above) included in that assessment. It is noted that the other developments referred are already approved or are permitted development, so cannot be controlled or restricted through the current planning application. However, as stated these developments were included in the TA and as such were taken into account by both National Highways and KCC Highways and Transportation in their assessment of the proposal and when assessed cumulatively with this proposal would not justify a refusal of the planning application on Highways terms.
160. While the proposed development would generate additional transport movements, these represent only a small increase in the context of existing traffic flows and are consistent with the current and future operation of the Port. The Port is well served by the strategic highways network with the Port entrance/exit directly onto the A249, and exists primarily for the purpose of import and export of goods and onwards distribution of these by road transport, the proposed development is considered in keeping with this established purpose.
161. The majority of additional vehicle journeys generated by the proposed development would be focused on the A249 and the onwards trunk road and motorway network to provide quick and efficient access to the wider region. Other than a small number of local car journeys generated by employees there is not expected to be any need or benefit for site traffic to use the local road network in and around Sheerness and surrounding towns and villages.

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162. Members will note the concerns noted above from the noise consultant regarding mitigating night-time noise impacts on the nearest residential receptors within the Port site (at the junction of Garrison Road and Main Road). In order to mitigate the potential impacts for these properties the applicant has agreed to a condition being imposed on any future planning permission requiring HGVs to use an alternative route to enter and exit the Port during night-time hours, which would see vehicles travelling north of the affected properties rather than directly passing them, the alternative route can be seen below in Figure 2 and on the plan on page C1.5, and limits on the vehicle numbers and restrictions on weekend operations.



Figure 2

163. KCC Highways and Transportation were consulted on the application and have commented that the application site would gain access onto the highway network through the Sheerness Docks main gate, which leads directly onto the A249 strategic road network which falls under the jurisdiction of National Highways. The bulk of raw materials would be delivered to the site via ship but the export of the cement product would be transported by road tanker via the A249 corridor, and this is not expected to route onto any part of Kent County Council’s highway network within the immediate local area. As the impact would only be felt on the A249 corridor before dispersing out across the wider strategic network, it would therefore be appropriate for National Highways to consider the assessment of the traffic movements on their network.

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164. KCC Highways and Transportation further comment that it is only likely to be the employee movements that would route onto the local highways under KCC jurisdiction, and the TA identifies that once both phases of the development are operational, around 52 workers would be employed at the site working over two shifts. Census data identifies that 66% of employees would travel to work by private car, and with the shift pattern, this suggests that only 11 two-way vehicle trips would be generated in the peak hour by staff. The Census data also indicates that 72% are likely to originate from the Sheerness area, so minimal vehicle trips would route via Bridge Road and through Sheerness Town Centre. As such KCC Highways and Transportation have raised no objection subject to the imposition of a conditions to cover the following:
- Submission, and subsequent approval in writing, of a Construction Management Plan to include the following matters:
 - (a) Routing of construction and delivery vehicles to / from site
 - (b) Parking and turning areas for construction and delivery vehicles and site personnel
 - (c) Timing of deliveries
 - (d) Provision of wheel washing facilities
 - (e) Temporary traffic management / signage
 - Provision and permanent retention of the vehicle loading/unloading and turning facilities shown on the submitted plans prior to the use of the site commencing.
 - Provision and permanent retention of the vehicle parking spaces shown on the submitted plans prior to the use of the site commencing.
165. National Highways were also consulted on the application and comment that in relation to the operational phase of the development that there are no matters of concern and that the quantum of additional HGV and LGV movements along the A249 and the M2 would be low, and the peak demand would fall outside of network peak hours. However, they do recognise that there are potential adverse impacts during the construction phase which may be mitigated by means of the preparation, approval, and adherence to a Construction Management Plan. National Highway conclude that having assessed the proposed development that they are content that the proposals, if permitted, would not have an unacceptable impact on the safety, reliability, and/or operational efficiency of the Strategic Road Network in the vicinity of the site (A249 and M2), provided that the aforementioned condition is imposed on any future planning permission.
166. As a result of the advice from KCC Highways & Transportation and National Highways I must conclude that the proposed development is acceptable in highways terms and that a refusal of the proposed development could not be sustained in terms of highway safety and capacity having regard to tests outlined in paragraph 110-113 of the NPPF subject to the imposition of conditions to secure a Construction Management Plan, provision and permanent retention of vehicle loading/unloading, turning and vehicle parking facilities.
167. I note that objections have been received from the Borough, Town and Parish Councils and local residents about traffic issues as a result of the proposed development,

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however, as stated above during the assessment of the planning application and consultee responses received from KCC Highways & Transportation and National Highways, I am satisfied that there is no justification on highways grounds to warrant refusal of the application. Furthermore, Members should note that the Port benefits from wide ranging permitted development rights, examples of which are set out in paragraphs 5-7 above. These such developments, effectively have no limits on operational vehicle numbers. Whilst in planning terms for this development there is no justification for putting controls on vehicle numbers, it is noted that the applicant has voluntarily suggested that a limit is imposed for vehicle movements during night-time and weekend hours in order to mitigate any potential impact on the most affected residential receptors to the proposed development.

168. I am satisfied that the proposed development would not have an unacceptable impact on the highway network and would accord with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policies CSM12, DM12, DM13, DM15 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policies DM6, DM7, DM14 relating to highway and transport matters.

Landscape and Visual Impact

169. Policy DM2 of the Kent MWLP states that proposed developments will be required to ensure that there is no unacceptable adverse impact on the integrity, character, appearance and function of sites of international, national and local importance and Policy DM24 of the SLP states that the value, character and tranquillity of the Borough's landscapes will be protected, enhanced and, where appropriate, managed. A landscape and visual appraisal (LVA) was submitted with the application to assess potential effects on landscape character and visual amenity likely to arise from the introduction this new cement production plant. This LVA was reviewed by KCC's independent landscape specialist as part of the consultation process.
170. The site is situated at approximately 4m above ordnance datum (AOD) and the immediate surrounds are strongly influenced to the north, east and south by areas of vehicle storage and industrial features including large commercial buildings and silos associated with the operational Port, as well as utilities infrastructure. Four 125m wind turbines are located along the edge of the Port to the south and are prominent features in the surrounding landscape.
171. The A249 runs north-south approximately 270m to the east of the site beyond the main carriageway further pockets of land comprise car parks and industrial features, as well as the Festival Field public open space.
172. Approximately 2km to the south of the site lies the settlement of Queenborough. Across the estuary 1.5km to the west of the site lies the eastern shore of the Hoo Peninsula which predominantly comprises industrial areas around Wallend, with the small village settlement of the Isle of Grain further north along the coastal tip of the peninsula.

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173. While the proposed development would be located in the Port of Sheerness it does include a number of large buildings and tall structures up to 53m in height that have the potential to affect landscape character, views and visual amenity.
174. The site and the 5km study area fall within National Character Area (NCA) 81 Greater Thames Estuary. The site is not located within any nationally or locally designated landscapes, although there are local landscape designations within 2km of the site and the residential area within 0.6km. Notwithstanding this, the LVA has established that effects on landscape character, visual amenity and views are unlikely to be worthy of further consideration due to the following reasons.
- land use at the site is currently a vehicle storage area on land reclaimed from the sea;
 - no landscape features or elements of importance to the baseline would be lost as a result of construction of the proposed development;
 - the landscape at and adjacent to the site is industrial in character and the proposed development would not be uncharacteristic of the baseline, although it would introduce an array of different structures;
 - the proposed development would be set back from residential areas and low level screening by buildings and vegetation would mean that only upper parts of structures would be visible;
 - in longer distance and more elevated views the proposed development would be seen in the context of the adjacent port industrial area and would not be uncharacteristic of views; and
 - the wider context to views includes industrial areas at the Isle of Grain and port activities which are concentrated at the mouth of the Medway Estuary where the proposed development would be located.
175. The proposed development would result in noticeable localised change in an area where industrial development forms part of the baseline and where further development may be anticipated due to the Port being identified as a regeneration area in the Swale Local Plan. The LVA acknowledges that the proposed development would introduce a large facility into the landscape which would be a noticeable change to views in a localised area, however, the relatively low sensitivity of the immediate receiving environment contributes to the lower level of effects reported in the appraisal. The more sensitive areas such as the locally designated Area of High Landscape Value (AHLV) are separated from the proposed development by low lying landscapes with intervening urban and industrial development. Where elevated vistas are available, views provide a wider context to the proposed development and indicate it would be seen as part of the pattern of industrial development at the mouth of the Medway Estuary and, in that sense, would not be an uncharacteristic addition.
176. KCC's independent landscape consultant was consulted on the application and has confirmed that the potential landscape and visual effects arising from the proposed development would not give rise to an unacceptable level of impact in landscape terms. It has also confirmed that the submitted LVA is appropriate, and the methodology used is based on industry standard guidance, which is considered acceptable and that the appropriate planning policy considerations and the relevant policy and guidance were considered in the LVA. The LVA contains an appraisal of the

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effects on landscape character and effects on views and visual amenity. Baseline conditions were ascertained using expected and acceptable source material / information and understanding of landscape character was gained from a range of Landscape Character Assessment studies of different scales, ranging from National to Local, which is considered to be a thorough approach. The LVA set out the baseline conditions and provided appropriate and relevant details on the landscape baseline for the appraisal, including the setting, the landscape character (at a range of scales) and landscape designations that could be affected by the proposed development, as well as the visual baseline for the appraisal and the visual receptors at nine selected viewpoints.

177. A field study was also carried out, which is essential for a robust LVA, and Type 1 viewpoint photography was undertaken, which is in line with Landscape Institute Guidance. The study area was determined to be 5km which is appropriate. In addition, Zone of Theoretical Visibility (ZTV) modelling was carried out in conjunction with the assessment of actual visual extents determined from the field study. It was based on a screened model that indicates the likely screening effects from existing large blocks of woodland and buildings, rather than a bare earth model, which is regarded as more informative for both the purposes of LVA and for the understanding in planning terms. Key assumptions include the application of a precautionary principle and the assessment of a realistic worst-case scenario, e.g., effects on visual amenity were considered during winter months, which is in line with industry standards for the production of appropriate and effective LVAs.
178. The development would operate on occasion during hours of darkness and it would be necessary for lighting to be provided to illuminate the site, including in the vicinity of the eco hopper to be located on the wharf. Given the site's existing use as an area for the short-term storage of building materials and vehicles prior to import/export, it already benefits from floodlighting through a network of existing columns that illuminate the access roads. The application documents set out that alternative lighting would be proposed which would see a reduction in the overall level of luminance compared with the existing situation. It is not considered that there would be significant impact from the proposed lighting when considered against the wider Port activities, however, it is recommended that a condition requiring the submission of a scheme of lighting be imposed on any future planning permission.
179. Therefore, given no objections were received from KCC's independent landscape consultant following the assessment of an appropriate LVA, I am satisfied that the proposed development would not give rise to an unacceptable effect on any landscape related planning designations. Similarly, the proposed development would not give rise to unacceptable cumulative effects on landscape character. Overall, there is no reason why the landscape and visual effects arising from the proposed development should be regarded as unacceptable and I am satisfied that the Port is able to comfortably accommodate the proposed development in landscape terms. No objections have been received from technical consultees and on this basis, I would not raise any objections on landscape and visual amenity grounds subject to the submission of a scheme of lighting. I am satisfied therefore that the proposed development would be acceptable in landscape and visual impact terms and accords with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review)

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(Adopted September 2020) Policy DM2 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policy DM24.

Water Environment

180. The NPPF states that permitted operations should not have unacceptable impacts on the natural environment or on the flow and quantity of surface and groundwater or give rise to contamination. Policy DM10 of the Kent MWLP states that permission will be granted where it does not result in the deterioration of physical state, water quality or ecological status of any waterbody (e.g. rivers, streams, lakes and ponds); have an unacceptable impact on groundwater Source Protection Zones; and exacerbate flood risk in areas prone to flooding and elsewhere, both now and in the future.
181. The applicant has submitted a Surface Water Drainage Statement that sets out the proposed approach to managing surface water flows, ensuring adequate control measures to mitigate flood risk to ensure that surface run-off is dealt with at source and any of-site flood risk is not increased. The statement sets out a number of possible SuDS measures that could be employed at the site and sets out the suitability for each of these methods. Given the existing site's impermeable nature, infiltration is not deemed as a feasible means of managing surface water and as such the proposed method would see surface water discharged to the River Medway via the existing outfall after passing through a treatment system. Attenuation storage would also be needed to temporarily store water during storm periods when run-off rates from the development would exceed the site's allowable discharge rate.
182. No objections or concerns have been raised by consultees, KCC's Flood Risk Project Officer has reviewed the Surface Water Drainage Statement submitted with the application and agrees in principle to the proposed development subject to the inclusion of a condition on any planning permission requiring the submission of a detailed sustainable surface water drainage scheme for the site that is based on the Surface Water Drainage Statement submitted with the application. It should demonstrate that the surface water generated by this development (for all rainfall durations and intensities up to and including the climate change adjusted critical 100 year storm) can be accommodated and disposed of without increase to flood risk on or off-site.
183. The drainage scheme to be submitted shall also demonstrate
- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters; and
 - appropriate operational, maintenance and access requirements for each drainage feature or SuDS component are adequately considered, including any proposed arrangements for future adoption by any public body or statutory undertaker.
184. Southern Water were consulted on the application and provided no objection subject to conditions that includes details of the proposed means of foul sewage and surface water disposal and to request that they be consulted on the details to be submitted in relation to the sustainable surface water drainage scheme set out above.

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185. In the absence of any objections from key technical consultees (e.g. the Environment Agency, KCC's Flood Risk Project Officer and Southern Water), I am satisfied that the development proposed by this application does not present an unacceptable risk to groundwater or surface water quality, would not exacerbate flood risk and therefore, accords with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policy DM10 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policy DM21 relating to the water environment.

Ecology

186. Paragraph 179 of the NPPF states that local plans should set out environmental criteria against which planning applications should be assessed to ensure that permitted operations do not have unacceptable impacts on the natural environment. Paragraph 180 states that regard should be given to such matters when determining planning applications and that the planning system should contribute to and enhance the natural and local environment by (amongst other things) minimising impacts on biodiversity and providing net gains in biodiversity where possible. Kent MWLP Policy DM3 requires proposals to ensure that they do not result in unacceptable adverse impacts on Kent's important biodiversity assets and demonstrate an adequate level of ecological assessment has been undertaken.
187. Objections have been received from local residents regarding the potential for ecological impacts as a result of the proposed development.
188. The Medway Estuary and Marshes Special Protection Area (SPA), Special Scientific Interest (SSSI) and Ramsar sites are opposite the site to the west alongside the Isle of Grain and the same designations are also located further to the south of the site. Approximately 4km to the southeast is the Swale SPA, SSSI and Ramsar sites.
189. As part of the application a Screening Report under the Conservation of Habitats and Species Regulations 2019 (as amended) ('The Habitat Regulations') was submitted which comprised HRA Stage 1 (screening) of the HRA process. Seven European designated sites fall within the potential Zone of Influence of the proposed development, including the Medway Estuary and Marshes Special Protection Area (SPA) and Ramsar site, the Thames Estuary and Marshes SPA and Ramsar site, the Outer Thames Estuary SPA, and the Swale SPA and Ramsar site. Consideration was given to the conservation objectives of the European designated sites and the reasons for their designation, as well as the project proposals and their sources of impact. This included an assessment of the potential for disturbance/displacement of species, pollution, habitat loss and fragmentation and the mortality/injury of species to occur as a result of the proposed development, during both its construction and operational phases. This also included the levels of noise and disturbance on the closest designated sites (Thames Estuary and Marshes SPA and Ramsar Site & Medway Estuary and Marshes SPA and Ramsar Site) and their special bird interest features.
190. The Screening Report concluded that due to the nature and relative small-scale of the proposed development and the associated identified impact pathways, that the development would result in "No Likely Significant Effects" upon any European designated sites, either alone or in combination with other consented or proposed

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plans or projects. On that basis Appropriate Assessment, which would be HRA Stage 2, would not be required and constraints in relation to European designated sites could be screened out as requiring further consideration, including any mitigation to avoid, reduce or offset likely significant effects.

191. The site is a previously developed area of hardstanding wholly within an operational port environment and in itself has little to no existing biodiversity potential and the proposed cement production plant would present very little opportunity to improve the biodiversity opportunities on the site. It is important though for consideration to be made of the potential for any impacts off site as result of the proposed development, particularly on the nearby designated sites and if any mitigation measures would be necessary. Following the initial round of consultations, the KCC Ecological Advice Service requested additional information to seek assurances that there would not be unacceptable impacts from the effects of noise, vibration and air quality on the designated sites within 5km of the development site, from both the operations of the cement production plant and from the vehicles exporting the finished product from the site. As a result of this consultation response, and others, the applicant provided revised noise and air quality assessments and an additional technical note that confirmed for the KCC Ecological Advice Service that the predicted noise levels from continuous operations of the facility would be identified as low with no discernible impulsive characteristics at 900-1000m from the site, thus having no impact on the designated sites in terms of noise and vibration. In terms of the impact of additional traffic movements when accounting for the modelled levels versus the assumed critical load, the small radius of effect and the nature of the habitats affected and their qualifying features, it was concluded that the additional traffic modelled in the revised assessments would be unlikely to present a significant adverse effect of the Swale or Medway designated sites or their qualifying features.
192. In terms of the potential impacts of the proposed development on ecological matters no objections or concerns have been raised by consultees. Natural England, the Environment Agency and KCC's Ecological Advice Service are satisfied that the development is unlikely to have any significant effect on any designated sites if it is undertaken as proposed and agreed with the HRA Screening Report conclusion that Appropriate Assessment would not be required. Notwithstanding the objections received from local residents I am satisfied the concerns raised are not sufficient to warrant a refusal of planning permission on ecological grounds. In the absence of any objections from key technical consultees, I am satisfied that the proposed development would be acceptable in terms of ecology and the natural environment and would therefore accord with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policies DM2, DM3 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policies DM24 and DM28 relating to designated sites and biodiversity matters.

Heritage Matters

193. Paragraph 190 of the NPPF states that plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats and paragraph 194 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution

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made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. Paragraph 197 states that in determining applications, local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. Policy DM5 of the Kent MWLP states that proposed developments should result in no unacceptable adverse impact on Kent's historic environment and Policy DM34 of the SLP states development will not be permitted which would adversely affect a Scheduled Monument and Policy Regen 3 (The Port of Sheerness: Regeneration Area) states that proposals involving the intensification of port use within existing port confines will be supported provided that the significance of heritage assets are sustained.

194. No objections or concerns have been raised by consultees including Historic England who were consulted given the proximity to Scheduled Ancient Monuments.
195. KCC's Conservation Officer was consulted on the application and commented that the Archaeological Desk-Based Assessment submitted with the application identified a number of designated historic assets within a study area of 1km radius from the boundary of the proposed site. These comprise the Sheerness: Royal Naval Dockyard and Bluetown Conservation Area, Sheerness Defences Scheduled Ancients Monuments (SAMs) and 31 Listed Buildings. KCC Archaeology were consulted on the application and no response was received, this is due to the site being made ground and the KCC Conservation Officer's response covering the relevant heritage issues.
196. All but two of the designated assets are located inside the Conservation Area, the 8 listed buildings located outside the dockyard boundary are screened by the Port boundary wall, some 6m in height of brick construction, which follows the line of the High Street as it extends northwards and then eastwards. Thus the majority of the designated structures in the 1km study area would not be intervisible from the development site, being either screened by the high street boundary wall or located behind other tall dockyard structures. The majority are located more than 450m away from the site.
197. The only historic structure within visual range of the development site is 'Building 26', a former working mast house. This is a Grade II* listed 2-storey structure which had a variety of uses and dates from between 1823 and 1826. It is constructed of yellow brick with cast iron columns and an iron, multi-valley roof. It is the survivor of a pair of matching buildings constructed either side of a pond in which large timbers for ship's masts were stored. Although it survives in a substantially complete condition, the Conservation Officer highlights that Building 26 is in need of conservation work.
198. The dockyard area has developed organically over successive decades. Some historic buildings have been lost, but many important examples survive, standing side by side with modern warehouses and other industrial structures. As a result, the process of historical development of the dockyard area remains legible. The historic setting of Building 26, which stands just outside the Conservation Area boundary, has changed over time. Views of its south elevation are now partly obscured by two tall silos and large distribution warehouses located immediately to the southeast and approximately 100m to the southwest. Between these warehouses is an uninterrupted line of sight

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between Building 26 and the proposed site, a distance of some 420m. There is no direct line of sight between the site and the buildings within the Conservation Area due to the presence of other structures.

199. The proposed development would result in the construction of several large steel structures. The tallest of these being the pair of solos reaching a height of 53.3m. These structures would have a visually dominant effect on the area. At this height, the upper part of the silos would likely be distantly visible from some of the designated assets, however, the separation distance and the presence of other buildings in between would prevent this from occurring in the majority of cases. Despite the size and scale of the proposed cement works buildings, they are of similar design and concept to other modern industrial structures currently standing within the dockyard area. Although visually dominant, the proposed structures would be located sufficiently far from the existing historic assets for their immediate visual setting to remain unaffected.
200. The form and design of the proposed cement works structures would not mark a dramatic change in the pattern of development of the dockyard buildings. These have become progressively more industrial in nature over successive decades and many of which have been developed under the Port's wide reaching permitted development rights.
201. As such it is considered that the heritage impacts resulting from the proposed development would not justify a refusal of planning permission. The Conservation Officer sets out that the proposed development would be within a working port and many of the modern and historic buildings are industrial in nature. As such, the new structures would fit within the context of existing industrial and dockside activity in the area, rather than constituting a substantial change to the nature of the current setting. The size and scale of the proposed development means that its visual impact on the immediate area would be high, however, the level of harm conferred on the historic setting would be low, due to the physical separation of the site from other historic structures in the area. The level of harm to the current setting of Building 26, the only historic building within visual range, resulting from the development, would be less than substantial. Key views of Building 26 from its immediate vicinity (e.g. within 400m of the south elevation) would remain unaffected. Although distant views of the building would be affected, this would be mitigated by the fact that the proposed development would be appropriate to the industrial context of the area.
202. The Conservation Officer suggested that with regard to any profits resulting from the development that consideration should be given to channelling a percentage of these into a fund set up to conserve and repair key buildings within the dockyard area. Priority should be given to those Grade I and II* listed structures in a poor state of repair, some of which may currently be included in Historic England's Heritage at Risk register. Whilst there is not justification in this application to compel the applicant to become involved in such a scheme, should Members agree, I would include an informative on any future planning permission requesting the applicant to give consideration to involving themselves in projects that seek to conserve and protect key buildings in the local area, particularly within the Port itself.

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203. Notwithstanding the objections received on heritage grounds, no objections have been received from consultees, including the KCC Conservation Officer and I am satisfied that this application would not have an overriding negative impact on any heritage assets, and it would accord with the NPPF, Kent Minerals and Waste Local Plan 2013-30 (as amended by Early Partial Review) (Adopted September 2020) Policy DM5 and Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017) Policies DM34 and Regen 3 relating to conservation and heritage assets.

Conclusion

204. The proposed development is for a cement production plant capable of importing raw materials and producing up to 500,000 tonnes per annum of cement which there is a clear and demonstrably increasing need for in Greater London and the wider South East of England. This under-supply of cement production in the region creates a reliance on importation from elsewhere in the UK and from overseas which is not a sustainable or an economically sound approach to sourcing cement.
205. The proposed development would make productive use of available land and berthing facilities within the Port of Sheerness, supporting the Port's long-term objectives in line with the requirements of the NPPF. Furthermore, importing clinker by ship directly into the site avoids the economic and carbon cost of transporting it long distances by road and the potential benefit of exporting the finished product by barge to regional markets is significant.
206. Overall, I accept the applicant's assessment of the potential impacts from noise, air quality and on highways matters as summarised above, and that subject to the inclusion of the aforementioned conditions potential negative impacts as a result of these matters would be satisfactorily mitigated.
207. Landscape & visual impacts, water environment and heritage impacts upon the site and surrounding areas as a result of the proposed development are considered to be minimal with appropriate mitigation secured through planning conditions.
208. Ecology impacts upon the site and surrounding area as a result of the development are considered to be minimal and it is noted that the KCC Ecological Advisory Service and Natural England agreed with the conclusion of the Habitats Regulations HRA Screening Report that Appropriate Assessment would not be required.
209. There have been no objections received from technical consultees and the proposed cement works would be subject to pollution control considerations through the environmental permitting regime administered by the Port of London Authority in conjunction with Swale Borough Council.
210. It is not considered there would be any cumulative or combined impacts associated with other developments that would be sufficient to presume against the grant of planning permission.
211. Paragraphs 7 – 14 of the NPPF sets out national policy on achieving sustainable development, including the three overarching objectives (economic, social and

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environmental), which are interdependent and need to be pursued in mutually supportive ways. The presumption in favour of sustainable development means approving development proposals that accord with an up-to-date development plan without delay.

212. Paragraph 81 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, considering both local business needs and wider opportunities for development.
213. I am satisfied the proposed development complies in all relevant aspects with the NPPF to which the presumption in favour sustainable development applies. The proposed development provides a sustainable way to manage recycled aggregates and provide additional capacity for secondary aggregate production in accordance with Policy CSM8 of the Kent MWLP. Thus, it is concluded that the proposals comply with the adopted Kent Minerals and Waste Local Plan 2013-30 (as amended by the Early Partial Review) (September 2020) and the relevant policies of the Bearing Fruits 2031: The Swale Borough Local Plan (Adopted July 2017).
214. Therefore, I am satisfied that the proposed development would be in accordance with the general aims and objectives of the relevant Development Plan Policies, and I am satisfied for the reasons outlined above that there are no material planning reasons for refusing the application. I therefore recommend accordingly.

Recommendation

215. I RECOMMEND that PERMISSION BE GRANTED, SUBJECT TO:

(i) conditions covering amongst other matters:

1. Development to be commenced within 3 years of the date of the permission.
2. Carrying out the development in accordance with the submitted plans.
3. Submission and approval in writing of a Construction Management Plan prior to commencement of development
4. Submission and approval in writing of a lighting scheme.
5. Construction hours only between 07:00 and 18:00 hours Monday to Friday and between 07:30 and 13:00 hours on Saturdays (with none on Sundays, Bank and Public Holidays), unless otherwise approved by the County Planning Authority.
6. Overnight HGV vehicle movements between 18:00 - 06:00 will only be permitted on a maximum of one night-time period per calendar month and must not exceed 8 such movements in the period. Such movements will only occur on weekdays and not at all in the period after 6pm on a Saturday until 6am on a Monday.
7. All vehicles arriving or leaving the site in the 12 hour period between 6pm and 6am will utilise the alternative route to avoid passing the most sensitive properties on Garrison Road, as shown on the approved plan.
8. Before commencement on site, a Construction Dust Management Plan is to be submitted to and approved in writing by the County Planning Authority. This is to be prepared in accordance with the Institute of Air Quality Management 'Guidance on the assessment of dust from demolition and construction'.

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9. Before commencement of operations on site, a Dust and Particulate Monitoring Plan is to be submitted to and approved in writing by the County Planning Authority. The purpose of monitoring is to ensure that dust and particulate emissions from the site are managed effectively to avoid causing exceedances of ambient air quality standards and disamenity, and that dust and particulate matter from the site does not contain heavy metals such as chromium. The plan is to include action trigger levels for dust and airborne particulate matter, and site management procedure to investigate any exceedances of these trigger levels and put in place remedial measures in a timely manner.
10. Before commencement of operations on site, an airborne particulate monitoring system is to be established and maintained for the lifetime of the development to enable real-time measurements and alert the operator of the site to events that exceed trigger levels, which are to be set out in the Dust and Particulate Monitoring Plan.
11. The rating level of noise from all operations, including ship deliveries and on-site vehicle movements, shall not exceed the following limits determined using BS 4142:2014+A1:2019. This would impose limits of 39 dB during the day, 36 dB during the night at locations MP1, 2 and 3 and 34 dB during the night at MP4 and 5. The submission, approval and implementation of a mitigation scheme the event that noise limits were to be exceeded.
12. Requirement for the operator to carry out noise monitoring and recording upon completion and operation of Phase 1, and upon completion and operation of Phase 2, with the County Planning Authority able to review these results as necessary to ensure compliance with the noise limits in place.
13. Submission and approval in writing of a Noise Management Plan to include measures including, but not limited to, staff training, ship unloading procedures, use of klaxons, use of broad band reversing alarms for on-site mobile plant, use of horns, and containment of certain operations.
14. Commencement of operations is to be implemented to align with the delivery by Southern Water of any sewerage network reinforcement required to ensure that adequate wastewater network capacity is available to adequately drain the development.
15. Development shall not begin in any phase until a detailed sustainable surface water drainage scheme for the site has been submitted to and approved in writing by the County Planning Authority and thereafter implemented as approved.
16. No building on any phase (or within an agreed implementation schedule) of the development hereby permitted shall be occupied until a Verification Report, pertaining to the surface water drainage system and prepared by a suitably competent person, has been submitted and approved in writing by the County Planning Authority and thereafter implemented as approved.
17. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) 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. The remediation strategy shall be implemented as approved.
18. No infiltration of surface water drainage into the ground is permitted other than with the written consent of the County Planning Authority. The development shall be carried out in accordance with the approved details.

Item C1

Cement production plant capable of importing raw materials and processing up to 500,000 tonnes per annum of cement on land off Great Basin Road, Port of Sheerness, Isle of Sheppey, Kent ME12 1SW - SW/22/500629 (KCC/SW/0016/2022)

(ii) informatives covering the following matters:

1. Standard Environment Agency informatives relating to drainage/pollution control methods/contamination/waste management.
2. The applicant is advised that they should give consideration to becoming involved in projects that seek to conserve and protect key buildings in the local area, particularly within the Port itself.

Case Officer: Adam Tomaszewski

Tel. no: 03000 410434

Background Documents: see section heading

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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.

- | | |
|---------------|--|
| DO/21/761/R15 | Details of a Scheme of Landscaping including details of species, provenance, spacing, protection and programme of implementation pursuant to Condition 15 of planning permission DO/21/761.
Flisher Energy, Fernfield Lane, Hawkinge, Kent CT18 7AP
Decision: Approved |
| TM/22/2292 | Section 73 application to vary condition 2 of planning permission TM/20/2399 to allow sand extraction to continue until 31 March 2024 in the Eastern Extension area.
Borough Green Sand Pit, Maidstone Road, Platt, Sevenoaks, Kent, TN15 8JL
Decision: Permitted |

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.

- | | |
|------------------|---|
| TW/22/748/R3&R11 | Details of External Material Schedule (condition 3) and Drainage Report (condition 11) of planning permission TW/22/748.
Broomhill Bank School, Broomhill Road, Royal Tunbridge Wells, Kent, TN3 0TB
Decision: Approved |
|------------------|---|

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:-

None

- (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

F. PLANNING CONSULTATIONS FOR MEMBERS' INFORMATION

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 Folkestone & Hythe District Council Statement of Community Involvement.

County Council's response to Folkestone & Hythe District Council on the above.

F2 Hoo Development Framework Consultation.

County Council's response to Medway Council on the above.

F3 Otterpool Park Outline Application – application revisions.

County Council's response to Folkestone & Hythe District Council on the above.

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Strategy & Policy Team
Folkestone & Hythe District Council
Civic Centre
Castle Hill Avenue
Folkestone
Kent CT20 2QY

Growth and Communities

Invicta House
County Hall
Maidstone
Kent
ME14 1XX

Phone: 03000 415320
Ask for: Alessandra Sartori
Email: alessandra.sartori@kent.gov.uk

BY EMAIL ONLY

14 November 2022

Dear Sir/Madam,

Re: Folkestone and Hythe District Council Statement of Community Involvement

Thank you for consulting Kent County Council (KCC) on the Folkestone and Hythe District Council Statement of Community Involvement.

The County Council has reviewed the Statement of Community Involvement and for ease of reference, has provided comments structured under the chapter headings and policies used within the document.

Enquiries about planning

The County Council recognises that email addresses and phone numbers have been provided for people to contact Folkestone and Hythe District Council regarding information about planning. However, it is recommended that there is a means for people to contact the Council if they need to request plan-making documents in an alternative format.

2. How you can get involved in planning

The County Council would advise that a [link](#) is added as a footnote to the relevant webpage for the Minerals and Waste Plans prepared by KCC.

3. Community involvement in context

Policy and legislative context

It is advised that this section references the document complying with the [Public Sector Bodies Accessibility Regulations](#), particularly around the accessibility of documents and websites.

4. Our Community Involvement Principles

Figure 1: Our community involvement principles

Transparent planning processes

The County Council would recommend that the first two bullet points in this section are revised to avoid repetition regarding the clarity of the consultation.

5. Community involvement in Plan-Making

KCC notes *Table 1: Community involvement in Plan-Making* in the document and would request clarification on whether all tables in the document work acceptably for screen readers.

6. Who we will involve in Plan-Making

It is advised that the text is amended to confirm the extent of consultation events that stakeholders have been or can request to be involved in. For example, if this is limited to consultation events such as information and participation activities, or if general consultations are also included.

7. How we will involve you in Plan-Making

Leaflets and posters

The County Council notes that QR codes will be used to link the community back to the Folkestone and Hythe District Council website. However, KCC would highlight that there has been a potential issue with GDPR and QR codes. IP addresses count as personal information and there are issues with these being collected and stored when QR codes are used. It is recommended that this method is further investigated to prevent this issue occurring.

Interactive workshops and focus groups (in person and online)

The text mentions that this format may be more appealing to some people than traditional methods of consultation. KCC would note that in person interactive workshops have been used for many years in planning and would request clarification on whether the online element makes it non-traditional.

12. Consultation on a Community Infrastructure Levy (CIL) Charging Schedule

Figure 5: Community Infrastructure Levy Process

Stage 3 Examination and Adoption

The County Council would request clarification on whether objectors to the CIL Charging Schedule may be allowed to appear in front of the examiner virtually as well as in person.

13. Community involvement on planning and related applications

Table 2: Publicity requirements for all applications

The County Council would advise that the '*Identified on Council's website*' heading is revised to '*Published on Council's website*' to clarify the status of applications.

14. Planning consultation methods

Figure 6: Neighbour Consultation Diagram

KCC notes that the notification of planning and listed building applications will also be sent to the relevant parish or community council. There are numerous references to parish councils in the document and KCC would request clarification on the terminology of '*community council*' in this text.

Local Press

The County Council would recommend that there is a '*Council Website*' subheading as the information included is not suitable under the current Local Press heading.

15. How to make a comment on an application

The text mentions that people's comments should not include personal data, which is contradicted in the following sentence. KCC would therefore advise that this section amended to reflect that the only personal information that should be included in comments is their name and address.

The County Council would also recommend that the last two paragraphs in this section regarding comments of a defamatory nature are combined to avoid repetition.

21. Glossary

Equality Group

It is recommended that this definition makes reference to the protected characteristics identified in the Equality Act, which are also reflected in the Folkestone and Hythe Equality Impact Assessment. The County Council would also highlight that there is a distinction in the protected characteristics between sex and gender identity and reassignment and would therefore advise that the text is revised to recognise this.

APPENDIX B: Summary of the consultation stages, duration and methods that the council may use when consulting on a Local Plan

Consultation on Development Plan Documents

Stage 3: Publication of a Local Plan

How we will inform you

The County Council recognises that digital tools are aimed to be used to inform consultees in the preparation of a Local Plan. KCC would therefore recommend the consideration of document commenting to allow people to directly add comments onto the Local Plan.

Consultation on Supplementary Planning Documents (SPD)

Stage 2: Publish draft for consultation

How we will inform you

The County Council would recommend that the text is revised to include ‘*the Council’s social media channels*’.

General Comments

The County Council notes that the SCI does not maintain consistent spelling, punctuation and grammar. It is therefore recommended that the document is reviewed and amended as necessary to ensure regularity across the document.

KCC would welcome continued engagement as the SCI progresses. If you require any further information or clarification on any matters raised above, please do not hesitate to contact me.

Yours sincerely,



Stephanie Holt-Castle
Director for Growth and Communities

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BY EMAIL ONLY

Growth and Communities

Invicta House
County Hall
Maidstone
Kent
ME14 1XX

Phone: 03000 423203
Ask for: Alessandra Sartori
Email: Alessandra.Sartori@kent.gov.uk

25 November 2022

Dear Sir/Madam,

Re: Hoo Development Framework

Thank you for providing Kent County Council (KCC) with the opportunity to comment on the Hoo Development Framework.

The County Council has reviewed the consultation document and for ease of reference has provided comments structured under the chapter headings within the Framework.

Chapter 1: Introduction

1.1 Executive Summary - Vision

Highways and Transportation: Through the siting of up to 10,000 homes on Hoo Peninsula, the opening of the railway station, and the Council's aspirations for the development to be led by Garden-City and Healthy Streets principles, Medway Council has a unique opportunity to create a sustainable town which offers modal choice. The County Council supports the principles of the Framework and would request that Medway Council continues to engage with KCC on the transport related issues, including potential cross boundary impacts, as the development progresses.

KCC welcomes the proposal for “*new services such as a new passenger rail station, and a new and upgraded highways network...an attractive and extensive cycling and pedestrian network...new schools and health facilities, shops, businesses, leisure and community services*”. This will reduce the impact on the Kent highway network by reducing the need to travel and encouraging sustainable modes of transport.

1.1 Executive Summary - Proposed Framework

Heritage Conservation: Although the consultation is high level, it is also apparent that the Framework will impact significantly on very important heritage assets. Only some

of these assets are designated, and a more detailed review is provided below. Many of the non-designated assets, however, are of commensurate quality as those that are protected and are recommended to be given careful attention during the master-planning process.

It would also be helpful if the Framework could identify ways in which the heritage of the area could actively contribute to life on the Hoo Peninsula which does not come across in the current text. Cockham Wood Fort, Grain and Slough Forts, the Second World War Stop Line and the coastal and maritime heritage all have the potential to become foci of community activity in the form of heritage walks and community projects, and is therefore advised to be recognised in the Framework.

Sport and Recreation: KCC recognises the Leisure Centre and Healthy Living Centre in the Framework, along with a proposed gym and potential location of outdoor football pitches. The County Council welcomes the walking and cycling routes connecting the Leisure Centre to the community and other green and blue space opportunities. KCC is also pleased to note that the Framework acknowledges previous development successes of positioning the Healthy Living Centre next to the Leisure Centre.

Engagement is encouraged as the proposal for the football pitches next to the Hoo Wetlands Reserve progresses to ensure these uses exist harmoniously together. Active Kent would also advise the consideration to Multi Use Games Areas (MUGA) and a potential 3G pitch in the area. It is recommended that Medway Council reviews the [Local Football Facility Plan](#) for Medway, if this has not been completed already, to identify any shortfall in the area.

The County Council would welcome a discussion on other sports such as cricket and rugby around potential sites and usage in the area.

Chapter 2: Context Analysis

2.5 Landscape Character And Sensitivity

Heritage Conservation: To better assess the sensitivity of the landscape of the area to change it, it is necessary to reach a full understanding of its historic aspect. For rural settlements, as is the case for the villages of the Hoo Peninsula, careful thought needs to be given to how the built townscape connects with the surrounding landscape. There is a clear and appreciable historic link between the agricultural or horticultural land of the Hoo Peninsula and the rural settlements and farms that it supported. Historic England has developed a very detailed historic landscape characterisation of the Hoo Peninsula, known as [Hoo Peninsula Historic Landscape Project](#), and this is advised to be drawn upon when assessing the impact of proposed change on the landscape. Although the text is high-level, the Historic England report is recommended to be noted as a key resource.

2.9 Existing Vehicular Movement

Highways and Transportation: The Framework states that “*Car ownership and usage rates on the Peninsula are much higher than the rest of Medway*”. It is therefore key to ensure that the new infrastructure recognises it but prioritises walking, cycling and public transport to encourage modal shift towards sustainable travel measures.

2.10 Existing pedestrian and cycling routes

Pedestrian Network

Public Rights of Way (PRoW): KCC is keen to ensure its interests are represented with respect to the County Council’s statutory duty to protect and improve PRoW in the County. KCC is committed to working in partnership with Medway Council to achieve the aims contained within the [KCC Rights of Way Improvement Plan](#) and the [Medway Rights of Way Improvement Plan](#). The partnership aims to provide a high-quality PRoW network, which will support the Kent and Medway economy, provide sustainable travel choices, encourage active lifestyles and contribute to making Kent and Medway a great place to live, work and visit.

KCC have no further comment to make in respect of the Hoo Development Framework proposals, but would reiterate the County Council’s previous comments made in the 2020 Planning for Growth on the Hoo Peninsula consultation, the 2020 Hoo Infrastructure Fund consultation and the 2021 Hoo Infrastructure Fund Stage Two consultation, in the following text.

PRoW matters in this location are managed by Medway Council as the Highway Authority and the County Council would therefore recommend that reference is made to, and guidance is taken from, the Medway Rights of Way Improvement Plan and the emerging [Kent Design Guide](#).

2.12 Heritage

Heritage Conservation: At present, the County Council is concerned that the heritage review appears incomplete and inaccurate. For such a sensitive area, and for such extensive proposals, the County Council would recommend that a formal, detailed baseline assessment is prepared by a heritage specialist. This needs to be much more detailed than the baseline heritage assessment prepared as part of Medway’s heritage strategy. The assessment is advised to review all relevant heritage information, including Historic Environment Record data and historic mapping but most especially the results of the [Historic England Hoo Peninsula area survey](#), as well as other relevant research projects such as the [Medway Valley Palaeolithic Project](#), and identify the ways that the proposals will impact on heritage assets. The assessment can also suggest ways that the heritage can contribute to the proposals more positively, for example, by helping the new build integrate effectively with existing developments and serving as high quality green infrastructure and routeways.

The text is correct to highlight the diverse nature of the heritage of the Hoo Peninsula in this section. However, its heritage is considerably older than the text suggests as, in addition to the later prehistoric discoveries mentioned, the area also contains Pleistocene deposits related to the former route of the Medway that ran across Hoo Peninsula and on into what is now Essex. There have been numerous palaeolithic discoveries on Hoo Peninsula, particularly around Hoo St Werburgh and Allhallows and this too forms part of the story of the neighbourhoods concerned.

The County Council is pleased to note the mention of the Whose Hoo Heritage Fund project which has the potential to play a significant role in raising awareness of the heritage of the Hoo Peninsula, particularly its archaeological, industrial and military heritage. The aim is that a raised awareness will lead to greater engagement with residents who can play a role in helping new development be more successfully embedded in the existing landscape and community.

2.13 Historic Development and Heritage

Heritage Conservation: Although the text is correct to state that Hoo Peninsula is dominated by areas of marshland, the importance of the raised spine of the landscape should not be ignored. This is where much of the settlement lies and was key to routeways across Hoo Peninsula. It is also where many of Hoo's archaeological discoveries have been made. Key to this role is the extensive views that exist across Hoo Peninsula from the uplands down to the river shores and vice-versa. It is important that these are respected by any new development so that key assets such as churches are not 'boxed in' by new development and retain their landscape contexts. The County Council would therefore recommend that Landscape and Visual Impact Assessments are carried out to ensure this.

2.16 Constraints

Heritage Conservation: Non-designated heritage assets also play an important role in the historic character of the Hoo Peninsula, and historic features such as buildings, traditional field enclosures and monuments are also integral to the area's high-quality landscape, particularly enjoyed by users of the extensive PRow network. Although it is not appropriate to this section to underline this, it would be helpful if the document emphasised that non-designated assets also play a key role in the character of Hoo Peninsula.

The Framework is advised to note that some non-designated assets are of commensurate significance to scheduled monuments and as required by the NPPF, should be treated accordingly.

2.18 Opportunities

Highways and Transportation: The County Council notes that '*New / upgraded pedestrian crossings*' are shown on Peninsula Way and the Main Road. It is assumed this is an error and should actually be pedestrian and cycle crossings, designed in line with [Local Transport Note 1/20 to enhance opportunities for active](#)

[travel](#). The text also refers to new pedestrian links to the river as a main attraction and KCC would recommend that cycle routes are also provided.

PRoW: It is noted that the England Coast Path passes through Hoo Peninsula. KCC advises the Framework to recognise that the England Coast Path (ECP) is a new National Trail created by Natural England and this long-distance walking route will eventually circumnavigate the entire English coastline. As part of this work a coastal margin has been identified, which includes all land seaward of the trail. Much of the coastal margin is open access land under the [Countryside and Rights of Way Act 2000](#) (CROW Act). The trail provides opportunities to boost coastal economies, improve public health and wellbeing. Opportunities should be taken to enhance the trail where possible, for example, to create new access rights for cyclists and equestrians, establish new links with the ECP to create circular routes, improve the surface of the trail and to replace infrastructure to enhance accessibility. KCC would also draw attention to paragraph 100 of the National Planning Policy Framework (NPPF), which notes that '*Planning policies and decisions should protect and enhance public rights of way and access, including taking opportunities to provide better facilities for users, for example by adding links to existing rights of way networks including National Trails*'.

The County Council would advise the consideration of cross-boundary infrastructure into Kent, the wider PRoW network and the impact on rural lanes, particularly with regard to the west of Cliffe Woods.

Sport and Recreation: KCC has a specific interest in community facilities and their accessibility. The County Council would appreciate more detail, as and when is appropriate, around the proposed sport and physical activity opportunities in the area.

Key Green Infrastructure

Heritage Conservation: If properly designed, green infrastructure has the potential to help new development be better integrated into the existing rural and urban landscape by ensuring that it fits into the grain of what is already there. The pattern of roads, tracks and lanes on the Hoo Peninsula has been used for centuries to link Medway's towns, villages, hamlets and countryside. By taking advantage of these existing and historic routeways people will be able to move through the area while retaining the historic geography of the region, but also following routes more likely to be accompanied by historic hedgerows and planting. This has the potential to unite heritage and ecology to help people access and enjoy green infrastructure features more easily and naturally.

Using historic routeways also allows green infrastructure designers to incorporate heritage assets to provide features of interest. This will therefore help people accessing the green infrastructure to become more aware of and value Hoo's heritage which will in turn assist their conservation and re-use. For example, the Hoo area has links to internationally important fortifications at Grain. If the green infrastructure were to feature these, it would help raise their profile to assist with

conservation whilst diminishing the attractiveness of the sites for anti-social activity. green infrastructure can also be used to support tourism in Medway by linking historic sites and landscapes such as the Chatham Lines, Rochester Castle and Cathedral and the historic explosives works of the Hoo Peninsula.

To fully appreciate the Hoo Peninsula's landscape character and incorporate it into green infrastructure effectively, it is important to understand it. The main method for investigation historic landscape character is by [Historic Landscape Characterisation](#). This is a method of assessing the pattern of tracks, lanes, field boundaries and other features that comprise the historic character of the modern landscape. This has been completed for the Hoo Peninsula, through the Hoo Peninsula Historic Landscape Project, and the County Council would urge Medway Council to draw on the research to identify connectivity between the heritage assets of the area.

Green infrastructure also makes an important contribution to health. Historic England has released [research](#) that demonstrates how heritage actively supports health and well-being through contributing to a generally more attractive environment, allowing activities that encourage participation and inclusion and by encouraging outdoors activities.

Chapter 3: Vision and Guiding Principles

3.2 Garden Communities aspirations

Biodiversity: KCC recognises that reference has been made to Biodiversity Net Gain in the Framework in relation to green space. As part of the Environment Act, 10% Biodiversity Net Gain will be legally required by November 2023. There is a need to ensure that the proposal is considering Biodiversity Net Gain strategically, as the Biodiversity Net Gain requirement may not be possible within the open spaces.

3.3 Principle 1: Landscape-led development

Highways and Transportation: KCC recognises Medway's desire to keep the existing settlements distinctive and separate from the new settlements, and supports the proposals to maintain connections for walking and cycling.

Heritage Conservation: The County Council would highlight that the level of permeability between the existing residential area and the proposed developments is unclear from the Framework, particularly to the east of Bell's Lane. It is important that pedestrian, cycle, and where appropriate, bus routes are provided, to enable direct routes to be delivered. At the same time, measures must be in place to prevent rat running through the local residential streets. This is in line with the rural nature of the existing Hoo Peninsula and can complement the landscape-led approach of the Framework.

The text refers to the '*natural landscapes*' of the Hoo Peninsula, but these are not just natural landscapes, they are also '*historic landscapes*'. The landscape of the Hoo

Peninsula is a product of human adaptation to, and management of, its estuaries through fishing and the farming of crops and livestock over thousands of years. The low-lying areas of the Hoo Peninsula have been shaped by the reclamation of the estuary, from at least the time of the Norman conquest, to provide improved salt-marsh grazing for livestock. Similarly, the pattern of fields, lanes and trackways have developed over centuries, and continue to evolve in response to changing agricultural practices. In many places on the Hoo Peninsula, the arrangement of modern fields can be directly related to the pattern of medieval farming, demonstrating a high level of landscape continuity. Below the ground there will be archaeological evidence that shows how people have settled on and farmed Hoo Peninsula since Neolithic times.

It should be noted that development between villages and hamlets and among farm buildings would in many places be consistent with the historic character of those areas. Historic England, together with KCC and the Kent Downs Area of Outstanding Natural Beauty (AONB) Unit, has published [guidance](#) on historic farmsteads in Kent that considers how rural development proposals can be assessed for whether they are consistent with existing character of the countryside. The County Council would advise the consideration of this guidance as the Framework progresses.

Strategic Gaps and Ecology Buffers

Biodiversity: The County Council emphasises the potential impact of the proposal on the designated sites. The Framework acknowledges that there are Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar designations surrounding the Framework area and has highlighted buffer areas.

However, due to the level of development proposed, KCC would recommend that there is a need for a strategic mitigation approach to be created for the designated sites, related to the works proposed within the Framework. Individual developments should not assess and implement mitigation individually as the collective impact needs to be considered and appropriate mitigation implemented as a whole.

Key Green Infrastructure

Biodiversity: The Framework proposes an increase in open spaces, particularly near the designated sites, including Lodge Hill Countryside Site, Cockham Community Parkland and Hoo Wetlands Reserve. There will therefore be an increase in disturbance on the designated sites from recreational pressure in addition to the disturbance from the development and roads. KCC would seek that open spaces and green spaces are designed to provide benefits to biodiversity, including connectivity, and that they can be managed in the long term to provide that function.

In addition to ensuring habitats will be created and managed appropriately through the site, there is a need to promote the inclusion of ecological enhancement features within the built area such as bat, bird and insect boxes or bricks.

3.4 Principle 2: Accessible and well-connected settlements

Highways and Transportation: KCC is supportive of the walking and cycling principles, particularly the '*vision for growth, putting people before cars; and planned development making space for walking and cycling at the top of the transport hierarchy*'. Whilst it is understood that more detailed masterplans and applications will follow, this should be emphasised more within the Framework. For example, some of the primary streets do not have cycle routes and there is no reference to the importance of key routes to schools or low traffic neighbourhoods. In addition, it is unclear why some facilities, such as the school and leisure centre within the West of Hoo St Werburgh area, are on the outer edges of the site, rather than being centralised where walking and cycling distances would be minimised for most residents and where communities are created. The implementation of sustainable infrastructure is the first step, but it is the collective impact of prioritising sustainable modes, place making, siting of local facilities and landscaping that is key to creating a place where people choose to walk, cycle and use public transport.

The County Council would note that the Framework does not provide information about links to the wider areas outside Hoo. For example, attractive walking, cycle and public transport links to other areas of Medway or to Gravesham. The consideration of these links are recommended to be considered in order to ensure they are being provided where required and to reduce the impact on the Kent highway network.

KCC would also highlight that the Framework does not mention the approach to parking provision. It is noted that high levels of parking provision will undermine the approach to the development and is therefore discouraged. Reducing parking provision in areas which offer real modal choice can encourage a higher modal share and reduce the impact of private cars within Medway and Kent. KCC would advise that car clubs are required to bridge the gap between lower parking provision or second car ownership and sustainable modes. Consideration of the rise in scooters along with electric vehicle charging is also recommended. Electric vehicle charging will help to reduce the impact on air quality, although, it is recognised that this is now a specific requirement under the Building Regulations.

PRoW: The increased population will add to the pressure and importance of the PRoW network surrounding Hoo Peninsula. It is therefore critical that consideration is given to these highly regarded links, to ensure they are not degraded. Considering the likely increase in use, opportunities should be taken to make significant improvements to the existing PRoW, as they will increasingly serve as sustainable transport links and provide opportunities for recreation and employment.

New Passenger Rail Station

Highways and Transportation: The opportunity to develop such a large new community and reinstate the railway will afford Medway the opportunity to create an exemplar site by creating appropriate spaces for pedestrians, cyclists and public transport. Putting sustainable transport at the heart of the proposals and coupling this

with suitable place-making will therefore make Hoo an attractive place for residents and visitors and will encourage people to use these modes.

PRoW: The wider environment, that is the impact on the County of Kent, should be acknowledged. A new rail station with links to London, transport links to highway networks including the proposed Lower Thames Crossing, together with 12,000 new homes will increase pressure on all networks. Given this scale of the proposed development and population growth, the Hoo Peninsula improvements would be expected to have a significant impact on these networks, as residents seek opportunities for outdoor recreation and leisure in the countryside.

Heritage Conservation: The County Council understands that a new passenger rail station is proposed near Sharnal Street, and would draw attention to its comments in respect of Section 5.5, which are also applicable to this Section.

Public Transport Network

Highways and Transportation: The introduction of new bus services is key to providing an alternative mode of transport to private cars, however, these must be high frequency services with high quality stops in order to realise their potential. The County Council would advise that reference is made to the frequency of services or the provision of bus lanes or bus gates to prioritise this mode, particularly as some of the roads are highlighted as being congested. KCC welcomes the new bus link shown south of the Four Elms roundabout as it will allow the bus to bypass congestion at the roundabout. However, the County Council is concerned that no bus routes are shown on Peninsula Way where it is assumed the traffic will be queuing.

3.6 Principle 4: Attractive and Tailored Built Form

Housing Density Distribution

Highways and Transportation: Ideally, the development would be centred around the railway station, making journeys on foot and by bicycle shorter, however, it is noted that a proportion of the higher density dwellings are located adjacent to the station, which is beneficial.

The County Council is supportive of the implementation of design codes, which will help to set the tone for the site and ensure routes are cohesive and legible, and of the same high quality throughout the development.

Chapter 5: The Neighbourhoods

Heritage Conservation: The County Council notes that all the proposed Neighbourhoods contain significant heritage assets. These are strongly recommended to be accounted for during masterplanning and flagged within Appendix A.

KCC would welcome continued engagement as plans progress for potential growth opportunities on the Hoo Peninsula.

If you require any further information, please do not hesitate to contact me.

Yours faithfully,



Stephanie Holt-Castle
Director – Growth and Communities

Enc.
Appendix A: Heritage Conservation Comments – Chapter 5

Heritage Conservation Commentary

Chapter 5: The Neighbourhoods

5.2 Chattenden

Although the Chattenden village centre as indicated on the map in the document is some distance from the main Chattenden military site, there are nonetheless several heritage assets that could be affected by the proposals. On the Kitchener Road roundabout, part of one of the former 1961 guardhouses survives alongside the main access road into the barracks. At Copse Farm, three concrete Second World War barrack huts also survive. At the junction of Kitchener Road and Chattenden Lane the former Garrison Church still survives, as a civilian church. All three of these sites are located in the area identified as the '*proposed neighbourhood centre*'. In the event of major development in this area, it will be important to ensure that those structures which are retained keep some of their context in terms of setting and interpretation so the military origins of the area remain in the local memory.

In the angle between Broad Street and the Ratcliffe Highway, aerial photographs have suggested former field systems of unknown date. Also running through this area from the main Chattenden village site was a small-gauge railway from Chattenden to Hoo.

In the area south and west of the proposed village centre, there are numerous remains of the area's military past. These include a former 19th and 20th century Naval military railway that connected munitions and military depots around Hoo, a 1950's wireless transmitter Station at Beacon Hill, the remains of a Second World War Naval Signal Station, the scheduled Second World War blockhouse and beacon, a Cold War air-raid shelter, a Second World War pillbox and a First World War anti-aircraft battery. There are also areas of First or Second World War practice trenches on Beacon Hill. This complex of sites would suit being brought together in a trail or other form of interpretation both to help maintain the green space between settlement areas and to retain memory of the military origins of the Chattenden area.

The County Council would also note that recent archaeological investigations at Chattenden in response to housing development have revealed important, but previously unknown, archaeological sites including evidence for Mesolithic activity and Anglo-Saxon settlement. These discoveries highlight the potential for further important, but unknown, archaeological sites to exist within the proposed growth area. Any future masterplan for the area is therefore recommended to have sufficient flexibility to take account of important archaeological discoveries. This will likely require a comprehensive programme of desk-based, non-intrusive and intrusive assessment and evaluation prior to any detailed masterplanning.

5.3 Deangate Ridge

Deangate is located in a highly significant military landscape dating originally to the late 19th century use of the area as a major magazine establishment. Although much of the site has been demolished, numerous magazines and protecting earthworks as well as later defences

still survive. During the Second World War, the entire site was defended by an arm of the General Headquarters Stop Line that ran from Hoo St Werburgh to Higham Marshes. A 2014 survey by Historic England has mapped the route of the Stop Line and its accompanying pillboxes, earthworks and defences which essentially follow the route of Dux Court Road as far as Wyborne's Wood before turning west. Four of the pillboxes in this area of the General Headquarters Line have been designated as listed buildings and several features relating to the Lodge Hill Magazine. Between Hoo St Werburgh and the magazine also formerly stood the Deangate Second World War radar station which included gun emplacements and ancillary structures.

5.4 West Of Hoo St Werburgh / 5.5 East of Hoo St Werburgh

Past archaeological investigations in the area have discovered extensive prehistoric and Romano-British remains in the vicinity of Hoo. The alignment of a Roman road linking the Hoo Peninsula to Roman Watling Street is projected to run to the south of the former Chattenden Barracks close to the development area. To the north-west of the area, within the Lodge Hill enclosure, a Romano-British cemetery has previously been identified and a further occupation site has been found south of Hoo between the village and the shoreline. The village itself contains built heritage assets such as the church and it is important to protect the long views towards them. There are also Saxon and Medieval remains, although the site of the 7th century nunnery has yet to be identified. The landscape also contains numerous survivals of the Second World War associated with the General Headquarters Stop Line that runs from the foreshore south-east of Hoo to the north of Lodge Hill where it turns west.

5.4 West of Hoo St Werburgh.

KCC notes that both east and west of Hoo there is a strong maritime character with many coastal features that also contribute to the historic character of the area. The Cockham Farm area has an extensive heritage as both north and south of Stoke Road, cropmark complexes and field boundaries have been observed in aerial photographs although the dates of the complexes is unknown.

Along the route of the Saxon Shore Way, a number of well-dated archaeological discoveries have been made and palaeolithic artefacts have been recovered from a brickearth pit to the south-west of St Werburgh's Church in Hoo in the 1930s. Furthermore, a late bronze age occupation site was discovered during a watching brief in 1999, an iron age coin and torc were found close to Hoo village and a Romano-British cemetery and occupation site was found in 1894 near Cockham Cottages. The lost 7th century nunnery may exist either within the village or within the Cockham Farm area, and other middle Saxon features are known from the area south of the village.

Along the coast can be seen numerous examples of more recent heritage assets. Although Roman remains have been found at Hoo Marina Park, most of the remains relate to the maritime use of the coastline. The most significant site is the scheduled 17th century Cockham Wood Fort built by Sir Bernard de Gomme as a response to the Dutch Raid. Despite its scheduled status, the fort is included in the national Heritage at Risk register where it is described as at risk of immediate further rapid deterioration or loss of fabric if no

solution for its conservation and management is agreed. There are also numerous wharves, jetties and quays, as well as several examples of wrecked barges dating from the 18th to 20th centuries.

In addition to the maritime activity, there are several important 20th century military assets along the coast. The General Headquarters Stop Line meets the coast at this point and the junction was defended by at least 8 pillboxes and anti-landing sites.

5.5 East of Hoo St Werburgh

Prehistoric cropmarks enclosures and features have been seen in aerial photography between Sharnal Street and Tunbridge Hill and also around Tile Barn Farm. A number of prehistoric to Saxon discoveries were made during Isle of Grain gas pipeline works most notably, a Late Bronze Age settlement or probable possible funerary site and a possible Late Bronze Age small scale industrial site. A Romano-British industrial site with a probable pottery kiln was also found.

The Second World War General Headquarters Line runs south-east to north-west through the western end of the area and contains many surviving heritage assets of importance. The indicative illustration appears to show extensive new development, including the location of a proposed neighbourhood centre between Ropers Lane and Bells Lane. The area is crossed by part of the General Headquarters stop-line between Hoo St Werburgh and Higham Marshes; a notable surviving example of anti-invasion defence. It is an important remnant of the Second World War defended landscape of Hoo Peninsula and is a well-preserved example of this type of defence, which is part of a major chapter in the national story. A group of pillboxes are located along the edge of the existing development along Bells Lane, two of which are Grade II listed. The stop-line comprised an anti-tank ditch, pillboxes, both anti-tank and infantry, barbed wire entanglements, road-blocks and other features. The surviving remains form a coherent pattern of defence linked to the local topography. KCC advises that extensive development here would result in the loss of part of the stop-line and would be harmful to the setting of the listed pillboxes.

5.6 High Halstow

The area is centred on High Halstow village which retains its medieval core and includes a medieval church and tithe barn and several medieval buildings. Within the village, however, older remains have been discovered including Bronze Age and prehistoric features. Outside the village several enclosures and cropmarks have been seen in aerial photographs. Metal detectorists working around the village have discovered numerous examples of artefacts, particularly from the iron age to the medieval period.

Immediately to the east of the area is the Fenn Street Second World War air defence post with associated radar station. The area also forms the northern extremity of the General Headquarters line in Kent and Medway and there are several surviving pillboxes and other features.

The area is also crossed by several industrial and military tramways such as the Port Victoria Railway, the Chattenden Naval Tramway and the Kingsnorth Light Railway.

The indicative illustration shows development between the existing village and Sharnal Street on a ridge of higher ground that forms part of the 'spine' of the Hoo Peninsula, with views towards the Thames to the north and the Medway to the south. The site may have been a favourable location for past occupation, having access to a range of natural resources. A number of Late Iron Age gold coins have been found to the north of High Halstow, whilst remains of Bronze Age date have previously been recorded south of the village. Within the illustrated development area itself, various crop and soil marks have been observed indicating the presence of buried archaeological remains and landscapes. These crop and soil marks include a ring ditch, possibly representing the ploughed out remains of a prehistoric burial mound, along with enclosures and other features. The area also has some potential to contain remains of Pleistocene or Palaeolithic interest.



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Growth and Communities

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25 November 2022

Dear James,

Re: Otterpool Park Development Ashford Road Sellindge Kent (Ref: Y19/0257/ FH) - outline application with all matters reserved.

Thank you for inviting Kent County Council (KCC) to comment on the outline planning application for the comprehensive, residential led, mixed-use development at Otterpool Park comprising:

- Up to 8,500 residential homes including market and affordable homes; age restricted homes, assisted living homes, extra care facilities, care homes, sheltered housing and care villages
- A range of community uses including primary and secondary schools, health centres and nursery facilities
- Retail and related uses
- Leisure facilities
- Business and commercial uses
- Open space and public realm
- Burial ground
- Sustainable urban drainage systems
- Utility and energy facilities and infrastructure
- Waste and waste water infrastructure and management facilities

- Vehicular bridge links
- Undercroft, surface and multi-storey car parking
- Creation of new vehicular and pedestrian accesses into the site, and creation of a new vehicular, pedestrian and cycle network within the site
- Improvements to the existing highway and local road network
- Lighting
- Engineering works, infrastructure and associated facilities, together with interim works or temporary structures required by the development and other associated works including temporary meanwhile uses.

The County Council has reviewed the *further amendments* in relation to the Outline Planning Application as received by Folkestone and Hythe District Council, as Local Planning Authority on 31 August 2022. This also includes the *further information* and *other information* submitted on the same date in relation to the existing Environmental Statement. Overall, the County Council continues to have a number of significant concerns with the proposal, summarised below:

- KCC, as Local Highway Authority, advises that there are a number of significant outstanding issues to be resolved with the application as currently submitted and a holding objection is placed until these matters have all been addressed in full by the applicant at the earliest opportunity. These matters are set out in Chapter 1 (Highways and Transportation).
- KCC, as Minerals and Waste Planning Authority and Waste Disposal Authority, is not satisfied with the proposed strategy for the management of waste arising from the development. The application does not consider in appropriate depth the loss of the permitted waste management facility capacity at Otterpool Quarry against the Kent Minerals and Waste Local Plan (2013-30) (KMWLP). To support the development, a sustainable waste management strategy must be agreed, and ensuring the timely provision of appropriate waste management infrastructure is crucial. The County Council also raises landwon mineral safeguarding matters which require addressing in line with the KMWLP. Further detail is set out within Chapter 6 (Minerals and Waste) and Chapter 7 (Waste Management).
- The County Council's previous comments in respect of heritage conservation have not been addressed by the applicant. KCC is not satisfied with the assessment of harm that has been carried out in respect of the Prehistoric Barrows, leading to concerns regarding the impact and potential adverse effects that the proposed development may have on these assets. Further detail is set out within Chapter 9 (Heritage Conservation).

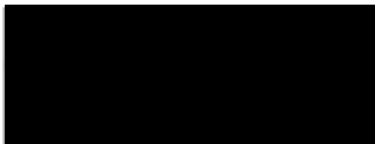
The County Council has reviewed the application in its entirety and has an extensive commentary to raise in response to the submitted material, set out clearly in a subject chapter format.

The County Council continues to support the positively planned delivery of a new garden settlement at Otterpool Park supported by the timely provision of infrastructure in a truly green setting. However, as this response highlights, there are a number of matters that require careful consideration ahead of determination of this planning application. The County Council would welcome further engagement with the applicant to discuss the issues raised within this response to ensure they are satisfactorily addressed to ensure that key infrastructure and services continue to be planned for, funded and delivered to a high standard.

The County Council would like to thank the Council and its officers for the collaborative approach they have taken to date and look forward to continuing this cooperative relationship for the benefit of both existing and future residents of Folkestone and Hythe and the wider County.

If you require any further information or clarification on any matter, then please do not hesitate to contact me.

Yours sincerely,



Stephanie Holt-Castle
Director for Growth and Communities

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1. Highways and Transportation

The County Council, as Local Highway Authority, welcomes the opportunity to comment on the revised application material. The additional Transport documents follow on from further discussions between the County Council, the District Council in its role as Local Planning Authority and the applicant.

Response to Kent County Council

The required VISSIM (micro-simulation) model together with a local model validation report has still not been submitted as the required traffic surveys at M20 Junction 10 and 10A have not been completed yet. This is required so that KCC, as Local Highway Authority, can understand the total effect of the development across the local highway network on network flows, journey times and delay. Without this information KCC will be unable to reach a conclusion on the development impact and will maintain a holding objection based on a lack of supporting information being submitted.

Road Safety

Section 4.6 – It has been agreed with the applicant that a further crash search is required at M20 Junctions 10 and 10A so that KCC can understand whether or not the new motorway junction at 10A and subsequent changes to junction 10 have resulted in any highway safety issues.

Enabling Infrastructure

Section 5.4 - There are no details of land purchase discussions between the applicant and the landowners of the land that is required in order to provide the submitted turning heads for appropriately sized refuse vehicles on Aldington Road and Harringe Lane in order to facilitate the road closures to vehicle traffic. These schemes need to be led on by the applicant and addressed in full as part of the outline planning application. The County Council will not lead on these schemes as they are required to mitigate the impact of the development and to prevent rat-running on rural single width roads that are not suitable for increases in vehicular traffic.

Highway Access Strategy

Section 5.4 - The Stage 1 Road Safety Audit together with a Designers Response for both Newingreen junction and the A20 re-alignment still needs to be formally submitted to Folkestone and Hythe District Council. Where mitigation measures have also been identified for off-site junctions these also require a Stage 1 Road Safety Audit together with a Designers Response.

Further discussions are still taking place with the applicant regarding Newingreen junction to agree a suitable junction design.

Junction Capacity Assessments

KCC will not accept a 30mph speed limit along the A20 from day one as it would not meet the criteria in 'Setting Local Speed Limits' as it would not deliver a significant change in the environment along the A20 corridor and there will be significant enforcement issues. There will need to be a phased approach to any speed limit reductions along the A20 prior to development along the A20 corridor coming forward. It is suggested that there is a new 50mph speed limit upon commencement of development reducing to 40mph when some development comes forward and any segregated footway / cycleways are put in along the corridor and then 30mph when frontage development comes forward.

Junction 1: M20 Junction 10 - An updated assessment of this junction in conjunction with M20 J10a will be required, surveys will be undertaken following the completion of the A2070 roadworks in December 2022. A292 Hythe Road/M20 Westbound On-slip - Based on the submitted junction capacity assessments a mitigation scheme is required for the A292 arm as queuing and delay will increase significantly on this arm in the 2044 DS PM peak scenario.

Junction 2: M20 Junction 11 - Mitigation for this junction has been developed and is subject to further discussion with KCC.

Junction J7b: A20 Hythe Road / The Street - KCC has not seen any further mitigation plans for this junction.

Junction 12: Aldington Road / Lympe Hill - KCC has not seen any further mitigation plans for this junction. Any mitigation plans are likely to be subject to the closure of Aldington Road to the east to vehicle traffic to remove the give way line.

Junction 14: A261 London Road / Barrack Hill - KCC has not seen any further mitigation plans for this junction.

Junction 15: A259 / Dymchurch Road / Military Road Gyratory - KCC has not seen any further mitigation plans for this junction.

Junction 17: A20 Ashford Road / A20 Junction 11 LILO - KCC has not seen any further mitigation plans for this junction.

Junction 21a: M20 Junction 13 (Castle Hill Interchange) - A financial contribution of £50,000 is required towards widening the Churchill Avenue arm on the approach to the roundabout. All financial contributions will need to be index linked from Quarter 3 2022 and be based on the construction price index (new work, infrastructure).

Junction 23: M20 Junction 9 - KCC has not seen any further mitigation plans for this junction.

Junction 24: B2064 Cheriton High Street / B2063 Risborough Lane - A financial contribution of £210,000 is required towards sustainable transport measures along the Cheriton High Street corridor to mitigate the impact of the development.

Junction 25: B2064 Cheriton Road / A2034 Cherry Garden Avenue - The County Council is currently considering options to improve the operation of this junction both in terms of highway safety and capacity. A financial contribution of £150,000 is required to mitigate the impact of the development that KCC will use towards delivering a highway improvement scheme here.

Junction 26: A259 Prospect Road / Stade Street - KCC has not seen any further mitigation plans for this junction.

Junction 27: Barrow Hill Shuttle Signals - A planning condition is required to lengthen the cycle times to 120 seconds in order to mitigate the impact of the proposed development. Queue lengths will need to be monitored over time as part of the monitor and manage approach.

SH18: A260 Spitfire Way / White Horse Hill / A20 Slip Roads - It would be appropriate for National Highways to secure a contribution to widen the A20 coastbound off-slip to mitigate the impact of the development given that there are no current sources of funding towards the wider Local Plan highway improvement scheme.

SH19: Alkham Valley Road / A20 slip roads - A financial contribution of £30,000 is required towards widening of the Alkham Valley Road south arm on the approach to the roundabout to mitigate the impact of the development.

SH16: A260 Canterbury Road / Alkham Valley Road - The County Council is currently considering options to improve the operation of this junction both in terms of highway safety and capacity. As such a financial contribution of £200,000 is required to mitigate the impact of the development that KCC will use towards delivering a highway improvement scheme here.

All new junctions on to the local highway network will be assessed as part of the tier 2 application and approved as part of reserved matters applications (tier 3) which is acceptable to KCC Highways and Transportation.

Junction 42: M20 Junction 10A - An updated assessment of this junction will be required, surveys will be undertaken following the completion of the A2070 roadworks in December 2022.

Highway Mitigation

Whilst KCC as Local Highway Authority accepts the principle of a monitor and manage approach, highway mitigation schemes need to be agreed as part of this outline planning application for all of the above existing junctions where there are predicted capacity issues. This is so that KCC can be assured that in the event that the monitor and manage approach does not work and the trip rates are as predicted in the Transport Assessment, there are mitigation schemes that can be implemented that mitigate the impact of the development so that it does not result in a severe impact on the local highway network. Whilst the mitigation schemes are requested for the numerous junctions which have shown a detrimental traffic impact in the future year scenario, the travel plan measures being applied to this site, if

successful, may offset some of the forecast trips and the mitigation may not be required, hence the monitor and manage approach. It will therefore be necessary to set thresholds across the timeline of the build out for actual trips to be assessed against the forecasting to determine the level of accuracy once travel patterns have had an opportunity to establish themselves. The following junctions are where further mitigation plans, updated junction capacity assessments, Stage 1 Road Safety Audits and Designers Responses are required:

1. A292 Hythe Road/M20 Westbound On-slip - A292 Hythe Road arm.
2. A20 Hythe Road / The Street - A20 Hythe Road arm.
3. Aldington Road / Lympne Hill.
4. A261 London Road / Barrack Hill - KCC Highways and Transportation are currently implementing a highway improvement scheme which will remove the current free flow left turn onto Military Road from London Road and provide formal crossing facilities across London Road. This will should create gaps in traffic on London Road and thus make it easier for vehicles to exit Barrack Hill. Arcadis should model the impact that this will have on the operation of the junction. Furthermore, a keep clear junction on London Road would improve the capacity at this junction and enable vehicles to get out of Barrack Hill.
5. A259 / Dymchurch Road / Military Road Gyratory - See comments above.
6. A20 Ashford Road / A20 Junction 11 LILO - A traffic signal left in / left out junction has previously been discussed with the applicant.
7. M20 Junction 9 - Trinity Road and Fougères Way arms.
8. A259 Prospect Road / Stade Street - A keep clear marking scheme should be delivered post 2037 to enable vehicles to pull out of Stade Street when the pedestrian signals are called and therefore a plan therefore needs to be submitted showing the extent of the proposed keep clear markings.
9. Barrow Hill Shuttle Signals – A keep clear marking scheme should also be delivered as part of the Otterpool Park proposals to prevent the access to development site to the east of the A20 becoming blocked which will further worsen queuing and capacity here.

M20 Junction 11 - A Stage 1 Road Safety Audit together with a Designers Response is required for the proposed mitigation scheme.

A20 Ashford Road / Stone Street / Hythe Road (Newingreen Junction) - The proposed traffic signal junction means that the junction will operate within capacity in a 2044 DS scenario and is therefore acceptable in principle to KCC Highways and Transportation subject to vehicle tracking being provided for a 60 metre long Nu-Steel vehicle. A Stage 1 Road Safety Audit together with a Designer's Response is required for the proposed mitigation scheme.

User Centric Approach

An alternative scenario is now being promoted that is between the User Survey and the TA Main Assessment. This appears to be more realistic and sets out likely usage of sustainable transport modes such as rail, bus, walking and cycling. These modal share targets will of course need to be monitored as part of the monitor and manage approach.

Footway Along Barrow Hill

The carriageway along the A20 will need to be retained to at least a 6 metre width to allow two HGVs to pass one another in line with the width to the north of the railway bridge. As such Section B of the submitted plan should demonstrate a carriageway width of 6 metres. It would however, appear that the carriageway is much wider than the 6.1 metre carriageway width as currently indicated and therefore a topographical survey should be undertaken to confirm actual widths.

Parking restrictions will be required along the whole length of Barrow Hill due to some on-street parking that currently takes place within Section C on the A20 that currently narrows down the footway on the western side of the road and makes it very difficult for pedestrians including those with mobility issues. As such a plan should also be submitted showing double yellow lines up to the railway bridge along the whole section of A20.

A reduction in the speed limit to 30mph should also be promoted to the southern extent of Section C.

Electric Vehicle Charging Provision

It is intended that the Electric Vehicle charging will meet the Kent Design Guide requirements at a minimum. This requirement can be set by planning conditions attached to the outline planning application and the detail to be agreed as part of Tier 2/3 applications as development comes forward. This is acceptable to KCC.

2. Public Realm

The County Council notes that commentary provided within it's earlier response in respect of landscaping and street lighting will be considered at detailed design stage.

KCC notes that landscaping matters are generally agreed ahead of the street lighting but advises that these two elements should be designed in conjunction with one another to avoid potential conflicts between lighting column and tree locations.

3. Public Rights of Way

The County Council notes that Public Bridleways HE271, HE271A, HE317 and Public Footpaths HE221A, HE274, HE275, HE277 HE281, HE302, HE303, HE314, HE315, HE316 and HE371 would all be directly affected by proposed development.

Interim Environmental Statement Review, Temple (August 2022)

Potential Regulation 25

The County Council notes that this refers to “additional mitigation” in relation to PRow. However, the County Council considers that what is referred to at this outline stage is not additional mitigation, but what KCC would expect as standard - therefore, the County Council is seeking further mitigation measures to ensure appropriate connectivity.

The County Council also notes there is no mention or acknowledgement of the legal process for diversions which will be required during construction. This requires a safe, attractive alternative route to be provided and approved by KCC – this must be considered appropriately.

IRR 1 – Likely wase scenarios Offsite Infrastructure Assessment – 25/29

PRow works are noted as “only very minor physical works”. It should be noted that this is not necessarily the case, particularly in regard to Byway HE343 where more costly works are likely to be required.

Environmental Statement Vol 1 Non-Technical Summary

Within Section 16, the County Council requests that the PRow network is directly referenced – as opposed to reference to “existing routes”.

It should also be recognised that KCC requires controlled grade separated crossings with Non-Motorised Users (NMU) priority. Any Construction Traffic Management Plan (CTMP) is required to include the management of the PRow network during construction.

Construction of the Waste Site

The County Council recommends that these proposals include consideration of the PRow network. There should be more sustainable access for staff and opportunities for walking and cycling. The request for a 2m footway along the A20 is noted as important for PRow connectivity. The County Council would also request that PRow are included in noise and air quality assessments, particularly HE315 at Otterpool Manor (which is included in the assessment) and also HE303, HE271A, HE275.

4. Provision and Delivery of County Council Community Infrastructure and Services

S106 Agreement

The County Council notes the applicant's request for further detail of the scale and specifics of these obligations and KCC will work closely with the applicant going forward to discuss the additional information that is required.

Education

The County Council, as Education Planning Authority, has provided its response below to the Otterpool Park Response to Kent County Council (August 2022).

Otterpool Park Quod Responses – September 2022	KCC response as Education Planning Authority
<u>Early Years and Childcare</u>	
<p>KCC modelling shared with Quod in 2021 indicated a need for up to a maximum of 13 x 52 place nurseries (and a lower estimate of 8 x 52). Each of the primary schools (up to seven schools) will have an integrated or co-located nursery. The LLP proposes to commit to six additional nursery provision settings (subject to operators being identified to run them) which will be located throughout the development to meet these needs and there will be a significant amount of flexible community and retail space that would easily come forward for nursery needs (at least two settings and potentially more) as demanded by operators. The LLP is happy to review text that would ensure this represents a "solid" commitment appropriate to Tier 1.</p>	<p>KCC believes the text in the column to the left has an error in it. KCC has requested 15 x Early Years settings and not 13 as outlined. KCC appreciates the commitment, but requests that this is increased up to 15 settings in total.</p> <p>KCC appreciates that the commercial market will drive the need and timing of the additional settings, but it will be incumbent on the LLP to support the use of community and retail space to enable this. It is likely these settings will need to operate a full day care, 52 weeks a year model, that will support working parents, some of whom will need childcare for children aged under two years. KCC would appreciate the 'solid' commitment recognising this need. This means any nursery in a community building will need a dedicated space, rather than utilising a shared space which limits the hours of service provision.</p> <p>The County Council is willing to engage to agree the text of the commitment.</p>
<u>Primary Education</u>	
<p>The Development is likely to generate demand for up to 14 FE. Up to seven 2-3 FE primary schools are proposed on 2.6 ha sites. Department for Education (DfE) guidance</p>	<p>The County Council can agree to the 2.6ha for each primary school site. The sites must be of a regular size which allow all the land to be usable and must adhere to the site transfer</p>

<p>(BB103)1 recommends a minimum site area of 1.6 ha for a 2FE primary school and 2.6 for a 3FE school. The proposed 2.6 ha primary school sites are therefore of a sufficient size to accommodate 3FE if needed and are a very generous offer for a 2FE. 1 Department for Education, 2014. Building Bulletin 103: Area guidelines for mainstream schools.</p> <p>Given the Development's demand is likely to be up to 14 FE, in all likelihood the majority of the schools will be 2 FE. However providing each primary school on a 2.6 ha site provides maximum flexibility in the masterplan to deliver some schools as 3 FE if needed, especially the first one. This will likely to be beneficial to managing the early phasing (and more appropriate to the more urban setting of the first phase).</p> <p>As set out above, the Application does not deal with the potential for an additional 1,500 homes, which would be expected to meet its own primary school needs subject to the context at the time of that application coming forward. The LLP acknowledges the challenges (and DfE funding limitations) of opening schools early and will work with all stakeholders involved to come to be best solution. Given that the minimum viable size for a primary school is relatively low, it is expected that the primary school will be able to open very early on, even if not for first occupation, and therefore acquisition of land to meet needs off-site seems very unlikely (and disproportionate).</p> <p>The LLP is willing to offer deficit funding in the early years to address any DfE funding limitations of early opening. We would like to discuss the practicalities of this with you. If any off-site capital provision is required for primary education, which all parties are likely to want to avoid, if possible, for a variety of reasons including placemaking, this is not expected to require additional land.</p> <p>If KCC has a specific strategy/option in mind, we welcome a discussion on those details.</p>	<p>requirements that will be agreed as we work through the section 106 agreement.</p> <p>KCC appreciates that the LLP would like to see early opening of the first primary school, and acknowledge its commitment to providing deficit funding. This must provide the Academy with the revenue funding required to offset the disproportionate costs of opening a new school with limited numbers of pupils.</p> <p>KCC is happy to discuss this further, but under current legislation, it will be the Secretary of State who makes the final decision on the opening of a new school, not KCC.</p> <p>In light of the commitments for primary provision, and the intention to support early opening of the first primary school on the development, KCC consider that the proposal will be mitigating the needs of the development. Therefore, it is not anticipated that additional land or capital funding would be required for off-site provision.</p>
<p><u>Secondary Education</u></p>	
<p>Whilst the Community Development and Facilities Strategy has suggested that one 10</p>	<p>As the County Council has agreed both the site size for campus where a secondary school will</p>

FE secondary school could be delivered, it is acknowledged that this is not the preferred option for secondary school delivery. Although the LLP would like it to remain “on the table” as an option to allow maximum flexibility at this stage. Proposed alternatives for secondary school delivery include 1x up to 8 FE school and 1 x 6 FE, or up to 2 x 6 FE schools. We do not think it is necessary to define this now and we suggest the S106 supports this flexibility while providing the assurances each party requires (back stops, step in rights etc).

We propose that a trigger is established in the S106 Agreement to decide which approach to take for the first secondary school, such as about 500-800 homes (prior to the construction of the commencement of construction of the first secondary school).

As a further assurance, the LLP commits to providing a second secondary school site of a minimum of 6.4 ha of usable land for an additional secondary school, subject to demand, in line with KCC’s requirements. We know that the current site set out in the illustrative masterplan does not meet these needs, because of its constraints, but at the Tier 2 stage for that phase, sufficient land will be allocated. 6

We do not think it is necessary, given the flexibility allowed for in the Parameter Plans, to define the red line for this site now, if appropriate assurances are included in the planning permission.

In all likelihood at least 2-3 FE of secondary provision will also be required off-site as either temporary or permanent expansion, as the minimum viability size for a secondary school is usually 4 FE. It is accepted that off-site contributions towards secondary provision off-site may be necessary – we would like clarification as to the likely scale of the contribution for off-site secondary provision. The LLP acknowledges the legal challenges that the academisation of schools create with respect to securing school expansion.

The LLP will proactively and positively engage with KCC and school operators as appropriate within its remit to help bring forward a workable

be located and the number of places to be funded at new build rate, and the LLP has committed to the provision of a second secondary school site of at least 6.4ha, KCC is content that the school size is not defined at this point. However, there is nothing in this decision which should be taken as the County Council ceding decision making on this now or at any point in the future. KCC is clear that it would not want to go above 8FE for the first secondary school. The County Council, as Education Planning Authority, also need to ensure that by deferring the decision on size, this does not frustrate the bringing forward of the necessary school places because the second secondary school site is not agreed or serviced in time.

The County Council expects the section 106 agreement to provide for an education monitoring and review group, the role of which will be to consider the size and phasing of the schools. This will include when the second secondary school site will need to be triggered.

KCC appreciates the commitment to the second secondary school site at a minimum of 6.4ha. KCC is content not to define the red line now if appropriate assurances are included in the planning permission and the section 106 agreement.

It is expected that off-site provision will be within the existing selective school sector with contributions used to expand the school on their current sites. Given the LLP’s request to not tie down the size of the first secondary school at this point, KCC would suggest that it does not seek to tie down the extent of off-site provision either. KCC would suggest that the agreed number of secondary school places are funded at the agreed rate, and that these contributions can be applied to the solution agreed at the time.

<p>solution. However, the statutory duty to find a suitable option for this growth off-site remains with KCC and the extent of the LLP's role and responsibility will be to ensure adequate capital funding is in place to mitigate the effects of development and will not include, for example, engaging in land deals with off-site school operators.</p>	
<p><u>Sixth Form</u></p>	
<p>In relation to queries raised as to the amount of sixth form places, provision is expected to be made in line with a retention rate of 75-80%, meaning up to 360 places in an 8 FE school, up to 270 places in a 6 FE school and up to 450 places in a 10 FE school. Proposed provision will meet the sixth form needs identified by KCC for 8,500 homes.</p>	<p>The County Council agrees that proposed secondary school provision will meet the 6th form needs.</p>
<p><u>Special Educational Needs Provision (SEND)</u></p>	
<p>The Development is expected to generate demand for 75 additional special school places. The SEND provision proposed on site is for up to 80 places to meet the full demand arising from the Development. It is accepted that suitable and proportionate land and capital funding to deliver the SEND school will be secured within the S106 Agreement.</p>	<p>This is noted and appreciated by the County Council.</p>
<p><u>Further Education</u></p>	
<p>We agree with KCC's comment that "further education needs arising from Otterpool Park will be met by the private sector and East Kent College". No capital mitigation is required.</p>	<p>It is not the case that 'no capital mitigation is required'. KCC is not the commissioner of further education places and as such, KCC would expect the LLP will discuss possible further education need with East Kent College.</p> <p>This is something the KCC is able to broker if required.</p>
<p><u>Further clarifications sought</u></p>	
<p>The potential scale of developer contributions proposed to fund the monitoring of school places. Given monitoring school demand is the statutory duty of the County Council, the LLP will only consider additional funds that are extraordinary.</p>	<p>This is noted and understood by the County Council</p>

We are keen to discuss the options for the freehold of the education being retained by the LPP (or otherwise held in trust) for the benefit of the development as a whole.	KCC is willing to discuss the freehold of education sites to further understand the LLP's views. However, KCC's belief is that the section 106 should make provision for the freehold transfer of sites, as this would not prevent, by agreement, an alternative arrangement at the time of transfer.
Clarification is sought as to what is meant by "repurpose" the education use of the sites.	Repurpose in this context simply means that should the education landscape change, the agreed education sites can flex to support this. KCC cannot predict how things may change, but the County Council requires the surety that the agreed education sites can be used for statutory provision whatever that may look like in the future.
It is accepted that off-site contributions towards either temporary or permanent off-site secondary school provision may be necessary – clarification is sought as to the likely scale of such sought contribution.	As previously noted, it is expected that permanent off-site provision will be required for secondary places in the selective (grammar) sector. It is expected that off-site provision will be within the existing selective school sector with contributions use to expand the school on their current sites. As such the normal expansion rates would be applied, currently this would be £22,700.00 per secondary place. With 3FE of provision totalling 450 places c.£10,215,000.00 would be requested.
<u>The Campus site</u>	
	Reference to the 'campus' site has been made in the above responses. This with could encompass up to an 8FE secondary school, a 2FE primary school and an 80-special school. When at capacity this could be over 2,000 pupils. It is therefore incumbent on the LLP to ensure that the critical infrastructure to that site including but not limited to highways, access to off-site parking, active travel routes and services are taken into account at the outset so that retrospective works are not required in order to open the schools.

5. Digital Infrastructure

The County Council welcomes the approach being taken regarding digital infrastructure. However, KCC notes the proposal to seek a financial contribution to connect existing properties and would ask that the applicant gives further consideration as to how they believe this could be legally implemented and the sought connections delivered. This is in light of the stringent UK subsidy control (state aid) measures that exist regarding the public funding of broadband infrastructure upgrades.

6. Minerals and Waste

From a minerals and waste planning perspective, the proposed Otterpool Park development gives rise to three key considerations - landwon mineral safeguarding; waste management capacity requirements associated with the development; and the safeguarding of existing waste capacity.

Landwon Minerals Safeguarding

The County Council notes that the revisions and amends made to the Mineral Assessment (MA) seek to use the argument that the exemption criteria of Policy DM 7 of the [Kent Minerals and Waste Local Plan \(2013-2030\) \(KMWLP\)](#) can be invoked – this is namely criterion 2 and 5, though the policy only requires one exemption criterion to be successfully invoked, as set out below:

*Policy DM 7
Safeguarding Mineral Resources*

Planning permission will only be granted for non-mineral development that is incompatible with minerals safeguarding,(106) where it is demonstrated that either:

- 1. the mineral is not of economic value or does not exist; or*
- 2. that extraction of the mineral would not be viable or practicable; or*
- 3. the mineral can be extracted satisfactorily, having regard to Policy DM9, prior to the non-minerals development taking place without adversely affecting the viability or deliverability of the non-minerals development; or*
- 4. the incompatible development is of a temporary nature that can be completed and the site returned to a condition that does not prevent mineral extraction within the timescale that the mineral is likely to be needed; or*
- 5. material considerations indicate that the need for the development overrides the presumption for mineral safeguarding such that sterilisation of the mineral can be permitted following the exploration of opportunities for prior extraction; or*
- 6. it constitutes development that is exempt from mineral safeguarding policy, namely householder applications, infill development of a minor nature in existing built up areas, advertisement applications, reserved matters applications, minor extensions and changes of use of buildings, minor works, non-material amendments to current planning permissions; or*
- 7. it constitutes development on a site allocated in the adopted development plan where consideration of the above factors (1-6) concluded that mineral resources will not be needlessly sterilised.*

Further guidance on the application of this policy is included in a Supplementary Planning Document.

The MA discussion on the extent of the permitted landbank for both the Folkestone Formation and the Hythe Formation is not considered by the County Council as Minerals and Waste Planning Authority to be of relevance. The County Council considers that if this approach were taken, the whole purpose of safeguarding mineral resources would be

undermined. The issue is, can the material be used, and what is the viability and practicability of its extraction? The existing landbank situation of any threatened mineral is irrelevant.

The Folkestone Formation (soft sand) in the locality is stated as being coincident with historical features, thus rendering any prior extraction likely to be unacceptable. It states:

regarding the historic environment and archaeology for example, a barrow group to the west of Barrow Hill has recently been scheduled and this is in the location of where Folkestone Formation is likely to be found. Extracting the mineral in this location is therefore unlikely to be acceptable to Historic England and the LPA.

If so, criterion 2 may be relevant, on the grounds of impracticability with preservation of the historic environment. This is not however elaborated upon with any detail on location for example. The location of the affected mineral is known, thus the understanding of the historic environment and any prior extraction should be better explained if this exemption criterion is to be satisfactorily demonstrated.

In relation to the arguments concerning the 'overriding' need for the non-mineral development (criterion 5), essentially these have been expressed before. It may be the case that substantial extraction of hard rock (Hythe Formation) would result in a significant impact on the deliverability of the new garden settlement. If the material were suitable, given the nature of a hard rock quarry, any meaningful prior extraction would involve substantial investment in a hard rock quarrying operation that would then have to be part of the design of the new development, integral to its layout, landscaping, design and phasing. Even with substantial and successful re-design of the scheme, the mineral extraction could result in serious delays to the housing and employment aspects of the scheme. Therefore, an exemption based on criterion 5 for the Hythe Formation would appear to be justifiable, although not conclusively made in the submission.

However, prior extraction of the Folkestone Formation is unlikely to be as impactful and in the absence of evidence to the contrary may be able to be integrated into the scheme. Integration of prior extraction could be carried out in a phased manner, particularly given the build out rate of the development over many years. Lower operational costs of soft sand extraction (that may or may not include on site processing) would potentially enable prior extraction of some of this strategic mineral to be conserved. This has not been explored to any depth in the MA. The soft sands of the Folkestone Formation are a particularly important building resource in the South East, with a number of counties relying upon resources located within Kent. Prior extraction could also provide a sustainable resource of building material for the future development.

Issues regarding Policy DM 9, prior extraction are considered in the application and the applicant concludes that their impacts would be too adverse on the locality and the environment. The list of impacts are given as follows:

Policy DM9 of the KMWLP advises LPAs should not grant planning permission for mineral extraction in advance of development where the proposal "will... cause

unacceptable adverse impacts to the environment or communities". The nature of extractive operations at the Site are such that impacts to be considered include:

- adverse effects on the local amenity of existing nearby residents as a result of, amongst other matters, blasting activity, noise, air quality, visual and traffic impacts and are likely to result in adverse effects and opposition from local residents in the area.*
- negative impacts on the environment which would require assessment and mitigation. regarding the historic environment and archaeology for example, a barrow group to the west of Barrow Hill has recently been scheduled and this is in the location of where Folkestone Formation is likely to be found. Extracting the mineral in this location is therefore unlikely to be acceptable to Historic England and the LPA.*
- the location of Folkestone Formation Soft Sand mineral is in the eastern extent of the site, which is within a locally designated Special Landscape Area and in proximity to the North Downs Area of Outstanding Natural Beauty (AONB). A quarry in this location, even on a temporary basis, would not be fitting with this designation.*
- the Hythe Formation is located near to a local wildlife site and Ancient Woodland (located at Harringe Brooks Wood, to the west of the site) and therefore extraction of it in this location would be unlikely be acceptable to the LPA or Natural England.*
- the Hythe Formation is located adjacent to the River Stour. Extraction of it would therefore likely raise biodiversity and water quality issues and/or reduce the quantity of minerals which could be extracted.*
- the Hythe Formation is also located in the Otterpool Quarry SSSI. Natural England's comments on the application in May 2017 state that "The SSSI should be protected in its entirety and integrated into the development of the garden town in a way which realises the best of these benefits." It is therefore not considered that prior extraction would be supported by Natural England.*
- prior extraction at the site would result in the restored landform being at a lower level than the surrounding topography and the creation of a void would result in long term negative visual impacts on the landscape.*
- retention of a quarry void could, depending on the depth of the excavation and the elevation of the water table, result in the creation of an open water body and the potential loss of developable land.*

It is accepted that the impacts in terms of policy DM9 in relation to the prior extraction of hard rock may be overriding, in terms of viability, the extensive nature and duration over a large area of the proposed new garden settlement. However, this argument is less convincing for a soft sand prior extraction operation. The County Council, as Minerals and

Waste Planning Authority, considers that the potential impact argument relied upon for not pursuing prior extraction of the Folkestone Formation, including the impact upon historic assets and landscape disruption would need to be more explicitly detailed and justified in order to successfully invoke an exemption under Policy DM 9 for this mineral.

Waste Facility Safeguarding

The County Council previously raised concern that the loss of the safeguarded waste facility at the Otterpool Quarry site has not been fully considered against waste safeguarding policies as set out in the KMWLP. Otterpool Quarry benefits from an implemented planning permission for a waste management use, although the permission has not been fully implemented. Policy DM 8 sets out the exemption criteria that should be satisfied if this facility were to be developed for a non-waste use. The applicant's response is set out within the Otterpool Park – Response to Kent County Council (August 2022). The County Council notes the applicant's response but considers that the landowner's intention to develop the facility does not have a bearing on the safeguarded status of the facility.

The County Council recognises that two masterplans are presented:

- alternative parameter plans (ref 5001-5003) - showing retention of the facility and a 250m buffer non developed area around the facility
- preferred parameter plans submitted (ref 4001-4003)- showing loss of the facility

Given that the implemented waste facility is not fully built out, the Otterpool Park scheme appears to have been prepared on the basis that the waste facility was unlikely to become operational. On that basis, the preferred parameter plan ((ref 4001-4003) is assumed to be the preferred scheme. The County Council also notes the following statement:

'It is expected that the LPA will impose a condition on the outline planning consent, should the application be granted, which confirms the trigger for when it must be decided which set of parameter plans come into force.'

The Mineral and Waste Planning Authority considers that the applicant has not at this time evidenced an exemption to the presumption to safeguard the facility by application of Policy DM 8 of the Kent Minerals and Waste Local Plan. A Grampian condition is being proposed to address the Council's concerns which would defer resolution of the safeguarding considerations as a potential way forward. This approach would determine if an exemption was justified at the detailed reserved matters stage, with a Grampian condition imposed on the outline planning permission to reflect:

Draft condition

Prior to the occupation of homes equating to the forecast maximum operational waste capacity of 15% of that calculated per year during full occupation (2044) as defined by the approved Waste Chapter (ES, Chapter 17) or the submission of any Phase Framework Submissions relating to Parcels CP.3, RS.1 or HT.2 as shown on approved Parameter Plan (OPM(P)4001_revYY), whichever is sooner, an updated

Infrastructure Assessment shall be submitted to and approved in writing by the local planning authority. The Assessment shall include:

- A) An update on the progress and implementation of alternative Waste Facilities within the wider Strategic Site Allocation (SS6);*
- B) An updated assessment against Policy DM8 of the Kent Minerals and Waste Local Plan to include any other material factors at the time of assessment;*
- C) A statement setting out the preferred approach to the approved parameters plans in the light of the above assessment and an outline of any consequential spatial changes required across the masterplan area within the approved parameters.*

The outputs should be reflected within future updates to the Waste Strategy and consequential spatial changes reflected within subsequent Key Phase Submissions and Reserved Matters Applications, as appropriate.

This approach would appear to enable other elements of the overall development (outside Parcels CP.3, RS.1 or HT.2 as shown on approved Parameter Plan (OPM(P)4001_revYY) to come forward having gained detailed planning consent, and if prior to the 15% waste facility capacity requirements level at the 2044 of full occupation (housing) being attained. The developable area of the waste facility permission at Otterpool Quarry would then be subject to a detailed consideration for waste facility safeguarding issues to include in a revised Infrastructure Assessment (IA) that would, it is understood, address the following

- A) An update on the progress and implementation of alternative Waste Facilities within the wider Strategic Site Allocation (SS6);*
- B) An updated assessment against Policy DM8 of the Kent Minerals and Waste Local Plan to include any other material factors at the time of assessment;*
- C) A statement setting out the preferred approach to the approved parameters plans in the light of the above assessment and an outline of any consequential spatial changes required across the masterplan area within the approved parameters*

Clause A) is understood as being related to the possible re-location (as per Policy DM 8 exemption criterion 3) approach to satisfy Policy DM 8. Clause B) is understood to be a fresh appraisal of the potential for an exemption against all the Policy DM 8 exemption criteria. Clause C) being the outcome that A) and B) would result in and the decision to be reached to advance either the retention of the Otterpool Quarry waste facility and the alternative parameter plan being approved; or, a re-location of the facility in the wider Strategic Site Allocation (SS6); or the preferred parameter plan being approved with the loss of the safeguarded facility being argued as justified against Policy DM 8 exemption criteria requirements.

Presuming the above is correct, and the matter is to be deferred to the detailed planning application stage, there is a risk that should the outcome of the revised Infrastructure Assessment conclude the loss of the facility and the presumption to safeguard (Policy CSM 16) is overridden, then this may attract an objection from the County Council on safeguarding grounds at this stage. Whilst we cannot prejudge the outcome of any future application and the information that will exist at that time, this is a possible outcome of such an approach. Whilst the use of a Grampian condition at the outline stage therefore may be

an effective vehicle to address matters at this time, it still leaves the fundamental policy requirement of the waste management capacity safeguarding of the consented Otterpool Quarry site uncertain and at some risk of attracting an objection from the County Council in addressing this at the detailed planning stage.

The County Council also notes the wider waste needs of the proposed development raised in the Council's earlier correspondence, particularly the need to provide additional waste capacity for arisings from the proposed new development. In waste policy terms, the consented Otterpool Quarry site would have planning merits for other waste uses and in the absence of conclusion of where new capacity is to be provided, the uncertainty of leaving matters to the detailed planning stage is greater.

Waste Management Capacity Requirements

The third area of concern previously raised relates to the need to plan for waste arisings from the Otterpool Park development. This is a significant development anticipated to be built out over many years. It will give rise to both commercial and household waste that should be properly planned for as an integral part of the development. Waste planning policy requires consideration to be given to the 'proximity principle' and support for the establishment of the 'Circular Economy' in managing waste streams. It is noted that the applicant contends that these matters have been addressed in the in OP5 Chapter 17: Waste and Resource Management and Appendix 17.1: Waste Strategy document. The application states that "*The first consideration of circular economy and resource efficiency is – does it need to be built? In the case of the Material Recycling Facility (MRF) and Anaerobic Digestion (AD) plants D parts of the PWF – it is not. The carbon and resource savings from not building would likely outweigh the emissions from transport. The Development's waste will merely be added to the existing collection routes.*" This a considerable assumption and one that ignores that significant transportation to non-proximate of waste materials will not have considered the established proximity principle, In this case, there is permitted capacity that is proximate which should be afforded considerable weight in the decision making. The contention that the applicant has little if any interest in developing the facility, is not relevant to the understanding of the proximate waste management needs of a significant new settlement.

In summary, Policy DM 8 has not been appropriately applied when considering the safeguarded capacity that falls within the proposed application area.. The County Council remains of the view that a relocation of the consented waste capacity or its retention within the proposed area would represent the most appropriate way to address this matter and be in accordance with local and national planning policy and guidance.

The County Council as Waste Planning Authority would welcome continued working with the District Council to address matters raised within this response.

7. Waste Management

The County Council, as Waste Disposal Authority has provided comments directly relating to the Environmental Statement OP5 Chapter 17 – Waste and Resource Management and the Environmental Statement Appendix 17.1 Waste Strategy. For ease of review, the extract of the text has been provided alongside County Council commentary.

The County Council, as Waste Disposal Authority would welcome further discussions with the applicant and District Council in respect of the matters raised.

Otterpool Park Response to Kent County Council August 2022		
Reference	Original KCC Comment and Project Response	KCC Comment – September 2022
17.2 Assessment Methodology: Consultation and Scoping	<p><i>KCC Response – 4 August 2022</i></p> <p>Whilst this option was raised by Arcadis, the County Council has confirmed that there is no capacity at Ashford; and logistics around hauling to Thanet would need further consideration, as the facility within Thanet is a mercantile facility that may not be contractually or practically available in the future. Hauling waste outside the district will be more costly and contrary to a decarbonisation targets.</p> <p><i>Applicant Response – August 2022</i></p> <p>Currently, this is deemed a viable short-term option given the constraints and lack of district alternatives.</p> <p>Given the low occupancy rates in years 1-5 of the proposed Development the forecast volumes are deemed to have limited impact, given there is no suitable alternative solution within the F&HDC area.</p>	<p>The County Council, as Waste Disposal Authority does not believe this proposal is even viable in the short term.</p>
17.2 Assessment Methodology Table 17-3 Summary of Scoping Opinion	<p><i>KCC Response – 4 August 2022</i></p> <p>It should be noted that this site also includes/allows for WTS facilities to be developed, which are very much needed as waste arisings from Otterpool cannot be accommodated at the existing WTS in Ashford or Thanet.</p> <p><i>Applicant Response – August 2022</i></p> <p>The landowner of the Permitted Waste Facility site has no aspiration to construct the consented development and build out the facility. The consent was granted in 2011 and has still not yet come forward save for the minimum</p>	<p>The County Council strongly recommends the applicant liaises with the owner of the Otterpool Quarry site to obtain up to date information.</p>

	<p>requisite works to ensure the consent did not lapse. As such, we cannot expect that it will come forward. Given this is the case, the preferred parameter plans submitted (ref 4001-4003) propose a form of development which makes efficient use of this land, contribute to the creation of the new garden settlement as a place, and more generally meets the requirements of policies SS6-9 of the Core Strategy Review (2022).</p> <p>In the unlikely scenario that the permitted waste facility did come forward, it would be possible to deliver the waste management facility on site (as shown on the alternative parameter plans ref 5001-5003).</p>	
<p>17.4 Design and Mitigation: Additional Mitigation Operation</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>This position has not been formally discussed or agreed with KCC as Waste Disposal Authority. The Section 106 discussions to date only relate to contribution of new infrastructure within the district. Such funding cannot be used to support revenue operations out of District.</p> <p>There is no spare capacity at Ashford WTS to accommodate existing FHDC waste arisings, nor any future Otterpool waste. Neither is there a contract to use mercantile facility in Thanet for FHDC waste or guarantee of future capacity.</p> <p>Within the short term period stated, three to five years, this is sufficient time to build the new in WTS within the Folkestone and Hythe District to negate the need for this mitigation, should a facility be constructed at Otterpool Quarry or another site deemed suitable in the area.</p> <p><i>Applicant Response – August 2022</i></p> <p>With the owner of the permitted waste facility (PWF) not wishing to proceed, and finding/securing a suitable WTS site within the district being outside of the remit of Otterpool LLP it was necessary to find and support a feasible alternative option and waste solution.</p> <p>Further to meetings with KCC (see minutes) it is understood that the constraint to Ashford WTS is based upon logistics rather than capacity.</p> <p>It is acknowledged that KCC would need to discuss a suitable contract with Thanet.</p>	<p>The applicant's response does not address the initial comment regarding using Section 106 to fund a revenue project.</p>
<p>17.4 Design and Mitigation</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council agrees with this statement, but without a site to deliver new waste infrastructure, this will not</p>	<p>The County Council acknowledges that it is not within Otterpool remit to</p>

	<p>progress. KCC has secured circa £6M funding to date, however, the Section 106 contribution from this development will not fund the gap. Additional funds are still required.</p> <p><i>Applicant Response – August 2022</i></p> <p>KCC have responsibility to ensure disposal of waste collected in its area by the waste collection authority. The Applicant, Otterpool Park LLP is not required to deliver a waste facility on the application site or elsewhere. The Applicant has however submitted a Waste Strategy (OP5 Appendix 17.1) to explain how waste will be minimised from the proposed development and is willing to make a proportional financial contribution to a waste transfer station that KCC delivers.</p> <p>Securing total funds is outside of the remit of Otterpool LLP.</p>	<p>provide the WTS site or deliver it. However, the new WTS is required before Otterpool occupation.</p>
<p>17.5 Assessment of Residual and Cumulative Effects</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council as Waste Disposal Authority considers that this cannot be assumed nor achieved as there is no capacity or contract to accommodate this proposal. The County Council considers that it is not practical to identify either mitigations as reasonable alternatives. The County Council also considers that the timeframe of three to five years is enough time to build a sustainable new WTS within District.</p> <p><i>Applicant Response – August 2022</i></p> <p>As per the adopted local plan and national housing growth commitments and aspirations– and wider requirement on district and county councils to provide sufficient ‘services’ capacity to accommodate growth - this is deemed workable in the short term.</p>	<p>The County Council disagrees with the applicant’s response - the new WTS needs to come first. As previously advised, the County Council does not consider it to be viable to use Ashford or Thanet even in the short term.</p>
<p>17.5 Assessment of Residual and Cumulative Effects</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>It should be noted that financial payments will not secure/create capacity at Ashford WTS as Section 106 monies cannot be used for revenue purposes.</p> <p>Tipping away payment potentially payable by the WDA would be a budget pressure and further avoidable public expense. The County Council does not agree that an assumption can be made as no site is agreed upon, therefore there is a risk that this new facility will not be built in time when the greatest impact is felt. The County Council does not consider this to be a reasonable assumption to make/rely upon given that sustainable waste management</p>	<p>The County Council agrees with ensuring that an infrastructure first approach is followed at Otterpool Park, ensuring that necessary infrastructure is planned for, funded and delivered in a timely manner.</p>

	<p>is a matter of critical importance for the growth of the whole District. It should also be noted that no such agreement to make a proportional contribution has been discussed with KCC.</p> <p><i>Applicant Response – August 2022</i></p> <p>KCC have responsibility to ensure disposal of waste collected in its area by the waste collection authority. The Applicant, Otterpool Park LLP is not required to deliver a waste facility on the application site or elsewhere. The Applicant has however submitted a Waste Strategy (OP5 Appendix 17.1) to explain how waste will be minimised from the proposed development and is willing to make a proportional financial contribution to a waste transfer station that KCC delivers.</p>	
<p>17.5 Assessment of Residual and Cumulative Effects</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>As stated, capacity is not and cannot be secured at Ashford and logistics of sending only Otterpool waste / Refuse Collection Vehicles (RCVs) from Otterpool to Thanet is untested as no contract exists to facilitate this, this is a mercantile facility.</p> <p>The County Council considers that the result would be higher than a moderate adverse impact. Given the important of a sustainable waste strategy, the County Council would suggest a high magnitude of impact and therefore, a severe adverse effect as per the following text: 'Substantial increase in waste generation comparative to existing regional/local generation rates, resulting in the need for the expansion of regional collection or waste disposal sites and hindering the achievement of regional/local recycling/re-use targets.'</p> <p><i>Applicant Response – August 2022</i></p> <p>Given the rationale laid out within the ES, and the scope to set up contracts/secure capacity with Thanet/Ashford we believe the short-term impact is, as stated in 17.5.23, moderate adverse in effect. Regardless of whether the residual effect is moderate or major adverse, both are classified as Significant.</p> <p>When accounting for a combination of stewardship circular economy initiatives i.e. bring site/community composting, and robust internal household recycling facilities and adequate storage space, we do not believe reuse or recycling [KPIs/targets] will be compromised. Furthermore,</p>	<p>The County Council considers that there is potential for the reuse and recycling targets to be compromised if new WTS not built in time for Otterpool occupation. As recycling would potentially get mixed with others or even sent to Energy from Waste as last resort.</p>

	<p>it is considered that the proposed Development has the opportunity to improve upon regional/local recycling/re-use targets.</p>	
<p>17.5 Assessment of Residual and Cumulative Effects</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council notes that this statement contradicts previous paragraph 17.5.27 which says FHDC will collect as per existing arrangements. This is not a fully segregated service, only twin stream. This also contradicts waste minimisation as per; Policy/Reference: Chapter 4: Increasing resource efficiency and reducing pollution and waste.</p> <p>The Kent Waste Needs Assessment 2017 was undertaken prior to detail being available regarding the Otterpool Park proposal, therefore, this statement cannot be justified.</p> <p>It is understood that the Materials Recovery Facility (MRF) and Anaerobic Digestion elements are not required; however, the WTS element of the permitted waste facility is required. The County Council would draw reference to commentary regarding 17.3.21 which states permitted site is required if no other WTS in FHDC can be provided in a timely manner.</p> <p><i>Applicant Response – August 2022</i></p> <p>The contradiction is acknowledged. Existing service arrangements have the scope to increase segregation in the future. The development is looking to the future – in terms of design and innovation. Space has been designed-in for full segregation, storage of bins/receptacles to offer resilience and flexibility. Co-mingled waste can result in issues with quality and contamination which will have to be addressed in order to achieve higher reuse (and recycling) rates, which will be set. Pre-empting future legislative change and avoid the necessity to retrofit. Again, taking a circular economy approach. This will help with the policy requirement of resource efficiency/ reducing pollution and waste. EfW is becoming a less appealing option – with pressure to reduce carbon, energy and the drive to keep resources in circulation/ extend life.</p> <p>The Kent Waste Needs Assessment 2017 is currently the latest document published by KCC. There has been no update since its publication but acknowledge it is out of date and has therefore been referred to with caution.</p> <p>With regard to the PWF, as stated previously, the landowner of the PWF site has no aspiration to construct the consented development and build out the facility. The consent was granted in 2011 and has still not yet come forward save for the minimum requisite works to ensure the</p>	<p>The County Council would refer the applicant to the Kent Minerals and Waste Local Plan paper presented to the KCC Environment and Transport Cabinet Committee on 8 September 2022 – which includes views of local planning authorities.</p>

	<p>consent did not lapse. As such, we cannot expect that it will come forward. In the unlikely scenario that the permitted waste facility did come forward, it would be possible to deliver the waste management facility on site (as shown on the alternative parameter plans ref 5001-5003).</p>	
<p>17.5 Assessment of Residual and Cumulative Effects</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>There is complete reliance on new WTS in FHDC, which is not secured or a site identified, and there is a risk that this will not be realised so this conclusion may not be feasible.</p> <p><i>Applicant Response – August 2022</i></p> <p>This risk and urgency with which KCC is required to find a solution is acknowledged. The ES provides a feasible short-term solution, i.e. use of Thanet and Ashford WTS, in the interim period.</p>	<p>The County Council, as Waste Disposal Authority does not believe this proposal is even viable in the short term.</p>
	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council suggests this is severe adverse effect as capacity cannot be bought at Ashford and unknown at Thanet. Three to five years is enough time to develop an essential WTS in the District – so the mitigation is unnecessary and would not be environmentally beneficial i.e. high carbon footprint of hauling waste out of District when an in District solution could be found from the start.</p> <p>There is no capacity at Ashford Transfer Station and Thanet Transfer Station would rely upon capacity and externally commissioning of a new operational contracts.</p> <p><i>Applicant Response – August 2022</i></p> <p>Securing total funds/a suitable site is outside of the remit of Otterpool LLP.</p> <p>As noted, it is not considered sustainable to haul waste out of the district, however as a short term measure it is deemed acceptable, given the absence of alternatives. This section refers to design measures, to aid circularity and higher reuse and recycling rates.</p> <p>It is acknowledged that contracts would need to be negotiated with neighbouring districts. Sharing of facilities is common practice to a number of local authorities, and a workable (short term) solution.</p>	<p>The County Council strongly believes there is time to get the new WTS built first and therefore negate need for this proposed mitigation of hauling waste out of District.</p>
<p>Waste Strategy</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council would question why only residual</p>	<p>The County Council continues to consider that this is</p>

<p>2. The Strategy</p>	<p>waste has been considered. No figures for kerbside recycling, food, bulky waste and fly tipped collections, street sweepings and HWRC tonnages. The County Council recommends that the strategy should be broader to include these elements of all household waste.</p> <p><i>Applicant Response – August 2022</i></p> <p>The Waste Strategy (OP5 Appendix 17.1) focuses on addressing residual waste, aiming to increase the proportion that can be reused and recycled in order to help achieve/improve upon national targets.</p> <p>The Strategy uses the national KPIs (NI191, 192, 193) to set the baseline.</p> <p>Kerbside recycling, food, bulky waste and fly tipped collections, street sweepings and HWRC tonnages are already segregated so it is assumed the current practices will continue.</p> <p>The key focus is upon reuse/recycling performance of residual waste.</p>	<p>not showing the full picture and therefore gives a false baseline. Local WCA reports its baseline for all material types to Government. Overall waste tonnages are important.</p>
<p>Waste Strategy</p> <p>2. The Strategy</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>This is not correct as no reuse is measured, and this does not cover HWRC deposited waste. The County Council recommends that this section provides details of a strategy to increase levels of recycling in line with the circular economy targets rather than reflect on the past</p> <p><i>Applicant Response – August 2022</i></p> <p>These are baseline figures based upon data provided through the National Indicators database, setting out the starting point. It outlines the current local waste generation, upon which we have set targets for the proposed Development. They are national metrics.</p> <p>The amount of HWRC waste is not relevant. It is more important that there is sufficient capacity and local availability to receive the proposed Development's waste as an option for reducing fly tipping and residual waste. This is outlined with the Waste Strategy (OP5 Appendix 17.1). The key focus for the Waste Strategy is increasing the proportion of the Development's waste that is reused and recycled.</p>	<p>A good proportion of the development's waste is re-used and recycled at the HWRC as not all waste is collected kerbside by the WCA.</p>
<p>Waste Strategy</p> <p>3. Vision,</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council does not consider that this vision fully encompasses the principles of the Resources and Waste</p>	<p>Stewardship initiatives would be non statutory and so rely on residents</p>

<p>Objectives and Targets</p> <p>3.1 Vision</p>	<p>Strategy around waste minimisation and carbon reduction through reduced vehicle movements of collection and hauling waste outside of the district. The Masterplan does not include any waste facilities and this strategy/ES chapter argues that existing planning permission for a waste facility within the Otterpool is not required (ref table 17.9) – which is not agreed by the County Council.</p> <p><i>Applicant Response – August 2022</i></p> <p>The focus of the Stewardship initiative with regard to waste management is to minimise waste and reuse/recycle more. The aim of the bring site and community composting trials is to ‘close loop’ the waste, keeping materials in circulation longer and increase reuse, educate the new Otterpool Park population and keep management local, thereby reducing the associated haulage/carbon footprint.</p> <p>The Stewardship scheme will work with other councils and professional bodies to review a number of innovative opportunities to reduce waste/increase reuse.</p> <p>As discussed, the short-term solution is necessary in the interim period until an appropriately located WTS site determined and operational. The strategy is a 10 year vision and will enable the design and layout of the proposed Development to fully address its sustainability ambitions at later tier stages.</p> <p>As stated previously the landowner of the Permitted Waste Facility site has no aspiration to construct the consented development and build out the facility. The consent was granted in 2011 and has still not yet come forward save for the minimum requisite works to ensure the consent did not lapse. As such, we cannot expect that it will come forward.</p>	<p>participation. The County Council considers that this initiative cannot be relied upon to deliver against recycling targets that will be defined by the Environment Act.</p>
<p>Waste Strategy</p> <p>4. Raising awareness and promoting sustainability</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The County Council considers that there is no detail or provision within this Waste Strategy (so far as is foreseeably able to) to provide any benefits of improving waste management performance let alone provide a sustainable waste management service to residents.</p> <p>The County Council considers that the Strategy does not accord with impending legislation or requirements of the Environment Act.</p> <p><i>Applicant Response – August 2022</i></p> <p>Long term this strategy accords with both emerging legislation and the Environment Act. In particular, the</p>	<p>Further details of the stewardship scheme are required and KCC will defer judgment until these are provided.</p>

	<p>relevant priority areas of resource efficiency and waste reduction through better segregation (higher recycling), onsite management (bring site, community composting, education, stewardship).</p> <p>Reducing waste, keeping products in circulation, and managing resources onsite will reduce the number of vehicles movements, which in term will improve the air quality and footprint of the waste generated.</p> <p>As set out in the 25 Year Environment Plan, the Government policy focuses on 'minimising waste'. The objectives of this strategy address this.</p> <p>Furthermore, as per Environment Act 2021, it will aid the quest of Government to achieve greater consistency in recycling collections in England.</p>	
<p>5. Delivering the Strategy: Table 2 Action Table Otterpool LLP & KCC</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>The proposal does not feature within KCC's Waste Strategy and at the time of writing has not been discussed with KCC. The proposal would need to be a privately run and funded site, yet does not feature in the Masterplan illustrations. This pays no regard to the existing Inter Authority Agreement held between both Authorities.</p> <p>Otterpool do not have title for recyclable waste, this lies with KCC as the statutory WDA. KCC is not looking to let a separate MRF contract for only Otterpool kerbside recycling. KCC has existing contracts for MRF for the whole of Kent.</p> <p>The existing contract for bulking FHDC dry recycle within District at Ross Way WTS is unsustainable.</p> <p>The ES Chapter 17 argues against the provision of a MRF within Otterpool, stating it is not required. If it is an action to secure a MRF contract by 2025 then achieving the same for a WTS should be readily achievable</p> <p><i>Applicant Response – August 2022</i></p> <p>This is addressed in previous comments – regarding the stewardship scheme and the Development being 'future ready'.</p> <p>This is a long term aim, for consideration when contract renewal approaches/ legislation changes/ technology develops etc.</p>	<p>If this is a long term aim, then it needs to be detailed in the Masterplan as would be the case for other essential infrastructure. This is especially important as waste infrastructure does not easily sit alongside residential uses.</p> <p>The County Council considers that this seems at odds that Otterpool are championing a MRF long term but state that WTS is outside of their remit. KCC already has MRF contracts with capacity to deal with the waste.</p>
<p>5. Delivering the Strategy: Table 2</p>	<p><i>KCC Response – 4 August 2022</i></p> <p>Waste to landfill at the time of writing is at its lowest</p>	<p>The County Council supports the aspiration but would</p>

<p>Action Table KCC</p>	<p>possible levels therefore it is not possible to commit further reductions of waste landfilled.</p> <p><i>Applicant Response – August 2022</i></p> <p>The aspiration should be zero waste to landfill and Otterpool Park LLP is committed to assisting KCC in achieving this.</p>	<p>observe that it is not possible for the site to be zero waste as certain materials can only be disposed to landfill ie asbestos.</p>
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8. Sustainable Urban Drainage Systems

The County Council, as Lead Local Flood Authority notes that there has been no changes made to OP5 App 15.1 - Flood Risk Assessment and Surface Water Drainage Strategy.

KCC requests confirmation from the applicant that the additional material application material as of 31 August 2020 has no implications on the Flood Risk Assessment and Surface Water Drainage Strategy (FRA&SWDS) and that it therefore remains valid.

With regards to the proposed alteration to the County Council's conditions and with the inclusion of the word "detrimental" - whilst KCC does not object to this amend, before accepting the change, KCC requests that applicant clarifies how they would propose to demonstrate that outfalls from their site which may change the base flow conditions do so such that they are not deemed to be detrimental (particularly when considering down stream features such as the Addington Reservoir).

Further to this the County Council as Lead Local Flood Authority requests that the Local Planning Authority considers if there may be a conflict with any conditions which are recommended by the Environment Agency regarding the East Stour River being that it is a main river under their remit.

9. Heritage Conservation

The County Council previously raised significant concerns about the impact of the proposed development on several scheduled Prehistoric Barrows that are located within the development site. Whilst the applicant has made some amendments to the application, these significant concerns remain. The County Council remains of the view that the applicant's assessment of harm to these assets is incorrect. The County Council notes the applicant's response within the Otterpool Park Response to Kent County Council (August 2022) refers to embedded mitigation measures, but these had been taken into account in KCC's assessment of harm.

The County Council had previously recommended that, because of the harm that will be caused to the barrows, changes to the development proposals were necessary. The applicant has not made any changes to the Parameter Plans to address these concerns. Changes have however been made to the Strategic Design Principles document (OPA5 Appendix 4.3) which the applicant explains are "*to add security that the detailed design of development will be appropriate*".

The County Council recognises it is necessary to view the existing parameter plans in conjunction with the other revised documents submitted for approval (namely the revised Strategic Design Principles and amended Development Specification), but nevertheless is concerned that no changes have been made to the Parameter Plans themselves.

Taking the documents for approval in combination (and taking account of the additions made to the Strategic Design Principle) KCC remain of the view that the proposed development could result in significant adverse effects, which are likely to fall at the very upper-end of less than substantial harm, or potentially in a worse-case scenario result in substantial harm, to these nationally important heritage assets. The County Council does not think this harm is justified and KCC consider that additional changes are needed to minimise harm.

Whilst KCC recognises that some of the principles set out in Appendix 2 of the Strategic Design Principles are to be welcomed, the County Council does not think on the whole (taken alongside the other documents for approval) these measures are sufficient to avoid or minimise harm to an acceptable level. For example, in the case of Barrow 44, the principle of allowing for "*the spatial patterning*" of the barrows and "*their relationship with the river valley and each other to be appreciated*" is included. However, the other principles and parameters also describe a space that "*must be enclosed by development*" with a "*9m minimum buffer of open space*". It is noted that the enclosing development should be "*at the lowest level of what is shown on the building heights parameter plan*", but this commitment is unclear as the building heights parameter plan (OPM(P)4003_revYY) does not include minimum (lowest) levels, only maximum heights which for this parcel is for "*development up to 18m above existing ground levels*" (the highest there is). Also, it is unclear whether this commitment relates only to the immediate enclosing development.

The County Council recommends that for the applicant to provide certainty, amendments should be made to the Parameter Plans so that a clear and robust set of parameters within

which acceptable development can be brought forward through detailed design work in Tiers 2 and 3 is established at the outline consent stage.

For the barrow cemetery at Barrow Hill, the County Council has previously indicated to the applicant (and this remains the case) that KCC does not agree with the division they have made in the application documentation between barrows 58, 113, 114 & 135 and barrows 115, 130 & 131. The barrows are all component parts of the same cemetery (they are one Scheduled Monument). There is no evidence that the more distant barrows have any less of a connection to the cemetery group. The County Council considers that on the basis of current information, the correct approach is to treat each barrow as contributing equally to the cemetery's group value.

The previous, disjointed approach is continued in the amendments to the updated Strategic Design Principles document (Appendix 2), where different key design principles are set out for the barrows at Barrow Hill Green¹ to those for Barrow 130 (described as south-west of Barrow Hill) and 131 (north-west of Barrow Hill). In particular, the severance of Barrow 131 from the other barrows in this cemetery group is harmful as it will prevent appreciation of the cemetery as a whole; it will remove the ability to understand the dispersed linear layout of the cemetery and it will significantly impact the ability to appreciate the scale and landscape setting of this nationally important group of funerary monuments. Notably the newly added design principles state only that the design of development around barrow 131 should be "*defined by the barrow itself*" with "*appreciation*" given to the wider landscape. The Strategic Design Principles document does not give specific mention of the relationship with the other barrows of the cemetery and how this will be maintained.

The County Council must therefore conclude that the present documents submitted for approval have not addressed previous comments on this aspect. The County Council also does not consider that the applicant has appropriately responded to the group value of the cemetery, which is identified as a key element of the asset's significance. The County Council's assessment of the potential harm to the barrow cemetery therefore largely remains unchanged.

The County Council comments above have concentrated on the impacts on the barrows and how amendments proposed by the applicant have responded to these impacts. In terms of the other feedback from the applicant, KCC notes that the applicant has not committed to funding a project specific community archaeologist. This is disappointing as KCC's experience is that funding such a post would be the most meaningful (and long-lasting) way of delivering public engagement and participation in archaeological-led community activities. The applicant does commit to delivering public benefit through archaeological engagement, but the suggested ways of delivering such engagement appear to relate more to a "show and tell" approach, rather than the type of community-led participation that a project appointed community archaeologist would facilitate. KCC considers that archaeological engagement delivered through a community archaeologist post could more effectively help with developing a sense of place and assist in the integration of new communities with surrounding area

¹ Strategic Design Principles Appendix 2 lists the barrows at Barrow Hill Green as being 58, 113, 130 and 135 – KCC thinks the intended barrows are 58, 113, 114, 115, and 135.

The County Council considers that if archaeological participation is to be primarily delivered by the various archaeological contractors and consultants involved in the Otterpool Project (as the applicant proposes), then it is essential that this is structured to deliver set objectives that result in lifelong benefits that extend beyond the lifecycle of each contractor's involvement. However, KCC advises that a dedicated post would deliver better outcomes for heritage and local communities.

The County Council does welcome the commitment made to fund the *“long term storage of the archaeological archive generated by the project”*. The applicant proposes securing such funding by means of planning condition. The applicant notes that *“funding towards or provision of a storage facility has been agreed to in principle”* but the precise nature of such a facility has yet to be agreed. The applicant proposes a *“phased feasibility study which will be started prior to Tier 2 to inform options for this”*. It is essential that measures – either by means of condition or legal agreement – are put in place to ensure the outcomes identified by the proposed feasibility study are secured and delivered.

The County Council considers that any feasibility study for the storage and display of archaeological archives should explore a full range of options, including options to work collaboratively with others to contribute to providing a solution to wider archaeological archive provision in Kent. An objective of [Kent County Council's Kent Heritage Conservation Strategy](#) is to agree a Kent-wide plan for the display and long-term storage of archaeological archives. KCC would therefore welcome the opportunity to discuss and explore collaborative options for the storage and display of archaeological archives generated by the Otterpool Park project.

Finally, KCC notes that the applicant has made various changes to the Cultural Heritage Mitigation Strategy to address consultee comments and the County Council will review these change in full and provide commentary direct to the Local Planning Authority as their archaeological advisors.

10. Biodiversity

The County Council provided detailed comments direct to the Local Planning Authority through the Kent County Council's Ecological Advice Service (EAS) (Appendix A)

In summary, the County Council notes that the updated information has not significantly changed the County Council's view on the proposed development in respect of biodiversity.

A large range of ecological surveys have been carried out and KCC is satisfied that they will be sufficient to assess the ecological impact of the proposed development. The parameter plans demonstrate that large areas of open space are proposed and habitat connectivity is to be maintained through the site. KCC therefore advises that it's likely that the ecological interest of the site can be maintained and (as indicated by the Biodiversity Net Gain assessment) enhanced.

The ecological survey(s) will have to be updated at each phase (if granted) to inform detailed mitigation strategies and on going management plans. The proposal will take a number of years to build out (if granted) and therefore KCC would highlight that there is a need to continue to manage the site as it is currently to ensure that the ecological interest of the site does not improve in advance each phase commencing.

Where habitat creation is required for the species mitigation, KCC advises that those works are carried out as soon as possible to ensure that the habitat will be established in sufficient time to be utilised.

KCC recommends ecological enhancement features are incorporated in to all buildings and gardens and this will have to be demonstrated within the detailed applications. The enhancements must not be only located within the open space areas.

Appendix A – Ecological Advice Service Response (6 October 2022)



ECOLOGICAL ADVICE SERVICE

TO: James Farrar

FROM: Helen Forster

DATE: 06 October 2022

SUBJECT: Otterpool Park Y19/0257/FH

The following is provided by Kent County Council's Ecological Advice Service (EAS) for Local Planning Authorities. It is independent, professional advice and is not a comment/position on the application from the County Council. It is intended to advise the relevant planning officer(s) on the potential ecological impacts of the planning application; and whether sufficient and appropriate ecological information has been provided to assist in its determination. Any additional information, queries or comments on this advice that the applicant or other interested parties may have must be directed in every instance to the Planning Officer, who will seek input from the EAS where appropriate and necessary.

Ecological Surveys

We advise that we are satisfied that the submitted ecological surveys are sufficient to inform the determination of the planning application. We acknowledge that a number of surveys have not been updated as part of the current submission but as the habitats have not significantly changed we are satisfied they are sufficient. However we highlight that updated ecological surveys will have to be carried out throughout the development period across the whole site to inform further the reserved matter stages/tiers of the proposed development (if granted).

The following surveys have been carried out:

- Phase 1 habitat
- Reptile
- Badger
- Amphibian
- Water vole
- Otter
- Dormouse

- Hedgerow
- Wintering bird surveys
- Breeding Birds
- Assessment of farmland bird assemblage
- Targeted Invertebrate surveys
- Badger

The following was detailed within the submitted surveys:

- Range of habitats throughout the site – including S41 habitats.
- 3 species of reptiles
- GCN recorded within 9 ponds
- Smooth and Palmate Newt, common frog and toad recorded during GCN survey.
- 103 badger setts were recorded, in addition to multiple latrines, hairs, pathways and mammal runs.
- 9 species of foraging/commuting bats
- 13 bat roosts within and adjacent to the site (including a maternity roost of brown long eared bats).
- 90 species of breeding birds (including 31 notable species)
- 77 species of wintering birds (including 32 notable species)
- Water Vole within 24 water bodies
- Barn owl pellets recorded within 1 building
- Evidence of breeding kingfisher on the stour
- Evidence of Otter along the Stour River
- Dormouse within adjacent woodlands
- Suitable habitat for Hedgehogs and harvest mice within the site
- 12 important hedgerows within the site
- 5 bumblebee, 3 solitary bee species and glow worm
- Suitable habitat for aquatic invertebrates and fish
- Brown Hare
- 103 badger setts (including 18 main setts) were recorded within the site and wider area

Mitigation

As the site is currently largely arable fields and due to the proposed habitat creation throughout the site we are satisfied, with the exception of farmland birds/hare that the proposed species mitigation can be implemented within the proposed development. An overview of the ecological mitigation has been submitted and it has detailed the following will be implemented:

GCN

- Retention of all, bar one, ponds with GCN present
- Retention and enhancement habitat within the site to increase connectivity through the site (green corridors and use of underpasses for roads).
- Creation of additional ponds within the site
- Works carried out under an EPS/DLL licence.

Reptiles

- Retention and enhancement of habitats within the site.
- Works will require translocations /phased clearance to on site habitats.

Water Voles

- Enhancement of terrestrial habitat along the river Stour and creation and enhancements of ditches and terrestrial habitat within the NE and West of the site.
- Retain connectivity through the site through considerate design of bridges/underpasses etc.
- Works will require translocation/displacement and will need to be carried out under a NE Licence.

Bats

- Retention and enhancement of foraging /commuting areas
- Creation of habitats to benefit foraging/commuting bats
- Minimising light spill on to retain/created habitats and creation of dark corridors through the site. This is supported through the proposal to created habitat buffers which will be 5m from the edge of the hedgerow or 25m from the edge of the hedgerow if dark corridors
- Creation of at least 4 bat houses

Badgers

- Retention of setts within the site where possible – currently at least 2 main setts and 4 outlier setts will be lost and indirect impacts to main, outlier, annexe and subsidiary setts.
- Protecting retained setts during construction.
- Replacement setts to be created to mitigate for the loss of any main setts – details of location to be agreed at the specific phase/tier.
- Retention, creation and enhancement of habitats suitable for foraging/commuting
- Inclusion of tunnels under roads

Wintering /Breeding Birds (not farmland birds)

- Enhancement and creation of habitats within the site.
- Inclusion of breeding birds features within the site.
- Wetland/woodland areas will be protected from disturbance through the use of signs/fencing.

Farmland Birds/Brown Hare

- Impact can not be mitigated on site.
- Offsite habitat creation anticipated and be phased as development progresses
- Relies on agreements with farmers/landowners in the surrounding area.

Other Species not listed above

- No specific mitigation proposed the enhancements/habitat creation detailed for the above listed species will support those species.

Habitats

The master plan has been designed to retain or minimise impacts on existing habitats. For example:

- The areas of Ancient Woodland will have a minimum of 50m buffer
- Non AW woodland will have a minimum of 25m buffer.
- Hedgerows will be largely retained/buffered. Where hedgerows will be lost the hedgerows will be replaced.
- Buffer of at least 50m along the River Stour

Concerns

While we are satisfied that the mitigation can be implemented we highlight the following points with regard to the proposed mitigation.

1. There is a need to ensure that the proposed habitat buffers and dark corridors are achievable as they could be impacted by a number of factors such as:
 - Change in regulations in space required for roads/pathways
 - Lighting required for school pitches/Health and Safety
 - Changes to the layout over the lifetime of the development
 - Flood pitch lighting is not used within the sports pitches adjacent to the dark corridor areas.

2. Impacts from light spill.

There is a need for future tiers/reserve matter application clearly demonstrate that they are achieving the minimal/no light spill within the dark areas/habitats buffers.

The development should still be aiming to reduced/minimise light spill on all vegetated boundaries regardless of whether it is a dark corridor. We would still anticipate that bats and other nocturnal species use these features.

3. Increases to development footprint of housing.

If planning permission is granted we would expect those habitat buffer requirements detailed within the ES to be secured by condition and demonstrated within future Tiers/Reserved Matter applications. Therefore there is a need to ensure that the proposed habitat buffers are achievable and retainable.

It's our experience from reviewing other large developments that the area of green space / mitigation areas will often be reduced at the reserved matter stage. This is usually due to the applicant for the reserve matters not fully understanding what has been agreed at the outline stage and then mitigation areas being designed to be more formal amenity areas. There is a need to ensure that the mitigation/enhancements/habitat creation agreed at this stage of future tiers will be implemented and demonstrated within the reserve matters application.

There needs to be an undertaking to ensure that the mitigation areas/green spaces/wildlife corridors will not be lost or partially impacted by the future tier/reserved matters applications. Due to the size of the development small incremental habitat take from each detailed application could result in a large reduction of habitat within the site.

4. Implementation of the mitigation.

The submitted ES has outlined the principle of the proposed offsite mitigation but there is a need to ensure that it can be achieved and a strategic approach is implemented by OtterPool Park and, if granted, is something that developers for each phase pay in to/contribute to. It must not be something that each developer has to implement individually as it unlikely to be achievable if the mitigation is not within that phase/tier.

There is a need to ensure that the on site mitigation for the species recorded within the site is implemented in advance. This is something that we would expect Otterpool park to

implement rather than development for each phase. As the mitigation for the development has been designed to take in to account the whole site it is not appropriate or achievable for the developers for each phase to carry out the habitat creation.

Measures need to be in place prior to future residents moving in to ensure that areas where there is expected to be minimal or no recreations pressure can be implemented.

5. Detailed mitigation strategy

The proposal is to be implemented as a tiered application and if granted the proposal is to be implemented over a number of years. Due to the size of the development and the connectivity of the populations throughout the site there is a need for a site wide mitigation strategy to be produced for the whole site if planning permission is granted to ensure that appropriate mitigation will be implemented. The mitigation strategy can then be reviewed and updated for each Tier/Reserved Matters application.

Individual mitigation strategies cannot be for each Tier/Reserved Matters application as habitat creation associated with that Tier/Reserved Matters application may have to be carried out within another part of the site.

The habitats on site will have a number of uses (ecological mitigation/amenity/SuDS etc) therefore there is a need to ensure that the proposed mitigation must be designed to take in to account other uses/users of the site.

We are aware that the development (if granted) will take a number of years to implement and therefore there will be a need for the mitigation strategy to be regularly reviewed and updated to take in to account updated survey results.

There must be ecological site wide oversight of the implementation of the Tier/Ecological Mitigation to ensure that any habitat creation linked to the species mitigation can be implemented in advance to ensure the proposed habitat has been established to a good quality when the ecological mitigation for particular phases commences.

As detailed above there is a need to ensure that this is undertaken by Otterpool Park not the individual developments. We highlight that the habitat creation works must not be the responsibility of the developer for a particular phase - particularly when the mitigation habitat is located elsewhere within the wider site.

Management

We advise that there will be a need for a detailed management plan to be produced if planning permission is granted. The management plan must reflect the requirements of the Biodiversity Action Plan (BAP) however we highlight that the BAP only includes certain species but there is a need to ensure the management plan addresses the requirements of all species recorded within the site.

The management plan will have to be regularly updated as the development works progress and to take in to account the results of on going monitoring and habitat creation.

There is a need to ensure that ultimately there is only one management plan for the whole site and it incorporates all the management requirements within it (e.g. Recreation / SuDS / Ecology). As different tiers are submitted we advise that there is a need for the site wide management plan to be updated rather than the production of separate management plans for each phase. This will ensure that all the requirements are within the one document and there is no risk of the same area being managed twice for two separate functions.

Monitoring

We advise that there will be a need for on going site wide monitoring and updated surveys are not restricted to the area where a particular phase is being proposed. This is to ensure that an understanding of the ecological interest of the site is understood through the whole development process.

This will ensure that the mitigation proposed is appropriate and inform the on going management plan reviews.

Biodiversity Net Gain

The submitted report has detailed that there will be an anticipated positive BNG for hedgerows, river corridor and habitats of within the site. We do agree that it will be likely that a BNG can be achieved for all three aspects but we do query if the anticipated BNG for habitats will exceed 20%.

The report has assessed as grassland habitats Lowland meadow and Other Neutral Grassland achieving a condition of good and due to the fact the site is currently largely arable and the high recreational pressure anticipated within the site we query if that is achievable.

Our view is the habitat creation within the areas with high recreational pressure should be considered as moderate as best. The BNG assessments will have to be updated with every detailed application and in the event that the habitat creation has established better than anticipated then it can be assessed as good rather than moderate.

We recommend that the BNG assessments for the detailed application cover the whole of the Otterpool Park site as they can take in to account the advance habitat creation being carried out and it will identify where further management is required.

Habitat Regulations Assessment

The HRA has considered the impact the proposal will have due to Impacts from Water quality and Air Quality and recreational pressure.

We have reviewed the document and we are satisfied with the conclusion that recreational pressure is unlikely to have a likely significant impact on the designated sites due to the distance of the development from the designated sites and the provision of on site recreational habitat.

The HRA has assessed that the proposal is unlikely to have a likely significant effect due to air quality as *Only one site was within the threshold for air quality assessment, the Folkestone to*

Etchingill Escarpment SAC (Figure 3). In line with the IAQM's designated sites guidance (2020), this HRA defers to the Local Plan HRA. No significant effects are predicted for the proposed Development in terms of air quality impacts.

The HRA has assessed that the proposal is unlikely to have an adverse impact on the designated sites as: *Proposals are outlined as a component of the development that have been agreed in principle with NE and the EA, which would ensure that the site can achieve nutrient neutrality. Detailed designs and maintenance plans of the mitigation proposals will be produced during Tier 2 and Tier 3 Stages through the implementation of Tier 1 outline planning conditions. As it can be demonstrated at the Appropriate Assessment stage that the proposal will not adversely affect the integrity of the Stodmarsh SAC, SPA and Ramsar site, no further stages of HRA are required.*

However we advise that we are not experts on water quality or air quality and we recommend that FHDC must be satisfied with the conclusions of the HRA with regard to both matters.

We advise that there will be a need for the HRA to be reviewed with every application. Due to changes within the environment over time issues /considerations may develop that were not considered as part of the original HRA.

If you have any queries regarding our comments, please do not hesitate to get in touch.

Helen Forster MCIEEM
Biodiversity Officer