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12 May 2026

Dear Sir / Madam,

CANTERBURY DISTRICT LOCAL PLAN REGULATION 19 CONSULTATION (2026) – AYLESHAM SOUTH

On behalf of the Trustees of the Lord Fitzwalter 1988 Settlement, Carter Jonas (CJ) has pleasure in enclosing representations to the Regulation 19 Consultation of Canterbury District Local Plan (the draft Local Plan) which is currently being undertaken by Canterbury City Council (the Council).

These representations relate to **Aylesham South** (the Site), which was promoted as part of the previous Call for Sites exercise and was assessed under reference SLAA180 within the Strategic Land Availability Assessment (SLAA). These follow our representations to the Council's Regulation 18 Consultation in May 2024 and Regulation 18 'Focused Consultation' in October 2025.

Aylesham South was previously allocated under Policy R20 (Aylesham South) within the Regulation 18 Draft Local Plan (October 2022) but was then removed in the Regulation 18 Canterbury District Local Plan (March 2024).

We can confirm that the Site remains available, achievable and immediately developable for any potential allocation for residential development in the Council's next Local Plan.

The Opportunity

Aylesham South has been promoted as part of Canterbury's Local Plan process in parallel with an adjacent allocation in Dover known as 'Land to the South of Aylesham' (Policy SAP24), which is in the same ownership, to create a new neighbourhood of approximately 640 new homes with community facilities as well as formal and informal open space. The inclusion of a major allocation at Aylesham within the Dover Local Plan indicates that Aylesham is regarded as an area suitable for sustainable development growth. An outline application for up to 800 new homes on this site was submitted to Dover District Council in February 2025 (application reference: 25/00133) and Dover District Council's planning committee resolved to grant permission for 800 new dwellings on 23rd April 2026 (Committee Report - **Appendix 1**). In resolving to grant permission, the Council and relevant statutory consultees are satisfied that the development would be acceptable in terms of highways, landscape and biodiversity impacts.

In terms of highways (which we understand is the main reason the previous draft Canterbury allocation R20 was omitted), extensive consultation was undertaken with Kent County Council Highways, National Highways and Stagecoach to demonstrate that the Aylesham site within Dover would be acceptable. Enhanced

connections to the surrounding highways network are part of the Dover scheme, with new vehicular, pedestrian and cycle access points from Spinney Lane and Aylesham Road, and improved new infrastructure for pedestrian, cyclists, public transport and vehicles around the Site. This will include:

- New Toucan Crossings on Spinney Lane and Aylesham Road;
- The creation of a new footway/cycleway along Dorman Avenue South;
- Bus over run areas on the site access points;
- A right-turn storage lane at the Adisham Road and Spinney Lane junction;
- Improved safety on the surrounding road network as a result of proposed reduced speed limits on Spinney Lane, Cooting Road and Aylesham Road;
- Contributions towards local bus services which is envisaged to cover an extension of the Number 89 bus service from Canterbury to Wingham and Sandwich;
- Contributions towards Aylesham Station improvements; and
- Three new bus stops within the Dover Site which further enhances the public transport connection in the area.

This should be considered in the context that Aylesham has been identified as the largest rural settlement by population in the area since the Dover Local Plan 2002 and continues to be recognised as having capacity for growth in the current Dover Local Plan. Aylesham is also designated as a rural service centre, containing a supermarket, a range of non-retail services and established local community facilities that collectively serve day-to-day needs and support its role as a sustainable location for further development.

Given that of the subject site and the adjacent land in Dover District falls under the single ownership of the landowner, the above resolution to grant planning permission in Dover for up to 800 homes, which entails significant offsite improvements to the local highways network, represents a significant and unique opportunity for reconsidering the development potential for Aylesham South to deliver an integrated, cross boundary, community in a sustainable location in Aylesham.

Local Plan Regulation 19 Representations

The Council has invited comments on the Draft Local Plan, and our response is provided below.

The decision to proceed with the production of an updated Local Plan is supported in principle. The importance of creating a Plan-led approach to planning for development in Canterbury will ensure that the future needs of residents and businesses in the area can be met through the sustainable development of sites.

Strategic Land Availability Assessment (February 2026) and Sustainability Appraisal (2026)

The Site is assessed within the SLAA under reference SLAA180 and is currently identified as unsuitable, principally on the basis of perceived impacts on the local highway network. This conclusion, however, predates the recent resolution to grant permission on the adjacent land in Dover and cannot therefore reflect to the latest position adopted by statutory consultees.

There is now a materially different context in which the Aylesham South site must be considered.

That resolution confirms that Kent County Council Highways and National Highways are satisfied that development in this location is acceptable in highway terms, without any outstanding concerns in relation to highway safety, transport impacts and construction traffic, with a suite of mitigations and infrastructure delivery agreed and to be secured via planning conditions and Section 106 obligations.

Of significance to the Aylesham South site, the adjacent scheme has secured a comprehensive package of off-site highway and sustainable transport improvements listed above. These will materially improve public

transport and active travel accessibility in the vicinity and directly enhance the sustainability credentials of Aylesham South.

In addition, the development site in Dover will deliver a new local centre with community and commercial facilities within walking distance of the subject Site, further reducing reliance on the private car and addressing previous concerns regarding access to services and facilities.

It is significant that the landowner has engaged constructively and positively with statutory consultees and Dover District Council throughout both the plan-making and decision making processes. Given that both parcels fall under the single ownership of the landowner, there is no substantive and clear reason why the same approach cannot and will not be progressed in respect of the Canterbury site.

Furthermore, the opportunities at the subject site, Aylesham South, should be viewed in the context of the emerging draft National Planning Policy Framework, which supports housing and mixed-use development *“within reasonable walking distance of a railway station which provides a high level of connectivity to jobs and services; physically well-related to a railway station or a settlement within which the station is located.”*

The Government’s ambition to unlock further growth near train stations cannot be more clear given its announcement on 18 November 2025, which states that *“Housebuilding near well-connected train stations will receive a default “yes” in future if they meet certain rules, ensuring more high-quality, affordable homes are built in and around our key towns and cities, saving commuters time and boosting access to housing”*. This represents a significant shift in the national policy context from the point where the current Sustainability Appraisal was being produced.

Indeed, Aylesham represents a more sustainable and accessible location than a number of proposed allocations within Canterbury, benefiting from direct access to two railway stations at Snowdown and Aylesham, together with the substantial and deliverable highway and sustainable transport improvements secured through the recent resolution to grant on the adjoining land in Dover.

Given the context, there is no clear evidence for the draft Plan to justify directing strategic growth to locations with no operational railway connectivity, such as the 1,700 unit allocation at Land south of Littlebourne Road (Policy C15), which, in combination with the other draft Littlebourne allocations at The Hill (Policy R9) for 300 dwellings and Land North of Court Hill (R10) for 50 units, will inevitably rely on car-dependent travel patterns, while overlooking the opportunity presented by the rail-served settlement of Aylesham. Furthermore, all of the potential development sites in this area will have passing traffic associated with the neighbouring Howletts Wild Animal Park and no consideration appears to have been given to the trips associated with this neighbouring use.

With the above in mind, and in order to ensure that the draft Plan is positively prepared and robust, the Sustainability Appraisal and SLAA should be updated to reflect the latest position of the statutory highway authorities. Given the clear interrelationship between the two sites, and the shared ownership of the Site, the opportunity presented by the Dover resolution represents a reasonable alternative which must be properly tested through the Sustainability Appraisal as part of a sound Local Plan process. Failure to do so risks the assessments being based on outdated assumptions and undermines the robustness of the Plan as it progresses to the Examination.

In terms of the sustainability appraisal, we remain concerned that the assessments as shown in **Table 1** have not been updated to reflect the factual inaccuracies as raised in our previous representations.

In particular, the 2026 scoring should be updated in the context of Dover District Council’s resolution to grant outline planning permission for up to 800 dwellings on the adjoining land in April 2026. That resolution

establishes that the immediate context of the Site is no longer isolated open countryside, but will now be supported by adjoining residential development with new sustainable transport and community infrastructure.

Given the off-site infrastructure improvements associated with the Dover scheme, including the creation of a shared footway/cycleway at Dorman Avenue South, reduction of speed limits on Spinney Lane / Cooting Road / Aylesham Road and improvements to the junction of Spinney Lane and Adisham Road to the west, the highway impacts of releasing Aylesham South for development have fundamentally lessened.

The adjacent land use will be residential and highways impacts have lessened given the off site infrastructure improvements associated with the Dover scheme

In reflecting the latest and actual circumstances of the Site, our detailed response in relation to the SLAA assessments is set out in **Table 2**.

Table 1 – Comparison Summary of Sustainability Appraisals as of 2022, 2025 and 2026

Ref	Site Name	Version	1 AQMA	3. Biodiversity Overall	4. Geology Overall	5. Landscape	6. Water Overall	7. Flooding	9. Historic environment Overall	10. Dwellings	11. Land Use	12. Employment Overall	13. Transport Overall	14. Sustainable communities Overall
SLAA180	Aylesham South	2022 Scoring	0	--	0	--	-	++	--	++	--	0	++ / --	++ / -
SLAA180	Aylesham South	2025 Scoring	0	--	0	--	-	--	--	++	--	0	++ / --	++ / -
SLAA180	Aylesham South	2026 Scoring	0	--	0	--	-	--	--	++	--	0	++ / --	++ / -

Table 2 – Carter Jonas' Review of Sustainability Appraisal Scoring Matrix (2026)

Sustainability Appraisal Scoring Matrix (2026)	Our response
3. Biodiversity Overall	It has been confirmed by Dover District Council's Senior Natural Environment Officer that the adjacent development site in Dover would result in no adverse effects on any International or National ecological designations. In addition, Dover District Council's Tree and Horticulture Officer and Senior Natural Environment Officer have accepted that, with appropriate buffers and mitigation secured through the masterplanning and detailed design stages, there would be no unacceptable impacts on areas of ancient woodland. The landowner is progressing the Section 106 discussion with Dover District Council in relation to the ancient woodland buffer, which can be reasonably applicable to Aylesham South.

	Furthermore, statutory consultees did not raise any significant concerns in relation to local designations within the adjacent site. As such, with the same principles adopted in a consistent manner, this does not constitute a barrier to development in this location. As such, this category should be updated and scored more favourably.
5. Landscape The Sustainability Appraisal Scoring Matrix states: <i>“Landscape: due to the size of the site, character of the area, isolated location separate from the settlement and existing views, development would have a significant adverse impact on the surrounding open countryside and could potentially negatively impact the setting of the Kent Downs National Landscape. Within the North Downs AHLV (2017 Local Plan) and North Downs LLD (draft Local Plan). Within I1: Adisham Arable Downland Landscape Character Area.”</i>	We received detailed feedback from Katie Miller at the Kent Downs AONB in August 2023. She commented at the time that if development was to be confined to the area which was not ‘country park’ in the draft R20 allocation, any impacts were capable of being mitigated due to its proximity to the existing settlement and proposed development at Aylesham, its location at the top of the ridge and increased separation from the AONB designation. The comments go on to note that there was scope for the proposed strategic allocation in this location. As such, this category should be updated and scored more favourably. The full comments made by the Kent Downs AONB unit are included in our Regulation 18 May 2024 representations.
6. Water Overall The Sustainability Appraisal Scoring Matrix states: <i>“Groundwater: the site is covered entirely by Source Protection Zones 2/2c and 3”</i>	While the Dover site is also located within the Source Protection Zones 2/2c and 3, Dover and Southern Water has not raised an objection on the basis, provided enhanced treatment measures are incorporated into the final drainage design. The latter can be reasonably secured via planning conditions. Given the same ownership of both parcels and the adjacency of two parcels, it is clear that the same approach can be equally applicable to Aylesham South in Canterbury. As such, this category should be updated and scored more favourably.
7. Flood Overall The Sustainability Appraisal Scoring Matrix states: <i>“FZ1 but site is above de minimis level for high surface water flood risk. “</i>	As shown in Figure 1, Aylesham South is less vulnerable to surface water flooding than the adjoining Dover site. Whilst the Dover site is subject to a higher degree of surface water flood risk, Kent County Council Flood and Water Management, Environment Agency and Southern Water were satisfied that an appropriate

	surface water drainage strategy could be secured at reserved matters stage to ensure no adverse impacts arising from surface water flooding. As such, this category should be updated and scored more favourably.
9. Historic environment Overall The Sustainability Appraisal Scoring Matrix states: <i>"Heritage: the site is adjacent to Grade 2 Listed Building: Nethersole Farmhouse, and in close proximity to other Listed Buildings, and development could have an adverse impact on the asset and / or its setting. Partially within Womenswold Conservation Area."</i>	While the adjoining site in Dover is adjacent to a number of heritage assets in the surrounding area, Dover District Council's Heritage Team was satisfied that any potential effects on heritage assets or their setting can be mitigated through detailed design, retention of hedgerows and provision of open space, which can be secured at reserved matters via planning conditions. Furthermore, while the western section of the subject site in Canterbury is located within Womenswold Conservation Area, given the relevant area being wooded areas, there can be reasonably designed out from development parcels and preserved as part of any allocation policy and planning conditions. Indeed, the current proposed masterplan for the subject site in Canterbury does not envisage development parcels in proximity to any of these listed buildings or the Conservation Area. As such, this category should be updated and scored more favourably.
11. Land Use The Sustainability Appraisal Scoring Matrix states: <i>"Land use: site is a greenfield over 3ha."</i>	The Site comprises agricultural land which is anticipated to be of relatively low ecological value, having been subject to historic agricultural management, including the use of agricultural chemicals including pesticides, herbicides and fertilisers. The Biodiversity Net Gain (BNG) report submitted in support of the adjoining Dover development demonstrates that on-site BNG delivery is achievable, with a 49% uplift in area habitats and a 47% uplift in hedgerow units. Dover District Council's Senior Natural Environment Officer was satisfied that this can be secured through planning conditions. Given the same ownership of both parcels and direct adjacency of the two parcels, the same BNG approach can be reasonably and consistently applied to Aylesham South. This is particularly

	relevant where the draft masterplan for this site envisaged large areas of open space. As such, this category should be updated and scored more favourably.
13. Transport Overall The Sustainability Appraisal Scoring Matrix states: <i>“Access to Centres: within 2,000m of Adisham (Local Service Centre) and Barham (Local Service Centre).</i> <i>Transport highway: large-scale car dependent development, HGV width restrictions on some surrounding roads and Spinney Lane/Adisham Road junction would require improving. A Transport Assessment is required to determine impacts on the highway network. A mitigation scheme for the A257/B2046 junction at Wingham is required. “</i>	As a consequence of the development on the adjoining site in Dover, the baseline has significant changed. A new local centre comprising a mixed use community hub including a convenience food store will be delivered within the walking distance of the Canterbury site. A wide array of sustainable and active travel measures have been secured on the adjoining site in Dover, which has significantly enhanced the connectivity of the area and the accessibility of Aylesham South to the existing and new centres and Aylesham and Snowdown railway stations, which will reduce the reliance on private car uses. These measures include: • New Toucan Crossings on Spinney Lane and Aylesham Road; • The creation of a new footway/cycleway along Dorman Avenue South; • Bus over run areas on the site access points; • A right-turn storage lane at the Adisham Road, Spinney Lane junction; and • Improved safety on the surrounding road network as a result of proposed reduced speed limits on Spinney Lane, Cooting Road and Aylesham Road; • Contributions towards local bus services which is envisaged to cover an extension of the Number 89 bus service from Canterbury to Wingham and Sandwich; and • Three new bus stops within the Dover Site which further enhances the public transport connection in the area. Specifically, the bus-led transport strategy in the Dover site will enhance the access to public transport in the area, with further opportunities to be unlocked as part of the Aylesham South site on the basis of the landowner's ongoing discussion with Stagecoach.

In relation to the A257/ B2046 junction, the principle for a financial contribution towards the upgrade of the A256/A257 junctions has been agreed with the landowner and Kent County Council Highways, which will be secured via a Section 106 agreement.

In raising no objection to the development, Kent County Council Highways, National Highways and Stagecoach were satisfied that there will be no adverse impacts on highway network. The same approach can be secured at Aylesham South via detailed transport modelling and any adequate mitigation measures.

Given the sustainable and active travel measures have been secured on the adjoining site in Dover, this has fundamentally changed the baseline of the assessment and therefore should be accurately reflected in the SLAA prior to Examination.

As such, this category should be updated and scored more favourably.



Figure 1 - Concept Masterplan overlaid with EA's Risk of Flooding from Surface Water mapping

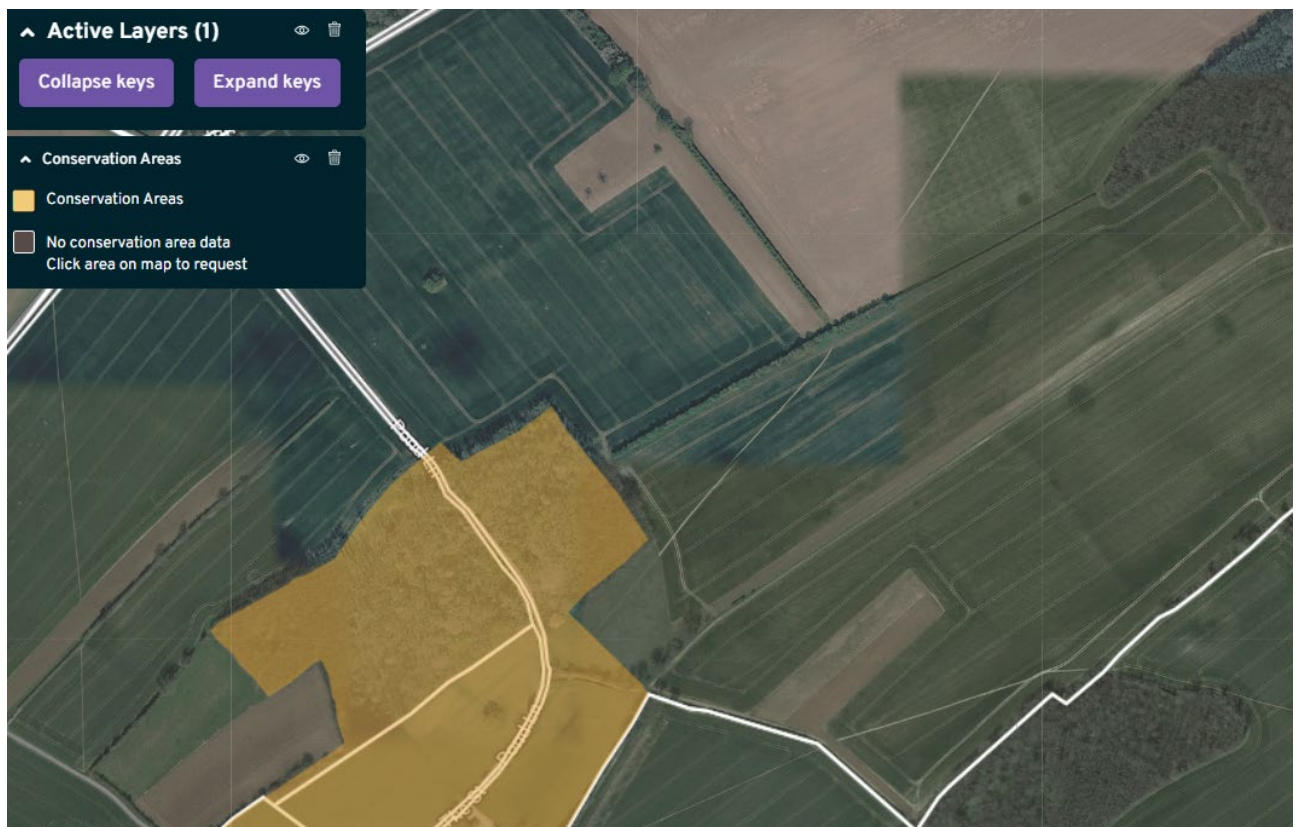


Figure 2 – Map showing Womenswold Conservation Area (shaded in yellow) and woodland area

Policy SS5 – Movement and Transportation Strategy for the district

We support the vision and objectives of Policy SS5, particularly its emphasis on reducing reliance on the private car and promoting sustainable, integrated patterns of movement across the District.

In this regard, it is material that Aylesham South will benefit from the comprehensive package of sustainable transport and highway mitigation measures, including a bus-led sustainable transport strategy in agreement with Kent County Council Highways and Stagecoach, which have been secured on the adjoining site.

As a result of the resolution to grant for the adjoining land, Aylesham South now immediately benefits from an agreed and deliverable suite of highway enhancement measures which improve accessibility, reduce reliance on the private car and enhance opportunities for active travel and public transport to support further growths as envisaged by Policy SS5.

Meeting Development Needs Topic Paper (March 2026)

We are particularly concerned about the housing trajectory as set out in the Meeting Development Needs Topic Paper. As this is the evidence which underpins the housing numbers in the draft Local Plan, this needs to be robust in order for the Local Plan to be considered sound.

In particular, Figure 2.3 of the Topic Paper demonstrates that the Council's housing trajectory will become increasingly incapable of delivering a sufficient five year supply of housing land in the long term. Whilst the supply peaks in the mid-period of the Plan, it subsequently declines beyond 2038/39 (Year 12), which will result in a sharp deterioration in the Five-Year Housing Land Supply position, indicating the draft Plan's inability to maintain a continuous and reliable supply of housing land. This indicates the need for further allocations of strategic sites, such as Aylesham South, to ensure a robust housing supply throughout the plan period.

The above should be viewed in the context of the falling Housing Delivery Test (HDT) performance in Canterbury which the Topic Paper confirms that the HDT result has been deteriorating from 117% in 2017/18 to no more than 67% in 2022/23.

Indeed, the trajectory for a number of large strategic sites is heavily reliant on optimistic assumptions that large strategic sites will deliver consistently and at scale, despite clear evidence from recent plan-making and development management experience that such sites are often subject to delays arising from infrastructure delivery, market absorption rates and scheme redesign.

One notable example of this risk is the carried-forward allocation at Land at South Canterbury (Mountfield Park), which accounts for approximately 4,000 dwellings, equating to around 16.5% of the total housing supply within the draft Plan.

Although Mountfield Park benefits from a hybrid planning permission and a signed Section 106 Agreement in June 2023, there has been no meaningful progress on the ground despite three years following the permission. The Statement of Common Ground¹ indicated that a reserved matters application was anticipated in Q2 2024; however, this did not occur. Furthermore, a non-material amendment was submitted to this application on 29 April 2026 which effectively seeks to return this permission to being in outline only. The lack of development on this site raises the concerns about the realism of the delivery assumptions embedded within the housing trajectory.

As such, whether the projected quantum at Mountfield Park would be fully deliverable within the plan period is highly questionable, which will risk the draft Plan from being sound in the event of any Examination.

In this context, the assumed built out rate of 300 dwellings per annum is overly optimistic and does not reflect the current delays or the realistic pace of delivery. It does not fully align with the Council's Phasing Methodology (2023) which indicates the average annual yield of 160 dpa. There is no clear evidence provided within the evidence base that an optimistic yield of 300 dpa is justified and reasonable particularly in light of the prolonged delays at Mountfield Park.

Should delivery at Mountfield Park be further protracted (which accounts for 16.5% of total housing supply pipeline), it will fundamentally undermine the draft Plan's ability to maintain a sufficient five-year supply of deliverable housing land, thereby posing a significant risk to soundness.

Furthermore, we are of particular concern that the draft Plan still relies on windfall sites in meeting its required housing needs, which constitute approximately 10% of the housing targets (2,429 windfall over 24,175 homes), which is not fully evidenced. Given the unexpected nature of windfalls, they cannot be viewed as a reliable source of supply to address the Council's housing needs.

To mitigate this risk, we would urge the Council to consider further allocation of additional sites, including those that can deliver a significant number of new homes and benefit from sustainable and active travel measures, such as Aylesham South.

¹ page 97 of the Topic Paper

Figure 2.3: Rolling 5YHLS

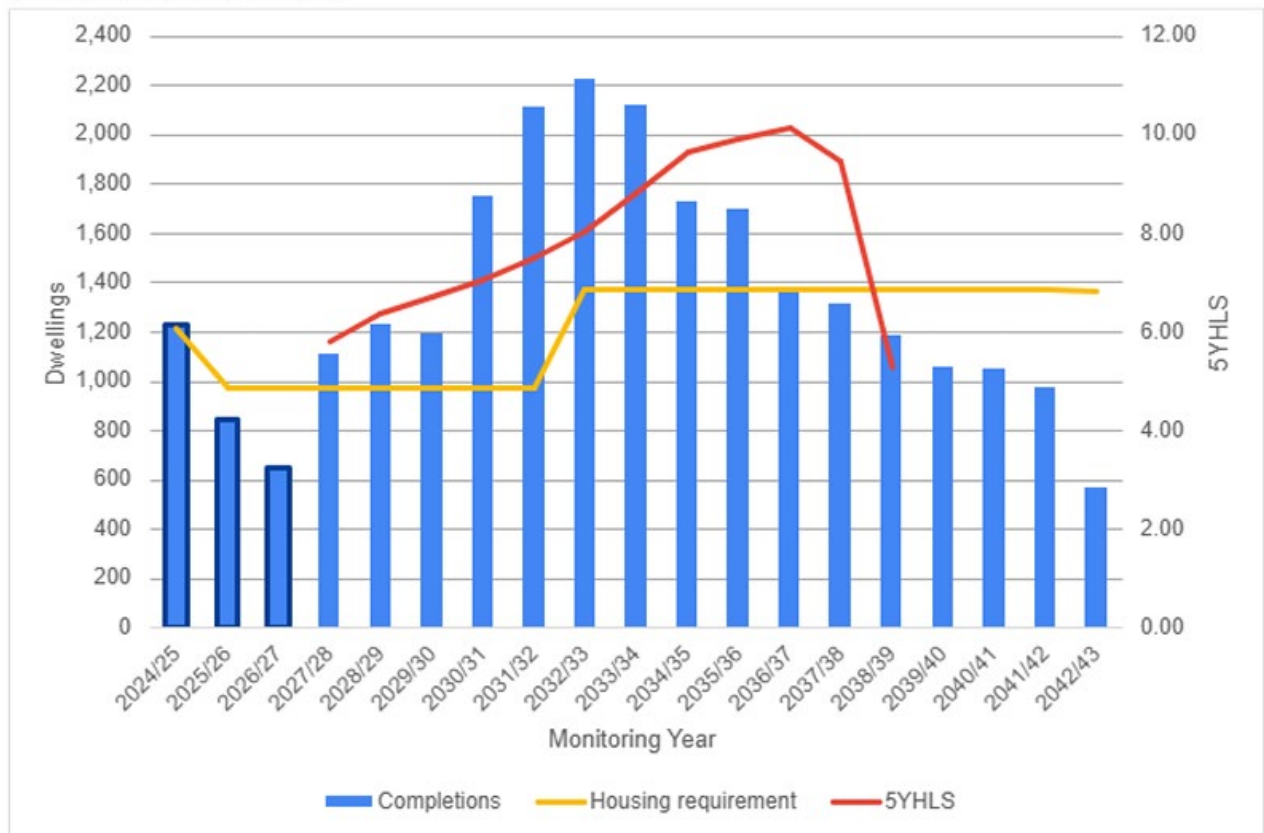


Figure 3 – Rolling Five-Year Housing Land Supply position

Table 2.8: Summary table of housing land supply

Components of Housing Land Supply	2025 /26	2026 /27	2027 /28	2028 /29	2029 /30	2030 /31	2031 /32	2032 /33	2033 /34	2034 /35	2035 /36	2036 /37	2037 /38	2038 /39	2039 /40	2040 /41	2041 /42	2042 /43	Total No. of units
Carried forward allocations	599	367	744	921	767	936	990	923	831	632	571	390	380	320	300	310	331	80	10,392
Local Plan allocations	0	0	9	48	191	540	808	1024	1000	923	767	740	740	699	590	500	270	115	8,964
Planning permissions	117	237	255	123	63	90	90	90	70	0	0	0	0	-5	0	0	0	0	1,130
Windfall	0	0	0	49	170	170	170	170	170	170	170	170	170	170	170	170	170	170	2,429
Student permissions	25	-14	0	0	0	0	0	0	0	0	0	0	0	0	0	67	202	204	484
Older persons permissions	104	62	102	90	0	0	39	0	0	0	0	0	0	0	0	0	0	0	396
Allocations for older persons homes	0	0	0	0	0	16	16	21	45	0	192	69	21	0	0	0	0	0	380
Total	845	652	1,110	1,231	1,191	1,752	2,113	2,228	2,116	1,725	1,700	1,369	1,311	1,184	1,060	1,047	973	569	24,175

Figure 4 – Housing Trajectory

Housing Requirement

We welcome the Council's decision to meet the Local Housing Needs in full, with its housing requirement set at 23,085 over 19 years, or 1,215 dpa, which in principle, is sufficient to meet identified housing need.

However, notwithstanding this numerical alignment, we are concerned that the proposed housing requirement and spatial strategy do not adequately respond to persistent under-delivery of affordable housing.

The Authority Monitoring Report confirms that, since the start of the current plan period, 9,574 dwellings have been completed, of which only 1,850 units (approximately 19%) were affordable, falling well short of the Council's stated 30% target.

Furthermore, the Council's spatial strategy (Figure 5) demonstrates that the current Regulation 19 Plan has continued to direct the majority of growth towards the Canterbury urban area. Our detailed assessment of the Plan's allocation strategy (**Appendix 2**) indicates that the Plan has centralised the growth away from other parts of the District resulting in a net increase of 178 dwellings within the Canterbury urban centre, alongside an overall reduction of 408 dwellings elsewhere. This approach also leads to the loss of a strategic-scale allocation.

This approach will however risk exerting downward pressure on affordable housing delivery, particularly when compared to larger, sustainable greenfield sites. This would render the draft Plan unable to meet the identified affordable housing needs if further sites, such as Aylesham South, are to be allocated.

The Canterbury focused approach will risk perpetuating an overly concentrated spatial strategy, failing to achieve a more balanced distribution of development across the District, in particular the railway-served settlements such as Aylesham which the Government supports for growth.

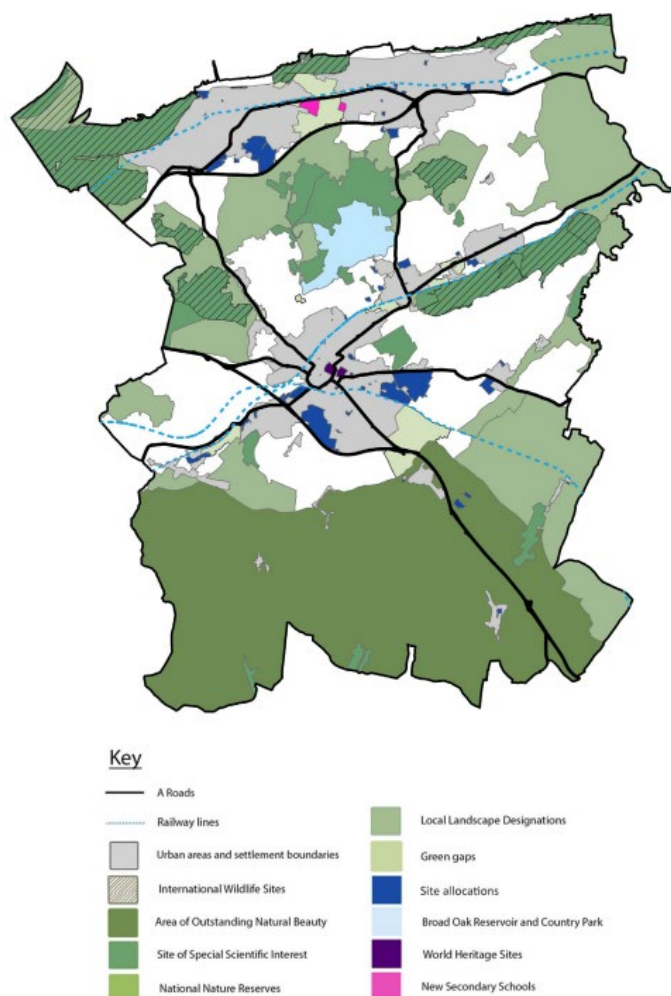


Figure 5 - Spatial Strategy of the Regulation 19 Plan

Summary

The decision to proceed with the production of an updated Local Plan is supported in principle. To support and enhance the Council's Vision to provide affordable high-quality housing and create a thriving economy, it is imperative that the Council should further allocate well-located and accessible new residential sites to meet identified need.

In the context of the recent resolution to grant outline planning permission on the adjoining land in Dover, the former Aylesham South allocation (R20) in Canterbury represents a unique and timely opportunity to address a number of the issues identified through this consultation process, including housing delivery, sustainability and spatial strategy.

This is particularly significant given that Aylesham has long been identified as the largest rural settlement by population in the area, a position recognised since the Dover Local Plan 2002 and reaffirmed in the adopted Dover Local Plan, which continues to identify the settlement as having capacity for growth. Aylesham functions as a vibrant district centre, containing a supermarket, a broad range of non-retail services and established community facilities that serve day-to-day needs. Whilst the former R20 site is located in Canterbury's administrative area, it will undoubtedly benefit from these cross-boundary benefits provided in the existing and growing settlement of Aylesham.

Importantly, Aylesham South benefits from access to two operational railway stations at Aylesham and Snowdown, aligning closely with the Government's support for growth in well-connected, rail-served settlements. The sustainability credentials of the Site will be further strengthened by the comprehensive package of sustainable and active travel measures, including improved bus connections between Canterbury, Wingham and Sandwich, secured through the adjoining Dover consent, reinforcing its suitability as a sustainable location for development.

The fact that the adjoining Dover site was supported by a unanimous resolution to grant provides a clear indication that there are no insurmountable barriers to development in this location.

In this context, we strongly urge the Council to reconsider the opportunities presented by Aylesham South in light of the recent change in circumstances. In the spirit of positively assisting Canterbury City Council in ensuring that the draft Local Plan is sound as it progresses to Examination, we would welcome the opportunity to engage constructively with the Council to help unlock the potential of the Site.

We would be grateful if you could confirm receipt of these representations and keep us informed on the progress of the production of the Local Plan.

If you have any queries on any points covered in this submission, please do not hesitate to contact me or my colleague [REDACTED]

Yours faithfully

[REDACTED]

Jessica McSweeney
Partner

[REDACTED]

Appendix 1 – Committee Report for Aylesham Dover

- 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.

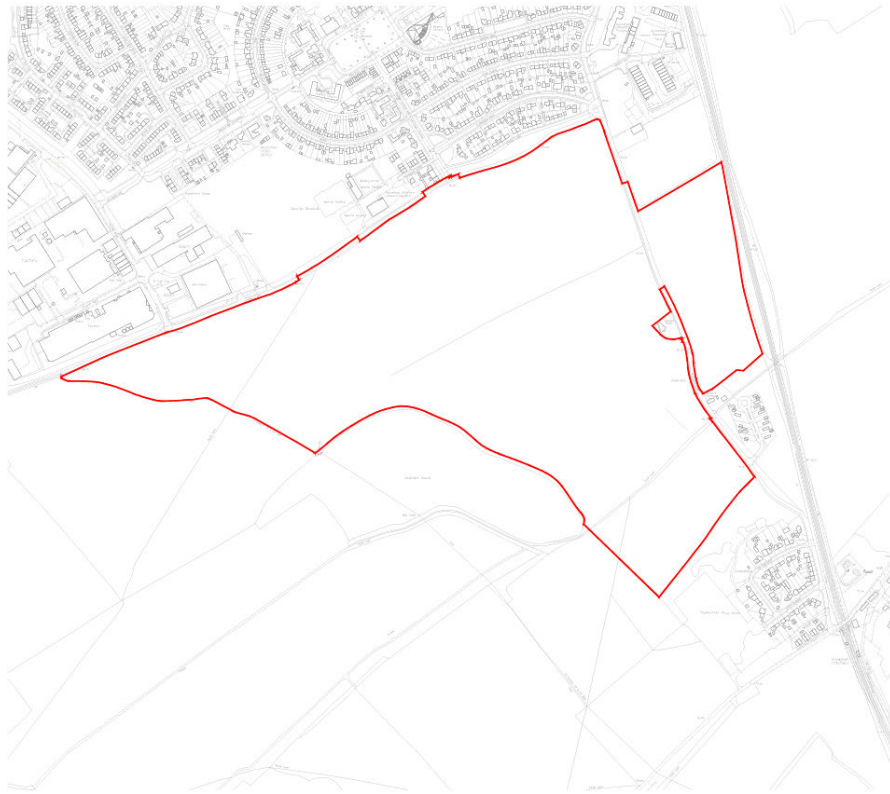


Figure 1. Site Location Plan



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).

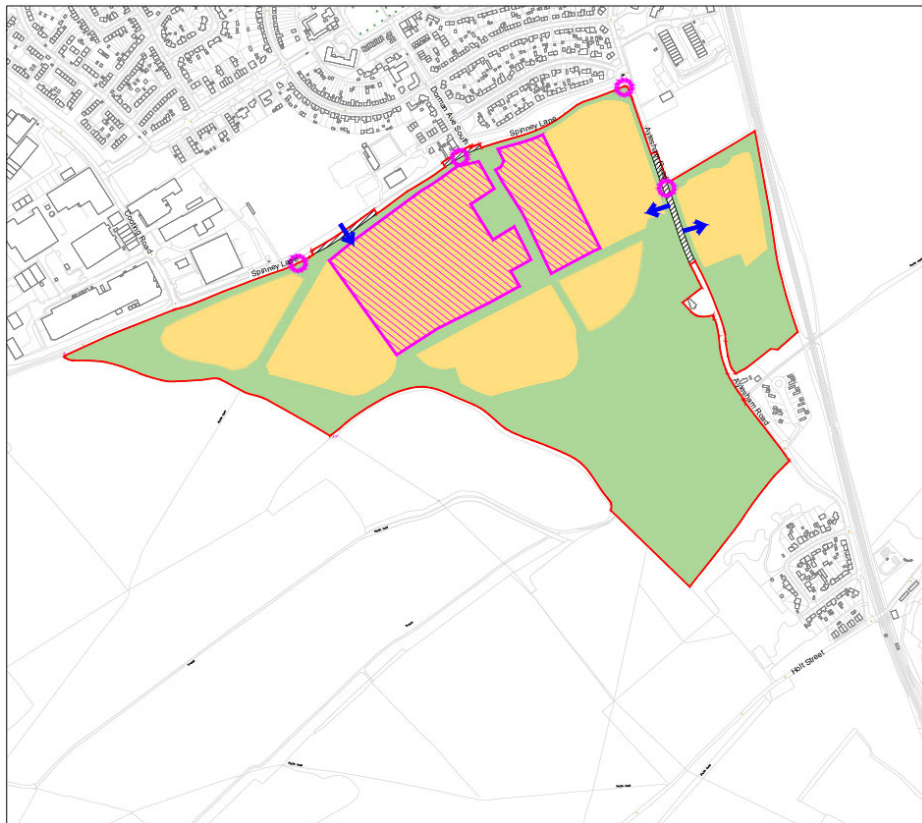


Figure 3. Land Use Parameter Plan (green shows green infrastructure, yellow shows residential uses, pink hatching shows mixed use building zone, blue arrows show vehicular and pedestrian access points and pink circles are zones for pedestrian crossing points)

- 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.

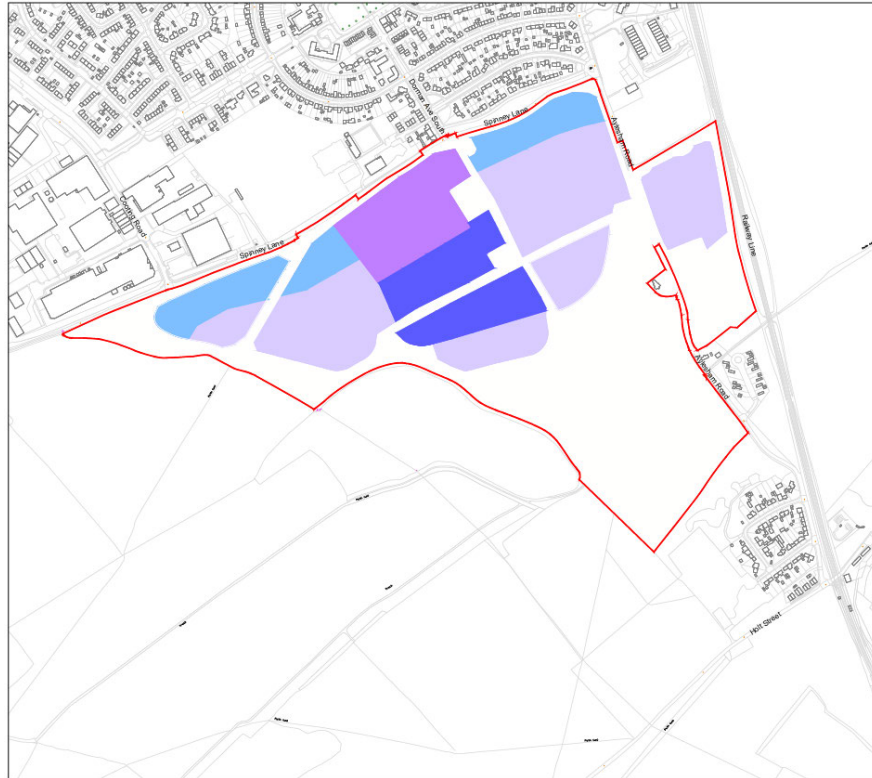


Figure 4. Building Heights Parameter Plan (light blue for up to 2 storeys (9m max. ridge heights from existing ground levels +/-2m; lilac for up to 2 ½ storeys (10m max ridge heights from existing ground levels +/-2m; dark blue for up to 3 storeys (12.5m max ridge heights from existing ground levels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

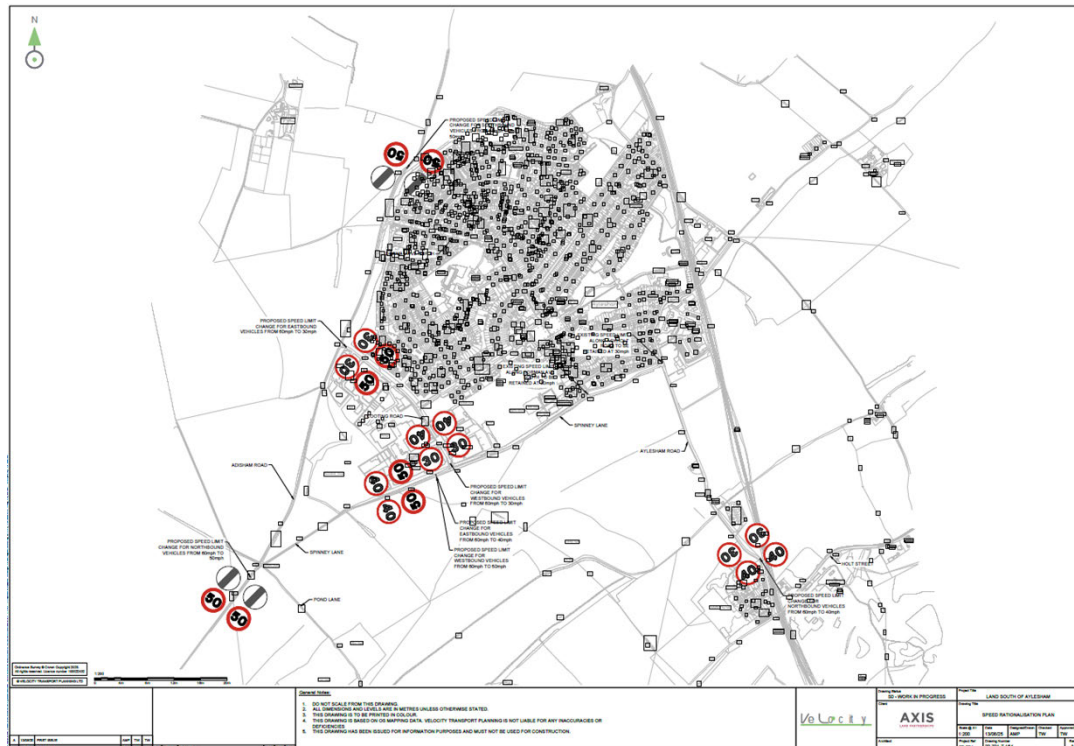


Figure 6. Proposed speed rationalisation works

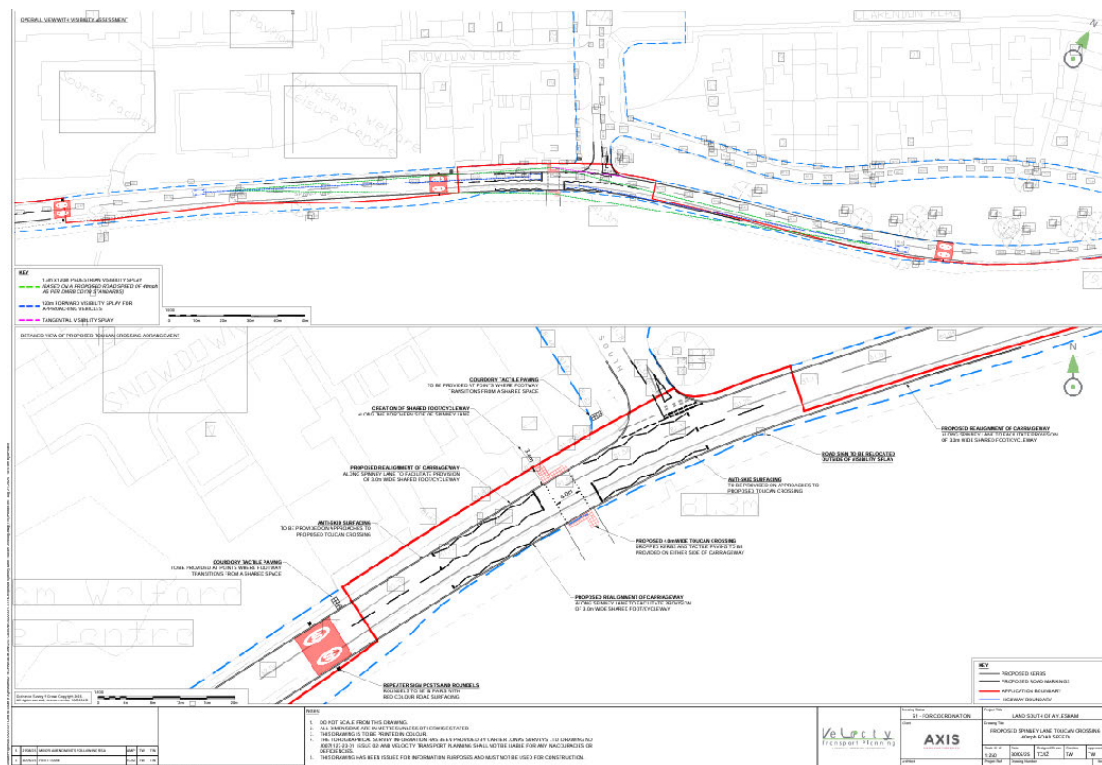


Figure 7. Proposed off-site highways works

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.

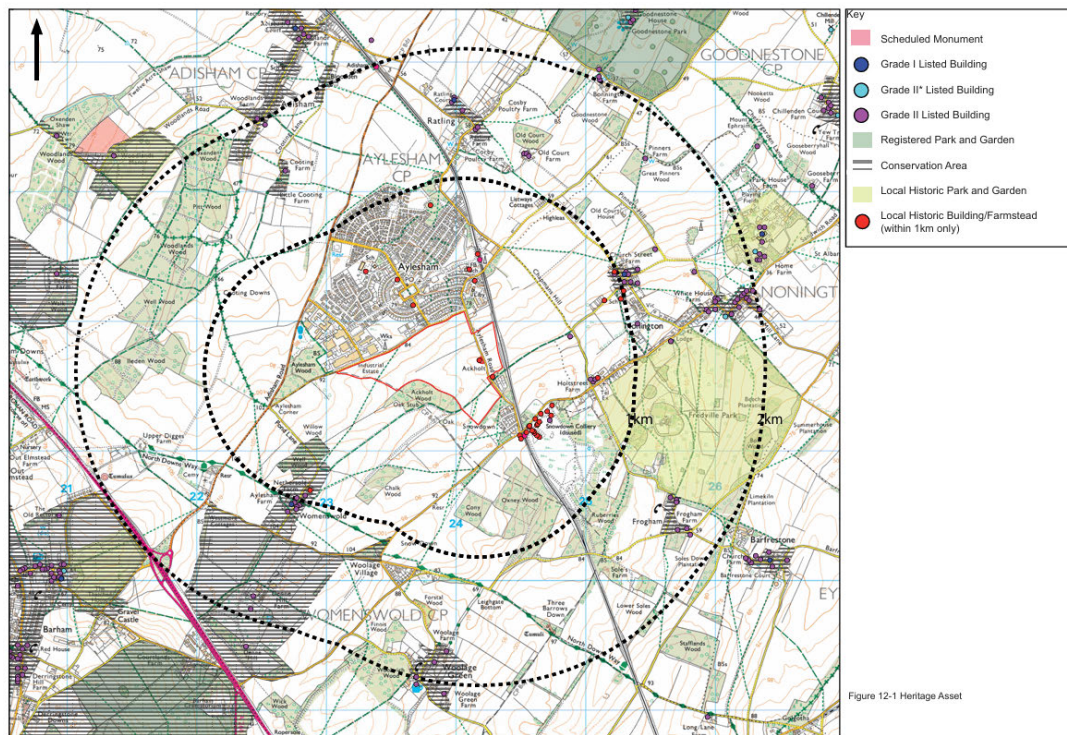


Figure 8. Heritage assets

- 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).

Appendix 2

This section compares the proposed draft allocations of the Council's previous draft Local Plan Regulation 18 consultations (October 2022, March 2024 and October 2025) and the current Regulation 19 consultation (April 2026).

	Allocation	2022 Plan	2024 Plan	2025 Plan	2026 Plan	Change since 2025	Note
	Canterbury					+178	
C2	43 to 45 St George's Place	50	50	50	66	16	Increased quantum
C3	Land at Hawk's Lane	0	0	12	12	0	No change
C4	Millers Field car park	0	0	9	9	0	No change
C5	Land north of Canterbury West Station	0	0	0	11	11	New allocation in 2026
C6	Land at Station Road East	37	37	37	37	0	No change
C7	Becket House	67	67	67	67	0	No change
C10	Land at Merton Park	2075	2250	1930	1,950	20	Increased quantum
C11	Land at Langton Lane	0	0	14	14	0	No change
C12	Nackington Police Station	0	20	20	20	0	No change
C13	Land to North of Cockering Road	36	36	36	36	0	No change
C14	Milton Manor House	95	95	95	95	0	No change
C15	Land south of Littlebourne Road	1400	0	1520	1,700	180	Allocated in 2022, removed in 2024, reallocated in 2025, Increased quantum in 2026. Extended boundary to include N6 (see below)
C16	Land south of Bokesbourne Lane	645	0	860	860	0	Allocated in 2022, removed in 2024, reallocated in 2025 No change in 2026
C17	Land at Seotamot	0	0	14	14	0	No change
C18	Wincheap commercial area	300	1000	1000	1000	0	No change
C19	Land at Military Road	0	0	180	180	0	No change
C20	Land at Sussex Avenue (Spring Lane Centre)	0	0	21	21	0	No change
C21	Land at Suffolk Road	0	0	5	5	0	No change

C22	Land at the former Chaucer Technology School	70	70	70	70	0	No change
C24	Land at Whitehall Close	0	0	7	7	0	No change
C25	Land at St Stephen's Road	0	0	18	18	0	No change
C26	Land at Long Meadow Way	0	0	5	5	0	No change
C27	Land at Bawden Close	0	0	5	5	0	No change
C28	Land at Copinger Close	0	0	6	6	0	No change
C29	Land at Jesuit Close	0	0	6	6	0	No change
C30	Land at Folly Farm	17	17	17	35	18	Increased quantum
N/A	Land north of the University of Kent	0	2000	0	0	0	No change
N/A	Land to the North of Hollow Lane	735	800	0	0	0	No change
N/A	Canterbury Golf Course	74	0	0	0	0	No change
N/A	Formerly N6 - Land north of Bokesbourne Lane at Hoath Farm (removed)	67	0	67	0	-67	Allocated in 2022, removed in 2024, reallocated in 2025, Removed in 2026, included in C15 boundary,
	Whitstable					-150	
W4	Land at Brooklands Farm	1300	1400	1400	1400	0	No change
W5	Land south of Thanet Way	270	220	220	220	0	No change
W6	Land at Golden Hill	120	0	70	70	0	No change
W7	Bodkin Farm	250	250	250	250	0	No change
W10	Land at Beresford Road	0	0	6	6	0	No change
W11	St Vincent's Centre	10	10	10	10	0	No change
NA	Formerly N20 - Land east of Chestfield Road	0	0	150	0	-150	Removed in 2026
N/A	37 Kingsdown Park	7	0	0	0	0	No change
	Herne Bay					-94	
HB4	Land at Beacon Road	0	0	32	20	-12	Reduced quantum
HB5	Land to the west of Thornden Wood Road	150	150	150	150	0	No change
HB6	Land comprising nursery industrial units and former Kent Ambulance Station	14	14	14	14	0	No change
HB7	Former Herne Bay Driving Range	0	0	10	10	0	No change
HB8	Land to the east of Bullockstone Road	0	0	35	28	-7	Reduced quantum

HB9	Land at Home Farm, Strode Park	0	0	200	200	0	No change
HB10	Land to the west of Bullockstone Road	0	0	50	50	0	No change
HB11	Altira	70	67	67	0	-67	Allocated in 2026 for commercial uses
HB12	Moyne	0	0	24	25	1	Increased quantum
N/A	Formerly HB9 - Former metric site	12	9	9	0	-9	Removed in 2026
	Rural areas					-171	
R2	Great Pett Farmyard	13	13	9	9	0	No change
R3	Chartham Paper Mill	0	0	165	165	0	No change
R6	Bread and Cheese Field	150	150	150	150	0	No change
R7	Land at Hersden	18	18	18	18	0	No change
R8	Land at former Spires Academy, Hersden	0	0	38	37	-1	Reduced quantum
N/A	Formerly N32 - Land at Rattington Street, Chartham	170	0	170	0	-170	Allocated in 2022, removed in 2024, reallocated in 2025. removed in 2026
N/A	Land at Cooting Farm	3200	0	0	0	0	No change
N/A	Land at Mill Field	36	0	0	0	0	No change
	Littlebourne						
R9	The Hill, Littlebourne	300	300	300	300	0	No change
R10	Land north of Court Hill	50	50	50	50	0	No change
	Sturry						
R11	Land north of Popes Lane	110	110	110	120	10	Increased quantum
R12	Land at The Paddocks, Shalloak Road	50	50	50	50	0	No change
	Aylesham						
	Aylesham south	420	0	0	0	0	No further allocation since removal of Aylesham South (420 homes)
	Adisham						
R14	Land west of Cooting Lane and south of Station Road	10	10	10	10	0	No change
	Barham						
R15	Land adjacent to Valley Road	9	20	20	20	0	No change

	Broad Oak						
R16	Land at Goose Farm, Shalloak Road	26	26	26	26	0	No change
R17	Land at Shalloak Road	0	12	10	7	-3	Reduced quantum
R18	Land fronting Mayton Lane	8	8	8	8	0	No change
	Hoath						
R19	Land at Church Farm	17	17	17	17	0	No change
	Total	12458	9346	9919	9689	-230	