



Scale: 1:7,500

Dover District Council
Honeywood Close
White Cliffs Business Park
Whitfield
DOVER
CT16 3PJ



- a) **DOV/25/00133 – Outline planning application (with all matters reserved apart from access) for development comprising residential units and flexible non-residential floorspace and associated infrastructure and other works incidental to the proposed development - Land West of Aylesham Road and South of Spinney Lane, Aylesham**

Reason for report – Number of contrary views

- b) **Summary of Recommendation**

Outline Planning permission be granted

- c) **Planning Policy and Guidance**

National Planning Policy Framework (NPPF) (2024 as amended): Paragraphs 2, 7, 8, 10, 11, 39, 47, 54, 55-58, 60 – 66, 89, 96-97, 104, 108-109, 114-117, 123-124, 128, 131, 135-137, 139-140, 157, 159, 162, 164-165, 167-175, 180, 182-184, 185-186, 188-194, 195, 200, 209

Dover District Local Plan to 2040 (2024): Policies SP1, SP2, SP3, SP4, SP5, SP6, SP11, SP12, SP13, SP14, SP15, SAP24, CC1, CC2, CC3, CC4, CC5, CC6, CC8, PM1, PM2, PM3, PM4, PM5, PM6, H1, H5, E1, R2, R3, R4, TI1, TI2, TI3, TI5, NE1, NE2, NE3, NE4, NE5, HE1 and HE3 are considered most relevant to this application.

National Planning Practice Guidance & Kent Design Guide

National Design Guide & National Model Design Code (2021)

Countryside and Rights of Way Act 2000 Section 85, as amended by the Levelling-up and Regeneration Act (2023)

Kent Downs Area of Outstanding Natural Beauty (AONB) Management Plan 2021-2026

Conservation of Habitats and Species Regulations 2017 (as amended)

Natural Environment and Rural Communities Act 2006

Protection of Badgers Act 1992

- d) **Relevant Planning History**

DOV/24/00449 – Scoping Opinion – Environmental Impact Assessment

- e) **Consultee and Third-Party Responses**

Representations can be found in full in the online planning files. A summary has been provided below:

Aylesham Parish Council (APC) – raises no objections subject to further discussion and receipt of additional information, providing detailed comments on the following key points: transport links, bridleway crossing, speed limits/safety measures, location of the retail area (repositioning it closer to the corner of Spinney Lane/ Aylesham Road/ Ackholt Road), number of dwellings (increased from 640 to 800 not preferred,

concerns regarding local infrastructure, transport, services), clarity of parameter plans, support for Active Travel England's response, Section 106 contributions (bus services, rail station accessibility, road/traffic management, healthcare provision, education/youth services, multi-purpose community facility, retail/public services, public open space).

Following the receipt of further information, recognised many of the changes made are in response to consultee feedback and appreciated the applicant's willingness to make amendments. Whilst there is a great deal within the application that APC supports, several areas of concern remain which must be satisfactorily addressed before APC can offer its full support.

- Toucan crossing on Aylesham Road – APC pleased to see upgrade from standard pedestrian crossing to toucan, aligns with Kent Design Guidelines, Manual for Streets and NPPF chapter 9, improving safe pedestrian and cycle connectivity within the wider settlement.
- Density parameter plan – no objection, understand rational for slightly increased density in some areas to offset restrictions in zones identified by Environment Agency as presenting flood risk constraints (approach accords with NPPF, supports making efficient use of land while responding appropriately to site-specific opportunities/constraints).
- Green infrastructure amendments – APC acknowledges and accepts revisions, strengthening ecological corridors and public open space provision aligns with local plan policy on biodiversity and ecology and NPPF on conserving and enhancing the natural environment.
- Access point revisions – support proposed alterations to vehicular access in line with KCC highways recommendations (ensuring safe access arrangements is crucial).
- Enhancement of cycle lanes – improves safety, encourages sustainable travel choices consistent with local cycling and walking infrastructure plan.
- Minor alterations to the masterplan – most changes represent minor refinements, considered acceptable.
- Network Rail contribution – pleased to see Network Rail's requested contributions included and fully support this, given rail connectivity is an important part of sustainable transport planning.

Concerns requiring attention:

- Sewerage capacity – remain concerned sewerage infrastructure appears undersized. Recent blockages in the parish demonstrate need for robust, future-proofed wastewater systems. Concur with concerns raised by Southern Water and Environment Agency. Request further clarity and assurance that wastewater capacity will be adequate for full build-out

Womenswold Parish Council – no response received.

Nonington Parish Council (NPC) – object. Raise concerns relating to infrastructure shortfall, environmental impact, road safety and cumulative development pressures (especially on neighbouring rural communities like Nonington). Unsustainable growth and infrastructure deficit Traffic and highways. Public transport inaccessibility. Cumulative development impact not addressed (must be considered in conjunction with 24/00449 (environmental impact assessment scoping opinion) deeply concerned the proposed EIA fails to assess likely significant traffic and environmental impacts on C195 route (key link between Aylesham, Sandwich, Deal and Thanet) the scope of the EIA appears to exclude cumulative traffic impacts from recent and proposed developments across East Kent, accurate school commuting distances (e.g., misrepresentation of secondary school locations), HGV traffic impacts during construction phases, road safety audit and recognition of fatal accidents along the

C195 in recent years. Neglecting these impacts undermines the integrity of the planning process and contradicts DDC's own policy commitments to sustainable development and traffic routing via the primary and secondary road network. Lack of tangible community benefit (proposal provides no demonstrable benefit to neighbouring communities, no commitment to delivering critical infrastructure, affordable housing or mitigating increased congestion and environmental impact. When combined with previous development and the incomplete scope of its supporting assessments, represents a high-risk, unsustainable expansion of Aylesham. Will increase traffic through Nonington, strain already limited public infrastructure, and contribute to rural degradation without offering compensatory benefits. Urge DDC to refuse application and request a full, cumulative infrastructure and environmental impact review of all Aylesham-area developments before any further approvals are granted.

Canterbury City Council – previously provided comments on the site being allocated for development through the consultation on the Local Plan which has since been adopted. Upon re-consultation, had nothing further to add.

National Planning Casework Unit – no response received.

KCC Highways and Transportation – Provide detailed comments on transport vision, planning policy context, highways safety analysis, baseline traffic survey data, the proposal (relating to the masterplan, phasing plan, proposed access arrangements, development trip generation, distribution and assignment), highway and transport impacts and the promotion of sustainable travel modes, as well as suggested conditions.

KCC Archaeology – following provision of initial advice and following review of the report submitted detailing findings of the evaluation works undertaken, suggested the imposition of conditions to secure the submission of a heritage management plan, heritage and archaeology public engagement strategy, details of on-site interpretation to be incorporated within the development and to secure a programme of archaeological work.

KCC Minerals and Waste – has no land-won minerals or waste management capacity safeguarding objections or comments to make.

KCC Flood and Water Management – conditions requested. Note from the flood risk assessment (FRA) and SuDS Strategy reports submitted that the surface water flood mapping showed potential overland flow paths passing through the site. While the surface water risks were rightfully considered within the current stage of the submission, the latest RoFSW mapping was published at the same time as the reports and now shows different potential extents and depths through the site (brought to the attention of the applicant's consultants and subsequent discussions were held following the publication of the latest mapping). The meeting was held to set out potential alterations to the site layout and design to incorporate the revised risk into the scheme and in summary, this included the relocation of properties and the eastern attenuation basin to ensure they are located outside the areas of potential risk. In addition, it was raised about the potential of encouraging losses through the incorporation of an infiltration blanket (engineered fill) that would reduce the depth and volumes that could be experienced if these flooding scenarios are correct; further details relating to these alterations are understood to be provided through a revision to the reports to be submitted as part of a second round of consultation.

Following the submission of further information, advised their previous comments regarding surface water risk are manageable through the outline layout presented;

further refinement of the drainage design required when progressing to reserved matters and detailed design stages. The application is for outline permission; all matters except access are reserved – the final design of the surface water drainage scheme will be determinant to the layout. Further geotechnical investigations are undertaken to confirm the underlying density of the chalk with a view to confirming the suitable separation distanced for on-plot soakaways. Request conditions for the reserved matters for layout to demonstrate requirements for surface water drainage for all rainfall durations can be accommodated within the development layout, for the submission of a detailed sustainable surface water drainage scheme for the site and submission of a verification report related to that.

KCC Public Rights of Way (PROW) and Access Service – no objection subject to the imposition of a condition for a full PROW management scheme to be agreed to approve enhancements and improvements to path status of footpaths EE296 and EE330 and bridleway EE298 (surfacing, widths, signage details of PROW management during construction if temporary closures/diversions are needed, on and off-site funding).

KCC Strategic Development and Place – request financial contributions towards primary and secondary education expansion, special educational needs and disabilities (SEND), community learning and skills, integrated children's services, library registrations and archives service, adult social care and waste and that all homes are built as wheelchair accessible and adaptable dwellings (building regulations part M4(2)).

National Highways – Following submission of further information, in their most recent response, recommend a condition for a construction traffic management plan to ensure the A2 trunk road continues to be an effective part of the national system of routes for through traffic.

DDC Planning Policy – provided detailed comments on the relevant development plan documents and guidance (Dover District Local Plan to 2040 (2024); Worth Neighbourhood Plan (2015); Ash Neighbourhood Plan (2021); Kent Minerals and Waste Local Plan 2013-2030 (as amended by Early Partial Review 2020 and noting main modifications have been recommended in relation to the KCC Mineral and Waste Local Plan 2024 to 2039); and Kent Mineral Sites Plan (2020)), as well as the submission documents, detail of the design code to inform reserved matters submissions and contributions required to meet the needs of the development.

DDC Housing Enabling Officer – there is a high need and demand for affordable housing (AH) across the district, particularly Aylesham, evidential from the housing waiting list (where there are 203 active applicants with a preferred location of Aylesham) and the local housing needs survey. The developers have been in contact and have been provided with information on the requirements for AH. The application proposes a policy compliant level of AH (totalling 240 dwellings; 132 would be affordable rent, 60 first homes and 48 shared ownership). Information has been provided on the tenure type (including 1 bed, 2 bed, 3 bed and 4 bed units for affordable rent, 2 bed units for first homes and 2 bed units for shared ownership), which is a good mix and would be supported as it meets the identified housing needs in the district (particularly welcome are the inclusion of 1 bed and 4 bed properties for affordable rent). Encourage the developer to make contact to discuss identification of a registered provider to acquire and manage these properties.

DDC Principal Open Spaces Officer – following an informal meeting with Aylesham Parish Council (APC) in January 2025 and taking into account the existing play and

open spaces in Aylesham managed either by DDC, APC or independent management companies, advise the proposals will result in additional need for children's play areas to meet the needs created by the development. Any new children's equipped play areas created within the development should be, where possible, designed to cater for young children (LAP/LEAPs). Recommend seeking off-site S106 contributions towards enhancing capacity and maintaining existing play spaces in Aylesham for play areas for older children (these offsite existing play areas are within easy walking distance of the development). Considering the proximity of Aylesham Welfare Leisure Centre (AWLC) to the development, recommend seeking off-site vS106 contributions towards enhancing the capacity of sports pitches, pitch improvements and ancillary facilities at AWLC. Given the popularity of existing allotments in the village, agree with the suggested incorporation of a new allotment site to meet the needs created by the development, at a location where parking and access to the allotment site is considered. Representatives of APC informally indicated they would be willing to consider managing newly provided allotments, noting this would have to be considered at a formal meeting of APC before any decision could be made. If community orchards are incorporated, suggest creating a contained community orchard site next/close to the proposed allotment to enable efficient management of the site.

DDC Tree and Horticulture Officer – requests conditions. At this stage, this is an outline application and therefore the definitive layout is not yet available; a comprehensive arboricultural report has been submitted which has identified a number of A category individual trees as well as the A category Ackholt Wood. Concerned in particular about the effects of the development on Ackholt Wood (ancient woodland) and therefore there would need to be consideration made for a substantial buffer zone to prevent harm to the woodland.

A comprehensive arboricultural report and arboricultural impact assessment (AIA) based on the current masterplan have been submitted identifying the removal of 2 individual trees and 3 sections of hedgerow to implement the scheme, however in the event consent is granted, an updated AIA and method statement will be required once the layout has been agreed to show if further trees/hedges are to be removed and full details to show how the retained trees are to be protected (see sections 6.5 and 6.6 of the arboricultural report). It is noted there appears to be no negative impact on the trees within Spinney Wood to enable the junction improvements etc. Consideration should be made to applying TPOs where necessary.

DDC Senior Natural Environment Officer (SNEO) – Provided detailed comments on the surveys carried out, species identified and suggested conditions. Disagree with assessment of impacts to Ackholt Wood and farmland birds. Intention is for mandatory biodiversity net gain requirements to be delivered on site and outline proposals have been provided (principle of this is accepted). No further ecological surveys needed at this time, updated surveys can be secured by condition. Specific comments regarding assessment of ecological features provided; local wildlife sites should be revised to county level importance (no ecological effect can be concluded), hazel dormice on site do not meet threshold for county importance. Embedded mitigation measures requirements need to be considered at reserved matters stage and secured (by condition). Acknowledge there will be a significant adverse residual effect on the Ileden and Oxenden Wood SSSI. Detailed comments provided on impacts to ancient woodland (concerns that there is a risk the development would lead to damage/deterioration of Ackholt Wood (already used by the public recreationally) in the absence of sufficient mitigation measures). Acknowledge conclusion there will be a significant adverse residual effect on narrow-fruited cornsalad. Provide detailed comments on lighting and impact of the development on hazel dormice (with habitat creation in the western side of the site which would

effectively cancel out predation threat to be delivered early in the project). Provide detailed guidance on impact on farmland birds; loss of territories from the site should be considered as an adverse effect at a local level with need for mitigation/compensation measures to be secured and delivered. Provide detailed comments on reptiles, with further consideration for reptile avoidance and mitigation to be made at reserved matters stage. Consideration of international site impacts in the Report to Inform Habitats Regulations Assessment seems appropriate. Detailed comments on biodiversity net gain (BNG) provided; proposal demonstrates on site delivery is achievable, indicating 49% uplift in area habitats and 47% uplift in hedgerow units. Some assumptions made in respect to target habitat condition assessment criteria should be more precautionary, however it is expected this can be addressed at the first reserved matters (when the majority of BNG is likely to be included). Provide details on relevant guidance, advising BNG proposals constitute significant on-site habitat and along with conditions securing BNG, the legal agreement will need to secure the habitat management and monitoring plan (HMMP) monitoring fee for DDC's monitoring of the delivery of habitats (will need to be a bespoke amount given complexity and some further discussions on BNG required). Suggest consideration is given to a bond being secured to fund the BNG delivery over the 30 years is the habitat management and maintenance does not deliver intended habitats and target conditions.

DDC Heritage Team –reviewed figure 12 and note it recognises heritage assets that would be directly affected by the proposed development. The layout, whilst indicative, demonstrates these buildings would be appropriately considered in respect of their current rural context, with open green space and retention of existing hedgerows, and the principal vehicle routes into the development being located some distance away. They are therefore content that the built historic environment has been adequately considered and consider that no harm would be caused (no further comments following submission of further information/amendments).

Historic England – offer no advice (not to be interpreted as a comment on the merits of the application). Views of conservation and archaeological officers should be sought, refer to published advice.

DDC Environmental Protection (EP) – No objection subject to suggested conditions. Note there is a Phase 1 report for contaminated land included with the application. Note the content of the air quality section (chapter 9) of the Environmental Impact Assessment (EIA) and accept the findings of the EIA. Note the content of the noise and vibration section of the EIA; the additional mitigation section refers to a BS8233:2014 assessment at reserved matters stage. The content and direction of chapter 10 of the EIA is accepted and EP will look for conditions to be added at reserved matters stage to ensure adequate controls are places on development so noise and vibration are not a significant factor. Note references to a construction and environmental management plan (CEMP) as part of the EIA and request this is conditioned (suggesting a condition for a demolition and construction management plan). Subject to this condition, EP would have no further comments in respect of noise, dust and vibration from construction.

Following a response from the contaminated land consultant advising the CSM reports a generally very low risk, however due to its agricultural history, further investigation is required in relation to herbicides/pesticides and sulphates and the standard contaminated land condition should be recommended, omitting the need for a desk study. Incorporating the contamination findings within the required geotechnical report is acceptable, provided adequate remediation works, if necessary, are also reported on. Based on these comments, EP request a three part contaminated land condition (further investigation as set out in the submitted desk

top study with a written report of findings to be submitted (investigation and risk assessment); remediation scheme if necessary; verification report demonstrating the completion of the remediation works (if necessary)) and a condition dealing with any contamination not previously identified which may be found during construction, in order to secure the safe development of the site in terms of human health and the wider environment, pursuant to the NPPF.

Following the submission of further information, note the inclusion of a new Phase 1 survey; the contaminated land consultant has advised considering the context setting of the site and its continuous historical land use as agricultural land, it is concluded there is a significant potential pollution linkage arising from the probable use of agricultural chemicals (pesticides, herbicides, fertilizers), hence an intrusive investigation is strongly recommended. The report also mentions an unidentified heap and an orchard having been present. Agricultural land also comes with the risk of contaminants outlined above, along with risks of buried material on site, including the risk of buried asbestos containing material. Given the size and sensitivity of the of the proposal, reiterate previous response that a contaminated land condition is recommended so a Phase 2 investigation can be carried out to provide quantitative data to establish whether any remediation is necessary. Note previous comments raised and reiterate them.

Environment Agency – no objection subject to conditions being secured relating to land contamination (4 part contamination condition to identify, investigate and remediate and verify as necessary; and a condition dealing with any contamination not previously identified which may be found during construction), drainage (no drainage systems for the infiltration of surface water drainage into ground is permitted other than with the consent of the local planning authority (LPA)), piling, and informatives relating to surface water drainage, piling and waste.

Following submission of further information, had no objection subject to the previously requested planning conditions being included.

Natural England (NE) – no comment - is not able to provide specific advice on this application and therefore has no comment to make on its details (referring to its' published standing advice). Non detailed advice from NE does not imply there are no impacts on the natural environment; it is for the local authority to determine whether or not the proposal is consistent with national and local environmental policies (other bodies/individuals may provide information/advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision-making process.

Southern Water – does not object but requests a condition for phased occupation of the development and seeks enhanced treatment measures to be incorporated into the final drainage design and measures to contain any potential pollution incidents (given the site is within the source protection zone 2 of the 'Near Canterbury' public groundwater supply).

Following submission of further information, advised their previous comments remain valid regarding insufficient capacity within the network and the proposed use of SUDs.

Affinity Water – no response received.

National Grid – no response received.

UK Power Networks – note there are overhead cables on the site running within close proximity to the proposal. Prior to commencement of work, accurate records should be obtained from the plan provision department at UK Power Networks. In the

instance of overhead cables within the vicinity, all works should be undertaken in line with GS6 guidelines as published by the Health and Safety Executive (HSE). Should any diversion works be necessary, enquiries should be made to the customer corrections department (information to be included as an informative).

Southern Gas Networks – provide detailed advice on the development given proximity to a high pressure gas pipeline.

Coal Authority – no specific comments to make. Have reviewed the site location plan and confirm the site falls within the Coal Authority's defined Development Low Risk Area. Request developers' attention is drawn to standing advice.

Sport England – does not object, provides advice on guidance documents/publications. Notes there would be up to 800 dwellings (based on the planning statement) however no formal sports provision would be provided on site. A 5 a side kick about indicated on the illustrative masterplan is not considered to be formal sports provision. Note from section 10 Draft Heads of Terms there is indication there should be contributions towards formal sport and a suggestion there could be contributions towards Aylesham Welfare Leisure Centre (although there is no indication what that would involve and the level of contributions sought). Population of proposed residents estimated to be between 2000-2800 based on between 2.5-3.5 residents per dwelling. Additional population will generate additional demand for sports facilities, which if not adequately met, may then place additional pressure on existing facilities, creating deficiencies in facility provision. In line with NPPF, seeks to ensure the development meets any new sports facility needs arising as a result of the development. Provide the sports England sports facilities calculator results for the likely demand that would be generated by the development for certain facility types (based on 2000 residents and 2800 residents). It is up to DDC to decide what level of contributions towards which built sports facility typology, Sports England merely provide the robust justification on the level of contributions which can be sought. Contributions should also be sought towards playing pitches for the new residents. In order to create a sustainable community, there should be either formal sports facilities created on site or provision needs to be made offsite.

Following submission of further information, had no comments beyond their original response and did not object.

Kent Fire and Rescue Service – acknowledge the application is for up to 800 dwellings through 5 phases. The plan drawings detailing the proposed access from Spinnery Land and Aylesham Road appear acceptable at this stage (please ensure access routes in and around the proposed developments meet the minimum specifications for Fire and Rescue Service vehicles (Table 13.1 of ADB Vol.1 and Table 15.2 of ADB Vol.2) to ensure emergency access to each building can be achieved and note that private driveways would not be deemed as suitable fire appliance turning points). In addition, please ensure that there are suitable and sufficient access points serving each estate. Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

Active Travel England (ATE) – deferral (not currently in a position to support this application and requesting further information). Initially provided comments on trip generation and assignment, active travel route audit and the safeguarding of active travel access points around the site. Note the design code, this should include a reference to ensuring routes benefit from sufficient width, a sealed surface and good

lighting, as well as overlooking to increase feelings of personal safety, helping to ensure high quality routes come forward at reserved matters stage. Note the response to the local highway authority comments on proposed offsite infrastructure, including shared footway/cycleway along Dorman Avenue South – potentially a welcome improvement, ATE have reviewed its design and provided further comments (annotated plan available to view in the online file).

Network Rail – have requested financial contributions towards station improvements at Snowdown (£20,000 new customer information screen, £15,000 improved CCTV and £15,000 improved lighting) and Aylesham rail station (£100,000 secured cycle hub and £770,000 access for all outline and final design which would put the station in a strong position to secure full funding for an accessible footbridge and lifts to allow step free access between both platforms).

Designing Out Crime Officer (DOCO) – recommend this site to follow secured by design guidance to address designing out crime to show a clear audit trail for Designing Out Crime, Crime Prevention and Community Safety and to meet DOCO's Local Authority statutory duties under Section 17 of the Crime and Disorder Act 1998. Provide detailed advice on the design/specification and provision of informal association spaces for members of the community (particularly young people) well lit and subject to surveillance but sited so residents will not suffer from possible noise pollution; perimeter/boundary/divisional treatments; alleyways and gates; parking for a range of vehicles (including security); signage for visitor bays; trees; defensible spaces to avoid desire lines on corner properties; lighting; play areas; doorsets and windows (including audio/visual entry systems for communal doors); cycle and bin stores; mail delivery/storage; CCTV; specifications for the mixed-use local centre; and site security. They welcome a discussion with the applicant/agent about site specific designing out crime.

NHS – request a financial contribution of £775,584 (based on there being 800 dwellings) towards refurbishment and/or reconfiguration of Aylesham Health Centre and any other healthcare premises covering the area of development or new premises for general practice or healthcare services provided in the community in line with the healthcare infrastructure strategy for the area.

Third Party Representations: 255 letters of objection have been received and are summarised below:

- **Traffic/ Impact on roads/Highways** – concerns over speed and reductions needed from 60mph to 30mph on Spinney Lane, inadequate crossings (single puffin crossing on Spinney Lane, suggest bridleway bridge for cyclists/pedestrians, crossing to leisure centre), unsuitable access, accidents at junction, construction traffic and delivery vehicles, congestion, parking issues especially at railway stations, need for traffic calming in surrounding villages/wider area (e.g. Nonington), concerns regarding road widening/development of Spinney Woods/Lane and width/condition of roads. Small busy roads, sharp bends, no pavements, poor street lighting. Road safety (especially near schools)/dangerous. Destroyed the equine area as there's so much traffic, matter of time before someone is killed. No cycle paths in village to connect to (promised but not delivered). Highways improvements are positive, highways authority must commit to adopting all roads within new development, DDC should manage any public realm costs.
- **Insufficient infrastructure/amenities for more houses** – not fit for purpose, sewage systems, utilities, gas and water pipes all old and added pressure on a fragile system will lead to issues. Doctors cannot cope with existing let alone more

patients, bus service (1 bus to and from Dover schools and Canterbury schools becoming full very quickly – where will all the children go, only on-demand service to Whitfield but not Dover, regular route needed). Train station is not suitable for many disabled people/those with mobility issues/prams etc, this is not addressed. Amenities already above capacity and more needed, shops, places in schools (secondary schools (used to have one in Aylesham), bigger primary school, infant school), nurseries, baby clinics/groups, pharmacy, overcrowded school buses, youth/social clubs, roads, traffic management, petrol stations, no social venues/family hub/pub/restaurant, village hall for community use, no allotments, few leisure facilities, one cafe, larger supermarket needed, shops for local traders, dentist, opticians, police presence, hospital, easier access for dog walkers. Pot holes/damaged roads/too small causing congestion. Facilities to match the amount of new people have not been provided, already doubled population. Village infrastructure is collapsing and cannot cope with amount of new building proposed. No plans for fast/frequent trains to London/ improved rail access. No recreational areas. Local shop undersized. Poor sports facilities, parks not fit for service (safeguarding issue for park near railway). Should have built nursing home/retirement complex. No formal sports provision being provided on site. Water shortage due to local pumping system not being able to cope. Electrical substation explosion due to being unable to cope with the load. Community has lost at least 3 football pitches in last 10 years. No investment in village or consideration of resident's needs. Should be multiple mixed use local centres and Spinney Lane widened/double carriageway. Infrastructure must be put in place first. Cost to travel to facilities/schools outside village. Social services under strain. Not enough sheltered housing available/being built. Neighbouring villages rely on oversubscribed/insufficient infrastructure in Aylesham, will not build on lessons learned from current development issues. Well documented that residents management companies are failing, concerns drains are full of debris, streetlights not working, people struggle to sell homes.

- Open space/sports - Previous development in village promised sports provision and then reneged (school on Atlee Avenue promised two new sports pitches not provided). Sports pitches and changing rooms promised from development on Ratling Road not provided. Footpath from Aylesham to Snowdown not delivered. Issues with houses previously built.
- Need - Too many houses being built in village, driving out existing residents, houses not selling. Already have development to north and centre of village. Building works in Aylesham still ongoing, level of development is overbearing, up to 800 units is beyond 640 in the plan, campaign against overdevelopment during the local plan removed 500 units from north Aylesham so frustrating to see more here than necessary.
- Residential amenity – noise and disruption from existing building works, detrimental to social cohesion, well being/quality of life and mental health
- Affordable housing - no affordable local housing in village, cannot afford private rent. No social housing available. Consider offering to local residents for sale first. Not affordable. Poor investment in maintaining existing council housing. Residents priced out of village they grew up in. Retirement homes, disabled accommodation and larger housing for Council tenants should be included. Lack of affordable housing proposed. Concerns houses will be bought up by London authorities/other councils for tenants
- Impact on landscape, destruction of countryside, public bridleways/footpaths. Loss of farmland/ fields for livestock/food crops. Destroying farmland. Should build on brown belt land. Already ruined green spaces of the village and agricultural fields – don't moan when the kids are all obese and have health problems because you've built on the green space for exercise. Nowhere for a decent safe play area

for children of all ages to go. Green spaces already built on/loss of amenity for local population. Valuable green belt land. Need for jobs generated. Legislation there should be green and open spaces. Green spaces are what makes the area attractive.

- Wildlife – site home to many species of bat, reptile, hazel dormice, protected species, badgers, rare species of orchid, rare/unusual birds including birds of prey, nightingales and golden plover. Proposals include new ponds between Ackholt House and Willow Woods off Pond Lane – no mention of restoring the ponds already at these sites. Additional lighting will be detrimental. Suggest screening the development from the B2046 with trees and hedges. Nature reserve on station field
- Design – lack of overall architect/planner to bring development in Aylesham together. Village deserves better. Slowly joining villages together. Area needs to be turned back to an area that enhances the community spirit and not be another block of bricks. Place of natural beauty. Housing should be built with solar panels and energy efficient approaches. Village has had final design finished – should honour pit head design
- Heritage/Archaeology – remains of iron age enclosures, trackways, ditches, post-medieval chalk pit, 17-19th Century Ackholt House, several quarry pits, medieval field enclosures etc in site would be destroyed. Historic area
- Impact on environment – pollution (including from sewage) and contributing to climate change
- Trees – preservation order (TPO 76/00003 had been in place since 1976) for Spinney Woods has been revoked; no protection against future plans to build on it. Beautiful wood used daily by walkers and children playing. Must remain protected/left alone.
- Crime – no policing and ore crime issues in past couple of years than last 25. Village no longer safe/secure. Influx of people with no community ties
- Flooding/drainage - Village originally built on soakaway so where is water going to go. Flooding in heavy rain
- No longer a village, impact on culture, focus on community, overdevelopment, overpopulated, encroaching on surrounding villages
- Impact on residential amenity – bins overflowing, rubbish, overgrown hedges, impact on quality of life. Object to any cell tower being erected due to health issues from communications equipment
- If approved then the council doesn't care about residents, should be ashamed of yourselves. Should build apartments in areas that can cope with population instead or do up empty houses elsewhere in Kent. Feel this is a done deal/box ticking exercise
- Canterbury city council want to build on the other field.
- Loss of views (*Officer note: not a material consideration*)
- British Horse Society – economy, road safety, NPPF paragraphs 96, 105, 193 and Policy TI1, Kent ROWIP (policies KT06, EN01, AL01), request funds from the developer are secured by s106 to provide for a light controlled equestrian crossing of the North Downs Way (CB214) where the bridleway crosses Adisham Road, the puffin crossing proposed includes provision for horse riders and an offroad connection between this and EE296 upgrades to a restricted byway/bridleway, improved safety of bridleway crossing Aylesham Road to mitigate impact of additional traffic, enhanced vegetation should not be to the detriment of the bridleway/increase maintenance expense to KCC. EE286A is the subject of a definitive map modification order application for a restricted byway.

1 representation received neither supporting nor objecting to the proposals

- On behalf of Aylesham Community Trust/Trustees – local charity and community organisation based in Aylesham, located adjacent to the development since 1996. Have developed and delivered services relating to employment, training, leisure, community support for the benefit of the village and surrounding villages over last 30 years, working in partnership with local authorities (county, district and parish level) and owning land sharing a boundary with this application. Has grown and developed its operations to offer stable and consistent activities that meet its charitable objectives and deliver community benefit and the Trust recognises the importance of initiating new plans for growth and development that will allow them to remain relevant to the needs of the growing population of Aylesham (with Trustees agreeing a plan to deliver an ambitious programme of growth and change in April 2023). Key strategic projects include launching a new catering service (to be delivered in May 2025 with support of funders including DDC and Kent Community Foundation, creating new job opportunities for local people alongside new and needed local services for community benefit focussed around food); modernising the main hall (well used and often venue of choice for local community events – ambition to create flexible black box performance space allowing improved space for the existing needs of the village and to fill the need for a good quality local venue that can host arts and cultural activities/performances). Developing new gateways to skills and training (well-established training and conference venue with equipped spaces to deliver training and spaces for commercial and non-commercial clients, with a partnership with East Kent College since 2022 which has delivered a brand new community learning provision on site for 16-18 year olds and seeks to develop further opportunities for training/work experience; will include community training provisions for adult learners, work experience opportunities for younger students and will also be launching a refurbished co-working space in April 2025, supported with a small grant secured from DDC). Community umbrella (Trust serves as an umbrella organisation for local community groups and clubs, granting free access to community spaces and support, with community HQ offering free meeting space, post boxes, photocopying and other practical support to local voluntary clubs/groups who deliver projects of community benefit. Trust is also an official anchor organisation with long term partner The Coalfield Regeneration Trust (CRT) and through this partnership, they deliver the annual small grant funding pot that benefits community groups from across the former Kent coalfield areas, acting as conduit to the support CRT can offer to former coalfield communities in the district). Supporting local initiatives (collaborates with a number of local partners such as Bechange community hub to deliver importance and needed local support projects, particularly combating cost of living crisis and supporting positive wellbeing (e.g. Aylesham and Rural Local Pantry)). Re the application, suggest positioning the mixed use building zone/local centre in the north-east corner of the site in a non-residential area compatible with existing non-residential uses with better accessibility and visibility, to maximise community benefit (delivering local need unmet in village), welcoming the opportunity to be involved in discussions on developing/delivering new community provisions including the use of financial contributions and if one was made towards ACT facility this would help maintain/improve these facilities for benefit of expanded community.

3 representations in support have been received

- Too many houses, not enough infrastructure (schools, shops, chemist), building on fertile land
- very little thought has gone into facilities and traffic management for access and daily living of people in this area. Appreciate housing is a priority but give some thought to what is not being put in place. Aylesham is a village by name but is

becoming a town in size and population. Rely on you to get this right and support the Aylesham people with amenities and infrastructure to assist with living in this area.

f) 1. The Site and the Proposal

- 1.1 The site relates to plots of arable land to the south of Spinney Lane and east and west of Aylesham Road, measuring approximately 48.9 ha (shown in Figure 1). The land slopes gently downwards from the northwest and southeast, with a dry valley floor across the centre of the site. It is bounded by Ackholt House to the east (on Aylesham Road), Keepers Cottage and Snowdown Caravan Site to the south (of the parcel to the east of Aylesham Road). To the west of the site are agricultural fields and Ackholt Wood (ancient woodland). Several public rights of way (PROW) run through the site, including public footpath EE296 in the western part of the site, public bridleway EE298 to the south of Ackholt Wood running east to west and public footpath EE300 to the south of this.
- 1.2 Ackholt House is considered to be a non-designated heritage asset, however there are few other heritage assets in close proximity of the site. To the west of the site (approximately 573m at its closest point to the red line site boundary (which excludes offsite highway works)), is the Kent Downs National Landscape (formerly referred to as area of outstanding natural beauty – AONB) and to the northwest of Aylesham is Ileden and Oxenden Woods site of special scientific interest (SSSI). The site does not fall within a designated area (it is approximately 5.5km northwest of Lydden and Temple Ewell Downs special area of conservation (SAC); 8.2km northeast of Parkgate Down SAC; 8.5km from Thanet Coast and Sandwich Bay Ramsar; 8.7km south of Stodmarsh special protection area (SPA), SAC and Ramsar; 11km southwest of Thanet Coast and Sandwich Bay SPA and Sandwich Bay SAC). The site is within source protection zones 2 and 3, within a SSSI impact risk zone (such that the application has been subject to consultation with Natural England) and is within Wingham (groundwater) drinking water safeguard zone.
- 1.3 The proposal is an outline application for development of the site, comprising residential units, flexible non residential floorspace and associated infrastructure and works incidental to the development. All matters apart from access are reserved for future consideration. An illustrative masterplan (Figure 2) has been submitted, alongside a suite of information including an environmental statement and indicative and parameter plans. Up to 800 dwellings of a mixed typology with 30% affordable housing is indicated, with a new local centre (for employment opportunities, community facilities and convenience shopping), public open space and habitat creation, allotment space, community orchard and children and young people's play areas are indicated. In addition, a primary road network designed to accommodate all traffic movement through the site (including a bus service) and sustainable drainage systems are indicated.

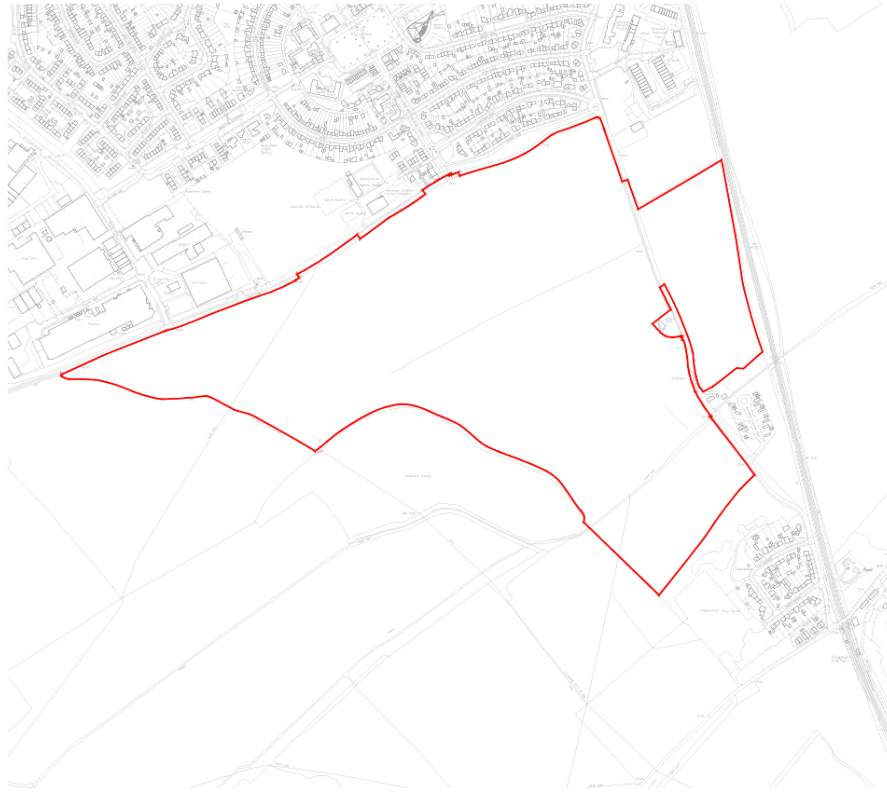


Figure 1. Site Location Plan



Figure 2. Illustrative Masterplan

- 1.4 Following the advertisement of the application, a suite of revised information (which included changes to some elements of the proposals) was submitted at the end of October and was re-advertised and subject to further consultation accordingly (where consultee comments and one further public representation was received). The changes included alterations to highways proposals, the removal of an area of development on the east side of Aylesham (which would become open space, overall increasing the open space provision), amongst other amendments and additional information to address consultee comments. Since this, clarifications have been

made to the flood risk assessment, SUDS strategy, design code and a planning update note in response to consultee comments, however as these are minor revisions they have not been re-advertised.

- 1.5 Whilst all matters other than access are reserved for future consideration, the parameter plans submitted address land use, density, building heights, access and movement, and green infrastructure. The land use parameter plan (Figure 3) shows six areas for residential use (5 in the main site and 1 in the eastern section) with access roads, footpaths, cycle paths, private garden space, car parking, green corridors, incidental open spaces, landscaping, children's play areas, utility infrastructure and sustainable drainage systems (SuDS). Two mixed-use areas (Classes E, F2 and residential) flank a proposed village green and green corridor aligned with Dorman Avenue South, forming the site's largest and most flexible zone for a local centre—anticipated to include 1,100 sqm of flexible Class E/F2 space (such as a retail space, foodstore, food and drink uses, and civic uses).

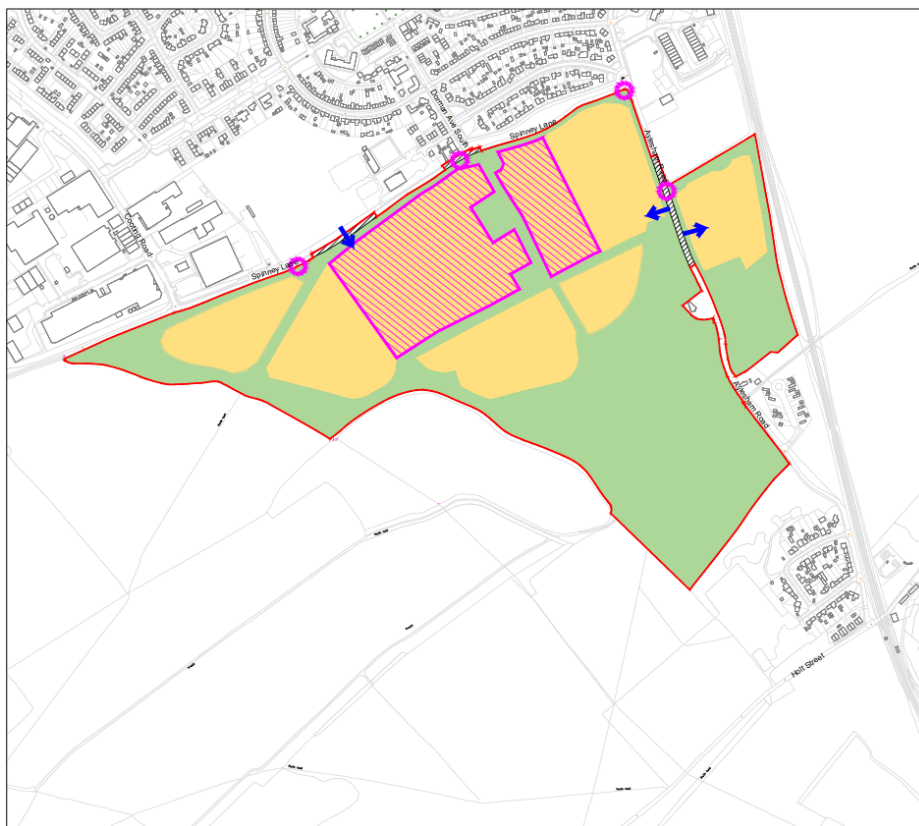


Figure 3. Land Use Parameter Plan (green shows green infrastructure, yellow shows residential uses, pink hatching shows mixed use building zone, blue arrows show vehicular and pedestrian access points and pink circles are zones for pedestrian crossing points)

- 1.6 Green infrastructure is located throughout the site (and includes amenity greenspace, play space, allotments, community orchards, SuDS), and includes a large green space to the south of the site. The density parameter plan shows a range of densities across the site within development zones, ranging between up to 32 dwellings per hectare (dph), to 37.5dph and up to 42.5dph, with the highest densities being located in the central part of the site and the density being lower around the southern part of the site, transitioning between the development to the north and open space to the south. In respect of building heights (Figure 4), the parameter plan indicates a maximum height of up to three storeys being predominantly located in the centre of

the site (at the lowest topography), with the remainder generally featuring 2.5 storey buildings and parts of the site adjoining Spinney Lane having 2 storeys to reflect the topography and neighbouring development in Aylesham to the north.

- 1.7 In relation to green infrastructure, the parameter plans show areas of planting and open space and a 20m buffer from Ackholt Wood and in total, 26.5ha of green infrastructure is indicated across the development. The development is expected to come forward in a series of development phases (indicative phasing is shown as part of this outline application, to ensure the necessary infrastructure is provided on site to accommodate the earliest phases of residential development.
- 1.8 In respect of the residential element of the development, a mix of types (including an element of self/custom build), sizes and tenures are proposed (ranging from five bed dwellings to studio apartments), as well as 30% affordable housing.

Access proposals

- 1.9 The access and movement parameter plan shows the proposed locations for primary vehicular, pedestrian and cycle access roads, as well as pedestrian links and crossing points (and there are a series of detailed plans showing the proposed access arrangements, given access is being dealt with at this outline stage).
- 1.10 Three new vehicular access points are proposed; two on Aylesham Road (one of which would serve the eastern parcel) and one on Spinney Lane. Four zones for pedestrian crossings are proposed; two on Spinney Lane (one to the west of the public right of way running through the site and opposite an entrance gate to Aylesham Welfare Leisure Centre, and the other on the west side of the junction with Dorman Avenue South).
- 1.11 Offsite works are also proposed, including the creation of a shared footway/cycleway on the west side of Dorman Avenue South, changes to speed limits on Spinney Lane (for westbound vehicles on the western part from 60 to 50mph and for eastbound vehicles on the western part from 60 to 40mph), Cooting Road (from 60 to 30mph) and Aylesham Road (for northbound vehicles from 60 to 40mph). There would also be a dedicated right-turn storage lane for the Adisham Road/Spinney Lane junction and improvements are planned at the junction of Spinney Lane and Adisham Road to the west. The design of the proposed accesses (including the associated pedestrian/cycle crossing facilities and traffic calming measures) would be secured via a Section 278 highway agreement.

2. Main Issues

- 2.1 The main issues for consideration are:

- The principle of the development
- Impact on visual amenity, countryside and landscape
- The impact on residential amenity
- Other material considerations

Assessment

Principle of Development

- 2.2 The starting point for decision making, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and

Country Planning Act 1990, is the adopted development plan. Decisions should be taken in accordance with the policies in the plan, unless material considerations indicate otherwise.

Development Plan

- 2.3 The Dover District Local Plan to 2040 was adopted in October 2024. Policy SP1 seeks to ensure development mitigates climate change by reducing the need to travel and Policy SP2 seeks to ensure new development is well served by facilities and services and creates opportunities for active travel. Policy TI1 requires opportunities for sustainable transport modes to be maximised and that development is readily accessible by sustainable transport modes.
- 2.4 Policy SAP24 identifies the application site as being suitable for an urban extension to Aylesham delivering a mix of uses (including residential, employment, community facilities, convenience shopping provision and open spaces for leisure and recreation), with an indicative capacity of approximately 640 dwellings. The Policy sets out that development proposals for the site shall include the following:
- a) A wide mix of housing types, sizes and tenures, including affordable housing, housing for older people (with and without care provision), and serviced plots of land to contribute towards meeting evidenced demand for self-build and custom housebuilding;
 - b) Design codes shall be developed as part of or to supplement the masterplan for the site in accordance with Policy PM1;
 - c) Employment opportunities, community facilities, and convenience shopping provision in an accessible location to meet the day-to-day convenience shopping needs of new residents;
 - d) Formal and informal open spaces for leisure and recreation, including play areas, sports fields, allotments, in accordance with Policies PM3 and PM4 and community orchards to meet the needs of the development. Where possible open spaces should be multi-functional contributing to wider ecological networks and the provision of sustainable drainage, and should be: accessible to new and existing communities; provide upgraded routes for walkers and cyclists; improve connections between and enhancements to existing habitats; provide safe routes for wildlife, protecting and enhancing wildlife assets;
 - e) Development on the site should be well-related to the existing settlement of Aylesham and respect the residential amenity of adjoining properties. Development should be located within the District boundary, to the north and east of Ackholt wood, along the Aylesham Road towards Snowdown Village and on the parcel of land to the east of the Aylesham Road;
 - f) Suitable access arrangements will be provided from Spinney Lane and Aylesham Road;
 - g) The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:
 - i Improvements to the Spinney Lane/Adisham Road/Pond Lane Junction;
 - ii Improvements to the Holt Street/Aylesham Road Junction;
 - iii Proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12;
 - iv Assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046 and the A256/A257 Junction identified within Policy SP12, and deliver or contribute proportionately towards any required mitigation;

- v An assessment of the impacts of the proposed development on the surrounding rural road network, identifying any mitigation as required.
- h) On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with Snowdown railway station and the services and facilities in Aylesham; and public transport provision which should include Thanet and Sandwich as destinations, informed by a Travel Plan which will be required in accordance with Policy TI2. The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of a minimum 10%, with opportunities for feedback and incentives for use for an initial period, to be agreed with the Local Highway Authority;
- i) Improvements to the Public Right of Way network to increase connectivity in the area;
- j) Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement and Archaeological Assessment;
- k) Protection and enhancement of the area of ancient woodland identified on-site (Ackholt Woods). This should include at least a 20 metre buffer zone around the wood to avoid root damage and protect the ancient woodland. The buffer zone should consist of semi-natural habitat such as woodland, be planted with local and appropriate native species, contribute to wider ecological networks and form part of the green infrastructure provision on the site. A tree survey and ecological survey must be carried out in advance of a planning application on the site;
- l) The layout of the development should be informed by a Landscape and Visual Impact Assessment, which should also inform the detailed provision of a generous landscape buffer to the south and west of the site to minimise visual impact on the surrounding landscape and mitigate impact on the AONB and appropriate structural and internal landscaping. Existing landscape features such as hedgerows, trees and field boundaries shall be maintained and incorporated into the design and layout of the development;
- m) Ensure appropriate species and habitat surveys are carried out prior to application submission. Survey results will inform layout and design to avoid ecological impacts in accordance with the mitigation hierarchy and to inform on-site ecological mitigation, compensation and enhancement measures and proposals for effective implementation, management and monitoring of all such measures;
- n) A site-specific Flood Risk Assessment, including a comprehensive investigation into surface water flood risk, must be carried out in accordance with Policy CC5. This shall inform the application of the Sequential Approach to the layout of the site by locating the most vulnerable elements in the lowest risk areas;
- o) Necessary utilities, including integrated communications infrastructure to facilitate home-working. The developer should consult the relevant water authority at an early stage to ensure that there will be sufficient capacity in the wastewater system to accommodate the development and any upgrades are carried out where necessary. The occupation of the development should be phased to align with the delivery of sewerage infrastructure, in liaison with the service provider. The site layout should be planned to ensure future access to existing water and wastewater infrastructure for maintenance and upsizing purposes; and
- p) Financial contributions towards the delivery of required off-site infrastructure including, but not limited to, strategic highways mitigation, education provision, sports, social and community facilities and local bus services in accordance with Strategic Policy 11, having regard to the Infrastructure Delivery Plan. Contributions will be directed towards the upgrade of existing facilities within Aylesham village.

- 2.5 As this is an outline application with all matters apart from access reserved for future consideration, the layout, scale, appearance and landscaping would be considered further at the detailed design stage as part of a reserved matters application if outline planning permission is granted. Notwithstanding this, an indicative site layout plan has been submitted, which, together with the design and access statement, design code and other supporting documents, is considered to demonstrate how up to 800 dwellings could be accommodated at the site, whilst providing amenity space, landscaping, drainage and access and addressing the criteria of the policy (discussed within this report).

Impact on Visual Amenity, Countryside and Landscape

- 2.6 Both local and national planning policy highlight the importance of good design. Policy CP4 in the adopted Local Plan encourages high quality, inclusive, sustainable designs and section 12 of the NPPF highlights the importance of good design within development. Developments should function well, add to the overall quality of the area and establish a strong sense of place. It states that any new development should respond to the local character, history, and reflect the identity of local surroundings and materials.
- 2.7 The site is located to the south of Aylesham village and to the north of Snowdown, positioned across a dry valley and sloping upwards towards the north and south. As set out above, whilst landscaping, layout, scale and appearance are reserved matters, an illustrative masterplan, parameter plans and design and access statement and a design code with character areas, have been submitted to indicate how development could be arranged at the site, demonstrating consideration has been given to criteria a, b, c, d, e, f, h, i, k and l of Policy SAP24. The masterplan has evolved following pre-application discussions with officers, two rounds of public consultation (prior to submission), engagement with stakeholders and a design review. Additionally, the layout has been informed by a landscape and visual impact assessment (LVIA), discussed below.
- 2.8 The illustrative masterplan shows perimeter blocks of residential and mixed-use development arranged around the primary road (for the central parcel) with a central green corridor running northwest to southeast through the site connecting the open space to the south with the local centre and leading north to the existing village along Dorman Avenue South, promoting walkable neighbourhoods and accessibility to facilities and services. The arrangement of development in blocks would establish clear boundaries between public and private areas, promoting active frontages which are overlooked and provide permeability of movement between all parts of the site. The design principles (within the design and access statement) set out overarching design principles to promote good design throughout the development and indicate flats and maisonettes would be designed to be dual aspect, with communal spaces provided to the same quality and protection as a dwellinghouse, with small secure and well landscaped car parks provided for residents. Parking would be designed to assimilate with the street scene through visual mitigation such as planting (with the intention that parking provision and arrangements would prevent ad-hoc parking and offer a range of parking typologies including on-street, on-plot and within secure private and allocated parking courts). Street trees would be incorporated where appropriate within the proposals, to define key routes and public realm, with irregular planting also along minor streets which is considered to create an attractive environment for residents.

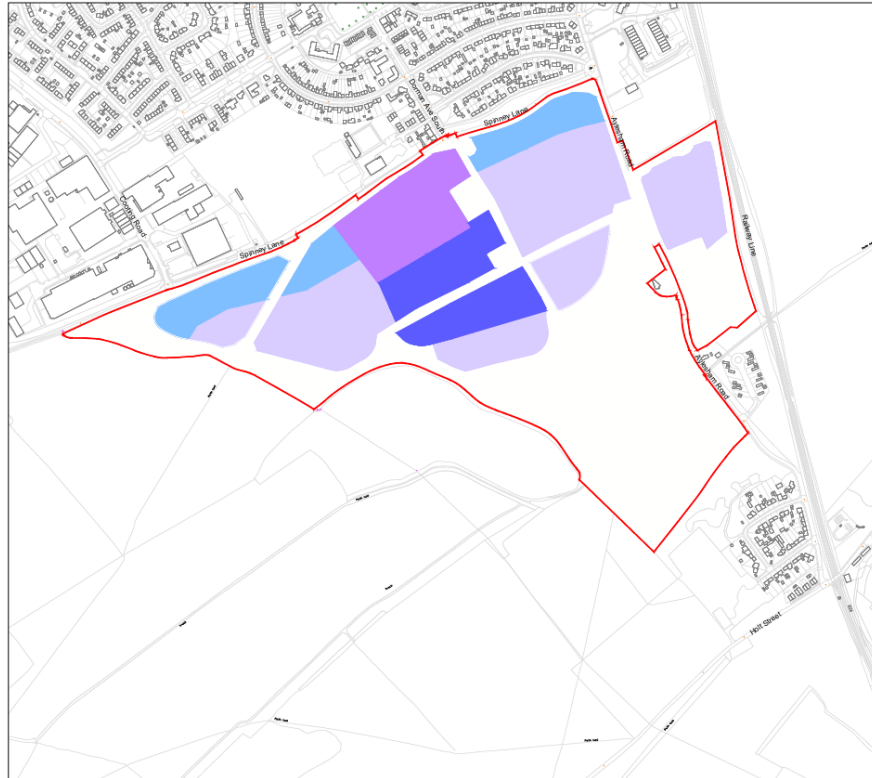


Figure 4. Building Heights Parameter Plan (light blue for up to 2 storeys (9m max. ridge heights from existing ground levels +/-2m; lilac for up to 2 ½ storeys (10m max ridge heights from existing ground levels +/-2m; dark blue for up to 3 storeys (12.5m max ridge heights from existing ground levels +/-2m); and dark purple for up to 2 ½ storeys (11m max ridge heights from existing ground levels +/-2m).



Figure 5. Landscape Character Design (from the Design Code)

- 2.9 The Design and Access Statement and Design Code provides further detail on the vision for the site, with landscape character coding, as indicated on figure 5 above. The northern gateway and meadow link would provide connection to Spinney Lane and extend towards Dorman Avenue South, and is intended to be a car-free space with paths, meadows and scattered trees, with a spine of pedestrian focused green infrastructure (GI). This would lead to the village green, intended to be the heart of the development with a substantial area of play with amenity lawn, scattered trees and pollinator shrub planting and providing long views southwards to the wider nature park and landscape beyond Aylesham. Further south, a terraced amenity space would provide a south facing gathering space. In addition, neighbourhood parks (informal park space which could incorporate kitchen gardens and areas of play, water attenuation or meadows with scattered trees for recreation) would be provided, focused on the eastern side of the site to offer alternative space to the main play area in the centre of the development. Community orchards/hazelnut plantations would be designed to provide community gathering space for events/picnics/community harvesting events (not intended to be intensive agricultural harvests so would include a variety of traditional fruit trees (apples and pears), grassland, meadows, paths and picnic tables and benches). Green corridors (wide green links incorporating informal paths, trees and hedges providing pedestrian focused routes and habitat corridors) would be incorporated across the site, incorporating existing vegetation where possible as well as some areas of reinforced hedgerows. Additionally, allotments are proposed near Aylesham Road (to be easily accessible), which would be enclosed by fencing and hedgerow and would include parking space. A minimum 25m wide ancient woodland buffer (to Ackholt Wood to the west) would be planted as a dense woodland edge to deter access, with a pedestrian footpath located at its outer edge. The nature park to the south would be designed as a naturalistic open space, of an open character with scattered trees, area of scrub patches and naturalistic grassland, managed to create an informal and naturalistic character connecting Aylesham with Snowdown and providing informal open space for local residents.
- 2.10 Chapter 7 of the ES deals with the landscape and visual impact of the development and a landscape and visual impact assessment (LVIA) and viewpoints (informed by a zone of theoretical visibility) have been submitted in support of the application, in accordance with criterion I of Policy SAP24, and regard has been had to the objectives of Policies PM1 and NE2. In terms of landscape character, the site lies within Shepherdsweil Aylesham Parklands local character area (from the Landscape Character Assessment of Dover District (2020)). To the southwest of the site (within Canterbury District boundary) is the Adisham Arable Downland local character area (Canterbury Landscape Character Assessment and Biodiversity Appraisal (2020)). Viewpoints have been identified based on a zone of theoretical visibility, with a number located at public rights of way (PRoW) and key roads around the development to take account of the effect on residential dwellings and users of the roads and PRoW. Embedded mitigation measures are secured through the parameter plans (in relation to areas of landscaping/buffers within the green space, limits to building heights, offsetting and introducing a buffer between development and the ancient woodland (Ackholt Wood) and offsetting development from PRoW, amongst other measures. Furthermore, the construction would be undertaken in accordance with a construction environmental management plan (CEMP), which would include mitigation measures in relation to tree surveys (informing tree protection measures), visual screening/hoardings, temporary lighting and other construction works, which is recommended to be secured by condition. The Landscape and Visual Impact Assessment (LVIA) considers the significance of effects during construction (with the phased development expected to be over a 10 year period), and operation. During operation, the representative viewpoints identified would experience adverse effects ranging from small (some negligible) to large scale

of effect, with the large scale effects predominantly in locations within or immediately adjacent to the site where the proposal would appear above/through vegetation or where little/no vegetation exists. Within approx. 450m, medium scale effects would be experienced, limited due to the screening of local woodland and tree lined hedgerows within and close to the site. Beyond 450m, the scale of effects would be equal to or less than medium-small, particularly once mitigation planting along site boundaries matures, with the proposal either screened by vegetation, or forming a very limited change in views beyond this. The report considers there would be no significant effects upon the Kent Downs National Landscape (given the site is within its setting).

- 2.11 The Council has obtained landscape advice from Hill Wood & Co. They advise that the proposal introduces a substantial amount of built development; however, extensive landscape assessments have informed the scheme, resulting in an improved development parameters plan that incorporates community facilities and green spaces at key junctions. Further clarity is required on the buffer zone to Ackholt Wood Ancient Woodland to safeguard the Ancient Seed Bank, and detailed measures should be provided to reinforce existing hedgerow and tree patterns, ensuring appropriate replacement planting. The scheme should also retain important rooflines and long-distance views of woodland clusters and the wider rolling landscape, integrating these into street layouts and community green spaces. Finally, strong connectivity with Market Place and the proposed extension is essential, and the long-term success of the development will depend on careful detailing supported by Design Guidance to be approved by the Council. They suggest the extent of built development in the western parcel of the site should be reduced or designed to ensure the retention of long distance views towards the southeast. However, Officers consider this would only impact one of the viewpoints identified; the wider development would still be visible in this view and altering the layout may have a consequential effect on other elements of the development (such as density) to their detriment. It should also be noted that prior to submission, a design review (and site visit) with the Council's design panel (Design South East) was carried out to review the proposed layout of the site (discussed in the design and access statement (DAS) and in accordance with Policies SAP24 and PM1). Responses to the panels comments/recommendations are included in the appendix of the DAS, showing how further consideration has been given to connectivity to and the relationship with the existing built settlement of Aylesham, the location of the primary road and offsite highways works, the use of character areas (developed further in the design code) and integration of landscape amenity into the development (with detail provided on the envisaged arrangement of open space within the site).
- 2.12 In respect of density, the density parameter plan shows a range of densities across the site within development zones, ranging between up to 32 dwellings per hectare (dph), to 37.5dph and up to 42.5dph. The highest densities would be in the central part of the site, with lower density development around the southern part of the site; transitioning between the development to the north and open space to the south. Policy PM1 sets out that an appropriate density is typically between 30-50 net dwellings per hectare, which this would accord with. Furthermore, the proposed density is considered to be comparable with that of the newer development to the north and east of Aylesham and is therefore considered suitable given this context. Notwithstanding this, a condition is suggested to be imposed limiting the number of dwellings within this development to be 'up to 800'; if it is not appropriate to provide this number of dwellings in the detailed layout at reserved matters stage, a lower number of dwellings could be proposed.

- 2.13 Aylesham Parish Council comment that consideration should be given to relocating the mixed-use retain area to the corner of Spinney Lane and Aylesham Road/Ackholt Road (a more prominent location, more visible, accessible and convenient for the local community). The applicant has considered this during the course of the application and the parameter plan has been amended (and re-advertised/re-consulted) to include a wider area where the mixed-use development could be located within the site. Whilst the Parish Council remains disappointed this is not more centrally located to the rest of the village, Officers consider the wider area within the parameter plan allows greater flexibility, whilst ensuring this will be central to the new development and located close to the key pedestrian gateway at Dorman Avenue/Spinney Lane which along with offsite improvements, will encourage pedestrian access to this from the existing village to the north.
- 2.14 The site is located approximately 590m to the east of the Kent Downs National Landscape (previously named Kent Downs Area of Outstanding Natural Beauty (AONB) and still referred to as AONB in the NPPF). Regard has been had to the objectives of the Kent Downs AONB Management Plan, NPPF Paragraphs 187 and 189 and the duties of the Countryside and Rights Of Way Act (2000) (as amended by the Levelling Up and Regeneration Act 2023). As this is an outline application with all matters reserved except for access, full details of the design (appearance), layout and scale of the dwellings and landscaping would be submitted at reserved matters stage. Notwithstanding this, based on the illustrative masterplan, indicative parameter plans, and design code submitted, it is considered the proposals have demonstrated how up to 800 dwellings could be accommodated within the site.
- 2.15 Whilst the detailed layout, landscaping, scale and appearance would be dealt with at reserved matters stage if outline permission is granted, it is considered the design code set out in the design and access statement would provide a strong position to inform the detail of the reserved matters submissions and that a high quality development would subsequently be brought forward in phases, in accordance with the requirements of Policy SAP24. It is suggested a condition is imposed requiring the reserved matters to be accompanied by information demonstrating how regard has been had to the design code (which could also include information on sustainability measures to be incorporated and efficiency measures to be implemented, amongst other details) to ensure the detailed design reflects the aspirations set out in this outline submission. Consideration would also be given at that stage to the detailed comments of the designing out crime officer. Subject to further details of the design through the submission of the reserved matters, based on the indicative plans, design and access statement and design code submitted, it is considered that a scheme for up to 800 dwellings could be submitted which would be visually attractive, sympathetic to and would add to the overall quality of the area, as required by Paragraph 135 of the NPPF and Policy PM1, and could preserve the intrinsic character and beauty of the countryside and wider landscape area (including the setting of the NL), in accordance with the objectives of Policy SAP24, NE2, NPPF Paragraphs 187 and 189, the Kent Downs National Landscape Management Plan (2021-2026) and having regard to the duty of the Countryside and Rights of Way Act 2000 (as amended by the Levelling-up and Regeneration Act).

Impact on Residential Amenity

- 2.16 As this application is submitted in outline with all matters other than access reserved for future consideration, regard must be had for whether the application site is capable of accommodating the amount and type of development sought in a manner which would not cause unacceptable harm to the amenities of residents in the vicinity

of the site and which would achieve appropriate standards of accommodation for future occupiers of the development.

Existing Residents

- 2.17 To the north of the site is Spinney Lane where there is one dwelling (1 Central Rescue Station House) opposite the site (fronting Dorman Avenue South) and there are several rows of two storey terraces and semi-detached dwellings which would be separated by an area of grassed/treed amenity space and would face the application site. To the east of the site (on Aylesham Road) is Ackholt House (a two storey detached dwelling) and to the south of the eastern parcel of the site are Keepers Cottage and a caravan site. There are a number of commercial premises, particularly to the northwest of the site (near Cooting Road), the Aylesham Welfare Leisure Centre (to the north of Spinney Lane) and to the northeast (Minters Way Business Park and other nearby non-residential uses). To the southeast of the site, and separated by woodland/vegetation are the two storey semi-detached dwellings of The Crescent, Snowdown.
- 2.18 The illustrative masterplan and parameter plans indicate that a dwelling could be positioned approximately 80m (northeast) away from Ackholt House, 25m from 1 Central Rescue Station House (on the junction of Spinney Lane and Dorman Avenue South) and 35m from the closest dwellings on the northern side of Spinney Lane. Due to this separation distance, it is considered the development could be designed to avoid unacceptable impact on the living conditions of nearby residents.
- 2.19 During the construction of the development, as with any development site, noise and disturbance can be caused which can impact on residential amenity. Environmental Protection officers have been consulted, suggesting conditions accordingly (discussed at paragraph 2.47) which are considered to address this matter.

Future Residents

- 2.20 As set out above, this application is in outline form, dealing only with access at this stage. The detailed layout, scale, appearance and landscaping would be submitted at reserved matters stage, when careful consideration would be given to ensure future occupants of the development would enjoy a high standard of amenity, as set out in paragraph 135(f) of the NPPF and sought by Policy PM2. Policy requires development to meet the nationally described space standards in terms of internal accommodation and on schemes of 20 or more dwellings, 5% of the development should be built in compliance with Building Regulations Part M4(3) (wheelchair accessible homes) with the remaining development built in compliance with Part M4(2); this could be specified in the section of the legal agreement dealing with affordable housing provision. Other matters, including secured cycle storage, refuse/recycling storage would be considered at reserved matters stage if outline permission is granted, however it is considered there would be sufficient space within the site to accommodate this.
- 2.21 Overall, it is considered that due to the size of the site, the proposals could be suitably arranged to avoid impacts to the amenities of nearby properties in respect of privacy, light, outlook, noise and disturbance, in accordance with Policy PM2 and the objectives of NPPF Paragraph 135.

Impact on Travel and Parking

2.22 Policy TI1 seeks to secure sustainable transport and maximise sustainable transport modes and a transport statement has been submitted (in accordance with Policy TI2). Policy TI3 requires proposals to meet the requirements of Kent Design Guide Review: Interim Guidance Note 3 in respect of parking space provision.

2.23 In relation to transport, Policy SAP24 states:

“g) The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy TI2:

- i Improvements to the Spinney Lane/Adisham Road/Pond Lane Junction;
- ii Improvements to the Holt Street/Aylesham Road Junction;
- iii Proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12;
- iv Assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046 and the A256/A257 Junction identified within Policy SP12, and deliver or contribute proportionately towards any required mitigation;
- v An assessment of the impacts of the proposed development on the surrounding rural road network, identifying any mitigation as required.

h) On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with Snowdown railway station and the services and facilities in Aylesham; and public transport provision which should include Thanet and Sandwich as destinations, informed by a Travel Plan which will be required in accordance with Policy TI2. The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of a minimum 10%, with opportunities for feedback and incentives for use for an initial period, to be agreed with the Local Highway Authority;

i) Improvements to the Public Right of Way network to increase connectivity in the area”

2.24 The highways proposals for the site have evolved during the course of the application and following discussion with the highways authority. National Highways recommend the imposition of a condition for a construction traffic management plan (CTMP). KCC Highways have provided detailed comments as the proposals have evolved since their original submission. In their most recent response, they advise there are no apparent highway safety issues on their part of the network that would be exacerbated by the proposals. They are liaising with the agents on the design of the toucan crossing on Spinney Lane and shared footway/cycleway along Dorman Avenue South linking the development to the village centre and the stage 1 road safety audit and designers response are being reviewed. They would provide further comments on the on-site layout at the reserved matters stage to bring forward a well-designed and sustainable development but recommend a condition for a specification of the spine road through the site (given the required space and design for buses and cyclists). They also recommend a condition in relation to the proposed speed rationalisation (to create a more suitable environment for increased pedestrian and vehicular traffic), to be carried out under the TRO process, also providing detailed advice on other elements of the proposed highway works which could be dealt with by condition.

2.25 Offsite highways works are also proposed, with 40mph zones on Aylesham Road (between Snowdown and Snowdown Caravan Site) to Spinney Lane (west of the junction with Cooting Road), as indicated in Figure 6 below. Coloured road surfacing,

road markings and signage are proposed. A puffin crossing is proposed on Spinney Lane and a toucan crossing on Aylesham Road. Improvements to the pedestrian crossing points between the northern corner of the site and open space to the north (adjacent to the junction of Ackholt Road, Spinney Lane and Clarendon Road) are proposed. Further from the site, alterations are proposed to the junction of Adisham Road/Spinney Lane to the west to improve visibility. KCC have requested conditions are imposed to secure the following:

- The Adisham Road/Spinney Lane junction and Dorman Avenue South improvements to be delivered under a S278 agreement with the Highway Authority, prior to 1st occupation of the site.
- Applicant to progress the Speed Rationalisation Plan through the TRO process, prior to commencement of works on site.
- Submission of a Construction Management Plan before the commencement of any development on site (to include the following: routing of construction and delivery vehicles to / from site (with this to be sent to contractors/delivery companies in advance); parking and turning areas for construction and delivery vehicles and site personnel, which may require supporting vehicle tracking/swept paths; timing of deliveries, avoiding network and school peaks where possible; provision of wheel washing facilities; measures to prevent the discharge of surface water onto the highway; temporary traffic management / signage.
- Before and after construction of the development, highway condition surveys for highway access routes should be undertaken and a commitment provided to fund the repair of any damage caused by vehicles related to the development (officers consider that this may be difficult to enforce given other vehicles which would pass along the same roads that would be used to access the site, including to the nearby industrial estate, and would suggest the condition is worded to require the surveys to be carried out and for KCC to be notified of any damage identified).
- Completion and maintenance of the access shown on the submitted plans prior to the use of the site commencing. Gradient of the accesses to be no steeper than 1 in 10 for the first 1.5 metres from the highway boundary and no steeper than 1 in 8 thereafter.
- The development shall not be occupied until a Travel Plan, to reduce dependency on the private car, has been approved (including objectives and modal-split targets, a programme of implementation and provision for monitoring, review and improvement, and a bus voucher scheme for residents to encourage uptake of new services).

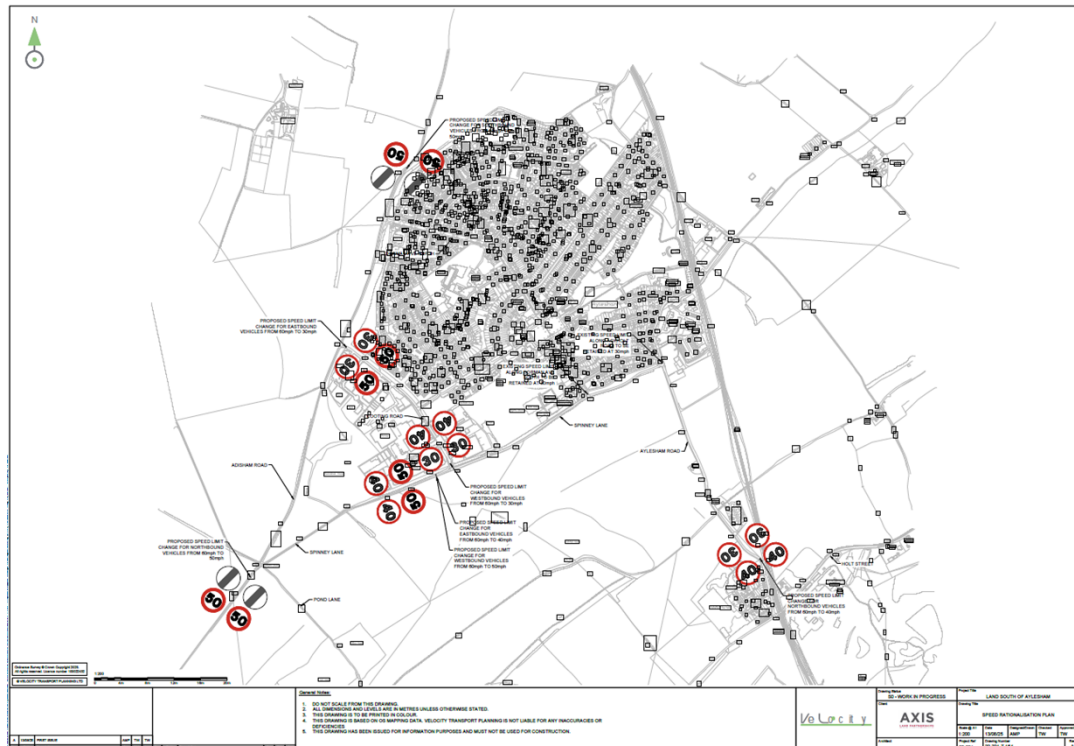


Figure 6. Proposed speed rationalisation works

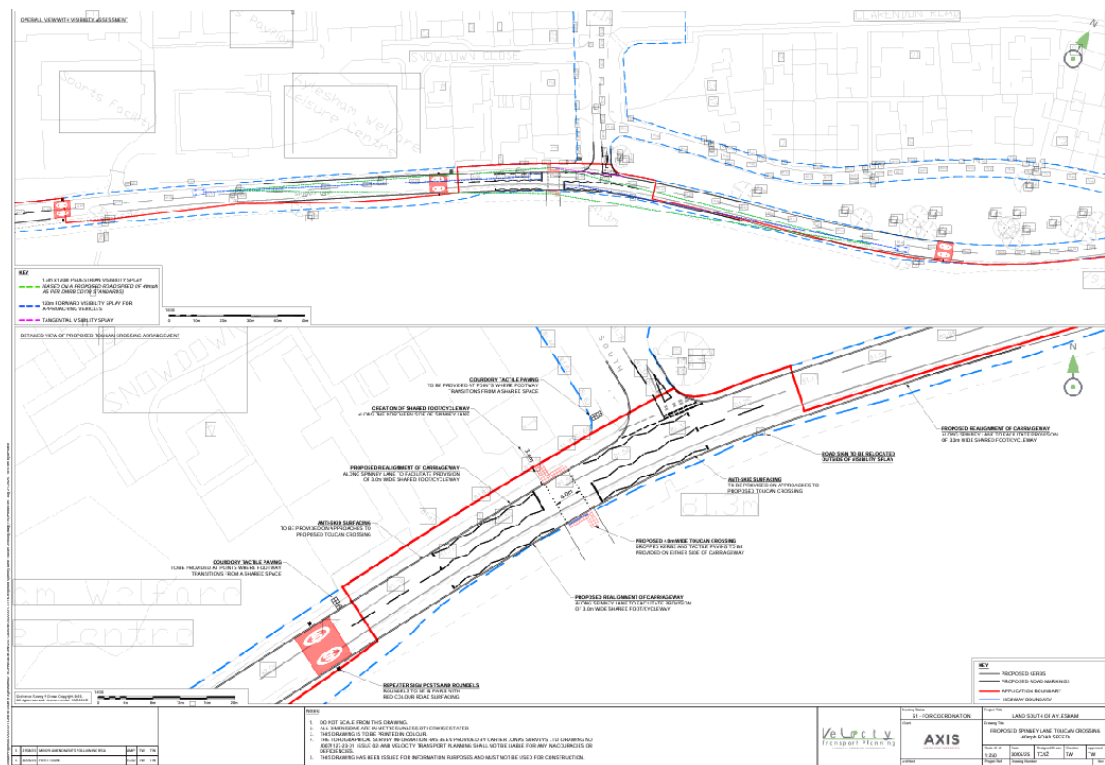


Figure 7. Proposed off-site highways works

2.26 KCC have also requested a financial contribution towards the upgrade of the A256/A257 junctions, as identified in Policy SP12 and the infrastructure delivery plan (IDP). Discussions on the precise amount are ongoing whilst a tariff approach is progressed to seek contributions from other developments which would impact this junction, however a figure under £500 per dwelling has been put forward by the agent

based on the quantum of traffic generated by the development that would use the junction. It is requested powers are delegated to Officers to finalise the amount (which would be CIL compliant) which would be secured by legal agreement. A contribution would also be secured (by legal agreement) towards the required improvements at Whitfield and Duke of York roundabouts in line with policy.

- 2.27 Kent Fire and Rescue Service have also been consulted, advising that if successful, the proposal would be subject to a Building Regulations consultation (as fire service access and facility provisions are a requirement under B5 of the Building Regulations). They acknowledge the proposal is for up to 800 dwellings through 5 phases. The plans detail access from Spinney Lane and Aylesham Road which appears acceptable at this stage, and they advise access routes in and around the development should meet the minimum specification for fire and rescue service vehicles to ensure emergency access to each building can be achieved (and noting that private driveways would not be deemed as suitable fire appliance turning points and seeking provision of sufficient turning points across each estate).

Public Transport

- 2.28 Network Rail have been consulted on the proposals, advising that Aylesham Rail Station has some step free access, however only to platform 1, with no step free access to platform 2 and no step free interchange between the platforms (such that step free users would need to disembark at Canterbury East and travel by car/bus to Aylesham). In addition, it has limited facilities for passengers and a lack of secure cycle parking. Snowdown Rail Station has no step free access to any platforms, or any secure cycle facilities (and is unstaffed). Consequently, there are accessibility concerns at both stations and financial contributions have been requested by Network Rail for the following:

- Snowdown Rail Station – new customer information screen located at the top of the stairs, improved CCTV around the station and improved lighting at the station.
- Aylesham Rail Station – Access for All outline and final design and secured cycle hub at the station.

- 2.29 Network Rail advise the completion of an Access for All final design would put the station in a strong position to secure full funding for accessible footbridge and lifts to allow step free access between both platforms (which would accord with the Infrastructure Delivery Plan and criteria h) and p) of Policy SAP24 and the objectives of Policies SP11 and SP12). They also note KCC Highways comments encouraging the development to provide enhanced links through to Aylesham rail station to facilitate safe walking and cycling and make this an attractive route to encourage use of the rail network as a key tenement of the sustainable transport approach. They believe that improving accessibility to encourage more users of the rail network would be a preferable option to the funding of extra buses as the railway provides a greater distance to be covered and wider variety of routes.
- 2.30 Further discussion with Network Rail and the agent has taken place. The contributions sought in relation to Snowdown Station, whilst improving the safety of the station and passenger convenience with the information screen, are not considered to directly meet the needs generated by the development (and as they are not CIL compliant, would not be secured in the legal agreement).
- 2.31 In terms of the contributions sought for Aylesham Station, it is agreed that increased accessibility for all is needed. However, the contribution sought would not guarantee the creation of a step free access for the southbound platform (but would put the

station in a preferable position to apply for funding at the next round). In addition, there is already a requirement for improved access for current residents with no indication from Network Rail of when this would be provided. The requested contribution of £100,000 for the provision of a cycle hub is considered to meet the CIL tests and would therefore be secured through the legal agreement.

- 2.32 Bus provision is also necessary, and it is noted that over 60's and disabled people are eligible for bus passes allowing free off-peak travel. It is envisaged buses would run through the main road within the site as the scheme is constructed/occupied, with 3 bus stops indicated on the plans). KCC Highways (who have liaised separately with Stagecoach who provide services) have requested a contribution of £463,135 (index linked to September 2025) to provide an extended no. 89 bus service from Canterbury, for onward journeys to Wingham and Sandwich/Discovery Park which would run every 30 minutes. This would be secured via legal agreement (with flexibility built in, should the service change over time).

Public Rights of Way and Active Travel

- 2.33 KCC Public Rights of Way and Access Service (PROW) welcome the consideration of the retention and enhancement of the PROW network to provide an efficient and safe pedestrian /cycle links through the development. Due to the higher usage of these routes they request public footpaths EE296 and EE300 are upgraded to incorporate a cycle track running alongside (the routes should be wide open corridors minimum 3m wide with surface enhancements). They also request bridleway EE298 is surfaced and that there should be a Pegasus crossing where EE298 crosses the Aylesham Road (to be secured through a section 106 legal agreement (S106). Subject to a condition being imposed for a PROW management scheme (which would include details of surfacing, widths/signage of PROWs during construction, temporary closures/diversions), KCC PROW have no objection to the proposals. Whilst the majority of this would be secured by condition/obligations, it is not possible to provide the Pegasus crossing sought above, due to the width of the highway boundary and as the land that would be required for this is outside the ownership of the applicant/highway authority on the east side of the road. The agents would however be providing enhanced signage and slowing traffic generally along that road and KCC PROW have raised no further issue given the other upgrades could be achieved.
- 2.34 Active Travel England (ATE) have provided suggestions on improvements to the proposed works on Dorman Avenue South (to provide a shared footway/cyclepath). As discussed above, the agents are working with KCC Highways to finalise these works, incorporating ATE suggestions.

Flooding and Drainage

- 2.35 In accordance with Policies SAP24 n) and CC5 a flood risk assessment (FRA), foul drainage strategy, sustainable urban drainage systems (SuDS) strategy and indicative plans (including a plan showing the locations of soakaway tests) have been submitted. The site is located within flood zone 1, which has the lowest risk of flooding from rivers and the sea. Parts of the site, particularly at the lowest section adjacent to Aylesham Road (in the eastern part of the site) show a risk of surface water flooding, as also highlighted in the overland flood routes (extreme rainfall events) plan indicating the route surface water would take based on the indicative layout. However, the indicative plans submitted suggest SuDS features could be installed in these parts of the site, with residential development positioned outside these areas.
- 2.36 A sequential test has already been undertaken as part of the Local Plan process (the strategic flood risk assessment) in allocating the site for development.

Notwithstanding this, the FRA sets out that a sequential approach will be applied to the layout of the site, locating the most vulnerable elements in the lowest risk areas, considering that the sequential test is not appropriate as the site specific FRA has shown no built development will be located in or adjacent to the extents of surface water flooding (in respect of NPPF paragraph 175). The exceptions test is not required given the location of the development within flood zone 1.

- 2.37 KCC Flood and Water Management (as the lead local flood authority - LLFA) have been consulted on the proposals, advising in their most recent response that the final design of surface water drainage will be determinant to the layout and recommending conditions requiring the reserved matters for layout to demonstrate requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100-year storm can be accommodated within the proposed development layout and that any potential surface water flow paths as detailed within the SuDS Strategy Report can be safely routed through the development without increase to flood risk on or off site. They also request a condition for the submission of a detailed sustainable surface water drainage scheme for the site to be submitted (demonstrating surface water generated by the development can be accommodated and disposed of within the curtilage of the site without increase to flood risk), as well as a verification report to confirm the system has been implemented prior to occupation.
- 2.38 The Environment Agency have been consulted, raising no objection to the application, subject to the imposition of suggested conditions. They also provide advice on surface water drainage, piling, waste and contamination, which would be included as an informative if permission is granted. The suggested conditions would require the submission of a strategy to deal with potential risks associated with any contamination of the site (including a preliminary risk assessment, site investigation scheme, remediation strategy if necessary based on the results of these, and a verification plan (if remediation is necessary)). In addition, conditions are suggested to deal with any contamination which may be found that was not previously identified, restricting the use of drainage systems for the infiltration of surface water drainage into the ground (unless with the written consent of the local planning authority), and restricting the use of piling or other foundation designs using penetrative methods (other than with the written consent of the local planning authority).
- 2.39 Southern Water (SW) have also been consulted, providing an extract of their mapping. They advise they have undertaken a desktop study of the impact that the additional foul sewerage flows from the proposed development will have on the existing public sewer network, which indicates these additional flows may lead to an increased risk of foul flooding from the sewer network. Any network reinforcement that is deemed necessary to mitigate this will be provided by Southern Water. They will liaise with the developer in order to review if the delivery of their network reinforcement aligns with the proposed occupation of the development, as it will take time to design and deliver any reinforcement. It may be possible for some initial dwellings to connect pending network reinforcement and SW will review and advise further following consideration of the development programme and extent of network reinforcement required, carrying out detailed modelling and endeavouring to provide reinforcement within 24 months of planning consent being granted. They request a condition is imposed requiring the occupation of the development to be phased and implemented to align with SW delivery of any sewerage network reinforcement required to ensure adequate wastewater network capacity is available to adequately drain the development.

- 2.40 SW also advise the application is located in source protection zone 2, for their 'Near Canterbury' public groundwater supply. The site is directly underlain by the Margate Chalk Member and Seaford Chalk Formation; given that fracture flow is the primary mechanism of water movement through the chalk, this is a highly sensitive hydrogeological location. SW do not object to the application, provided enhanced treatment measures are incorporated into the final drainage design. Additionally, penstock valves must be included to ensure any potential pollution incidents can be contained before reaching the principal chalk groundwater aquifer. SW require a formal application for a connection to the public sewer to be made by the applicant/developer and information on this would be included as an informative if permission is granted. They also request an informative (which would actually take the form of a condition (part has already been requested by KCC) for details of the proposed means of foul sewerage and surface water disposal to be submitted to and approved by the local planning authority prior to commencement of the construction of the development. In relation to soakaways, SW advise that technical staff should be asked to comment on the adequacy of soakaways to dispose of surface water from the development and that no new soakaways should be located within 5m of a public or adoptable gravity sewer, rising main or water main. They also provide guidance on when soakaways would be adopted, which would be included within an informative, as well as guidance on tree planting. Finally, SW request a condition that the developer must advise the local authority (in consultation with SW) of the landscaping proposals in proximity of public apparatus in order to protect it in accordance with SW's guidance (and it is considered a condition could be imposed requiring the details to be submitted prior to commencement of each phase of development at reserved matters stage).
- 2.41 Subject to the imposition of the conditions suggested above, informatives (and submission of further details which could be dealt with at the reserved matters stage), the development is considered to be acceptable, having had regard to the objectives of the NPPF and Policies SAP24(n), NE5, CC5 and CC6.

Contamination

- 2.42 In respect of contamination, the Environmental Protection (EP) Team have been consulted on the proposals, noting a Phase 1 report for contaminated land is included in the application.
- 2.43 They recommend a four-part contamination condition (securing submission of an investigation and risk assessment based on the desk top study undertaken; a detailed remediation scheme if required; a verification report to confirm any necessary remediation has been completed; and dealing with any contamination which may be found that was not previously identified. It is considered this would secure the safe development of the site in terms of human health and the wider environment, in line with the objectives of the NPPF and Policies PM1 and PM2.
- 2.44 KCC Minerals and Waste Team have been consulted on the proposals, advising they have no land-won minerals or waste management capacity safeguarding objections or comments to make. The Coal Authority has advised the site falls within their development low risk area, such that they have no specific comments but provide general advice which the applicant could be directed to as an informative.
- 2.45 Southern Gas Networks have been consulted, advising on the location of a high pressure pipeline in across the site (within the area proposed as open space in the south of the site). Guidance on development in the vicinity of this is provided and would be included as an informative, with further consideration given to the layout of

the development at reserved matters stage. UK Power Networks have also provided comments, noting overhead cables on the site running in close proximity to the proposed development and providing guidance which would also be included as an informative.

Noise and Air Quality

- 2.46 In support of the application, the ES includes a chapter on noise and vibration, as well as details of noise monitoring and air quality receptor locations. The ES sets out relevant legislation and policy and regard has been had to this. The assessment considers noise and vibration effects due to construction at the site, noise effects due to construction traffic and from existing road and rail on the sustainability of the site for residential use, noise effects from operational traffic (on existing noise sensitive receptors) and an assessment of noise effects from proposed commercial uses. Given this is an outline application, the ES anticipates a detailed construction environmental management plan (CEMP) would be secured by condition which would include a construction noise and vibration assessment, as well as details of phasing, hours of works and measures to mitigate the impact of noise and vibration throughout the construction phase.
- 2.47 The Environmental Protection Team have been consulted, accepting the findings of the air quality section of the ES. In respect of noise and vibration, they note the reference to an assessment at reserved matters stage, accepting the content and direction of this chapter of the ES and seeking for conditions to be added at reserved matters stage to ensure adequate controls are placed on development so noise and vibration are not a significant factor. They request a condition is imposed requiring the submission of a CEMP (dealing with hours of site operation, dust and noise control measures, delivery routing, site staff parking, waste and construction material storage and a moratorium on the burning of material at the site); subject to this, they have no further recommendations and the application is considered acceptable in this respect, having had regard to the NPPF and Local Policies including PM1.

Trees

- 2.48 An arboricultural report and arboricultural impact assessment have been submitted, and the Tree and Horticulture Officer has been consulted accordingly. They advise that though the definitive layout is not yet available (as this is an outline application), a comprehensive arboricultural report has been submitted identifying a number of category A trees as well as category A Ackholt Wood. They are concerned in particular about the effects of the development on Ackholt Wood (ancient woodland) and advise there would need to be consideration made for a substantial buffer zone to prevent harm to the woodland. A comprehensive arboricultural report and arboricultural impact assessment (AIA) based on the current masterplan have been submitted identifying the removal of 2 individual trees and 3 sections of hedgerow to implement the scheme. In the event permission is granted, updated AIA and method statement will be required once the layout has been agreed to show if further trees/hedges are to be removed and full details to show the retained trees are to be protected. They note there appears to be no negative impact on the trees within Spinney Wood to enable the junction improvements/works and suggest consideration should be made to applying TPO's where necessary. Consequently, it is considered appropriate to suggest a condition is imposed requiring the reserved matters to identify any trees/hedgerows which require removal and be accompanied by an updated AIA, as well as for details of tree protection to be submitted for approval (and put in place) in order to protect retained trees in the interests of visual amenity. In relation to the buffer around Ackholt Wood (also discussed further at paragraph 2.53

onwards in relation to ecology), it is suggested a condition is imposed for details of this buffer area (and boundary treatments/planting to be installed which would deter the public from entering the ancient woodland). It is considered there is sufficient space within the site to accommodate such a buffer, with development being set away from this ancient woodland on the parameter plans, such that this concern can be addressed. Subject to these suggested conditions, it is considered it would be possible for the development to avoid the loss or deterioration of ancient woodland and to accord with Policy SP13.

- 2.49 Policy CC8 requires the provision of 2 new trees per dwelling, as well as trees for commercial/non-residential uses (based on floor area). Landscaping is a reserved matter, however based on the site area and indicative documents submitted at this outline stage which indicate large areas of accessible greenspace, it is considered there is sufficient space within the site to accommodate the required tree planting to meet the policy requirements and this requirement can be specified in a landscaping condition (with further detail submitted through the reserved matters).

Ecology

- 2.50 The following documents have been submitted in support of the proposals:
- response to DDC Ecology
 - environmental statement (ES) chapter 6 ecology and biodiversity
 - biodiversity net gain strategy
 - biodiversity metric calculation tool
 - technical note: habitat management and monitoring plan (HMMP) checklist
 - report to inform habitats regulations assessment (HRA)
 - habitats and botanical baseline surveys
 - bat baseline survey report
 - hazel dormouse baseline survey report
 - wintering bird baseline survey report
 - reptile baseline survey report
 - badger survey report (redacted from the public planning file in the interests of protecting these protected species in light of the Protection of Badgers Act 1992)
- Amongst other information submitted during the consideration of the proposals.
- 2.51 The Senior Natural Environment Officer (SNEO) has been consulted, advising the submitted documents identify the potential for impacts to International designated sites; Ileden & Oxenden Wood SSSI; Local Wildlife Sites; On-site hedgerow (Habitat of Principal Importance); Ackholt Wood ancient woodland (Habitat of Principal Importance); Off-site woodland (Habitat of Principal Importance); Narrow-fruited cornsalad (JNCC Red List 'endangered' plant species); Bats (protected species); Hazel dormice (protected species); Breeding birds (protected species); Reptiles (protected species); Badgers (protected species); Brown hares (Species of Principal Importance); Hedgehogs (Species of Principal Importance). Whilst the surveys were undertaken in 2022/2023, the SNEO advises there has been no significant change in land use since the surveys and no further ecological surveys are necessary at this time (although updated surveys could be secured by condition if permission is granted, to inform reserved matters site layout and detailed ecological mitigation measures prior to commencement). In respect of local wildlife sites, the SNEO accepts the submitted impact assessment and conclusion of no ecological effect.
- 2.52 In respect of the ecological importance of the site, the SNEO advises that local wildlife sites should be assigned county level importance within the ES (rather than local level importance). However, this change is agreed in the submitted response to DDC

ecology and does not affect the impact assessment and conclusion of no ecological effect. Furthermore, in relation to hazel dormice, the clarification in the response to DDC ecology should clarify that dormice on the site do not meet the threshold for 'county' importance (a typo within the response). The ES takes the approach of taking 'embedded mitigation' into account in the assessment of ecological impacts, stating these are "committed mitigation measures". These generally include principles that support the aim to reduce the potential for likely significant effects on ecological features and these requirements will need to be demonstrably considered at reserved matters stages for the detail necessary to ensure effective implementation and must be secured in the permission (by condition).

- 2.53 The ES concludes that the operational phase of the development is likely to have an adverse effect at up to local level on Ileden and Oxenden Woods SSSI. This is considered to be of minor significance, where further ecological mitigation is required (albeit is a significant adverse residual effect on the SSSI). Ackholt Wood (an ancient woodland and habitat of principal importance (HPI) is an irreplaceable habitat for which the NPPF paragraph 193 sets out "development resulting in the loss or deterioration of irreplaceable habitats... should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists". Policy SAP24 also requires the protection and enhancement of the area of ancient woodland (Ackholt Woods) with at least a 20m buffer zone around the wood. The ES assesses the potential for impacts to the ancient woodland during construction as being of negligible significance when taking the embedded mitigation into account, which is agreed in principle subject to the detailed proposals for ensuring no encroachment during construction (including the positioning of site security fencing). Consideration of impacts during the operational phase of development focuses on potential impacts of increased recreational activity. Whilst on-site open space areas and an undeveloped woodland buffer are proposed to minimise effects on the ancient woodland (with the submission proposing fencing to limit public access and signage providing educational resources explaining why the woodland habitats are not a recreational resource, the SNEO considers the submission does not provide details of existing levels of public access to Ackholt Wood (although the response sets out there currently is no public access as it is private land with keep out signs and no public right of way inside the woodland). It is however widely known that Ackholt Wood is used by the public and the SNEO considers this should be acknowledged so the impact of the current use on the condition of the woodland can be understood and inform consideration of impacts the proposed development could have as a result of increased informal access. Notwithstanding the fencing, a public bridleway skirts the southern edge of the wood and it is reasonable to conclude there will be an increase in the use of the bridleway as a result of the proposal (leading to the potential for increased informal access to the woodland). The SNEO considers the submission does not currently demonstrate Ackholt Wood will be adequately protected from damage resulting in deterioration (such that in the absence of sufficient mitigation measures, there is a risk the proposal will lead to damage and deterioration of the ancient woodland contrary to the NPPF, Natural England standing advice and Policy SAP24).
- 2.54 However, officers consider that a condition could be imposed to secure a scheme of ancient woodland mitigation measures. This could include monitoring of the condition of the ancient woodland (with mitigation measures which could be implemented, to be agreed if required). An information pack could also be provided to future residents of the development containing information on the significance of the ancient woodland and its protection, as well as detailing walking and leisure routes through the development and wider area which could be used (providing an attractive alternative to accessing the woodland). The condition would also require the

submission of details of the ancient woodland buffer (including boundary treatments and planting which would restrict and discourage access). On the basis, and with mitigation provided prior to occupation of the development, it is considered this would address the impacts directly generated by the proposals.

- 2.55 The SNEO has advised narrow-fruited cornsalad is proposed to be retained on site with embedded mitigation (including a construction environmental management plan (CEMP) to protect the habitat during construction). The ES concludes the operational phase of development would have an adverse effect at the local level on this item of national importance, considered to be of minor significance with further ecological mitigation required (with a resultant permanent adverse effect at local level of minor significance identified). The SNEO advises there would be a significant adverse residual effect on narrow-fruited cornsalad.
- 2.56 Light sensitive corridors and a sensitive lighting strategy are proposed as embedded primary mitigation measures (and corridors are shown on the GI parameter plan which are considered to be broadly achievable). The SNEO advises it is particularly important to ensure street lighting is not introduced along Spinney Lane except where essential for pedestrian safety. No lighting is shown on the proposals for the Spinney Lane/ B2046 junction although it is not certain this would be known at this outline stage in the project; the works would be subject to s278 approval. The SNEO advises this would not prevent the installation of highways authority lighting that impacts foraging and commuting bats, but is an uncertain ecological impact. Officers note there is no street lighting at this junction currently and no indication from the KCC Highways consultee responses it would be required given the minor improvements to the junction alignment proposed. Notwithstanding this, as discussed below, a condition is suggested requiring the submission of a scheme of lighting which would allow further consideration of this issue.
- 2.57 In respect of hazel dormice, the proposal would result in the loss of known habitat, which over time would be compensated for with the creation of suitable habitat (including enhanced habitat connectivity between Spinney Lane/ Spinney Wood and Ackholt Wood. The ES acknowledges the risk of cat predation of hazel dormice which is likely to have an adverse effect on their population. It concludes this threat is effectively cancelled out by the habitat creation, with that in the western side of the site proposed to be delivered early in the project (and a suitable condition to secure this is discussed further below).
- 2.58 In respect of farmland birds, red-listed Birds of Conservation Concern were recorded breeding on the site (including skylark, grey partridge, yellowhammer and linnet which are listed as species of principal importance (also known as 'priority species' under Section 41 of the NERC Act 2006)). The conservation and enhancement of these species is a particular focus for consideration within the local planning authority's biodiversity duty. The SNEO agrees with the conclusion in the breeding bird baseline survey report that the baseline farmland bird assemblage is of local importance. Five on-site skylark territories were recorded. The SNEO disagrees with the ES assumption (based on the worst case scenario) that the total loss of all farmland bird territories would lead to an adverse effect of habitat loss considered as of less than local level, providing detailed comments on the assessment and relevant survey data. They have discussed the survey data for the site with the local Natural England farm conservation advisor who notes that stewardship schemes (including for this site) for the provision of wild bird seed plots, insect rich habitats and hedge planting/restoration has led to yellowhammer, linnet and (to a lesser degree), skylark being reasonably widespread in east Kent (though still subject to national population declines). They also consider the presence of 2 or 3 nesting pairs of breeding grey

partridge in one field to be extremely significant (even 1 or 2 pairs on an entire farm would be considered noteworthy). The SNEO therefore advises that taking the rate of decline of farmland birds, their s41 NERC Act status, and the local context into account, the loss of farmland bird territories from the site should be considered as an adverse effect at a local level, with the need for mitigation/ compensation measures to be secured and delivered if permission is granted (and a condition to secure this is discussed below).

- 2.59 In respect of reptiles, the ES confirms an exceptional population of slow worms and a good population of common lizards were recorded during the surveys; the retention of suitable habitat and measures to minimise potential for killing and injury are proposed. Further commentary on this is set out in the response to the SNEO proposing a reptile mitigation strategy is secured by condition and informed by the design detail at reserved matters stage. The SNEO advises this is reasonable, although the need to first avoid protected species impacts in accordance with the mitigation hierarchy will need to be demonstrated in reserved matters submissions. Again, it is considered this can be addressed further by condition, alongside the submission of information with the reserved matters applications.
- 2.60 In light of the above, it is suggested appropriate to impose conditions to secure the submission of information addressing the overarching principles for ecology (including mitigation and biodiversity enhancement features for the site, to be adhered to and updated with each reserved matters phase submitted and accompanied by updated ecological surveys); for the reserved matters applications to demonstrate embedded mitigation measures to be included within that phase; for the landscaping scheme (including timings of works, to demonstrate and ensure habitat creation in the western side of the site is delivered early in the project to mitigate impacts on hazel dormice); ancient woodland mitigation scheme (to include the long term monitoring of Ackholt Wood with review and submission of adaptive measures to be implemented if required, as well as details of buffers, boundary treatments and signage around Ackholt Wood to be installed prior to first occupation to deter entry by residents and a welcome pack for new residents including information on the ancient woodland sensitivity and alternative walking routes in the area, as well as details of engagement with White Cliffs Countryside Partnership's management of nearby Spinney Wood); a construction environmental management plan (CEMP) and implementation of mitigation (including addressing breeding birds and reptiles); bat sensitive lighting scheme for each phase, as well as conditions to secure biodiversity net gain (BNG – discussed further below).
- 2.61 In respect of BNG, the SNEO considers sufficient information has been provided to conclude that the applicant's intention to deliver the mandatory 10% BNG onsite is achievable in principle (with a 49% uplift in area habitats and a 47% uplift in hedgerow habitats being indicated) in line with Policy NE1. Further clarification is needed regarding the pre-development biodiversity baseline is required, however a technical note (habitat management and monitoring plan checklist) has been submitted to support the application in line with Policy NE1, as well as a BNG strategy. Detailed comments on the assumptions made in respect to target habitat condition assessment criteria (which the SNEO and other published guidance on BNG considers should be more precautionary) have been made by the SNEO and could be included as an informative (to assist in the submission of information relating to BNG which would be secured by condition and addressed at the first reserved matters when the majority of BNG is likely to be included). The deemed BNG condition for phased development requires an overall site gain plan to be approved prior to commencement of any phase of the development. The BNG proposals constitute significant on-site habitat and along with conditions securing BNG, the

section 106 legal agreement will need to secure the habitat management and monitoring plan (HMMP) monitoring fee for DDC's monitoring of the delivery of on-site habitats. Further discussions on expectations for when the initial BNG habitat creation/enhancement will be considered as 'complete' will be required for the purpose of commencing the 30 year monitoring period, and the SNEO has suggested consideration should be made to a bond being secured to fund the delivery of BNG over the 30 year period if the habitat management and maintenance does not deliver the intended habitats and target conditions. These discussions will continue to be explored with the applicant; with the default (and standard approach) being that the management company would be responsible for long-term management and maintenance requirements. Subject to these conditions and further consideration to inform the reserved matters submissions, it is considered the development can be made acceptable in this respect, having had regard to the NPPF and objectives of Policies SP13, SP14, NE1 and NE2.

- 2.62 The SNEO confirms the consideration of international site impacts in the report to inform habitats regulations assessment seems appropriate. Natural England was also consulted, providing general advice but did not have specific comments on the proposal. Noting their standing advice and having had regard to The Conservation Of Habitats And Species Regulations 2017, it is considered the development will not have significant adverse impacts on statutorily protected nature conservation sites; the site lies outside the 9km zone of influence of the Thanet Coast and Sandwich Bay Special Protection Area and contributions towards the mitigation and monitoring strategy identified in Policy NE3 would not be required as a result.

Heritage and Archaeology

- 2.63 Policy SAP24 j) requires "Protection and enhancement of heritage assets and their settings through appropriate mitigation measures, to be informed by a Heritage Statement and Archaeological Assessment". Policy SP15 seeks to protect the District's historic environment to ensure the asset and its setting are conserved and enhanced in a manner appropriate to its significance. Policy HE1 supports proposals which conserve or enhance heritage assets (both designated and non-designated), sustaining and enhancing their significance and making a positive contribution to local character and distinctiveness. It identifies that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, or where a non-designated heritage asset is likely to be impacted, harm will be weighed against the public benefits of the proposals. Policy HE2 relates to conservation areas and Policy HE4 supports proposals which protect and enhance the character, fabric, features, setting or views into/from historic parks and gardens.

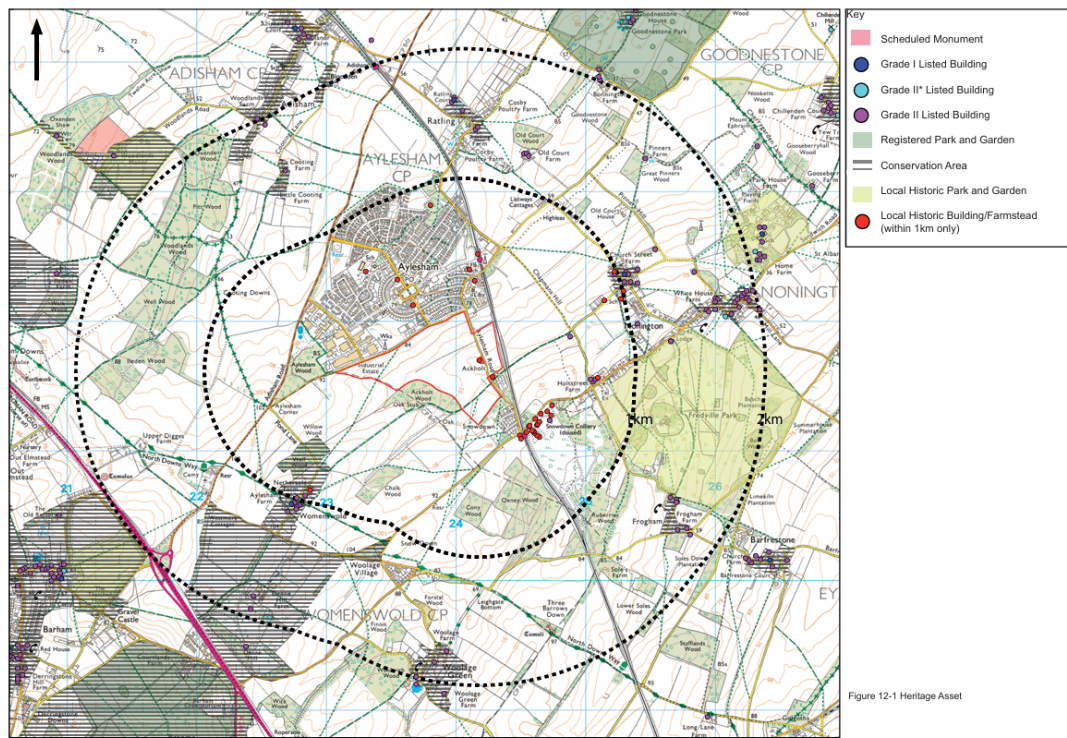


Figure 8. Heritage assets

- 2.64 In accordance with Policy HE1 and paragraph 207 of the NPPF, a heritage statement has been submitted in support of the proposals. NPPF paragraphs 212, 213 and 214 relate to designated heritage assets and paragraph 216 sets out that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application; in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 also place duties on the Council, however it is not considered the site would harm the significance of the settings of listed buildings or conservation areas due to their distance from the application site.
- 2.65 Figure 8 above identifies a range of heritage assets in the surrounding area and the ES addresses built heritage, seeking to establish the cultural heritage baseline to ensure the historic environment informs the constraints and opportunities that underpin the masterplan (seeking to maximise opportunities for enhancement and minimising or avoiding harm). The heritage statement identifies heritage assets within proximity of the site (including the historic environment record and/or listing description of several of these), setting out the historic background of the site. The report considers that following initial assessment, a review of the zone of theoretical visibility (ZTV) and site visit, a combination of distance, topography and vegetation screening would block meaningful intervisibility between the proposed development and most of the identified built heritage assets and considered there would be no direct or indirect effects upon most built heritage assets during the construction or operational phases of the proposed development (such that the proposals would have no material impact on the setting of these assets). Four built heritage assets are however considered to have more potential to be affected by the proposed development (Ackholt House, Keeper's Cottage, Aylesham Village and Womenswold Conservation Area). The impact on these assets (both during construction and operation) is considered in the built heritage ES chapter and neutral and slight

adverse impacts are identified to the assets during construction. In operation, neutral or slight adverse residual effects are identified to Ackholt House and Keepers Cottage (due to the change in character of the surroundings, where maturation of the proposed landscaping would lessen the effect in the medium-long term); a neutral or slight beneficial effect is identified to Aylesham planned settlement, and a neutral residual effect is identified to Womenswold Conservation Area (again where additional mitigation in the form of maturing landscaping would take effect in the medium-long term).

- 2.66 The application has been subject to consultation with DDC Heritage Team, who have reviewed figure 12 and note it recognises those heritage assets that would be directly affected by the proposals. They consider that the layout, whilst indicative, demonstrates that these buildings would be appropriately considered in respect of their current rural context, with open green space and retention of existing hedgerows, and the principal vehicle routes into the development being located some distance away. They are therefore content that the built historic environment has been adequately considered and consider that no harm would be caused (and had no further comments in relation to revised indicative plans). Historic England have no advice on the proposals.
- 2.67 Subject to the detailed design of the development (which would be considered further at reserved matters stage if outline permission is granted), it is considered a development could be achieved that would result in no harm (either substantial or less than substantial) to the significance of the setting of heritage assets, in accordance with the objectives of Chapter 16 of the NPPF, Policies SP15 and HE1.
- 2.68 Notwithstanding this conclusion, were the development considered to result in harm at the reserved matters stage, provided this was less than substantial harm (likely at the low or medium scale of less than substantial), this would be assessed against the public benefits of the proposal, which would include the provision of up to 800 dwellings towards the housing land supply, temporary construction jobs and employment opportunities within the mixed-use local centre, provision of open space and financial contributions towards the local economy (discussed further at paragraph 2.86).

Archaeology

- 2.69 In line with the objectives of NPPF Paragraph 207 and Policies SP13 and HE3, a desk based archaeological assessment, as well as a trial trenching evaluation has been submitted. KCC Archaeology have been consulted, providing detailed advice, with further information submitted during the course of the application.
- 2.70 KCC initially advised that the loss of regionally important archaeology would cause harm, with NPPF paragraph 215 explaining this should be weighed against the public benefits of the proposal (the harm is considered to be less than substantial). Following the submission of a report detailing the results of archaeological trial trenching undertaken, KCC recommend the imposition of conditions to secure the submission of a heritage management plan (for agreement setting out measures for the safeguarding and subsequent management of buried archaeology to be preserved in situ within areas of green space); for a programme of archaeological investigation (excavation) in advance of construction; and the submission of a heritage and archaeology public engagement strategy. Subject to the imposition of these conditions, it is considered the public benefits of the proposal (the provision of affordable housing and other benefits discussed at paragraph 2.86) would outweigh

the less than substantial harm identified and would be acceptable having had regard for chapter 16 of the NPPF and Policies SP15 and HE3.

Other Matters

Affordable Housing and Mix

- 2.71 The planning and affordable housing statement sets out that in accordance with Policy SP5, 30% of the total housing on site would be affordable (of the up to 800 dwellings proposed, up to 240 would be affordable). The exact type, mix and tenure of housing (tenure blind/delivered across the site) would be based on an assessment of local housing need at the time of the approval of the reserved matter submissions, however the notional tenure split is estimated to be:

- 55% affordable/social rent (132 dwellings);
- 25% first homes (60 dwellings); and
- 20% shared ownership (48 dwellings).

- 2.72 This indicative tenure would accord with Policy SP5. In terms of type and mix of housing, Policy H1 requires proposals to demonstrate how housing mix reflects the Council's latest evidence of housing need and market demand and contributes towards meeting the varied needs of different households. The following indicative housing mix is provided, however further detail would be included with reserved matters submissions.

	Affordable/Social Rented	Intermediate		Affordable (Total)	Market	Total
		First Homes	Shared Ownership			
1-bed	41			41	56	97
2-beds	13	60	48	121	42	163
3-beds	33			33	249	282
4-beds	45			45	213	258
Total	132	60	48	240	560	800

- 2.73 The Housing Enabling Officer (HEO) has been consulted, advising there is a high need and demand for affordable housing (AH) across the district, particularly Aylesham which is evidential from the housing waiting list and local housing needs survey. They advise the developers have been in contact with the HEO and have been provided with information on requirements for AH; the indicative type and tenure are considered to be a good mix which is supported as it meets the identified needs in the district and the inclusion of 1 and 4 bed properties for affordable rent is particularly welcome. If permission is granted, a legal agreement would be required to secure the provision of affordable housing, with further details of this to be considered at reserved matters stage and as part of the legal agreement.

Infrastructure and Open Space

- 2.74 Policy SP11 seeks to ensure infrastructure is delivered at the right time in the right place to meet the growing needs of the district. KCC have requested that, in order to meet the needs generated by the development, contributions are required to deliver education, community learning, youth services, library services, social care and waste services. They also request all homes are built as wheelchair accessible and adaptable dwellings in accordance with building regulations part M4(2). Policy PM2 requires 5% of the development to be built in compliance with building regulation

M4(3) (wheelchair user homes), with the remaining development built in compliance with building regulation part M4(2) and therefore this would be required by condition.

- 2.75 Kent and Medway NHS has requested a contribution towards refurbishment, reconfiguration and/or extension of existing general practice and other healthcare premises covering the area of development or new premises for general practice or healthcare services provided in the community in line with the healthcare infrastructure strategy for the area. However, discussions have taken place with the agent on the amount sought, based on the estimated population of the development (local evidence indicates this is lower than the standard calculation used by NHS in making requests), the likely spread across Aylesham, Canterbury, Ash and elsewhere residents of the development would register, capacity at Ash surgery and the expectation that a high proportion of new residents would be moving from elsewhere in the District. A proportionate contribution of £504.12 per dwelling has been put forward by the agent, with no response to the contrary received from NHS. Having reviewed the evidence, it is considered that this figure is considered to be CIL compliant and is reasonably related to the development.
- 2.76 Policies PM3, PM4 and SAP24 d) require that formal and informal open spaces for leisure and recreation (including play areas, sports fields, allotments and community orchards) are provided and where possible that these should be multi-functional and accessible to new and existing communities. The planning policy team have been consulted on the proposals, advising that 5.51ha would be provided, against a policy requirement of 4.01ha. A further 20.08ha of natural and semi-natural green space would also be provided on site, with the play area requirements (a total of 0.12ha) also being met on site; these would be secured through a legal agreement. A central play area would be provided as part of the village green (local equipped area for play – LEAP or neighbourhood equipped area of play - NEAP), as well as smaller play areas (local area for play – LAP) across the site.
- 2.77 The Principal Open Spaces Officer has advised that new children's equipped play areas created within the development should be, where possible, designed to cater for young children (local areas of play – LAPs/ local equipped areas of play – LEAPs) and that there are off-site existing play areas for older children within easy walking distance of the development and managed by DDC/Parish Council. The proposals are policy compliant with regards to the size and nature of play areas proposed on-site. However, the open spaces team, following consultation with the Parish Council, have requested consideration of an alternative of an off-site contribution towards enhancing capacity and maintaining existing spaces in Aylesham to meet the additional need for play areas for older children. There are already multiple play areas in Aylesham for varied age-ranges, including a zip-wire in Hill Crescent which would cater for older children, a skate park and basketball area in Station Field, a play area, outdoor gym equipment and informal playing pitch at Snowdown recreation field. Where possible, it makes sense to maintain and enhance the facilities for older children that already exist in Aylesham/Snowdown and are a walkable distance from the proposed development. The applicants are advised to consider this alternative solution to meeting the requirements (which could be considered further through the reserved matters submissions). Any new play areas to meet the needs created by the development will need to be managed by a resident's management company or the Parish Council. The parks and open spaces team agree with the suggested incorporation of allotments into the design, given the popularity of existing allotments in Aylesham and suggest that if community orchards are incorporated, a contained community orchard site is created next to or as close to the proposed allotment site as possible to enable efficient management of the site. The provision of open space on-site should be supported by a governance strategy, agreed with the Council, in

accordance with Policy PM3 c). This should set out what facilities are to be delivered and by when, and how they will be managed and maintained over time to an acceptable standard. It is considered these details can be secured through the Section 106 legal agreement, where it is also expected there would be a cascade approach, offering the management of the open space to the Parish Council before it is offered to a management company.

- 2.78 In relation to sports facilities provision, as set out in Policy PM4, the sports facilities calculations are taken from the Sports England calculator and are a starting point for the assessment of sports provision to meet the needs of the development (and include playing pitches, ancillary facilities, sports halls and swimming pools). The documents submitted indicate outdoor pitches would not be provided on site (albeit there is a 5 aside kick about indicated on the illustrative masterplan but this is not considered to be formal sports provision). Policy PM3 requires outdoor sports pitches should be provided on site where possible and should provision of natural and artificial grass pitches on site not be possible and justified, off-site financial contributions would be sought. In this case, through the masterplanning, it has been agreed that off-site sports hall contributions should be secured towards the existing sports facilities in the settlement and/or the planned improvements to those facilities. It is recommended that the capital cost contributions for natural and artificial grass pitches, associated ancillary facilities and 1x lifecycle cost (sinking fund and maintenance) amount is secured towards enhancement and maintenance to meet additional demand at existing pitches in the Parish of Aylesham, including at Aylesham Welfare Leisure Centre (as set out in the Infrastructure Delivery Plan (IDP), page 34) following discussions between the planning policy team and open spaces team at the Council.
- 2.79 The swimming pools contribution is sought towards the district-wide strategic need identified for swimming, currently planned to be delivered through the project at Tides Leisure Centre, Deal (page 25 of the IDP), or an alternative project which meets the identified swimming needs. Sports England have also been consulted on the application and does not object to the application (subject to suitable sports provision being provided – set out in the table below).
- 2.80 As this is an outline application, the costs of meeting the needs of the development set out (in the table below) are per dwelling and based on different size properties as indicated by the Sport England response. There are no indoor bowls or tennis projects identified in the area so a contribution has not been requested by the Planning Policy Team in this respect.
- 2.81 In accordance with Policy SP12, a strategic highway improvement contribution is sought (in relation to the proposed dwellings) towards planned improvements and/or upgrades to the Whitfield and Duke Of York roundabouts. No contribution is sought in relation to the flexible class E/F2 floorspace mixed-use local centre as it is assumed that most of the traffic generated by this would come from within the settlement and its immediate surroundings, with limited impact on the strategic road network. As discussed at paragraph 2.25, a financial contribution is also sought from KCC in relation to upgrades to the A256/A257 roundabouts, the figure is currently under discussion (KCC have requested £500 per dwelling, however discussions on a proportionate contribution below this are ongoing, with a tariff approach similar to that of the Whitfield roundabouts being developed). Contributions have also been sought from Network Rail, discussed at paragraph 2.28 onwards and in relation to bus service provision (paragraph 2.32). The figures listed in the table below are considered to be CIL compliant and justified, meeting the needs of the development.

- 2.82 The agent has confirmed that the applicant will meet the cost of such infrastructure set out in the table below, as necessary, to be secured within a legal agreement (which would also secure off-site highway works and a biodiversity net gain monitoring fee, with an option to explore a bond for biodiversity net gain provision).

Matter	Contribution
Primary Education Expansion	£5,412.74 per applicable house £1,353.18 per applicable flat Towards expansion of primary schools in the Aylesham primary planning group
Secondary Education Expansion	£5,329.29 per applicable house £1,332.32 per applicable flat Towards expansion of secondary schools in Deal and Sandwich non-selective and Dover District selective planning groups
Special Educational Needs & Disabilities (SEND)	£559.83 per applicable house £139.96 per applicable flat Towards the provision of SEND places and/or additional SEND facilities that serve the needs of the development
Community Learning and Skills	£34.21 per dwelling Towards additional equipment and resources for adult education centres in Dover District serving the development, including outreach provision.
Integrated Children's Services	£74.05 per dwelling Towards additional equipment and resources for the Integrated Children's Services in Dover District including outreach provision.
Library, Registrations and Archives Service	£62.63 per dwelling Towards additional resources, equipment and book stock (including reconfiguration of space) at local libraries serving the development including Aylesham and Dover Libraries.
Adult Social Care	£180.88 per dwelling Towards specialist care accommodation, assistive technology systems and equipment to adapt homes, adapting Community facilities, sensory facilities, and Changing Places within the District.
Waste	£52.00 per dwelling Towards the upgrading of Dover HWRC to increase capacity.
Accessible Greenspace	No contribution sought – to be provided on site as set out in illustrative masterplan
Children's and young people's equipped Play Space	No contribution sought – to be provided on site as set out in illustrative masterplan (0.02 LAP and 0.1 combined NEAP and LEAP)
Allotments/Community Orchards	No contribution sought – to be provided on site as set out in illustrative masterplan
Combined Grass/artificial Pitches	AGP Capital £65,979 (£82.47 per dwelling) 10x Lifecycle costs for pitches £488,000 (£610 per dwelling) £692.47 per dwelling (to be index linked) Towards new or improvements to existing natural grass and artificial grass pitch facilities at Aylesham Welfare Leisure Centre and/or within Aylesham village.

Sports contribution	Halls	£459.72 per dwelling (to be index linked) Towards planned expansion and improvements to Aylesham Welfare and Leisure Centre, or an alternative strategic sports hall project in the area (and maintenance).
Swimming contribution	Pools	£551.23 per dwelling (to be index linked) Towards district need for swimming pools – to be delivered via Tides Leisure Centre upgrade project in Deal or an alternative strategic swimming pool project in the District (and maintenance).
Bus Services		£463,135 index linked to September 2025 for an extended 89 service from Canterbury for onward journeys to Wingham and Sandwich/Discovery Park every 30 minutes (or any subsequent revised/alternative service for Aylesham).
Strategic Contribution	Highways	£1,260 per dwelling (index linked) Contributions towards planned improvements/upgrades to Whitfield and Duke of York roundabouts. Financial contribution (final amount still under discussion) towards upgrades to the A256/A257 roundabouts (see paragraph 2.26).
NHS Kent & Medway		£504.12 per dwelling (proportionate contribution as agreed with the agent, rather than as sought by NHS) Towards refurbishment and/or reconfiguration of Aylesham Health Centre and any other healthcare premises covering the area of development or new premises for general practice or healthcare services provided in the community in line with the healthcare infrastructure strategy for the area.
Network Rail		Aylesham Rail Station Improvements: Secured cycle hub at the station £100,000

Climate Change and Sustainability

- 2.83 In addition to the above public benefits (securing affordable housing and S106 contributions to be spent in the local economy), there would be jobs during the construction of the development and it is envisaged there would be biodiversity improvements from the proposed planting and that the development would incorporate sustainable design principles (such as energy efficiency measures, green infrastructure and SuDS) helping to minimise energy consumption and promote sustainable water management.
- 2.84 A climate change statement has been submitted in support of the application in line with the objectives of Policy CC2 (and also having regard to the objectives of Policies SP1, CC1, CC4, CC5, CC6, CC8 and SAP24). This summarises how the energy hierarchy would be followed, considering that this would depend on the build out date for the development (as the outline designs are subject to reserved matters), anticipating most of the units would be constructed after Part L 2025 (of the Building Regulations) comes into force, where dwellings would be built to the higher standard, requiring more renewable and low carbon technologies to be fitted. The document lists the following measures that could be incorporated: Optimising orientation and site layout, solar shading and natural ventilation, modern methods of construction and energy efficient building fabrics, double glazed windows, LED lighting, high energy efficiency rated appliances, either ground or air source heat pumps, electric

vehicle (EV) infrastructure (all measures under the 2021 Part L Building Regulations). Further measures would require consideration at reserved matters stage but could also include triple glazing, solar PV for suitable dwellings, optional solar thermal, and waste water heat recovery systems (WWHR). Further detail is set out in the design code and noting comments from the Planning Policy Team, further consideration would be given at reserved matters stage (when developers are known and detailed layouts for each phase(s) known). Notwithstanding this, as discussed at paragraph 2.14, it is considered appropriate to impose a condition requiring each reserved matters application to be accompanied by a document setting out how it has had regard to the outline application/design code and it is envisaged the information submitted would need to specify what measures would be incorporated in the development (including water efficiency measures in line with Policy CC4).

2.85 In relation to the non-residential elements of the development (which includes the local centre comprising a mixed-use community hub of up to 1,100sqm of floor area inclusive of a convenient food store), the climate change statement sets out that the Future Buildings Standard sets out changes to Part L of building regulations for non-residential buildings, which these elements of the development would accord with. It is considered the condition discussed in the above paragraph could require these details to be included in the reserved matters application for the non-residential development.

2.86 The planning and affordable housing statement includes a summary of the social, economic and environmental benefits of the proposed development. These include:

- provision of up to 800 private and affordable homes, of a variety of types and sizes, helping to meet the Council's housing need;
- a local centre comprising a mixed use community hub (up to 1,100sqm floor area in flexible use classes E/F2) including a convenience food store providing additional shopping, potential to include community floorspace by existing/future residents and potential to include floorspace which will generate employment opportunities.
- Provision of new play spaces (including a central play area as part of the village green (LEAP) and smaller play areas (LAP) which will be accessible to all residents (new and existing neighbouring residents).
- Provision of new open space including parks and gardens, amenity green space, allotments, provision for children and young people, natural and semi-natural green space
- Enhanced connections to the surrounding highways network, new vehicular and non-motorised (pedestrian and cycle) access points from Spinney Lane and Aylesham Road, improved new infrastructure for pedestrian, cyclists, public transport and vehicles in and around the site, improving access to open space
- Improved access to existing PROW network across and around the site.
- Improved safety on Spinney Lane and Aylesham Road (as a result of the proposed speed limit reduction for sections of road).
- Improved biodiversity with enhanced green spaces and planting across the site (with potential to achieve BNG of around 49% in habitat units and 47% in hedgerow units, well in excess of the statutory 10% required by Policy NE1).
- Potential to extend existing bus service into the local area.

2.87 In addition to the above benefits, the proposals would generate employment opportunities during the construction of the development. The development would also secure financial contributions towards provision of and/or improvement of off-site local infrastructure to meet the needs generated by the development and would provide 30% affordable housing on site.

3. **Conclusion**

- 3.1 The site is allocated for development within the adopted Local Plan under Policy SAP24. Indicative plans have been submitted showing how dwellings could be accommodated at the site, however as this is an outline application dealing only with access, the precise layout and arrangement of the dwellings would be considered further at reserved matters stage. The sustainability of the site, noting its' proximity to public transport and facilities and services available in nearby settlements, has been considered acceptable in allocating the site for development.
- 3.2 The documents submitted in support of the application are considered to demonstrate how up to 800 dwellings could be accommodated at the site; 30% of which (compliant with Policy SP5) would be affordable housing. In addition to housing, a mixed use building zone would be created to include use class E and F2 alongside residential development, with green infrastructure across the site and a large area provided to the south providing separation to Snowdown. The public benefits of the proposal are set out at paragraph 2.86, including highways and public rights of way improvements, areas of play, jobs during construction and as a result of the commercial elements of the development, as well as proportionate financial contributions being secured to be spent in the local economy. At this outline application stage, matters such as appearance, landscaping, layout and scale are reserved. Notwithstanding this, it is considered that based on the indicative information provided and subject to the detailed design of the development, up to 800 dwellings could be accommodated at the site in such a way that would preserve the character and appearance of the street scene, countryside and landscape and that would have an acceptable impact on residential amenity and other material considerations addressed in this report, having regard to relevant Local Plan Policies, the objectives of the NPPF and other relevant legislation.

g) **Recommendation**

- I OUTLINE PERMISSION BE GRANTED subject to completion of a S106 legal agreement to secure the required contributions and conditions:
- (1) approval of the reserved matters
 - (2) time condition
 - (3) timescale for commencing each phase
 - (4) restriction of no more than 800 dwellings and up to 1,100 sqm mixed use floorspace
 - (5) list of approved plans (parameter plans)
 - (6) phasing plan
 - (7) reserved matters (RMs) to include specific layout details and document demonstrating how regard has been had to the design code (as well as confirming provision of 2 trees per dwelling, water efficiency measures, and M4(2)/(3) provision)
 - (8) samples of materials
 - (8) reserved matters to demonstrate requirements for surface water drainage can be accommodated
 - (10) detailed sustainable surface water drainage scheme (SuDS)
 - (11) verification report pertaining to SuDS
 - (12) land contamination condition
 - (13) verification report pertaining to land contamination
 - (14) remediation of any unexpected contamination
 - (15) restriction of infiltration of surface water other than with agreement
 - (16) piling/penetrative foundation designs

- (17) details of phasing of occupation to be submitted to align with delivery of any required sewerage network reinforcement
- (18) details of proposed means of foul sewerage and surface water disposal
- (19) details of any landscaping proposals within proximity of public apparatus (in consultation with Southern Water)
- (20) construction traffic management plan
- (21) details/scheme of road crossings, accesses (and their completion), footways/cycleways and improvement works including to Dorman Avenue South, Adisham Road/ Spinney Lane junction (to be delivered under a s278 agreement with KCC Highways) and public right of way improvements (including any signage), highway condition surveys
- (22) specification plans for the spine road (to include details of bus access and infrastructure), progression of the speed rationalisation plan through the TRO process
- (23) details of the speed rationalisation plan and timescale for implementation
- (24) updated tree reports/surveys and tree protection measures to be put in place
- (25) scheme of overarching principles for ecology (including mitigation and biodiversity enhancement features, with updated ecological surveys to be submitted alongside reserved matters (RMs) applications
- (26) embedded ecological mitigation measures to be demonstrated in RMs
- (27) landscaping details to include timings, ensuring early delivery of habitat creation in western part of site
- (28) ancient woodland scheme (including monitoring of Ackholt Wood with review and submission of details of adaptive measures if required, details of buffer (boundary treatments, planting and signage) and welcome pack for residents
- (29) bat sensitive lighting scheme for each phase
- (30) biodiversity gain plan
- (31) habitat management and maintenance plan (HMMP)
- (32) notice when HMMP works for any phase have started
- (33) completion of the habitat creation and enhancement works in the HMMP
- (34) submission of monitoring reports in line with HMMP specification
- (35) demolition and construction management plan
- (36) heritage management plan
- (37) heritage and archaeology public engagement strategy
- (38) details of on-site interpretation (heritage)
- (39) programme of archaeological work
- (40) RMs for landscaping to include details of LEAP/LAP/NEAP and public open space (including timescale for provision)
- (41) Travel Plan

- II Powers to be delegated to the Head of Planning and Development to settle and agree any outstanding matters, necessary planning conditions, obligations, legal agreements and reasons in line with the issues set out in the recommendation and as resolved by the Planning Committee.

Case Officer

Rachel Morgan

The Human Rights Act (1998) Human rights issues relevant to this application have been taken into account. The Assessment section above and the Recommendation represent an appropriate balance between the interests and rights of the applicant (to enjoy their land subject only to reasonable and proportionate controls by a public authority) and the interests and rights of those potentially affected by the proposal (to respect for private life and the home and peaceful enjoyment of their properties).



Chartered Landscape Architects

Our Ref: 0704

Date: 17 April 2025

**LAND SOUTH OF AYLESHAM
LANDSCAPE REVIEW**

Application ref: 25/00133

Application description :

‘Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development’

Submitted documents (relevant to DDC Landscape Consultation Response)

Arboricultural Impact Assessment 2594306
Arboricultural Report 2594614
Biodiversity Net Gain Strategy 2594327
Design and Access Statement Part 1 2594314
Design and Access Statement Part 2 2594315
Design and Access Statement Part 3 2594316
Design and Access Statement Part 4 2594317
Design and Access Statement Part 5 2594318
Environmental Statement Chapter 07 Landscape 2594330
07-7 LVIA Appendices Appendix 07-1 2594600 Figure 05-6 Illustrative Masterplan 2594343
Figure 05-7 Adisham Road, Spinney Lane Junction Improvements 2594402
Figure 06-3 Ancient Woodland and Habitats of Principal Importance 2594346
Figure 07-1 Site Location 2594348
Figure 07-2 Topography 2594349
Figure 07-4 Landscape Character 2594351
Figure 07-5 Zone of theoretical visibility 2594352
Figure 07-6 Photography panel 1-2594353
Figure 07-6 Photography panel 2-2594354
Figure 07-6 Photography panel 3-2594355
Figure 07-6 Photography panel 4-2594356
Figure 07-6 Photography panel 5-2594357
Figure 07-6 Photography panel 6-2594358
Figure 07-6 Photography panel 7-2594359
Figure 07-6 Photography panel 8-2594360
Figure 07-6 Photography panel 9-2594361
Figure 07-6 Photography panel 10-2594362
Figure 07-7 Illustrative Viewpoints 2594363
Figure 07-8 Photomontage 1-2594364

Hill-Wood & Co (Kent) Ltd Company no. 10066666
Company Director Lydia Hill-Wood BA (hons) PGDip CMLI

2 Keswick Drive, Maidstone, Kent ME16 0DQ
01622 437196 www.hwandco.co.uk

Figure 07-8 Photomontage 2-2594365
Figure 07-8 Photomontage 4-2594366
Figure 07-8 Photomontage 6-2594367
Figure 08-1 Public Rights of Way -2594368
Figure 12 Hertiage Assets -2594371
Habitats and Botanical Basement Surveys Report Appendix 06-3-2549589
Illustrative Framework Masterplan V8-2594299
Indicative Phasing Plan 2594305
Indicative SUDS Features Sizes 2594309
Parameter Plan Building Heights 2594301
Parameter Plan Density 2594302
Parameter Plan Green Infrastructure 2594304
Parameter Plan Land Use 2594300
Parameter Plan Access and Movement 2594303
Proposed Spinney Lane Puffin Crossing 2594321
Proposed Spinney Lane Site Access 2594320
Proposed Spinney Lane Aylesham Road, Crossing 2594322
Site Location Plan 2594298

Landscape Design Theory and Site Overview

- The site is 48.94ha
- Ackholt Wood Ancient Woodland is excluded from the application
- Aim to enhance links to Market Place, pedestrian and cycle. Establish green and active travel corridors to village centre and train station.
- Reflect Aylesham's planned character.
- Distorted grid principle

Comments on Documents and Request for further details

D&A Statement

p.41 'Considerations'

pink circles within Ackholt Wood and north eastern boundary are not in the key.

.....

p.76 'Ancient Woodland Buffer' to be planted as dense woodland edge to deter access.

What about the current woodland seed bank – how can this be managed to ensure the retention and potential re-growth of this Ancient Seed?

.....

p79. 'Village Green' heart of the development and provides long views southwards to the wider Nature Park and landscape beyond Aylesham.

The proposed masterplan shows a block of development obscuring views of the Village Green and Key Buildings hidden behind residential development.

.....

p.82 'Ancient Woodland Buffer' minimum of 25m wide at its narrowest.

There are several references to this buffer and in other documents it is noted as 20m. The glade is an appropriate design response to ensure benefits to a wider variety of fauna and flora.

.....

p.108 'Design response : Townscape, Views, and Visual Interest' – Landmarks "Key buildings and public spaces can be positioned to act as landmarks, defining arrival points and enhancing the identity of the development.

But the landmark buildings of the Village Green are hidden by residential development to the north.

Arb Report

There are two Category B trees shown as proposed to be removed along the frontage, east of main access on Sylva Consultancy Tree Removal Plan. No replacements are shown within the retained frontage hedge. This is an important element to the existing streetscape to be retained and new tree planting to retain and reinforce this character should be incorporated into any scheme at detailed phase.

BNG Report

Site as existing is largely one type of habitat with a fairly low value at baseline.

The proposals result in a majority (70%) of the scheme being sealed surface (within this figure is 30% for vegetated garden). The south western boundary and southern section of the site is a much more valuable habitat with several habitat types and increased connectivity from the Ancient Woodland to the east. This will become a very valuable habitat and element of the BNG for the site moving forwards.

LVIA

There will be improved connectivity between the Ancient Woodland of Ackholt Wood and Ancient Woodland to the north west Aylesham Wood through the introduction of improved habitat corridors of mixed native hedgerows and additional tree cover.

Viewpoint 1 – Reviewing the wirelines, it is clear that this view would benefit from a reduced extent of development to the south. This reduction would retain and extend views across the landscape to the south east. This could be achieved through an increased woodland buffer zone or an additional landscape clearing within the proposed development. Views towards Ackholt House would retain this valuable connection with the wider landscape and setting of Aylesham.

Viewpoint 6 - shows that the long distance view of the landscape is retained with the proposed extension to Aylesham. There is a limited view of existing built form of Aylesham from this viewpoint. However, it is a clear model to show how built form could be accommodated, when height is kept restricted, which enables the existing landscape to be seen above the built form. Consideration to roofscape angles, materiality and renewable energy such as solar panels should be considered carefully to limit glare from this key view to the south.

Phasing plan

Positive to see the majority of the landscape being installed within Phase 1A. (Not sure why the scrub to the south east is in Phase 1B?

Conclusion

There is a considerable amount of built form proposed within this application. A wide range of landscape studies have been carried out and the advice throughout the application process has been implemented into the scheme. This has resulted in an improved parameters of development plan with 'community' facilities and green spaces at key junctions.

Further detail in regards to the buffer zone for the Ackholt Wood Ancient Wood should be sought to ensure the retention and promotion of the Ancient Seed Bank.

Reinforcing existing streetscape patterns of mixed native hedgerows with interspersed trees should be detailed to ensure replacement tree planting along retained hedgerows.

Roof patterns and long distance views of clusters of woodland and rolling landscape should be retained wherever possible. This can be incorporated into street design, and in particular views from community green space within the proposals.

The principles of connectivity and enhanced links with Market Place and the proposed extension are crucial to the success of the extension of development. Therefore careful detailing and specific Design Guidance to be approved by DDC should be provided for the long term success of the development.

The extent of built form in the western parcel of the site should be reduced or designed in a way to ensure the retention of the long distance view towards the south east from Viewpoint 1. The current proposals would obscure this key view entirely which cannot be mitigated against and would be irreversible.

[REDACTED]

From: [REDACTED]@DOVER.GOV.UK>
Sent: 08 April 2025 10:21
To: [REDACTED]
Cc: Amon Yiu
Subject: Re: Aylesham South - application submission [CJO-IMANAGECLOUD.FID777158]

Good morning [REDACTED]

Thanks for your email. All consultees have been contacted for a response and external responses are available to view in the online planning file. I was advised a response from KCC Highways would be received last week so have contacted the officer again. I previously mentioned that KCC Flood and Water Management had been in contact with your consultant. Whilst I have requested a formal consultation response from KCC, this has not yet been received.

In respect of internal comments, the Tree and Horticulture Officer has advised the following:

"Though at this stage, this is an outline application, and therefore the definitive layout is not yet available, a comprehensive arboricultural report has been submitted which has identified a number of A category individual trees as well the A category Ackholt Wood. I am concerned in particular about the effects of the development on Ackholt Wood (Ancient Woodland) and therefore there would need to be consideration made for a substantial buffer zone to prevent harm to the woodland.

A comprehensive Arboricultural Report and Arboricultural Impact Assessment based on the current masterplan has been submitted identifying the removal of 2 individual trees and three sections of hedgerow to implement the scheme, however, in the event that consent is granted, we will require updated AIA and method statement once the layout has been agreed to show if further trees/hedges are to be removed and full details to show the retained trees are to be protected (see sections 6.5 and 6.6 (?) of the Arboricultural Report. It is noted that there appears to be no negative impact on the trees within Spinney Wood to enable the junction improvements etc.

Consideration should be made to applying TPO's where considered necessary."

The Planning Policy Team are carrying out a final review of their comments, which should be received in the next couple of days and will be sent as soon as possible when received.

I hope this update is of assistance, however please email me if you have any questions.

Kind regards,



[REDACTED]
Principal Planning Officer

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@DOVER.gov.uk

Web: dover.gov.uk



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From: [REDACTED]@carterjonas.co.uk>
Sent: 04 April 2025 16:23
To: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@carterjonas.co.uk>
Subject: RE: Aylesham South - application submission [CJO-IMANAGECLOUD.FID777158]

Hi [REDACTED]

Thanks for sending through the below. I've returned from leave and have seen that East Kent PROW have commented on the application but there still seem to be various statutory consultation responses outstanding. Have you had any updates on these and are there any other internal consultation responses which have come through? If you could let me know, that would be helpful as I'll be catching up with Axis next week.

Thanks

Jess

[REDACTED]

Partner

[REDACTED] | carterjonas.co.uk

One Chapel Place, London, W1G 0BG

Classification L2 - Business Data

From: [REDACTED]@DOVER.GOV.UK>
Sent: Tuesday, 01 April 2025 11:54
To: [REDACTED]@carterjonas.co.uk>
Cc: [REDACTED]@carterjonas.co.uk>
Subject: [External Message] Re: Aylesham South - application submission [CJO-IMANAGECLOUD.FID777158]

Good morning [REDACTED]

Thanks for your email yesterday, HSE have been sent a consultation request and their response will be added to the file when received.

Kind regards and thanks,

[REDACTED]



Principal Planning Officer
Dover District Council
Council Offices, White Cliffs Business Park,
Whitfield, Dover CT16 3PJ
[REDACTED]@DOVER.gov.uk
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From: [REDACTED]
Sent: Monday, March 31, 2025 09:54
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Aylesham South - application submission [CJO-IMANAGECLOUD.FID777158]

Good morning [REDACTED]

I hope you had a good weekend.

Thanks for circulating the consultation list, which is very helpful.

We have also been through the consultee list on the council website. Apologies if we are wrong but we note that HSE haven't been notified in relation to the gas pipe etc. Do you think they need to be consulted at this stage? Thanks.

Regards,

[REDACTED]

[REDACTED]

Planner

T: [REDACTED] | [REDACTED] | carterjonas.co.uk
[REDACTED]
One Chapel Place, London, W1G 0BG

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From: [REDACTED]@DOVER.GOV.UK>
Sent: Tuesday, 18 March 2025 09:58

To: [REDACTED]@carterjonas.co.uk>
Cc: [REDACTED]@carterjonas.co.uk>
Subject: [External Message] Re: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

Good morning [REDACTED]

I hope you are well. To update you, the site notices/consultation period is due to end on Sunday and all external consultation responses are available to view in the online planning file. A number of consultee responses should have been received by today and I will be following those up this week. I have been copied into correspondence between your consultant and the LLFA in relation to surface water management and understand they met last week to discuss the scheme.

In respect of internal consultation responses, I have attached a document with their comments. As a number of comments are still expected, I will update you further when the advertisement period has ended.

I trust this update is of assistance, however please contact me if you have any questions.

Kind regards,
[REDACTED]



[REDACTED]
Principal Planning Officer

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@DOVER.gov.uk

Web: [dover.gov.uk](https://www.dover.gov.uk)



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From: [REDACTED]@DOVER.GOV.UK>
Sent: 18 February 2025 10:20
To: [REDACTED]@carterjonas.co.uk>
Subject: Re: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

Good morning [REDACTED]

Thanks for your email yesterday, this should change on our system by the end of the day so it will no longer appear on the public planning file.

Many thanks,



Principal Planning Officer

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[@DOVER.gov.uk](mailto:DOVER@gov.uk)

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From: [REDACTED] @carterjonas.co.uk>

Sent: 17 February 2025 11:09

To: [REDACTED] @DOVER.GOV.UK>

Subject: RE: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

Hi [REDACTED]

I hope you had a good weekend. The client has noticed that the updated ES chapter has been added to the online planning file but the old version of the ES Air Quality remains on the website as well as a 'superseded' version. I think he thinks this could potentially be confusing for consultees. Not sure if it is possible or not for the superseded version to be removed?

If you could let me know, that would be helpful.

Thanks

[REDACTED]

[REDACTED]

Partner

T: [REDACTED] | [REDACTED] | carterjonas.co.uk

[REDACTED]
One Chapel Place, London, W1G 0BG

Classification L2 - Business Data

From: [REDACTED] @DOVER.GOV.UK>

Sent: Friday, 14 February 2025 12:33

To: [REDACTED] @carterjonas.co.uk>

Subject: [Ext Msg] Re: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

Hi [REDACTED]

Thanks for your email earlier, the attached air quality chapter will be added to the online planning file today and the previous version superseded.

Many thanks,



Principal Planning Officer

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[\[REDACTED\]@DOVER.gov.uk](mailto:[REDACTED]@DOVER.gov.uk)

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Classification L2 - Business Data

From: [REDACTED] weeney@carterjonas.co.uk

Sent: 14 February 2025 10:05

To: [REDACTED] [\[REDACTED\]@DOVER.GOV.UK](mailto:[REDACTED]@DOVER.GOV.UK)

Cc: [REDACTED] [\[REDACTED\]@DOVER.GOV.UK](mailto:[REDACTED]@DOVER.GOV.UK); [REDACTED] [\[REDACTED\]@carterjonas.co.uk](mailto:[REDACTED]@carterjonas.co.uk)

Subject: RE: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

H [REDACTED]

Just to let you know that we have picked up a minor discrepancy in the Air Quality Chapter of the ES – a couple of paragraphs at the end of the chapter have been amended to ensure they are consistent with the rest of the ES.

Please see attached for the updated version. We tried to swap this out via Planning Portal but I think the documents had already transferred to you and have been added to the Council's website.

If you could confirm the substitution, that would be helpful. Any issues, please let me know.

Thanks

[REDACTED]

[REDACTED]

Partner

Carter Jonas

T: [REDACTED] | [REDACTED] | carterjonas.co.uk

One Chapel Place, London, W1G 0BG



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From: [REDACTED] y
Sent: Tuesday, 11 February 2025 09:32
To: [REDACTED] @DOVER.GOV.UK>
Cc: [REDACTED] @DOVER.GOV.UK>; [REDACTED] @carterjonas.co.uk>
Subject: Aylesham South - application submission [CJO-IMANAGECLOUD.FID991366]

Hi [REDACTED]

Thanks for your input at the Members Briefing last week.

Just to let you know that we submitted the planning application via Planning Portal (reference **PP-13660700**) and Axis have paid the planning application fee, so this should now be with your validation team. Hopefully everything is in order but if there are any questions during validation, just let [REDACTED] and I know.

Thanks
[REDACTED]

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Registration Number: OC304417

Address of Registered Office: One Chapel Place, London, W1G 0BG.

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Job Name: Land South of Aylesham
Job No: 332511338
Date: 18th June 2025
Prepared By: [REDACTED] MCIEEM CEnv & [REDACTED] MCIEEM
Subject: Stantec Ecology Response to DDC Ecology on behalf of Axis Land Partnership Ltd.

This note provides an initial response to DCC Ecology and BNG Consultation Responses, to inform discussion with the DDC SNEO.

DDC ECOLOGY CONSULTATION RESPONSE

Application reference: 25/00133

Application site: Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Date: 11th April 2025

DCC SNEO Consultation Response	Stantec Queries to DDC SNEO Consultation Response	Meeting Notes
1 Submitted documents (relevant to DDC Ecology Consultation Response) <i>Environmental Statement. Chapter 6: Ecology and Biodiversity.</i> <i>Environmental Statement. Appendix 6-3. Habitats and Botanical Baseline Surveys. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-4. Bat Baseline Survey Report. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-5. Hazel Dormouse Baseline Survey Reports. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-6. Breeding Bird Baseline Survey Report. Stantec. January 2025.</i>	No comment required.	

<i>Environmental Statement. Appendix 6-7. Wintering Baseline Bird Survey Report. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-8. Reptile Survey Baseline Report. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-9. Badger Baseline Survey Report. Stantec. January 2025.</i> <i>Environmental Statement. Appendix 6-10. Report to Inform Habitats Regulations Assessment Biodiversity Net Gain Strategy. Stantec. January 2025.</i> Statutory Biodiversity Metric Calculation Tool. Stantec. January 2025.		
2. Summary 2.1 The above documents have been submitted by the applicant. The potential for ecological impacts is identified in the report(s) and recommendations for mitigation measures are also provided. 2.2 Detailed comments are provided below, but in summary further information / clarification must be sought from the applicant regarding: • Evaluation of ecological importance (local wildlife sites and hazel dormice) • Assessment of impacts to Ackholt Wood • Lighting at the Spinney Lane / B2046 junction. • Hazel dormouse presence in Ackholt Wood • Assessment of impacts to farmland birds. • Reptile mitigation.	See details below.	
3. Consideration and review of ecological matters <i>Ecological impacts</i> 3.1 The submitted documents identify the potential for impacts to: • International designated sites		

• Ileden & Oxenden Wood SSSI • Local Wildlife Sites • On-site hedgerow (Habitat of Principal Importance) • Ackholt Wood ancient woodland (Habitat of Principal Importance) • Off-site woodland (Habitat of Principal Importance) • Narrow-fruited cornsalad (JNCC Red List 'endangered' plant species) • Bats (protected species) • Hazel dormice (protected species) • Breeding birds (protected species) • Reptiles (protected species) • Badgers (protected species) • Brown hares (Species of Principal Importance) • Hedgehogs (Species of Principal Importance) 3.2 Ecological surveys were undertaken during 2022 / 2023. While these could be considered out of date, there has been no significant change in land use since the surveys. 3.3 No further ecological surveys are necessary at this time, updated surveys will be secured by condition (if planning permission is granted) to inform reserved matters site layout and to inform detailed ecological mitigation measures prior to commencement. 3.4 Specific comments regarding the assessment of ecological features are provided below, where additional information / clarification is required.	Agree Agree See details below	
<i>Evaluation of Ecological Importance</i> 3.5 Local Wildlife Sites have been assigned 'local level importance'. This should be revised to 'county		NS queried how to address this? SB considered it should be addressed/amended. Potentially Addenda to clarify or re-submission of ES Chapter?

level importance' to reflect that Local Wildlife Sites are designated using county-level assessment criteria. This change does not affect the impact assessment and conclusion of no ecological effect. 3.6 Hazel dormice have been assigned 'local level importance'. Further information is required to justify why they have not been assigned 'county level importance', given the statement in the ES that, "<i>The dormouse population on-site does meet the threshold for 'county' importance, (Kent Wildlife Trust, 2022)</i>".	This is acknowledged. Is any further action required, given it does not change the outcome of the assessment? This was a typo in the ES Chapter. Dormouse do not meet the threshold for "county" importance based on the Criteria for Selection and delineation Version 1.7 June 2022.	NS to ask Project planners to confirm SB suggested NS check KWT website for most up to date CWS selection criteria. – updated since submission. https://www.kentwildlifetrust.org.uk/sites/default/files/2025-02/Local-Wildlife-Sites-in-Kent---Selection-and-Delineation-v1.9-July24_0.pdf
<i>Embedded mitigation</i> 3.7 The ES takes the approach of taking 'embedded mitigation' into account in the assessment of ecological impacts. It is stated that these are "<i>committed mitigation measures</i>". 3.8 Generally speaking, the embedded mitigation measures include principles that support the aim to reduce the potential for likely significant effects on ecological features. 3.9 The embedded mitigation measure requirements will need to be demonstrably considered at reserved matters for the detail necessary to ensure effective implementation, and must be secured in the planning permission, if granted	No comment required No comment required agree	
<i>Assessment of ecological features</i> <u>Ileden & Oxenden Wood SSSI</u> 3.10. It is concluded in section 6.6.83 of the ES that "the Proposed Development in the operational phase is likely to have an adverse effect at Up to Local level on Ileden and Oxenden Woods SSSI and so is		SB considers the In-combination should be as a radius from the SSSI not the development site. NS to review – with EIA lead. NS to check why just EIA development in in-combination – confirm with EIA lead.

considered to be of Minor Significance. Further ecological mitigation is required.” 3.11. Table 6-5 Summary of effects concludes that this will result in a permanent adverse effect at the local level of Minor Significance. 3.12. It is stated in the ES 6.7 that no additional mitigation is proposed. 3.13. The conclusion that there will be significant adverse residual effect on the SSSI must be acknowledged in the planning decision.	This is of minor significance in EIA terms and significant at a Local scale in ecological terms. s See Section 6.3.26 in the Methodology where the Level of EIA Significance is aligned with EclA (Ecology & Biodiversity Chapter) Residual Effect Criteria (CIEEM, 2018 Geographic Scale) in Table 6.1 The conclusion of a residual effect being adverse effects and of minor significance is reported for the SSSI. Consultation response from Natural England may further inform this.	SB is likely to be able to accept minor residual impact with a bit more consideration into in-combination assessment. NE have recently confirmed to LPAs that unless there is a very significant impact, or really significant opportunities, not to expect bespoke response – hence see Standing Advice.
Ackholt Wood ancient woodland (Habitat of Principal Importance) 3.14. Ancient woodland is an irreplaceable habitat for which the NPPF affords particular protection through the planning system, stating: “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists” (NPPF 193(c)) 3.15. The potential ecological impacts during construction are assessed in the ES as of negligible		

significance, taking the embedded mitigation into account. Subject to the detailed proposals for ensuring no encroachment during construction, including positioning of site security fencing, this is agreed in principle. 3.16. Consideration of impacts during operation of the proposed development takes into account the potential impacts of increased recreational activity. 3.17. On-site open space areas and an undeveloped ancient woodland buffer measures are proposed to minimise effects on the ancient woodland and it is stated that “The boundary of the woodland where it interfaces with the Site will be fenced to limit public access, and signage will provide educational resources explaining why the woodland habitats are not a recreational resource”. 3.18. The Habitats and Botanical Baseline Surveys detail the outcomes of the botanical survey of the woodland, but the submission does not provide any details of existing public access to Ackholt Wood. While it is acknowledged that the woodland has no official public access, current levels of access, and any impact on the woodland of this, will give an indication of potential future impacts that DDC requires in order to reach a conclusion regarding the potential for deterioration of ancient woodland. 3.19. While fencing of the woodland boundary to the proposed development site may help to reduce the potential for public access, the public bridleway skirts along the southern edge of Ackholt Wood and it is reasonable to conclude that there will be an increase in the use of the bridleway and therefore potential for access to the ancient woodland on the opposite side from the development site, and potential for deterioration of the ancient woodland.	Please can the meaning of this sentence be clarified? We re-iterate there is no public access it is private land with “keep out signs” and no PRoW inside the woodland. The bridleway is not within the woodland. The client cannot control/secure the other side of the woodland, as the site does not border this. Potential for deterioration of the wood is considered within the impact assessment, and on-site mitigation, within the	NS sought clarification of meaning. SB clarified while there is no formal access, there is/must be some access and introducing the development will result in some increase in access. Thus potential for deterioration. Sb accepts the adjacent buffer, planting proposals etc go some good way to mitigate, especially as habitat matures.
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3.20. The question of whether the proposed development will result in the deterioration of ancient woodland applies regardless of whether the PRoW or woodland is within the control of the applicant. 3.21. Further information must be sought from the applicant on this point, with consideration of additional measures that will provide adequate mitigation.	control of the project, is provided. Please also note the site was allocated with the local plan cognisant of its proximity to the ancient woodland, with the buffer proposed as mitigation. Whilst we consider sufficient mitigation has been proposed, please could the SNEO specify what additional measures she considers may be required to provide adequate mitigation, so my client can make an informed decision on these additional measures.	Suggested mitigation from SNEO – prickly planting along bridleway side – off-site. and woodland management within the woodland. Sb suggested this would be a Determination point – can council determine no detrimental effect on woodland due to bridleway forming link from site into access. Also consider Spinney Wood, use and access – highly valued by residents, but as POS not ecological reserve. SB suggested consideration of Off-site mitigation within Ackholt Wood through discussion with landowner and agreement.
Narrow-fruited cornsalad 3.22. The narrow-fruited cornsalad location is proposed to be retained on-site, with embedded mitigation, including a CEMP to protect the habitat during construction. 3.23. It is concluded in the ES that “the Proposed Development in the operational phase is considered to have an adverse effect at the Local level on Narrow-fruited cornsalad of national importance and so is considered to be of Minor Significance. Further ecological mitigation is required.” 3.24. Table 6-5 Summary of effects concludes that this will result in a permanent adverse effect at the local level of Minor Significance.	This is of minor significance in EIA terms and significant at a Local scale in ecological terms..	As per the SSSI. To be noted for the planning officer.

3.25. It is stated in the ES 6.7 that no additional mitigation is proposed. 3.26. The conclusion that there will be a significant adverse residual effect on narrow-fruited cornsalad must be acknowledged in the planning decision.	See Section 6.3.26 in the Methodology where the Level of EIA Significance is aligned with EclA (Ecology & Biodiversity Chapter) Residual Effect Criteria (CIEEM, 2018 Geographic Scale) in Table 6.1 The conclusion of a residual effect being adverse effects and of minor significance is reported for the plant.	
Lighting (bats / hazel dormice) 3.27. The implementation of light sensitive corridors and a sensitive lighting strategy are stated to be embedded primary mitigation measures. The corridors are shown on the Green Infrastructure Parameter Plan and these seem broadly achievable. 3.28. It is particularly important to ensure that street lighting is not introduced along Spinney Lane, except where essential for pedestrian safety. 3.29. Further information must be sought from the applicant to confirm whether any lighting is proposed in respect to the 'improvements' at the Spinney Lane / B2046 junction.	No lighting is proposed.	SB has concern that that junction won't cope with traffic and will require future upgrades via KCC highways, and widening and hedgerow. Agreement this was a matter after and not relating to this application as currently submitted.
Hazel dormice 3.30. The proposed development will result in the loss of known dormouse habitat, which over time will be compensated for with the creation of suitable habitat, including enhanced habitat connectivity		

between Spinney Lane / Spinney Wood and Ackholt Wood. 3.31. It is acknowledged in the ES that the risk of cat predation of hazel dormice, and the potential impact of killing and injury by cats, is likely to have an adverse effect on the dormouse population. 3.32. It is concluded in the ES that the predation threat is effectively cancelled out by the habitat creation. For DDC to agree with this, and to ensure that the dormouse population is not significantly reduced by predation, it will be essential to ensure that the habitat creation is delivered early in the development phasing so that it has the opportunity to mature and become suitable for dormice before the future cat residents move in. 3.33. It is notable that no dormice were recorded in Ackholt Wood. Commentary on the reasons for this must be sought from the applicant, with particular consideration of the suitability of the woodland for dormice, and any enhancement measures that might improve the habitat for dormice, further mitigating for the loss of habitat and impact of cat predation.	This is proposed. This is discussed in the ES chapter and dormouse baseline appendices. Dormouse nest tubes were deployed through Ackholt Wood and no dormouse were recorded. In terms of commentary, the woodland was quite open lacking a dense understory and is dominated by sweet chestnut – see appendix 6.3, and discussion at 3.4.2 - Enhancing Ackholt Wood is not within the remit of the project, as it falls outside the redline application boundary. Measures to provide enhancements to dormice include scrub and woodland connectivity are proposed within the redline boundary.	Useful to have the locations of these points highlighted together Relates to comments above on off-site enhancements within Ackholt Wood. Sb raised that if some woodland management were to come forward, it should also consider dormouse enhancement.
Farmland birds		

3.34 Red-listed / species of principal importance farmland birds were recorded breeding on the site. 3.35 It is concluded in the ES that the proposed development will result in permanent beneficial effects for generalist bird species due to the increase in habitat availability. 3.36 It is concluded in the ES that there will be a permanent adverse effect at Less than Local level for farmland birds. 3.37 The conclusion for farmland birds is based on the assessment that the number of breeding pairs on the site does not exceed the 1% threshold for breeding birds in Kent. 3.38 While this is a fair conclusion at the site level, it does not take into account any in-combination effects. If the assessment is based on the number of breeding pairs in the whole of Kent, should there be an in-combination consideration of all development on arable farmland across the whole of Kent? 3.39 Acknowledging that this would not be a proportionate proposition, consideration to other farmland development in Dover district should be given by the applicant, including the Whitfield Urban Expansion developments (23/00830 and 23/01458), for which skylark compensation is proposed and will be secured in the planning consents (if granted). 3.40 It is suggested in the ES that the consideration of impacts to generalist bird species (beneficial) and to farmland bird species (adverse), effectively cancel each other out to result in negligible significance.	The criteria for evaluation is based on 1% of published county (Kent) bird numbers. The impacts are not felt across Kent but are relevant to bird populations in the locality. An in-combination assessment considering other developments in the locality could be undertaken if required. If Whitfield proposes mitigation, would it not on that basis be excluded from in-combination assessment, as there is no residual impact? The two assessments can be considered separately but the same conclusion of non-significant effect in EIA terms	NS re-iterated it is not 1% of birds in Kent are being affected, it's the effect on local farmland bird pairs/territories. SB seeks further consideration of in-combination impacts on farmland birds. SB queried the in-combination methodology of only considering EIA developments. SB raised that comparatively it is not the same as Whitfield, which now includes farmland bird mitigation, despite having lower density of skylarks (this was not proposed/required when NS and SB discussed this matter in pre-application discussions).
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Instead, these two subsets of breeding birds should be considered separately, and if no compensation for farmland bird impacts is proposed, then this must be acknowledged as a residual impact.	will be reached, - see methodology.	SB seeks to see some farmland bird mitigation – eg arable land to grassland, or skylark plots on nearby farmland. SB discussed her recent habitat bank visit and how a farming neighbour to Aylesham site was open to being mitigation land in Woolage. Ns to raise Skylark compensation with the client – if in combination effects result in this being required following EIA methodology. SB confirmed there is not yet a strategic skylark scheme, so there is not an option to pay into an existing scheme. NS questions if this could be considered at RMA stage – or needs to be detailed/considered now, ie at what stage is it appropriate to tie into the detail. For Whitfield it is being discussed in the s106. In terms of ES Chapter site assessment of the “breeding birds” (generalist and farmland), SB prefers the generalist and farmland birds to be to be more clearly concluded separately, acknowledging the EIA terminology results in the same outcome for the two groups of bird species.
Reptiles 3.42 It is confirmed in the ES that an exceptional population of slow worms and a good population of common lizards were recorded during the reptile surveys. 3.43 The retention of suitable reptile habitat, and measures to minimise the potential for killing and injury are proposed. 3.44 There is uncertainty over the specific approach to reptile mitigation, with potential for translocation to be required.	At outline stage, the requirements for reptile mitigation are not specified because the detail will be agreed at RMA and informed by detailed design.	SB agreed the design detail at RMA would inform the need for and nature of the mitigation.

3.45 While there is capacity within the site open space as a whole to accommodate a potential reptile translocation, more specific details, such as the potential extent of habitat loss / compensatory requirement must be sought as the creation of reptile habitat will affect the BNG calculations (can only count to no net loss for protected species compensation measures).	We suggest this is resolved at RMA. It is assumed in the ES Chapter and BNG assessment that habitat bordering the railway line is retained. Other field margin habitats where reptiles were recorded would be lost, and reptiles would, if required, be translocated into newly created habitats on site. It is suggested that the requirement for a reptile mitigation strategy be secured by planning condition, and informed by the design detail at RMA.	NS & SB agreed that within the Net gain assessment the calculated outcome could change if reptile mitigation is required. SB agreed that the mitigation requirements and implications for BNG could be specified at RMA stage. SB & NS discussed Mitigation “in-part”. Agreed there is a lack of clear guidance. Reptile mitigation discussion comparative to GCN – as specified licenced habitat requirements or wider breeding bird habitat mitigation. Sb explained, Pre-BNG, if reptile habitat was required, extent would be agreed in application, and that extent would be the agreed mitigation area. So SB considers that would be “in part” in context of BNG now. It is more obvious when a translocation, but when vegetation management is hard to quantify. SB & NS agreed it depends on the site and context of mitigation proposals. NS to add in paragraph to BNG strategy report to cover reptiles “in-part” will be determined in the future at RMA depending on mitigation requirements.
Habitats Regulations Assessment 3.46. The consideration of international site impacts in the Report to Inform Habitats Regulations Assessment seems appropriate	No comment required	
Biodiversity net gain 3.47. Consideration of and detailed comments on the BNG proposals will follow.	No comment required	

DDC ECOLOGY CONSULTATION RESPONSE - BIODIVERSITY NET GAIN

Application reference: 25/00133

Application site: Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Date of response: 19th May 2025

This consultation response addresses the biodiversity net gain proposals for the application.

DCC SNEO Consultation Response	Stantec Queries to DDC SNEO Consultation Response	Meeting Notes
1. Submitted documents (relevant to DDC Ecology Consultation Response) • Biodiversity Net Gain Strategy, Rev 2.0. Stantec. January 2025. • <i>Biodiversity Net Gain Calculation Tool. Stantec. January 2023.</i> • <i>Environmental Statement. Appendix 6-3. Habitats and Botanical Baseline Surveys. Stantec. January 2025.</i>	No comment required.	
2 Summary 2.1 The applicant's intention is for the BNG requirements to be delivered on-site. 2.2 While the principle of this is accepted, further information and amendments are required before DDC can fully agree with this intention.	No comment required.	
3. Consideration and review of ecological matters Biodiversity net gain 3.1 The biodiversity baseline of the site, for the purpose of the biodiversity net gain calculations, is accepted. 3.2 The intended approach to biodiversity net gain is to deliver the mandatory minimum 10% on-site (within the red-line boundary). The submitted information aims to demonstrate that this is achievable, indicating a 44% uplift in area habitats and a 64% uplift in hedgerow units.	No comment required.	

3.3 This appears to indicate that the mandatory minimum 10% BNG is achievable on-site, but several matters must first be addressed before DDC can formally recognise that this is the case.		
3.4. While it is acknowledged that the application is in outline, policy NE1 does not make any differentiation in planning application type and there is a requirement for the submission of more than the mandatory minimum information requirements for BNG. 3.5. Policy NE1 requires that: <i>"4. Development proposals must provide sufficient BNG information to satisfy the Council that the BNG requirement is capable of being successfully discharged. This should include a draft Biodiversity Gain Plan and draft Habitat Management and Monitoring Plan that follow the DEFRA and Natural England templates..."</i> 3.6. This requirement is being applied by DDC in a proportionate manner, so the expectation for this outline application is not for full details, but for sufficient information to demonstrate that the proposed habitats that will deliver the BNG requirements are achievable.	It would be helpful to have clarity, for this outline application, what if anything more than the mandatory minimum information requirements for BNG, are required? Application of Policy NE1 in a proportionate manner is much appreciated and we agree with this approach. It would be helpful to clarify what would be considered to be sufficient information to demonstrate that the proposed habitats that will deliver the BNG requirements are achievable? If a draft Biodiversity Gain Plan and draft HMMP is required, it would be helpful to discuss the level of detail required in the draft at outline stage.	SB confirmed – do not expect draft BGP or HMMP for this outline application, but that additional information to support DDC in concluding that target habitats are achievable from baseline. SB & NS agree a draft BG Plan won't add anything not already provided in ES Chapter and BNG Strategy report. SB stated the purpose of the Draft HMMP is to provide assurance that the proposed habitats and condition of habitats are achievable, so should include, in broad terms, the management actions NS showed the Table 2 assumptions and appendix D table. SB requires a middle approach of more than is presented, but not as far as HMMP. SB specified the Outline HMMP – should include next steps, ie What will need to be done to complete HMMP. Soil testing, etc physical characteristics. It was agreed that the scope should also include a review of the HMMP checklist.

		SB suggested NS review habitat bank criteria, which is used by DDC to review Habitat Bank proposals to confirm if proposals are achievable? This includes consideration of financial ability to deliver, but that is not relevant to this outline project. It was agreed that the style / nature of the documentation is still to be confirmed, and NS can share working draft of structure – based on HMMP checklist for future, with SB for comment if required..
3.7 It is stated in section 3.4.1 of the <i>Biodiversity Net Gain Strategy</i> that “<i>it is assumed that the post-intervention habitats can be managed to reach the target condition included in the calculation</i>”. 3.8 While indicative habitat management prescriptions are provided in the <i>Biodiversity Net Gain Strategy</i>, these are insufficiently detailed for DDC to agree with the above assumption and some of the habitats and conditions should be more precautionarily targeted. 3.9 The inclusion of target habitat condition assessments, indicating which criteria are expected to be achieved would help to support the expectations for the habitats and their target conditions.	This is a helpful clarification and we can provide this information.	NS to reference habitat condition assessment criteria in Table 2 of the BNG strategy report for clarity.
3.10 It would be helpful if the metric calculation tool included habitat reference numbers that relate to habitat plans showing where the habitats are anticipated to be located.	This can be provided.	SB confirmed the purpose is for specific parcels in the metric to be able to be queried, such that a reference number in the metric, to be able to request info, or find on a PDF.
— Further information must be sought from the applicant to address the following habitat / condition concerns:	These helpfully specific queries can be reviewed, and in line with 3.9 – further information can be presented.	NS to reference habitat condition assessment criteria in Table 2 of the BNG strategy report for clarity, and

- Hedgerows – risk of not achieving ‘good’ condition, particularly in respect to groups C and D in the condition assessment criteria, given the proximity to large numbers of people, dog walkers and the agricultural baseline habitat. - Allotments – some risk of invasive non-native species, suggest targeting ‘moderate’ condition of a precautionary basis. - Traditional orchards – uncertain that the orchard habitats will achieve the ‘moderate’ target due to the age of trees, even at the end of 30 years. Consideration could be given to extending the period of maintenance and monitoring beyond the 30 years. Also, potential significant human impacts and a risk to the achievement of medium distinctiveness habitat condition for the grassland in the orchard areas. Suggest a more precautionary ‘poor’ condition target. - Other neutral grassland (ONG) – It is not clear where the ‘poor’ and ‘moderate’ condition ONG is expected to be located, or how the difference in target conditions has been assessed and considered. ONG that is within the developed area of the site is at risk of not passing enough of the condition assessment criteria, and particularly criterion A, to achieve moderate condition, and it may be that some will only be modified grassland. Reference to the condition assessment criteria would help to evidence the reasoning behind the target conditions. - Ponds – two ponds are proposed in the post-development proposals. These are shown to be stilling ponds with the primary function to receive unattenuated highway drainage. No details for how it is expected that	Hedgerows - C & D related to undisturbed ground and nutrient enriched vegetation, and invasive species and damage. It is considered that sensitive positioning of hedgerows can address C1, C2, and D2, and D1 invasive or non-native plants can be managed as part of the management specifications Allotments – C it seems fair to assume that less than 5% of the allotments would be Sched 9 invasive non-native spp, and can be managed as part of the management specifications. Traditional Orchards – agree will not be veteran trees present and maybe not deadwood, unless created by arboricultural methods.. We consider the following 4-5 criteria are achievable (so moderate is appropriate) . C. Less than 5% of fruit trees are smothered by scrub. Small patches of dense scrub and or scattered scrub growing between trees can be beneficial to biodiversity, however these occupy less than 10% of ground cover. E. At least 95% of the trees are free from damage caused by humans or animals, for example browsing, bark stripping or rubbing on non-adjusted ties. F. Grassland is not overgrazed, poaching is not evident around the	update table to respond to these points.. NS and SB discussed Traditional orchard -v- community orchard, and SB commented that DDC Open space team querying this. Sb questioned whom would manage the proposed orchards. Would it be intended to be parish council as an open space or as management company, more biodiversity? Pond – SB required more information regarding water levels. SB & NS agreed definition of SUDS/non-priority ponds is a grey area, .
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they would retain water for most of the year has been provided. While these stilling ponds may technically be able to achieve poor condition as pond habitat, this does not reflect their purpose, or that they would be subject to SuDS management requirements / remediation that could impact their biodiversity value as a pond. The pond habitats must be reclassified as sustainable drainage features for the purpose of the BNG metric.

trees, with no more than 10% of trees poached under the canopy.
H. There is an absence of invasive non-native plant species² (as listed on Schedule 9 of WCA³) and species indicative of suboptimal condition⁴ make up less than 10% of ground cover.

Formative pruning could also be achieved. (D)

ONG – see table 2 in BNG strategy report for locations of poor/moderate, (poor is SE housing by SUDS). The condition criteria have been considered, and modified grassland is proposed where pressures are considered to be too great for grassland to be ONG. Can produce a map to help with this.

Ponds – FRA/drainage report can clarify regarding retention of water through the year.

Classification of the ponds:
The condition criteria for ponds were used to determine the correct condition, which includes an assessment of water quality, presence of artificial pipework. The definition for a pond (non-priority) with the UKHab manual is: Standing water bodies that are <2ha and that do not meet the criteria for Priority Habitat ponds.

	We consider the SUDs basins, infiltration basins are defined as SUDS, but not the ponds, as these are different. Definition of SUDS is quite vague, and does not commit to ecologically beneficial management.	
3.12 With regards to protected species mitigation, there is a need for the applicant to demonstrate more clearly how the habitat compensation has been factored into the biodiversity metric calculation tool.	Dormouse mitigation can be discussed with the SNEO. Refer to 6.6.55 in the ES Chapter and paragraph 4.6.2 in the BNG strategy Report. We do not consider reptile mitigation area to be included in the “in-part” requirements of BNG, although acknowledge specific guidance is lacking.	See above action re reptile mitigation in part.
3.13 Please note that there are errors in the area and biodiversity unit figures in the ‘cereal crops’ line in Table 3.	Noted.	
3.14 The applicant should be advised that local guidance for the identification of significant on-site habitat has been published and will be applied by DDC. The guidance can be found here: Defining significant on-site habitat for Kent and Medway Making Space For Nature Kent.	This was published after the application was submitted. This new guidance on defining significant on-site habitat can be reviewed alongside the assumptions that informed the metric to determine if it alters the outcome of the metric.	SB confirmed this comment is for information, as the BNG Assessment already aligns with the new guidance – no action required. NB. SB confirmed there will be monitoring fees for 30 years for the identified significant onsite habitat. Details by planning condition and monitoring fee within s106 agreement.
3.15 There is a need for further information / discussion regarding the delivery of the BNG over the 30 years. Given the complexity and range of habitat proposals, there would be a high level of risk to delivery in using a standard management company for the long-term management and maintenance requirements.	While we acknowledge these are important points, we suggest they does not seem relevant to an application at outline stage and should instead be decided at RMA.	SB confirmed these comments are for information relating to the delivery of the proposals.

3.16 Consideration must be given to DDC securing a bond from the applicant to fund the delivery of the BNG proposals over the 30 years, if the habitat management and maintenance does not deliver the intended habitats and target conditions. 3.17 Alternatively, consideration could be given to DDC taking on the wider open space, funded out the outset for the 30 years by the developer. Please note that these are suggestions that have not been discussed in any detail with open space colleagues.	All proposed habitats are anticipated to reach target condition by 30 years as outlined within the metric. Traditional orchard in moderate condition has a 20 year time to target condition, lowland mixed deciduous woodland in poor condition 10 years and urban tree in moderate condition 27 years. The delivery of BNG is secured through the deemed BNG condition / implementation of the Environment Act.	They highlight the importance of being able to deliver what is proposed in context of historic delivery of POS in housing developments. Future discussions will be required with council POS team or specific management company – to discuss with those who will be delivering on the ground and will be essential – to inform HMMP and deliverability. Earlier discussion will allow local expertise to inform practical achievability of management aims. DDC SNEO has mentioned this to POS team, who are not averse to opening discussions regarding taking on management of the significant habitats.

For additional discussion:

- Feedback from the highways consultees which resulted in the need for a different type of pedestrian crossing to also formally accommodate cyclists crossing from the new development north to Dorman Avenue. This may result in further hedge loss on the northern site boundary hedgerow along Spinney Lane. I need to review this, once design detail is available, as it may predominantly fall within the visibility-splay hedge loss already taken account of in our BNG calculations.
- The updated flood risk map has been published, not long after this application was submitted. It shows a flood risk zone related to the railway line to the east of the site, resulting in an area in the south-east and eastern part of the main area of the site, either side of Aylesham Road, now being in a flood risk area, due to potential flooding from the railway line. The implications for this, pending full analysis by the project hydrologist, are for a likely reduction in houses in the very south-eastern corner of the site, an increase in greenspace, and some slight adjustments to the locations/shapes of the two SUDS basins so they are not within this newly identified flood risk zone.

- Approach, if required, to updating ES and BNG Strategy report and metric

SB has a preference to re-run the metric to capture these changes and consultation. Preference is due to being refer back to the final agreement at outline, and see what has changed into RMA.

SB is particularly questioning the moderate ONG in northern part of the site –due to risks of public mowing grass, litter and dog mess – reality of managing it to achieve the required varied grass length etc, SB considers this less achievable at the edges of the built form. NS to review.

SB & NS discussed benefits of proposing ONG poor not moderate, rather than Modified Grassland and so not setting a very low bar. NS to review condition criteria in light of SB's consultee advice.

MEETING NOTES

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AYLESHAM SOUTH

POST SUBMISSION MEETING WITH DDC

Held on: 9 July 2025 @ 10:00

Held at: Teams

- Present:
- [Redacted] – DDC
 - [Redacted] – DDC
 - [Redacted] – Axis Land Partnerships
 - [Redacted] – Axis Land Partnerships
 - [Redacted] – Mosaic
 - [Redacted] – Mosaic
 - [Redacted] – Carter Jonas
 - [Redacted] – Carter Jonas

Minutes

Topic	Discussion	Actions
Introduction	MH explained that the Team has been preparing the necessary background information to address the consultation responses. The purpose of the meeting was to seek DDC's agreement on the proposed approach to various matters in advance of issuing the amended information for consultation.	
Flood Risk	- MH advised that the EA updated the surface water flood mapping following the submission of the application. This has an impact on the predicted surface water flooding on the site which has been discussed with the LLFA. - MH presented a surface water overlay plan, noting the requirement for revisions to the proposed development areas on the eastern side of Aylesham Road due to increased flood risk, particularly in the southern part of the eastern land parcel. - JB presented the revised land use parameter plan, showing the southern development area of the eastern parcel removed and the northern area of the eastern development parcel cut back slightly.	Mosaic to update the density study section of the DAS. Mosaic to prepare the updated parameter plans for submission.

	• LB asked about the impact on unit numbers and density – SR confirmed the quantum would remain at 800 dwellings. JB explained the revised density would increase from 36.5 dph to 38.28 dph, with marginal revisions to the density bands. SR confirmed that increasing the density would not the impact on character of the proposed development. • SR presented a comparison with the Aylesham North scheme noting that the revised densities would not exceed the maximum densities at Aylesham North. • CP confirmed the revised density would be in line with the density assumption of the site allocation. LB agreed and suggested that the local centre could benefit from higher density as a sustainable place. • MH indicated the vacated area would be an informal green space rather than formal open space. RM was happy with the suggested approach.	
Local Centre	• MH flagged Aylesham Parish Council's preference for relocating the local centre to the north-eastern corner of the main site, which may not be the best location in Masterplanning terms. • MH suggested that as the Team is keen to accommodate Aylesham Parish Council's requests where possible, the hatched area in the current land use parameter plan could be extended to include the north eastern development parcel on the main part of the site, which would allow flexibility. MH further noted the exact location of the local centre would be secured via the submission of detailed masterplan as part of the conditions. • LB/CP both agreed that the Parish Council's preferred option is not logical in Masterplanning terms. LB added the corner position is less accessible than the proposed central location which would have a direct connection between the existing Aylesham local centre and the proposed local centre. • CP suggested reducing the extent of the revised hatched area to tally with the density plan and show that the local centre could be located on either side of the new road which connects with Dorman Avenue South.	Mosaic to revise the extent of hatched parcel to show some flexibility for the location of the local centre but not all the way to Aylesham Road. The plan is to be shared with officers informally.
Masterplan	• MH confirmed that the detailed masterplan could be conditioned.	
Housing Mix	• MH confirmed that all RM will be NDSS compliant. CP suggested this should be clearly stated in the Planning Statement or Design Code. • MH indicated that an indicative mix can be provided, albeit the actual mix will be addressed either as part of the detailed masterplan condition or a condition to expressly require mix to be provided with each RM submission. • Older persons housing – MH confirmed the scheme will be policy compliant, noting the application does not seek to preclude either C2	CJ to provide a formal note on these points to accompany the amendment package submission.

	or C3 provision. It is not possible at this stage to define where such housing may be delivered within the site. Self/Custom build – MH proposed 1% of the dwellings to be delivered as self and custom build homes given limited market demand. CP was happy with the 1% due to limited number of people on the register. CP/LB suggested a marketing period could be included as part of the Section 106 Agreement for self and custom build homes to revert back to market units following an appropriate marketing period.	
Climate Change	MH confirmed that the production of a Climate Change ES chapter has been instructed and is currently in the process of being drafted.	Team to provide Climate Change ES Chapter as part of the amendment package submission.
Water efficiency	- MH confirmed water efficiency measures could be conditioned at RM to allow flexibility for housebuilders to determine the most efficient approach at RM stages. CP agreed. - CP advised that the Design Code could reference that this matter has been considered at the outline stage, with specific details to be secured through reserved matters.	Mosaic to update Design Code accordingly.
Design Code	- MH confirmed that the Team is preparing a standalone Design Code document as suggested in the consultation feedback. - SR presented a 'mock' Design Code document. - CP requested that the character areas are numbered and that a checklist is created for all Reserved Matters submissions to follow. - SR noted a high-level daylight sunlight modelling has been undertaken, which could be incorporated to the Design Code. - SR confirmed that a Secured by Design section could be added. CP was happy for the inclusion. - CP suggested any climate change points which are not captured in the updated ES chapter should be included in the Design Code document. A covering planning note with the amendment pack should provide a summary of the scheme response to relevant climate change/sustainability policies - Officers requested a copy of the 'mock' design code be provided for informal review	Mosaic to include the following details to the Design Code: - Secured by Design; - NDSS; - Older persons housing policy; - Self/Custom build; - water efficiency measures, shading; - Climate resilient planting; - Sun path diagram. Mosaic to add reference number/checklist for each design code area. Mosaic to issue the mock design code. DDC to review and provide comments.

		CJ to provide a planning note to cover the updates.
Planning obligations	- MH indicated that the requested planning obligations amount to around £20,000 per dwelling (compared with c. £8,000 per dwelling indicatively identified at the EiP stage). This has a significant impact upon the viability of the scheme. - Play space – the Open Space Team's comments regarding potential financial contribution towards off-site provision of older children's play was discussed. MH explain that preference is for flexibility within the s106 to allow either on site provision or off-site contribution. CP confirmed that the Council is not looking for an overprovision – this would be an either/or scenario or a mix and match scenario with off-site contributions reducing the on-site requirements. Given the size of the site, some of the play requirement will need to be delivered on site - MH requested that officers provide a figure for the financial contributions sought for older children's play in the event that offsite provision is to be made. CP to follow up with open space team. - Grass/artificial contributions – CP confirmed this is a per-dwelling figure. MH flagged the requested amount is higher than the Sport England figure. CP will ask the Policy team to check this. - Sports Hall/Swimming Pool – MH suggested Sport England may have overestimated the projected population arising from the scheme, given lower projections based on NOMIS data. - Health contribution – MH raised concerns that the occupancy rates used by the ICB do not follow census data. The response references improvements to Aylesham Medical Centre, however these are not specific. CP confirmed that the ICB will need to identify capacity issues and specific services contributions would go to in order to meet the CIL tests.	CP to provide an express contribution amount that will be sought in the event that older children's play is to be provided off-site. CP to confirm how the grass/artificial pitch contribution figure has been calculated. Team to issue a note on S106 queries.
Highways and Access	<i>Kent Highways</i> - Holt Street/Aylesham Road junction - MH noted KCC Highways are no longer pursuing these improvements, which is SAP24(g) requirement. CP raised no concern on KCC's revised position as SAP24(g) was guided by KCC Highways. LB also noted SAP24(g) is subject to a Transport Assessment. - Dorman Avenue South – MH noted KCC Highways are potentially seeking an enhanced foot/cycle way here. However, MH advised that such provision may necessitate the removal of existing street trees and may conflict with the consented landscape works as part of Aylesham North. It was agreed that if such infrastructure enhancement is to be provided then it should accommodate retention of existing trees.	Team to issue a note on S106 queries. LB to open dialogue with Network Rail on the justification of the amounts requested.

	- Spinney Lane Crossing - MH confirmed that the toucan crossing design requested by KCC is achievable. - Aylesham Road Crossing – MH summarised that various parties have requested a new signalised crossing on Aylesham Road, this has been reviewed but there is not enough space within the highway boundary to facilitate such delivery. Therefore the scheme cannot enter into any obligation to directly deliver such works. It may however be possible to provide enhanced warning signage on land within the site boundary. Officers acknowledged this matter. <i>East Kent PROW</i> - CP noted the policy wording only seeks improvements to PROW networks and therefore financial contributions may only be necessary where there is an identified need in the PROW improvement plan. <i>British Horse Society</i> - MH confirmed that the requested equestrian crossing at Adisham Road does not appear to be justified. LB agreed. <i>Network Rail</i> - MH noted that Network Rail is requesting close to £1m in contributions –it is unclear how these have been quantified and therefore the reasonableness of such contributions is in question - CP explained that DDC's Infrastructure Delivery Plan lists out rail improvements at both Aylesham and Snowdown Stations given the anticipated population increase from new development. - LB agreed to discuss how the contributions have been quantified with Network Rail following email from the team on S106 contributions.	
Ecology/BNG	<i>Ackholt Wood</i> - MH noted the barrier planting around the western perimeter of Ackholt Wood is not viable as the area lies outside both the application red line boundary and the Dover District Council administrative area. <i>BNG</i> - MH confirmed the BNG assessment is in the process of being updated.	
Archaeology	MH requested an update on the comments – RM confirmed the relevant officer has been chased.	RM has circulated these comments since the meeting.
Southern Water	MH noted that the proposed condition for foul water infrastructure is not reasonably worded. A suitable form of condition wording will need to be agreed with officers.	

Landscape	MH suggested that the requested changes relating to the extent of built form will not be accommodated, but the remainder of the comments are considered acceptable.	
End of Meeting		

Dover District Council
developmentmanagement@dover.gov.uk

Our ref: KT/2025/132336/01-L01
Your ref: 25/00133
Date: 10 March 2025

Dear Planning Team,

Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Thank you for consulting us on the above application which we received on 14/02/2025

We have **no objection** to this application, **subject to the following planning conditions** being included in any permission granted.

Please refer to the following sections for our full response:

- Section 1: **Conditions and informatives**
- Section 2: **Advice to the Applicant / Local Planning Authority (LPA)**

Please note that our comments are based on the details available to us at the time of writing. If any subsequent changes are made to the application, please reconsult us.

Should you have any queries regarding this response, please contact me.

Yours sincerely,


Planning Advisor

Direct e-mail kslplanning@environment-agency.gov.uk

Section 1: **Conditions and informatives**

Land Contamination

Condition 1

No development approved by this planning permission shall commence until a strategy to deal with the potential risks associated with any contamination of the site has been submitted to, and approved in writing by, the LPA. This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses;
 - potential contaminants associated with those uses;
 - a conceptual model of the site indicating sources, pathways and receptors; and
 - potentially unacceptable risks arising from contamination at the site.
2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the written consent of the LPA. The scheme shall be implemented as approved.

Reason

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution in line with paragraph 187 of the National Planning Policy Framework (NPPF).

Condition 2

Prior to any part of the permitted development being occupied a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 187 of the NPPF.

Condition 3

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 LPA) 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 LPA. The remediation strategy shall be implemented as approved.

Reason

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 187 of the NPPF.

Drainage

Condition 4

No drainage systems for the infiltration of surface water drainage into the ground is permitted other than with the written consent of the LPA. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 187 of the NPPF.

Informative

Only clean uncontaminated water should drain to the surface water system. Roof drainage shall drain directly to the surface water system (entering after the pollution prevention measures). Appropriate pollution control methods (such as trapped gullies and interceptors) should be used for drainage from access roads and car parking areas to prevent hydrocarbons from entering the surface water system. There should be no discharge into land impacted by contamination or land previously identified as being contaminated. There should be no discharge to made ground. There must be no direct discharge to groundwater, a controlled water.

Piling

Condition 5

Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, which may be given for those parts of the site where it has been demonstrated by a piling risk assessment that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason

To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants in line with paragraph 187 of the NPPF.

Informative

Piling can result in risks to groundwater quality by mobilising contamination when boring through different bedrock layers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater. If Piling is proposed, a Piling Risk Assessment must be submitted, written in accordance with our guidance document “Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination: Guidance on Pollution Prevention. National Groundwater & Contaminated Land Centre report NC/99/73”.

Waste

The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project formally agreed with us
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, we should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

- the Position statement on the Definition of Waste: Development Industry Code of Practice and;
- The [waste management](#) page on GOV.UK

The previous agricultural use of this land may have left contamination which could impact on the proposed development or cause it to impact on the environment. An assessment into the past uses of buildings/land and any potential risks arising from the buildings/grounds for the proposed end use and wider environment should be carried out prior to the development works proposed. In particular investigations should take account of any oil/fuel storage tanks, septic tanks, drainage systems, and materials storage. Any identified risks should be fully evaluated, if necessary by intrusive investigations, and appropriately addressed prior to the commencement of the development.

Advice to the Applicant / Local Planning Authority (LPA)

Condition wording

If you wish to amend the wording of our requested conditions or if you wish to merge them with other Local Planning Authority conditions, please contact us to discuss the revised wording.

Decision notice

In accordance with the planning practice guidance ([determining a planning application, paragraph 019](#)), please notify us by email within two weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome.

██████████
Dover District Council

Our ref: KT/2025/132336/02-L01
Your ref: 25/00133

Date: 18 November 2025

Dear ██████████

Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Thank you for consulting us on the above application which we received on 6 November. As part of this consultation, we have reviewed the following documents:

- Phase 1 Site Investigation Report (by: Shaw Stephens Consulting; ref: 0108-SSC-XX-XX-RP-C-002-P02; dated: 4 August 2025)

Environment Agency position

We have **no objection** to the above **subject to the previously asked for planning conditions** being included in any permission granted.

Following review of the new Phase 1 Site Investigation Report (by: Shaw Stephens Consulting; ref: 0108-SSC-XX-XX-RP-C-002-P02; dated: 4 August 2025), 'part 1, preliminary risk assessment' of the full contamination condition we previously requested has now been addressed.

Please see our previous response, KT/2025/132336/01-L01, dated 10 March 2025.

Condition wording

If you wish to amend the wording of our requested conditions or if you wish to merge them with other Local Planning Authority conditions, please contact us to discuss the revised wording.

Decision notice

In accordance with the planning practice guidance ([Determining a planning application - GOV.UK](#)), please notify us by email within two weeks of a decision being made or application withdrawn. Please provide us with a URL of the decision notice, or an electronic copy of the decision notice or outcome

Please note that our comments are based on the details available to us at the time of writing. If any subsequent changes are made to the application, please reconsult us.

Should you have any queries regarding this response, please contact me.

Yours sincerely,

creating a better place
for people and wildlife



Sustainable Places Planning Advisor

E-mail kslplanning@environment-agency.gov.uk

From: DDC PlanningComments <PlanningComments@DOVER.GOV.UK>
Sent: 06 Mar 2025 08:57:41
To: dms-planning@dover.gov.uk
Cc:
Subject: FW: Re : DOV/25/00133 - Land to the west of Aylesham Road, Aylesham
Attachments:

Good morning Planning,

Environmental Protection have been invited to comment on the above application.

I note that there is a Phase 1 report for contaminated land included with the application. This has been passed to our contaminated land consultant for review and comments will follow.

I note the content of the air quality section (Chapter 9) of the EIA. We accept the findings of the EIA.

I note the content of the noise and vibration section of the EIA. Within the additional mitigation section, it refers to a BS8233:2014 assessment at reserved matters stage. We accept the content and direction of Chapter 10 of the EIA and will look for conditions to be added at reserved matters to ensure that adequate controls are placed on development so that noise and vibration are not a significant factor.

We note as part of the EIA, references to a CEMP (Construction and Environmental Management Plan), we request that this is conditioned. A suitable condition could be:

- Prior to any development at the site the applicant shall provide a Demolition and Construction Management Plan (DCMP). The DCMP shall be agreed in writing by the local planning authority prior to any development taking place. The DCMP shall include (but not limited to):
 - Prescribed hours of site operation
 - Reference should be made to Dover District Councils hour of construction practice.
 - Dust control measures
 - Noise control measures
 - Reference made to British Standard 5228
 - Delivery routing and timing to ensure that deliveries do not cause significant disturbance to nearby properties.
 - Site parking provision for staff.
 - Waste storage at the site, to include the storage of site construction material.
 - Moratorium on the burning of material at the site.

In respect of noise, dust, and vibration from construction, If this condition is added to any permission that is granted Environmental Protection would have no further comments.

Regards,




Environmental Protection Team Leader
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Email: envprotection@dover.gov.uk
Web: dover.gov.uk

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From: DDC PlanningComments <PlanningComments@DOVER.GOV.UK>
Sent: 18 Mar 2025 12:11:06
To: dms-planning@dover.gov.uk
Cc:
Subject: FW: Re : DOV/25/00133 - Outline Planning for development on land west of Aylesham Rd, South of Spinney Lane
Attachments:

Planning,

Further to our comments of 05/03/25 on the above application, we have now received comments from our contaminated land consultant. They state:

I've now reviewed the Phase 1 Site Investigation Report submitted with this application (compiled by Shaw Stevens Consulting, ref 0108-SSC-XX-XX-RP-C-002-P01 dated 29.1.25). The CSM reports a generally very low risk, however, due to its agricultural history, further investigation is required in relation to herbicides/pesticides and sulphates.

The standard Dover Contaminated Land condition should therefore be recommended to planning, omitting the need for a desk study. Incorporating the contamination findings within the required Geotechnical report is acceptable, provided adequate remediation works, if necessary, are also reported on.

Based on these comments we request the following conditions:

1. The desk top study submitted as part of the application information (Shaw Stevens Consulting, ref 0108-SSC-XX-XX-RP-C-002-P01 dated 29.1.25) shows that further investigation is necessary, an investigation and risk assessment shall be undertaken by competent persons, and a written report of the findings shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. It shall include an assessment of the nature and extent of any contamination on the site, whether or not it originates on the site. Incorporating the contamination findings within the required Geotechnical report is acceptable, provided adequate remediation works, if necessary, are also reported on. The report of the findings shall include:
 - a. A survey of the extent, scale and nature of contamination.
 - b. A coal mining risk assessment
 - c. An assessment of the potential risks to:
 - i. Human health.
 - ii. Property (existing or proposed) including buildings.
 - iii. Crops.
 - iv. livestock, pets, woodland and service lines and pipes.
 - v. Adjoining land.
 - vi. Ground waters and surface waters.
 - vii. Ecological systems,
 - viii. Archaeological sites and ancient monuments; and
 - d. An appraisal of remedial options and identification of the preferred option(s).

All work pursuant to this Condition shall be conducted in accordance with the DEFRA and Environment Agency document Model Procedures for the Management of Land Contamination (Contamination Report 11).

2. If the investigation and risk assessment show that remediation is necessary, a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development. The scheme shall include details of all works to be undertaken, proposed remediation objectives and remediation criteria, a timetable of works, site management procedures and a verification plan. The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The approved remediation scheme shall be carried out in accordance with the approved terms including the timetable, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

3. Prior to first habitation of the development, a verification report demonstrating completion of the works set out in the approved remediation scheme and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include details of longer-term monitoring of pollutant linkages and maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority. Any material imported to the site shall be laboratory certified as suitable for use.
4. In the event that, at any time while the development is being carried out, contamination is found that was not previously identified, it shall be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment shall be undertaken and where remediation is necessary a remediation scheme shall be prepared. The results shall be submitted to the Local Planning Authority. Following completion of measures identified in the approved remediation scheme a verification report shall be prepared and submitted to the Local Planning Authority.

Reason: To secure the safe development of the site in terms of human health and the wider environment and pursuant to the National Planning Policy Framework

If these conditions are added to any permission that is granted, Environmental Protection would have no further comments.

Regards,



Environmental Protection Team Leader

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

Email: envprotection@dover.gov.uk

Web: dover.gov.uk

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previously been submitted and this is new information.

given the following response:

a significant potential pollution linkage arising from the probable use of agricultural chemicals – pesticides, herbicides, fertilisers and hence an intrusive investigation is strongly recommended.

comes with the risk of contaminants outlined above, along with risks of buried material on site, including the risk of buried asbestos containing material.

response; that a CL condition is recommended so that a Phase 2 investigation can be carried to provide quantitative data to establish whether any remediation is necessary.

th March 2025. Within those comments we raised concerns over areas of the EIA. We again put forward our comments from 5th March for this application.



Environmental Protection Team Leader
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Email: envprotection@dover.gov.uk
Web: dover.gov.uk

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[REDACTED]

From: SupportAssistants <SupportAssistants@DOVER.GOV.UK>
Sent: 21 February 2025 15:30
To: [REDACTED]
Subject: FW: TPO/76/00003
Attachments: Revoked decision.pdf

Hi [REDACTED]

FYI for 25/00133, its not on the land within the site boundary but adjacent. I have uploaded a copy to the file as sensitive.

[REDACTED]



[REDACTED]
Support Officer
Development Management
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
[REDACTED]
[REDACTED]@dover.gov.uk
Web: <http://dover.gov.uk>



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From: DDC Land Charges <Land.Charges@DOVER.GOV.UK>
Sent: 21 February 2025 10:05
To: DDC SupportAssistants <SupportAssistants@DOVER.GOV.UK>
Subject: FW: TPO/76/00003

Hello,

[REDACTED] has sent us a TPO that she has revoked at Spinney Wood, Aylesham. Letting you guys know as an FYI in case it affects any current applications.

Kind regards

[REDACTED]



[REDACTED]
Data Capture Officer
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

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From: [REDACTED]@DOVER.GOV.UK>
Sent: 21 February 2025 09:49
To: DDC Land Charges <Land.Charges@DOVER.GOV.UK>
Subject: TPO/76/00003

Hi

The above TPO was revoked on the 18th February 2025. I attach a copy of the Revocation Notice and would be grateful if you can remove it from the register.

Many thanks



[REDACTED]
Tree & Horticultural Officer
Parks & Open Spaces
Dover District Council
Council Offices, White Cliffs Business Park,
Whitfield, Dover CT16 3PJ

[REDACTED] [DOVER.gov.uk](mailto:[REDACTED]@DOVER.gov.uk)
Web: dover.gov.uk

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Dover District Council
White Cliffs Business Park
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CT16 3PJ

Flood and Water Management

Invicta House
Maidstone
Kent
ME14 1XX

Website: www.kent.gov.uk/flooding
Email: suds@kent.gov.uk
Tel: 03000 41 41 41
Our Ref: DDC/2025/104127
Date: 25 April 2025

Application No: 25/00133

Location: Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham,

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Thank you for your consultation on the above referenced planning application.

Kent County Council as Lead Local Flood Authority has reviewed the Flood Risk Assessment (29/01/2025) and SuDS Strategy (29/01/2025) reports submitted in support of the Outline planning application and have the following observations:

The LLFA notes from both reports that the surface water flood mapping showed potential overland flow paths passing through the site. While the surface water risks were rightfully considered within the current stage of the submission, the latest RoFSW mapping was published at the same time as the reports and now shows different potential extents and depths through the site. This was brought to the attention of Shaw-Stephens Consulting, and subsequent discussions were held following the publication of the latest mapping.

The meeting was held to set out potential alterations to the site layout and design to incorporate the revised risk into the scheme. In summary, these included the relocation of properties and the eastern attenuation basin to ensure they are located outside the areas of potential risk. In addition, it was also raised about the potential of encouraging losses through the incorporation of an infiltration blanket (engineered fill) that would reduce the depth and volumes that could be experienced if these flooding scenarios are correct. Further details relating to these alterations are understood to be provided through a revision to the reports, and that will be submitted as part of a second round of consultation. Following these discussions, the LLFA awaits the updated reports to be submitted.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Yours faithfully,



Senior Flood Risk Officer
Flood and Water Management



Dover District Council
White Cliffs Business Park
Dover
Kent
CT16 3PJ

Flood and Water Management
Sessions House
County Hall
Maidstone, Kent
ME14 1XQ

Website: www.kent.gov.uk/flooding
Email: suds@kent.gov.uk
Tel: 03000 41 41 41
Our Ref: DDC/2025/104127
Date: 26 November 2025

Application No: 25/00133

Location: Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham,

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Thank you for your consultation on the above referenced planning application.

Kent County Council, as Lead Local Flood Authority, has reviewed the revised Flood Risk Assessment (dated 04/08/2025) and SuDS Strategy report (dated 05/08/2025) and can advise the LPA that our previous comments regarding surface water risk are considered manageable through the outline layout presented.

Further refinement of the drainage design will be required when progressing to the Reserved Matters and detailed design stages. We acknowledge that the application is for outline permission and that all matters except access are reserved; therefore, the final design of the surface water drainage scheme will be determinant to the layout. In addition, we advise that further geotechnical investigations are undertaken to confirm the underlying density of the chalk, with a view to confirming the suitable separation distances for on-plot soakaways.

Should the application be granted outline consent, we would request for the following conditions to be attached:

Condition:

No development shall take place until the details required by Condition 1 (assumed to be reserved matters condition for layout) shall demonstrate:

- that requirements for surface water drainage for all rainfall durations and intensities up to and including the climate change adjusted critical 100-year storm can be accommodated within the proposed development layout.
- any potential surface water flow paths as detailed within the SuDS Strategy Report (05/08/2025) can be safely routed through the development without increase to flood risk on or off site.

Reason:

To ensure the development is served by satisfactory arrangements for the disposal of surface water and that they are incorporated into the proposed layouts.

Condition:

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 local planning authority. The detailed drainage scheme shall be based upon the principles contained within the SuDS Strategy (0108-SSC-XX-XX-RP-C-004-P02-5 August). The submitted scheme shall be compliance with the required technical standards at the time of submission and shall 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 within the curtilage of the site without increase to flood risk on or off-site.

The drainage scheme shall also demonstrate (with reference to published guidance):

- that silt and pollutants resulting from the site use can be adequately managed to ensure there is no pollution risk to receiving waters.
- that any existing surface water flow paths can be accommodated and disposed of without increase to flood risk on or off site.
- 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.

The drainage scheme shall be implemented in accordance with the approved details.

Reason:

To ensure the development is served by satisfactory arrangements for the disposal of surface water and to ensure that the development does not exacerbate the risk of on/off site flooding. These details and accompanying calculations are required prior to the commencement of the development as they form an intrinsic part of the proposal, the approval of which cannot be disaggregated from the carrying out of the rest of the development.

Condition:

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 to and approved by the Local Planning Authority. The Report shall demonstrate that the drainage system constructed is consistent with that which was approved. The Report shall contain information and evidence (including photographs) of details and locations of inlets, outlets and control structures; landscape plans; full as built drawings; information pertinent to the installation of those items identified on the critical drainage assets drawing; and, the submission of an operation and maintenance manual for the sustainable drainage scheme as constructed.

Reason:

To ensure that flood risks from development to the future users of the land and neighbouring land are minimised, together with those risks to controlled waters, property and ecological systems, and to ensure that the development as constructed is compliant with and subsequently maintained pursuant to the requirements of paragraph 182 of the National Planning Policy Framework.

This response has been provided using the best knowledge and information submitted as part of the planning application at the time of responding and is reliant on the accuracy of that information.

Yours faithfully,


Senior Flood Risk Officer
Flood and Water Management



Dover District Council
White Cliffs Business Park
Dover
Kent
CT16 3PJ

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 8 April 2025

Our Ref: MB

Application - DOV/25/00133

Location - Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham,

Proposal - Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters :-

Transport Vision

We welcome the proposed Vision as detailed in the Transport Assessment, which lists the following development priorities:

- *Reducing the need to travel through the provision of a mixed use local centre, which will allow a significant proportion of daily needs of future households and other end-users to be met on-site.*
- *Ensuring sustainable modes of travel are the first and natural choice of future households and other end-users.*
- *Promoting excellent walking and cycling links to public transport infrastructure/services including Aylesham and Snowdown rail stations, and a range of amenities available in Aylesham village centre.*
- *Contributing towards the increased frequency of local bus services operating between Aylesham and Canterbury, alongside high-quality information and improved waiting/interchange facilities at Wingham.*
- *Providing community and open spaces to engender social interaction, community participation and health and wellbeing.*

Planning Policy Context

This site relates to Local Plan Policy SAP24 which envisages it as an extension to the village of Aylesham. The following points are relevant to the Transport Assessment of this application:

“e) Development on the site should be well-related to the existing settlement of Aylesham and respect the residential amenity of adjoining properties. Development should be located within the District boundary, to the north and east of Ackholt Wood, along the Aylesham Road towards Snowdown Village and on the parcel of land to the east of the Aylesham Road.

f) Suitable access arrangements will be provided from Spinney Lane and Aylesham Road;

g) The following will be required in relation to wider strategic and local highway mitigation measures, to be informed by a Transport Assessment in accordance with Policy T12:

I. Improvements to the Spinney Lane/Adisham Road/Pond Lane Junction;

II. Improvements to the Holt Street/Aylesham Road Junction;

III. Proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12;

IV. Assess and identify impacts of the development on the strategic road network, in particular the access to the A2 from the B2046 and the A256/A257 Junction identified within Policy SP12, and deliver or contribute proportionately towards any required mitigation;

V. An assessment of the impacts of the proposed development on the surrounding rural road network, identifying any mitigation as required.

h) On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with Snowdown railway station and the services and facilities in Aylesham: and public transport provision should include Thanet and Sandwich as destinations, informed by a Travel Plan which will be required in accordance with Policy T12. The Travel Plan for the site should include targets and measures to achieve a modal shift from private car to sustainable travel modes of a minimum 10%, with opportunities for feedback and incentives for use for an initial period, to be agreed with the Local Highway Authority;”

Policy SP12 also states the following relevant point:

“the Council will support proposals for the rural demand-responsive bus service and other improvements to local bus service provision.” Further, “proportionate developer contributions will be sought from new development to support these strategic schemes, having regard to the Infrastructure Delivery Plan or any subsequent guidance. This will be secured by S106 and/or S278 agreements. This may include contributions or on-site provision for associated complimentary infrastructure.”

It is further noted that this application has come forward for the consideration of 800 dwellings, instead of the indicative capacity of 640 quoted in the Local Plan allocation.

Highway Safety Analysis

I note that the study area for the PIA analysis does not appear to include the A2 westbound off-slip and the A260 as far as the interchange with Adisham Road. Given that this also constitutes a significant access route into Aylesham, it seems prudent to include this within the analysis.

It appears that National Highways have not yet commented on the application, assuming they have been consulted with respect to the potential impact on the A2. They may have pertinent comments to make on the PIA analysis in relation to the slip roads at the interchange with the A260/Adisham Road.

With regards to the incident data reported on the local highway network, it appears that there is no evidence to suggest that there are any inherent safety concerns on the local network that would be exacerbated by the impacts of this development, save for those where appropriate mitigation is already identified and proposed.

Baseline Traffic Survey Data

The Highway Authority notes the submission of new traffic surveys with this application, and concurs with the locations surveyed and methodologies employed to inform the Transport Assessment.

Again, National Highways may have pertinent comments to make on the count locations and their acceptability for capturing vehicle movements at the slip roads at the interchange with the A260/Adisham Road.

Development Proposal

Masterplan

I note the inclusion of the Illustrative Masterplan with this application, and although this provided a useful indication of potential site layout, and how the proposed development might relate to its surroundings, it needs to be clear that in the absence of specific comments on such, this is not construed as an agreement from the Highway Authority as to its suitability for progression to any reserved matters application, which would have to be assessed on its own merits in due course.

Noting that layout is a reserved matter, I would nevertheless take the opportunity to make the following observations on the submitted Masterplan:

- As an extension of Aylesham, the site needs to be well-related and linked to services in the village, akin to the extant Aylesham village extension to the north. As we have indicated before, the development should provide a sustainable movement corridor on Dorman Ave South into the village centre, and address the circulation of such movements around Market Place. should be given to additional cycle parking adjacent to village amenities, along with schemes to encourage cycle use, reflective of the likely trip types. Cargo bike hire may be a suitable example in this location. A sustainable movement corridor would ideally extend along Dorman Avenue South into the site, via a Toucan or possibly Tiger crossing over Spinney Lane (as opposed to the Puffin crossing presented on the plan), along with a suitable way of prioritising sustainable traffic over the internal spine road. Such a route should adhere to the LTN1/20 standard in prioritising such movements as much as possible. This would be in keeping with the priorities set out in the site's own Transport Vision and Local Plan policies. Relation to the train station should also be considered – is more cycle parking required there? Which cycle route are we promoting for access?

- Links from neighbouring phases into a sustainable movement corridor running south-north through the site should be strengthened and made more intuitive for pedestrians and cyclists. Such movements should also be prioritised over the internal spine road to the west of the local centre.

- The mixed-use local centre would be better served by sustainable modes if it lay at the convergence of the south-north and an east-west sustainable movement corridor.
- The plan suggests that many of the dwellings fronting the internal spine road will have direct access onto it and would probably be served by tandem parking arrangements. This propensity for excessive vehicle movements on and off the road is not optimal for a potential bus service provision along this route, and the arrangement of the spine road would need to be carefully considered to ensure that services are not precluded. The geometry of the spine road is largely suitable to attenuate vehicle speeds, although we would also anticipate that a reserved matters application for the spine road would also give consideration to minimising direct accesses and tandem parking arrangements, as well as providing additional visitor parking bays to ensure the reduction of obstacles to the free movement of buses. We would expect the spine road to be constructed to an adoptable standard and offered for adoption by the Highway Authority to facilitate such services in the future. Indicative bus stop locations should also be considered now to ensure that as many dwellings as possible fall within the 400-metre walking distance envelope.
- The plan also indicates a large number of rear parking courts within the development, and although this can be a good way to improve the street scene and keep roads clear, these will only be well-utilised if they are accessible/convenient to the houses they serve and are secure by design, otherwise, many residents will simply park as close to their front door as possible.
- The allotments should be provided with parking, as tenants may come from a wider area than just the development.

Phasing Plan

Although indicative at this stage, I welcome the apparent early provision of the internal spine road through the site, which will allow a secondary point of access onto the highway network. The document indicates this will be provided no later than the completion of the 144th dwelling. Equal priority should also be given to the delivery of a south-north sustainable movement corridor through the site in line with Dorman Avenue, so later phases of development can simply link into it.

With a single point of access serving 105 units, a secondary/emergency access will likely be required for the parcel to the east of Aylesham Road, consisting of Phases P1B.4-6. With a single point of access serving 185 units, a secondary/emergency access will likely be required for Phases P2A.1-3 and P3.1-2.

Proposed Access Arrangements

The B2046 Adisham Road has, to date, remained largely unaltered despite the previous growth in Aylesham. Now with a significant number of additional dwellings planned, and the associated increase in turning movements at the above junctions, it would be appropriate to revise the existing speed limits. With this in mind, the B2046 should be subject to a new to a 50mph speed limit encompassing the above three junctions. In addition to this, to rationalise the remaining roads and those changes proposed by the development, the following speed limit revisions should also be carried out: Cooting Road (whole length): 30mph; Spinney Lane from Adisham Road junction to east of Cooting Road junction, 50mph; Spinney Lane remaining length, 40mph (very limited highway width is available for new speed limit signing so a kerb build out on the northern side should be introduced to site a gateway feature and slow inbound traffic); Aylesham Road, 40mph to tie onto existing 30mph limit at Snowdown.

A plan showing the above revisions should be provided by the applicant to enable this to be conditioned as part of off-site highway improvement works.

The latter two 40mph limits could potentially be reduced further to 30mph, this would however rely on significant frontage development closer to the roadside than the illustrative masterplan shows at this stage. This issue could be revised further in the future if appropriate.

I question the proposed rumble strip feature shown on Aylesham Road south of Spinney Lane, as the Highway Authority are unlikely to want such a feature from a noise or maintenance liability perspective.

I am largely satisfied with the site accesses as presented in the plans, in the context of the proposed speed limit changes, however, these accesses should be subject to swept path assessment for refuse vehicles, along with buses for the primary and secondary accesses for the western parcel.

Development Trip Generation, Distribution and Assignment

Further to initial scoping discussions with the applicant, the methodology of this section of the Transport Assessment was previously agreed. It was the view of the highway authority that the census data, as previously employed to support SAP24's inclusion in the Local Plan, needed further validation from the Kent Strategic Model (KSM), to give a higher level of confidence in the resultant trip distribution. The new traffic surveys carried out by the applicant were also employed to further validate the model for this part of the local highway network.

Generally, the validated trip distribution is reasonably consistent with the census data, although helps to illustrate the more granular detail of impacts on the rural road network, which are considered acceptable.

Highway and Transport Impacts

The Highways Authority is satisfied with the approach taken of the assessment of impacts on the local road network. I would make the following comments though in regard to specific junction assessments:

- B2046 Adisham Road/Spinney Lane

The options for mitigation at this junction appear to be either the provision of a right-turn lane but with sub-standard visibility to the north, or enhance visibility without a right-turn lane. The first question we would ask is whether a right-turn lane is needed here based on the queuing data. If land can be negotiated to improve visibility, then is it not possible to negotiate land for a right-turn lane as well?

- A257 Canterbury Road/B2046 Wingham High Street Junction

Previous Technical assessment of this junction has determined that little can be done to improve capacity due to space constraints. The proposed development has been modelled to add 49 vehicle movements through this junction in the AM peak and 53 in the PM peak, or 1 additional vehicle every 72 seconds on average, either routing from the A257 to the B2046 or vice versa. Recent traffic data collected from this junction indicates that baseline flows have decreased and a position was taken at the site selection stage that further development in Aylesham could feasibly support a tangible improvement in bus service provision for journeys routing in this direction, to offset its own impact and trips from elsewhere in Aylesham and

along this corridor, thus helping to mitigate impacts at this junction.

- Holt Street/Aylesham Road

The proposed signalisation of this junction for the sake of improved pedestrian facilities is noted, and these plans with supporting LINSIG modelling have been forwarded to our Intelligent Traffic Systems team for comment. These improvements undoubtedly improve the pedestrian offering, but I am unsure as to how they relate to impact from this development, and would only make sense as part of a broader pedestrian route connecting the development to this location, whereupon one would have to ask whether improving access to Aylesham Station might be more of a priority for this development.

- B2046 Adisham Road/Dorman Avenue North Junction

The assessment indicates an improvement in capacity as a result of previously proposed improvement works at this junction. However, in light of visibility constraints the scheme would create, as raised in the safety audit, the applicant considers that the improvement is not justified. The Highway Authority concurs with this approach, especially in light of likely net development impact at this junction.

- B2046 Adisham Road/A2 Junction

Although there is discernible impact on the on junction in the projected future peaks, mitigating such may be difficult to justify in terms of both severity and cost-efficiency. We would need to take a balanced view as to how improvements to sustainable transport measures elsewhere on the network offset the forecast uplift in this location and consider net gain.

- A2/A260 Junction

Although mitigating the queuing evident in the projected future peaks may be difficult to justify in both terms of severity and cost-efficiency, I would consider it unlikely that the other forms of mitigation cited would have an appreciable effect on journeys routing via this junction. We would need to take a balanced view as to how improvements to sustainable transport measures elsewhere on the network offset the forecast uplift in this location and consider net gain.

- A2567/A257 Junction

I note that the Local Plan mitigation scheme performs with marked improvement on the A256/A257 arms with forecast traffic factored in. Consequently, this development would need to make a timely and proportionate contribution to the delivery of this scheme, as laid out in the adopted Infrastructure Delivery Plan.

Promotion of Sustainable Travel Modes

Bus Strategy

Although I welcome the stated intention to fund the enhanced provision of bus services, the Transport Assessment is light on detail as to what needs to be achieved through the bus strategy for this site. It is the view of the Highways Authority that developer funding would be best utilised funding a new bus service, as opposed to extending an existing service or funding further DRT services.

Considering the 'Vision and validate' approach to Transport Assessment, we need to start with the number of trips we need to offset and plan how bus services can meet that target, looking at likely patronage/commercial viability of service, etc. The bus strategy needs to mitigate car journeys through the A257 Canterbury Road/B2046 Wingham High Street Junction, and thus needs to be looking specifically at a service that can accommodate journeys on the A257 west corridor. Initial discussion have been had with the network operator, and they are looking at options for such a service. Requirements for pump-prime funding, technical and infrastructure considerations, routing, etc have also been highlighted to the applicant, and add the requisite detail for a feasible bus strategy for this site.

Alongside this, we require flexibility in any S106 agreement to possibly use some or all of the contributions on alternative highway measures to mitigate the validated impact on Wingham, if alternative options were to present themselves in the interim before a service would need to be in place for this development.

Draft Residential Travel Plan

As stated previously, this needs to promote bus/rail travel through effective voucher schemes. Further investigation into effective measures in promoting sustainable travel habits in new residents, along with specific commitments to providing them would help support this application.

I trust the above comments are of use and I look forward to consulting further as required.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.



Dover District Council
White Cliffs Business Park
Dover
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CT16 3PJ

Highways and Transportation

Kroner House
Eurogate Business Park
Ashford
TN24 8XU

Tel: 03000 418181

Date: 12 December 2025

Our Ref: MB

Application -	DOV/25/00133
Location -	Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham,
Proposal -	Outline planning application (with all matters reserved apart from access) for
	development comprising of residential units and flexible non residential
	floorspace and
	associated infrastructure and other works incidental to the proposed
	development

Thank you for your consultation in relation to the above planning application. I have the following comments to make with respect to highway matters:

I note that, as requested, the study area for PIA data has been extended, and having examined the additional incidents, am content that there are no apparent highway safety issues on our part of the network that would be exacerbated by these proposals. Please note that National Highways may have their own comments to make in relation to the A2 and slip roads.

Details of the proposed Toucan crossing on Spinney Lane and shared footway/cycleway along Dorman Avenue South linking the development to the village centre are noted, along with the Stage 1 Road Safety Audit and Designer's Responses are being checked, and we will come back on these shortly.

We look forward to consulting further on-site layout at the relevant Reserved Matters stage, to bring forward a well-designed and sustainable development. Bearing in mind the need for a suitable spine road through the site in terms of required space and design for buses and cyclists, I would recommend that a specification for the spine road be conditioned, along with the provision of a north-south cycle link through the site. Furthermore, the exiting access plans for Spinney Lane and Aylesham Road show two metre footways, when we should be seeking to provide a least a three-metre shared facility through the site on one side along the spine road, linking up with the Toucan crossings at each end.

The speed rationalisation plan is welcomed, helping to create a more suitable environment for increased pedestrian and vehicular traffic. These would need to be conditioned accordingly to be carried out under the relevant TRO process.

The radii adjustment at the accesses is noted and considered an acceptable approach to dealing with larger vehicles, although we would recommend that a Stage 1 RSA be carried out on these for our information. We would recommend the use of block paving for the over-run areas.

We accept the plans for the proposed junction improvements at the B2046 Adisham Road and Spinney Lane. In our view, this arrangement is required for the sake of highway safety and capacity at this junction. Again, we require a Stage 1 RSA on this design.

We welcome the applicant's intention to contribute towards identified mitigation at the A256/A257 junction, and further to recent correspondence and dialogue with the Planning Authority on this matter, we are reviewing the contribution for this site and intend to revert to the applicant on this shortly to inform any S106 Heads of Terms. The proposed contribution to an extended 89 bus service is also welcome, and reflects discussions to date, along with an appropriate assessment of likely modal shift from the development and elsewhere along the proposed extended route, and how this may relate to mitigation of the A257/B2046 junction at Wingham.

The applicant raises a point about how these two contributions relate to each other, which is expected from a commercial viewpoint. We would maintain that a development of this size would typically be required to make relevant contributions to the highway and public transport network anyway, especially as they both feature in Local Plan Policy SAP24 and especially bearing in mind that the number of dwellings under consideration through this application are greater than that allocated. Nevertheless, we recognise that there will have to be some flexibility in S106 contributions and how they are applied in light of other contributing sites, and we would welcome further discussion around this once we have a clearer picture on the A256/A257 profile.

Yours faithfully

Director of Highways & Transportation

*This is a statutory technical response on behalf of KCC as Highway Authority. If you wish to make representations in relation to highways matters associated with the planning application under consideration, please make these directly to the Planning Authority.

From: [REDACTED]@DOVER.GOV.UK>
Sent: 04 Feb 2026 10:21:56
To: [REDACTED]@dover.gov.uk
Cc:
Subject: Fw: Land South of Aylesham - Meeting Request
Attachments:

From: [REDACTED]@kent.gov.uk <[REDACTED]@kent.gov.uk>
Sent: Wednesday, January 14, 2026 12:32
To: [REDACTED]@DOVER.GOV.UK>
Subject: Re: Land South of Aylesham - Meeting Request

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Hi [REDACTED]

Sorry, yes that's Option 1 for an extended 89 service from Canterbury, for onward journeys to Wingham and Sandwich/Discovery Park. This would run every 30 minutes.

Many thanks,

[REDACTED] | Principal Transport & Development Planner | Thanet and Dover | Highways and Transportation |
Kent County Council | Sandwich Highway Depot, Chippie's Way, Sandwich, Kent, CT13 9HZ | 03000 418 181 |
www.kent.gov.uk

Advance Notice of Leave: Tuesday 20th January - Monday 26th January and Monday 16th February - Friday 20th February

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From: [REDACTED]@DOVER.GOV.UK>
Sent: 14 January 2026 11:22
To: [REDACTED]@kent.gov.uk>
Subject: Re: Land South of Aylesham - Meeting Request

Good morning [REDACTED]

Thanks for the update on the bus request (and I know other discussions are taking place regarding the A256/A257). So that it is CIL compliant, please could you provide some detail on what this bus contribution would provide, what service it would be/extra buses etc? Does this address the impact on Wingham? I appreciate the S106 wording (if granted) will need to be flexible for any future service changes but it would be helpful to have a bit more info please which I can provide to the agent.

Many thanks and kind regards,
[REDACTED]



[REDACTED]
Principal Planning Officer
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
[REDACTED]@DOVER.gov.uk
Web: dover.gov.uk
[REDACTED]

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From: [REDACTED]@kent.gov.uk <[REDACTED]@kent.gov.uk>
Sent: 12 January 2026 09:55
To: [REDACTED]@DOVER.GOV.UK>
Subject: Re: Land South of Aylesham - Meeting Request

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Hi [REDACTED]

The requested bus service contribution would be £[REDACTED] index linked to September 2025.

Any news though on colleagues' thoughts re. the A256/257 contribution, as I emailed last week? Happy to discuss.

Kind regards,

[REDACTED] | Principal Transport & Development Planner | Thanet and Dover | Highways and Transportation |
Kent County Council | Sandwich Highway Depot, Chippie's Way, Sandwich, Kent, CT13 9HZ | 03000 418 181 |
www.kent.gov.uk

Advance Notice of Leave: Tuesday 20th January - Monday 26th January and Monday 16th February - Friday 20th February

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National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Head of Planning & Development)

Operations Directorate

South East Region

National Highways

Planningse@nationalhighways.co.uk

To: Dover District Council (FAO Rachel Morgan)

developmentmanagement@dover.gov.uk

CC: transportplanning@dft.gov.uk

spatialplanning@nationalhighways.co.uk

Council's Reference: 25/00133

Location: Land west of Aylesham Road and south of, Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

National Highways Ref: NH/25/10026

Referring to the consultation on a planning application dated 14 February 2025 referenced above, in the vicinity of the A2 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that conditions should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

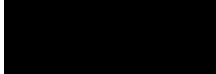
Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to Planningse@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature: 	Date: 05 March 2025
Name: 	Position: Assistant Spatial Planner
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ www.nationalhighways.co.uk	

¹ Where relevant, further information will be provided within Annex A.

Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: Reasons

It is recommended that the application should not be determined for a period of three months until **5 June 2025**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A2.

We have reviewed the application and submitted supporting information, including the Transport Assessment (TA) (February 2025).

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

We note that this proposal is on a site allocated for development in the recently adopted Dover District Local Plan (Policy SAP24). The proposal is for up to 800 residential units while the allocation in the Plan is for 640 residential units. National Highways was engaged at the pre-application stage.

Trip Distribution and Assignment

We agreed, at the pre-application stage, that the proposed trip distribution and assignment methodology could utilise the methodology used to support the site's adoption in the Local Plan, based on Census 2011 data for the Dover 006 MSOA, which encompasses the site.

We have checked the trip distribution and assignment information presented in the TA and the accompanying appendices and note that it is inconsistent with the methodology previously agreed with National Highways.

As an alternative trip distribution and assignment methodology has been applied, full details of this methodology are required to be provided. This is important as this makes a material difference to the reported impacts on the SRN.

We also note that the proposed methodology involves the use of the Kent Strategic Model. In principle, this method of distributing and assigning proposed development traffic would be acceptable.

However, to ensure that any impact on the SRN is suitably assessed, we would require further details regarding the Kent Strategic Model at this specific location, and how these model runs were undertaken, regarding specific parameters and criteria. Further information is therefore required for our consideration.

Evidence that the assessed A2/A260/B2046 Adisham Road junction is sufficiently well calibrated and validated (ideally to turning movements) within the Kent Strategic Model (Base Year) is required to be provided.

Details of the model runs undertaken to distribute proposed development traffic should also be provided; this should include:

- **Assessment years**
- **Committed development/Local Plan assumptions included within the assessment years**
- **Details of any infrastructure/highway schemes included within the assessment years**
- **Proposed development assumptions (phasing etc.).**

Notwithstanding the above, we also note that the proposed methodology, as set out in the TA, could not be fully reconciled with the traffic flow diagrams presented within Appendix P of the TA.

SRN Capacity Assessment

The TA includes junction capacity assessments of the A2/A260/B2046 Adisham Road junction, and comments on these are provided in a later section of this response.

However, once the proposed development trip distribution and assignment is finalised it is likely that merge/diverge assessments will be required to be undertaken for all slip roads at this junction.

Collision Data Analysis

The TA states that Personal Injury Accident (PIA) Data has been obtained from Kent Police for the latest five-year period ending 30 September 2024. Figure 4-5 of the TA shows a plan of the study cordon for the PIA analysis.

However, 'Figure 4-5: PIA Study Cordon Plan' does not clearly show the full extent of the SRN network included within this cordon. We have therefore looked at the data included within Appendix E of the report and note that the plan of the study area supplied by Kent County Council gives a clearer boundary of where the study area ends. We note that the study area does not include the full extent of the A2 slip roads at the A2/A260/B2046 Adisham Road junction.

As a minimum requirement, we would require the full extent of the slip roads, the merge/diverges and sufficient sections of the A2 to be included within the PIA study area.

We are therefore unable to comment on the PIA analysis until this requirement has been met.

Review of Junction Modelling

It is noted that Junctions 10 has been used to model the closest SRN Junction, the A2/A260/B2046 Adisham Road junction, as two separate roundabout junctions.

2023 Base Model Calibration/Validation – We note that 2023 base model outputs for the assessed SRN junction have not been provided. Furthermore, there is no supporting evidence to show that the base models are sufficiently well calibrated and validated.

To be able to verify whether the Junctions 10 models utilised are suitable for use in any proposed development impact testing, we require the following information to be provided for review:

- **2023 base model outputs together with a copy of the Junctions 10 electronic model files**
- **2023 traffic count data in original excel spreadsheet format**
- **2023 observed queue data/ any other observed data utilised during calibration/validation process**
- **Drawing of junction layout showing geometric measurements (as input into Junctions 10 models).**

2038 'Opening Year' Assessments - Given the outstanding issues in relation to the 2023 base year models, we are unable to comment on the details of the future year models submitted.

However, we note that the TA states that the opening year of the proposed development (full occupation) will be 2038. This does not correspond with the advice provided by National Highways during pre-application discussions.

The applicant should provide 2028 opening year assessments, as advised by National Highways at the pre-application stage.

Committed Development – We advised at the pre-application stage that given that this proposal would be consistent, to a significant extent, with an up-to-date Local Plan, the committed development should include all relevant development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years and include the full amount of development to be built. The inclusion or exclusion of specific developments should be agreed with Dover District Council at the pre-application stage. This is a requirement of the Department for Transport (DfT) Circular 01/2022, para.49, footnote 21.

However, the submitted information does not appear to include any written confirmation from Dover District Council with regard to committed development and this is still required.

Tempo Factors - Given the outstanding action relating to committed development, we have not yet reviewed the submitted TEMPRO information, as this may be subject to change.

It is important to note the relevant guidance from DfT Circular 01/2022. Paragraph 49 of the Circular states ‘Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic’.

Whitfield and Duke of York Roundabouts

It is also important to note that proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12 of the Dover District Local Plan to 2024, adopted in October 2024, will be required. This is a matter for Dover District Council to consider.

Residential Travel Plan (RTP)

The RTP includes a target of a 10% decrease in trips by single occupancy vehicles, with a corresponding increase in modal share of sustainable modes, over the initial five-year period.

The RTP outlines various measures which will be implemented by the proposed development in order to achieve the stated objectives. However, some of these measures currently lack detail in relation to measures that are targeted at specific modes.

Notwithstanding the above, we note that the initial mode shift targets will be reviewed after the first travel survey has been undertaken and any changes to targets will be agreed with Kent County Council.

Construction Traffic Management Plan

Given the scale of the proposal and the proximity of the site to the SRN (A2), we are minded to recommend at the appropriate stage in the planning process a pre-commencement condition requiring the preparation of a detailed Construction Traffic Management Plan, in consultation with National Highways.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 5 June 2025 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Head of Planning & Development)

Operations Directorate

South East Region

National Highways

Planningse@nationalhighways.co.uk

To: Dover District Council (FAO Rachel Morgan)

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- ~~a) offer no objection (see reasons at Annex A);~~
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- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

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Signature: 	Date: 05 June 2025
Name: 	Position: Assistant Spatial Planner
National Highways Bridge House, 1 Walnut Tree Close, Guildford, Surrey, GU1 4LZ www.nationalhighways.co.uk	

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Annex A **National Highways' assessment of the proposed development**

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommend that planning permission not be granted for a specified period: **Reasons**

It is recommended that the application should not be determined for a period of three months until **5 September 2025**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A2.

Since our holding recommendation dated 5 March 2025, we have noted that no additional transport related information has been submitted and uploaded to the planning application webpage. We have engaged with the applicant on some of the matters we have identified.

Given that there remain unresolved SRN-related matters, it is appropriate to maintain our holding recommendation for a further three months.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

We note that this proposal is on a site allocated for development in the recently adopted Dover District Local Plan (Policy SAP24). The proposal is for up to 800 residential units while the allocation in the Plan is for 640 residential units. National Highways was engaged at the pre-application stage.

Trip Distribution and Assignment

We agreed, at the pre-application stage, that the proposed trip distribution and assignment methodology could utilise the methodology used to support the site's adoption in the Local Plan, based on Census 2011 data for the Dover 006 MSOA, which encompasses the site.

We have checked the trip distribution and assignment information presented in the TA and the accompanying appendices and note that it is inconsistent with the methodology previously agreed with National Highways.

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We asked the applicant to amend the PIA study area to include the full extent of the slip roads, the merge/diverges and sufficient sections of the A2. The applicant provided an updated study area on 9 May 2025 which we have accepted for the analysis.

PIA analysis within the updated PIA study area needs to be undertaken and submitted.

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National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Head of Planning & Development)

Operations Directorate

South East Region

National Highways

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National Highways Ref: NH/25/10026

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Recommend that planning permission not be granted for a specified period: **Reasons**

It is recommended that the application should not be determined for a period of three months until **5 December 2025**.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

We will be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case, particularly within the vicinity of the A2.

Since our holding recommendation dated 5 June 2025, we have noted that no additional transport related information has been submitted and uploaded to the planning application webpage. We have engaged with the applicant on some of the matters we have identified.

Given that there remain unresolved SRN-related matters, it is appropriate to maintain our holding recommendation for a further three months.

Throughout this response **ACTION points** for the applicant are highlighted in **underlined bold**.

We note that this proposal is on a site allocated for development in the recently adopted Dover District Local Plan (Policy SAP24). The proposal is for up to 800 residential units while the allocation in the Plan is for 640 residential units. National Highways was engaged at the pre-application stage.

Trip Distribution and Assignment

We agreed, at the pre-application stage, that the proposed trip distribution and assignment methodology could utilise the methodology used to support the site's adoption in the Local Plan, based on Census 2011 data for the Dover 006 MSOA, which encompasses the site.

We have checked the trip distribution and assignment information presented in the TA and the accompanying appendices and note that it is inconsistent with the methodology previously agreed with National Highways.

As an alternative trip distribution and assignment methodology has been applied, full details of this methodology are required to be provided. This is important as this makes a material difference to the reported impacts on the SRN.

We also note that the proposed methodology involves the use of the Kent Strategic Model. In principle, this method of distributing and assigning proposed development traffic would be acceptable.

However, to ensure that any impact on the SRN is suitably assessed, we required further details regarding the Kent Strategic Model at this specific location, and how these model runs were undertaken, regarding specific parameters and criteria. Further information was requested for our consideration.

A Transport Modelling Note (v2) dated 23 January was submitted directly to us by the Applicant's agent. We have reviewed the submitted information and updated our comments accordingly.

We note that 2023/24 counts were collected (MCC / ATC). No factors applied to compare this data with 2019 model flows - this is acceptable.

Some reasonable adjustments were made to the model network to calibrate to the new data. Calibration in the area local to the scheme was generally improved - AM peak nearly meeting TAG criteria but PM is well below the criteria. **The calibration should be refined to ensure TAG criteria is met.**

At the A2 SRN junction, PM link flows calibrate well but there are some issues with AM calibration. AM peak model flows on A2 (EB) off-slip are 123 veh high (GEH 5.4) while those on Old Dover Rd (S - SB) are 169 veh high (GEH 8.2).

The Modelling Note states that "*caution should be observed in using the data where significant differences between the observed and modelled flows exist (there are the links with the difference of above 100 vehicles)*". Therefore, the Modelling Note advises that caution should be observed for results presented for the A2 SRN junction. **The calibration should be refined to ensure AM link flows better align.**

Calibration results for turning movements were not supplied (despite the fact that "MCC" data, presumably including turning movements, was collected at the A2 SRN junction). **The calibration for turning movements is required to be provided.**

Given the above, evidence that the assessed A2/A260/B2046 Adisham Road junction is sufficiently well calibrated and validated (ideally to turning

movements) within the Kent Strategic Model (Base Year) is still required to be provided.

The single assessment year was specified as:

2037 Do Something

- Based on 2037 KTM (Kent Transport Model) including committed developments and highway schemes,
- Trips from "Land Sout of Aylesham Development (800 dwellings)" added
- Base donor zone "Dover 006" used to distribute trips from this development

To justify this approach, the Applicant should provide:

1. **As previously requested: committed development/Local Plan assumptions included within the KTM 2037 assessment year**
2. **As previously requested: details of any infrastructure/highway schemes included within the KTM 2037 assessment year**
3. **Also: details of the land-use of the KTM donor zone (e.g. if it is mostly commercial purposes then it wouldn't be appropriate to use this as donor zone for residential purposes).**

The Modelling Note contains detailed proposed development assumptions in terms of:

- New access junction layouts
- Improvements to existing local junctions
- Connector/ access shares
- Speed reductions on local roads

However, no information on development phasing is provided so we assume that it will be 100% complete by 2037. **This should be confirmed by the Applicant.**

Notwithstanding the above, we also note that the proposed methodology, as set out in the TA, could not be fully reconciled with the traffic flow diagrams presented within Appendix P of the TA.

SRN Capacity Assessment

The TA includes junction capacity assessments of the A2/A260/B2046 Adisham Road junction, and comments on these are provided in a later section of this response.

However, once the proposed development trip distribution and assignment is finalised it is likely that merge/diverge assessments will be required to be undertaken for all slip roads at this junction.

Collision Data Analysis

The TA states that Personal Injury Accident (PIA) Data has been obtained from Kent Police for the latest five-year period ending 30 September 2024. Figure 4-5 of the TA shows a plan of the study cordon for the PIA analysis.

We asked the applicant to amend the PIA study area to include the full extent of the slip roads, the merge/diverges and sufficient sections of the A2. The applicant provided an updated study area on 9 May 2025 which we have accepted for the analysis.

PIA analysis within the updated PIA study area needs to be undertaken and submitted.

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It is noted that Junctions 10 has been used to model the closest SRN Junction, the A2/A260/B2046 Adisham Road junction, as two separate roundabout junctions.

2023 Base Model Calibration/Validation – We note that 2023 base model outputs for the assessed SRN junction have not been provided. Furthermore, there is no supporting evidence to show that the base models are sufficiently well calibrated and validated.

To be able to verify whether the Junctions 10 models utilised are suitable for use in any proposed development impact testing, we require the following information to be provided for review:

- **2023 base model outputs together with a copy of the Junctions 10 electronic model files**
- **2023 traffic count data in original excel spreadsheet format**
- **2023 observed queue data/ any other observed data utilised during calibration/validation process**
- **Drawing of junction layout showing geometric measurements (as input into Junctions 10 models).**

2038 'Opening Year' Assessments - Given the outstanding issues in relation to the 2023 base year models, we are unable to comment on the details of the future year models submitted.

However, we note that the TA states that the opening year of the proposed development (full occupation) will be 2038. This does not correspond with the advice provided by National Highways during pre-application discussions.

The applicant should provide 2028 opening year assessments, as advised by National Highways at the pre-application stage.

Committed Development – We advised at the pre-application stage that given that this proposal would be consistent, to a significant extent, with an up-to-date Local Plan, the committed development should include all relevant development that is consented or allocated where there is a reasonable degree of certainty will proceed within the next 3 years and include the full amount of development to be built. The inclusion or exclusion of specific developments should be agreed with Dover District Council at the pre-application stage. This is a requirement of the Department for Transport (DfT) Circular 01/2022, para.49, footnote 21.

However, the submitted information does not appear to include any written confirmation from Dover District Council with regard to committed development and this is still required.

Tempo Factors - Given the outstanding action relating to committed development, we have not yet reviewed the submitted TEMPRO information, as this may be subject to change.

It is important to note the relevant guidance from DfT Circular 01/2022. Paragraph 49 of the Circular states ‘Assumptions underpinning projected levels of traffic should be clearly stated to avoid the default factoring up of baseline traffic’.

Whitfield and Duke of York Roundabouts

It is also important to note that proportionate financial contributions towards Whitfield and Duke of York roundabouts mitigation identified within Policy SP12 of the Dover District Local Plan to 2024, adopted in October 2024, will be required. This is a matter for Dover District Council to consider.

Residential Travel Plan (RTP)

The RTP includes a target of a 10% decrease in trips by single occupancy vehicles, with a corresponding increase in modal share of sustainable modes, over the initial five-year period.

The RTP outlines various measures which will be implemented by the proposed development in order to achieve the stated objectives. However, some of these measures currently lack detail in relation to measures that are targeted at specific modes.

Notwithstanding the above, we note that the initial mode shift targets will be reviewed after the first travel survey has been undertaken and any changes to targets will be agreed with Kent County Council.

Construction Traffic Management Plan

Given the scale of the proposal and the proximity of the site to the SRN (A2), we are minded to recommend at the appropriate stage in the planning process a pre-

commencement condition requiring the preparation of a detailed Construction Traffic Management Plan, in consultation with National Highways.

Conclusion

Given the above, it is currently not possible to determine whether the application would have an unacceptable impact on the safety, reliability and/or operational efficiency of the SRN.

National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 5 December 2025 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 and 115 advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Head of Planning & Development)

Operations Directorate

South East Region

National Highways

PlanningSE@nationalhighways.co.uk

To: Dover DC (FAO Ms Rachel Morgan)
Developmentmanagement@dover.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 25/00133

Location: Land west of Aylesham Road and south of, Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

National Highways Ref: NH/25/10026

Referring to the consultation on a planning application dated 14 February 2025 referenced above and the Notice under article 15 and 15(1A) dated 6 November 2025 issued by DCC, in the vicinity of the A2 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- ~~b) recommend that a condition should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);~~
- c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);**
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:	Date: 18 November 2025
	Position: Assistant Spatial Planner
Name: 	
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ	

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current

¹ Where relevant, further information will be provided within Annex A.

activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommendation: that planning permission not be granted for a specified period

It is recommended that the application should not be determined for a period expiring on 19 February 2026.

This recommendation can be replaced, renewed, or reviewed during the holding period, or at its end, dependent on progress made with regards to the outstanding matters

Reasons

National Highways initially provided pre-application advice to the applicant on 23 December 2024, in response to a Transport Scoping Note prepared by Velocity Transport Planning (Velocity).

National Highways was consulted on 14 February 2025 and asked to review a Transport Assessment (TA) and a Travel Plan (TP), both prepared by Velocity and dated February 2025. National Highways Planning Response (NHPR) dated 5 March 2025 contained a number of matters for the applicant to address.

Subsequent to our review of the TA and the TP, National Highways responded to a number of emails from Velocity, providing comments on additional information which was submitted. The current NHPR is dated 5 September 2025 and highlights a number of matters to be addressed.

The most recent email from National Highways to Velocity was on 5 November 2025 and included the following points:

- Updated development traffic flow diagrams to be provided
- Committed development traffic flow diagrams to be provided in updated traffic flow diagram set –this should include individual sites and combined
- Background traffic growth assumptions to be reviewed and justified
- Junction assessment –traffic flow inputs do not align with the traffic flow diagrams.
- Merge / diverge assessment –comments contained within National Highways email of 22 October remain outstanding

We have reviewed the Transport Assessment (TA) and additional information as notified by DDC on 6 November 2025

We have concluded that further information is required to assess the impact on the SRN.

Background Traffic Growth:

The National Highways email of 5 November 2025 included comments regarding the application of alternative assumptions, as follows:

- 'Alternative assumptions should be applied only when the specific committed development is located both within the adopted Local Plan and within the specific MSOA being considered (e.g. Dover 006)
- The specific alternative assumptions which are being applied should be clearly justified'

The above points remain outstanding and are required to be addressed

Junction Assessment

We acknowledge that the TAA contains Junctions assessment results for the A2 Dover Road / A260 / B2046 Adisham Road junction. We note the presented results are consistent with those previously submitted to us on 20 October 2025. The comments included within the National Highways email of 5 November 2025 included the following:

'A2 / A260 junction

- **Traffic flow inputs do not align with traffic flow diagrams, please ensure traffic flow inputs align with traffic flow diagrams, for example (but not limited to) 2028 PM With Dev**

Merge and Diverge Assessment

The TAA does not contain any information on merge / diverge assessment. We can, however, refer to our most recent comments on merge/ diverge assessment, contained within the National Highways email of 22 October 2025 in response to the Velocity email of 13 October 2025, which noted the following:

- 'With regard to the 2023 traffic flows, could you please provide specific details of where the numbers were sourced, such as the site location references and the exact data which has been referred to. Ideally the raw data can be provided in an excel, demonstrating where the adopted values were obtained.
- With regard to the future year assessment at 2038 our comments are as follows:
 - o The 2038 traffic flow data above is for the 'with development' scenario, the 2038 without development traffic flows are not provided –this information is required
 - o We do not know the source of the above data, we note certain numbers align with diagrams 23 and 24 within the TA and others do not –please clarify
 - o Our recent review of the Junctions modelling has requested traffic flow diagrams for 2028

- o We request that the merge and diverge assessment is undertaken at 2028 using the same traffic flows to be used for the Junctions modelling, together with additional data for the A2
- o The source of the data should be clearly documented (e.g. providing traffic flow diagrams noting the source of the data), at the moment we are unclear where the 2038 data has been sourced
- o The NHPR dated 5 June and National Highways email of 12 June provided specific comments on the development traffic and 2028 traffic flows, these should be addressed, we are unaware if our previous comments have been addressed'

The above comments on merge / diverge assessment remain outstanding and are required to be addressed.

In light of the above, National Highways currently recommends that planning permission not be granted (other than a refusal if the Council so wishes) for a period of three months until 19 February 2026 to allow the applicant to resolve the outstanding matters.

This recommendation can be replaced, renewed, or reviewed during the three-month period, or at its end, dependent on progress made with regards to the outstanding matters.

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 to 116 etc advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.



National Highways Planning Response (NHPR 25-01) Formal Recommendation to an Application for Planning Permission

From: [REDACTED] (Head of Planning & Development)

Operations Directorate

South East Region

National Highways

PlanningSE@nationalhighways.co.uk

To: Dover DC (FAO Ms Rachel Morgan)
Developmentmanagement@dover.gov.uk

CC: transportplanning@dft.gov.uk
spatialplanning@nationalhighways.co.uk

Council's Reference: 25/00133

Location: Land west of Aylesham Road and south of, Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

National Highways Ref: NH/25/10026

Referring to the consultation on a planning application dated 14 February 2025 referenced above and the Notice under article 15 and 15(1A) dated 6 November 2025 issued by DCC, in the vicinity of the A2 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

- ~~a) offer no objection (see reasons at Annex A);~~
- b) recommend that a condition should be attached to any planning permission that may be granted (see Annex A – National Highways recommended Planning Conditions & reasons);**
- ~~c) recommend that planning permission not be granted for a specified period (see reasons at Annex A);~~
- ~~d) recommend that the application be refused (see reasons at Annex A)~~

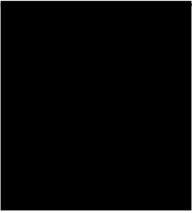
Highways Act 1980 Section 175B is not relevant to this application.¹

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority propose not to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the [Town and Country Planning \(Development Affecting Trunk Roads\) Direction 2018](#), via transportplanning@dft.gov.uk and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to PlanningSE@nationalhighways.co.uk.

This response and all comments outlined herein are made in respect of planning matters only in National Highways' position as a statutory planning consultee, and does not confer any proprietary rights nor amount to the giving or refusal of consent, assent, approval, or awareness of or by National Highways in or of any other aspects or matters (including, but not limited to, the use of property belonging to National Highways). If anyone wishes for National Highways to consider any aspects which do not relate to planning submissions, they should call our contact centre on 0300 123 5000.

Signature:	Date: 11 December 2025
	Position: Assistant Spatial Planner
Name: 	
National Highways Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ	

Annex A National Highways' assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current

¹ Where relevant, further information will be provided within Annex A.

activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

Recommendation: a condition should be attached to any planning permission that may be granted

Reasons

National Highways initially provided pre-application advice to the applicant on 23 December 2024, in response to a Transport Scoping Note prepared by Velocity Transport Planning (Velocity).

National Highways was consulted on 14 February 2025 and asked to review a Transport Assessment (TA) and a Travel Plan (TP), both prepared by Velocity and dated February 2025. National Highways Planning Response (NHPR) dated 5 March 2025 contained a number of matters for the applicant to address.

Subsequent to our review of the TA and the TP, National Highways responded to a number of emails from Velocity, providing comments on additional information which was submitted. The NHPR is dated 5 September 2025 and highlights a number of matters to be addressed.

We have reviewed the Transport Assessment (TA) and additional information as notified by DDC on 6 November 2025 and a holding NHPR dated 18 November 2025 was issued highlighting a number of issues to be addressed.

National Highways has been consulted by Velocity on 25 November and asked to review additional information, comprising responses to comments, traffic flow diagrams, junction assessment and merge / diverge assessment.

We have reviewed the information provided and have concluded that any unacceptable impacts are capable of being resolved through the planning conditions which satisfy the 6 tests of NPPF

Pre-Commencement Condition: Construction Traffic Management Plan

No works shall commence on the site hereby permitted (including site clearance or preparation) until the details of a Construction Traffic Management Plan have been submitted to and approved in writing by the local planning authority (who shall consult with National Highways). Thereafter the construction of the development shall proceed in strict accordance with the approved Construction Traffic Management Plan.

Reason: To ensure that the A2 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the

Highways Act 1980 and to satisfy the reasonable requirements of road safety and paragraph 115 of the National Planning Policy Framework (2024).

Informative: The CTMP shall include details (text, maps and drawings as appropriate) of the scale, timing and mitigation of all construction-related aspects of the development. It will include, but is not limited to: site hours of operation; numbers, frequency, routing and type of vehicles visiting the site; travel plan and guided access/egress and parking arrangements for site workers, visitors and deliveries; plus sheeting of loose loads and wheel washing and other facilities to prevent dust, dirt, detritus etc from entering the public highway (and means to remove if it occurs).

Standing advice to the local planning authority

The Climate Change Committee's [2022 Report to Parliament](#) notes that for the UK to achieve net zero carbon status by 2050, action is needed to support a modal shift away from car travel. The NPPF supports this position, with paragraphs 77 and 110 prescribing that significant development should offer a genuine choice of transport modes, while paragraphs 109 to 116 etc advise that appropriate opportunities to promote walking, cycling and public transport should be taken up as part of a vision-led approach.

Moreover, the carbon reduction hierarchy (avoid-switch-improve) as set out in clause 4.3 of PAS2080:2023 promotes approaches and measures to minimise resource consumption and thereby reduce carbon emissions.

These considerations should be weighed alongside any relevant Local Plan policies to ensure that planning decisions are in line with the necessary transition to net zero carbon.

From: DDC PlanningComments <PlanningComments@DOVER.GOV.UK>
Sent: 28 Feb 2025 08:15:42
To:
Cc:
Subject: FW: Dover District Council- Planning permission accompanied by an EIA ref: 25/00133
Attachments:

From: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>
Sent: 26 February 2025 08:35
To: DDC Development Management <DevelopmentManagement@DOVER.GOV.UK>
Subject: Dover District Council- Planning permission accompanied by an EIA ref: 25/00133

Our ref: **503415**
Your ref: **25/00133**

Dear [REDACTED]

Planning consultation: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development
Location: Land West Of Aylesham Road And South Of Spinney Lane Aylesham

Thank you for your consultation on the above dated **14th February 2025**

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Further information on when to consult Natural England on planning proposals is here- [Planning and transport authorities: get environmental advice on planning - GOV.UK \(www.gov.uk\)](#)

Natural England is not able to provide specific advice on this application and therefore has no comment to make on its details. Although we have not been able to assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes, we offer the further advice and references to Standing Advice.

Natural England advises Local Planning Authorities to use the following tools to assess the impacts of the proposal on the natural environment:

Impact Risk Zones:
Natural England has provided Local Planning Authorities (LPAs) with Impact Risk Zones (IRZs) which can be used to determine whether the proposal impacts statutory nature conservation sites. Natural England recommends that the LPA uses these IRZs to assess potential impacts. If proposals do not trigger an Impact Risk Zone then Natural England will provide an auto-response email.

Standing Advice:
Natural England has published Standing Advice. Links to standing advice are in Annex A

If after using these tools, you consider there are significant risks to statutory nature conservation sites or protected landscapes, please set out the specific areas on which you require Natural England’s advice.

Further information on LPA duties relating to protected sites and areas is here- [Protected sites and areas: how to review planning applications - GOV.UK \(www.gov.uk\)](#)

Further guidance is also set out in Planning Practice Guidance on the natural environment [Natural environment - GOV.UK \(www.gov.uk\)](#) and on Habitats Regulations Assessment [Appropriate assessment - GOV.UK \(www.gov.uk\)](#)

Non detailed advice from Natural England does not imply that there are no impacts on the natural environment. It is for the local planning authority to determine whether or not the proposal is consistent with national and local environmental policies. Other bodies and individuals may provide information and advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision-making process.

Should the proposal change, please consult us again.

Yours sincerely


Officer
Natural England
Consultation Service
Natural England, County Hall, Spetchley Road, Worcester, U.K., WR5 2NP
Email: consultations@naturalengland.org.uk
www.gov.uk/natural-england

Thriving Nature
for people and planet



Natural England offers two chargeable services - the Discretionary Advice Service, which provides pre-application and post-consent advice on planning/licensing proposals to developers and consultants, and the Pre-submission Screening Service for European Protected Species mitigation licence applications. These services help applicants take appropriate account of environmental considerations at an early stage of project development, reduce uncertainty, the risk of delay and added cost at a later stage, whilst securing good results for the natural environment.

For further information on the Discretionary Advice Service see [here](#)
For further information on the Pre-submission Screening Service see [here](#)

-----Original Message-----

From: developmentManagement@DOVER.GOV.UK <developmentManagement@DOVER.GOV.UK>

Sent: 14 February 2025 10:33

To: SM-NE-Consultations (NE) <consultations@naturalengland.org.uk>

Subject: Dover District Council- Planning permission accompanied by an EIA ref: 25/00133

Please find attached a consultation for Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham, Regards
Development Management Dover District Council

This message has been sent using TLS 1.2 This email and any attachments is intended for the named recipient only. If you have received it in error you have no authority to use, disclose, store or copy any of its contents and you should destroy it and inform the sender. Whilst this email and associated attachments will have been checked for known viruses whilst within the Natural England systems, we can accept no responsibility once it has left our systems. Communications on Natural England systems may be monitored and/or recorded to secure the effective operation of the system and for other lawful purposes.

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Dover District Council is a data controller under GDPR. Our privacy notice at www.dover.gov.uk/privacy explains how we use and share personal information and protect your privacy and rights.

Date: 25 November 2025
Our ref: 532967
Your ref: 25/00133



[REDACTED]
Dover District Council
Council Offices
White Cliffs Business Park
Dover CT16 3PJ

Hornbeam House
Crewe Business Park
Electra Way
Crewe
Cheshire
CW1 6GJ

T 0300 060 3900

BY EMAIL ONLY

DevelopmentManagement@dover.gov.uk

Dear [REDACTED]

Planning consultation: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Location: Land West Of Aylesham Road And South Of, Spinney Lane, Aylesham

Thank you for your consultation on the above dated 06 November 2025 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

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Natural England is not able to provide specific advice on this application and therefore has no comment to make on its details. Although we have not been able to assess the potential impacts of this proposal on statutory nature conservation sites or protected landscapes, we offer the further advice and references to Standing Advice.

Natural England advises Local Planning Authorities to use the following tools to assess the impacts of the proposal on the natural environment:

Impact Risk Zones:

Natural England has provided Local Planning Authorities (LPAs) with Impact Risk Zones (IRZs) which can be used to determine whether the proposal impacts statutory nature conservation sites. Natural England recommends that the LPA uses these IRZs to assess potential impacts. If proposals do not trigger an Impact Risk Zone then Natural England will provide an auto-response email.

Standing Advice:

Natural England has published Standing Advice. Links to standing advice are in Annex A

If after using these tools, you consider there are significant risks to statutory nature conservation sites or protected landscapes, please set out the specific areas on which you require Natural England's advice.

Further information on LPA duties relating to protected sites and areas is here-
[Protected sites and areas: how to review planning applications - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/protected-sites-and-areas-how-to-review-planning-applications)

Further guidance is also set out in Planning Practice Guidance on the natural environment
[Natural environment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/natural-environment) and on Habitats Regulations Assessment
[Appropriate assessment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/guidance/appropriate-assessment)

Non detailed advice from Natural England does not imply that there are no impacts on the natural environment. It is for the local planning authority to determine whether or not the proposal is consistent with national and local environmental policies. Other bodies and individuals may provide information and advice on the environmental value of this site and the impacts of the proposal on the natural environment to assist the decision making process.

Should the proposal change, please consult us again.

Please send any further correspondence, to consultations@naturalengland.org.uk quoting our reference 532967 .

Yours sincerely



Consultations Team

Annex A – Natural England general advice

Protected Landscapes

Paragraph 189 of the [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework) (NPPF) requires great weight to be given to conserving and enhancing landscape and scenic beauty within Areas of Outstanding Natural Beauty (known as National Landscapes), National Parks, and the Broads and states that the scale and extent of development within all these areas should be limited. Paragraph 190 requires exceptional circumstances to be demonstrated to justify major development within a designated landscape and sets out criteria which should be applied in considering relevant development proposals. Section 245 of the [Levelling-up and Regeneration Act 2023 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2023/1/section/245) places a duty on relevant authorities (including local planning authorities) to seek to further the statutory purposes of a National Park, the Broads or an Area of Outstanding Natural Beauty in England in exercising their functions. This duty also applies to proposals outside the designated area but impacting on its natural beauty.

The local planning authority should carefully consider any impacts on the statutory purposes of protected landscapes and their settings in line with the NPPF, relevant development plan policies and the Section 245 duty. The relevant National Landscape Partnership or Conservation Board may be able to offer advice on the impacts of the proposal on the natural beauty of the area and the aims and objectives of the statutory management plan, as well as environmental enhancement opportunities. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to development and its capacity to accommodate proposed development.

Wider landscapes

Paragraph 187 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape and Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Guidelines for Landscape and Visual Impact Assessment \(GLVIA3\) - Landscape Institute](https://www.landscapelinstitute.org.uk/guidelines-for-landscape-and-visual-impact-assessment-glvia3/) for further guidance.

Biodiversity duty

Section 40 of the [Natural Environment and Rural Communities Act 2006 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2006/14/section/40) places a duty on the local planning authority to conserve and enhance biodiversity as part of its decision making. We refer you to the [Complying with the biodiversity duty - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/complying-with-the-biodiversity-duty) for further information.

Designated nature conservation sites

Paragraphs 193-195 of the NPPF set out the principles for determining applications impacting on Sites of Special Scientific Interest (SSSI) and habitats sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)). Both the direct and indirect impacts of the development should be considered.

A Habitats Regulations Assessment is needed where a proposal might affect a habitat site (see [Habitats regulations assessments: protecting a European site - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/habitats-regulations-assessments-protecting-a-european-site) and Natural England must be consulted on 'appropriate assessments' (see [Appropriate assessment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/appropriate-assessment) for more information for planning authorities).

Natural England must also be consulted where development is in or likely to affect a SSSI and provides advice on potential impacts on SSSIs either via the [SSSI Impact Risk Zones \(England\) \(arcgis.com\)](https://arcgis.com) or as standard or bespoke consultation responses. Section 28G of the Wildlife and Countryside Act 1981 places a duty on all public bodies to take reasonable steps, consistent with the proper exercise of their functions, to further the conservation and enhancement of the features for which an SSSI has been notified ([Sites of special scientific interest: public body responsibilities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/sites-of-special-scientific-interest-public-body-responsibilities)).

Protected Species

Natural England has produced [Protected species and development: advice for local planning authorities \(gov.uk\)](https://www.gov.uk/government/publications/protected-species-and-development-advice-for-local-planning-authorities) (standing advice) to help planning authorities understand the impact of particular developments on protected species.

Annex A – Natural England general advice

Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances. A protected species licence may be required in certain cases. We refer you to [Wildlife licences: when you need to apply](https://www.gov.uk/wildlife-licences) (www.gov.uk) for more information.

Local sites and priority habitats and species

The local planning authority should consider the impacts of the proposed development on any local wildlife or geodiversity site, in line with paragraphs 187, 188 and 192 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity to help nature's recovery. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local environmental records centre, wildlife trust, geoconservation groups or recording societies. Emerging [Local nature recovery strategies - GOV.UK](https://www.gov.uk/government/publications/local-nature-recovery-strategies) (www.gov.uk) may also provide further useful information.

Those habitats and species which are of particular importance for nature conservation are included as 'priority habitats and species' in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest on the Magic website or as Local Wildlife Sites. We refer you to [Habitats and species of principal importance in England](https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england) (gov.uk) for a list of priority habitats and species in England. You should consider priority habitats and species when applying your 'biodiversity duty' to your policy or decision making

Natural England does not routinely hold priority species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. We refer you to the [Brownfield Hub - Buglife](https://www.brownfieldhub.org.uk/) for more information and Natural England's [Open Mosaic Habitat \(Draft\) - data.gov.uk](https://data.gov.uk/dataset/open-mosaic-habitat-inventory) (Open Mosaic Habitat inventory), which can be used as the starting point for detailed brownfield land assessments.

Biodiversity and wider environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 187(d), 192 and 193. Major development (defined in the [National Planning Policy Framework \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/115111/nppf-2019-glossary) glossary) is required by law to deliver a biodiversity gain of at least 10% from 12 February 2024 and this requirement is also applies extended to small scale development from April 2024. For nationally significant infrastructure projects (NSIPs), it is anticipated that the requirement for biodiversity net gain will be implemented from 2025.

[Biodiversity Net Gain](https://www.gov.uk/government/publications/biodiversity-net-gain-guidance) guidance (gov.uk) provides more information on biodiversity net gain and includes a link to the [Biodiversity Net Gain Planning Practice Guidance](https://www.gov.uk/government/publications/biodiversity-net-gain-planning-practice-guidance) (gov.uk).

The statutory biodiversity metric should be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. We refer you to [Calculate biodiversity value with the statutory biodiversity metric](https://www.gov.uk/government/publications/calculate-biodiversity-value-with-the-statutory-biodiversity-metric) for more information. For small development sites, [The Small Sites Metric](https://www.gov.uk/government/publications/the-small-sites-metric) may be used. This is a simplified version of the statutory biodiversity metric and is designed for use where certain criteria are met.

The mitigation hierarchy as set out in paragraph 193 of the NPPF should be followed to firstly consider what existing habitats within the site can be retained or enhanced. Where on-site measures are not possible, provision off-site will need to be considered.

Where off-site delivery of biodiversity gain is proposed on a special site designated for nature (e.g. a SSSI or habitats site) prior consent or assent may be required from Natural England. More information is available on [Sites of Special Scientific Interest: managing your land](https://www.gov.uk/government/publications/sites-of-special-scientific-interest-managing-your-land)

Annex A – Natural England general advice

Development also provides opportunities to secure wider biodiversity enhancements and environmental gains, as outlined in the NPPF (paragraphs 8, 77, 109, 125, 187, 188, 192 and 193). Opportunities for enhancement might include incorporating features to support specific species within the design of new buildings such as swift or bat boxes or designing lighting to encourage wildlife.

[The Environmental Benefits from Nature Tool - Beta Test Version - JP038 \(naturalengland.org.uk\)](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the statutory biodiversity metric.

[Natural environment - GOV.UK \(www.gov.uk\)](#) provides further information on biodiversity net gain, the mitigation hierarchy and wider environmental net gain.

Ancient woodland, ancient and veteran trees

The local planning authority should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 193 of the NPPF. The [Natural England Access to Evidence - Ancient woodlands Map](#) can help to identify ancient woodland. Natural England and the Forestry Commission have produced [Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK \(www.gov.uk\)](#) (standing advice) for planning authorities. It should be considered when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 187, 188). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in the [Guide to assessing development proposals on agricultural land - GOV.UK \(www.gov.uk\)](#). [Find open data - data.gov.uk](#) on Agricultural Land Classification or use the information available on [MAGIC \(defra.gov.uk\)](#).

The Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites \(publishing.service.gov.uk\)](#) provides guidance on soil protection, and we recommend its use in the design and construction of development, including any planning conditions. For mineral working and landfilling, we refer you to [Reclaim minerals extraction and landfill sites to agriculture - GOV.UK \(www.gov.uk\)](#), which provides guidance on soil protection for site restoration and aftercare. The [Soils Guidance \(quarrying.org\)](#) provides detailed guidance on soil handling for mineral sites.

Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Green Infrastructure

For evidence-based advice and tools on how to design, deliver and manage green and blue infrastructure (GI) we refer you to [Green Infrastructure Home \(naturalengland.org.uk\)](#) (the Green Infrastructure Framework). GI should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, greenspaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all. GI provision should enhance ecological networks, support ecosystems services and connect as a living network at local, regional and national scales.

Development should be designed to meet the 15 [GI How Principles \(naturalengland.org.uk\)](#). The GI Standards can be used to inform the quality, quantity and type of GI to be provided. Major development should have a GI plan including a long-term delivery and management plan. Relevant aspects of local authority GI strategies should be delivered where appropriate.

Annex A – Natural England general advice

The [Green Infrastructure Map \(naturalengland.org.uk\)](https://naturalengland.org.uk/green-infrastructure-map) and [GI Mapping Analysis \(naturalengland.org.uk\)](https://naturalengland.org.uk/gi-mapping-analysis) are GI mapping resources that can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision.

Access and Recreation:

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths, together with the creation of new footpaths and bridleways should be considered. Links to urban fringe areas should also be explored to strengthen access networks, reduce fragmentation, and promote wider green infrastructure.

Rights of Way, Access land, Coastal access and National Trails:

Paragraphs 105, 185, 187 and 193 of the NPPF highlight the importance of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development.

Consideration should also be given to the potential impacts on any nearby National Trails. We refer you to [Find your perfect trail, and discover the land of myths and legend - National Trails](#) for information including contact details for the National Trail Officer.

The King Charles III England Coast Path (KCIIIECP) is a National Trail around the whole of the English Coast. It has an associated coastal margin subject to public access rights. Parts of the KCIIIECP are not on Public Rights of Way but are subject to public access rights. Consideration should be given to the impact of any development on the KCIIIECP and the benefits of maintaining a continuous coastal route.

Appropriate mitigation measures should be incorporated for any adverse impacts on Rights of Way, Access land, Coastal access, and National Trails.

Further information is set out in the Planning Practice Guidance on the [Natural environment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/natural-environment).

Annex A – Natural England general advice

Protected Landscapes

Paragraph 189 of the [National Planning Policy Framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/policies/national-planning-policy-framework) (NPPF) requires great weight to be given to conserving and enhancing landscape and scenic beauty within Areas of Outstanding Natural Beauty (known as National Landscapes), National Parks, and the Broads and states that the scale and extent of development within all these areas should be limited. Paragraph 190 requires exceptional circumstances to be demonstrated to justify major development within a designated landscape and sets out criteria which should be applied in considering relevant development proposals. Section 245 of the [Levelling-up and Regeneration Act 2023 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2023/1/section/245) places a duty on relevant authorities (including local planning authorities) to seek to further the statutory purposes of a National Park, the Broads or an Area of Outstanding Natural Beauty in England in exercising their functions. This duty also applies to proposals outside the designated area but impacting on its natural beauty.

The local planning authority should carefully consider any impacts on the statutory purposes of protected landscapes and their settings in line with the NPPF, relevant development plan policies and the Section 245 duty. The relevant National Landscape Partnership or Conservation Board may be able to offer advice on the impacts of the proposal on the natural beauty of the area and the aims and objectives of the statutory management plan, as well as environmental enhancement opportunities. Where available, a local Landscape Character Assessment can also be a helpful guide to the landscape's sensitivity to development and its capacity to accommodate proposed development.

Wider landscapes

Paragraph 187 of the NPPF highlights the need to protect and enhance valued landscapes through the planning system. This application may present opportunities to protect and enhance locally valued landscapes, including any local landscape designations. You may want to consider whether any local landscape features or characteristics (such as ponds, woodland, or dry-stone walls) could be incorporated into the development to respond to and enhance local landscape character and distinctiveness, in line with any local landscape character assessments. Where the impacts of development are likely to be significant, a Landscape and Visual Impact Assessment should be provided with the proposal to inform decision making. We refer you to the [Guidelines for Landscape and Visual Impact Assessment \(GLVIA3\) - Landscape Institute](https://www.landscapelinstitute.org.uk/guidelines-for-landscape-and-visual-impact-assessment-glvia3/) for further guidance.

Biodiversity duty

Section 40 of the [Natural Environment and Rural Communities Act 2006 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2006/1/section/40) places a duty on the local planning authority to conserve and enhance biodiversity as part of its decision making. We refer you to the [Complying with the biodiversity duty - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/complying-with-the-biodiversity-duty) for further information.

Designated nature conservation sites

Paragraphs 193-195 of the NPPF set out the principles for determining applications impacting on Sites of Special Scientific Interest (SSSI) and habitats sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)). Both the direct and indirect impacts of the development should be considered.

A Habitats Regulations Assessment is needed where a proposal might affect a habitat site (see [Habitats regulations assessments: protecting a European site - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/habitats-regulations-assessments-protecting-a-european-site) and Natural England must be consulted on 'appropriate assessments' (see [Appropriate assessment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/appropriate-assessment) for more information for planning authorities).

Natural England must also be consulted where development is in or likely to affect a SSSI and provides advice on potential impacts on SSSIs either via the [SSSI Impact Risk Zones \(England\) \(arcgis.com\)](https://arcgis.com) or as standard or bespoke consultation responses. Section 28G of the Wildlife and Countryside Act 1981 places a duty on all public bodies to take reasonable steps, consistent with the proper exercise of their functions, to further the conservation and enhancement of the features for which an SSSI has been notified ([Sites of special scientific interest: public body responsibilities - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/sites-of-special-scientific-interest-public-body-responsibilities)).

Annex A – Natural England general advice

Air Quality

Natural England has produced [‘Air pollution and development: advice for local authorities. How to assess sector-specific planning applications that could affect air quality on a protected site’](#). This standing advice is to help planning authorities understand the impact on statutory protected sites from particular developments that emit specific air pollutants. The advice covers emissions of ammonia (NH₃), nitrogen oxides (NO, NO₂ or NO_x), nitrogen deposition, acid deposition and sulphur dioxide (SO₂).

The standing advice is Natural England’s formal statutory advice and is a material consideration. It provides decision makers with the information needed to fulfil their statutory duties when making decisions on planning applications with potential air pollution impacts.

Note that this advice cannot be used to assess Nationally Significant Infrastructure Projects (NSIPs) or local plans.

Protected Species

Natural England has produced [Protected species and development: advice for local planning authorities - GOV.UK](#) (standing advice) to help planning authorities understand the impact of particular developments on protected species.

Natural England will only provide bespoke advice on protected species where they form part of a Site of Special Scientific Interest or in exceptional circumstances. A protected species licence may be required in certain cases. We refer you to [Wildlife licences: when you need to apply](#) (www.gov.uk) for more information.

Local sites and priority habitats and species

The local planning authority should consider the impacts of the proposed development on any local wildlife or geodiversity site, in line with paragraphs 187, 188 and 192 of the NPPF and any relevant development plan policy. There may also be opportunities to enhance local sites and improve their connectivity to help nature’s recovery. Natural England does not hold locally specific information on local sites and recommends further information is obtained from appropriate bodies such as the local environmental records centre, wildlife trust, geoconservation groups or recording societies. Emerging [Local nature recovery strategies - GOV.UK \(www.gov.uk\)](#) may also provide further useful information.

Those habitats and species which are of particular importance for nature conservation are included as ‘priority habitats and species’ in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest on the Magic website or as Local Wildlife Sites. We refer you to [Habitats and species of principal importance in England](#) (gov.uk) for a list of priority habitats and species in England. You should consider priority habitats and species when applying your ‘biodiversity duty’ to your policy or decision making

Natural England does not routinely hold priority species data. Such data should be collected when impacts on priority habitats or species are considered likely.

Consideration should also be given to the potential environmental value of brownfield sites, often found in urban areas and former industrial land. We refer you to the [Brownfield Hub - Buglife](#) for more information and Natural England’s [Open Mosaic Habitat \(Draft\) - data.gov.uk](#) (Open Mosaic Habitat inventory), which can be used as the starting point for detailed brownfield land assessments.

Biodiversity and wider environmental gains

Development should provide net gains for biodiversity in line with the NPPF paragraphs 187(d), 192 and 193. Unless exempt major development (defined in the [National Planning Policy Framework \(publishing.service.gov.uk\)](#) glossary) is required by law to deliver a biodiversity gain of at least 10% from 12 February 2024 and this requirement was extended to minor development from April 2024. For nationally significant infrastructure projects (NSIPs), it is anticipated that the requirement for biodiversity net gain will be implemented from May 2026.

Annex A – Natural England general advice

[Biodiversity Net Gain](#) guidance (gov.uk) provides more information on biodiversity net gain and includes a link to the [Biodiversity Net Gain Planning Practice Guidance](#) (gov.uk).

The statutory biodiversity metric should be used to calculate biodiversity losses and gains for terrestrial and intertidal habitats and can be used to inform any development project. We refer you to [Calculate biodiversity value with the statutory biodiversity metric](#) for more information. For minor development sites, [The Small Sites Metric](#) may be used where these sites meet the criteria to use this Small Sites Metric. This is a simplified version of the statutory biodiversity metric and is designed for use where certain criteria are met.

The mitigation hierarchy as set out in paragraph 193 of the NPPF should be followed to firstly consider what existing habitats within the site can be retained or enhanced. Where on-site measures are not possible, provision off-site will need to be considered.

Where off-site delivery of biodiversity gain is proposed on a special site designated for nature (e.g. a SSSI or habitats site) prior consent or assent may be required from Natural England. More information is available on [Sites of Special Scientific Interest: managing your land](#)

Development also provides opportunities to secure wider biodiversity enhancements and environmental gains, as outlined in the NPPF (paragraphs 8, 77, 109, 125, 187, 188, 192 and 193). Opportunities for enhancement might include incorporating features to support specific species within the design of new buildings such as swift or bat boxes or designing lighting to encourage wildlife.

[The Environmental Benefits from Nature Tool - Beta Test Version - JP038 \(naturalengland.org.uk\)](#) may be used to identify opportunities to enhance wider benefits from nature and to avoid and minimise any negative impacts. It is designed to work alongside the statutory biodiversity metric.

[Natural environment - GOV.UK \(www.gov.uk\)](#) provides further information on biodiversity net gain, the mitigation hierarchy and wider environmental net gain.

Ancient woodland, ancient and veteran trees

The local planning authority should consider any impacts on ancient woodland and ancient and veteran trees in line with paragraph 193 of the NPPF. The [Natural England Access to Evidence - Ancient woodlands Map](#) can help to identify ancient woodland. Natural England and the Forestry Commission have produced [Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK \(www.gov.uk\)](#) (standing advice) for planning authorities. It should be considered when determining relevant planning applications. Natural England will only provide bespoke advice on ancient woodland, ancient and veteran trees where they form part of a Site of Special Scientific Interest or in exceptional circumstances.

Best and most versatile agricultural land and soils

Local planning authorities are responsible for ensuring that they have sufficient detailed agricultural land classification (ALC) information to apply NPPF policies (Paragraphs 187, 188). This is the case regardless of whether the proposed development is sufficiently large to consult Natural England. Further information is contained in the [Guide to assessing development proposals on agricultural land - GOV.UK \(www.gov.uk\)](#). [Find open data - data.gov.uk](#) on Agricultural Land Classification or use the information available on [MAGIC \(defra.gov.uk\)](#).

The Defra [Construction Code of Practice for the Sustainable Use of Soils on Construction Sites \(publishing.service.gov.uk\)](#) provides guidance on soil protection, and we recommend its use in the design and construction of development, including any planning conditions. For mineral working and landfilling, we refer you to [Reclaim minerals extraction and landfill sites to agriculture - GOV.UK \(www.gov.uk\)](#), which provides guidance on soil protection for site restoration and aftercare. The [Soils Guidance \(quarrying.org\)](#) provides detailed guidance on soil handling for mineral sites.

Annex A – Natural England general advice

Should the development proceed, we advise that the developer uses an appropriately experienced soil specialist to advise on, and supervise soil handling, including identifying when soils are dry enough to be handled and how to make the best use of soils on site.

Green Infrastructure

For evidence-based advice and tools on how to design, deliver and manage green and blue infrastructure (GI) we refer you to [Green Infrastructure Home \(naturalengland.org.uk\)](https://naturalengland.org.uk/green-infrastructure) (the Green Infrastructure Framework). GI should create and maintain green liveable places that enable people to experience and connect with nature, and that offer everyone, wherever they live, access to good quality parks, greenspaces, recreational, walking and cycling routes that are inclusive, safe, welcoming, well-managed and accessible for all. GI provision should enhance ecological networks, support ecosystems services and connect as a living network at local, regional and national scales.

Development should be designed to meet the 15 [GI How Principles \(naturalengland.org.uk\)](https://naturalengland.org.uk/gi-how-principles). The GI Standards can be used to inform the quality, quantity and type of GI to be provided. Major development should have a GI plan including a long-term delivery and management plan. Relevant aspects of local authority GI strategies should be delivered where appropriate.

The [Green Infrastructure Map \(naturalengland.org.uk\)](https://naturalengland.org.uk/green-infrastructure-map) and [GI Mapping Analysis \(naturalengland.org.uk\)](https://naturalengland.org.uk/gi-mapping-analysis) are GI mapping resources that can be used to help assess deficiencies in greenspace provision and identify priority locations for new GI provision.

Access and Recreation:

Natural England encourages any proposal to incorporate measures to help improve people's access to the natural environment. Measures such as reinstating existing footpaths, together with the creation of new footpaths and bridleways should be considered. Links to urban fringe areas should also be explored to strengthen access networks, reduce fragmentation, and promote wider green infrastructure.

Rights of Way, Access land, Coastal access and National Trails:

Paragraphs 105, 185, 187 and 193 of the NPPF highlight the important of public rights of way and access. Development should consider potential impacts on access land, common land, rights of way and coastal access routes in the vicinity of the development.

Consideration should also be given to the potential impacts on any nearby National Trails. We refer you to [Find your perfect trail, and discover the land of myths and legend - National Trails](#) for information including contact details for the National Trail Officer.

The King Charles III England Coast Path (KCIIECP) is a National Trail around the whole of the English Coast. It has an associated coastal margin subject to public access rights. Parts of the KCIIECP are not on Public Rights of Way but are subject to public access rights. Consideration should be given to the impact of any development on the KCIIECP and the benefits of maintaining a continuous coastal route.

Appropriate mitigation measures should be incorporated for any adverse impacts on Rights of Way, Access land, Coastal access, and National Trails.

Further information is set out in the Planning Practice Guidance on the [Natural environment - GOV.UK \(www.gov.uk\)](https://www.gov.uk/natural-environment).

[REDACTED]

From: [REDACTED]@dover.gov.uk>
Sent: 13 March 2025 10:45
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Petition

Hi [REDACTED]

You would need to speak to [REDACTED] about that as they deal with TPO applications.

Kind regards,

[REDACTED]



[REDACTED]
Planning & Development Manager
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
[REDACTED]@dover.gov.uk
Web: <http://dover.gov.uk>

*My full working days are Tuesday to Thursday and I
work mornings only on Mondays and Fridays*

From: [REDACTED]@DOVER.GOV.UK>
Sent: 13 March 2025 10:29
To: [REDACTED]@dover.gov.uk>; [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]DOVER.GOV.UK>;
[REDACTED]@DOVER.GOV.UK>
Subject: RE: Petition

Hi [REDACTED],

In respect of the second point, is there an appeal route for the TPO? If there is I can direct him to that rather than the petition route.

[REDACTED]



[REDACTED]
Head of Corporate Services & Democracy
My Pronouns are: She/Her/Hers
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
[REDACTED]@dover.gov.uk
Email: democraticservices@dover.gov.uk



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Dover District Council is a data controller under GDPR. Your attention is drawn to our Corporate Privacy Notice at <https://www.dover.gov.uk/privacy>; this explains how we will use and share your personal information and protect your privacy and rights.

From: [REDACTED]@dover.gov.uk>
Sent: 12 March 2025 13:01
To: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>;
[REDACTED]@DOVER.GOV.UK>
Subject: RE: Petition

Hi [REDACTED]

Sorry for the delay in getting back to you,

To answer your questions;

1. Does this the TPO removal mentioned above form part of a planning application? (Our petitions policy specifically excludes any matter relating to a planning decision (including about a development plan document or the community infrastructure levy)).

No – the site of the former TPO is outside of the red line. The TPO removal was dealt with by [REDACTED] team. [REDACTED] has provided me with a lot more info but not sure you need it at this stage?

2. If it does not relate to a planning application, is there an existing process by which a TPO could be reinstated or the decision to remove the TPO can be appealed?

Kind regards,

[REDACTED]



[REDACTED]
Planning & Development Manager
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
[REDACTED]@dover.gov.uk
Web: <http://dover.gov.uk>

*My full working days are Tuesday to Thursday and I
work mornings only on Mondays and Fridays*

From: [REDACTED]@DOVER.GOV.UK>
Sent: 12 March 2025 12:32
To: [REDACTED]@dover.gov.uk>; [REDACTED]@DOVER.GOV.UK>

Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>;
[REDACTED]@DOVER.GOV.UK>

Subject: RE: Petition

Hi [REDACTED]

Do we have an answer on this yet? I need to respond to him within before the end of this week as to whether we can accept the petition or not.

[REDACTED]



[REDACTED]
Head of Corporate Services & Democracy
My Pronouns are: She/Her/Hers

Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@dover.gov.uk
Email: democraticservices@dover.gov.uk



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Dover District Council is a data controller under GDPR. Your attention is drawn to our Corporate Privacy Notice at <https://www.dover.gov.uk/privacy>; this explains how we will use and share your personal information and protect your privacy and rights.

From: [REDACTED]@dover.gov.uk>

Sent: 10 March 2025 10:07

To: [REDACTED]an@DOVER.GOV.UK>

Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>;

[REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>

Subject: RE: Petition

Hi [REDACTED]

Do you know the answer to this?

thanks

[REDACTED]



[REDACTED]
Planning & Development Manager
Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@dover.gov.uk
Web: <http://dover.gov.uk>

*My full working days are Tuesday to Thursday and I
work mornings only on Mondays and Fridays*

From: [REDACTED]@DOVER.GOV.UK>
Sent: 07 March 2025 18:06
To: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@dover.gov.uk>
Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Subject: Petition

Hi both,

We've received a petition request as follows:

“Title: Save Spinney Woods, Aylesham

Statement:

We the undersigned petition the council to We the undersigned petition the council to re-instate the Tree Protection Order **TPO/76/00003** for Spinney Woods, also known as Aylesham Woods, Aylesham.

Justification:

This TPO dates from 1976 and for 49 years has protected these woods from development and in that time the wood has been successfully managed by White Cliffs Countryside Partnership on behalf of Aylesham Parish Council. Only one reason exists for removing a TPO and that is so trees can be felled without recourse to a planning application. We feel that the planning application **25/00133** means that widening of Spinney Lane or the Wingham Road may be necessary and we fear we will lose part of the wood instead of using the farmland on the other side. It's obvious that the land either side of Spinney Woods comes under the jurisdiction of Canterbury City Council and this would make planning applications harder. Use the farmland if necessary but leave our wood alone. For generations they've provided pleasure for the children, and adults, of the village and for many visitors to the wood. Leave Spinney Woods alone.”

My questions in respect of it are:

1. Does this the TPO removal mentioned above form part of a planning application? (Our petitions policy specifically excludes any matter relating to a planning decision (including about a development plan document or the community infrastructure levy)).
2. If it does not relate to a planning application, is there an existing process by which a TPO could be reinstated or the decision to remove the TPO can be appealed?



[REDACTED]
Head of Corporate Services & Democracy
My Pronouns are: She/Her/Hers

Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@dover.gov.uk
Email: democraticservices@dover.gov.uk



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[REDACTED]

From: [REDACTED]@DOVER.GOV.UK>
Sent: 06 March 2025 12:23
To: [REDACTED]
Subject: RE: TPO/76/00003

Hi [REDACTED]

The reason that the TPO has been revoked is that the wood is under DDC's ownership, is leased to Aylesham PC and is managed by WCCP. It has come to our attention that the coppicing and management work that WCCP have been undertaking should have required consent before being undertaken but it seems pointless for them to make multiple application to manage it going forward so we decided it would be better to revoke the TPO so that they can continue to do so in future. I had been planning to revoke it for some time but other things got in the way. The statement below was released last week.

A Tree Preservation Order (TPO) was made by Dover District Council on the majority of Spinney Wood during the 1970s but it is unusual for local authorities to make a TPO on land under its ownership.

A TPO ensures that any works to trees covered by the order requires consent from the local authority.

Spinney Wood is currently being managed by Aylesham Parish Council with the White Cliffs Countryside Partnership to allow it to remain publicly accessible and to promote biodiversity.

To avoid making multiple applications to Dover District Council to undertake such works, the TPO has been revoked to allow for the management of the woodland to continue.

I hope this explains the situation but let me know you have any questions.

Kind regards

[REDACTED]

[REDACTED]
Tree & Horticultural Officer
Parks & Open Spaces
Dover District Council
Council Offices, White Cliffs Business Park,
Whitfield, Dover CT16 3PJ



[REDACTED] [DOVER.gov.uk](mailto:[REDACTED]@DOVER.gov.uk)
Web: dover.gov.uk

From: [REDACTED]@DOVER.GOV.UK>
Sent: 05 March 2025 13:04
To: [REDACTED]@DOVER.GOV.UK>
Subject: TPO/76/00003

Hi [REDACTED]

I'm dealing with the outline planning application to develop land to the south of Aylesham (DOV/25/00133) which you have been consulted on and have been sent the attached revocation decision. Lots of the public representations and posts online have raised concerns about the revocation, are you able to provide any information on why it was revoked please?

Many thanks and kind regards,
[REDACTED]



[REDACTED]
Principal Planning Officer

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]@DOVER.gov.uk

Web: dover.gov.uk



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From: DDC SupportAssistants <SupportAssistants@DOVER.GOV.UK>
Sent: 21 February 2025 15:29
To: [REDACTED]@DOVER.GOV.UK>
Subject: FW: TPO/76/00003

Hi [REDACTED]

FYI for 25/00133, its not on the land within the site boundary but adjacent. I have uploaded a copy to the file as sensitive.

[REDACTED]



[REDACTED]
Support Officer

Development Management

Dover District Council

Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

[REDACTED]
[REDACTED]@dover.gov.uk

Web: <http://dover.gov.uk>

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From: DDC Land Charges <Land.Charges@DOVER.GOV.UK>
Sent: 21 February 2025 10:05
To: DDC SupportAssistants <SupportAssistants@DOVER.GOV.UK>
Subject: FW: TPO/76/00003

Hello,

■ has sent us a TPO that she has revoked at Spinney Wood, Aylesham. Letting you guys know as an FYI in case it affects any current applications.

Kind regards

■



■
Data Capture Officer
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ

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From: ■ <■■■■■■■■■■@DOVER.GOV.UK>
Sent: 21 February 2025 09:49
To: DDC Land Charges <Land.Charges@DOVER.GOV.UK>
Subject: TPO/76/00003

Hi

The above TPO was revoked on the 18th February 2025. I attach a copy of the Revocation Notice and would be grateful if you can remove it from the register.

Many thanks

■



■
Tree & Horticultural Officer
Parks & Open Spaces
Dover District Council
Council Offices, White Cliffs Business Park,
Whitfield, Dover CT16 3PJ

■

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DDC ECOLOGY
CONSULTATION RESPONSE

Application reference: 25/00133

Application site: Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Date: 11th April 2025

1. Submitted documents (relevant to DDC Ecology Consultation Response)

- *Environmental Statement. Chapter 6: Ecology and Biodiversity.*
- *Environmental Statement. Appendix 6-3. Habitats and Botanical Baseline Surveys. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-4. Bat Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-5. Hazel Dormouse Baseline Survey Reports. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-6. Breeding Bird Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-7. Wintering Baseline Bird Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-8. Reptile Survey Baseline Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-9. Badger Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-10. Report to Inform Habitats Regulations Assessment*
- *Biodiversity Net Gain Strategy. Stantec. January 2025.*
- *Statutory Biodiversity Metric Calculation Tool. Stantec. January 2025.*

2. Summary

- 2.1. The above documents have been submitted by the applicant. The potential for ecological impacts is identified in the report(s) and recommendations for mitigation measures are also provided.
- 2.2. Detailed comments are provided below, but in summary further information / clarification must be sought from the applicant regarding:
- Evaluation of ecological importance (local wildlife sites and hazel dormice)
 - Assessment of impacts to Ackholt Wood

- Lighting at the Spinney Lane / B2046 junction.
- Hazel dormouse presence in Ackholt Wood
- Assessment of impacts to farmland birds.
- Reptile mitigation.

3. Consideration and review of ecological matters

Ecological impacts

3.1. The submitted documents identify the potential for impacts to:

- International designated sites
- Ileden & Oxenden Wood SSSI
- Local Wildlife Sites
- On-site hedgerow (Habitat of Principal Importance)
- Ackholt Wood ancient woodland (Habitat of Principal Importance)
- Off-site woodland (Habitat of Principal Importance)
- Narrow-fruited cornsalad (JNCC Red List 'endangered' plant species)
- Bats (protected species)
- Hazel dormice (protected species)
- Breeding birds (protected species)
- Reptiles (protected species)
- Badgers (protected species)
- Brown hares (Species of Principal Importance)
- Hedgehogs (Species of Principal Importance)

3.2. Ecological surveys were undertaken during 2022 / 2023. While these could be considered out of date, there has been no significant change in land use since the surveys.

3.3. No further ecological surveys are necessary at this time, updated surveys will be secured by condition (if planning permission is granted) to inform reserved matters site layout and to inform detailed ecological mitigation measures prior to commencement.

3.4. Specific comments regarding the assessment of ecological features are provided below, where additional information / clarification is required.

Evaluation of Ecological Importance

3.5. Local Wildlife Sites have been assigned 'local level importance'. This should be revised to 'county level importance' to reflect that Local Wildlife Sites are designated using county-level assessment criteria. This change does not affect the impact assessment and conclusion of no ecological effect.

- 3.6. Hazel dormice have been assigned ‘local level importance’. Further information is required to justify why they have not been assigned ‘county level importance’, given the statement in the ES that, “*The dormouse population on-site does meet the threshold for ‘county’ importance, (Kent Wildlife Trust, 2022)*”.

Embedded mitigation

- 3.7. The ES takes the approach of taking ‘embedded mitigation’ into account in the assessment of ecological impacts. It is stated that these are “*committed mitigation measures*”.
- 3.8. Generally speaking, the embedded mitigation measures include principles that support the aim to reduce the potential for likely significant effects on ecological features.
- 3.9. The embedded mitigation measure requirements will need to be demonstrably considered at reserved matters for the detail necessary to ensure effective implementation, and must be secured in the planning permission, if granted

Assessment of ecological features

Ileden & Oxenden Wood SSSI

- 3.10. It is concluded in section 6.6.83 of the ES that “*the Proposed Development in the operational phase is likely to have an adverse effect at Up to Local level on Ileden and Oxenden Woods SSSI and so is considered to be of Minor Significance. Further ecological mitigation is required.*”
- 3.11. Table 6-5 *Summary of effects* concludes that this will result in a permanent adverse effect at the local level of Minor Significance.
- 3.12. It is stated in the ES 6.7 that no additional mitigation is proposed.
- 3.13. The conclusion that there will be significant adverse residual effect on the SSSI must be acknowledged in the planning decision.

Ackholt Wood ancient woodland (Habitat of Principal Importance)

- 3.14. Ancient woodland is an irreplaceable habitat for which the NPPF affords particular protection through the planning system, stating:

“development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists” (NPPF 193(c))

- 3.15. The potential ecological impacts during construction are assessed in the ES as of negligible significance, taking the embedded mitigation into account. Subject to

the detailed proposals for ensuring no encroachment during construction, including positioning of site security fencing, this is agreed in principle.

- 3.16. Consideration of impacts during operation of the proposed development takes into account the potential impacts of increased recreational activity.
- 3.17. On-site open space areas and an undeveloped ancient woodland buffer measures are proposed to minimise effects on the ancient woodland and it is stated that *“The boundary of the woodland where it interfaces with the Site will be fenced to limit public access, and signage will provide educational resources explaining why the woodland habitats are not a recreational resource”*.
- 3.18. The *Habitats and Botanical Baseline Surveys* detail the outcomes of the botanical survey of the woodland, but the submission does not provide any details of existing public access to Ackholt Wood. While it is acknowledged that the woodland has no official public access, current levels of access, and any impact on the woodland of this, will give an indication of potential future impacts that DDC requires in order to reach a conclusion regarding the potential for deterioration of ancient woodland.
- 3.19. While fencing of the woodland boundary to the proposed development site may help to reduce the potential for public access, the public bridleway skirts along the southern edge of Ackholt Wood and it is reasonable to conclude that there will be an increase in the use of the bridleway and therefore potential for access to the ancient woodland on the opposite side from the development site, and potential for deterioration of the ancient woodland.
- 3.20. The question of whether the proposed development will result in the deterioration of ancient woodland applies regardless of whether the PRow or woodland is within the control of the applicant.
- 3.21. Further information must be sought from the applicant on this point, with consideration of additional measures that will provide adequate mitigation.

Narrow-fruited cornsalad

- 3.22. The narrow-fruited cornsalad location is proposed to be retained on-site, with embedded mitigation, including a CEMP to protect the habitat during construction.
- 3.23. It is concluded in the ES that *“the Proposed Development in the operational phase is considered to have an adverse effect at the Local level on Narrow-fruited cornsalad of national importance and so is considered to be of Minor Significance. Further ecological mitigation is required.”*

- 3.24. Table 6-5 *Summary of effects* concludes that this will result in a permanent adverse effect at the local level of Minor Significance.
- 3.25. It is stated in the ES 6.7 that no additional mitigation is proposed.
- 3.26. The conclusion that there will be a significant adverse residual effect on narrow-fruited cornsalad must be acknowledged in the planning decision.

Lighting (bats / hazel dormice)

- 3.27. The implementation of light sensitive corridors and a sensitive lighting strategy are stated to be embedded primary mitigation measures. The corridors are shown on the Green Infrastructure Parameter Plan and these seem broadly achievable.
- 3.28. It is particularly important to ensure that street lighting is not introduced along Spinney Lane, except where essential for pedestrian safety.
- 3.29. Further information must be sought from the applicant to confirm whether any lighting is proposed in respect to the 'improvements' at the Spinney Lane / B2046 junction.

Hazel dormice

- 3.30. The proposed development will result in the loss of known dormouse habitat, which over time will be compensated for with the creation of suitable habitat, including enhanced habitat connectivity between Spinney Lane / Spinney Wood and Ackholt Wood.
- 3.31. It is acknowledged in the ES that the risk of cat predation of hazel dormice, and the potential impact of killing and injury by cats, is likely to have an adverse effect on the dormouse population.
- 3.32. It is concluded in the ES that the predation threat is effectively cancelled out by the habitat creation. For DDC to agree with this, and to ensure that the dormouse population is not significantly reduced by predation, it will be essential to ensure that the habitat creation is delivered early in the development phasing so that it has the opportunity to mature and become suitable for dormice before the future cat residents move in.
- 3.33. It is notable that no dormice were recorded in Ackholt Wood. Commentary on the reasons for this must be sought from the applicant, with particular consideration of the suitability of the woodland for dormice, and any enhancement measures that might improve the habitat for dormice, further mitigating for the loss of habitat and impact of cat predation.

Farmland birds

- 3.34. Red-listed / species of principal importance farmland birds were recorded breeding on the site.
- 3.35. It is concluded in the ES that the proposed development will result in permanent beneficial effects for generalist bird species due to the increase in habitat availability.
- 3.36. It is concluded in the ES that there will be a permanent adverse effect at Less than Local level for farmland birds.
- 3.37. The conclusion for farmland birds is based on the assessment that the number of breeding pairs on the site does not exceed the 1% threshold for breeding birds in Kent.
- 3.38. While this is a fair conclusion at the site level, it does not take into account any in-combination effects. If the assessment is based on the number of breeding pairs in the whole of Kent, should there be an in-combination consideration of all development on arable farmland across the whole of Kent?
- 3.39. Acknowledging that this would not be a proportionate proposition, consideration to other farmland development in Dover district should be given by the applicant, including the Whitfield Urban Expansion developments (23/00830 and 23/01458), for which skylark compensation is proposed and will be secured in the planning consents (if granted).
- 3.40. It is suggested in the ES that the consideration of impacts to generalist bird species (beneficial) and to farmland bird species (adverse), effectively cancel each other out to result in negligible significance.
- 3.41. Instead, these two subsets of breeding birds should be considered separately, and if no compensation for farmland bird impacts is proposed, then this must be acknowledged as a residual impact.

Reptiles

- 3.42. It is confirmed in the ES that an exceptional population of slow worms and a good population of common lizards were recorded during the reptile surveys.
- 3.43. The retention of suitable reptile habitat, and measures to minimise the potential for killing and injury are proposed.
- 3.44. There is uncertainty over the specific approach to reptile mitigation, with potential for translocation to be required.

- 3.45. While there is capacity within the site open space as a whole to accommodate a potential reptile translocation, more specific details, such as the potential extent of habitat loss / compensatory requirement must be sought as the creation of reptile habitat will affect the BNG calculations (can only count to no net loss for protected species compensation measures).

Habitats Regulations Assessment

- 3.46. The consideration of international site impacts in the *Report to Inform Habitats Regulations Assessment* seems appropriate.

Biodiversity net gain

- 3.47. Consideration of and detailed comments on the BNG proposals will follow.

DDC ECOLOGY
CONSULTATION RESPONSE

Application reference: 25/00133

Application site: Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Date of response: 19th May 2025

This consultation response addresses the biodiversity net gain proposals for the application.

1. Submitted documents (relevant to DDC Ecology Consultation Response)

- *Biodiversity Net Gain Strategy, Rev 2.0. Stantec. January 2025.*
- *Biodiversity Net Gain Calculation Tool. Stantec. January 2023.*
- *Environmental Statement. Appendix 6-3. Habitats and Botanical Baseline Surveys. Stantec. January 2025.*

2. Summary

- 2.1. The applicant's intention is for the BNG requirements to be delivered on-site.
- 2.2. While the principle of this is accepted, further information and amendments are required before DDC can fully agree with this intention.

3. Consideration and review of ecological matters

Biodiversity net gain

- 3.1. The biodiversity baseline of the site, for the purpose of the biodiversity net gain calculations, is accepted.
- 3.2. The intended approach to biodiversity net gain is to deliver the mandatory minimum 10% on-site (within the red-line boundary). The submitted information aims to demonstrate that this is achievable, indicating a 44% uplift in area habitats and a 64% uplift in hedgerow units.
- 3.3. This appears to indicate that the mandatory minimum 10% BNG is achievable on-site, but several matters must first be addressed before DDC can formally recognise that this is the case.

- 3.4. While it is acknowledged that the application is in outline, policy NE1 does not make any differentiation in planning application type and there is a requirement for the submission of more than the mandatory minimum information requirements for BNG.
- 3.5. Policy NE1 requires that:
- “4. Development proposals must provide sufficient BNG information to satisfy the Council that the BNG requirement is capable of being successfully discharged. This should include a draft Biodiversity Gain Plan and draft Habitat Management and Monitoring Plan that follow the DEFRA and Natural England templates...”*
- 3.6. This requirement is being applied by DDC in a proportionate manner, so the expectation for this outline application is not for full details, but for sufficient information to demonstrate that the proposed habitats that will deliver the BNG requirements are achievable.
- 3.7. It is stated in section 3.4.1 of the *Biodiversity Net Gain Strategy* that *“it is assumed that the post-intervention habitats can be managed to reach the target condition included in the calculation”*.
- 3.8. While indicative habitat management prescriptions are provided in the *Biodiversity Net Gain Strategy*, these are insufficiently detailed for DDC to agree with the above assumption and some of the habitats and conditions should be more precautionarily targeted.
- 3.9. The inclusion of target habitat condition assessments, indicating which criteria are expected to be achieved would help to support the expectations for the habitats and their target conditions.
- 3.10. It would be helpful if the metric calculation tool included habitat reference numbers that relate to habitat plans showing where the habitats are anticipated to be located.
- 3.11. Further information must be sought from the applicant to address the following habitat / condition concerns:
- Hedgerows – risk of not achieving ‘good’ condition, particularly in respect to groups C and D in the condition assessment criteria, given the proximity to large numbers of people, dog walkers and the agricultural baseline habitat.
 - Allotments – some risk of invasive non-native species, suggest targeting ‘moderate’ condition of a precautionary basis.

- Traditional orchards – uncertain that the orchard habitats will achieve the ‘moderate’ target due to the age of trees, even at the end of 30 years. Consideration could be given to extending the period of maintenance and monitoring beyond the 30 years. Also, potential significant human impacts and a risk to the achievement of medium distinctiveness habitat condition for the grassland in the orchard areas. Suggest a more precautionary ‘poor’ condition target.
 - Other neutral grassland (ONG) – It is not clear where the ‘poor’ and ‘moderate’ condition ONG is expected to be located, or how the difference in target conditions has been assessed and considered. ONG that is within the developed area of the site is at risk of not passing enough of the condition assessment criteria, and particularly criterion A, to achieve moderate condition, and it may be that some will only be modified grassland. Reference to the condition assessment criteria would help to evidence the reasoning behind the target conditions.
 - Ponds – two ponds are proposed in the post-development proposals. These are shown to be stilling ponds with the primary function to receive unattenuated highway drainage. No details for how it is expected that they would retain water for most of the year has been provided. While these stilling ponds may technically be able to achieve poor condition as pond habitat, this does not reflect their purpose, or that they would be subject to SuDS management requirements / remediation that could impact their biodiversity value as a pond. The pond habitats must be reclassified as sustainable drainage features for the purpose of the BNG metric.
- 3.12. With regards to protected species mitigation, there is a need for the applicant to demonstrate more clearly how the habitat compensation has been factored into the biodiversity metric calculation tool.
- 3.13. Please note that there are errors in the area and biodiversity unit figures in the ‘cereal crops’ line in Table 3.
- 3.14. The applicant should be advised that local guidance for the identification of significant on-site habitat has been published and will be applied by DDC. The guidance can be found here: [Defining significant on-site habitat for Kent and Medway | Making Space For Nature Kent](#).
- 3.15. There is a need for further information / discussion regarding the delivery of the BNG over the 30 years. Given the complexity and range of habitat proposals, there would be a high level of risk to delivery in using a standard management company for the long-term management and maintenance requirements.

- 3.16. Consideration must be given to DDC securing a bond from the applicant to fund the delivery of the BNG proposals over the 30 years, if the habitat management and maintenance does not deliver the intended habitats and target conditions.
- 3.17. Alternatively, consideration could be given to DDC taking on the wider open space, funded out the outset for the 30 years by the developer. Please note that these are suggestions that have not been discussed in any detail with open space colleagues.

DDC ECOLOGY
CONSULTATION RESPONSE

Application reference: 25/00133

Application site: Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Proposal: Outline planning application (with all matters reserved apart from access) for development comprising of residential units and flexible non residential floorspace and associated infrastructure and other works incidental to the proposed development

Date: 29th January 2026

1. Submitted documents (relevant to DDC Ecology Consultation Response)

- *Stantec Ecology Response to DDC Ecology. October 2025.*
- *Biodiversity Net Gain Strategy, Rev 3.0. Stantec. October 2025.*
- *Biodiversity Metric Calculation Tool. Stantec. October 2025.*
- *Technical Note: Habitat Management and Monitoring Plan Checklist. Stantec. September 2025.*
- *Environmental Statement. Chapter 6: Ecology and Biodiversity.*
- *Environmental Statement. Appendix 6-3. Habitats and Botanical Baseline Surveys. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-4. Bat Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-5. Hazel Dormouse Baseline Survey Reports. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-6. Breeding Bird Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-7. Wintering Baseline Bird Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-8. Reptile Survey Baseline Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-9. Badger Baseline Survey Report. Stantec. January 2025.*
- *Environmental Statement. Appendix 6-10. Report to Inform Habitats Regulations Assessment*

2. Summary

- 2.1. The above documents have been submitted by the applicant. The potential for ecological impacts is identified in the report(s) and recommendations for mitigation measures are also provided.

- 2.2. Detailed comments are provided below, but in summary there are outstanding matters of disagreement regarding:
- Assessment of impacts to Ackholt Wood
 - Assessment of impacts to farmland birds.
- 2.3. The applicant's intention is for the mandatory minimum BNG requirements to be delivered on-site and outline BNG proposals have been provided.
- 2.4. The principle of this is accepted. There is a need for commentary / clarification regarding the changes to the baseline habitats in the latest submission.

3. Consideration and review of ecological matters

Ecological impacts

- 3.1. The submitted documents identify the potential for impacts to:
- International designated sites
 - Ileden & Oxenden Wood SSSI
 - Local Wildlife Sites
 - On-site hedgerow (Habitat of Principal Importance)
 - Ackholt Wood ancient woodland (Habitat of Principal Importance)
 - Off-site woodland (Habitat of Principal Importance)
 - Narrow-fruited cornsalad (JNCC Red List 'endangered' plant species)
 - Bats (protected species)
 - Hazel dormice (protected species)
 - Breeding birds (protected species)
 - Reptiles (protected species)
 - Badgers (protected species)
 - Brown hares (Species of Principal Importance)
 - Hedgehogs (Species of Principal Importance)
- 3.2. Ecological surveys were undertaken during 2022 / 2023. While these could be considered out of date, there has been no significant change in land use since the surveys.
- 3.3. No further ecological surveys are necessary at this time, updated surveys will be secured by condition (if planning permission is granted) to inform reserved matters site layout and to inform detailed ecological mitigation measures prior to commencement.
- 3.4. Specific comments regarding the assessment of ecological features are provided below.

Evaluation of Ecological Importance

- 3.5. Local Wildlife Sites have been assigned ‘local level importance’ in the *Environmental Statement* and this should be revised to ‘county level importance’ to reflect that Local Wildlife Sites are designated using county-level assessment criteria.
- 3.6. This change has not been made in an updated ES Chapter but is agreed in the *Stantec Ecology Response to DDC Ecology*. The change does not affect the impact assessment and conclusion of no ecological effect.
- 3.7. Hazel dormice have been assigned ‘local level importance’ in the conclusions of the *Environmental Statement*. Although the change has not been made in an updated ES Chapter, it is clarified in the *Stantec Ecology Response to DDC Ecology* that the statement in the ES that “*The dormouse population on-site **does meet** the threshold for ‘county’ importance, (Kent Wildlife Trust, 2022)*” is a typo and that dormice on the site **do not meet** the threshold.

Embedded mitigation

- 3.8. The ES takes the approach of taking ‘embedded mitigation’ into account in the assessment of ecological impacts. It is stated that these are “*committed mitigation measures*”.
- 3.9. Generally, the embedded mitigation measures include principles that support the aim to reduce the potential for likely significant effects on ecological features.
- 3.10. The embedded mitigation measure requirements will need to be demonstrably considered at reserved matters for the detail necessary to ensure effective implementation, and must be secured in the planning permission, if granted

Assessment of ecological features

Ileden & Oxenden Wood SSSI

- 3.11. It is concluded in section 6.6.83 of the ES that “*the Proposed Development in the operational phase is likely to have an adverse effect at Up to Local level on Ileden and Oxenden Woods SSSI and so is considered to be of Minor Significance. Further ecological mitigation is required.*”
- 3.12. Table 6-5 *Summary of effects* concludes that this will result in a permanent adverse effect at the local level of Minor Significance.
- 3.13. It is stated in the ES 6.7 that no additional mitigation is proposed.
- 3.14. The conclusion that there will be significant adverse residual effect on the SSSI must be acknowledged in the planning decision.

Ackholt Wood ancient woodland (Habitat of Principal Importance)

- 3.15. Ancient woodland is an irreplaceable habitat for which the NPPF affords particular protection through the planning system, stating:

“development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists” (NPPF 193(c))

- 3.16. Local Plan Policy SAP24 requires the provision of:

“k. Protection and enhancement of the area of ancient woodland identified on-site (Ackholt Woods). This should include at least a 20m buffer zone around the wood...”

- 3.17. The potential for impacts to the ancient woodland during construction are assessed in the ES as of negligible significance, taking the embedded mitigation into account. Subject to the detailed proposals for ensuring no encroachment during construction, including positioning of site security fencing, this is agreed in principle.

- 3.18. Consideration of impacts during operation of the proposed development focuses on the potential impacts of increased recreational activity.

- 3.19. On-site open space areas and an undeveloped ancient woodland buffer are proposed to minimise effects on the ancient woodland and it is stated in the submission that *“The boundary of the woodland where it interfaces with the Site will be fenced to limit public access, and signage will provide educational resources explaining why the woodland habitats are not a recreational resource”*.

- 3.20. The submission does not provide any details of existing levels of public access to Ackholt Wood, stating in the *Stantec Ecology Response to DDC Ecology* that *“there is no public access it is private land with “keep out signs” and no PRow inside the woodland”*.

- 3.21. It is however widely known locally that Ackholt Wood is used by the public for informal recreation. There is a need for the applicant to acknowledge that there is public access so that the impact of the current use on the condition of the woodland can be understood and used to inform consideration of the impact that the proposed development could have, as a result of increased levels of informal access.

- 3.22. While fencing of the woodland boundary to the proposed development site may help to reduce the potential for some public access, the public bridleway skirts along the southern edge of Ackholt Wood and it is reasonable to conclude that

there will be an increase in the use of the bridleway as a result of the proposed development; leading to the potential for increased informal access to the ancient woodland from the bridleway or even the opposite side from the development site.

- 3.23. The question of whether the proposed development will result in the deterioration of ancient woodland applies regardless of whether the PRow or woodland is within the control of the applicant.
- 3.24. The submission does not currently demonstrate that Ackholt Wood will be adequately protected from damage resulting in deterioration.
- 3.25. In the absence of sufficient mitigation measures, there is a risk that the proposed development will lead to damage and deterioration of the ancient woodland, contrary to the NPPF, Natural England Standing Advice and Local Plan Policy SAP24.

Narrow-fruited cornsalad

- 3.26. The narrow-fruited cornsalad location is proposed to be retained on-site, with embedded mitigation, including a CEMP to protect the habitat during construction.
- 3.27. It is concluded in the ES that *“the Proposed Development in the operational phase is considered to have an adverse effect at the Local level on Narrow-fruited cornsalad of national importance and so is considered to be of Minor Significance. Further ecological mitigation is required.”*
- 3.28. Table 6-5 *Summary of effects* concludes that this will result in a permanent adverse effect at the local level of Minor Significance.
- 3.29. It is stated in the ES 6.7 that no additional mitigation is proposed.
- 3.30. The conclusion that there will be a significant adverse residual effect on narrow-fruited cornsalad must be acknowledged in the planning decision.

Lighting (bats / hazel dormice)

- 3.31. The implementation of light sensitive corridors and a sensitive lighting strategy are stated to be embedded primary mitigation measures. The corridors are shown on the Green Infrastructure Parameter Plan and these seem broadly achievable.
- 3.32. It is particularly important to ensure that street lighting is not introduced along Spinney Lane, except where essential for pedestrian safety.

- 3.33. No lighting is shown on the latest plans for the Spinney Lane / B2046 junction, but it is not certain that this would be known at this stage in the project.
- 3.34. The applicant has been unable to confirm whether any lighting is proposed in respect to the Spinney Lane / B2046 junction improvements, stating only in the *Stantec Ecology Response to DDC Ecology* that “[the] junction will be subject to s278 approval and works undertaken will comply with all relevant wildlife legislation”. This would not prevent the installation of highways authority lighting that impacts foraging and commuting bats, but at this stage this is an uncertain ecological impact.

Hazel dormice

- 3.35. The proposed development will result in the loss of known dormouse habitat, which over time will be compensated for with the creation of suitable habitat, including enhanced habitat connectivity between Spinney Lane / Spinney Wood and Ackholt Wood.
- 3.36. It is acknowledged in the ES that the risk of cat predation of hazel dormice, and the potential impact of killing and injury by cats, is likely to have an adverse effect on the dormouse population.
- 3.37. It is concluded in the ES that the predation threat is effectively cancelled out by the habitat creation. It is confirmed in the *Stantec Ecology Response to DDC Ecology* that habitat creation in the western side of the site is proposed to be delivered early in the project.

Farmland birds

- 3.38. Farmland birds that are red-listed Birds of Conservation Concern were recorded breeding on the site. These, including skylark, grey partridge, yellowhammer and linnet, are listed as Species of Principal Importance (also known as ‘priority species’) under s41 of the NERC Act 2006 and the conservation and enhancement of these species should be a particular focus for consideration within any local planning authority’s biodiversity duty.
- 3.39. The baseline farmland bird assemblage is assessed in the *Breeding Bird Baseline Survey Report* as of ‘local’ importance (less than ‘county’ importance as the numbers are less than 1% of the county population, and greater than ‘site’ importance due to the conservation concern status of the species).
- 3.40. I agree with this conclusion.

- 3.41. As acknowledged in the *Stantec Ecology Response to DDC Ecology*, there is an error in the *Environmental Statement. Chapter 6: Ecology and Biodiversity*, with five rather than seven on-site skylark territories being recorded.
- 3.42. I agree that this does not change the conclusion that the species is of 'local' importance.
- 3.43. I do not agree though that the total loss of all farmland bird territories (the worst-case scenario that is assumed in the *Environmental Statement. Chapter 6: Ecology and Biodiversity*) will lead to an adverse effect of habitat loss that should be considered as of 'less than local' level.
- 3.44. Reference to the Kent (county) breeding bird populations are used in the valuation of ecological features to determination that the breeding bird assemblage is of 'local' importance due to the recorded breeding territories being fewer than 1% of the total estimate for the county.
- 3.45. Then, in the assessment of ecological impacts and determination of significance, the assessment again refers to the recorded breeding territories being fewer than 1% of the total estimate for the county as a means to justify that the adverse effect of the habitat loss is considered of 'less than local' level.
- 3.46. This approach effectively 'double counts' the use of the county breeding bird population estimates with the effect of limiting the determination of adverse effects to 'less than local', for which the level of EIA significance is considered negligible, and no mitigation measures are required.
- 3.47. In my view this conclusion is incorrect, and, in accordance with the *CIEEM Guidelines for Ecological Impact Assessment (V1.2 updated April 2022)* the assessment should take account of the conservation status of the species, including known or likely background trends.
- 3.48. Amongst wild bird populations, farmland birds continue to show the greatest declines, with populations declining by 62% since 1970 and, although the rate of decline has slowed, between 2019 and 2024 the farmland bird population declined by 11% (*UK Biodiversity Indicators UKBI - Birds of the wider countryside and at sea* accessed 9th January 2026).
- 3.49. The Breeding Bird Survey 2023 ([BTO;JNCC;RSPB BBS Report 2023](#)) outlines the trends by species and region. Between 1995 and 2022, grey partridge territories declined by 77%, skylark territories declined by 14%, linnet territories declined by 41% and yellowhammer territories declined by 46%.

- 3.50. There is evidence to show that skylark population abundance has been increasing in England in recent years (data.bto.org/trends_explorer/?species=Skylark), though in the context of historic losses, the species is still of conservation concern. The increase is possibly due to the uptake of stewardship schemes that benefit the species, though these measures have not had the same effect for yellowhammer, linnet and grey partridge, so the picture is more complex.
- 3.51. I have discussed the breeding bird survey data for the site with the local Natural England farm conservation advisor. They note that stewardship schemes (including on this site), for the provision of wild bird seed plots, insect-rich habitats (such as the cultivated margins for arable weeds in which the cornsalad was recorded) and hedge planting / restoration, has led to yellowhammer, linnet and (to a lesser degree) skylark being reasonably widespread in east Kent, though still subject to unrelenting national population declines.
- 3.52. They also consider the presence of 2 or 3 nesting pairs of breeding grey partridge in one field to be “*extremely significant*”; even 1 or 2 pairs of breeding grey partridge on an entire farm would be considered noteworthy.
- 3.53. Taking the rate of decline of farmland birds, their s41 NERC Act status, and the local context into account, the loss of farmland bird territories from the site should be considered as an adverse effect at a ‘local’ level, with the need for mitigation / compensation measures to be secured and delivered, if planning permission is granted.

Reptiles

- 3.54. It is confirmed in the ES that an exceptional population of slow worms and a good population of common lizards were recorded during the reptile surveys.
- 3.55. The retention of suitable reptile habitat, and measures to minimise the potential for killing and injury are proposed.
- 3.56. The *Stantec Ecology Response to DDC Ecology* provides some additional commentary on the need for reptile mitigation and proposes that “*the requirement for a reptile mitigation strategy be secured by planning condition, and informed by the design detail at RMA.*”
- 3.57. This is reasonable, though should be noted that the first step of avoiding protected species impacts, in accordance with the mitigation hierarchy, will need to be demonstrated in the reserved matters submissions.
- 3.58. I also note that the *Stantec Ecology Response to DDC Ecology* does not commit to ensuring that any reptile receptor site creation will only count to ‘no net loss’ for

BNG purposes, but leaves this open for consideration and resolution at reserved matters. This is acceptable.

Habitats Regulations Assessment

- 3.59. The consideration of international site impacts in the *Report to Inform Habitats Regulations Assessment* seems appropriate.

Biodiversity net gain

- 3.60. The pre-development biodiversity baseline of the site, for the purpose of the biodiversity net gain calculations, as set out in the statutory biodiversity metric calculation tool dated October 2025, is different to that previously submitted, with a slight decrease in the baseline total habitat area (from 48.918ha to 48.9058ha), and a decrease in the hedgerow baseline (from 3.15km to 2.74km).
- 3.61. The change to the pre-development biodiversity baseline is not explained in the revised *Biodiversity Net Gain Strategy*, but comparison between Figure 2 in the superseded and revised documents indicates that some hedgerow lengths have been removed from the northern boundary of the site.
- 3.62. DDC needs to be able to agree and ‘set’ the pre-development biodiversity baseline so clarification from the applicant must be sought regarding the loss of hedgerow from the previously submitted pre-development baseline, particularly as the *Botanical Walkover and Woodland Ground Flora Survey* report shows hedgerow along the full length of the northern boundary of the site with Spinney Lane.
- 3.63. Commentary regarding the small reduction in pre-development biodiversity baseline for the area habitats should also be sought, though it is acknowledged that the amendment is not considered a significant change and possibly due to rounding differences.
- 3.64. The intended approach to biodiversity net gain is to deliver the mandatory minimum 10% on-site (within the red-line boundary). The submitted information aims to demonstrate that this is achievable, indicating an approximate 49% uplift in area habitat units and a 47% uplift in hedgerow units.
- 3.65. Notwithstanding the need for clarification / amended information regarding the pre-development biodiversity baseline, this indicates that the mandatory minimum 10% BNG is achievable on-site.
- 3.66. To support the BNG proposals and meet Local Plan Policy NE1 requirements, the *Technical Note: Habitat Management and Monitoring Plan Checklist* has been submitted by the applicant.

- 3.67. The *Biodiversity Net Gain Strategy, Rev 3.0* incorporates additional information to the original submission (Rev 2.0) which also aims to support conclusions regarding the achievability of the BNG proposals.
- 3.68. Some of the assumptions made in respect to target habitat condition assessment criteria need to be more precautionary:
- Hedgerows – risk that criteria C1, C2 and D2 may not be achieved due to the proximity to large numbers of people, dog walkers and the agricultural baseline habitat. ‘Moderate’ condition, rather than ‘good’ condition would be more realistic for some of the hedgerows, depending on their locations.
 - Traditional orchards – risk that criteria E (95% of trees free from damage) and criteria G (species richness of grassland) may not be achieved, but the habitat should nonetheless be able to achieve the target ‘moderate’ condition.
 - Allotments – risk that criteria C (invasive non-native plant species) will not be achieved and any remedial action required could not be undertaken due to the allotments being outside of a management company’s control. Good condition can only be achieved by a complete absence of invasive non-native plant species so a target of moderate condition is more realistically achievable.
- 3.69. It is expected though that these details can be addressed at the first reserved matters (when the majority of the BNG is likely to be included) as the deemed BNG condition for phased development requires an overall site gain plan to be approved prior to commencement of any phase of the development.
- 3.70. The applicant should be advised that the Kent & Medway Local Nature Recovery Strategy was published in November 2025. Guidance for using the LNRS mapping to apply the strategic significance multiplier can be found here: [Kent & Medway LNRS - BNG Strategic Significance Guidance](#).
- 3.71. The BNG proposals constitute significant on-site habitat and along with conditions securing the BNG, the s106 legal agreement will need to secure the habitat management and monitoring plan (HMMP) monitoring fee for DDC’s monitoring of the delivery of the on-site habitats.
- 3.72. Given the size of the site and the habitats proposed in outline, the HMMP monitoring fee will be a bespoke fee, with the amount to be decided alongside the overall site gain plan and detailed habitat creation / enhancement proposals.
- 3.73. There will also need to be further discussion regarding applicant / DDC expectations for when the initial BNG habitat creation / enhancement will be

considered as 'complete' for the purpose of commencing the 30-year maintenance and monitoring period.

- 3.74. Given the complexity and range of habitat proposals, there would be a high level of risk to delivery in using a standard management company for the long-term management and maintenance requirements.
- 3.75. Consideration must be given to DDC securing a bond from the applicant to fund the delivery of the BNG proposals over the 30 years, if the habitat management and maintenance does not deliver the intended habitats and target conditions.

[REDACTED]

From: [REDACTED]@DOVER.GOV.UK>
Sent: 06 June 2025 11:21
To: [REDACTED]
Subject: RE: 25/00133 Land South of Aylesham -

Thanks [REDACTED] ! I have suggested some dates to them and will make sure I invite you and / or [REDACTED]

All the best,
[REDACTED]



[REDACTED]
Senior Natural Environment Officer
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield,
Dover CT16 3PJ

[REDACTED]@dover.gov.uk
Web: dover.gov.uk

My working days are Tuesdays, Wednesdays, Thursdays and Fridays.

From: [REDACTED]@DOVER.GOV.UK>
Sent: 05 June 2025 11:56
To: [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>
Subject: Re: 25/00133 Land South of Aylesham -

Hi [REDACTED]

Thanks for your email. I have not identified any consultation responses specifically relating to ecology, however there are comments within the landscape consultants' response on the woodland, habitat and BNG (copy attached for ease). The Policy Team have also suggested an ES chapter is included on climate change and a separate design code document is produced which may potentially have knock on implications for ecology.

I would like to attend the call if I am available but if not, [REDACTED] may wish to attend so I'd be very grateful if you could please let both of us know once its been arranged.

Many thanks,
[REDACTED]



[REDACTED]
Principal Planning Officer
Dover District Council
Council Offices, White Cliffs Business Park,
Whitfield, Dover CT16 3PJ
[REDACTED]@DOVER.gov.uk
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From: [REDACTED]@DOVER.GOV.UK>
Sent: 05 June 2025 11:37
To: [REDACTED]@DOVER.GOV.UK>
Subject: FW: 25/00133 Land South of Aylesham -

Hi [REDACTED]

For your info, see below.

Can you tell me what the 'other consultation responses that have implications for ecology' are please?

And let me know if you want to attend the call.

All the best,

[REDACTED]



[REDACTED]
Senior Natural Environment Officer
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield,
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Web: dover.gov.uk

My working days are Tuesdays, Wednesdays, Thursdays and Fridays.

From: [REDACTED]@stantec.com>
Sent: 04 June 2025 14:53
To: [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@carterjonas.co.uk>; [REDACTED]@axislp.com>; [REDACTED]@axislp.com>
Subject: 25/00133 Land South of Aylesham -

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Dear [REDACTED]

I hope you are well?

I have received copy of your consultation responses to the planning application for Land South of Aylesham – as attached for quick reference.

There are a few matters within your BNG comments which we would like to discuss, to better understand the further information and clarifications you require.

There are also a couple of matters which have been raised through other consultation responses that have implications for ecology and which I wished to bring to your attention and discuss.

Please could you let me know your availability for a Team's call over the next couple of weeks?

Best regards,

[REDACTED]
Senior Associate Ecologist

[REDACTED]
Bristol
naomi.shepherd@stantec.com



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From: Rachel Morgan <Rachel.Morgan@DOVER.GOV.UK>
Sent: 23 Apr 2025 10:33:55
To: dms-myemails@dover.gov.uk
Cc:
Subject: 25/00133 Land West Of Aylesham Road And South Of Spinney Lane, Aylesham
Attachments:

From: Johanne Daniels
Sent: Friday, March 28, 2025 14:39
To: Rachel Morgan
Subject: 25/00133 Land West Of Aylesham Road And South Of Spinney Lane, Aylesham

Good afternoon Rachel

Though at this stage, this is an outline application, and therefore the definitive layout is not yet available, a comprehensive arboricultural report has been submitted which has identified a number of A category individual trees as well the A category Ackholt Wood. I am concerned in particular about the effects of the development on Ackholt Wood (Ancient Woodland) and therefore there would need to be consideration made for a substantial buffer zone to prevent harm to the woodland.

A comprehensive Arboricultural Report and Arboricultural Impact Assessment based on the current masterplan has been submitted identifying the removal of 2 individual trees and three sections of hedgerow to implement the scheme, however, in the event that consent is granted, we will require updated AIA and method statement once the layout has been agreed to show if further trees/hedges are to be removed and full details to show the retained trees are to be protected (see sections 6.5 and 6.6 (?) of the Arboricultural Report.

It is noted that there appears to be no negative impact on the trees within Spinney Wood to enable the junction improvements etc.

Consideration should be made to applying TPO's where considered necessary.

Kind regards

Johanne

Mrs Johanne Daniels
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