



PLANNING
CONSULTANCY

Response of Dover District Council Estates and Catesby Estates to Inspector's Matters, Issues and Questions (MIQ's) for the Dover Examination for Matter 3, Issue 6 Eythorne and Elvington sites, Q1-6 relating to Policy SAP28.

Prepared by Hume Planning Consultancy Ltd

Date October 2023

Q1. How has the scale of development proposed been established? Is it commensurate with the role and function of Eythorne and Elvington as separate Local Centres?

- 1.1 SAP28 incorporates an existing allocation from the adopted Dover Land Allocation Plan which represents part of the development plan (Policy LA36 Sweetbriar Lane, Elvington). This site is allocated for around 50 dwellings and comprises the northeast portion of the SAP28 allocation. As a result in terms of scale, SAP28 (for a total of 300 dwellings) represents a net increase of 250 dwellings above the already allocated quantum in the development plan. The spatial strategy and proposed level of growth within the plan, which includes further housing allocations at Elvington, is also endorsed.
- 1.2 Eythorne and Elvington represent two colliery communities that are separated by some 300 metres in distance which the SAP28 allocation will serve to connect because of its central position relative to the two adjacent settlements. The SAP28 allocation is also located close to a nearby employment hub, the Pike Road Industrial Estate.
- 1.3 The Landowners and Promoter rely on the Council to justify the wider locational selection of this allocation and its consistency with the district wide spatial strategy, taking account of the comparative constraints to the expansion of other settlements in the district and the benefits of providing a choice of allocated sites. More strategically, the scale of the allocation is justified by the evidence base platform to the plan including the local plan Sustainability Assessment. The spatial strategy and scale of development directed to Elvington to meet the needs of the district is supported for the reasons set out in the Council's justification supported by the evidence base.
- 1.4 This response of the Landowners and Promoter focuses more specifically on how the "scale" of development for SAP28 is individually justified, notwithstanding its important contribution to meeting the housing needs of the district and how the delivery of this growth, as a whole, is achieved through a sustainable spatial strategy which includes SAP28. The manner in which the promotion of the site and the development of the masterplan will be progressed between the landowners and promoter is set out in the signed Statement of Cooperation (Appendix 4).

- 1.5 The net increase of 250 dwellings (300 dwellings in total) is a quantum deriving from the extent of the intervening land area and the opportunity this creates for a comprehensively planned central link of Eythorne and Elvington, which in combination, will serve to make a more sustainable and self-contained location. The scale of the allocation and the mix of uses will also ensure appropriate supporting infrastructure will be delivered and placemaking quality will be enhanced, and these factors will also assist, in this case, with the integration of the planned growth with the existing surrounding communities for the reasons explained below. This objective of quality placemaking is particularly relevant in this case as the Policy SAP28 allocation is well related to the important existing services and facilities including the Eythorne and Elvington Community Primary School and the Tilmanstone Colliery Welfare Sports Ground.
- 1.6 The scale of development is also justified by the Sustainability Assessment and the WSP Transport Note (Appendix 1) with the latter recognising the opportunities for reducing car-based movements from the development and also demonstrating how suitable access options can be achieved and how bus and vehicle movements through Church Hill to the site will be managed.
- 1.7 The SAP 28 allocation, for a net increase of 250 dwellings above previously planned growth (300 dwellings in total), is also considered to be necessary to secure a comprehensively planned masterplan and to maximise the planning and design/masterplan benefits of this land's opportunity to connect the two existing communities. The primary school and formal sports pitches and sports pavilion lie at the northern edge of Eythorne and the SAP28 allocation will allow the settlements to connect, providing improved pedestrian walkways and cycleways which will be linked via the green and blue infrastructure. This scale of housing and other community/service uses will also provide a meaningful land use mix to address housing need (potentially including local age related and self-build need) and the opportunity for infrastructure provision to be delivered on site (subject to further community consultation and consultation with statutory providers – see response to Q3).

- 1.8 For these reasons and the opportunities of providing a comprehensively planned link to the two communities, it is considered that the scale of development is justified.
- 1.9 The WSP Transport Report (Appendix 1) set out the credentials of the settlements of Eythorne and Elvington as a sustainable location for this scale of development; the opportunities for non-car-based travel to be delivered via the masterplan process and shows that a suitable access can be created and that traffic generation and modelled routing of car based movements will have an acceptable impact on the surrounding road network. For these reasons, it is considered the scale of housing is also technically supported in transport terms as well as justified because of the opportunity the allocation creates (because of its siting and extent) for comprehensive masterplanning which will deliver the greatest benefits and serve to link the two settlements.

Q2. How have the effects of the proposed development on existing infrastructure been considered, having particular regard to school place provision, highway capacity and wastewater?

- 2.1 Kent County Council, as the statutory provider for education has been consulted by Dover District Council on the spatial strategy and proposed allocations.
- 2.2 The wider spatial strategy and allocation of SAP28 has been assessed by DDC as the local plan review has progressed. KCC, as Highway Authority and Highways England (as the national body assessing the trunk roads affected by the district wide spatial strategy), have also been engaged by DDC. In addition, the landowners/promoters commissioned WSP Transport to review the access to the site; trip generation and impact of development on the local road network, together with targets for reducing levels of car use through public transport, cycling and pedestrian connectivity initiatives. This is more fully set out in the WSP Transport Note at Appendix 1. Through the provision of the SAP 28 Policy and the role of KCC as Highway Authority who will consider the Transport Assessment that will support any future application, it is

considered the effects of the proposed development will be properly considered because of the policy criteria safeguards.

- 2.3 KCC as Highway Authority has been consulted on the local plan spatial strategy and individual allocations by Dover District Council policy makers and following community consultation the landowners/promoters will be seeking early pre-application engagement with KCC Highways as the masterplan progresses from the current indicative framework contained in the plan.
- 2.4 The landowner/promoter has undertaken a Ground Investigation Report and Utility Capacity Assessment Report with the main statutory providers for gas, power, water, foul drainage and telecommunications which can be supplied to the Inspector if required. The utility report confirms there are no capacity issues that would prevent or delay the delivery of this allocation. These responses have also been confirmed to Dover DC policymakers by the statutory consultees themselves. Again, these statutory consultees will have the opportunity to consider the detail of the proposals when a planning application is submitted, which will follow ongoing pre-application engagement as the masterplan progresses.

Q3. What is the justification for Policy SAP28(q)? What are the existing facilities that need upgrading and why?

- 3.1 The delivery of important infrastructure to serve the development is not only a key influence on the masterplanning of the site but is also critical to the quality of placemaking and integration of the development with the local community. The latter point is particularly important in this case as the rationale of the allocation is to "knit" the two existing communities of Elvington and Eythorne together to make a more sustainable combined location that will also serve the wider rural catchment area. In addition, through the provision of on-site community facilities, improved bus, cycling and pedestrian connections and open space combined with offsite financial contributions for necessary infrastructure, there will be benefits deriving from the development that will also serve the wider existing communities. Criterion q of SAP28 is considered critical

to the quality of the masterplan and therefore overlaps with the objective to create a new sustainable community.

- 3.2 Generous provision has been made in the Viability Assessment (Appendix 2 Strutt and Parker Viability Report) for Section 106 contributions in addition to other contingencies for offsite highway works. This shows healthy infrastructure contributions have been allowed for and will not affect development timescales for delivery. Kent County Council will request financial contributions toward upgrading existing education, libraries, youth services, social care and community facilities based on their assessment of local capacity at the time that a planning application is submitted. It is likely KCC contributions for primary school provision will be directed to the expansion of the Eythorne and Elvington Community Primary School. It is also possible that the NHS Trust will also request financial contributions toward improving local health provision, and as a “community facility” the option of alternative onsite health provision will be explored as part of the masterplanning process subject to later community consultation and the support of NHS as a statutory consultee and key infrastructure provider.
- 3.3 The landowners/promoters recognise the opportunity for ‘on site’ provision where this can be agreed with the infrastructure providers such as KCC and the NHS, particularly for innovative forms of investment in local infrastructure. It is recognised this local infrastructure provision can promote community cohesion and reduce the need to travel outside the village. This will be explored through the planned community consultation which will run in parallel with the development of the masterplan and later planning applications and provision of a range of supporting uses to the housing is identified at criterion c of Policy SAP28.
- 3.4 With regard to other infrastructure providers, contact has been made with the provider UK Power Networks. Southern Gas Networks (SGN) are the gas suppliers and service records show supply pipes in the roads adjoining the site. Southern Water have been approached and connections to the 180mm foul sewer have been identified. Connections are also proposed to the 250mm Rising Main. Open Reach apparatus also exists in the northeast corner of the site.

3.5 Overall, there is existing infrastructure nearby and statutory undertakers have confirmed that appropriate capacity can be achieved to serve the development.

Q4. What is the justification for requiring proposals to investigate the opportunity to provide access from Wigmore Lane? Is this necessary and if so, how would it be achieved?

4.1 The joint response of the landowners and Promoter to the Regulation 19 Local Plan sought the deletion of this referenced 'potential access' to the site. The Transport Assessment (Appendix 1) by consultants WSP has identified that suitable access cannot be achieved from Wigmore Lane, and the main site access should be Adelaide Road with a secondary/emergency access from Terrace Road (although other options would be available). There is also agreement with Dover District Council's policy team that a suitable vehicular access for the development is not achievable from Wigmore Lane and on this basis, the policy criterion would have greater clarity if the referencing of Wigmore Lane access opportunity was deleted. Please refer to draft Statement of Common Ground.

Q5. Is it necessary to place the existing power cables underground? What are the viability and feasibility of this requirement? If not, can a suitable layout be achieved on site as required by criterion p?

5.1 The undergrounding of the existing 132KV power cables has already been assessed by the landowners and promoters. The power cables run in a single line from the south west to the north east boundary of the site. The policy criterion p notes, "if feasible", that the overhead pylons should be replaced. However, it has been established the cost of undergrounding these pylons would be prohibitive and would undermine the viability of the development as a whole.

- 5.2 This “undergrounding of the pylons” was therefore a cost not accounted for in the preliminary Viability Assessment prepared by Strutt and Parker (Appendix 2) which evidences how policy compliant affordable housing and infrastructure will be delivered.
- 5.3 Because of the overhead pylons alignment and the opportunity to utilise the area beneath the lines as a green corridor, as shown in the indicative masterplan, and taking account of the effect of the overhead lines on the character of the area, it is concluded that the prohibitive costs of “undergrounding” the power lines are outweighed by the effect this will have on the delivery of other policy objectives. The indicative masterplan framework shows how the proposed housing scale will be planned around this existing constraint. The land beneath the pylons will still perform an important land use function for the development as a whole and the cost benefit analysis of the cost of undergrounding against the reduction in masterplan quality or requirement to reduce the delivery of affordable housing, is not considered to be justified by the visual benefit of undergrounding the power lines.
- 5.4 Whilst the undergrounding was a commendable aspiration, feasibility work has already established that this is not viable and the early masterplanning work has established that the alternative criterion of the policy - namely that the layout should be designed to ensure necessary separation between residential properties and the overhead pylons, in conjunction with further consultation with National Grid, can be achieved. The request to delete the requirement for undergrounding was set out in the joint landowner/Promoter response to the Reg19 submission and following discussion with Dover District Council's policy team, this is also now reflected in the draft Statement of Common Ground.

Q6. What is the justification for the suggested changes to Policy SAP28? Why are they necessary for soundness?

- 6.1 Dover District Council and Catesby Estates consider the suggested policy changes (CD Ref SD06) provide further clarity to the policy wording with respect to timing and phasing, delivery of land uses, infrastructure and the role

of the landscape assessment to inform layout choices (criterion k) which will serve to enhance the masterplanning process and in turn, the quality of the later planning application submission. Further guidance is provided at criterion c to the type of suitable employment opportunities, but the wording allows for a reasonable level of flexibility in the uses and this is important because the final mix will also reflect the input of community consultation.

- 6.2 The suggested modifications to criterion n (wintering bird survey) and d, arise from the updated input of Natural England. Notwithstanding the above, the landowner and promoter have undertaken a number of baseline ecological studies including a wintering bird survey (as well as breeding bird, reptile and dormouse surveys) which serve as a strong baseline ecological platform to inform future decision making consistent with modification criterion n of Policy SAP28. These baseline studies undertaken by Corylus Ecology, are set out as background at Appendix 3. It is relevant that the breeding bird surveys showed no recorded numbers of turtle doves that are referenced in the revised policy wording.

APPENDIX 1 – TRANSPORT NOTE



Dover District Council / Catesby Estates

LAND BETWEEN ELVINGTON AND EYTHORNE

Preliminary Transport Appraisal





Dover District Council / Catesby Estates

LAND BETWEEN ELVINGTON AND EYTHORNE

Preliminary Transport Appraisal

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Dover District Council / Catesby Estates

LAND BETWEEN ELVINGTON AND EYTHORNE

Preliminary Transport Appraisal

WSP

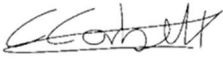


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1 INTRODUCTION

1.1 APPOINTMENT

1.1.1. WSP has been appointed by Dover District Council (DDC) and Catesby Estates to provide transport consultancy services to support the residential allocation for land between Eythorne and Elvington, Kent.

1.2 SITE CONTEXT

1.2.1. The site is called land between Eythorne and Elvington is included within the Draft Dover District Council Local Plan under land allocation SAP 28 for 300 dwellings. The Draft DDC Local Plan is currently in the Regulation 19 stage, in which the draft local plan is submitted for representations prior to submission to the Planning Inspectorate.

1.2.2. The site is located between the villages of Eythorne and Elvington and is proposed to become an extension of the villages to create a new sustainable community following the Garden Village principals.

1.2.3. A review of the Dover District Local Planning Portal has been conducted that no planning applications have previously been submitted for the proposed development site.

1.2.4. The location of the draft allocation site is show in Figure 1-1 and Figure 1-2.

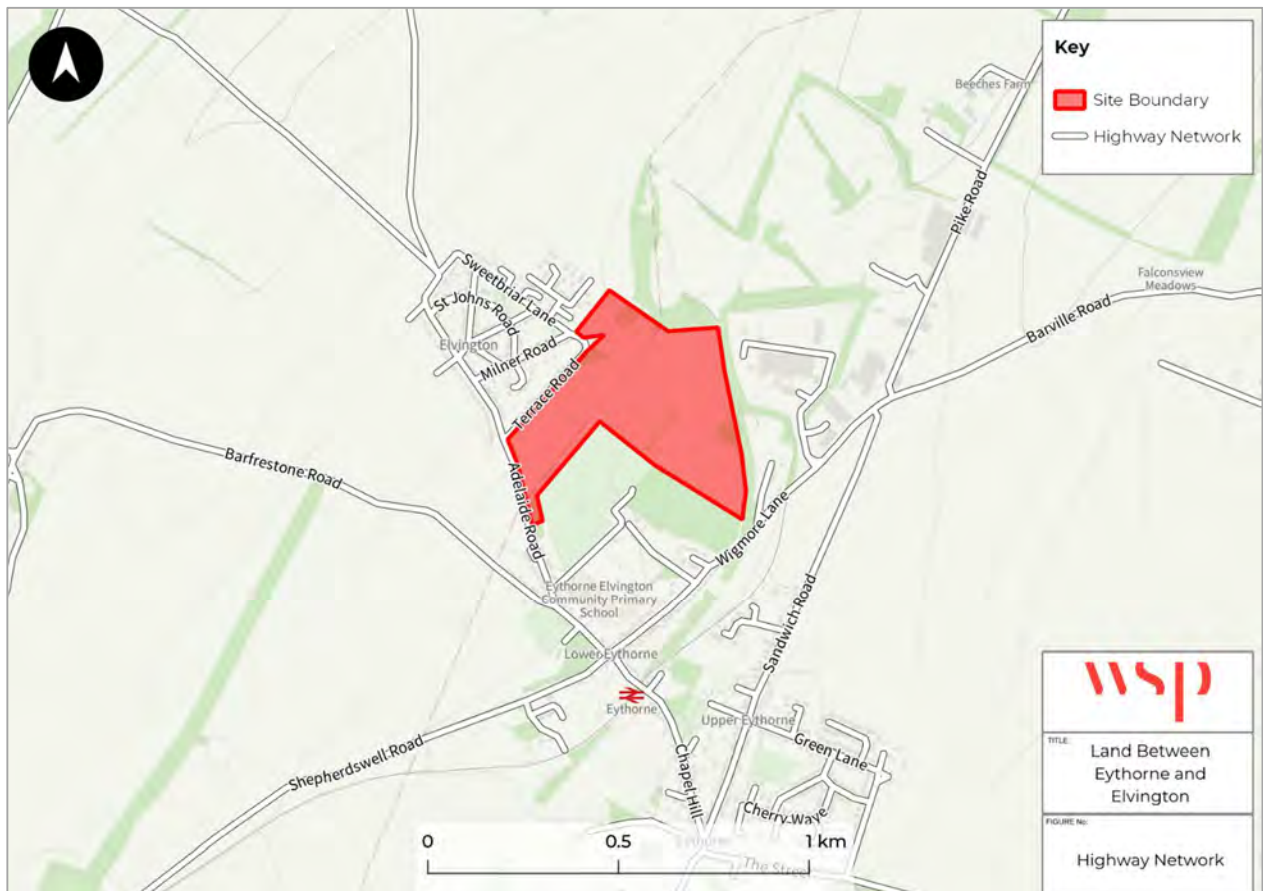


Figure 1-1 – Indicative Site Location Plan

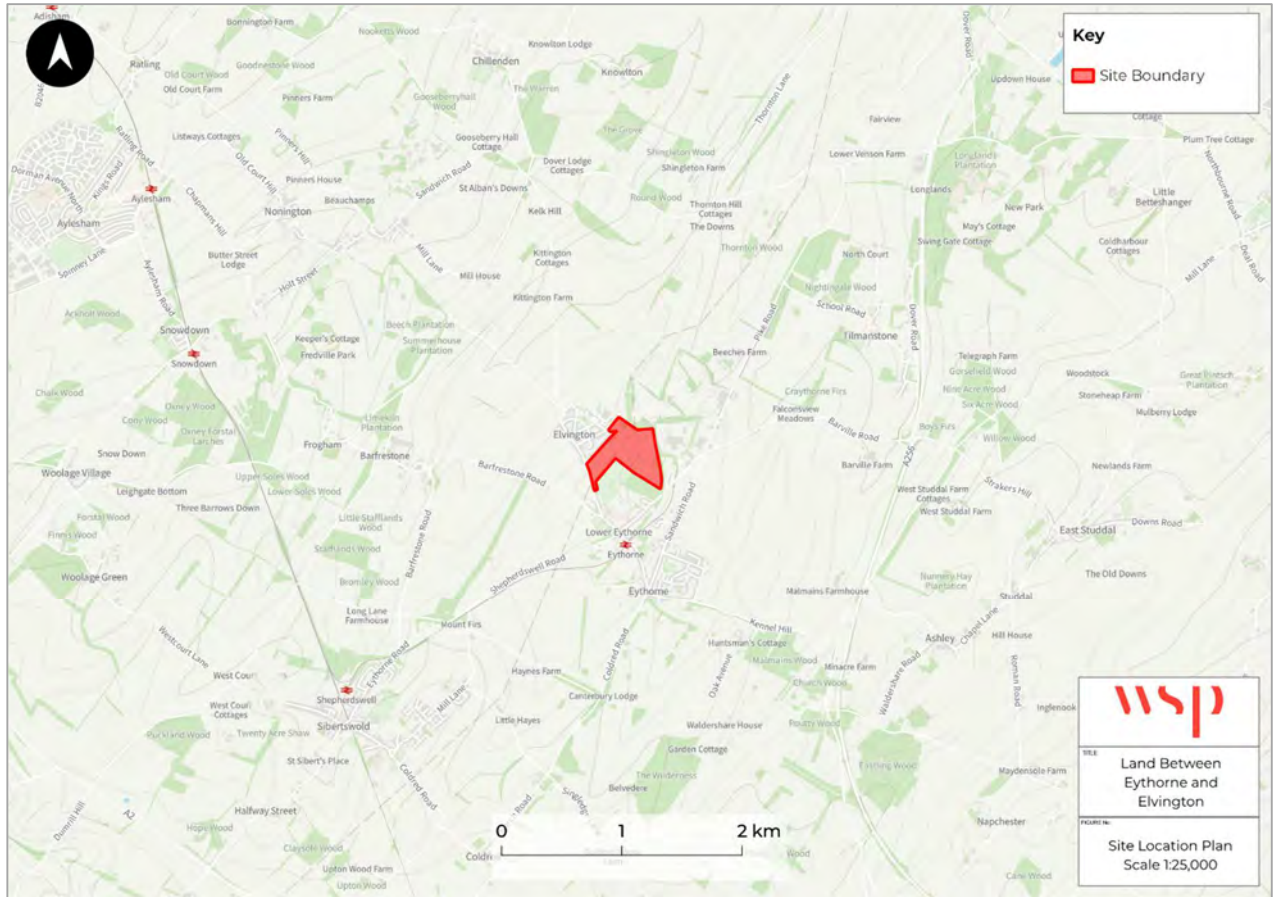


Figure 1-2 - Wider Context Site Location Plan

1.3 REPORT PURPOSE

1.3.1. The purpose of this Preliminary Transport Appraisal is to provide an overview of the site’s accessibility and high-level review of the potential effects of the development on the local pedestrian, cycle, public transport and highway network. This report also seeks to demonstrate that the key principles of the site accord with the requirements of SAP 28 and the wider Dover District Council Draft Local Plan.

1.3.2. The structure of the report is as follows:

- Chapter 2 Policy Compliance and Deliverability
- Chapter 3 Site Accessibility
- Chapter 4 Access Appraisal
- Chapter 5 Forecast Travel Demand
- Chapter 6 Potential Impacts on Transport Network
- Chapter 7 Sustainable Travel Measures
- Chapter 8 Summary and Conclusion.

2 POLICY COMPLIANCE AND DELIVERABILITY

2.1 INTRODUCTION

- 2.1.1. The proposed land allocation will be developed with full consideration of the National, Regional, and Local planning framework and legislative guidance. A summary of the proposed land allocation in context of applicable transport planning policy is presented herein.

2.2 NATIONAL POLICY

NATIONAL PLANNING POLICY FRAMEWORK (2023)

- 2.2.1. The National Planning Policy Framework (NPPF) was updated on 5 September 2023 and sets out the government's planning policies for England and how these are expected to be applied. The document supports the promotion of sustainable transport which the proposals seek to adhere to.
- 2.2.2. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF must be considered in preparing the development plan and is a material consideration in planning decisions.
- 2.2.3. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.
- 2.2.4. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- *Economic - To help build a strong, responsive, and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, and improved productivity; and by identifying and coordinating the provision of infrastructure.*
 - *Social - To support strong, vibrant, and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being.*
 - *Environmental - To contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.*
- 2.2.5. Chapter 9 Promoting Sustainable Transport, Section 104, outlines that:
- “Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:*
- *The potential impacts of development on transport networks can be addressed;*

- *Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated.*
- *Opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.”*

2.2.6. Chapter 9, section 105 details how:

“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”

2.2.7. Table 2-1 outlines how the planning process can manage growth patterns.

Table 2-1 – NPPF Managing Growth Policies

| Planning policies should | Description | Compliance |
|-------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Support appropriate mixes of uses across an area | This is necessary to minimise the number and length of journeys needed for employment, shopping, leisure, education, and other activities. | The development is proposed to be primarily residential, but as per SAP28 the site is proposed to include community facilities, employment opportunities and a small convenience shop. |
| Be prepared with active local highway authority engagement | This is important so strategies and investments for supporting sustainable transport and development patterns are aligned. | The site will be fully engaged with the relevant transport authorities during the planning process. |
| Protect sites and routes which could be critical in developing infrastructure | Identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development; | The site will protect any sites or routes such as PRoWs in its vicinity that could be critical in developing infrastructure. |
| Provide attractive walking and cycling infrastructure | Development should provide for attractive and well-designed walking and cycling networks with supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans) | The site will emphasise the importance of active travel and provide attractive infrastructure to encourage it. |
| Provide for any large-scale transport facilities | Provide for any large-scale transport facilities that need to be in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements. | The site will review the wider transport network such as the public bus services. |

2.2.8. Chapter 9 section 108 states that:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe, and secure, alongside measures to promote accessibility for pedestrians and cyclists.”

2.2.9. Chapter 9 section 112 infers that development should only be refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The key NPPF transport policies are shown in the table below.

Table 2-2 – NPPF Development Policies & Allocation Compliance

| Objective | Description | Allocation Compliance |
|-----------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Give priority to pedestrian and cycle movements | The site should give priority to active travel within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use | The site will give priority to active travel users within the scheme and provide attractive infrastructure to encourage using this form of transport. |
| Address the needs of people with disabilities | The site should address the needs of people with disabilities and reduced mobility in relation to all modes of transport | The site will make sure the needs of disabled people and people with reduced mobility are addressed and mitigated against by compliance with Inclusive Mobility and appropriate design standards. |
| Create places that are safe, secure, and attractive | Places should minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards | Existing and proposed walking and cycling infrastructure will be designed to reduce conflict between highway users. |
| Delivery and servicing | Allow for the efficient delivery of goods, and access by service and emergency vehicles | The masterplan and access arrangements will be designed to accommodate delivery and service vehicles. |
| Electric vehicle infrastructure | Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations | EV charging will be provided in accordance with current KCC standards and Building Regulations. |

NATIONAL PLANNING PRACTICE GUIDANCE (NPPG) (2021)

- 2.2.10. The National Planning Practice Guidance was published in 2012 and revised in 2018, 2019 and most recently 2021, offering updated and revised guidance on planning where necessary.
- 2.2.11. The online version allows stakeholders to be altered in real time when future amendments to individual policies are made, thereby ensuring that the most up-to-date guidance documents are available. The NPPG provides additional guidance to supplement the planning policies contained in the NPPF.
- 2.2.12. The NPPG provides clarity on the role, function and structure of the Transport Assessments and Travel Plans:
- Transport Assessments and Statements are ways of assessing the potential transport impacts of developments and they may propose mitigation measures to promote sustainable development. Where that mitigation relates to matters that can be addressed by management measures, the mitigation may inform the preparation of Travel Plans.*
- 2.2.13. Travel Plans, Transport Assessments and Statements can positively contribute to:
- Encouraging sustainable travel;
 - Lessening traffic generation and its detrimental impacts;
 - Reducing carbon emissions and climate impacts;
 - Creating accessible, connected, inclusive communities;
 - Improving health outcomes and quality of life;
 - Improving road safety; and
 - Reducing the need for new development to increase existing road capacity or provide new roads.
- 2.2.14. They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

2.3 REGIONAL POLICY

KCC LOCAL TRANSPORT PLAN 2016-2031

- 2.3.1. Kent County Council (KCC) as the Local Highway Authority has set out its key strategic, countywide, and local priorities for Kent in the Kent County Council Local Transport Plan (LTP).
- 2.3.2. The LTP aims to achieve new transport infrastructure and schemes in accordance with the following outcomes:
- *Outcome 1- Economic Growth and Minimised Congestion - Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.*
 - *Outcome 2: Affordable and accessible door-to-door journeys- Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.*

- *Outcome 3: Safer Travel - Provide a safer road, footway and cycleway network to reduce the likelihood of casualties and encourage other transport providers to improve safety on their networks.*
- *Outcome 4: Enhanced environment- Deliver schemes to reduce the environmental footprint of transport and enhance the historic and natural environment.*
- *Outcome 5: Better health and wellbeing- Provide and promote active travel choices for all members of the community to encourage good health and wellbeing and implement measures to improve local air quality.*

2.3.3. The KCC LTP sets out KCC’s strategic and countywide priorities to support economic growth within the county. The below tables detail a description of key priorities and how the proposed development will comply with each priority.

Table 2-3 – KCC LTP Strategic Priorities

| Priorities | Description | Development Compliance |
|---------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| A Solution to Operation Stack | When there is disruption at the Port of Dover or Eurotunnel, Operation Stack may be implemented and sections of the M20 closed to hold lorries. | The site will not generate any additional HGV traffic that may contribute to the Operation Stack measure. |
| Provision for Overnight Lorry Parking | Communities often experience a significant amount of unofficial and often inappropriate overnight lorry parking. To mitigate this, a strategy is being developed for a network of small lorry parks at suitable locations across Kent.. | The site will not generate any additional HGV traffic that will compound the overnight lorry parking problem. |
| Rail improvements | Growth in housing and jobs will increase rail travel demand, notably to and from London. As such there is a need to create a coordinated public transport network and to incentivise greater use of rail across Kent. | The allocation will consider the accessibility to nearby Shepardwell Station and promote travel by rail. |
| Bus improvements | Growth in housing and jobs will increase traffic on Kents roads. Alongside an ageing population in Kent who are more reliant on public transport, it is imperative that Kent work closely with bus providers to ensure that public transport has a high level of modal share. | A full review of the local bus infrastructure and services will also be completed as part of the Transport Assessment. The use of the existing bus stops and services will be promoted to enable modal shift away from private vehicles. |

Table 2-4 – KCC LTP Countywide Priorities

| Priorities | Description | Development Compliance |
|-------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Road Safety | KCC has a duty to promote road safety and to reduce the likelihood of road casualties occurring. Their target is to reduce the number of killed and seriously injured (KSI) by 33% and child KSI by 40%. One means of addressing this is the Crash Remedial Measures (CRM) Programme which targets safety critical schemes. These are locations where there is a higher-than-normal statistical chance of KSI casualties. | The development will access proposals will be designed in accordance with the relevant highway design standards. As per KCC Design Guide, vehicle speeds on site will be reduced by a 20mph speed limit. |
| Active Travel | Active travel means walking or cycling as a form of transport rather than for leisure purposes. It is beneficial for health, reduces congestion on roads and improves air quality and climate emissions. By integrating active travel into the planning process and supporting people through training and building skills, KCC have the aim of becoming a pioneering county for active travel. | The development will promote active travel through a variety of measures including but not limited to, dedicated walking and cycling routes and cycle parking. |

2.4 LOCAL POLICY

DRAFT DOVER DISTRICT LOCAL PLAN (2022)

- 2.4.1. This Local Plan sets out the vision, strategic objectives, and overarching development strategy for the growth of the district over the period to 2040. It provides the planning policy framework to guide the future development of the area. This document was submitted for examination in March 2023 and replaces the 2010 Core Strategy, 2015 Land Allocations Plan as well as saved policies from the 2002 Local Plan. The draft DDC Local Plan has reached and advanced stage of preparation, the policy review is focused on the emerging policy.
- 2.4.2. Two transport related Strategic Policies (11&12) that are relevant to the site have been outlined below in Table 2-5.

Table 2-5 – Draft DDC LP Strategic Policies

| Policy | Description | Compliance |
|---------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| SP11 - Infrastructure and Developer Contributions | <p>The Council will continue to work with relevant service providers to ensure that infrastructure is delivered, in the right place, at the right time, to meet the needs of the district and support the levels of development identified in the Local Plan.</p> <p>Where development would create a need to provide additional or improved infrastructure and amenities or would have an impact on the existing standard of infrastructure provided, or would exacerbate an existing deficiency in their provision, the developer will be expected to make up that provision</p> | Where necessary the site will contribute to improving infrastructure in the development area and review the any required mitigation. |
| SP12 – Strategic Transport Infrastructure | <p>Highway Network: The council will work with KCC, National Highways and other Transport providers to deliver strategic transport improvements to mitigate and address the impact of development or remove impediment to future growth.</p> <p>Rail Infrastructure: The council, in partnership with network rail, will support proposals for a journey time of less than 1 hour between Dover and St Pancras, along with additional capacity on the High Speed route and associated station improvements, including additional car parking at Dover Priory</p> <p>Bus Infrastructure: a) The council will work with KCC, National Highways and developers to ensure the delivery of the Dover Fastrack service. b) The council will support proposals for the rural demand-responsive bus service and other improvements to local bus service provision.</p> | <p>As per the policy requirements of SAP 28, this transport appraisal will provide a high level overview of the developments impact on the public highway and aim to promote rail and bus usage.</p> <p>The Transport Assessment will conduct a review and develop any mitigation which may be required.</p> |

2.4.3. Policy TI1 – Sustainable Transport and Travel has been set out to try and facilitate a shift away from petrol and diesel powered vehicles. Section 10.1 details this further:

“To facilitate a shift away from petrol and diesel powered vehicles over the lifetime of the Plan and promote sustainable forms of transport and travel and the provision of electric vehicle charging points in new development, in order to upscale provision of facilities for the usage of such vehicles across the District.”

2.4.4. A summary of policies and site compliance has been laid out in Table 2-6 below:

Table 2-6 – Sustainable Transport and Travel

| Policy | Description | Compliance |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>T11 – Sustainable Transport and Travel</p> | <p>Developments should:</p> <ul style="list-style-type: none"> a) Be designed so that opportunities for sustainable transport modes are maximised and provide for; b) a variety of forms of transport as alternatives to travel by private motorised vehicle; c) Give priority to the needs of pedestrians, cyclists, users of public transport, car sharers and users of low and ultra-low emission vehicles; d) Be readily accessible by sustainable transport modes through the provision of high quality, engineered, safe and direct walking and cycling routes within a permeable site layout; e) Contribute to sustainable transport proposals including off-site improvements to cycling and walking routes and public transport facilities, and to proposals within the Dover Infrastructure Delivery Plan; and f) Make provision for secure cycle parking and storage in accordance with the Parking Standards. | <p>The development will make sustainable travel a priority throughout the site and seek to promote sustainable travel to off-site destinations. This will be achieved by incentivising and promoting active travel and public transport.</p> |
| <p>T12- Transport Statements, Assessments and Travel Plans</p> | <p>Developments that would generate significant traffic movements must be well related to the primary and secondary road network. Proposals which would generate levels and types of traffic movements resulting in severe cumulative residual impacts in terms of capacity and road safety will not be permitted.</p> <p>New accesses and intensified use of existing accesses onto the road network will not be permitted if it would result in a clear risk of crashes or traffic delays unless the proposals can incorporate measures that provide sufficient mitigation.</p> <p>Applicants must demonstrate that traffic movements to and from the development can be accommodated, resolved, or mitigated to avoid severe cumulative residual impacts.</p> <p>A Transport Statement, Transport Assessment and/or a Travel Plan may be required depending on the nature and scale of the proposal and the level of significant transport movements generated, the requirements of which will be secured by planning condition or Section 106 legal agreement.</p> | <p>The site access arrangements will be designed in accordance with the relevant highway standards to not generate a risk to highway safety.</p> <p>The site will be supported by a Transport Assessment which will review the impact of the site on the local highway network in terms of highway safety and highway capacity. Any requirement for mitigation will be agreed with KCC and DDC.</p> |
| <p>T13- Parking Provision on</p> | <p>The standards set out in the Parking Standards for Kent SPD and Kent Design Guide Review: Interim Guidance</p> | <p>The site will follow the parking standards set out in the Parking</p> |

| | | |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>new Development</p> | <p>Note 3 (or any subsequent guidance) shall be the starting point for decision-taking on acceptable parking provision in all developments.</p> <p>The parking provision on residential development shall take account of local circumstances including the layout of the development, the mix of dwellings, the character of the local area and the proximity of public transport.</p> | <p>Standards for Kent SPD and Kent Design Guide.</p> <p>The site will be supported by a Transport Assessment which will set out the development's parking strategy.</p> |
|------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

POLICY SAP 28

- 2.4.5. The land between Elvington and Eythorne has been included under Site Allocation Policy (SAP) 28. As part of the Council's strategy for the rural area it is proposed to grow the adjacent villages of Eythorne and Elvington to create a new local centre in the district, with new services and facilities to be delivered alongside new homes.
- 2.4.6. Section 4.221 of SAP 28 outlines that:
- “Through the Housing and Economic Land Availability Assessment work the Council has identified an area of land between Eythorne and Elvington for the delivery of approximately 300 new homes (HELAA Refs: EYT003, EYT009, EYT012). The site is made of several parcels of land but should be designed and implemented as one contiguous scheme, established through a jointly prepared masterplan. Each phase of development, regardless of ownership, shall provide adoptable highways and services up its boundaries to enable subsequent phases to be delivered. No 'ransom strip' or other gap should be left between the highway and the site boundary”*
- 2.4.7. The key transport policy requirements of SAP 28 are shown in Table 2-7.

Table 2-7 – SAP 28 Transport Policy Requirements

| Policy | Compliance |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>F – Suitable access arrangements will be provided from Adelaide Road and Terrace Road, with associated improvements and traffic calming measures to both Adelaide Road and Terrace Road where necessary. Proposals should also investigate the opportunity to deliver a further site access from Wigmore Lane.</p> | <p>The site will provide suitable and safe access arrangements to the development from Terrace Road and Adelaide Road. This has been considered within Chapter 4.</p> <p>The feasibility of a Wigmore Lane site access has been investigated, however, due to land ownership constraints it is not considered viable.</p> |
| <p>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) Consideration of the need for traffic management improvements to Church Hill, including a review of parking restrictions; ii) A review of the impact on the surrounding rural road network, and mitigation where necessary.</p> | <p>A full review of the developments impact on the local highway network and opportunities for traffic management improvements on Church Hill will be investigated in the Transport Assessment.</p> <p>As part of the preliminary transport appraisal a high-level overview of the potential development demands been completed.</p> |
| <p>H - On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with the services and facilities in Eythorne and Elvington; and public transport provision, informed by a Travel Plan which will be required in accordance with Policy TI2.</p> | <p>The development will incentivise and prioritise active travel through improving infrastructure will be a key goal of the development.</p> <p>The development will also work with local authorities and public transport providers to create a strategy to provide for increased usage.</p> |
| <p>I - Improvements to the Public Right of Way network to increase connectivity in the area.</p> | <p>The site will improve and build upon the extensive PRow network in the area. Some actions may include maintenance of current routes, improved signposting and provision of maps detailing routes. The PRow network has been further reviewed in section 3.3.</p> |

2.4.8. SAP 28 Section D also details how design codes should be developed as part of or to supplement the masterplan for the site in accordance with Policy PM1.

3 SITE ACCESSIBILITY

3.1 INTRODUCTION

3.1.1. This Chapter reviews the site’s accessibility and the existing transport network in the vicinity of the site, considering the immediate surroundings.

3.2 PEDESTRIAN NETWORK

3.2.1. The local highway network around the site benefits from existing footway connections allowing pedestrians to walk from the site to local facilities in Elvington and Eythorne. The roads within the direct vicinity of the site are Terrace Road, Adelaide Road, Church Hill and Wigmore Lane, all of which feature footways on one or both sides of the carriageway. Figure 3-1 demonstrates the existing footway connections.

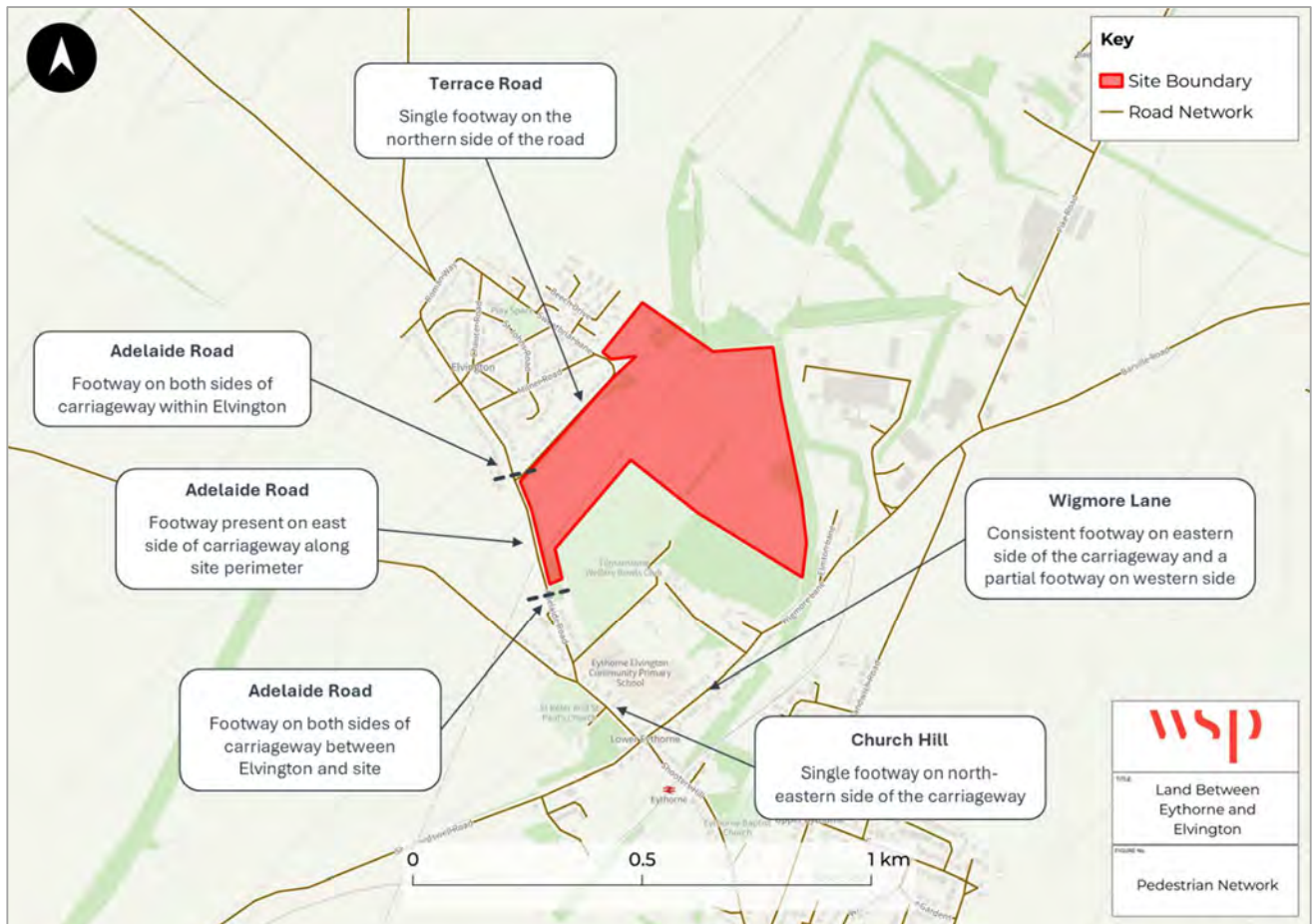


Figure 3-1 - Local Pedestrian Network

3.2.2. Terrace Road routes along the Sites’ northwestern boundary, the road has a single footway on the northern side of the road providing pedestrian access to residential dwellings.

3.2.3. Adelaide Road routes between Elvington and Eythorne, within Elvington, there are footways on either side of the road with an approximate width of 2m. The footways provide access to dwellings and to local facilities. Dropped kerb pram crossings are present at junctions, there are no controlled crossings on Adelaide Road in Elvington.

- 3.2.4. Between Elvington and Eythorne, there is a single existing footway located on the northern side of the carriageway with a width of approximately 1m. The footway provides a connection between the two villages. Within Eythorne, footways are provided on either side of the Adelaide Road carriageway with a width of approximately 1m. Dropped kerb crossing points are provided at junctions.
- 3.2.5. Church Hill has a single footway on the northern side of the carriageway with a width of approximately 2m.
- 3.2.6. Wigmore Lane has a consistent circa 1m wide footway on the eastern side of the carriageway and a partial 50m long footway on the western side. As the road approaches the industrial area to the north of Eythorne, the carriageway narrows and there are no footways present.
- 3.2.7. The accessibility of the site is further assessed within the pedestrian isochrones map in Figure 3-2. This shows all areas accessible withing a 30-minute walk of the site, assuming a 4.8kph walking speed.

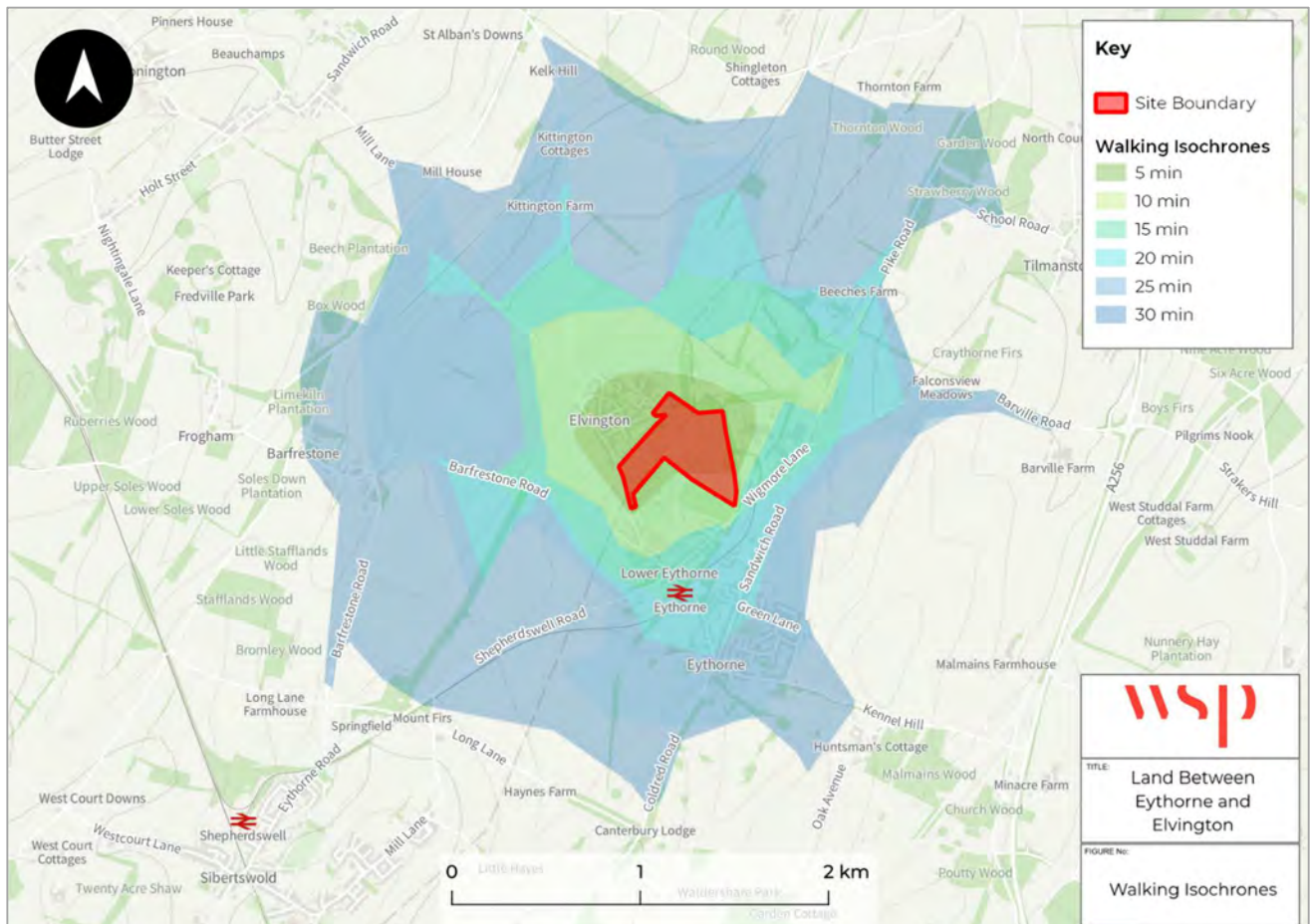


Figure 3-2 – Pedestrian Isochrones

- 3.2.8. Figure 3-2 details the developments proximity to the two surrounding villages of Elvington and Eythorne, both easily accessible within a 20-minute walk. The whole of Elvington is accessible by foot within 5 minutes of walking thanks to the many footways.

3.3 PUBLIC RIGHT OF WAY NETWORK

3.3.1. There are multiple Public Right of Ways (PRoW) within the vicinity of the site and one public footpath which routes through the site. Figure 3-3 illustrates the existing Public Rights of Way (PRoW) network in the vicinity of the site.

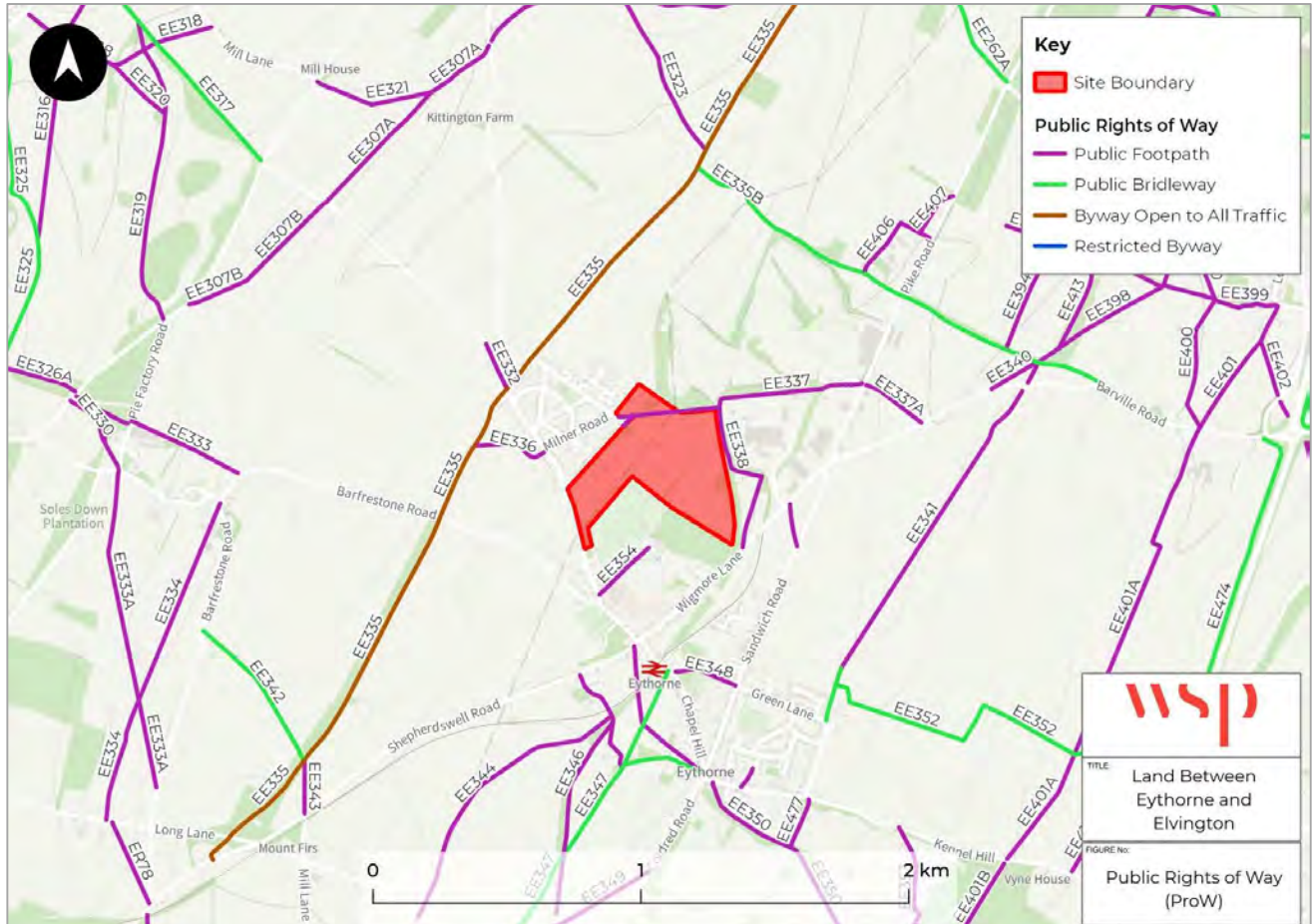


Figure 3-3 - Public Rights of Way

- 3.3.2. Figure 3-3 shows the existing PRoW network, which has a substantial presence throughout Eythorne. Notably, links are provided to the industrial area (Public Footpath No.EE337) and sports centre (Public Footpath No.EE354). These paths connect the site with facilities and potential places of work.
- 3.3.3. The public footpaths mostly connect areas surrounding Eythorne to the local countryside, as well as providing some shortcuts for pedestrians between roads. Bridleways such as EE347 connect Eythorne to the surrounding Villages like Shepherdswell. Many of these routes are accessible within a 10-minute walk from the site.

3.4 LOCAL CYCLING NETWORK

3.4.1. The closest dedicated cycle infrastructure is present on Wigmorie Lane in the form of a shared footway/cycleway with an approximate width of 3.5m for c.350m. The cycleway provides a connection into the industrial estate. With the exception of Wigmorie Lane, the local highway network does not include any dedicated off-carriageway cycle facilities, any local cyclists will have to cycle on-carriageway.

3.4.2. Figure 3-4 depicts the cycling accessibility within a cycling isochrone with a 30-minute range.

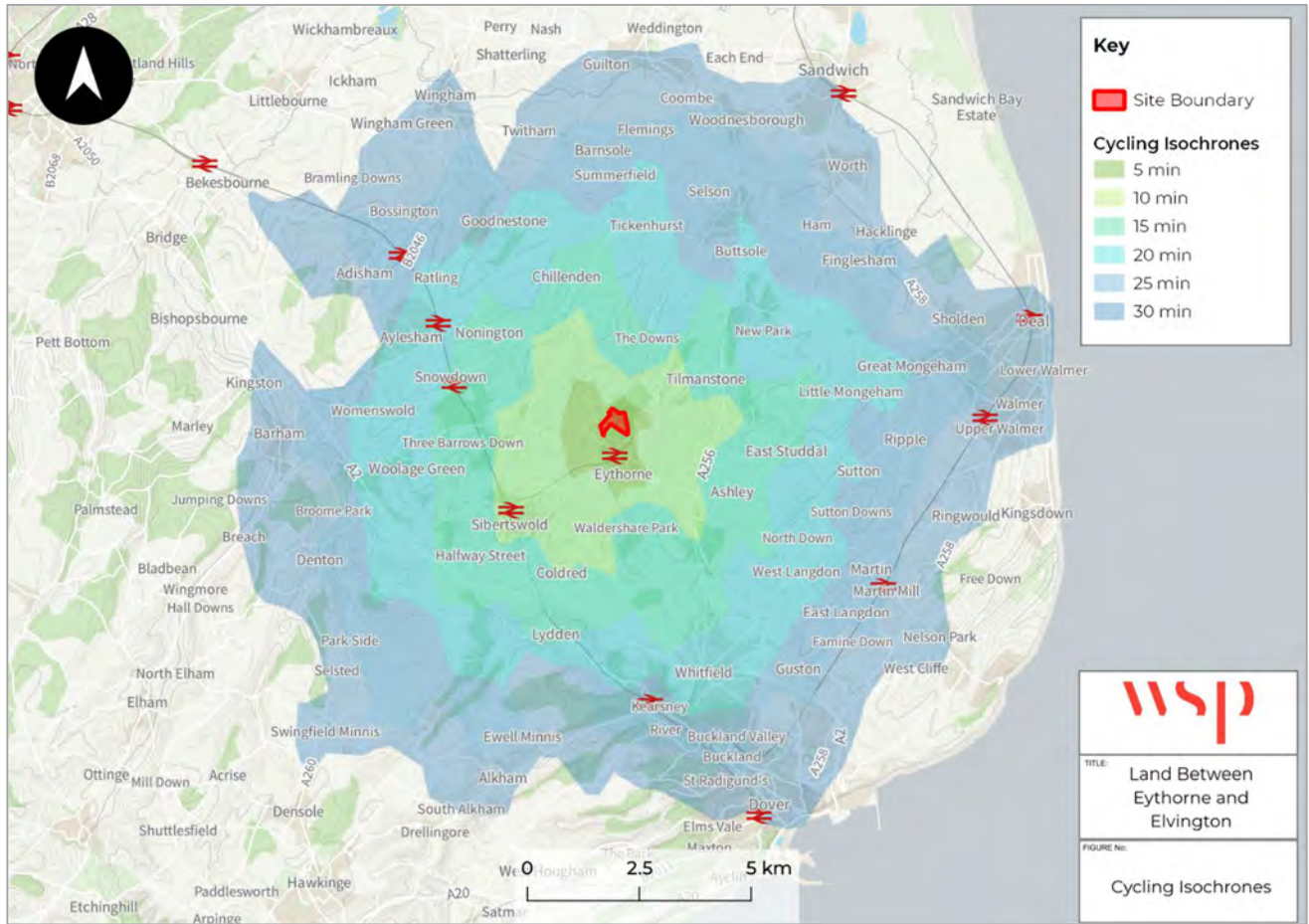


Figure 3-4 - Cycling Isochrones

- 3.4.3. As shown, the entirety of Elvington and Eythorne can be reached in under 5 minutes. Links to the nearby highway and railway network are available within 15 minutes, providing links to regions throughout Kent. The outskirts of Dover are reachable in an approximate 30 minute cycle.
- 3.4.4. Bridleways and Byways located next to the site allow for cyclist’s off-road connections surrounding areas in the network. Route no.EE335 provides a Byway open to all traffic providing a direct route to Shepherdswell. Routes no.EE57 and EE74 also allow for cycle connections to destinations such as Malmains farm and Tilmanstone.
- 3.4.5. The site does benefit from proximity to the Sustrans National Cycle Network (RCN 16) as seen in Figure 3-5. RCN 16 is located approximately 1.3 miles away from the site and can easily be accessed within a 5-minute journey

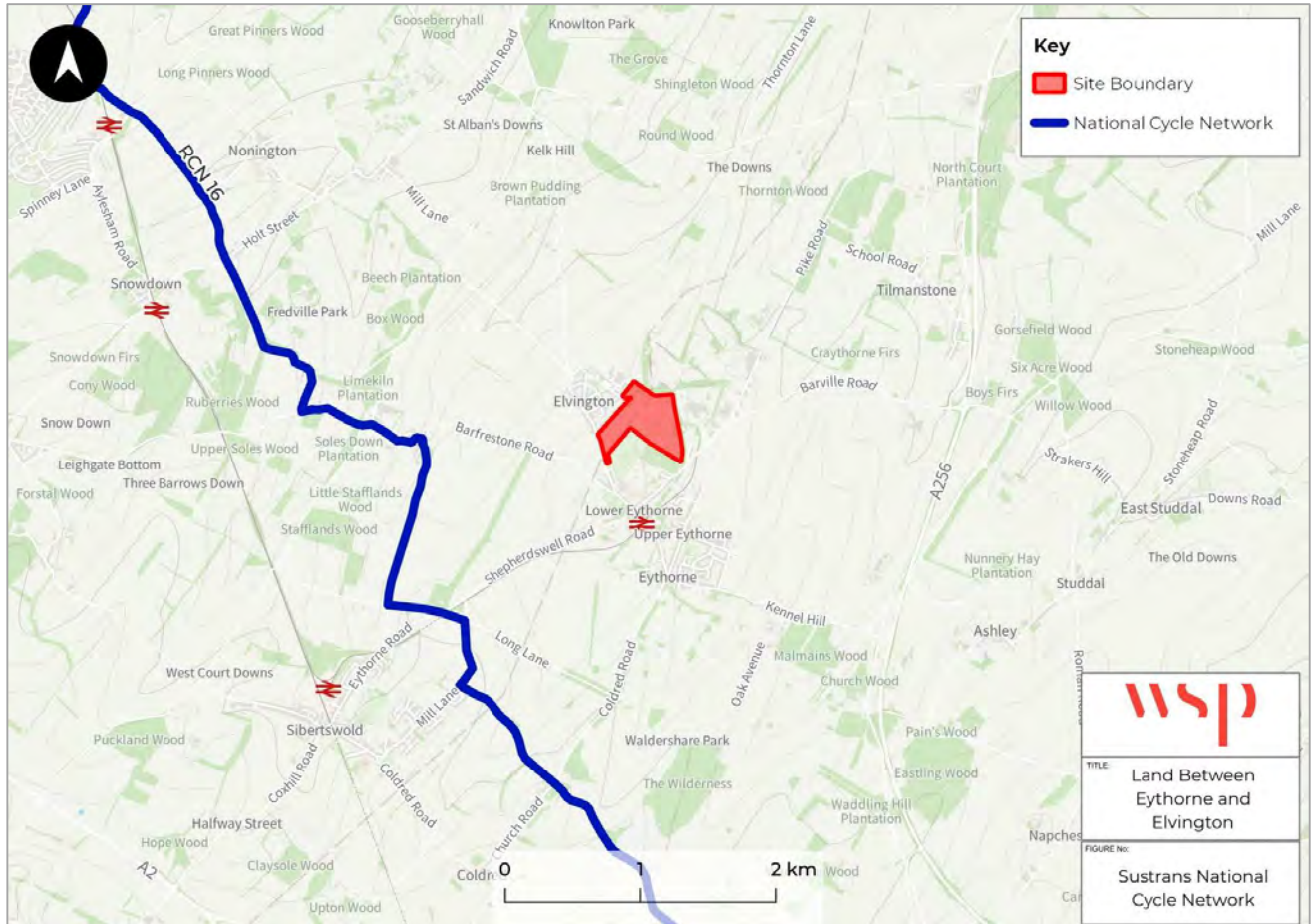


Figure 3-5 - National Cycle Network

3.5 PUBLIC TRANSPORT

3.5.1. The site benefits from bus services, a local demand responsive transport service and rail services located 2km to the south of the site at Shepherdswell.

3.6 BUS SERVICES

3.6.1. Local Bus services operate close to the site with the closest bus stop located 0.4 miles away from the site on Adelaide Road; the stop has existing infrastructure in the form of a post and flag. The location of local bus stops is shown in Figure 3-6 below.

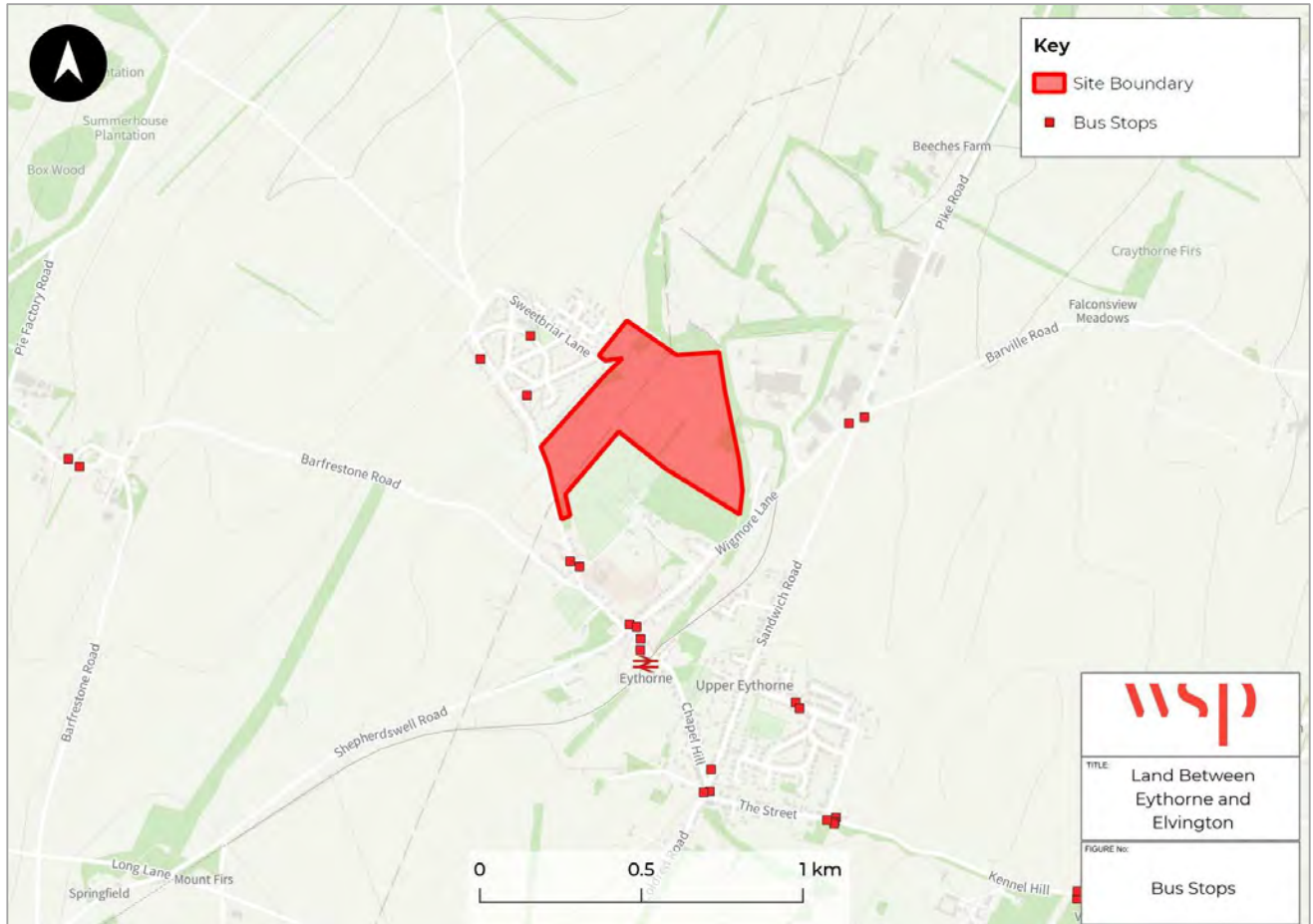


Figure 3-6 - Bus Stop Locations

3.6.2. Four Stagecoach public bus routes serve the local area, with destinations including Sandwich, Eastry and Dover. An overview of the bus routes in the local area are provided in Table 3-1.

Table 3-1 - Local Bus Services and Frequency

| Bus Route | Route | Daily Frequency |
|-----------|----------------------------------------------------------|-----------------|
| 980 | Aylesham- Dover (Via Whitfield, Shepherdswell, Snowdon) | 1 |
| 983 | Aylesham – Dover (Via Whitfield, Shepherdswell, Snowdon) | 2 |
| 88A | Canterbury- Dover (Via Whitfield, Tilmanstone, Sandwich) | 2 |
| 88 | Canterbury- Dover (Via Whitfield, Tilmanstone, Sandwich) | 2 |

3.6.3. The current bus services in Elvington and Eythorne provide a variety of connections throughout the day, however, these has very little service in peak hours. Despite this, buses are cheap accessible and provides links to surrounding towns and their amenities.

3.7 RAIL

3.7.1. The existing site benefits from local rail services on offer from Snowdown Station and Shepherdswell Station, which are both accessible by cycling, public transport and driving. The journey times to the stations are:

- Shepherdswell on the Southeastern service is 1.9 miles away (14-minute cycle and roughly a 5-minute drive).
- Snowdown on the Southeastern service is 2.9 miles away (17-minute cycle and roughly an 8-minute drive).

3.7.2. Figure 3-7 provides an overview of the location of local stations in relation to the site.

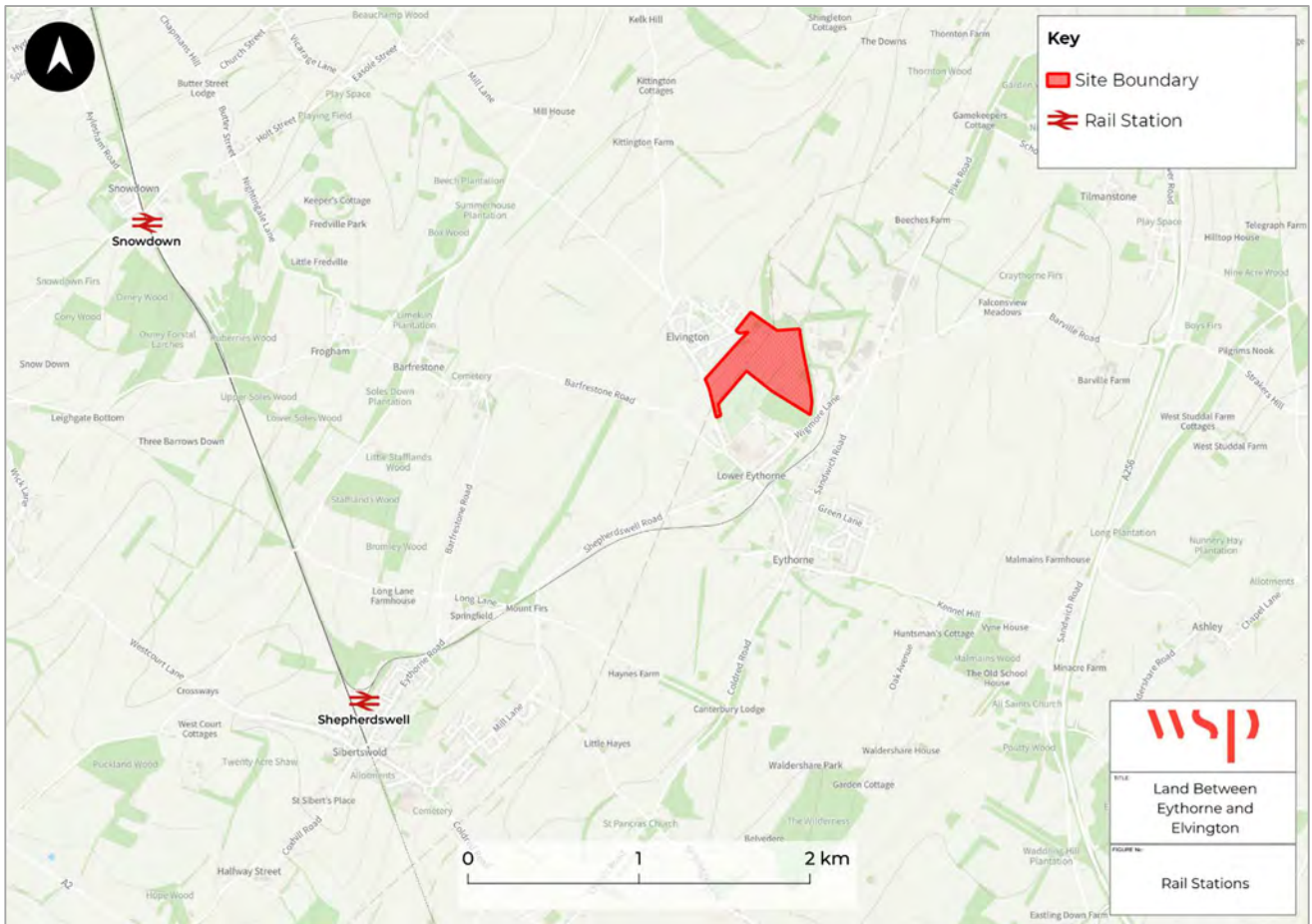


Figure 3-7 - Local Rail Stations

3.7.3. Figure 3-8 demonstrates the two rail stations that can be seen on the Southeastern Rail network map which shows direct and connecting services for access to Dover, Ramsgate, Ashford International and London (various stations). Connections via the Southeastern service provides routes to London in as little as 1hr 25min and Dover Priory in 9 minutes.

Southeastern network map

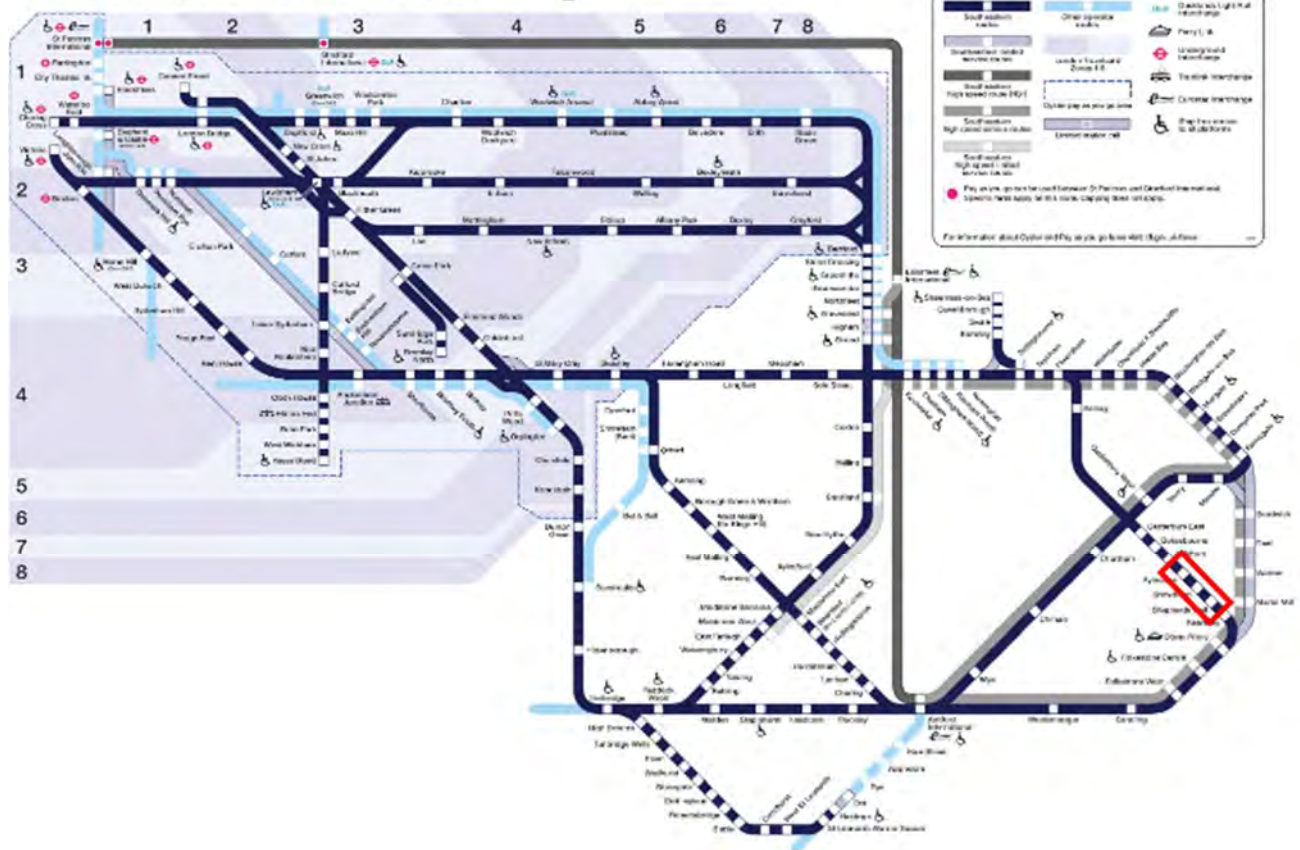


Figure 3-8 - Southeastern Network Map

3.7.4. It is important to note that the East Kent railway located in Eythorne is simply a tourist destination and doesn't offer any transport connections. Despite this, trains still may cross through Shooters Hill level crossing as visitors ride their restored heritage trains.

3.8 SHARED MOBILITY

KENT AND MEDWAY JOURNEY SHARE

3.8.1. KCC, through the LiftShare platform operate a community car sharing scheme. The scheme enables people who do need to travel using car to register to the scheme and search for suitable people who they can share trips with. At the time of preparing this report the scheme had over 4,800 members in the Kent and Medway Journey Share community.

- Some of the key benefits of using a journey share scheme include:
- Saving money – sharing the journey splits the cost.
- Reducing CO2 emissions - sharing a journey reduces cars on the road and therefore emissions.
- Relieving congestion – reducing single occupancy car trips removes cars from the road and parking demand.

DEMAND RESPONSIVE TRANSPORT

- 3.8.2. Demand responsive transport (DRT) is a flexible bus service that provides shared transport to users who specify their desired location and time of pick-up and drop-off. DRT can complement fixed route public transport services and improve mobility in low-density areas and at low-demand times of day.
- 3.8.3. DRT has the following benefits:
- Contribute to decarbonisation by replacing private car journeys and facilitating multi-modal travel (for example, linking users to a train station or fixed route bus service/park and ride facility).
 - Fill the gap where journeys cannot be walked or cycled
 - Offer a more flexible public transport solution
 - Offer a more cost-effective solution during early occupation when demand levels would not support a full bus service without significant subsidy enabling one service to meet multiple needs, such as home to school, home to healthcare and home to work journeys.
- 3.8.4. Councils in Dover and Kent have been working with operator Stagecoach and Aylesham Parish Council to introduce two Demand Responsive Transport (DRT) minibuses so residents not currently served by a regular bus service can reach essential services. Journeys need to be booked in advance with a single flat fare costing £3.50. The DRT buses will run from 7am-7pm Monday to Friday, and 9am-5pm on Saturdays. This offers residents access to essential services with a cheap and streamlined network.

3.9 LOCAL HIGHWAY NETWORK

- 3.9.1. The key highway links from the site are via Adelaide Road / Church Hill towards the A256 via Wigmore Lane or to the A2 via Shepherdswell Road, the roads to the northwest of the site are generally single track country lanes. Figure 3-9 shows the key local highway network links.

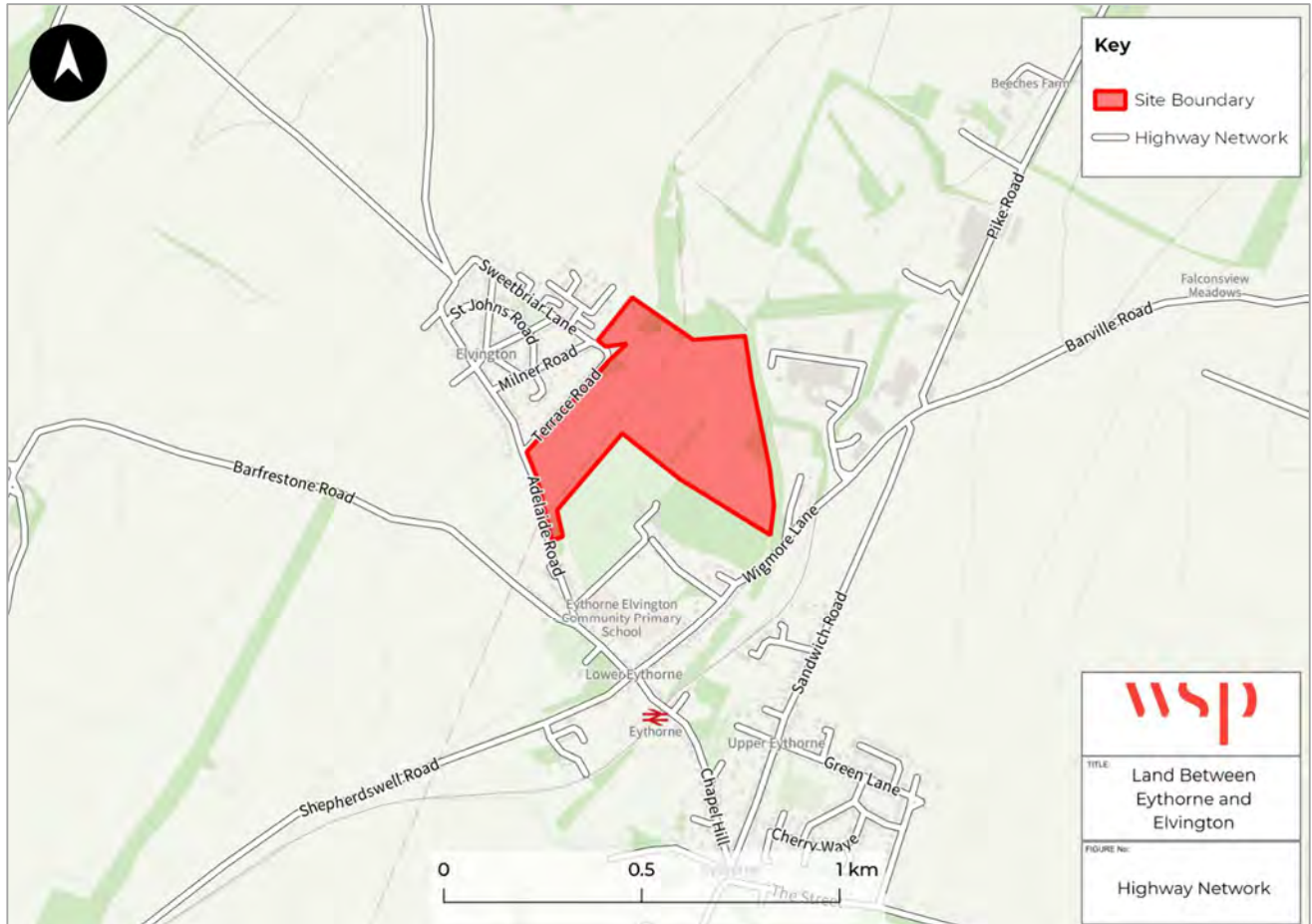


Figure 3-9 - Local Highway Network

- 3.9.2. Adelaide Road and Church Hill are directly to the south of the proposed development site, providing an east – west route between Eythorne and Elvington.
- 3.9.3. Adelaide Road is subject to a 30mph speed and has a carriageway width of approximately 7m which allows for two-way vehicle movements, however only a partial centre line is provided.
- 3.9.4. Church Hill is subject to a 20mph speed restriction and has carriageway width varying from 7m to 4m due to localised narrowing and existing building lines. At present, no traffic management is in place to manage the localised narrowing. It is noted that there is a presence of on-street car parking, which further reduces two-way vehicle movements. Both roads are subject to a single footway of approximately 1.5m in width on the northern side of the carriageway.
- 3.9.5. Terrace Road routes along the site’s north-east boundary and provides access into Elvington Village. Terrace Road has a carriageway width of c.5m with a 1.2m footway on the western side of the carriageway. Terrace Road has traffic calming measures in the form of speed bumps and is also subject to on-street parking, which reduces the two-way movements on the road.
- 3.9.6. Shepherdswell Road routes onto Wignore Lane from Lower Eythorne in the east, to the industrial area in the west. Both roads are approximately 5.5m in width and provide little traffic measures. A 400m stretch of Wignore Lane has homes with driveways on either side of the carriageway. A footway is also in this area, however, it is not raised and prone to on-street parking, reducing two-way vehicle movement.

3.10 STRATEGIC HIGHWAY NETWORK

3.10.1. The A2 forms part of the Strategic Road Network (SRN) and is operated by National Highways. From the site, the A2 provides a strategic connection to the M2 and London west of the site, and to Dover (and via the A260 or A20, Folkestone). In proximity of the site the A2 is a dual carriageway, this is also the case heading west all the way to the M2. The A2 becomes a single carriageway south of Canterbury near Lydden Hill.



Figure 3-10 - Strategic Highway Network

3.10.2. At present, there are no committed NH schemes in the local area. There are however some schemes included within the RIS3 pipeline, these include:

- A2 Brenley Corner- Upgrading the A2 Brenley Corner junction near Faversham in Kent.
- A2 Dover access- Upgrading sections of the A2 to improve traffic flow and resilience between Lydden Hill and Dover in Kent.

3.11 DOVER AND DEAL TRANSPORT MODEL FORECASTING REPORT (2022)

3.11.1. As part of the Regulation 19 Draft Local Plan evidence base, WSP was commissioned to produce a draft local plan model forecasting report. The model forecasting report uses the Dover and Deal Transport Model to provide an assessment of the draft local plan allocations might have on the existing highway network and identify any key junctions/links which may require mitigation.

- 3.11.2. The forecasting approach presented within the report is to review the possible impact of the local plan allocations in a 2040 Do Minimum and Do Something scenarios to align with the proposed lifespan of the new DDC local plan.
- 3.11.3. The study area for the Dover District Transport Model (DDTM) is set out below in Figure 3-11.



Figure 3-11 – DDTM Study Area

- 3.11.4. As shown, draft allocation SAP 28 is located outside of the DDTM study area and is not included within the model. Chapter 9 of the 2022 model forecasting report reviews the external local plan allocations which have not included within the DDTM model study area.
- 3.11.5. To assess the impact of the external local sites, excel models were built which included all of the draft Local Plan sites which will distribute trips onto the junctions in the local area which includes site allocation SAP 28. Cluster 5 includes the Church Hill / Shepherdswell / Shooters Hill / Wigmore Lane Priority junction, the do something excel model demonstrates:
 - Total increase in AM Peak of 234 vehicles
 - 151 additional vehicles from Church Hill
 - 110 additional vehicles from Sheperdswell Road
- 3.11.6. Cluster 5 also reviews Shepherdswell Road. Due to the narrow rural nature of the road a static analysis was undertaken. The static analysis shows that with the addition of all of the draft local plan sites in the area will generate is shown in Table 3-2.

Table 3-2 - Shepherdswell Road Static Analysis

| Peak Period | Direction | Number of Trips |
|-------------|------------|---------------------------------------------|
| AM Peak | Northbound | 0 |
| | Southbound | 3 additional vehicle trips every 2 minutes. |
| PM Peak | Northbound | 4 additional vehicle trips every 2 minutes. |
| | Southbound | 1 additional vehicle trips every 2 minutes. |

3.11.7. The analysis of Shepherdswell Road for the Do Something scenario shows that traffic generated by draft local plan site is unlikely to cause significant issues. As per the policy requirements of SAP 28, a detailed Transport Assessment will provide further analysis and will accompany any future planning application.

3.12 LOCAL FACILITIES

3.12.1. The existing site benefits from a range of local facilities within Elvington and Eythorne. Figure 3-12 shows the location and type of local facilities in relation to the site.

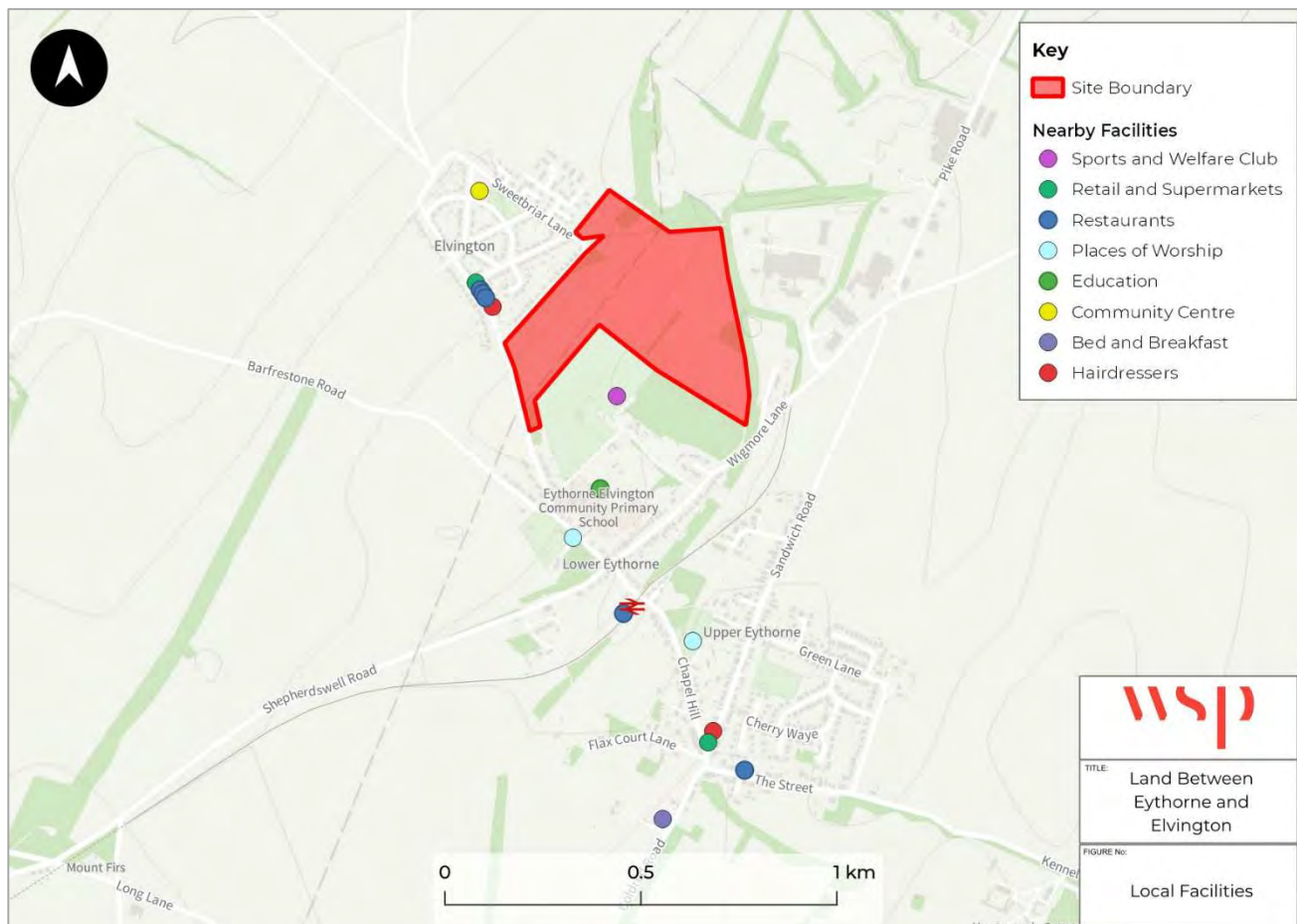


Figure 3-12 - Local Facilities

- 3.12.2. As shown, there is a local parade including local shops, café and takeaway in Elvington which offer a range of local amenities to current residents. The closest primary school and playing fields are located on Adelaide Road within walking distance from the site.
- 3.12.3. Within Eythorne, located on The Street is The Crown Inn, a relatively large local pub and there are additional village stores providing post office facilities.
- 3.12.4. Eythorne Baptist church is located 0.8 miles away from the site. The church offers a role as a hub for the surrounding Christian community. At the northern end of Elvington there is a community centre. This provides opportunity as an easily accessible hub for residents. Tilmanstone Colliery Sports & Welfare Club is located near the centre of the site, providing grounds for sports and a bowling club.
- 3.12.5. Other notable facilities within a 5-minute walk is a local Bed and Breakfast offering a place to stay for potential visitors. The East Kent railway is located within a half mile of the site, this attraction is home to a café and a restored heritage Train.

3.13 PERSONAL INJURY ACCIDENT DATA

- 3.13.1. To enable a review of the road safety record on the highway in the immediate vicinity of the site, collision data has been analysed from CrashMap, using Personal Injury Data over a 5-year period from March 2018 to March 2023. The locations of the recorded PIAs have been illustrated in Figure 3-13.

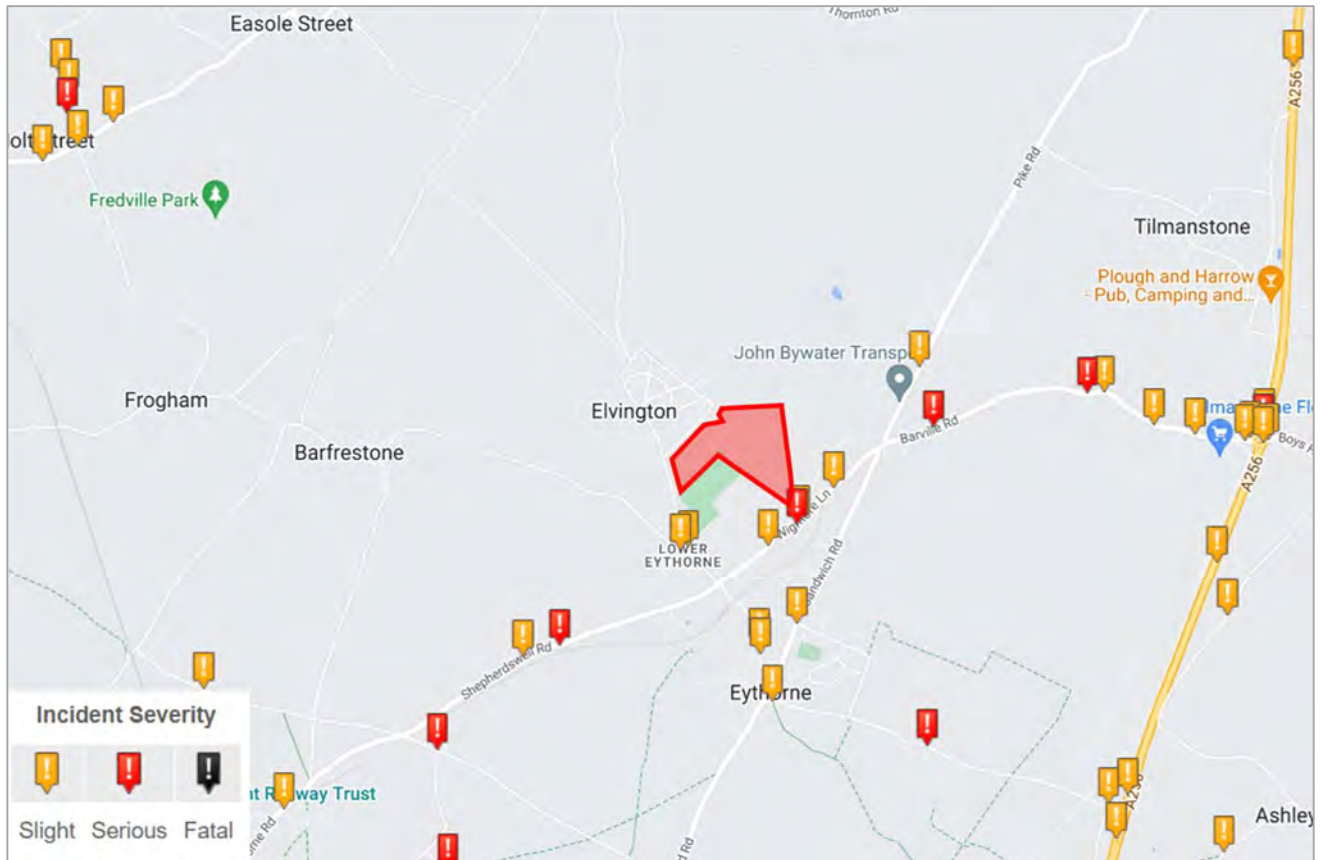


Figure 3-13 - PIA Locations

3.13.2. Within the area shown in Figure 3-13 a total of 42 PIAs have been recorded in the past 5 years. Of these 42 accidents, 9 are classed as ‘serious’ and 33 ‘slight’. A review of local accident causation factors will be included within a Transport Assessment, which will accompany any future planning applications.

4 SITE ACCESS APPRAISAL

4.1 INTRODUCTION

4.1.1. This Chapter outlines the proposed site access arrangements for pedestrians, cyclists and vehicles.

4.2 PEDESTRIAN AND CYCLE

4.2.1. Draft Policy SAP28 requires on and off-site sustainable transport measures including new and improved pedestrian links, cycle paths and improvements to PRow network. The masterplan has not been developed yet; however, it is envisioned that the following connections will be provided:

- Primary access on Adelaide Road will provide vehicle access and suitable footway connections from the site onto the existing footways on Adelaide Road towards Eythorne.
- Emergency only access on Terrace Road. This will also have the potential to be used as an active travel connection from the site into Elvington.
- PRow No.EE337, opportunities to review enhancements to the route.
- Direct connections from the site to the existing playing fields will be investigated.

4.2.2. An indicative access and movement diagram has been produced to show where potential walking and cycling routes will be as shown in Figure 4-1. All off-site improvements are subject to further review as part of a future Transport Assessment.



Figure 4-1 - Access and Movement Strategy

- 4.2.3. As shown, pedestrian and cycle connections are proposed from the site access onto Adelaide Road from the primary access and to Terrace Road and public footpath No.EE337. Direct access from the site to the sports pitches via public footpath No.EE354 has also been considered.
- 4.2.4. As stated, the masterplan is yet to be developed, but it is likely that the internal estate roads will be subject to a 20mph speed limit with footways provided, on-carriageway cycling within the site will be desirable. Off-site connections such as upgrading footways on Adelaide Road and upgrades to PRow network for walking and cycling will be considered within the Transport Assessment.

4.3 HIGHWAY ACCESS

- 4.3.1. As required by the draft policy SAP 28, a primary vehicle access point on Adelaide Road, an emergency only access point on Terrace Road and traffic management measures on Church Road have been investigated as part of this access appraisal. SAP 29 Policy F also requires the investigation of a vehicle access from the Site onto Wigmore Lane. A formal review has of an access on Wigmore Lane has not been completed, but it is understood that an access is unlikely to be achievable due to land ownership constraints, possible level differences between the highway the site and limited vehicular visibility splays.

PRIMARY VEHICLE ACCESS- ADELAIDE ROAD

4.3.2. An access appraisal has been conducted to determine the most appropriate location and junction type for the primary access on Adelaide Road. The following junction types have been considered:

- Priority Junction
- Priority Junction with a right-hand turn lane (Ghost Island)
- 3-arm Priority Roundabout

4.3.3. The right-hand turn lane and roundabout have both been discounted for the following reasons:

- DMRB CD123 states *Priority junctions shall include a major road central treatment when the minor road flow exceeds 300 vehicles 2-way annual average daily traffic (AADT), or the major road flow exceeds 13,000 vehicles 2-way AADT.* Whilst a development of this scale would be expected to generate more than 300 two-way trips, the flows on Adelaide Road are expected to be significantly less than 13,000 movements a day. On this basis, it is unlikely vehicles turning right into the site will have to give way to oncoming traffic for a significant amount of time.
- DMRB CD116 states *Longitudinal gradients on the approach to a roundabout should not exceed 2% over a distance of at least 20 metres, measured from the give way or stop line.* From a desktop review, the existing levels on Adelaide Road range from approximately 6% to 3%; in line with DMRB CD116 standards, a roundabout is therefore not recommended due to the existing level differences exceeding 2%. As per with the right-hand turn lane, it is likely the AADT on Adelaide Road would not warrant a roundabout to operate efficiently with equal traffic flows on each arm of the roundabout.

4.3.4. Based on information available, it is recommended that a priority junction is provided to access the site. As part of a future Transport Assessment, further analysis into the access arrangements will be undertaken which will include a review of Adelaide Road AADT, existing levels and highway boundary to provide an appropriate access compliant with Manual for Streets, DMRB and KCC Design Guide.

4.3.5. Figure 4-2 provides a concept drawing of a 6m wide priority junction with a 6m radius kerb on the southern radius and an 8m radius on the northern radius. The proposed junction design is provided in accordance with a Major Access Road as contained within the Kent Design Guide (2005) which is deemed to be suitable for up to 300 dwellings. As shown, the access arrangement is provided with 2.4m x 43m vehicular visibility splays in accordance with Manual for Streets standards (based on a road speed of 30mph).

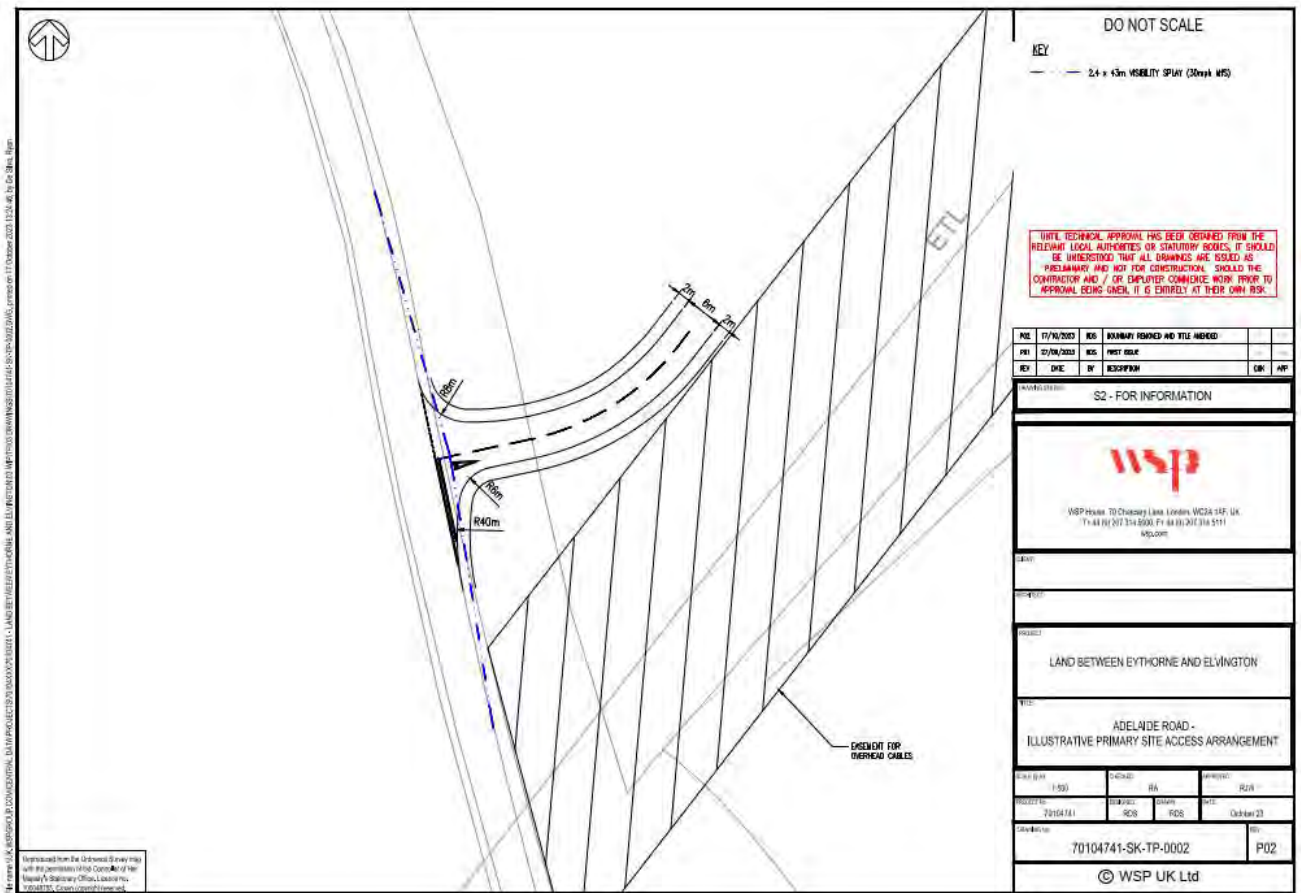


Figure 4-2 - Adelaide Road- Illustrative Primary Site Access Arrangement

4.3.6. It is recognised that the draft allocation is for up to 300 dwellings however, the 6m wide access is acceptable to accommodate all expected vehicles included KCC refuge vehicles, as shown in the swept path analysis shown in in Figure 4-3. The site is unlikely to introduce an internal bus route so larger junction radii and wider carriageway width is not required. Please note, the plans provided are concept drawings only and will be subject to further detailed design for any planning application. Drawings are included within Appendix A.

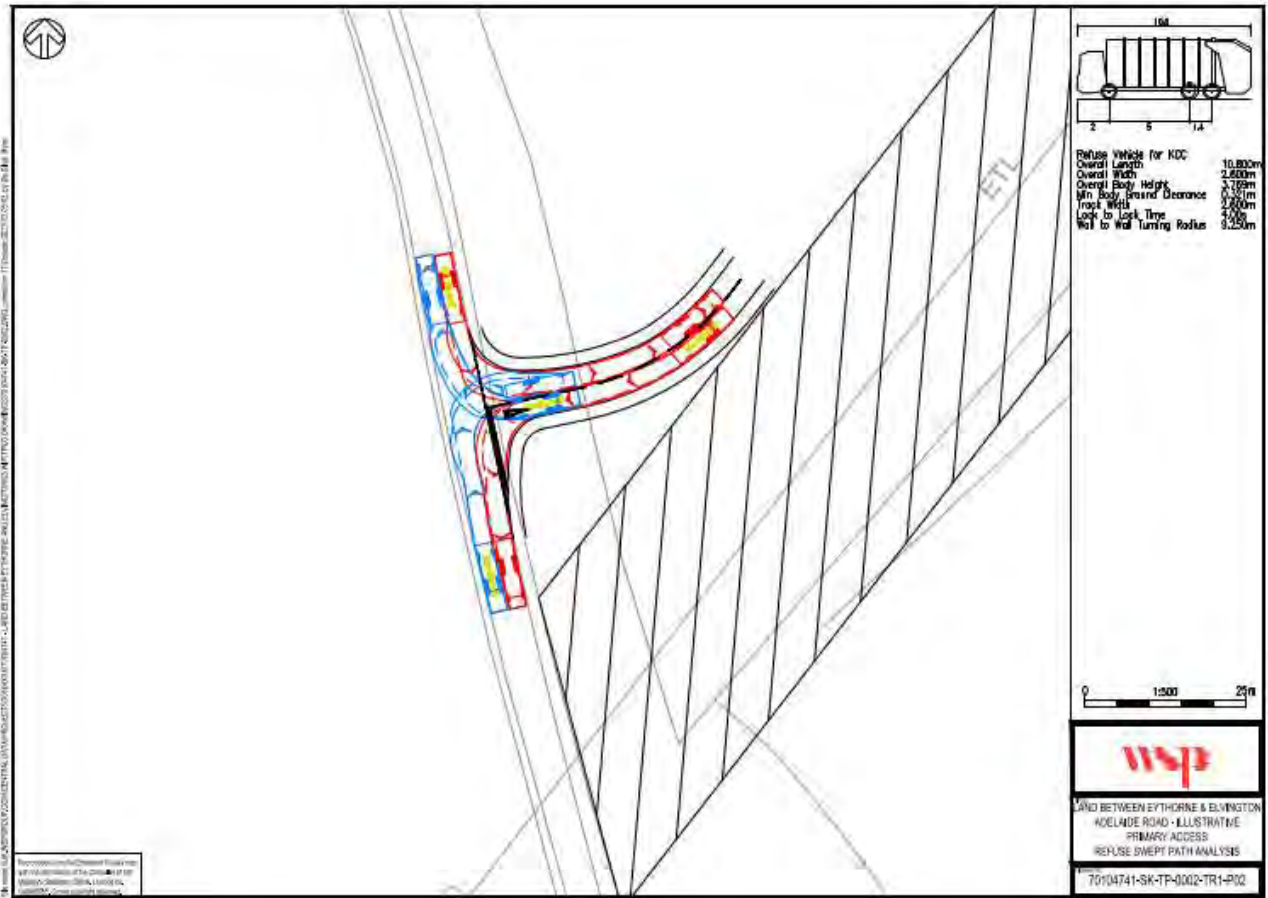


Figure 4-3 - Adelaide Road- Illustrative Primary Access Swept Path Analysis

EMERGENCY ACCESS- TERRACE ROAD

4.3.7. One option for a secondary access is proposed to be provided on Terrace Road to provide an access for emergency vehicles only; this will also provide another active travel connection from the site into Elvington. Figure 4-4 shows an indicative access location with a 3.7m wide access with 4m radius on the eastern side and an 8m radius on the western side of the access. Other suitable access points to facilitate an emergency access can be explored, if required.

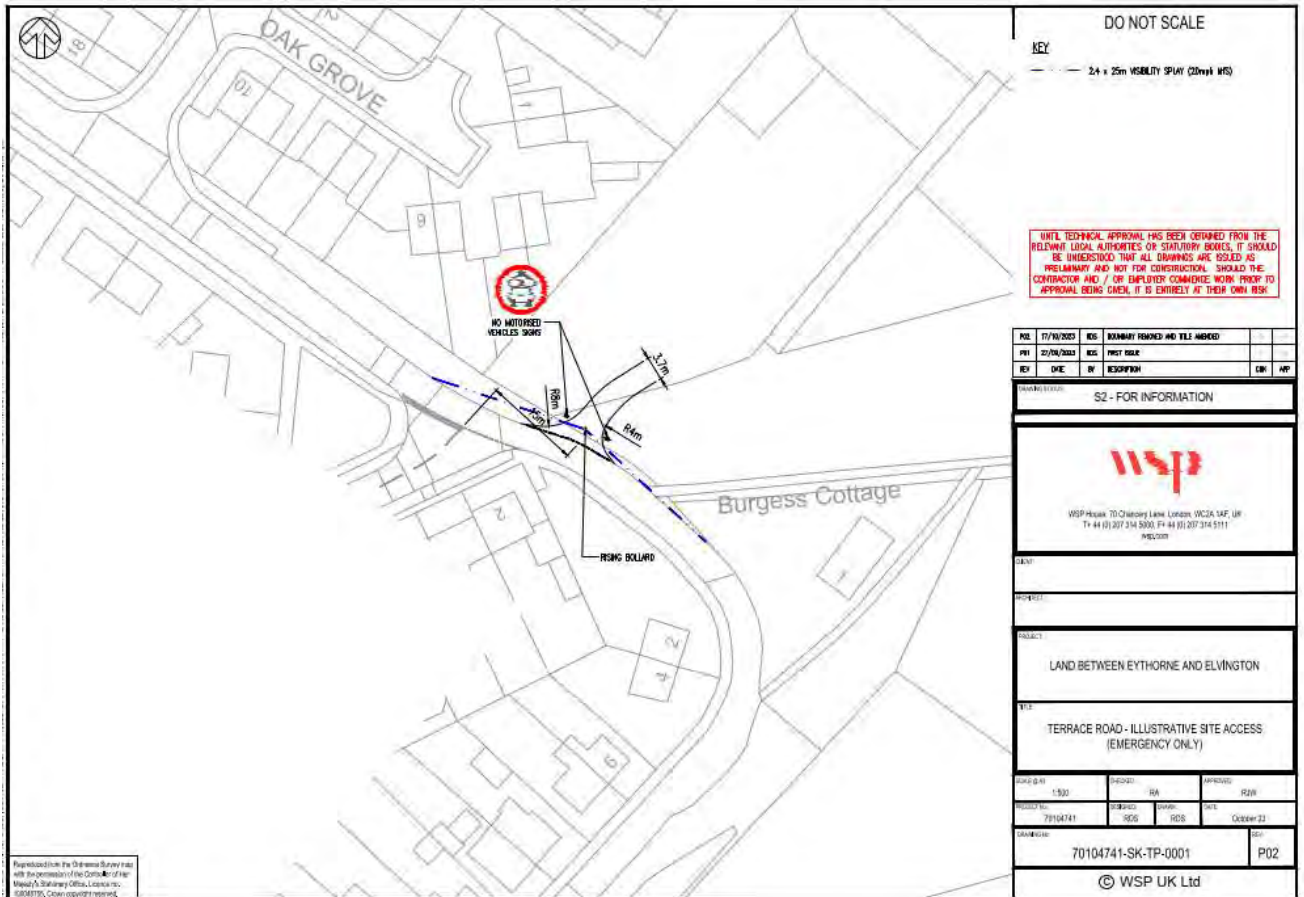


Figure 4-4 - Terrace Road- Illustrative Site Access Arrangement (Emergency Only)

- 4.3.8. The access has been provided with full 2.4m x 25m vehicle visibility splays in each direction to the nearside edge of the carriageway in accordance with Manual for Streets standards for 20mph road.
- 4.3.9. The access has been shown to have junction stagger from the Milner Road / Sweetbrair Lane priority junction. The level of junction stagger is deemed to be acceptable as the access is for emergency use only and it is anticipated this would be managed by retractable bollards (or similar). Swept Path Analysis has been conducted and shown in to demonstrate the emergency access can accommodate a fire tender. Drawings are available in Appendix B.



Figure 4-5 - Terrace Road- Illustrative Site Access Arrangement (Emergency Only) Swept Path Analysis

TRAFFIC MANAGEMENT MEASURES- CHURCH ROAD

- 4.3.10. Draft Policy SAP 28 required the consideration of the need for traffic management improvements to Church Hill. Church Hill is subject to localised narrowing width due to highway boundary constraints and building lines. The narrowing currently allows for one-way traffic with no measures to control priority. To manage the vehicle priority, a concept traffic management scheme has been developed as shown in Figure 4-6.

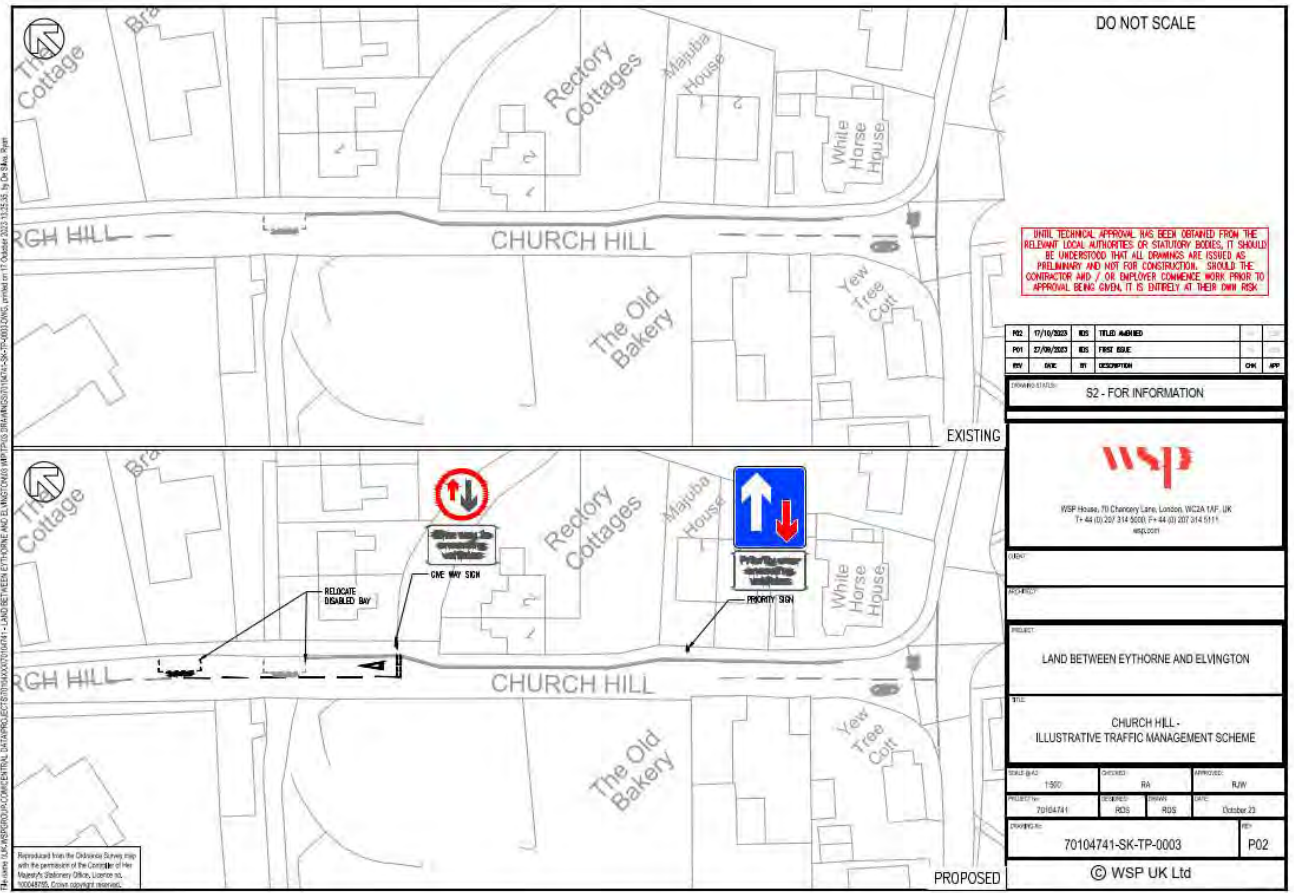


Figure 4-6 - Church Hill - Illustrative Traffic Management Scheme

4.3.11. As shown, westbound vehicles will be given priority over eastbound vehicles with directional signage and stop lines provided. It should be noted to accommodate this arrangement Traffic Regulation Order (TRO) restrictions will need to be implemented to manage on-street parking. To accommodate any possible waiting vehicles (subject to further assessment) the existing Blue-Badge bay may be relocated further west. Swept path analysis has been completed to show that space for 5no. cars (or 3no. LGV servicing vehicles) can be accommodated following relocation of the Blue-Badge bay. It should be noted, the off-site traffic management measures would need to be developed and consulted with local stakeholders as part of the Traffic Regulation Order (TRO) process, and the indicative proposals presented within this Preliminary Transport Appraisal are illustrative concept designs only. Full drawings and swept path analysis drawings are available in Appendix C.

5 FORECAST TRAVEL DEMAND

5.1 INTRODUCTION

- 5.1.1. This Chapter outlines the site’s potential multi-modal trip generation, distribution and impact onto the local transport network.
- 5.1.2. The development quantum included within the DDC Draft Local Plan allocation SAP28 is for 300-dwellings. For the purpose of this preliminary appraisal, it has been assumed that the site will bring forward an additional 50 dwellings totalling 350 dwellings to provide a robust initial analysis.
- 5.1.3. This assessment provides a high-level review and narrative of the possible multi-modal trip generation, distribution and impact. A Transport Assessment will be required to support a future planning application to understand the full detail regarding impacts on the local highway network and any mitigation, if required.

5.2 MODE SHARE

- 5.2.1. Method of travel to work data from the 2011 and 2021 Census is presented below in Table 5-1, for the Middle Layer Super Output Area (MSOA) Dover 008, which includes the site location. The net change between the two data sets is also provided.

Table 5-1 – Census Mode Share Data

| Method of Travel to Work | 2011 Census | 2021 Census | Net Change |
|--------------------------------------|-------------|-------------|------------|
| Work mainly at or from home | 7.6% | 29.1% | +21.5% |
| Underground, metro, light rail, tram | 0.1% | 0.1% | -0.1% |
| Train | 2.8% | 1.2% | -1.6% |
| Bus, minibus or coach | 2.0% | 0.7% | -1.3% |
| Taxi | 0.2% | 0.0% | -0.2% |
| Motorcycle, scooter or moped | 1.1% | 0.5% | -0.6% |
| Driving a car or van | 75.1% | 59.8% | -15.3% |
| Passenger in a car or van | 4.3% | 3.3% | -1.0% |
| Bicycle | 1.2% | 0.8% | -0.3% |
| On foot | 4.8% | 3.0% | -1.7% |
| Other method of travel to work | 0.8% | 1.4% | +0.6% |

- 5.2.2. While data from the 2021 Census represents a more recent survey of travel characteristics, the Office for National Statistics (ONS) states that *“It is difficult to compare this variable with the 2011 Census because Census 2021 took place during a national lockdown. The government advice at the time was*

for people to work from home (if they can) and avoid public transport.”, therefore 2011 Census data is considered more suitable to determine likely mode shares. The 2021 Census data, while not considered representative of true travel patterns, still provides a useful insight into the change that has occurred in travel behaviours and the shift to increased remote working.

5.3 TRIP GENERATION

- 5.3.1. The multi-modal trip generation provides a high level forecast into the number of trips the development will generate in each of the AM and PM Peak periods.
- 5.3.2. As discussed in Chapter 3, WSP previously prepared a transport model forecast report which assesses the impact of the potential site allocations within Dover District Council on the highway network, making use of the Dover and Deal Transport Model (DDTM).
- 5.3.3. As part of the model assessment, potential site allocations were assessed using an overarching standardised AM (0900-0900) and PM (1700-1800) peak hour vehicle trip rates derived from TRICS for all residential allocations. The trip rates relevant to the residential use of the Land between Eythorne and Elvington (EYT003/EYT009/EYT012), the vehicle trip rate presented in Table 5-2 were used.

Table 5-2 – DDTM TRICS Vehicle Trip Rate

| Land Use | Vehicle Trip Rate (Per Dwelling) | | | | | |
|--------------------------|----------------------------------|--------|---------|---------------------|--------|---------|
| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | |
| | Arrival | Depart | Two-way | Arrival | Depart | Two-way |
| Houses (Privately Owned) | 0.351 | 0.106 | 0.457 | 0.176 | 0.320 | 0.496 |
| Flats (Privately Owned) | 0.182 | 0.058 | 0.240 | 0.083 | 0.167 | 0.250 |

- 5.3.4. The DDTM model vehicle trip rate provides a useful foundation to understand likely vehicle movements to and from the site; however, as the above trip rates are overarching trip rates which have been applied to all residential local plan sites and are not wholly reflective of SAP 28. To better understand likely mode shares and the proportion of trip undertaken by sustainable and active travel a more detailed analysis has been conducted.
- 5.3.5. The TRICS database has been interrogated to select a range of sites that are considered comparable to that of the proposed, to obtain a trip rate per mode of travel. The criteria which were used to select comparable sites are:
- Land use classified as privately owned houses
 - Sites which consist of circa. 50 – 400 units
 - UK wide location (excluding Ireland and London)
 - Sites located in rural or village locations
- 5.3.6. These criteria returned a total of 10 comparable sites from the TRICS database and is considered a robust comparison with the Land between Eythorne and Elvington.

5.3.7. Presented in Table 5-3 is the total person rate for the comparable sites identified within the TRICS database. Trip rates for the peak hours have been derived in order to inform an assessment of the local highway network during the busiest period.

Table 5-3 – TRICS Comparable Sites Total Person Trip Rate

| Mode | Trip Rate (Per Dwelling) | | | | | |
|--------------|--------------------------|--------|---------|---------------------|--------|---------|
| | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | |
| | Arrival | Depart | Two-way | Arrival | Depart | Two-way |
| Total Person | 0.198 | 0.623 | 0.821 | 0.478 | 0.245 | 0.723 |

5.3.8. The total person trip rate identified in Table 5-3 has been assessed in conjunction with the 2011 Census mode share data presented in Table 5-1 to determine the trip distribution for the site. To note, the 7.6% of people who mainly work from home has been relatively distributed to the other modes of travel. The resultant trip generation and modal split is shown in Table 5-4, based on a robust assumption of 350 dwellings at the site.

Table 5-4 – Trip Generation and Distribution

| Mode | Mode Share | Trips (350 dwellings) | | | | | |
|---------------------------------|-------------|-----------------------|------------|------------|---------------------|-----------|------------|
| | | AM Peak (0800-0900) | | | PM Peak (1700-1800) | | |
| | | Arrival | Depart | Two-way | Arrival | Depart | Two-way |
| Underground, light rail or tram | 0.1% | 0 | 0 | 0 | 0 | 0 | 0 |
| Train | 3.0% | 2 | 7 | 9 | 5 | 3 | 8 |
| Bus, minibus or coach | 2.2% | 2 | 5 | 6 | 4 | 2 | 6 |
| Taxi | 0.2% | 0 | 0 | 1 | 0 | 0 | 1 |
| Motorcycle, scooter or moped | 1.1% | 1 | 3 | 3 | 2 | 1 | 3 |
| Driving a car or van | 81.4% | 56 | 177 | 234 | 136 | 70 | 206 |
| Passenger in a car or van | 4.6% | 3 | 10 | 13 | 8 | 4 | 12 |
| Bicycle | 1.3% | 1 | 3 | 4 | 2 | 1 | 3 |
| On foot | 5.1% | 4 | 11 | 15 | 9 | 4 | 13 |
| Other method of travel to work | 0.9% | 1 | 2 | 2 | 1 | 1 | 2 |
| Total | 100% | 69 | 218 | 287 | 167 | 86 | 253 |

5.3.9. The resultant trip generation forecasts 287 and 253 two-way trips during the AM peak and PM peak respectively, with 81.4% of these trips forecast to be undertaken by private car or van (driver) and a further 4.6% by car or van passengers.

5.3.10. This methodology is considered to be robust as it captures the travel to work mode share for all users. As stated earlier, a more detailed analysis of the mode share and trip generation will be undertaken within a Transport Assessment.

5.4 TRIP DISTRIBUTION

- 5.4.1. To understand the potential traffic demands on the surrounding highway network, the number of external vehicle trips forecast to be generated by the development has been distributed onto using 2011 Census 'Location of usual residence and place of work' data.
- 5.4.2. As detailed in Chapter 3, the DDC Regulation 19 Transport Modelling Forecast Report has been prepared by WSP to support the emerging Draft Dover District Local Plan. Within the report is high-level trip distribution of potential site allocations, which includes the Middle Super Output Areas (MSOA) outside of the DDTM Study Area, including Dover 008 where the Land between Eythorne and Elvington is situated.
- 5.4.3. The site location in the context of the Dover 008 MSOA is presented below in **Figure 5-1**. As shown, the site lies just within the Dover 008 boundary, and is in close proximity to the border with Dover 006 MSOA.

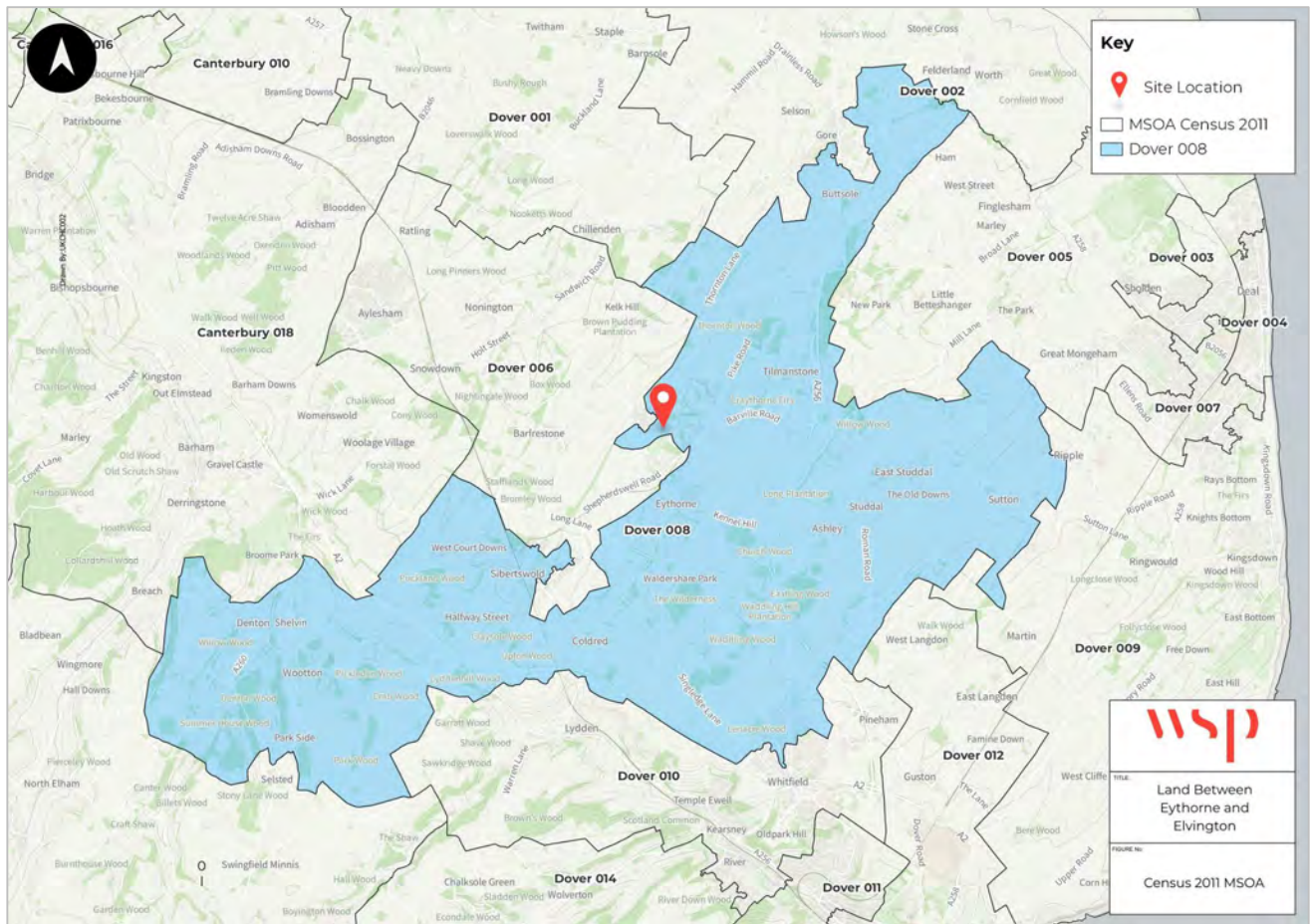


Figure 5-1 – Dover 008 MSOA

- 5.4.4. The trip distribution from the DDTM is shown in Table 5-5, which shows the location of usual residence and place of work for MSOA Dover 008. This distribution has been applied to the vehicle trips in Table 5-4 (234 vehicle trips in the AM peak and 206 trips in the PM peak), to inform the distribution of vehicle trips generated by site during the peak periods.

Table 5-5 – Dover MSOA 008 Trip Distribution

| Place of Work | Distribution * | Vehicle Trip Distribution | |
|-----------------------|----------------|---------------------------|-----|
| | | AM | PM |
| Basildon | 0.05% | 1 | 1 |
| Barking and Dagenham | 0.10% | 1 | 1 |
| Bexley | 0.15% | 1 | 1 |
| Bromley | 0.21% | 1 | 1 |
| Greenwich | 0.15% | 1 | 1 |
| Hounslow | 0.15% | 1 | 1 |
| Tower Hamlets | 0.10% | 1 | 1 |
| Medway | 1.03% | 2 | 2 |
| Ashford | 4.41% | 10 | 9 |
| Canterbury | 15.75% | 37 | 32 |
| Dartford | 0.10% | 1 | 1 |
| Dover | 51.46% | 120 | 106 |
| Gravesham | 0.21% | 1 | 1 |
| Maidstone | 1.80% | 4 | 4 |
| Folkstone and Hythe | 13.60% | 32 | 28 |
| Swale | 1.64% | 4 | 3 |
| Thanet | 5.13% | 12 | 11 |
| Tonbridge and Malling | 0.51% | 1 | 1 |
| Tunbridge Wells | 0.26% | 1 | 1 |
| Reigate and Banstead | 0.31% | 1 | 1 |
| Horsham | 0.05% | 1 | 1 |

**It is noted that percentages will not sum to 100% as only distributions greater than 0.05% have been presented, and likewise vehicle trips may be subject to minor rounding discrepancies.*

- 5.4.5. The location of the MSOA Dover 008 is relatively centrally located within the wider Dover district area, and therefore a more granular analysis of the distribution of trips within Dover has been conducted to ascertain likely vehicle routing.
- 5.4.6. As shown in Table 5-5, 51.46% of trips generated by the site reside in Dover 008 and work within Dover district (120 trips in the AM peak and 106 in the PM peak). This proportion of total trips from the site has been assigned to the MSOAs within Dover using Census 2011 travel to work data, the results of which are shown below in Table 5-5.

Table 5-6 – Dover MSOA 008 Trip Distribution (within Dover District)

| Place of Work | Distribution | Vehicle Trip Distribution | |
|---------------|---------------|---------------------------|------------|
| | | AM | PM |
| Dover 001 | 2.15% | 3 | 2 |
| Dover 002 | 11.08% | 13 | 12 |
| Dover 003 | 1.99% | 2 | 2 |
| Dover 004 | 3.98% | 5 | 4 |
| Dover 005 | 1.35% | 2 | 1 |
| Dover 006 | 6.14% | 7 | 7 |
| Dover 007 | 1.83% | 2 | 2 |
| Dover 008 | 9.64% | 12 | 10 |
| Dover 009 | 2.39% | 3 | 3 |
| Dover 010 | 17.53% | 21 | 19 |
| Dover 011 | 6.14% | 7 | 7 |
| Dover 012 | 17.45% | 21 | 18 |
| Dover 013 | 17.29% | 21 | 18 |
| Dover 014 | 1.04% | 1 | 1 |
| Total | 100.0% | 120 | 106 |

5.4.7. Combining the trip distribution data presented in Table 5-5 and Table 5-6 gives a granular analysis of the forecast distribution of trips from the site at a local level within Dover, as well as a wider analysis local authority level. The results of this are presented below in Figure 5-2 which depicts the percentage distribution of the vehicle trips from the site (MSOA Dover 008).

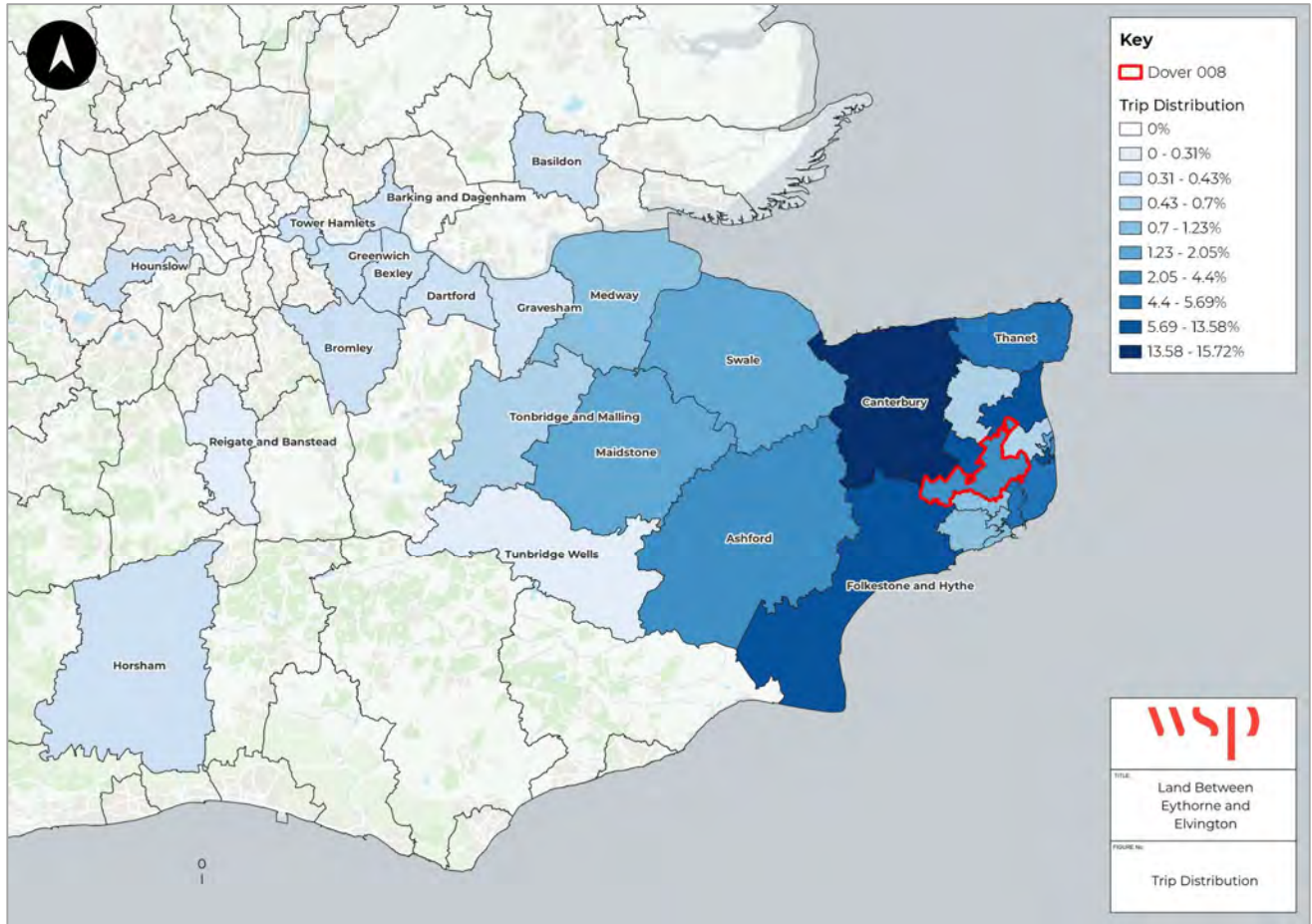


Figure 5-2 – Trip Distribution

5.4.8. Routes from MSOA Dover 008 (where the site is located) to the destinations included within the trip distribution have been identified using standard mapping tools. The routes identified for each direction of travel are presented below in Table 5-7.

Table 5-7 – Trip Assignment - Vehicle Routes

| Direction | Primary Route | Secondary Route |
|-----------|-----------------------------------------------------------------|--------------------------------------------------------------|
| North | Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (N) | Adelaide Road - Kelk Hill - Rose Hill - Sandwich Road |
| South | Adelaide Road - Church Hill - Chapel Hill - Coldred Road- A2 | Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (S) |
| East | Adelaide Road - Wigmore Lane (N)- Boys Hill - Willow Woods Road | Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (N) |
| West | Adelaide Road- Church Hill - Shepherdswell Road - A2 | Adelaide Road - Tye Wood- Sandwich Lane - Firs Road - A2 |
| NW | Adelaide Road- Church Hill - Shepherdswell Road - A2 | Adelaide Road - Barfrestone Road - Firs Road - A2 |
| NE | Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (N) | Adelaide Road - Kelk Hill - Rose Hill - Sandwich Road |
| SW | Adelaide Road- Church Hill - Shepherdswell Road - A2 | Adelaide Road - Church Hill - Kennel Hill - Sandwich Road |
| SE | Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (S) | Adelaide Road - Church Hill - Chapel Hill - Coldred Road- A2 |

- 5.4.9. Based on the routes identified within Table 5-7, there are nine different local routes from the site which facilitate travel to the place of work destinations. This includes the primary route choice and the secondary route choice, which have been defined using shortest travel time based on a peak hour journey.
- 5.4.10. The distribution of peak hour vehicle trips from the site is presented below in Table 5-8, relevant to each of the nine unique routes. Regarding the primary and secondary route for each direction, an assumed split of 75% of vehicles using the primary route has been utilised, and 25% using the secondary route for the purpose of this analysis. This is considered realistic based on the travel times calculated from standard mapping tools, which shows only minor changes in journey times between the primary and secondary routes.

Table 5-8 – Routing Distribution

| Routes | Forecast Vehicle Distribution | | |
|------------------------------------------------------------------|-------------------------------|------------|-------------|
| | AM | PM | % |
| Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (N) | 24 | 21 | 10% |
| Adelaide Road - Church Hill - Chapel Hill - Coldred Road- A2 | 46 | 41 | 20% |
| Adelaide Road - Wigmore Lane (N) - Boys Hill - Willow Woods Road | 8 | 7 | 4% |
| Adelaide Road - Church Hill - Shepherdswell Road - A2 | 88 | 79 | 38% |
| Adelaide Road - Wigmore Lane (N) - Barville Road - A256 (S) | 31 | 28 | 13% |
| Adelaide Road - Kelk Hill - Rose Hill - Sandwich Road | 7 | 6 | 3% |
| Adelaide Road - Tye Wood- Sandwich Lane - Firs Road - A2 | 4 | 4 | 2% |
| Adelaide Road - Barfrestone Road - Firs Road - A2 | 18 | 16 | 7% |
| Adelaide Road - Church Hill - Kennel Hill - Sandwich Road | 8 | 7 | 3% |
| TOTAL | 234 | 207 | 100% |

- 5.4.11. A plan showing the distribution diagrammatically is given below in **Figure 5-3**, which depicts each link in an approximate 2km radius of the site and the relative proportion of the vehicle trips travelling along each link.
- 5.4.12. The map shows that links which are expected to facilitate movement of a large proportion of traffic generated by the site, namely the 234 vehicles during the AM peak and 207 vehicles during the PM peak, includes:
- Adelaide Road (south of the site)
 - Church Hill
 - Shepherdswell Road
 - Wigmore Lane
 - Barville Road

- Chapel Hill
- Coldred Road

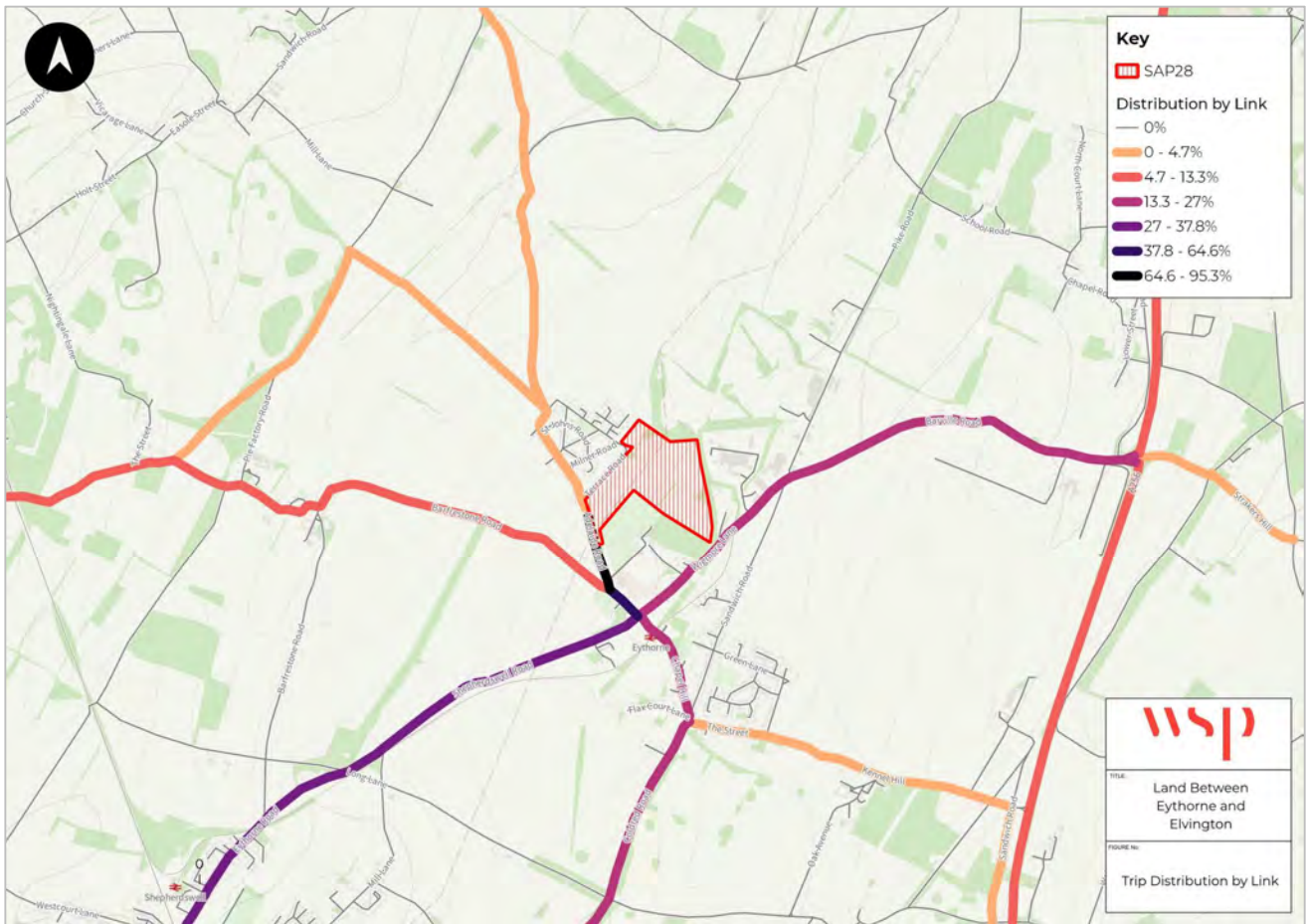


Figure 5-3 – Trip Distribution by Link

5.5 SUMMARY

- 5.5.1. The trip generation and distribution methodology that has been presented herein has been developed using total person trip rates from comparable sites within the TRICS database, coupled with method and location of travel to work data from the 2011 Census.
- 5.5.2. It is noted that commuting trips do not represent all trips that will be generated by the proposed development during peak hours; in fact, National Travel Survey (NTS) data for 2022 suggests that commuting accounts for approximately 30% of trip purposes between 0700-0900, and that mode shares can vary significantly by trip purposes. However, the NTS data does not allow for a site-specific granular analysis and therefore generalising national travel trends to a local level can be unrepresentative.
- 5.5.3. Nevertheless, the 2011 Census mode share data used is considered a robust assessment in terms of the number of vehicle trips generated by the site, and represents a conservative baseline on which sustainable transport interventions can be provided. Sustainable transport can create the opportunity to generate modal shift away from private vehicles and towards active travel and public transport. Further details of these interventions are provided in Chapter 7.

6 POTENTIAL IMPACT ON TRANSPORT NETWORKS

6.1 INTRODUCTION

- 6.1.1. This Chapter outlines a high-level overview of the site's potential impact of the development on the local highway network.
- 6.1.2. Forecast vehicle numbers per link, based on the robust trip generation methodology discussed in Chapter 6, are presented below in Figure 6-1 and Figure 6-2 for AM peak and PM peak hours respectively.

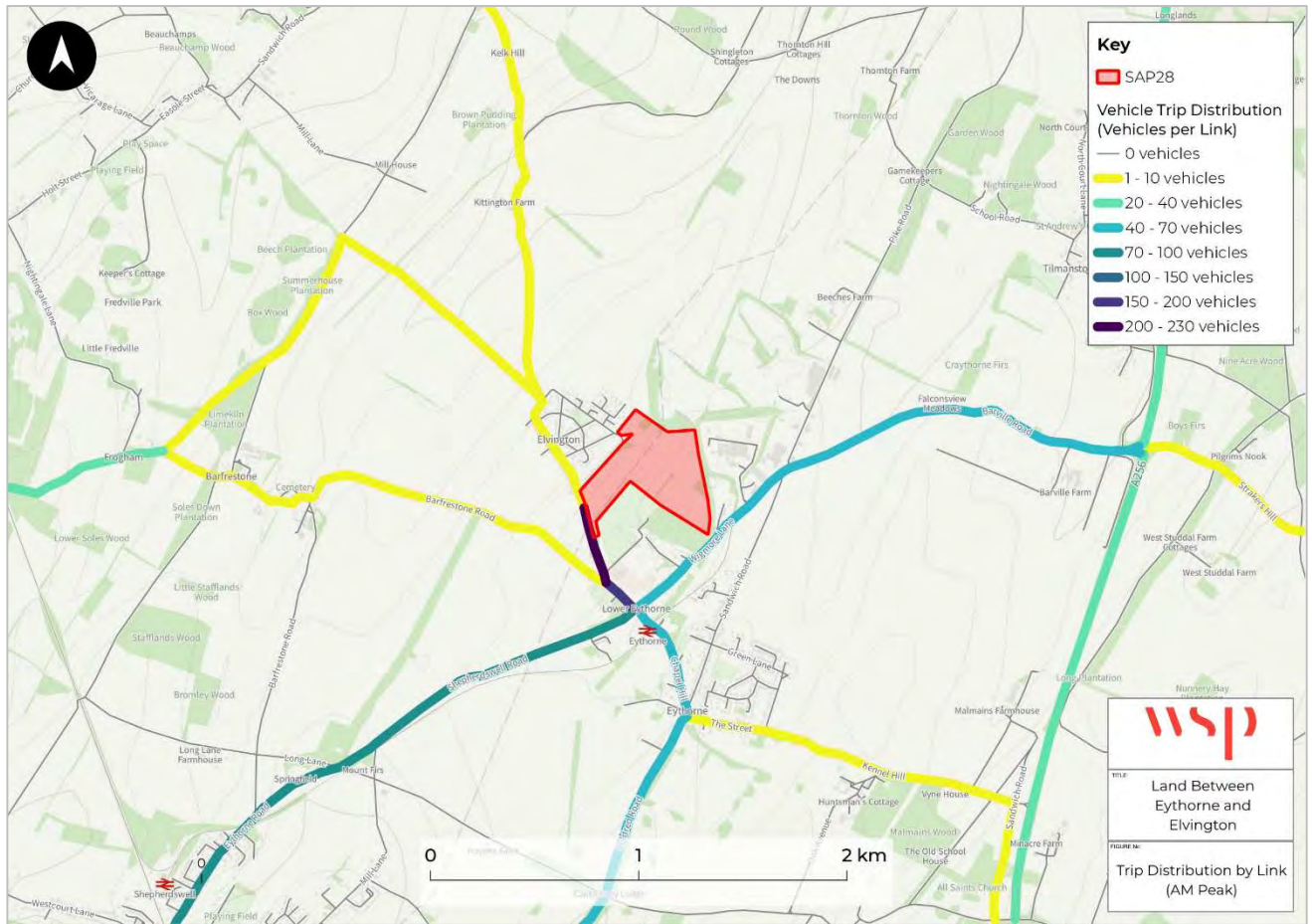


Figure 6-1 – Trip Distribution by Link (AM Peak)

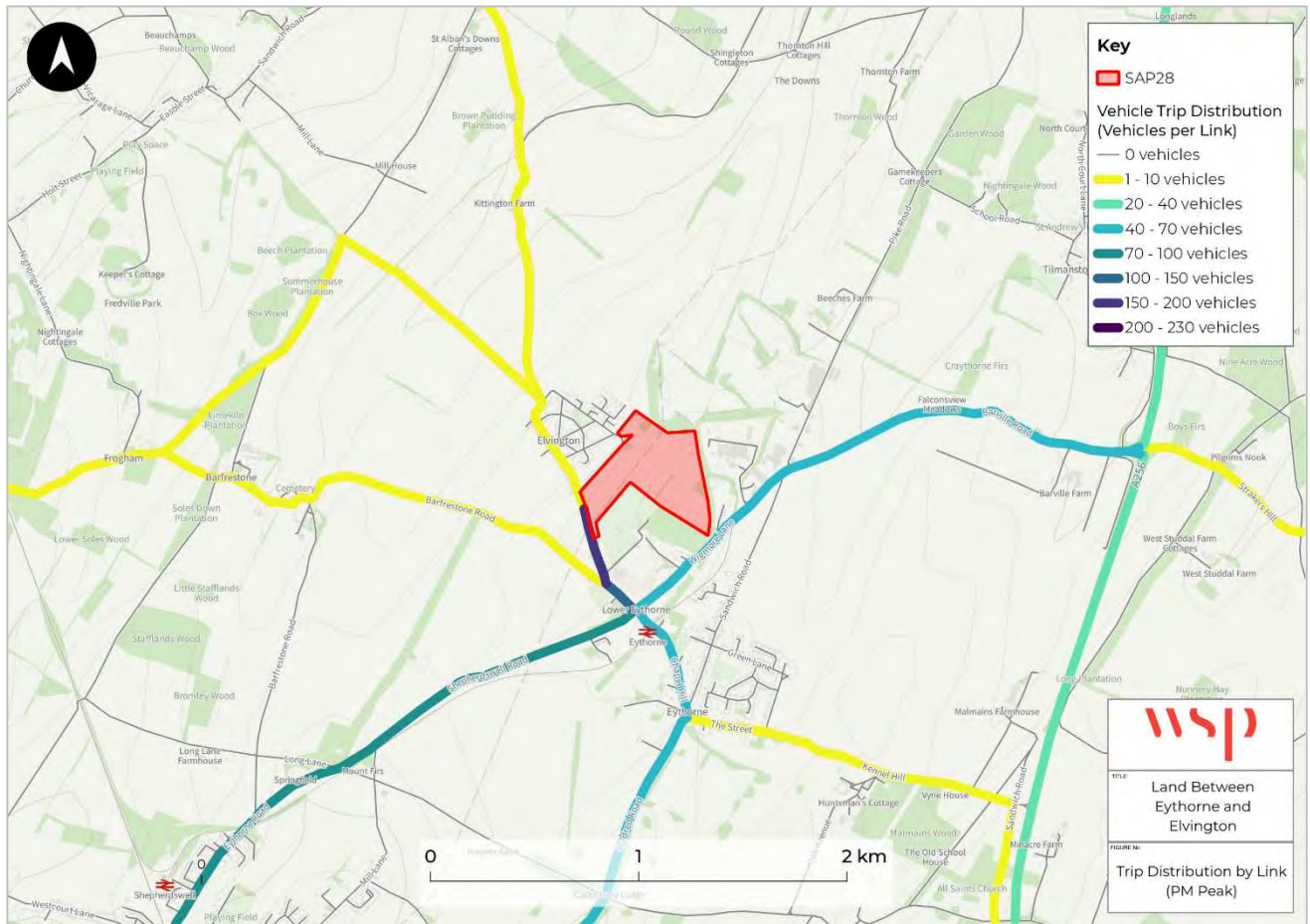


Figure 6-2 – Trip Distribution by Link (PM Peak)

- 6.1.3. To understand the potential traffic demands arising from the site on the local highway network, a high-level appraisal of links and junctions where a large proportion of the vehicle trips and turning movements generated by the proposed development during the peak hour within the study area has been completed.
- 6.1.4. The links and junctions which have been identified are presented below in Table 6-1, along the forecast peak hour trips and proportion of development vehicle traffic.

Table 6-1 – Additional Demand on Key Links and Junctions

| Category | Description | Vehicle Trips AM | Vehicle Trips PM |
|----------|---------------------------------------------------------------|------------------|------------------|
| Link | Adelaide Road (south of the site) | 223 | 198 |
| | Church Hill | 197 | 175 |
| | Shepherdswell Road / Eythorne Road | 88 | 79 |
| | Wigmore Lane / Barville Road | 63 | 56 |
| Junction | Shepherdswell Rd / Church Hill / Shooters Hill / Wigmore Lane | 197 | 175 |
| | Barville Road / A259 | 63 | 56 |
| | Eythorne Road / A2 | 88 | 79 |

6.1.5. The links and junctions listed in Table 6-1 are presented diagrammatically in Figure 6-3 below. The 4-way staggered junction of Shepherdswell Rd / Church Hill / Shooters Hill / Wigmore Lane, which lies to the south of the site, is forecast to subject the highest number of turning movements from the proposed development. The junctions of Barville Road / A259 and Eythorne Road / A2, which lie to the east and west of the site respectively, provide connections to the strategic road network and have also been identified as a potential area for assessment.

6.1.6. The preliminary assessment conducted within this appraisal does not include any traffic data collection or traffic modelling. As shown in Figure 6-3, the initial assessment has identified the following junctions and links which are recommended to be reviewed further. It is advised that the requirement for junction modelling and link flow capacity analysis at the following junctions is considered within a Transport Assessment:

- Shepherdswell Rd / Church Hill / Shooters Hill / Wigmore Lane
- Eythorne Road / A2
- Barville Road / A259
- Adelaide Road (south of the site)
- Church Hill
- Shepherdswell Road / Eythorne Road

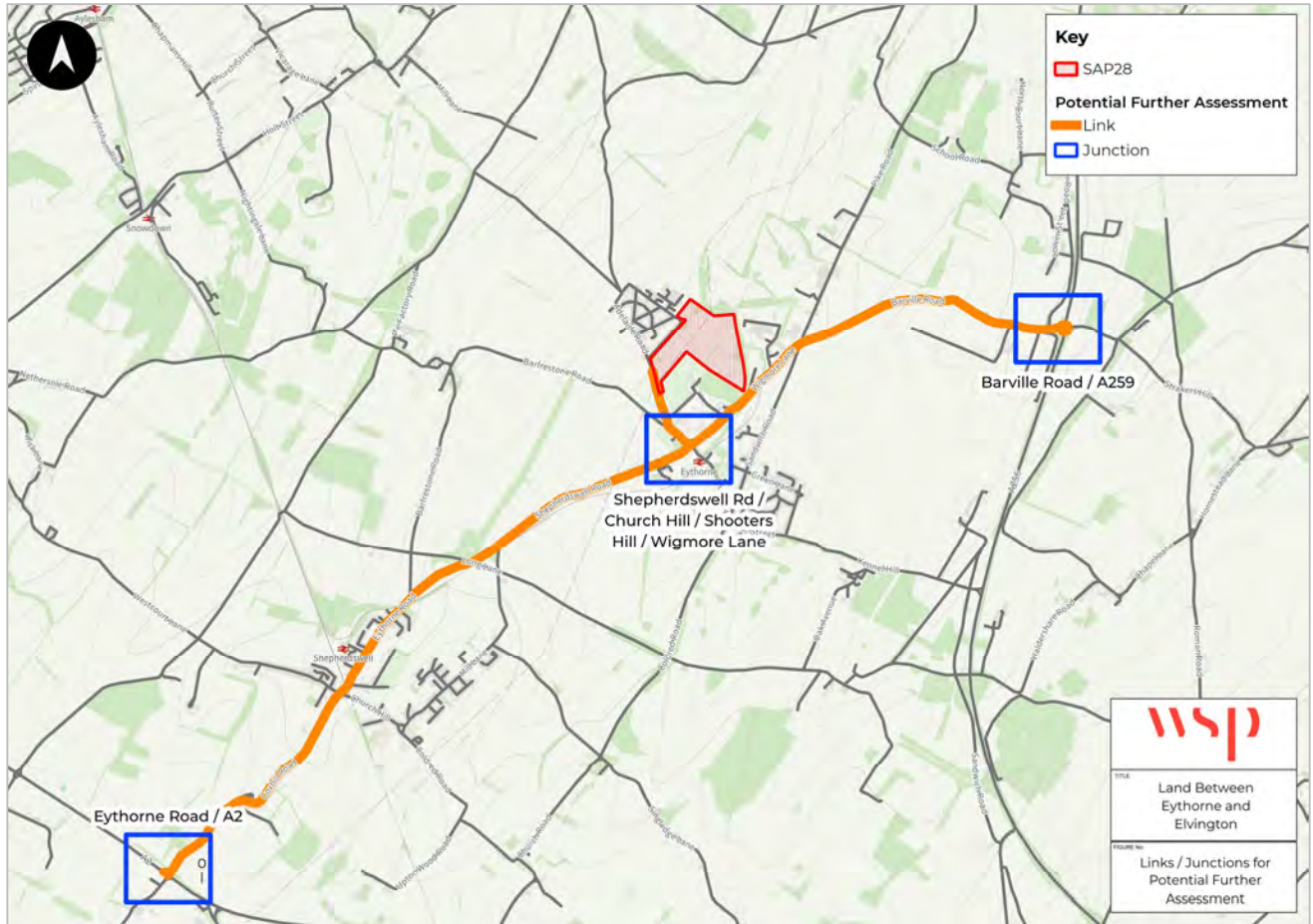


Figure 6-3 - Potential Links / Junctions for Further Assessment

7 SUSTAINABLE TRANSPORT MEASURES

7.1 INTRODUCTION

- 7.1.1. As noted previously, the trip generation exercise undertaken as part of this preliminary transport appraisal has utilised total person trip rates from comparable rural sites within the TRICS database, combined with mode share and location of work data from the 2011 Census.
- 7.1.2. Key junctions and links which may require further assessment have been captured in the previous Chapter. In order to understand network capacity and any mitigation which may be required, a more detailed assessment would be required, this assessment would be included in a Transport Assessment.

7.2 OPPORTUNITIES TO INCREASE SUSTAINABLE TRAVEL

- 7.2.1. To align with the garden village principals, methods to increase sustainable travel have been explored. As shown in this assessment, the baseline vehicle mode share for the MSOA Dover 008 is 81% private vehicle drivers.
- 7.2.2. The vehicle mode share is considered robust, and is representative of the range of mobility challenges faced by rural developments, through the implementation of measures to increase sustainable travel there is potential opportunities to enable mode shift away from private car travel. These measures could include:



Integrated Amenities

Providing key amenities on-site, such as a convenience retail, can reduce unnecessary short vehicle trips and increase the number of internal trips undertaken by active travel.



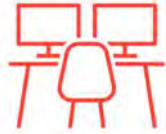
Public Transport Connectivity

Explore opportunities to increase the frequency of public transport services from nearby stops, including connectivity to Shepherds Well station. This could include the possibility of exploring the expansion of the Dover Demand Responsive Transport DTR service.



Active Travel

Investigate opportunities to create active travel infrastructure that connects the site to nearby key facilities, such as Shepherds Well station, and neighbouring villages. This could include discussions with Dover District Council regarding creating active travel connections to the site, or improve cycle parking at nearby transport hubs and key destinations.



Coworking Space

Offering coworking facilities on site, even with a small number of workspaces proportionate to the size of the development, can provide a viable alternative to commuting to physical office. This is particularly pertinent in a post Covid-19 culture, where flexible working practices have been adopted by many companies.



Digital Connectivity

High speed 5G and WiFi connectivity on site in rural developments can help facilitate remote work and enhancing the delivery of digital services, including online medical consultations and remote learning



Shared Vehicle Assets

Car club vehicles have the potential to reduce the overall number of trips generated by a site, as well as ensuring that vehicle trips are undertaken by electric vehicles (EVs). Additionally, the promotion of ridesharing schemes on site can reduce single occupancy vehicle trips



Safe Routes to Schools

The NTS 2022 indicates that up to 54% of trips undertaken between 08:00 and 09:00 are for education purposes. By working with local schools to establish safe walking and cycling routes for students and encouraging active transportation, there is a strong opportunity to encourage modal shift and reduce car usage

- 7.2.3. The above measures demonstrate that through implementing a range of interventions which encourage active and sustainable travel, there is the potential to reduce the number of vehicle trips associated with the prospective development.
- 7.2.4. Improving walking, cycling, and public transport connectivity can encourage modal shift, while the provision of high-speed digital connectivity services can reduce the overall travel demand through the encouragement of remote working, online healthcare consultations, and e-learning. Furthermore, providing a small number of key amenities on site, such as convenience retail and co-working spaces, can reduce the necessity for extensive commuting.
- 7.2.5. Considering the above, and through further investigation of the application of sustainable travel measures at the proposed development, it is considered feasible that the current forecast mode share of approximately 81% for private vehicle driver could be reduced by up to 20-30%. As noted previously, the forecast mode share presented herein is based on commuting data, which the NTS indicates accounts for approximately 30% of trip purposes between 0700-0900. The NTS also demonstrates that for a 'rural village, hamlet or isolated dwelling', car or van drivers account for 55% of all trips, which highlights that different trip purposes are often undertaken by different modes.

- 7.2.6. These potential opportunities to shift modes should be investigated as part of a full Transport Assessment; they can also be incorporated into the Travel Plan for the proposed development, which has the primary purpose of identifying targets and creating measures to encourage sustainable and active travel. A robust trip generation methodology has been used as part of this initial transport appraisal, but it is recognised that there is significant scope to reduce the proportion of trips undertaken by private cars through the above interventions.

8 SUMMARY AND CONCLUSION

- 8.1.1. Land between Eythorne and Elvington development site is currently included within the Draft DDC Local plan under Policy SAP 28. The purpose of this Preliminary Transport Appraisal is to set out a transport strategy for the site to support the sites allocation within the Draft Local Plan and demonstrate how the site can conform with the policy requirements of SAP 28 and the wider Draft Local Plan Policies as shown in Table 8-1.

Table 8-1 – SAP 28 Policy Compliance.

| SAP 28 Policy | Compliance |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>F – Suitable access arrangements will be provided from Adelaide Road and Terrace Road, with associated improvements and traffic calming measures to both Adelaide Road and Terrace Road where necessary. Proposals should also investigate the opportunity to deliver a further site access from Wigmore Lane.</p> | <p>The site will provide suitable and safe access arrangements to the development from Terrace Road and Adelaide Road. This has been considered within Chapter 4.</p> <p>The feasibility of a Wigmore Lane site access has been investigated, however, due to land ownership constraints it is not considered viable.</p> |
| <p>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) Consideration of the need for traffic management improvements to Church Hill, including a review of parking restrictions; ii) A review of the impact on the surrounding rural road network, and mitigation where necessary.</p> | <p>A full review of the developments impact on the local highway network and opportunities for traffic management improvements on Church Hill will be investigated in the Transport Assessment.</p> <p>As part of the preliminary transport appraisal a high-level overview of the potential development demands been completed.</p> |
| <p>H - On and off-site sustainable transport measures including new and improved pedestrian links and cycle paths to connect the site with the services and facilities in Eythorne and Elvington; and public transport provision, informed by a Travel Plan which will be required in accordance with Policy TI2.</p> | <p>The development will incentivise and prioritise active travel through improving infrastructure will be a key goal of the development.</p> <p>The development will also work with local authorities and public transport providers to create a strategy to provide for increased usage.</p> |
| <p>I - Improvements to the Public Right of Way network to increase connectivity in the area.</p> | <p>The site will improve and build upon the extensive PRow network in the area. Some actions may include maintenance of current routes, improved signposting and provision of maps detailing routes. The PRow network has been further reviewed in section 3.3.</p> |

- 8.1.2. The Appraisal has provided an overview of national, regional and local policy and how the development site will comply and consider each policy requirement throughout the development of the scheme.
- 8.1.3. It has been demonstrated that the safe and suitable vehicle access can be obtained to the development site via a primary access on Adelaide Road and an emergency access on Terrace Road.

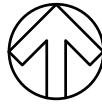
The Appraisal has identified options to improve access to local walking and cycling connections and highlighted the key principles which need to be considered for a future masterplan, through prioritising active travel as part of the development design process.

- 8.1.4. A concept traffic management plan for Church Hill has been presented to provide a solution to the localised carriageway narrowing. The proposed scheme will need to be developed further through consultation with Kent County Council as the Local Highway Authority.
- 8.1.5. A high-level review of the site's multi-modal trip generation, distribution and impact onto the public highway has been completed to identify the key links and junctions which may require further analysis in context of baseline traffic flows. To support any future planning application, further analysis will be presented in a Transport Assessment.
- 8.1.6. A review into methods to increase sustainable travel in rural areas has also been conducted, demonstrating that actions can be taken to reduce private vehicle usage and increase active travel. These measures will aim to align with the garden village principals stated within the draft Policy SAP 28.
- 8.1.7. To conclude, the Preliminary Transport Appraisal has demonstrated that the site can comply with the relevant Draft Local Plan policies and that safe and suitable access can be provided for all modes. The impact of the development on surrounding highway network would be subject to further analysis as part of a Transport Assessment, however a number of sustainable transport measures have been identified to support reduced private vehicle dependency in line with policy aspirations.

Appendix A

PRIMARY ACCESS ARRANGEMENTS





DO NOT SCALE

KEY

2.4 x 4.3m VISIBILITY SPLAY (30mph MFS)

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| P02 | 17/10/2023 | RDS | BOUNDARY REMOVED AND TITLE AMENDED | RA | RJW |
|-----|------------|-----|------------------------------------|-----|-----|
| P01 | 27/09/2023 | RDS | FIRST ISSUE | RA | RJW |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS: S2 - FOR INFORMATION



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ARCHITECT:

PROJECT:
LAND BETWEEN EYTHORNE AND ELVINGTON

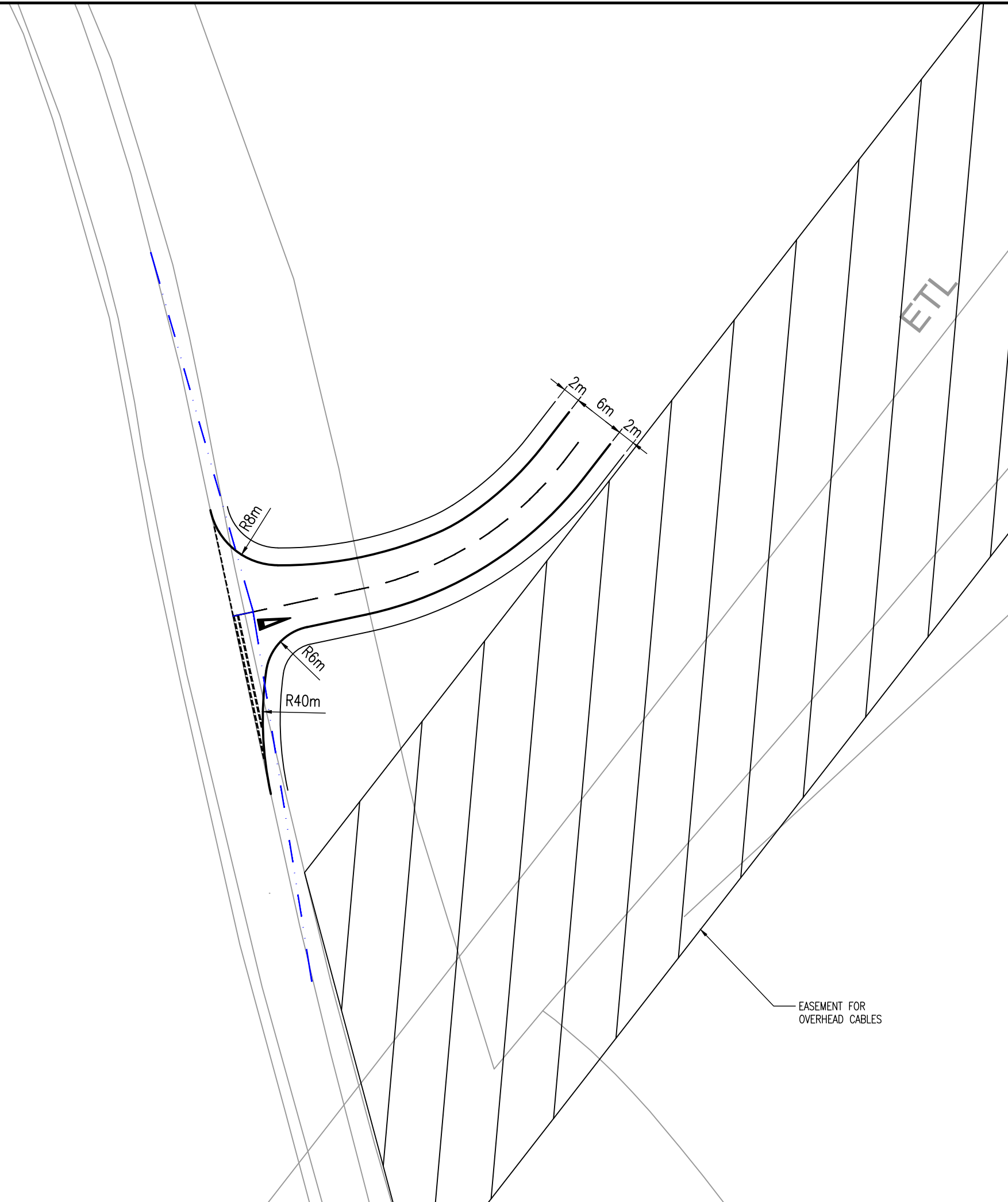
TITLE:
ADELAIDE ROAD -
ILLUSTRATIVE PRIMARY SITE ACCESS ARRANGEMENT

SCALE @ A3: 1:500
CHECKED: RA
APPROVED: RJW

PROJECT No: 70104741
DESIGNED: RDS
DRAWN: RDS
DATE: October 23

DRAWING No: 70104741-SK-TP-0002
REV: P02

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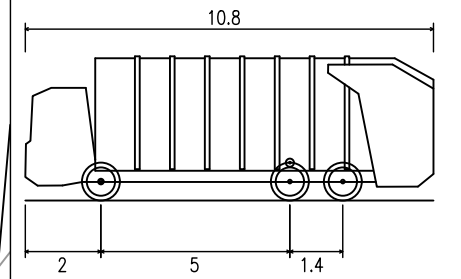


ETL

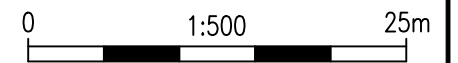
EASEMENT FOR OVERHEAD CABLES



File name \\UK.WSPGROUP.COM\CENTRAL_DATA\PROJECTS\70104741 - LAND BETWEEN EYTHORNE AND ELVINGTON\03 WIP\TP\03 DRAWINGS\70104741-SK-TP-0002.DWG, printed on 17 October 2023 13:05:43, by De Silva, Ryan



| | |
|-----------------------------|---------|
| Refuse Vehicle for KCC | |
| Overall Length | 10.800m |
| Overall Width | 2.600m |
| Overall Body Height | 3.769m |
| Min Body Ground Clearance | 0.321m |
| Track Width | 2.600m |
| Lock to Lock Time | 4.00s |
| Wall to Wall Turning Radius | 9.250m |



TITLE
 LAND BETWEEN EYTHORNE & ELVINGTON
 ADELAIDE ROAD - ILLUSTRATIVE
 PRIMARY ACCESS
 REFUSE SWEEP PATH ANALYSIS

FIGURE No:
 70104741-SK-TP-0002-TR1-P02

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Appendix B

EMERGENCY ACCESS ARRANGEMENTS



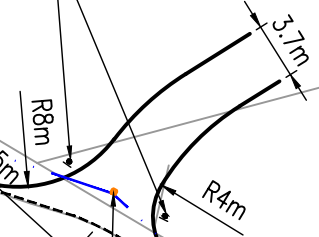


18

OAK GROVE



NO MOTORISED VEHICLES SIGNS



RISING BOLLARD

Burgess Cottage

DO NOT SCALE

KEY

2.4 x 25m VISIBILITY SPLAY (20mph MFS)

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| | | | | | |
|-----|------------|-----|------------------------------------|-----|-----|
| P02 | 17/10/2023 | RDS | BOUNDARY REMOVED AND TITLE AMENDED | RA | RJW |
| P01 | 27/09/2023 | RDS | FIRST ISSUE | RA | RJW |
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PROJECT:

LAND BETWEEN EYTHORNE AND ELVINGTON

TITLE:

TERRACE ROAD - ILLUSTRATIVE SITE ACCESS
(EMERGENCY ONLY)

| | | |
|-------------|----------|-----------|
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| 1:500 | RA | RJW |

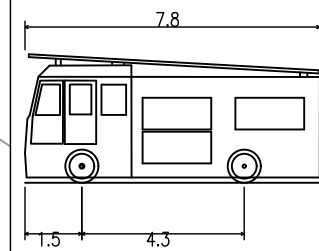
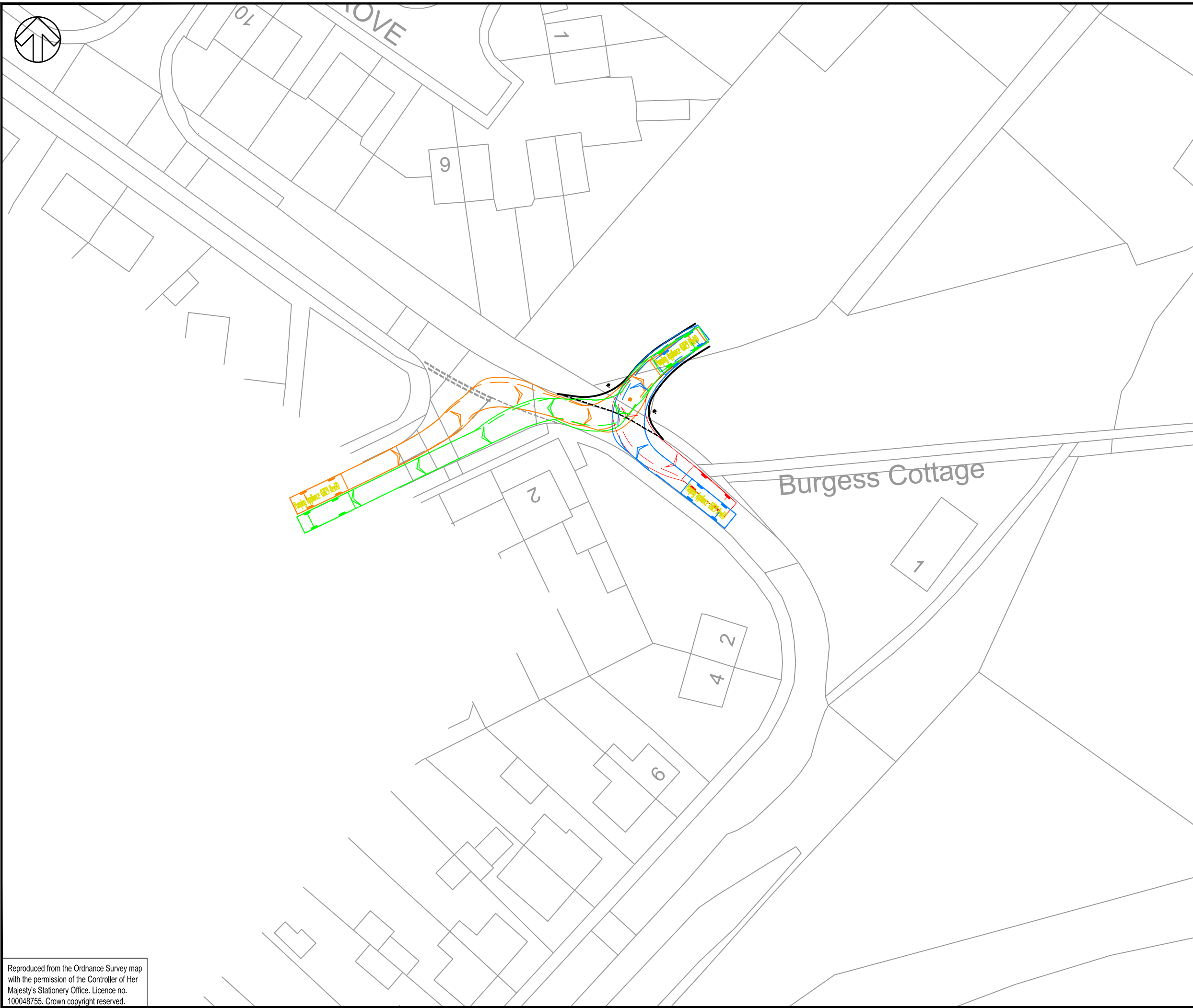
| | | | |
|-------------|-----------|--------|------------|
| PROJECT No: | DESIGNED: | DRAWN: | DATE: |
| 70104741 | RDS | RDS | October 23 |

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| DRAWING No: | REV: |
| 70104741-SK-TP-0001 | P02 |

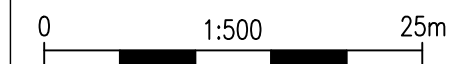
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Pumping Appliance (GN29 Rev14)
Overall Length 7.800m
Overall Width 2.500m
Overall Body Height 3.400m
Min Body Ground Clearance 0.140m
Track Width 2.500m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 8.000m

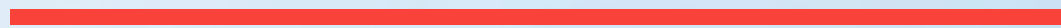


TITLE
LAND BETWEEN EYTHORNE & ELVINGTON
ILLUSTRATIVE SITE ACCESS
(EMERGENCY ONLY)
FIRE TENDER SWEEP PATH ANALYSIS

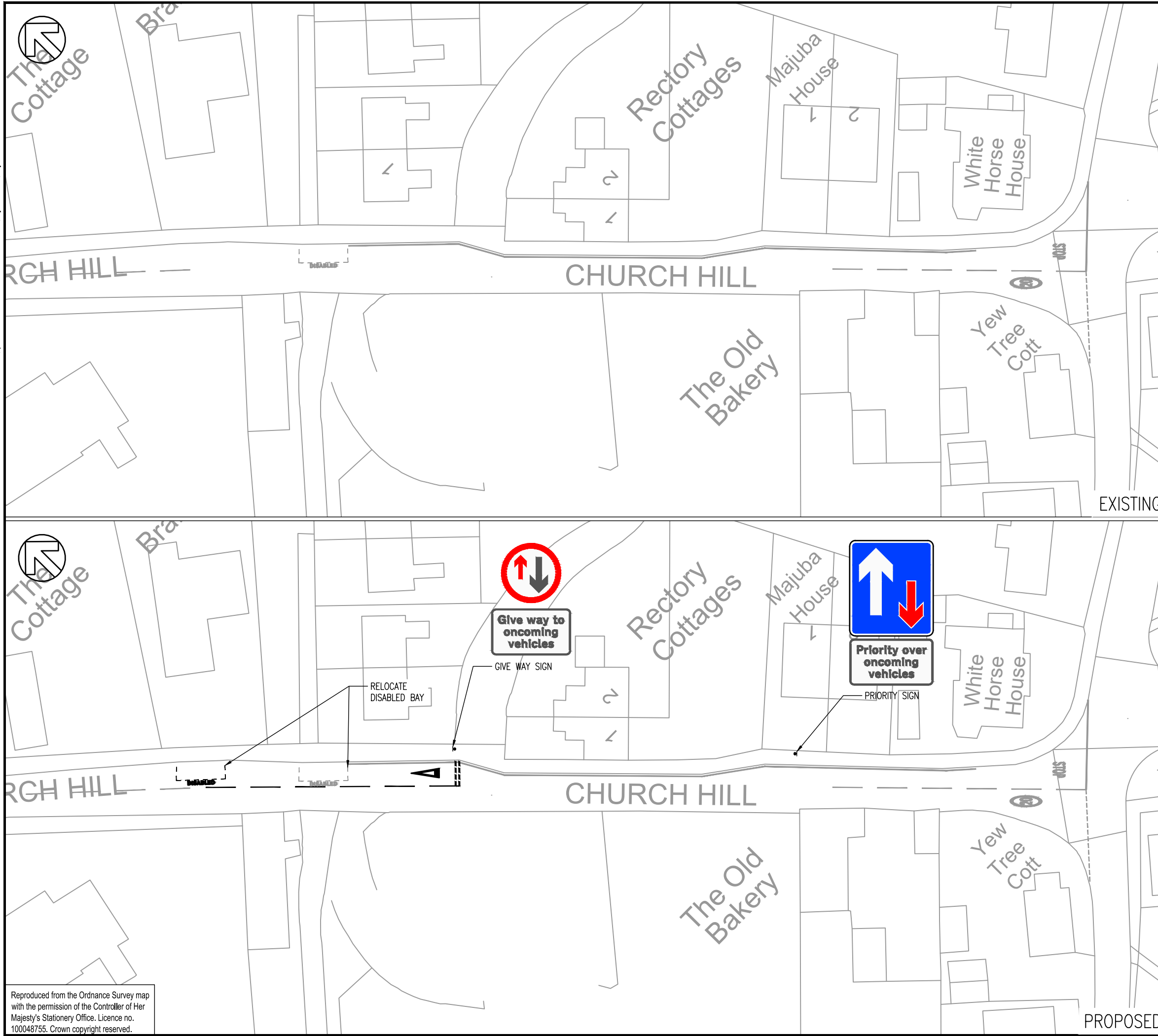
FIGURE No:
70104741-SK-TP-0001-TR1-P02

Appendix C

TRAFFIC MANAGEMENT PLAN



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|-----|------------|-----|----------------|-----|-----|
| P01 | 27/09/2023 | RDS | FIRST ISSUE | RA | RJW |
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ARCHITECT:

PROJECT:
LAND BETWEEN EYTHORNE AND ELVINGTON

TITLE:
CHURCH HILL -
ILLUSTRATIVE TRAFFIC MANAGEMENT SCHEME

SCALE @ A3: 1:500
CHECKED: RA
APPROVED: RJW

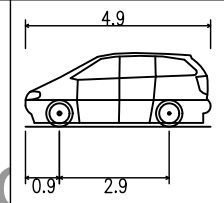
PROJECT No: 70104741
DESIGNED: RDS
DRAWN: RDS
DATE: October 23

DRAWING No: 70104741-SK-TP-0003
REV: P02

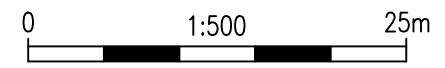
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| | |
|--------------------------------------|--------|
| Standard Design Vehicle (SDV) (2023) | |
| Overall Length | 4.900m |
| Overall Width | 2.000m |
| Overall Body Height | 2.000m |
| Min Body Ground Clearance | 0.100m |
| Track Width | 2.000m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 6.250m |

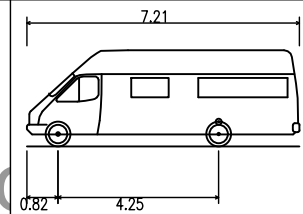
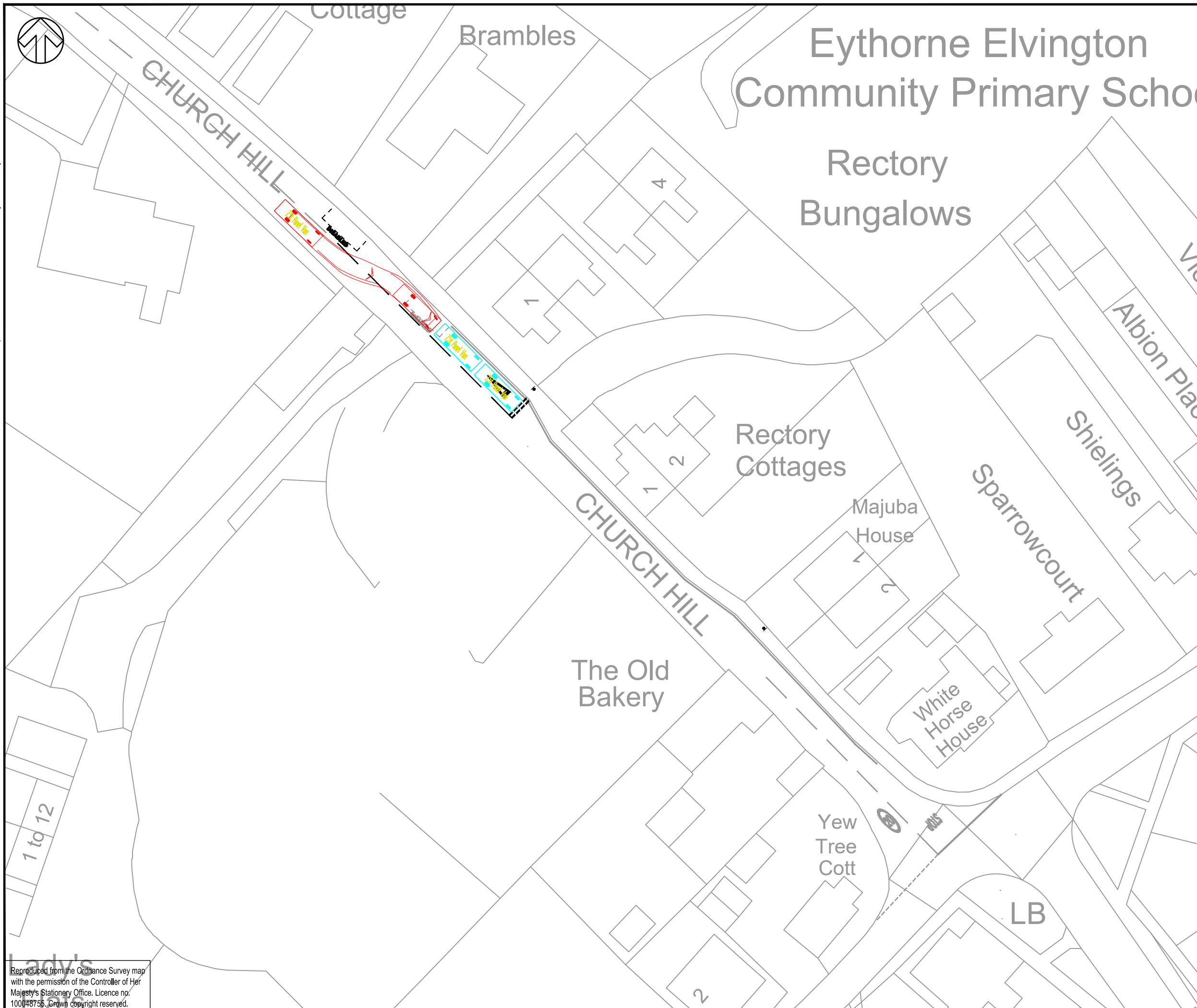


TITLE
 LAND BETWEEN EYTHORNE & ELVINGTON
 CHURCH HILL - ILLUSTRATIVE TRAFFIC
 MANAGEMENT SCHEME
 CAR SWEEP PATH ANALYSIS

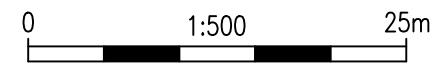
FIGURE No:
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| | |
|-----------------------------|--------|
| 7.5t Panel Van | |
| Overall Length | 7.210m |
| Overall Width | 2.192m |
| Overall Body Height | 2.544m |
| Min Body Ground Clearance | 0.316m |
| Track Width | 1.865m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 7.400m |



TITLE
 LAND BETWEEN EYTHORNE & ELVINGTON
 CHURCH HILL - TRAFFIC
 MANAGEMENT SCHEME
 7.5t PANEL VAN SWEEP PATH ANALYSIS

FIGURE No:
 70104741-SK-TP-0003-TR2-P02

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PUBLIC

APPENDIX 2 – VIABILITY REPORT

Private & Confidential

Legal Services
White Cliffs Business Park
Dover
Kent CT16 3PJ

For the attention of Geraldine Orminston

Valuation

Steve Pozerskis
Director
BNP Paribas Real Estate
215 High Street
Guildford
GU1 2BJ

Mobile: +44 (0) 7785 646479
E-mail: Steve.pozerskis@struttandparker.com

Our Ref: 259904

10th October 2023

Dear Madam

CLIENT: DOVER DISTRICT COUNCIL & CATESBY ESTATES PLC
PROPERTY: LAND BETWEEN EYTHORNE AND ELVINGTON – SAP28

1. TERMS OF REFERENCE

1.1 INSTRUCTIONS

In accordance with your instructions of 3rd August 2023 our Terms of Engagement 14th September 2023 and Terms and Conditions of Business enclosed within that letter, we have undertaken the appraisal of the Land between Eythorne and Elvington (the Property).

Copies of your Instruction Letter, our Terms of Engagement, Terms and Conditions of Business and Valuation Procedures and Assumptions are enclosed within **Appendix 1**.

It is important that you have read and understood our Terms of Engagement letter and associated enclosures as they record the assumptions and special assumptions upon which our valuation has been based.

2. BACKGROUND

BNP Paribas Real Estate (BNPPRE) have been instructed to undertake an appraisal of the allocated site at “Land between Eythorne and Elvington” which has been allocated in the local plan under reference SAP28.

Our appraisal tests the robustness of the inputs utilised within the Dover District Council’s *Whole Plan Viability Study* (WPVS) dated November 2020 and additional *Viability Note* (VN) dated July 2022 (both undertaken by HDH).

This report seeks to assess whether the allocation of 300 dwellings is financially viable and deliverable by commenting on the general inputs within the WPVS and VN.

The subject site is not directly referenced within the WPVS or VN. Some assumptions therefore have to be made with regard to how relevant the original inputs within the WPVS are.

3. PROPOSED DEVELOPMENT

The allocation is for 300 dwellings described as “an extension to Eythorne and Elvington to create a new sustainable community, incorporating garden village principles”.

We have run the appraisal based upon a 30% on site provision of Affordable Housing. The WPVS suggests 65% of the affordable provision must be Affordable Rent and 35% must be Shared Ownership. There is some mention of Starter Homes, but there is some uncertainty around this element. We have therefore utilised only two of the tenures (Affordable Rent / Shared Ownership). We note that First Homes may well be required for any future planning permissions. These are generally valued at 70% of Open Market Value. This is a similar level to that utilised by the WPVS for Intermediate Tenure (Shared Ownership) dwellings, and therefore, we assume that the Shared Ownership inputs cover both tenure options moving forward.

An exact breakdown of dwellings and tenure is not discussed within the WPVS or subsequent document. A high level breakdown of expected dwelling type is as follows based upon the inputs utilised within the WPVS for similar quantum sites:

3.1 OPEN MARKET

| Type | % required | Size (sq ft) | Dwellings | Sq ft |
|--------------|------------|--------------|------------|----------------|
| 1 Bed | 5.99% | 624 | 13 | 8,116 |
| 2 Bed | 21.38% | 802 | 45 | 36,086 |
| 3 Bed | 38.49% | 1,150 | 81 | 93,150 |
| 4 Bed | 34.15% | 1,300 | 72 | 92,300 |
| Total | | 1,094 | 210 | 229,652 |

3.2 AFFORDABLE RENT

| Type | % required | Size (sq ft) | Dwellings | Sq ft |
|--------------|------------|--------------|-----------|---------------|
| 1 Bed | 32.67% | 624 | 19 | 11,862 |
| 2 Bed | 11.27% | 802 | 7 | 5,613 |
| 3 Bed | 23.54% | 1,150 | 14 | 16,100 |
| 4 Bed | 32.57% | 1,300 | 18 | 23,400 |
| Total | | 982 | 58 | 56,975 |

3.3 SHARED OWNERSHIP / FIRST HOMES

| Type | % required | Size (sq ft) | Dwellings | Sq ft |
|--------------|------------|--------------|-----------|---------------|
| 1 Bed | 25.71% | 624 | 8 | 4,994 |
| 2 Bed | 34.01% | 802 | 11 | 8,821 |
| 3 Bed | 26.39% | 1,150 | 8 | 9,200 |
| 4 Bed | 13.88% | 1,300 | 5 | 6,500 |
| Total | | 922 | 32 | 29,516 |

4. GROSS DEVELOPMENT VALUE

4.1 OPEN MARKET

The original WPVS utilises a rate of £297 per sq ft for the sites located close to the subject site, for the Open Market dwellings.

There has been significant movement in the market since November 2020 and therefore this figure is considered out of date. This is supported by the conclusion within the VN.

4.1.1 HOUSE PRICE INDEX

The most objective way to adjust this figure is to utilise the House Price Index. This suggests that values have risen circa 26% in the local area in this time. Applying this indexation to £297 per sq ft equates to £374 per sq ft.

4.1.2 COMPARABLE SEARCH

The House Price Index is considered to be a crude tool with regard to estimating achievable Gross Development Value. We have therefore searched for comparables within a five mile radius of the subject site.

Our research suggests that there have been 136 new build sales within five miles of the subject site since July 2021. The average dwelling size is 966 sq ft in this area and the average achieved value in this time has been £335 per sq ft, and when adjusted for indexation, this rises to £379 per sq ft.

Breaking this down we are aware of a development by Persimmon in nearby Aylesham as part of the Aylesham expansion which has achieved £324 per sq ft in the above time frame which, when indexed, provides a value of £364 per sq ft. To the western edge of Aylesham is a Barrett David Wilson development, which achieved £305 per sq ft which is indexed to £346 per sq ft.

On the outskirts of Sandwich, a development by Abbey Developments has achieved £362 per sq ft, indexed to £391 per sq ft. Another development known as Pebble Gate Place by Westerhill Homes achieved £401 per sq ft, indexed to £439 per sq ft.

4.1.3 POSTCODE SECTOR ANALYSIS

The evidence above provides two separate postcode sectors that we have analysed compared to the subject site. Generally, since 2020, Aylesham (CT3 3) has achieved approximately 82% of the values of the subject postcode sector whilst Sandwich (CT13 0) has achieved 108% of the values at the subject site.

This information is considered to be a crude tool, but it provides strong evidence as to the hierarchy of values in the general locality.

4.1.4 EXISTING STOCK

Within half a mile of the subject site there have been 50 residential sales since July 2021. The average achieved price has been £324 per sq ft, which when indexed, equates to £357 per sq ft. We would expect some level of premium to apply to new build dwellings on the basis that they have a modern specification, warranties and strong marketing departments with show homes. This premium has been eroded slightly in recent months as the Help to Buy scheme has ceased to exist and the general "cost of living crisis" has reduced the amount purchasers are willing / able to pay. Furthermore, there has been a continued slow down in the market in recent months that we are anecdotally aware of suggesting that the indexation may not be as valid as usual.

4.1.5 OPEN MARKET CONCLUSION

The above evidence suggest we would be expecting a range of values between £346 to £439 per sq ft currently. We would not expect the top of this range to be achieved on the basis that Sandwich has recently been achieving a premium over and above the local area. The evidence from Aylesham at between £346 to £364 per sq ft is likely to provide a reasonable level to compare the subject site with.

Whilst the existing stock has an index linked £357 per sq ft, we suggest this may not be completely representative of the current market.

Therefore, we have applied a cautious £350 per sq ft which takes in to account the poor residential market currently.

These are considered high-level estimates. We would expect specification, type of dwelling, design etc all to factor in to whether higher or lower values are achieved accordingly.

4.2 AFFORDABLE HOUSING

4.2.1 AFFORDABLE RENT

In the original WPVS, a figure of £179 per sq ft was utilised for the Affordable Rented properties. This equates to 58% of the Open Market Value. This is still considered a reasonable ratio in the current market.

Utilising this same ratio, we have included Affordable Rented housing at £203 per sq ft

4.2.2 SHARED OWNERSHIP / FIRST HOMES

The Original WPVS utilised 70% of OMV. This is considered a reasonable ratio and we have therefore adopted this figure within our appraisal at £245 per sq ft.

4.3 OVERALL GROSS DEVELOPMENT VALUE

| Tenure | £/ft ² | Value |
|------------------|-------------------|--------------------|
| Open Market | £350 | £80,409,000 |
| Affordable Rent | £203 | £11,562,068 |
| Shared Ownership | £245 | £7,228,480 |
| Total | £314 | £99,199,548 |

5. COSTS

5.1 BUILD COSTS

5.1.1 BASE BUILD

The original WPVS utilised BCIS median costs adjusted for location. In this instance, we have been instructed to utilise the Lower Quartile cost estimate at £138.6 per sq ft. This is not considered unreasonable on the basis that it is likely a large regional, or national developer would take on a site of this quantum and benefit from the subsequent economies of scale.

5.1.2 CONTINGENCY

A range of between 2.5% and 5% is suggested as reasonable for a site such as this within the WPVS. We have utilised 5% on the basis that there is limited detail regarding the costs associated with the development.

5.1.3 ABNORMAL / SITE COSTS

The WPVS utilises 15.66% to cover "Site Costs". In addition, it includes a further:

- £10 per sq m for Energy
- £12.30 per sq Acc & Adpt
- £0.1 per sq m for Water
- 3.1% for FHS

Based upon our experience in the local market, we have adopted:

- 5% - to cover standard expected abnormals plus £2.15 per sq ft to cover the above abnormals for a cautious estimate
- 10% - to cover Site Works (externals / drainage / service connection)

5.2 OTHER COSTS

5.2.1 PROFESSIONAL FEES

Professional fees were originally included at 8% of cost. This is still considered reasonable.

5.2.2 PLANNING OBLIGATIONS

There are a range of figures explored within the WPVS. Our current expectation, based upon our experience within the market, is for approximately £14,000 per unit to be required to cover planning obligations.

5.2.3 SALE FEES

Sales, marketing, legal fees and affordable disposal are covered by an inclusive 3.5% in the WPVS. We have utilised this figure for the purposes of this appraisal.

5.2.4 FINANCE

The WPVS utilises an inclusive finance rate of 6.5%. There has been a considerable increase in interest rates since November 2020.

Current expectations are for finance rates to be between 7.5% and 8.5%. We have therefore utilised an inclusive 8%.

5.2.5 DEVELOPER'S RETURN

The WPVS utilises 20% for the Open Market dwellings and 6% for the Affordable Dwellings. These are considered to be reasonable inputs currently and we have therefore adopted them within our appraisal. This equates to a blended 17.3%.

5.2.6 DEVELOPMENT PROGRAMME

The WPVS suggests a 6-month lead in. There is less detail regarding the construction programme. We have therefore utilised the BCIS Duration Calculator to estimate the potential development time – this provides an expectation of circa 30 months construction. We would expect sales to begin after month 8 on site with approximately 8 dwellings per month thereafter – say 24 months. We have included the Affordable sales as a single transaction to a Registered Provider at 12 months.

5.3 RESIDUAL APPRAISAL CONCLUSION

| Input | Value / Cost |
|-------------------------|--------------|
| Gross Development Value | £99,199,548 |
| Costs | £82,038,032 |
| Return | £17,161,516 |
| Residual Land Value | £12,937,897 |
| Say | £13,000,000 |

The Residual Land Value equates to approximately £43,333 per plot or 13% of GDV. The rate per plot is not considered unreasonable but the percentage of GDV is considered to be on the low side.

6. BENCHMARK LAND VALUE

The WPVS suggests £422,500 per hectare as a reasonable Benchmark Land Value (BLV) for greenfield sites of this nature. We estimate the site to be approximately 19 hectares which equates to approximately £8,000,000.

The land market has changed little since the WPVS was commissioned, with a slight increase in arable land values noted, but for the purposes of this appraisal, this slight increase would likely be “lost in the rounding” and thus we have utilised a BLV at £8,000,000.

7. CONCLUSION

The Residual Land Value (RLV) at some £13,000,000 provides a positive land value in comparison to the Benchmark Land Value (BLV). Therefore, based upon the inputs and assumptions detailed above, this site is considered to be financially viable. Furthermore, there is a buffer between the RLV and the BLV were any additional abnormal costs to become apparent.

8. SENSITIVITY

Given the high level nature of this appraisal, a sensitivity analysis of the inputs has been run. This tests what happens to the RLV were costs to increase by 10% and values to decrease by 10%.

Table of Gross Development Value and Land Cost

| Construction: Rate pf ² | | | | | |
|------------------------------------|-----------------------------|-----------------------------|----------------------------|----------------------------|----------------------------|
| Sales: Rate pf ² | 0.000% | +5.000% | +10.000% | +15.000% | +20.000% |
| | 138.60 pf ² | 145.53 pf ² | 152.46 pf ² | 159.39 pf ² | 166.32 pf ² |
| -20.000% | £79,359,638 -£242,915 | £79,359,638 £2,288,415 | £79,359,638 £4,837,919 | £79,359,638 £7,416,444 | £79,359,638 £10,018,317 |
| -15.000% | £84,319,616 -£3,418,299 | £84,319,616 -£1,107,463 | £84,319,616 £1,337,561 | £84,319,616 £3,885,205 | £84,319,616 £6,450,322 |
| -10.000% | £89,279,593 -£6,591,605 | £89,279,593 -£4,280,769 | £89,279,593 -£1,969,933 | £89,279,593 £386,708 | £89,279,593 £2,934,352 |
| -5.000% | £94,239,571 -£9,764,911 | £94,239,571 -£7,454,075 | £94,239,571 -£5,143,239 | £94,239,571 -£2,832,403 | £94,239,571 -£521,567 |
| 0.000% | £99,199,548 -£12,937,897 | £99,199,548 -£10,627,381 | £99,199,548 -£8,316,545 | £99,199,548 -£6,005,709 | £99,199,548 -£3,694,873 |

This table suggests that the development could become financially unviable were costs to increase by 10% or values to reduce by around 7.5% than those reported above.

We would note however, that additional costs would most likely be found regarding abnormals. The BLV would have to take account of these additional costs and reduce accordingly therefore, in reality, the site can probably soak up quite a significant increase in costs before becoming unviable.

It should be noted that the development appears to be relatively sensitive to residential values. We have seen slow down in the market in recent months. Any more than around 7.5% decrease in values would make this development unviable at a policy level of affordable housing.

9. LIABILITY & PUBLICATION

This report and valuation has been prepared on the basis that there has been full disclosure of all relevant information and facts which may affect the valuation.

This report is provided for the stated purpose and only for the use of the party to whom it is addressed. It is confidential to the Client and may not be disclosed to any other third party without our prior written consent. In breach of this condition, no responsibility can be accepted to third parties for the comments or advice contained in this report.

Yours faithfully


DocuSigned by:

4489CF2896FB436...

Steve Pozerskis BSc (Hons) MRICS
RICS Registered Valuer
Director

For and on behalf of BNP Paribas Real Estate

This report has been reviewed by

DocuSigned by:

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Tim Mitford-Slade, BSc (Hons) MRICS
RICS Registered Valuer
Senior Director



Real Estate for a changing world

APPENDIX 3 – ECOLOGY REPORTS



ELVINGTON, KENT

Wintering Bird Survey Report

| | |
|-------------------|---------------------------------|
| Date of report | 28 th September 2023 |
| Date of surveys | January 2023 - March 2023 |
| Author | Alexander Watkinson |
| Reviewers | Melissa Randall |
| Client name | Hume Planning Ltd |
| Corylus reference | 23010 |

CORYLUS ECOLOGY

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Figure 1 – Desk Study Plan

Figure 2 – January 2023 Wintering Bird Survey Plan

Figure 3 – February 2023 Wintering Bird Survey Plan

Figure 4 – March 2023 Wintering Bird Survey Plan

Appendices

Appendix 1 - British Trust for Ornithology Species Codes

1.0 INTRODUCTION

1.1 Corylus Ecology has undertaken wintering bird surveys from January 2023 to March 2023 at land parcel SAP28, Elvington, Kent **hereinafter referred to as 'the Site'**.

1.2 The Site is approximately 22ha in area and consists of arable fields with a large area of unmanaged scrub and grassland in the north and tree lines, hedges and field margins forming the southern eastern and western boundaries.

Proposals

1.3 The land parcel has been allocated by Dover District Council for potential future residential development.

Context

1.4 The need for wintering bird surveys was identified following preliminary habitat surveys undertaken in December 2022 and the proximity of the Site to designated areas for wintering birds. Desk study information relating to designated areas, habitats and protected species was reviewed and is summarised below.

Designated Sites

1.5 The Site is located within 6km of the Thanet Coast and Sandwich Bay Ramsar and Sandwich Bay to Hacklinge Marshes SSSI, SAC and SPA. The location of the Site in relation to these Sites is shown on Figure 1.

1.6 The Thanet Coast and Sandwich Bay Ramsar is a coastal site, consisting of a long rocky shore, adjoining estuary, dune, maritime grassland, saltmarsh, and grazing marsh. The site supports internationally important numbers of wintering turnstone *Arenaria interpres*, nationally important numbers of a breeding seabird, and four waders: ringed plover, golden plover, gray plover, and sanderling. Large numbers of migratory birds use the site for staging. Large numbers of nationally scarce invertebrate species occur at the site.

1.7 Of the bird species identified as forming part of the special interest of the aforementioned designated areas, the presence of golden plover is of most relevance to the Site and its future development. This species is frequently associated with farmland, particularly during the winter months, a habitat type which is present within the Site. Lapwing *Vanellus vanellus* are often seen in proximity or as part of a mixed flock with golden plover and are included as part of the wintering assemblage of the designated sites.

Objectives

1.8 The principle aim of the survey work is to establish whether bird communities associated with the Thanet Coast and Sandwich Bay Ramsar and Sandwich Bay to Hacklinge Marshes SSSI, SAC and SPA use the Site and adjacent land during winter and, if so, to determine the frequency and pattern of use. The secondary

aim of the survey is to further understand whether the land use affects the use by wintering birds over the survey period.

- 1.9 The aim of the report is to set out the baseline ecological conditions relating to use of the Site and adjacent areas by wintering birds, principally those species associated with the nearby designated Sites.
- 1.10 This letter has been prepared for the exclusive use of Dover District Council. No part of this letter should be considered as legal advice.

2.0 METHODOLOGY

2.1 Desk Study

2.1.1 Records for wintering bird species were sought from the Kent and Medway Biodiversity Records Centre. Citations for nearby SSSIs and SPAs have also been reviewed.

Survey Methodology

2.1.2 Field survey methods were based upon and adapted from generic wintering bird monitoring methods given in Bird Monitoring Methods (Gilbert *et al.* 1998) and Bird Census Technique (Bibby *et al.*, 2003).

2.1.3 Surveys were undertaken on a monthly basis between January 2023 and March 2023 inclusive. The transect route covered the majority of the Site and the survey area and results are shown on Figure 2-4.

2.1.4 The surveys concentrated on recording waterfowl and wetland species, principally those listed in the SPA description such as golden plover *Pluvialis apricari*. Species known to use agricultural habitats for feeding and roosting were also looked for during the survey and these species include dark-bellied brent geese *Branta bernicla*, lapwing and curlew *Numenius arquata*. Although wetland species were the focus of the survey work, all species including farmland birds and raptors were noted to understand the overall wintering bird assemblage. In addition to recording the number, distribution and flight direction of birds within the study area, environmental data was recorded including the crop type and height of crop.

Survey Technique

2.1.5 Observation was carried out continuously, and included the use of binoculars. A series of vantage points were incorporated into a transect route where a high powered telescope was used. The telescope was also used at additional points as necessary.

2.1.6 The results of each survey were tabulated and subsequently input to AutoCAD. The species codes follow the two letter codes used by the British Trust for Ornithology (BTO) and are shown in Appendix 1. The results are discussed according to the two broad habitat types present: arable field and grassland/field boundaries.

Personnel

2.1.7 The surveys were led by Melissa Randal and Helen Lucking. All are experienced bird surveyors who have undertaken previous Wetland Bird Survey (WeBS), Common Bird Census (CBC), Breeding Bird Surveys (BBS), and species-specific ornithological surveys in a professional capacity for many years.

Evaluation Methodology

- 2.1.8 The conservation importance of the breeding and wintering bird populations can be determined by using the criteria specified below:
- (a) the presence of wintering and/or breeding species of recognised international conservation importance i.e. species listed on Annex I of EC Directive 79/409/EEC on the Conservation of Wild Birds 1979 and species forming part of the qualifying interest of an SPA.
 - (b) the presence of breeding species of recognised national conservation importance i.e. species listed on Schedule 1 of the Wildlife and Countryside Act 1981.
 - (c) the presence of Birds of Conservation Concern (BoCC) red and amber list species (Eaton *et al* 2015).
 - (d) the presence of species identified as Priority Species in the UK Biodiversity Action Plan.
- 2.1.9 In addition, the presence of wintering and/or breeding bird populations of significant national and regional conservation importance can be determined by comparing numbers recorded on site to the percentage of the population recorded during the nearest Wetland Bird Survey (WeBS) counts and the national population. However, WeBS data was not obtained in this instance, due to the distance from the nearest wetland habitat.

Limitations

Survey Effort

- 2.1.10 The surveys covered the key period for wintering birds (January to March) but did not include the earlier winter survey months of September to December. January and February are commonly the peak months for wintering bird abundance.
- 2.1.11 The focus of the surveys was on estuarine birds as well as farmland birds. Although every attempt was made to record other species, the species assemblage is not exhaustive.
- 2.1.12 No WeBS data was obtained, therefore the numbers of birds recorded in relation to population data for the region could not be evaluated.

Double Counting

- 2.1.13 Although every attempt was taken to avoid double counting of birds, there would have been some movement of birds around the Site during the course of the survey, particularly for highly mobile species. Overall, the species and numbers recorded are considered to be a fair representation of what was present in the survey area.

Obscured Sightlines

- 2.1.14 The majority of the fields had excellent sightlines and visibility, with open fields and low or defunct boundary features that did not limit viewing.

Disturbance

- 2.1.15 No significant disturbances to the survey effort was noted such as bird scarers, drone use or public interference. Standard use of the public footpaths by ramblers, public and dog walkers was recorded as well as the use of the adjacent urban space and recreational land.

3.0 RESULTS

3.1 Desk Study

3.1.1 The following statutory sites are within proximity of the Site. Figure 1 shows these in relation to the survey area.

- The Thanet Coast and Sandwich Bay Special Area of Conservation (SAC) and Site of Special Scientific Interest (SSSI) are also located 6km to the north-east.
- The Thanet Coast and Sandwich Bay Ramsar Site is located 6km to the north-east.
- Thanet Coast and Sandwich Bay Special Protection Area (SPA) is located 8km to the north-east.
- The Sandwich and Pegwell Bay National Nature Reserve (NNR) is located 11km to the north-east.

3.1.2 The Thanet Coast and Sandwich Bay Ramsar is a coastal site, consisting of a long rocky shore, adjoining estuary, dune, maritime grassland, saltmarsh, and grazing marsh. The site supports internationally important numbers of wintering turnstone *Arenaria interpres*, nationally important numbers of a breeding seabird, and four waders: ringed plover *Charadrius hiaticula*, golden plover *Pluvialis apricari*, gray plover *Pluvialis squatarola*, and sanderling *Calidris alba*. Large numbers of migratory birds use the site for staging. Large numbers of nationally scarce invertebrate species occur at the site.

3.1.3 The Thanet Coast and Sandwich Bay SPA was classified due to its importance to overwintering populations of turnstone and golden plover and for its population of breeding little terns *Sterna albifrons*.

3.1.4 The cited ornithological interest of the Ramsar site is restricted to turnstone. However, it is noted on the Ramsar Information Sheet that ringed plover and greenshank *Tringa nebularia* use the designated area in nationally important numbers during passage periods (autumn and spring), as well as red-throated diver *Gavia stellata*, great crested grebe *Podiceps cristatus*, grey plover, golden plover and sanderling during the winter period.

3.1.5 Although surveys conducted from 1978 to 2000 indicate a fluctuating golden plover population in the Thanet/Sandwich study area - a steady rise from an average 1,853 in the late 1970s to 10/12,000 by 2000, then decline to the present average peak – numbers now are at their lowest since the 1970s. The reason for this decline is thought to be principally driven by climate change, with populations shifting their wintering locations (known as short-stopping). However, other factors including habitat loss, agricultural change and direct human disturbance may also be factors in the decline and distributional change.

3.1.6 The SSSI is notified for various interest features. From an ornithological perspective the citation states “The ornithological interest of the Thanet Coast is centred on the large numbers of waders and wildfowl which use the area in winter and the many species of birds that feed and rest during the spring and autumn passage. Turnstones regularly overwinter in numbers of international importance, whilst sanderlings and ringed plovers and grey plovers are present in nationally important numbers. A colony of little terns, a species specially protected by law and listed on Schedule 1 of the 1981 Wildlife and Countryside Act, breed in nationally important numbers at Plum pudding Island.”

3.1.7 The Thanet Coast and Sandwich Bay SPA qualifies under Article 4.1 of the Birds Directive by supporting populations of European importance listed on Annex 1 of the Directive:

During the breeding season:

- Little Tern *Sterna albifrons* - 30 pairs representing at least 1% of the breeding population in Great Britain (5 year mean 1986 – 1991)

3.1.8 The Thanet Coast and Sandwich Bay SPA also qualifies under Article 4.2 of the Birds Directive by supporting populations of European importance of the following migratory species:

Over winter:

- golden Plover *Pluvialis apricaria* – 1,980 individuals representing at least 1% of the wintering population in Great Britain (5 year peak mean 1985/86 – 1989/90).
- ringed plover *Charadrius hiaticula* – 370 over 1% of the British wintering population.
- grey plover *Pluvialis squatarola* – 530 over 2% of British wintering population.
- sanderling *Calidris alba* – 700 over 5% of British wintering population.
- turnstone *Arenaria interpres* – In the five year period 1986/87 – 1990/91, an average peak count of 1,300 turnstones was recorded, representing 2% of the East Atlantic Flyway population and 3% of the British wintering population.
- lapland bunting *Calcarius lapponicus* – 40 about 11% of British wintering population.

3.1.9 The Thanet Coast and Sandwich Bay Ramsar site also qualifies under Criterion 3c by regularly supporting an internationally important wintering population of turnstone.

- Turnstone in the five-year period 1986/87 – 1990/91, an average peak count of 1,300 turnstones was recorded, representing 2% of the East Atlantic Flyway population and 3% of the British wintering population.

Records Centre Data

- 3.1.10 The majority of bird records obtained from Kent and Medway Environmental Records Centre during the desk study related to wildfowl, wader and farmland bird species granted varying degrees of protection through European and UK legislation. Species of conservation concern, as listed under the Birds of Conservation Concern (BoCC4) were also returned, as well as Section 41 and Kent Red Data Book species.
- 3.1.11 The majority of bird records returned related to locations at the coast (e.g. Minnis Bay, Sandwich Bay), Quex Park and Birchington, where these fall within areas designated for their breeding and wintering bird interest. The majority of further records received were provided at a 10 km resolution, and hence could not be related to any specific geographic locations.

Land Use

- 3.1.12 The land uses at the start and end of the survey period were recorded. All fields within the survey area were in arable use and were planted with winter wheat, retaining a low (<15cm) crop height for the duration of the survey period. The exceptions to arable crops were:
- Rough grassland in south-eastern field of the Site
 - Dense scrub and tussocky grassland in north

3.2 Survey Results - Overview

Species Recorded

- 3.2.1 During the wintering bird surveys, a total of 27 species were recorded, these were:
- Blackbird *Turdus merula*
 - Black-headed gull *Chroicocephalus ridibundus*
 - Blue tit *Cyanistes caeruleus*
 - Brent Goose *Branta bernicla*
 - Bullfinch *Pyrrhula pyrrhula*
 - Buzzard *Buteo buteo*
 - Carrion crow *Corvus corone*
 - Chiffchaff *Phylloscopus collybita*
 - Chaffinch *Fringilla coelebs*
 - Collard Dove *Streptopelia decaocto*
 - Dunnock *Prunella modularis*
 - Goldfinch *Carduelis carduelis*
 - Great tit *Parus major*

- Garden warbler *Sylvia borin*
- House sparrow *Passer domesticus*
- Herring gull *Larus argentatus*
- Jackdaw *Corvus monedula*
- Long-tailed tit *Aegithalos caudatus*
- Magpie *Pica pica*
- Pied wagtail - *Motacilla alba*
- Robin *Erithacus rubecula*
- Red wing *Turdus iliacus*
- Rook *Corvus frugilegus*,
- Starling *Sturnus vulgaris*
- Song Thrush *Turdus philomelos*
- Woodpigeon *Columba palumbus*
- Wren *Troglodytes troglodytes*

3.2.2 The majority of the species recorded during the wintering bird surveys would be considered widespread throughout a variety of habitats in the UK or are typical of a farmland bird assemblage.

3.2.3 Three of the 27 species identified on or adjacent to the Site are estuarine, wetland or waterfowl species, these were:

- herring gull (3/3 surveys)
- black-headed gull (3/3 surveys)
- brent goose (1/3 surveys)

3.2.4 The location of the species recorded during the course of the surveys are illustrated on Figures 2, 3 and 4.

Species Accounts

Wetland Species

3.2.5 Two species of gull, black-headed gull and herring gull and brent geese were recorded in low numbers frequently using the arable fields within the Site boundary for refuge and foraging. Black-headed gull was recorded during all three surveys with a peak count of three within the Site boundary during January 2023, Herring gull were recorded on all three surveys with a peak count of three recorded within the Site boundary during the January 2023 survey. Brent geese was recorded once in March 2023 with a group of 10.

Raptors

- 3.2.6 A single raptor species was recorded onsite during the wintering bird survey. Buzzard was recorded toward flying across the Site during all three surveys.

Farmland Passerines

- 3.2.7 There were seven passerine species primarily associated with arable or mixed-use farmland identified on the Site during the wintering bird surveys: dunnock, goldfinch, bullfinch, starling, chaffinch, song thrush, redwing and pied wagtail. These birds were in small numbers and groups during all three surveys, other than an arrogation of over 50 starlings moving through the Site in January 2023.

Other Species

- 3.2.8 Jackdaw, rook and magpie were recorded regularly within the arable field of the Site. Blackbird, blue tit, carrion crow, great tit, long-tailed tit, robin, woodpigeon and were also recorded in the survey area.

4.0 EVALUATION

4.1 Overview

4.1.1 Surveys for wintering birds have been undertaken at Elvington, Kent. The surveys were required to inform the Dover District Council on ecology for the allocation of land for potential development.

4.1.2 The survey area encompassed the total red line boundary of the land parcel. The target species for the survey was principally golden plover, with other wintering birds notably turnstone, grey plover, ringed plover, sanderling and little tern which are associated with other nearby internationally designated nature conservation areas also recorded. Raptor and farmland passerine species were also noted. The surveys were undertaken over the winter periods between January 2023 and March 2023.

4.2 Key Species Summary

Wetland/Estuarine Species

4.2.1 During the wintering bird survey, a total of 27 species were recorded. Of these 27 species three would be considered wetland or estuarine species, including: brent goose, herring gull and black-headed gull.

4.2.2 All species were recorded within the Site boundary. The two gull species were recorded on every survey singly or in low numbers (<10 peak count) foraging and resting throughout the Site, brent geese were recorded once in March 2023 with a group of 10.

4.2.3 **It is** considered that the habitats within the Site support less favoured habitat for the above species.

Raptors

4.2.4 A buzzard was recorded flying through Site during all three surveys. This species is likely to be breeding outside or adjacent to the Site boundary within the woodland areas to the south/east and using the Site for foraging or commuting.

Farmland Passerines

4.2.5 The farmland passerine community included:

- song thrush
- pied wagtail
- dunnock
- goldfinch
- starling
- redwing
- bullfinch

4.2.6 These birds were in small numbers and groups during all three surveys, other than an aggregation of over 50 starlings moving through the Site in January 2023.

Conservation Importance of the Bird Assemblage

Annex 1 Species (Birds Directive) and Species of Qualifying Interest for the SPA/Ramsar

4.2.7 The nearest SPA supports three important populations of species listed on Annex 1 on the Birds Directive:

- golden plover

4.2.8 No golden plover was recorded during the surveys.

4.2.9 The SPA supports populations of three species listed on Annex II of the Birds Directive including ringed plover, turnstone and grey plover. None of the preceding species were recorded during the wintering surveys.

Schedule 1 Species (Wildlife and Countryside Act 1981)

4.2.10 No Schedule 1 WCA species were recorded using the Site during the wintering bird surveys.

Birds of Conservation Concern 4 (BoCC) Red List Species

4.2.11 Five species listed on the BoCC Red List for significant declines in population or range contractions have been recorded within the Site during the wintering bird survey.

- herring gull
- starling
- song thrush

4.2.12 Herring gull is listed due to its decline during the non-breeding (wintering) period. Herring gull has declined by between 48% since 1970. Herring gull were recorded on all three surveys with a peak count of three recorded during the January 2018 survey.

4.2.13 The other species listed on the BoCC Red List include song thrush and starling. These species are listed on the BoCC 4 Red List due to steep declines in their breeding population and/or contraction in range.

Birds of Conservation Concern (BoCC) Amber List Species

- 4.2.14 Estuarine birds recorded which are on the BoCC Amber List include black headed-gull and brent goose, due to its decline during the non-breeding, wintering period. Black-headed gull was recorded during all three surveys with a peak count of three black-headed gulls during the January 2023 survey.
- 4.2.15 Other non-estuarine species recorded which are listed on the BoCC Amber List for their population decline include:
- Dunnock

Priority Species in the UK Biodiversity Action Plan

- 4.2.16 There are three species recorded during the wintering bird surveys which are UK priority species (UK BAP) and these are herring gull, song thrush and starling. These species are also listed as Species of Principal Importance under the NERC Act (2006).
- Herring gull
 - Starling
 - Song thrush

Kent Red Data Book Species

- 4.2.17 A total of two Kent RDB2 species have been recorded; herring gull and starling.
- 4.2.18 No Kent RDB3 wintering bird species have been recorded.

Conservation Importance – SPA/Ramsar

- 4.2.19 Over winter, the Thanet Coast and Sandwich SPA/Ramsar regularly supports large numbers of waterfowl. The Site has been found to not support a significant number of waterfowl; seven species of wetland species have been recorded in the Site with three of the seven only recorded once and these were present in low numbers. None of the species that are associated with the SPA/Ramsar were recorded during the surveys. The Site is therefore considered to be of negligible importance to the functionality of the SPA and Ramsar.

Conservation Importance - Local Wildlife Sites

- 4.2.20 The criteria used for the designation of Local Wildlife Sites (previously known as SINC's or County Wildlife Sites) in Kent (Kent Wildlife Trust, 2005) can be used to assess the local importance of the Site for birds. The criteria are designed to be applied to areas of habitat that are discrete and homogenous (i.e. splitting habitats such as woodland and arable rather than considering the two habitats as one site) and are as follows:

“A site should be selected as a Wildlife Site if it can be considered as a single, identifiable unit (as explained above) in terms of its bird fauna and where:

- a) It is occupied regularly by at least 2.5% of the county population of any one or more bird species, based on the most recent and authoritative data; or*
- b) It holds three or more Kent Red Data Book 3 (KRDB3) species at the appropriate time of year (normally this should not include a combination of breeding and wintering species); or*
- c) It holds one of the five largest colonies of colonial seabirds (with the exception of herring gull and black-headed gull), grey heron, little egret or sand martin; or*
- d) It has been recorded as being regularly used in recent years by at least 60 wintering bird species;
or*
- e) It has been recorded as being **regularly used in recent years by at least 100 passage bird species.**”*

4.2.21 None of the habitat areas within the Site (arable, woodland and scrub, field margin) meet these criteria. Overall the Site is therefore not considered to be suitable for eligibility as a Local Wildlife Site. The wintering bird assemblage supported is considered to be of Neighbourhood Importance.

5.0 CONCLUSIONS

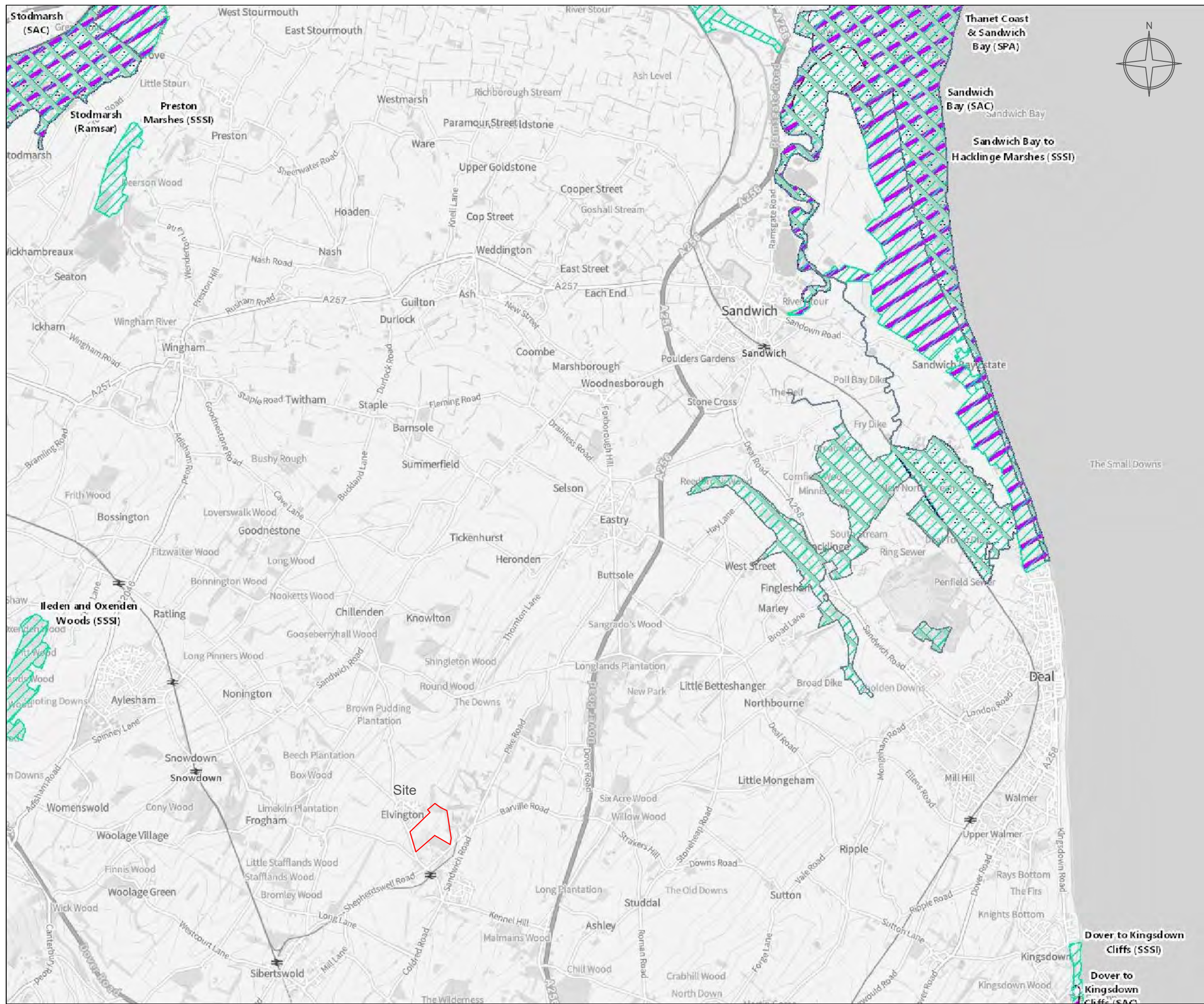
5.1 Corylus Ecology has undertaken wintering bird surveys from January 2023 to March 2023 within Land Parcel SAP28 Elvington, Kent.

5.2 A total of three wetland bird species (herring gull, brent goose and black-headed gull), a single raptor species (buzzard) and an assemblage of wintering farmland passerines were recorded within the Site during the January to March 2023 Surveys.






5.3 The wider survey area is considered to be of negligible importance to the functionality of the nearby Ramsar, SSSI, SAC and SPA, given the extent of these types of habitats in the surrounding area and the low numbers of estuarine birds recorded within the Site. Overall, the Site is therefore not considered to be suitable for eligibility as a Local Wildlife Site. The bird assemblage supported is considered to be of Neighbourhood Importance.

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Key

| | |
|-------------------------------------------------------------------------------------|------------------|
|  | Site Survey Area |
|  | Ramsar Site |
|  | SSSI Site |
|  | SAC Site |
|  | SPA Site |

Ordnance Survey
Licence Number
100050443

| revision | description | date | checked by |
|----------|-------------|------|------------|
| | | | |
| | | | |
| | | | |

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Corylus Ecology is the trading name of Corylus Ecology Ltd registered in England, No 5005593, Registered Office: Herwood House, Herwood, Ashford, Kent TN24 8DH



Project:
23010 Elvington, Kent

Title:
Desk Study Plan

Figure 1

| scale | size | date | drawn | checked |
|-------|------|------------|-------|---------|
| NTS | A3 | 22.09.2023 | AW | HL |

CAD filename
Figure_1.dwg



Key

- Site Area
- B. Blackbird
- BH Black-headed Gull
- BT Blue Tit
- BZ Buzzard
- C Carrion Crow
- CC Chiffchaff
- CD Collard dove
- CH Chaffinch
- D. Dunnock
- GT Great tit
- GO Goldfinch
- GW Garden Warbler
- HG Herring Gull
- HS House Sparrow
- LT Long-tailed tit
- JD Jackdaw
- MG Magpie
- PW Pied Wagtail
- RE Redwing
- R. Robin
- RO Rook
- SG Starling
- ST Song thrush
- WP Woodpigeon
- WR Wren

Ordnance Survey
Licence Number
100050443

| revision | description | date | checked by |
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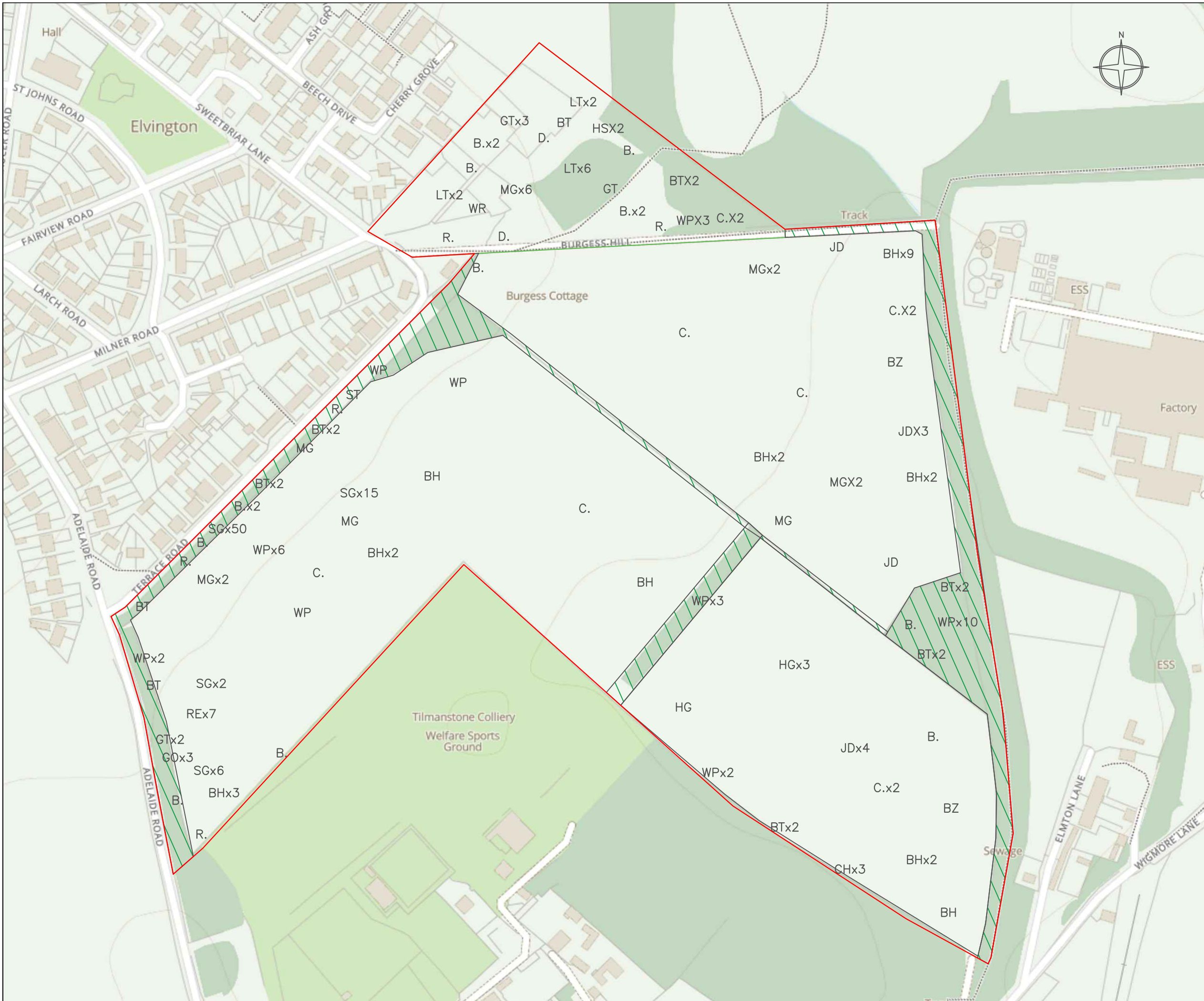
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Project:
23010 Elvington, Kent

Title:
Wintering Bird Survey Plan
February 2023

| status | | drawing no. | | |
|--------|------|-------------|-------|---------|
| | | Figure 3 | | |
| scale | size | date | drawn | checked |
| NTS | A3 | 21.09.2023 | AW | MR |

CAD filename
Figure_1.dwg



Key

- Site Area
- B. Blackbird
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- RO Rook
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- WR Wren

Ordnance Survey
Licence Number
100050443

| revision | description | date | checked by |
|----------|-------------|------|------------|
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Project:
23010 Elvington, Kent

Title:
Wintering Bird Survey Plan
January 2023

Status: drawing no. **Figure 2**

| scale | size | date | drawn | checked |
|-------|------|------------|-------|---------|
| NTS | A3 | 21.09.2023 | AW | MR |

CAD filename:
Figure_1.dwg



Key

- Site Area
- B. Blackbird
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- RO Rook
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- WR Wren

Ordnance Survey
Licence Number
100050443

| revision | description | date | checked by |
|----------|-------------|------|------------|
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Project:
23010 Elvington, Kent

Title:
Wintering Bird Survey Plan
March 2023

| status | drawing no. |
|--------|-------------|
| | Figure 4 |

| scale | size | date | drawn | checked |
|-------|------|------------|-------|---------|
| NTS | A3 | 21.09.2023 | AW | MR |

CAD filename
Figure_1.dwg

BTO SPECIES CODES

| | | | | | | | |
|----|---------------------------|----|---------------------------|----|------------------------|----|---------------------|
| AC | Arctic Skua | GA | Gadwall | LE | Long-eared Owl | SM | Sand Martin |
| AE | Arctic Tern | GX | Gannet | LT | Long-tailed Tit | SS | Sanderling |
| AV | Avocet | GW | Garden Warbler | MG | Magpie | TE | Sandwich Tern |
| BO | Barn Owl | GY | Garganey | MA | Mallard | VI | Savi's Warbler |
| BY | Barnacle Goose | GC | Goldcrest | MN | Mandarin Duck | SQ | Scarlet Rosefinch |
| BA | Bar-tailed Godwit | EA | Golden Eagle | MX | Manx Shearwater | SP | Scaup |
| BR | Bearded Tit | OL | Golden Oriole | MR | Marsh Harrier | CY | Scottish Crossbill |
| BS | Berwick's Swan | GF | Golden Pheasant | MT | Marsh Tit | SW | Sedge Warbler |
| BI | Bittern | GP | Golden Plover | MW | Marsh Warbler | NS | Serin |
| BK | Black Grouse | GN | Goldeneye | MP | Meadow Pipit | SA | Shag |
| TY | Black Guillemot | GO | Goldfinch | MU | Mediterranean Gull | SU | Shelduck |
| BX | Black Redstart | GD | Goosander | ML | Merlin | SX | Shorelark |
| BJ | Black Tern | GI | Goshawk | M. | Mistle Thrush | SE | Short-eared Owl |
| B. | Blackbird | GH | Grasshopper Warbler | MO | Montagu's Harrier | SV | Shoveler |
| BC | Blackcap | GB | Great Black-backed Gull | MH | Moorhen | SK | Siskin |
| BH | Black-headed Gull | GG | Great Crested Grebe | MS | Mute Swan | S. | Skylark |
| BN | Black-necked Grebe | ND | Great Northern Diver | N. | Nightingale | SZ | Slavonian Grebe |
| BW | Black-tailed Godwit | NX | Great Skua | NJ | Nightjar | SN | Snipe |
| BV | Black-throated Diver | GS | Great Spotted Woodpecker | NH | Nuthatch | SB | Snow Bunting |
| BT | Blue Tit | GT | Great Tit | OP | Osprey | ST | Song Thrush |
| BU | Bluethroat | GE | Green Sandpiper | OC | Oystercatcher | SH | Sparrowhawk |
| BL | Brambling | G. | Green Woodpecker | PX | Peafowl/Peacock | AK | Spotted Crake |
| BG | Brent Goose | GR | Greenfinch | PE | Peregrine | SF | Spotted Flycatcher |
| BF | Bullfinch | GK | Greenshank | PH | Pheasant | DR | Spotted Redshank |
| BZ | Buzzard | H. | Grey Heron | PF | Pied Flycatcher | SG | Starling |
| CG | Canada Goose | P. | Grey Partridge | PW | Pied Wagtail | SD | Stock Dove |
| CP | Capercaillie | GV | Grey Plover | PG | Pink-footed Goose | SC | Stonechat |
| C. | Carrion Crow | GL | Grey Wagtail | PT | Pintail | TN | Stone-curlew |
| CW | Cetti's Warbler | GJ | Greylag Goose | PO | Pochard | TM | Storm Petrel |
| CH | Chaffinch | GU | Guillemot | PM | Ptarmigan | SL | Swallow |
| CC | Chiffchaff | FW | Guineafowl (Helmeted) | PU | Puffin | SI | Swift |
| CF | Chough | HF | Hawfinch | PS | Purple Sandpiper | TO | Tawny Owl |
| CL | Cirl Bunting | HH | Hen Harrier | Q. | Quail | T. | Teal |
| CT | Coal Tit | HG | Herring Gull | RN | Raven | TK | Temminck's Stint |
| CD | Collared Dove | HY | Hobby | RA | Razorbill | TP | Tree Pipit |
| CM | Common Gull | HZ | Honey Buzzard | RG | Red Grouse | TS | Tree Sparrow |
| CS | Common Sandpiper | HC | Hooded Crow | KT | Red Kite | TC | Treecreeper |
| CX | Common Scoter | HP | Hoopoe | ED | Red-backed Shrike | TU | Tufted Duck |
| CN | Common Tern | HM | House Martin | RM | Red-breasted Merganser | TT | Turnstone |
| CO | Coot | HS | House Sparrow | RQ | Red-crested Pochard | TD | Turtle Dove |
| CA | Cormorant | JD | Jackdaw | FV | Red-footed Falcon | TW | Twite |
| CB | Corn Bunting | J. | Jay | RL | Red-legged Partridge | WA | Water Rail |
| CE | Corncrake | K. | Kestrel | NK | Red-necked Phalarope | W. | Wheatear |
| CI | Crested Tit | KF | Kingfisher | LR | Redpoll (Lesser) | WM | Whimbrel |
| CR | Crossbill (Common) | KI | Kittiwake | RK | Redshank | WC | Whinchat |
| CK | Cuckoo | KN | Knot | RT | Redstart | WG | White-fronted Goose |
| CU | Curlew | LM | Lady Amherst's Pheasant | RH | Red-throated Diver | WH | Whitethroat |
| DW | Dartford Warbler | LA | Lapland Bunting | RE | Redwing | WS | Whooper Swan |
| DI | Dipper | L. | Lapwing | RB | Reed Bunting | WN | Wigeon |
| DO | Dotterel | TL | Leach's Petrel | RW | Reed Warbler | WT | Willow Tit |
| DN | Dunlin | LB | Lesser Black-backed Gull | RZ | Ring Ouzel | WW | Willow Warbler |
| D. | Dunnock | LS | Lesser Spotted Woodpecker | RP | Ringed Plover | OD | Wood Sandpiper |
| EG | Egyptian Goose | LW | Lesser Whitethroat | RI | Ring-necked Parakeet | WO | Wood Warbler |
| E. | Eider | LI | Linnet | R. | Robin | WK | Woodcock |
| FP | Feral Pigeon | ET | Little Egret | DV | Rock Dove (not feral) | WL | Woodlark |
| ZL | Feral/hybrid goose | LG | Little Grebe | RC | Rock Pipit | WP | Woodpigeon |
| ZF | Feral/hybrid mallard type | LU | Little Gull | RO | Rook | WR | Wren |
| FF | Fieldfare | LO | Little Owl | RS | Roseate Tern | WY | Wryneck |
| FC | Firecrest | LP | Little Ringed Plover | RY | Ruddy Duck | YW | Yellow Wagtail |
| F. | Fulmar | AF | Little Tern | RU | Ruff | Y. | Yellowhammer |

If you are not submitting your data electronically using BBS-Online, please return your Field Recording Sheets to your Regional Organiser with your other BBS forms. If you would like to submit your results on BBS-Online, please inform your RO, then visit www.bto.org/bbs.



ELVINGTON, KENT

Reptile Survey Report

| | |
|-------------------|---------------------------------|
| Date of report | 28 th September 2023 |
| Date of surveys | March – September 2023 |
| Author | Alexander Watkinson |
| Client name | Hume Planning Ltd |
| Corylus reference | 23010 |

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Corylus Ecology Ltd Registered in England No 5005553

Registered Office: Henwood House, Henwood, Ashford Kent TN24 8DH

VAT Reg No. 862 2486 14

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| 3.0 Results | 4 |
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Table 2 – Summary of Reptile Survey Results for Area 1 (north and east)

Table 3 – Summary of Reptile Survey Results for Area 2 (south and west)

Figures

Figure 1 – Reptile Survey and Results Plan

Appendices

Appendix 1 – Full Reptile Results

Appendix 2 – Reptile Legislation

1.0 INTRODUCTION

1.1 Corylus Ecology has undertaken a reptile presence/likely absence survey to inform the allocation of land for development within Dover District Council at land parcel SAP28, Elvington, Kent, hereinafter referred to as 'the Site'. This document reports the results of the reptile surveys undertaken in 2023.

1.2 The Site is approximately 22ha in area and consists of arable fields with a large area of unmanaged scrub and grassland in the north and tree lines, hedges and field margins forming the southern eastern and western boundaries.

Proposals

1.3 The land parcel has been allocated by Dover District Council for potential future residential development.

Overview

1.4 Habitat suitable for common reptile species was identified during the initial Ecological Overview of the Site undertaken in Spring 2023. These areas are outlined below:

1.5 The Site contains a mix of suitable habitats for common species of reptile; however, these are all restricted to the narrow field margins and vegetation boundaries around the arable fields as well as an area of dense scrub and grassland located in the north of the Site.

1.6 It is also noted that from desk study information that Slow worms and common lizards are present immediately adjacent to the north of the Site within Tilmanstone Colliery, there are no barriers to movement.

1.7 The aims of the surveys were to:

- determine the presence/likely absence of reptiles; and
- assess the population size if any reptiles are present.

1.8 This letter has been prepared for the exclusive use of Dover District Council. No part of this letter should be considered as legal advice.

2.0 METHODOLOGY

2.1 Desk Study

2.1.1 Full desk study records of reptiles were sought from the Kent and Medway Biological Records Centre (KMBRC), encompassing a 1km search area.

Survey Methodology

2.1.2 For a presence/likely absence reptile survey, Froglife recommend that a minimum of seven survey visits are undertaken in favourable weather conditions. To achieve a satisfactory degree of confidence in a negative result, the survey should be spread over a minimum of 30 days (Froglife, 1999).

2.1.3 Reptile surveys can be undertaken between the months of March and October and the most profitable months for surveying tend to be April, May and September (Froglife, 1999). The Herpetofauna Groups of Britain and Ireland (HGBI) guidance suggests that optimum conditions are temperatures between 9°C and 18°C, with an absence of wind and rain and the best time of day are between 8.30am and 11.00am and between 4.00pm and 6.30pm, depending on the conditions. Peak counts of reptiles can often occur outside those times mentioned above, in particular immediately after rain. The surveys were therefore timed to utilise the best available weather conditions.

2.1.4 The standard survey guidance for reptiles recommends ten heat traps per hectare (Froglife, 1999). For this survey, a total of 62 heat traps were placed throughout the Site in areas considered suitable for reptiles, these being the narrow field margins at the boundaries of all the arable fields, woodland edges as well as within the area of dense scrub and grassland to the north.

2.1.5 The total area of entire Site is 22ha, however, the majority of this is unsuitable habitat for reptiles, being arable with only the field boundaries and northern scrub area providing suitable habitat.

2.1.6 These suitable areas are measured at approximately 4ha therefore achieving a density of greater than ten per ha following guidance. Heat traps consisted of heavy gauge green mineral roofing felt cut into approximately 0.7m x 1m rectangles which were placed following linear margins and orientated to receive the maximum amount of sunshine.

2.1.7 Seven survey visits were undertaken from July to September in weather conditions suitable for reptiles; the time and conditions of each visit were recorded.

Reptile Evaluation Methodology

2.1.8 Froglife have established criteria for establishing Key Reptile Sites and the criteria is also used in the designation process for Local Wildlife Sites. The scoring system is based upon the maximum number of adult animals: that is all animals recorded excluding hatchlings and juveniles, seen under artificial refugia (placed at a density of a minimum of 10 per hectare) or by general observation by one person, in one day.

Table 1 – Evaluation of Reptile Population Status

| Species | Low Population Score 1 | Good Population Score 2 | Exceptional Population Score 3 |
|---------------|---------------------------|----------------------------|-----------------------------------|
| Adder | <5 | 5-10 | >10 |
| Grass Snake | <5 | 5-10 | >10 |
| Common Lizard | <5 | 5-20 | >20 |
| Slow Worm | <5 | 5-20 | >20 |

2.1.9 A Key Reptile Site is identified when a site meets any of the following thresholds:

- Supports three or more reptile species; or
- Supports two snake species; or
- Supports an exceptional population of any one species; or
- Supports an assemblage of species scoring ≥ 4 points using the above system; or,
- Supports a population of adder scoring >1 .

2.1.10 Any other species noted under the refugia were also recorded, principally any amphibian species in terrestrial phase.

3.0 RESULTS

3.1 Desk Study

3.1.1 KMBRC have provided records of slow worm *Anguis fragilis* and common lizard *Zootoca vivipara* from within a 1km radius of the Site. No records are located within the Site. All reptile records are from the adjacent Tilmanstone Colliery located to the north of the Site. These records date from 2011 to 2019 for both slow worms and common lizards with 66 records for slow worm and 28 records for common lizards. There are no barriers to movement from Tilmanstone Colliery to the Site for reptiles.

3.2 Survey Results

3.2.1 Two species of reptile were recorded during the surveys across the entire Site: slow worm and common lizard.

3.2.2 Due to the size of the survey area and distance and separation between suitable areas of reptile habitat a peak count of each reptile species for the entire Site would be inaccurate. As such, a peak count of each surveyed area of continuous reptile habitat would be more appropriate and these have been presented in Tables 2 – 3 below. These two areas include the dense scrub and grassland area to the north along with connected field boundaries (Area 1) and the field boundaries that surround the western and southern fields of the Site (Area 2). Figure 1 shows the locations of felts, recorded reptile locations and the survey areas as highlighted above.

Table 2 – Summary of Reptile Survey Results for Northern and eastern areas (Area 1) – Elvington 2023

| Survey visit | Date | Number of slow worm | Number of common lizard |
|--------------|------------|-----------------------|-------------------------|
| 1 | 19/07/2023 | Total: 21 Peak: 21 | Total: 8 Peak: 8 |
| 2 | 22/08/2023 | Total: 5 Peak: 5 | Total: 3 Peak: 3 |
| 3 | 30/08/2023 | Total: 7 Peak: 3 | Total: 5 Peak: 5 |
| 4 | 05/09/2023 | Total: 7 Peak: 7 | Total: 0 Peak: 0 |
| 5 | 15/09/2023 | Total: 6 Peak: 2 | Total: 0 Peak: 0 |
| 6 | 20/09/2023 | Total: 22 Peak: 13 | Total: 7 Peak: 6 |
| 7 | 26/09/2023 | Total: 14 Peak: 13 | Total: 4 Peak: 4 |

3.2.3 Within the northern Area 1 of the Site, a peak count of 21 adult slow worms was recorded on a single occasion on 19th July 2023 (Table 2). The total area of suitable habitat available for reptiles to use is 2.5ha equating to 8.4 individuals/ha. **This equates to a 'exceptional' population under the Froglife criteria and result in three points.**

3.2.4 On this same date a peak count of 8 adult common lizard was found, equating to 3.2 individuals/ha. These **equates to a 'good' population under the Froglife criteria and result in two points.**

Table 3 – Summary of Reptile Survey Results for Southern and Western area (Area 2) – Elvington 2023

| Survey visit | Date | Number of slow worm | Number of common lizard |
|--------------|------------|---------------------|-------------------------|
| 1 | 19/07/2023 | Total: 9 Peak: 9 | Total: 0 Peak: 0 |
| 2 | 22/08/2023 | Total: 2 Peak: 2 | Total: 0 Peak: 0 |
| 3 | 30/08/2023 | Total: 1 Peak: 1 | Total: 0 Peak: 0 |
| 4 | 05/09/2023 | Total: 1 Peak: 1 | Total: 0 Peak: 0 |
| 5 | 15/09/2023 | Total: 0 Peak: 0 | Total: 0 Peak: 0 |
| 6 | 20/09/2023 | Total: 0 Peak: 0 | Total: 0 Peak: 0 |
| 7 | 26/09/2023 | Total: 1 Peak: 1 | Total: 0 Peak: 0 |

3.2.5 In Area 2, a peak count of 9 adult slow worms was recorded on a single occasion on 19th July 2023 (Table 3). The total area of suitable habitat available for reptiles to use is 1.5ha equating to 6 individuals/ha. **This equates to a 'good' population under the Froglife criteria and result in two points.**

3.2.6 No common lizards were recorded within Area 2.

Other recordings

3.2.7 Common shrew *Sorex Araneus*, field mouse *Mus musculus* and bank voles *Myodes glareolus* were recorded across the Site on several occasions. No amphibians were recorded beneath the refugia.

4.0 EVALUATION

4.1 Summary

- 4.1.1 A reptile presence/likely absence survey has been undertaken of land parcel SAP28 at Elvington, Kent between July and September 2023. The suitable reptile habitat is restricted to the margins of arable fields and scrub area to the north. The vast majority of the Site is arable land that is not suitable for use by reptiles.
- 4.1.2 Two reptile species were recorded across the Site including slow worm and common lizard. If all survey areas across the entire Site were considered as one continuous matrix of reptile habitat the peak count for slow worm is 30 and for common lizard is 8.
- 4.1.3 The entire Site therefore scores five points under the criteria and this along with holding an exceptional population of slow worm qualifies as a Key Reptile Site.
- 4.1.4 However, it is considered appropriate to evaluate the reptile species present within the site as separate populations due to the distance and lack of suitable reptile habitat between the areas found to support reptiles, and the home-ranges of reptiles particularly slow worm and common lizard.
- 4.1.5 When split down into the two separate habitat areas, Area 1 to the north had two reptile species recorded, scoring five points with an exceptional population of slow worms and good population of common lizards recorded.
- 4.1.6 Whilst Area 2 had a single reptile species recorded, scoring two points with a good population of slow worms recorded. However as discussed in more detail within section 4.1.9 below, reptile species and populations within the area are likely to be under recorded.
- 4.1.7 **The suitable habitats at the Site's boundaries have mixed levels of connectivity to further suitable habitat** within the wider landscape. The northern area of dense scrub is adjacent to further areas of scrubland and grassland with a known population of reptile already present. However, the southern and western boundaries of the Site are adjacent to urban environments with no further suitable reptile habitat present. Low numbers of reptiles were recorded in the margins adjacent to the blocks of woodland to the south and east which provides suitable habitat for resting, foraging, and hibernating slow worm. Therefore, slow worm could be favouring habitat further into the woodland as opposed to the boundary within the Site.

Survey Constraints

- 4.1.8 During the surveys there was a significant amount of public interference with the reptile felts, especially in locations where public rights of way or informal paths run near/adjacent to locations that felts were set. This interference consisted of deliberate interference, with felts being collected and then folded up and hidden

as well as being totally removed from the Site. Messages had been sprayed onto the felts asking the public to leave them in place as well. By the end the survey period the following felts were either removed or interfered with: 1–6, 8, 20, 22-25, 33, 36, 38-40, 42, 51-53 and 56-62.

- 4.1.9 Due to the deliberate nature of the interference and for animal welfare concerns the decision to not re-set these felts was taken. As such it is likely that reptiles may have been under recorded in these areas and the total Site, due to the levels of disturbance to the felts. The peak count for all areas of the Site was taken during the first survey of the Site when the majority of the felts were still present, after this point each subsequent survey had less felts still in place and as such peak counts fell.
- 4.1.10 Areas with significant disturbance such as the northern edge and eastern edge of Area 2 and the field margin between Area 1 and Area 2 where either all or most of the felts were removed, it would likely that reptiles were significantly under recorded here. Reptile species such as common lizard may also be present but not recorded. For all three of these areas, slow worms were recorded under felts before they were lost, confirming presence of this species, however accurate population counts would be difficult.

Slow Worm Ecology

- 4.1.11 Slow worms, which are legless lizards, have a widespread distribution across England, Wales and Scotland but are particularly common in southern and eastern England. They occur in a variety of habitats including rough grassland, hedgerows, heathland, woodland edges, downs and moorland (Beebee & Griffiths, 2000). Fairly thick vegetation cover, combined with sunny areas to allow basking, appear to be their preferred habitat. They have a limited home range between 10-20m.
- 4.1.12 Despite the range of their distribution and the diversity of habitats in which they may be found, the national status of the slow worm is not considered favorable. The slow worm is considered to have undergone a long term decline since the **1930's. Currently the largest threat has been identified as loss** of habitat, in particular, due to a shift in planning policy towards the development of brown field sites (English Nature, 2004).

Common Lizard Ecology

- 4.1.13 Common lizard often survive in loose colonies arranged along features such as road embankments, or within large areas of suitable habitats, for example, on sunny banks or hillsides. Common lizards occur in a wide range of different habitats across the United Kingdom and Ireland and are considered the most widespread of the British reptiles. Despite being widespread however, their habitat requirements result in a patchy distribution. Adequate common lizard habitat may be described as undisturbed ground that is topographically diverse with fairly dense but short vegetation less than 0.5 metres high, open to the sun and with at least a few exposed areas or promontories that be used for basking (Beebee & Griffiths, 2000).

Reptile Population Estimates

- 4.1.14 In the experience of the surveyors, to estimate the size of the slow worm and common lizard population which may be present, the proportion of the total population recorded during a standard presence/likely absence survey may be suggested to be in the region of 10%. On this Site, this would equate to approximately 300 slow worm and 80 common lizards across the entire Site as a whole. 210 slow worm and 80 common lizards within Area 1 and 90 slow worm and no common lizards within Area 2.
- 4.1.15 However, the heat trap density was slightly greater than the ten traps per hectare recommended by Froglife in their guidance. It is therefore considered that a higher percentage of the reptile population may have been detected during the seven survey visits, however regarding the above and the interference with the felts overall, it is likely that reptiles have still been under recorded across the Site.
- 4.1.16 An 'Exceptional' **population** of slow worm and **'good' population** common lizard across the entire Site, **'Exceptional' population of slow worm and 'good' common lizard within Area 1** and **'good'** population of slow worm within Area 2 are considered to be of Local Importance.

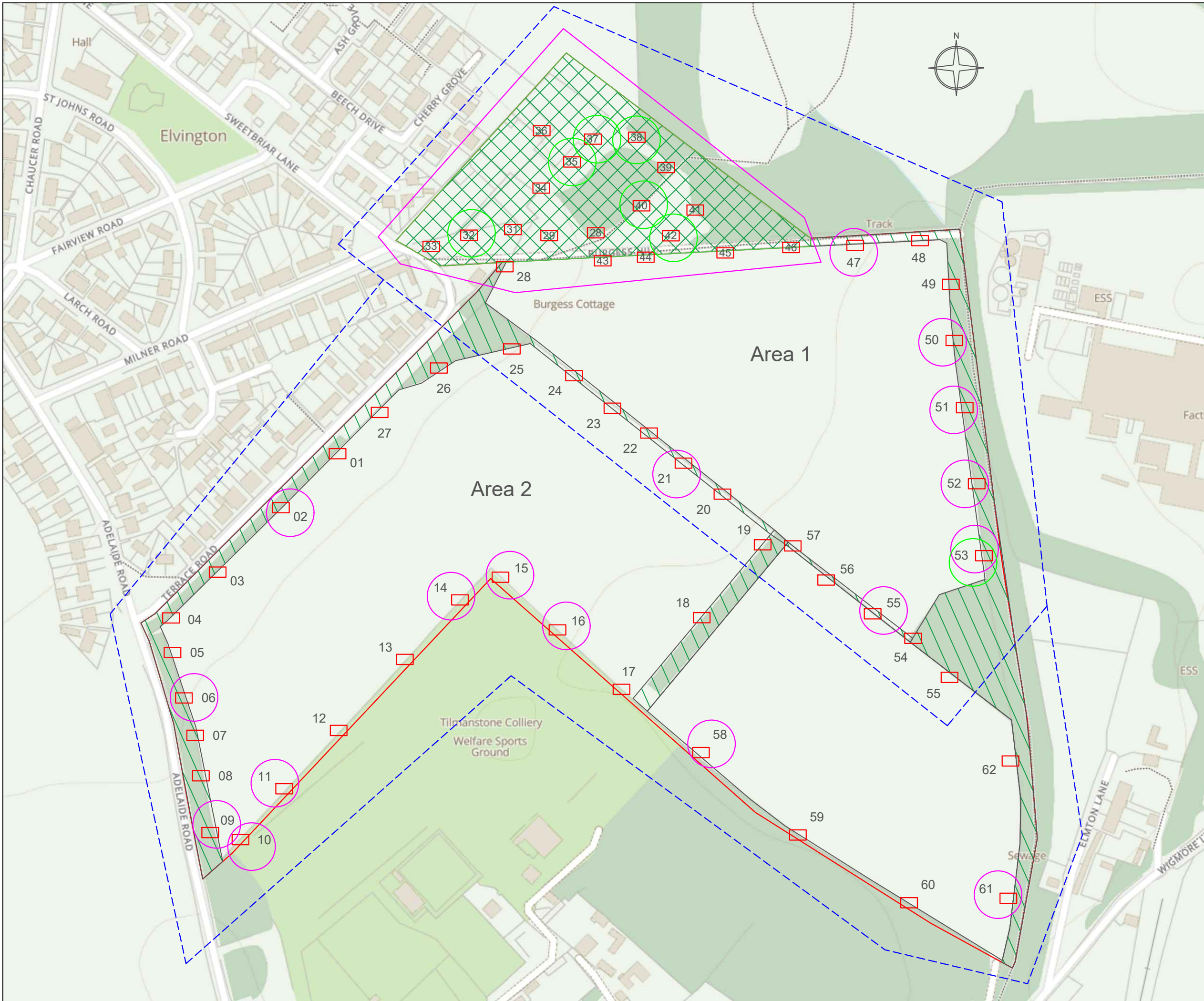
5.0 CONCLUSIONS

- 5.1 Reptile presence/likely absence surveys at land parcel SAP28, Elvington, Kent have been undertaken in 2023. Heat traps were set around the suitable reptile habitat within the field margins as well as within and area of dense scrub and grassland to the north.
- 5.2 Two reptile species were recorded, slow worm and common lizard. An **'Exceptional' population of slow worm and 'good' population common lizard** was recorded across the entire Site, an **'Exceptional' population of slow worm and 'good' common lizard within Area 1 and 'good' population of slow worm within Area 2**.
- 5.3 The entire Site therefore scores five points under the criteria and this along with holding an exceptional population of slow worm qualifies as a Key Reptile Site. The reptile populations identified across the Site are considered to be of Local Importance.

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Key

- Site Survey Area
- Felt 1 Location
- Slow worm record
- Common Lizard record
- Scrub and Grassland Habitat
- Trees, Woodland and Hedge Habitat

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| <p>CORYLUS ECOLOGY</p> | | | |
| <p>Project: 23010 Elvington, Kent</p> | | | |
| <p>Title: Reptile Survey Plan</p> | | | |
| <p>status</p> | | <p>drawing no. Figure 1</p> | |
| scale | size | date | drawn |
| NTS | A3 | 27.09.2023 | AW |
| CAD filename | | checked | EW |
| Figure_1.dwg | | | |

Appendix 1

Reptile Survey Results

Site Name: Elvington

Date set up: 12/07/2023

| Visit no | Date | Initials | Species | Common lizard | Slow worm | Grass Snake | Adder | Weather conditions | | Other findings |
|----------|------------|----------|---------------|---------------|-----------|-------------|-------|--------------------|-------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | 19/07/2023 | AW | Male | | 24 | | | Time | 16:00 | Common lizards found under mats 34-41. Slow worms under felts 2,6,,9,10,11,15,16, 29, 30-41, 47, 51-53, 58,61(Missing mats 1,3,4,5. Some disturbance in public footpath area) |
| | | | Female | | 5 | | | Temperature | 18 | |
| | | | Adult Unknown | 8 | | | | Cloud cover % | 80 | |
| | | | Sub | | 1 | | | Rain | in am | |
| | | | Juv | | | | | Wind | 2 | |
| | | | TOTAL | 8 | 30 | 0 | 0 | | | |
| PEAK | 8 | 30 | 0 | 0 | | | | | | |
| 2 | 22/08/2023 | AW | Male | | 4 | | | Time | 11:30 | Common lizards found under mats 36-39. Slow worms under felts 6,15, 29, 32-36, 51 (Missing mats 1-5 and 56-62. Some disturbance in public footpath area) |
| | | | Female | | 2 | | | Temperature | 19 | |
| | | | Adult Unknown | 3 | | | | Cloud cover % | 70 | |
| | | | Sub | | 1 | | | Rain | 0 | |
| | | | Juv | | | | | Wind | 2 | |
| | | | TOTAL | 3 | 7 | 0 | 0 | | | |
| PEAK | 0 | 7 | 0 | 0 | | | | | | |
| 3 | 30/08/2023 | EW | Male | | 1 | | | Time | 11:00 | Common lizards found under mats 35, 37. Adult male slow worm at 16. Adult female slow worms at 21, 40. Juvenile slow worms at 36, 37, 40. (Missing mats 1-5 and 56-62. Some disturbance in public footpath area) |
| | | | Female | | 2 | | | Temperature | 15 | |
| | | | Adult Unknown | 5 | | | | Cloud cover % | 60 | |
| | | | Sub | | 0 | | | Rain | 0 | |
| | | | Juv | | 5 | | | Wind | 1 | |
| | | | TOTAL | 5 | 8 | 0 | 0 | | | |
| PEAK | 5 | 3 | 0 | 0 | | | | | | |
| 4 | 05/09/2023 | EW | Male | | 3 | | | Time | 11:14 | Adult male slow worms at 16, 37, 46. Adult female slow worms at 36, 47. Sub adult slow worms at 46 and 50. (Missing mats as above, with 6-8, 20, 22-24, 51-53, 29 and 33 now also missing) |
| | | | Female | | 2 | | | Temperature | 23 | |
| | | | Adult Unknown | | | | | Cloud cover % | 0 | |
| | | | Sub | | 3 | | | Rain | 0 | |
| | | | Juv | | | | | Wind | 2 | |
| | | | TOTAL | 0 | 8 | 0 | 0 | | | |
| PEAK | 0 | 8 | 0 | 0 | | | | | | |
| 5 | 15/09/2023 | EW | Male | | 1 | | | Time | 11:15 | Juvenile slow worms at mats 31, 32,37. Sub-adult male slow worm at mat 34. Adult male slow worm at mat 55. Most reps found in public wooded area (Missing mats as above, with mats 25, 51, 38, 39, 40, 42 now missing) |
| | | | Female | | | | | Temperature | 20 | |
| | | | Adult Unknown | | | | | Cloud cover % | 0 | |
| | | | Sub | | 1 | | | Rain | 0 | |
| | | | Juv | | 4 | | | Wind | 0 | |
| | | | TOTAL | 0 | 6 | 0 | 0 | | | |
| PEAK | 0 | 2 | 0 | 0 | | | | | | |
| 6 | 20/09/2023 | EW | Male | | 5 | | | Time | 12:17 | Adult male s.worms at mats 47, 45, 44, 43. Adult female s.worms at mats 44, 42, 35. Sub adult s.worms at mats 21, 48, 45, 32 (x3). Juvenile s.worms at mats 40, 42, 35 (x5) and 32 (x2). Adult c.lizards at mats 53 (x2), 38, 40, 42, 32 (x2). Juv c.lizards at mat 53. All c.lizards basking on top of mats (Missing mats as above with addition of 36 missing) |
| | | | Female | | 3 | | | Temperature | 19 | |
| | | | Adult Unknown | 7 | | | | Cloud cover % | 90 | |
| | | | Sub | | 5 | | | Rain | 0 | |
| | | | Juv | 1 | 9 | | | Wind | 3 | |
| | | | TOTAL | 8 | 22 | 0 | 0 | | | |
| PEAK | 7 | 13 | 0 | 0 | | | | | | |
| 7 | 26/09/2023 | EW | Male | | 2 | | | Time | 11:15 | Adult female S.worms under mats 9, 47, 45, 44(x2), 35, 32, 31 (x2). Adult male s.worms under mat 32 (x2). Sub adult s.worms under 21 (x2 male) and 35. Juv s.worm under mat 31. Adult c.lizards basking on mat 35 (x3), 21. Two fieldmice under mat 35. |
| | | | Female | | 9 | | | Temperature | 20 | |
| | | | Adult Unknown | 4 | | | | Cloud cover % | 30 | |
| | | | Sub | | 3 | | | Rain | 0 | |
| | | | Juv | | 1 | | | Wind | 2 | |
| | | | TOTAL | 4 | 15 | 0 | 0 | | | |
| PEAK | 4 | 14 | 0 | 0 | | | | | | |

Appendix 2 - Reptile Legislation

All British reptiles are afforded legal protection under Schedule 5 of the Wildlife and Countryside Act 1981 (as amended) largely as a consequence of a national decline in numbers due to habitat loss. Under the terms of the Act, it is an offence to intentionally kill or injure a reptile and accordingly in order to avoid committing an offence under the Act, appropriate mitigation techniques need to be incorporated for reptiles occurring within development sites. Mitigation methods for reptiles may include trapping and relocation of animals to a suitable receptor site, combined with the exclusion of the development site through the use of reptile fencing. Measures to enhance habitats for reptiles include the provision of hibernacula and appropriate management to improve foraging areas may also be required.

Mitigation for the more common British reptiles and amphibians does not require a licence from Natural England but would typically be agreed in consultation with the local planning authority.

Despite the range of their distribution and the diversity of habitats in which they may be found, the national status of the slow worm is not considered favourable. The slow worm is considered to have undergone a long term decline since the **1930's**. **Currently the largest** threat has been identified as loss of habitat, in particular, due to a shift in planning policy towards the development of brown field sites (English Nature, 2004).



ELVINGTON, KENT

Hazel Dormouse Report

| | |
|-------------------|---------------------------------|
| Date of report | 28 th September 2023 |
| Date of surveys | March–September 2023 |
| Author | Alexander Watkinson |
| Client name | Hume Planning Ltd |
| Corylus reference | 23010 |

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| 3.0 Results | 4 |
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| 5.0 Conclusions | 8 |

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Table 3 – Dormouse survey results 22nd August 2023

Table 4 – Dormouse survey results 25th September 2023

Figures

Figure 1 – Dormouse Survey Results

Appendices

Appendix 1 – Full Dormouse Survey Results

Appendix 2 – Dormouse Legislation

1.0 INTRODUCTION

1.1 Corylus Ecology has undertaken presence/likely absence surveys for hazel dormouse *Muscardinus avellanarius* at land parcel SAP28, Elvington, Kent, **hereinafter referred to as 'the Site'**.

1.2 The Site is approximately 22ha in area and consists of arable fields with a large area of unmanaged scrub and grassland in the north and tree lines, hedges and field margins forming the southern eastern and western boundaries.

Proposals

1.3 The land parcel has been allocated by Dover District Council for potential future residential development.

Summary

1.4 During the Ecology Overview of the Site the habitats were assessed for the potential for dormice. The majority of the Site consists of arable wheat fields that are not suitable for use by dormice. However, the boundaries comprise of mature treelines, woodland, hedgerows and dense scrub, which provide suitable habitat for hazel dormice. The Site is an area of land situated to the south of the small village of Elvington and north of the village of Eythorne, approximately 9.4km to the north of the town of Dover. The Site is predominantly an area of arable land with sections of dense scrub and grassland to north, tree lines and woodland to the east and west and urban space to the north-west and south. The tree lines, woodland and dense scrub can be highly suitable for dormice as they can contain many species of woody plants providing a range of food sources. This report summarises the results of the dormouse surveys.

1.5 This letter has been prepared for the exclusive use of Dover District Council. No part of this letter should be considered as legal advice.

2.0 METHODOLOGY

2.1 Desk Study

2.1.1 Records of dormice were sought from the Kent Biodiversity Records Centre. Records of EPS Licences for dormice within 3km of the Site were also sought from freely available internet resources such as the MAGIC interactive mapping service.

2.2 Dormouse Surveys

2.2.1 The surveys followed the guidance from Natural England in the Dormouse Conservation Handbook 2nd edition (English Nature, 2006). A total of 32 tubes and 8 boxes were installed at approximately 20 metre intervals across the Site in June 2023. They were installed throughout the hedgerows, scrub and tree lines at the boundaries of the Site. The tubes and boxes were located in the areas with the best structure to maximise the probability of detecting any population which may be present. Boxes were positioned on coppiced hazel where possible within areas of habitat with suitable aerial connectivity. Figure 1 shows the locations of the tubes and boxes.

2.2.2 Surveys of the tubes and boxes have been undertaken on 19th July, 22nd August, 25th September 2023, with surveys needed in October and November 2023 to reach the full 20 points to confirm absence, however as dormice have been confirmed present within all surveyed areas of the Site these further surveys are no longer required. The licenced dormouse surveyor was Alexander Watkinson (licence number 2018-38482-CLS-CLS) of Corylus Ecology.

2.2.3 Each tube and box was surveyed in a linear route, starting at the northern boundary of the Site at Tube 1. Where a tube could be seen to be empty, no further check was made. Where the inside of the tube could **not be easily seen, a material 'stuffer' was used to block the entrance and the end of the tube was then** pushed back to inspect it for evidence of nesting material or an animal, this system was also used for boxes as well. If nesting material or leaves were found inside, the tube or box was taken out of the vegetation and placed into a large plastic bag for a detailed check.

2.2.4 Each survey was carried out in suitable, dry weather conditions and completed within one day to ensure no animals found were double counted. The biometric data of any captured dormice *Muscardinus avellanarius* or other mammal species, such as wood mouse *Apodemus sylvaticus* and yellow-necked mouse *Apodemus flavicollis*, were taken; animals were weighed **using small plastic bags and 50g pesola balances. Any birds' nests** were also noted. Full survey results can be found in Appendix 1.

Index of probability

- 2.2.5 The Dormouse Conservation Handbook provides an index of probability for the presence, or otherwise, of dormice based on a minimum level of survey effort. A scoring system has been devised in which each month during the active period is given a score; a minimum score of 20 points needs to be reached in order to show reasonable survey effort has been made. The scores for the index of probability are shown below in Table 1:

Table 1 – Index of probability

| Month | Index of probability |
|-----------|----------------------|
| April | 1 |
| May | 4 |
| June | 2 |
| July | 2 |
| August | 5 |
| September | 7 |
| October | 2 |
| November | 2 |

- 2.2.6 Using fifty nest tubes or boxes as standard, and the index of probability table as a value for different months of surveying, a score can be devised as a guide to the thoroughness of a survey, with the aim of achieving 20 points (Chanin and Woods, 2003). Under this methodology, fifty tubes or boxes set out for a whole survey season would score 25 points (the sum of the indices for all 8 months), but 25 tubes left out during only April and May would score 2.5 (1+4, divided by 2 because only half as many tubes were installed). Although half of the total score is taken away when using half the standardised fifty tubes, the scoring cannot be **'doubled up' if 100 tubes are used.**
- 2.2.7 A total of 32 tubes and 8 boxes were set at the Site, so a standard of 40 tubes/boxes was achieved. The tubes/boxes will be set out from June to November, scoring 20 points. However, at the date of this report 16 points have been scored but the presence of dormice has been confirmed across the Site.
- Survey Constraints*
- 2.2.8 Some areas of the Site had significant levels of disturbance from the public such as parking, dog walking and recreation use, and a decision was made not to install dormouse tubes or boxes in these locations to avoid potential animal welfare issues.

3.0 RESULTS

3.1 Desk Study

3.1.1 No records of dormice have been recorded within 3km of the Site either from biological records centre or from Natural England Licences. The nearest record is 7.2km to the west of the Site.

3.2 Dormouse Surveys

3.2.1 Dormice have been confirmed as present across the Site with the first nest identified during the September 2023 check, with a peak count of one dormouse and four nests found during the September survey. All survey results and tube/box locations are shown on Figure 1.

3.2.2 In July, no dormouse evidence was found, evidence of *Apodemus* sp were recorded with nests found in tube T2 on the northern edge and Tube 26 in the northern scrub area.

Table 2 – Dormouse survey results 19th July 2023

| Tubes/boxes | Species | Evidence |
|--------------------|---------------------|-----------------|
| T2 | <i>Apodemus</i> sp. | Nest |
| T26 | <i>Apodemus</i> sp. | Nest |

3.2.3 In August, no dormouse evidence was found, evidence of *Apodemus* sp were recorded with nests found in tube T2 on the northern edge and Tube 26 in the northern scrub area as before.

Table 3 – Dormouse survey results 22nd August 2023

| Tubes/boxes | Species | Evidence |
|--------------------|---------------------|-----------------|
| T2 | <i>Apodemus</i> sp. | Nest |
| T26 | <i>Apodemus</i> sp. | Nest |

3.2.4 In the September survey, evidence of dormouse was found. During this survey four dormouse nests were found within Box B1, B2 and Tubes T25 and T32, a young dormouse ran out of Tube 25 before it could be caught. Evidence of *Apodemus* sp were recorded with nests found in tubes T2 and T26.

Table 4 – Dormouse survey results 25th September 2023

| Tubes/boxes | Species | Evidence |
|--------------------|--------------------|----------------------------------|
| B1 | Dormouse | Nest |
| B2 | Dormouse | Nest |
| T2 | <i>Apodemus</i> sp | Nest |
| T25 | Dormouse | Nest with young dormouse ran out |
| T26 | <i>Apodemus</i> sp | Nest |
| T32 | Dormouse | Nest |

4.0 EVALUATION

- 4.1 Surveys to establish the presence or likely absence of dormice have been carried out at Elvington, Kent in 2023. The surveys to date have confirmed that dormice are present within the Site, with nests, active dormice and possible evidence of breeding dormice found in all suitable habitats within the Site and within the boundary habitat to the west, north and east of the Site. Dormice nests were found along all surveyed and connected boundaries of the Site.
- 4.2 The majority of the Site boundaries provide either moderate or high-quality habitat for dormice, with blocks of deciduous woodland to the south and east of the Site and the other boundaries including hedgerows, treelines and high-quality dense scrub.
- 4.3 There are no desk study or biological records of dormice from within 3km of the Site.
- 4.4 **It can therefore be assumed that dormice are likely to be present in any of the Site's** connected vegetated boundary features and the two areas of woodland adjacent to the south and east as well as any connected dense scrub and tree/hedge lines.
- 4.5 Due to the extent of the suitable habitats within and adjoining the Site, it is considered that the dormouse population capable of being supported is likely to be relatively high. The hedgerows, woodland and scrub provide good quality foraging and nesting habitat in the summer and autumn period when soft fruits like blackberries and sloes are at their most abundant. The bases of the hedgerow and dense scrub also provide opportunities for hibernation, as they are well established and raised on banks and on slopes to prevent flooding. The areas of woodland to the south and east also provide high quality habitat for year-round life cycles.
- 4.6 During the September survey, at tube T25 within the dense scrub here, a dormouse was seen running from the tube before it could be captured, however it did stay stationary within the vegetation allowing for a detailed assessment of the size and shape. The dormouse appeared to be young and small, looking similar to a young dormouse that may have been born during the 2023 breeding season. Therefore, it is likely that the dense scrub to the north of the Site is used for breeding.
- 4.7 Adult dormice are estimated to live in densities of around ten per hectare even in the best habitats. It is difficult to estimate the dormouse population size in areas of linear habitat such as hedgerows/tree lines, but it is estimated that less than 47 animals, including juveniles, would be present within the suitable habitats within the Site: the whole Site measures c.22ha, however suitable habitats are restricted to the edges of the Site other than the area of dense scrub to the north and woodland block to the east. These areas of the Site

amounting to c.4.75ha of suitable habitat across the entirety of the Site. It is considered that the dormouse population within the Site is of Local Importance.

5.0 CONCLUSIONS

- 5.1 Surveys to determine the presence or likely absence of dormice have been undertaken at land parcel SAP28 Elvington, Kent.
- 5.2 The tubes and boxes were installed in June 2023 and surveys during July – September 2023 have been carried out. Evidence of dormice have been recorded in a total of four **tubes/boxes around the Site's** boundaries, including a peak count of four dormice nests and one dormouse seen by the surveyors during one survey.
- 5.3 Due to extent of the dormouse evidence recorded across the Site, it can be assumed that dormice are likely to be present in any of the suitable habitat, including all vegetated Site boundaries and adjacent areas of scrub and woodland.
- 5.4 The boundary habitats and adjacent habitat including the blocks of woodland and dense scrub are of high quality and capable of supporting a high population of dormice. It is considered that the dormouse population on Site is of Local Importance.

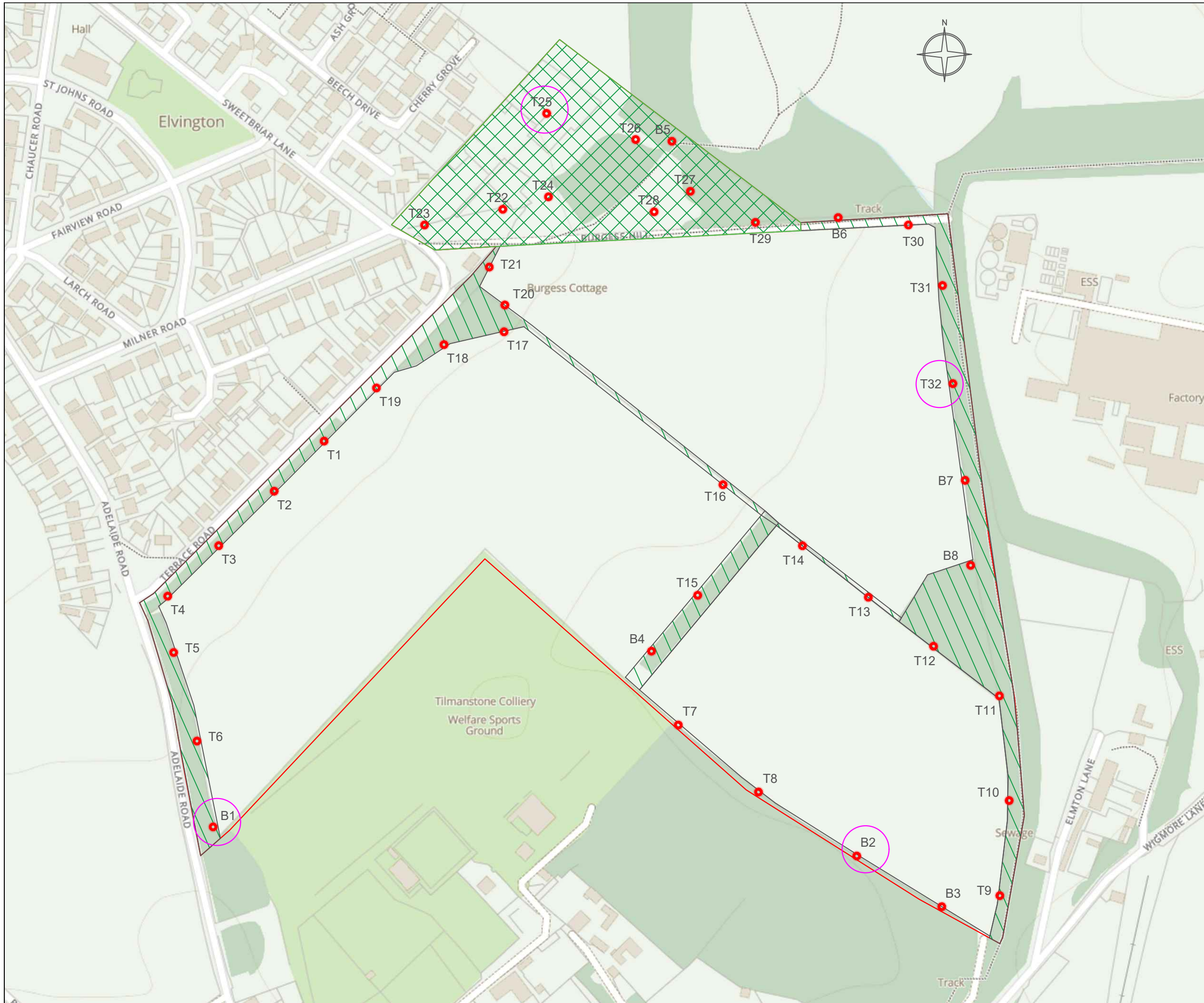
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- Key
- Site Survey Area
 - T1 Tube T1 Location
 - T1 Dormouse Evidence
 - Scrub and Grassland Habitat
 - Trees, Woodland and Hedge Habitat

| revision | description | date | checked by |
|----------|-------------|------|------------|
| | | | |
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Project:
 23010 Elvington, Kent

Title:
 Dormouse Survey Plan

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|------------------------------|------|-----------------------------|-------|---------|
| status | | drawing no. Figure 1 | | |
| scale | size | date | drawn | checked |
| NTS | A3 | 27.09.2023 | AW | HL |
| CAD filename Figure_1.dwg | | | | |

19th July 2023

22nd August 2023

25th September 2023

| | | | |
|-----|----------|----------|-------------------------------|
| T1 | - | - | - |
| T2 | APO nest | APO nest | APO nest |
| T3 | - | - | - |
| T4 | - | - | - |
| T5 | - | - | - |
| T6 | - | - | - |
| T7 | - | - | - |
| T8 | - | - | - |
| T9 | - | - | - |
| T10 | - | - | - |
| T11 | - | - | - |
| T12 | - | - | - |
| T13 | - | - | - |
| T14 | - | - | - |
| T15 | - | - | - |
| T16 | - | - | - |
| T17 | - | - | - |
| T18 | - | - | - |
| T19 | - | - | - |
| T20 | - | - | - |
| T21 | - | - | - |
| T22 | - | - | - |
| T23 | - | - | - |
| T24 | - | - | - |
| T25 | - | - | DM nest - 1x young DM ran out |
| T26 | APO nest | APO nest | APO nest |
| T27 | - | - | - |
| T28 | - | - | - |
| T29 | - | - | - |
| T30 | - | - | - |
| T31 | - | - | - |
| T32 | - | - | DM nest |
| B1 | - | - | DM nest |
| B2 | - | - | DM nest |
| B3 | - | - | - |
| B4 | - | - | - |
| B5 | - | - | - |
| B6 | - | - | - |
| B7 | - | - | - |
| B8 | - | - | - |

Appendix 2 - Dormouse Legislation

Dormice receive the same level of protection as bats and great crested newts in the United Kingdom. The Wildlife and Countryside Act 1981 (WCA) (as amended) transposes into UK law the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention). The 1981 Act was recently amended by the Countryside and Rights of Way (CROW) Act 2000 and the more recent Habitats Regulations amendments (2010). Dormice are listed under Schedule 5 of the 1981 Act, and is therefore subject to the provisions of Section 9, which makes it an offence to:

- Intentionally kill, injure or take a dormouse [Section 9(1)];
- Possess or control any live or dead specimen or anything derived from a dormouse [Section 9(2)]
- Intentionally or recklessly disturb a dormouse while it is occupying a structure or place which it uses for shelter or protection [Section 9(4)(b)];
- Intentionally or recklessly obstructs access to any structure or place which a dormouse uses for shelter or protection [Section 9(4)(c)]; and
- Sell, offer for sale, possess or transport for the purpose of sale or publish advertisements to buy or sell a dormouse [section 9(5)].

Dormice are also included on Annex IV of Council Directive 92/43/EEC of 21 May 1992 on the Conservation of Natural Habitats and of Wild Fauna and Flora (known as the Habitats Directive). As a result of the UK ratifying this directive, dormice are protected under The Conservation of Habitats and Species Regulations 2010 (The Conservation Regulations). Annex IV of the Habitats Directive requires member states to construct a system of protection as outlined in Article 12, this is done through Part 3 of the Regulations whereby Regulation 41 makes it an offence to:

- Deliberately capture or kill a dormouse [Regulation 39(1)(a)];
- Deliberately disturb a dormouse in such a way as to be likely to significantly affect i) the ability of any significant group of animals of that species to survive, breed or rear or nurture their young, OR ii) the local distribution of that species. [Regulation 39(1)(b)]; and
- Damage or destroy a breeding site or resting place of a dormouse [Regulation 39(1)(d)].

Dormice are a UK BAP Priority Species and a Red Data Book species for UK and Kent (Waite, 2000). They are also on the UK Biodiversity Steering Group Short List of Globally Threatened/Declining Species. The population is suggested to be declining due to changes in woodland management (reduction of food sources and viable habitat) and fragmentation of woodland leaving unviable populations (Harris et al, 1995).

In 2001 the dormouse population in the United Kingdom was estimated in the region of 500,000 (Macdonald and Tattersall, 2001). More recently the latest data published by the JNCC (Battersby, 2005) indicates that the present UK population may be as low as 40,000. Although declining in the UK, dormice are believed to be widespread in southern counties (from Devon to Kent) but with only a patchy distribution. The Red Data Book for Kent describes Kent as one of the strongholds for dormice and that they have been recorded from suitable woodland throughout the county (Waite, 2000). Population densities are generally thought to be a maximum of 10 adults per hectare, even in good habitats.



ELVINGTON, KENT

BREEDING BIRD SURVEY REPORT

| | |
|-------------------|------------------------------------|
| Date of report | 28 th September 2023 |
| Date of surveys | March 2023 – June 2023 |
| Author | Alexander Watkinson Rob Lucking |
| Reviewer(s) | Helen Lucking |
| Client name | Hume Planning Ltd |
| Corylus reference | 23010 |

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Appendix 1 – BTO Species list

1.0 INTRODUCTION

1.1 Corylus Ecology has undertaken a suite of Breeding Bird Surveys at land parcel SAP28, Elvington, Kent, hereinafter referred to as **'the Site'**. This report details the methodology, results and evaluation of the breeding bird survey undertaken within the 2023 breeding bird season.

1.2 The Site is approximately 22ha in area and consists of arable fields with a large area of unmanaged scrub and grassland in the north and tree lines, hedges and field margins forming the southern eastern and western boundaries.

Proposals

1.3 The land parcel has been allocated by Dover District Council for potential future residential development.

1.4 The Site falls within the Site of Special Scientific Interest (SSSI) Impact Risk Zone for Thanet Coast Site of Special Scientific Interest. Located approximately 6km to the north-east of the Site, Thanet Coast is a designated SSSI as well as a Ramsar site (Thanet Coast and Sandwich Bay), Special Area of Conservation (SAC) and Special Protection Area (SPA). The coast is designated for its nationally and internationally important populations of wintering birds, its terrestrial and marine plant species and geological value, as well as other factors of conservation interest.

1.5 The Site also falls within the Impact Risk Zone for the Sandwich Bay to Hacklinge Marshes of SSSI, which is located 6km to the north-east of the Site and has been partially designated for its wintering bird population such as Dunlin, Curlew, Sanderling, Grey Plover, Sandwich Tern, Oystercatcher, Redshank, Shelduck, Little tern and Barnacle Goose. This Site is also a Special Area of Conservation (SPA).

Scope of Survey

1.6 The scope of the survey included:

- Undertake a breeding bird survey of the Site to determine numbers of breeding bird territories; and
- Evaluate the conservation importance of the Site for birds.

2.0 METHODOLOGY

2.1 Survey Methodology

2.1.1 The surveys followed guidelines as set out in the British Trust for **Ornithology's** (BTO) Breeding Bird Survey (BBS) and Common Bird Census (CBC) methodology. These survey methodologies are used as standard techniques to sample the assemblage of breeding birds within a site. The survey methodology used for the surveys was an adapted CBC which involved a six-visit standard territory (registration) mapping technique as detailed in Bibby *et al.* (2000) and Gilbert *et al.* (1998). This method is based on the observation that many species during the breeding season are territorial. This is found particularly amongst passerines, where territories are often marked by conspicuous song, display, and periodic disputes with neighbouring individuals. Surveys are undertaken within four hours of dawn and all bird species are recorded as they call and move around the site.

2.1.2 All bird locations were mapped using standard BTO species codes on an appropriate field map. Specific diagrammatic codes were also used to denote singing, calling, movements between areas, flying, carrying food, nest building, aggressive encounters and other behaviour. For each survey, a field map was completed. Six breeding bird surveys and one evening raptor/owl vantage point survey were undertaken during the 2023 breeding bird season.

- 13th April
- 28th April
- 12th May
- 25th May
- 8th June
- 22nd June

2.1.3 The surveys started within one hour of sunrise and continued for two hours. In addition, a single evening vantage point survey were undertaken, specifically to detect crepuscular species such as owls as well as raptor species.

2.1.4 Surveying was confined to habitats within the Survey Area, with the surveyor walking at a slow and methodical pace in suitably fine weather in order to detect, locate and identify all individual birds by sound and / or sight. All field boundaries and suitable breeding habitats were walked.

2.1.5 For each survey visit, a fresh field map was used which was then used to create an individual species master map, following the completion of the surveys. This data analysis follows procedures detailed in

Gilbert *et al.* (1998). The number of territories for each species was calculated from the species master map.

2.1.6 The territories have been defined as '**Confirmed breeding**'; those birds where nests have been recorded or newly fledged chicks have been recorded, '**Likely breeding**'; where multiple registrations of birds and specific behaviour indicating likely breeding has been recorded and '**Possible breeding**'; where only a small number (2 – 3) registrations of that species were recorded in a specific location.

Table 1 – Breeding Categories

| Breeding Category | Criteria |
|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Confirmed Breeding | <ul style="list-style-type: none"> - Adults observed nest building or at nest - Nest with eggs - Unfledged young - Adults carrying food or faecal sacs - Adult birds present in suitable breeding habitat and in same location on at least three occasions and displaying territorial behaviour (eg singing, defending territory against other individuals of same species) |
| Probable Breeding | <ul style="list-style-type: none"> - Adult birds present in suitable breeding habitat and in same location on two occasions |
| Possible Breeding | <ul style="list-style-type: none"> - Adult birds present in suitable breeding habitat on one occasion |
| Breeding Off-Site | <ul style="list-style-type: none"> - Birds flying or foraging over site - Adult birds present in unsuitable breeding habitat |

2.3 Evaluation Methodology

2.3.1 Birds recorded during the survey were placed in both a national and local context in order to identify species of conservation importance. The conservation importance of the breeding bird populations was determined using the criteria specified below.

- (a) the presence of breeding species of recognised international conservation importance i.e. species listed on Annex I of EC Directive 79/409/EEC on the Conservation of Wild Birds 1979;
- (b) the presence of breeding species of recognised national conservation importance i.e. species listed on Schedule 1 of the Wildlife and Countryside Act 1981;
- (c) the presence of Birds of Conservation Concern (BoCC4) Red List species (Eaton *et al* 2015);
- (d) the presence of species identified as Priority Species in the UK Biodiversity Action Plan (UK BAP)
- (e) the presence of species identified on the IUCN European Red List

- (f) the presence of species listed under the Natural Environment and Rural Communities Act 2006 (NERC Act) Section 41 Species of Principal Importance in England; and
- (g) Kent Local Biodiversity Action Plan.

2.3.2 The breeding bird assemblage of the Site was evaluated against the standard JNCC guidelines for the selection of biological SSSIs (Drewitt *et al* 2020) and against the criteria used for the designation of Local Wildlife Sites in Kent for birds:

“A site should be selected as a Wildlife Site if it can be considered as a single, identifiable unit (as explained above) in terms of its bird fauna and where:

- *It is occupied regularly by at least 2.5% of the county population of any one or more bird species, based on the most recent and authoritative data; or*
- *It is occupied regularly as a breeding site by species with a Kent population of 50 or fewer territories; or*
- *It holds ten or more Kent Red Data Book 2 (KRDB2) species in the breeding season; or*
- *It holds three or more Kent Red Data Book 3 (KRDB3) species at the appropriate time of year (normally this should not include a combination of breeding and wintering species);*
- *It holds one of the five largest colonies of colonial seabirds (with the exception of herring gull and black-headed gull), grey heron, little egret or sand martin; or*
- *It has been recorded as being regularly used in recent years by at least 50 breeding bird species.*

2.3.3 Finally, an additional evaluation method has also been used. Species richness is a simple and effective measure of diversity that can be used to describe conservation value separately for breeding, passage and wintering bird communities. Fuller (1980) provided the following criteria for the evaluation of sites for breeding bird diversity where the number of species found breeding in an area can be given a value as shown below:

Table 2: Breeding Bird Diversity Values (Fuller, 1980)

| National | Regional | County | Local |
|-------------|---------------|---------------|---------------|
| 85+ species | 84-70 species | 69-50 species | 49-25 species |

Survey Limitations

- 2.3.5 Whilst standard guidance (Marchant, 1983) for breeding bird surveys is for 10 visits to be undertaken from mid-March to late June (ideally one visit per week), when considering the habitat present, six visits were considered sufficient to evaluate the importance of the Site for breeding birds, with surveys completed at appropriate times to identify both individual protected and / or notable species, and overall assemblage. Six survey visits also accord with the survey methodology within the recent bird survey guidance released in 2022 (Bird Survey & Assessment Steering Group. (2022).
- 2.3.6 Given the close proximity of roads and a residential land to the survey area, noise from the traffic and humans was noticed by the surveyors during the surveys which may have impaired the detection of some quieter species of bird.
- 2.3.7 All survey visits were carried out under suitable conditions and at an optimal time of year. No significant limitations were therefore encountered in relation to weather or timing of surveys.

Survey Personnel

- 2.3.8 The lead surveyors for the bird surveys were suitably qualified and experienced ecologists, all of whom are members of the Chartered Institute of Ecology and Environmental Management (CIEEM). The lead surveyors are all highly experienced in undertaking surveys for birds.

3.0 RESULTS

3.1 Survey Results

Survey Results

3.1.1 A total of 36 bird species were recorded on the Site during the 2023 surveys, a full list of all bird species recorded during the surveys is shown in Table 3 below and the distribution maps presented in Figure 1. The breakdown is as follows:

- 16 species confirmed breeding on the Site.
- 2 additional species probably breeding on the Site.
- 10 species recorded on the site and likely to be breeding close to the Site.
- 8 species either flying or foraging within/through the Site and are known not to be breeding within or adjacent to Site.

3.1.2 All of the breeding birds on the site were associated with the boundary features of the site, primarily hedgerows and tree-lines, and areas of rough grassland and scrub.

3.1.3 Overall the Site was found to support an assemblage of species which are considered to be widespread throughout the UK and found in a range of habitats including farmland, woodland, scrub and gardens.

Table 3: Breeding Bird Survey Results

| Species | Scientific name | Confirmed territories 2023 | Probable territories 2023 | Possible territories 2023 | Recorded but breeding off site |
|--------------------------|-------------------------------|----------------------------|---------------------------|---------------------------|--------------------------------|
| Blackbird | <i>Turdus merula</i> | 15 | 1 | 2 | |
| Blackcap | <i>Sylvia atricapilla</i> | 4 | 6 | 2 | |
| Blue tit | <i>Cyanistes caeruleus</i> | 13 | 1 | 2 | |
| Bullfinch | <i>Pyrrhula pyrrhula</i> | | 1 | | |
| Carrion crow | <i>Corvus corone</i> | | | | X |
| Chaffinch | <i>Fringilla coelebs</i> | 9 | 2 | 4 | |
| Chiff-chaff | <i>Phylloscopus collybita</i> | 2 | 7 | 4 | |
| Collared dove | <i>Streptopelia decaocto</i> | 1 | 2 | | |
| Dunnock | <i>Prunella modularis</i> | 4 | 3 | 2 | |
| Garden warbler | <i>Sylvia borin</i> | 1 | | | |
| Goldfinch | <i>Carduelis carduelis</i> | 1 | 3 | 1 | |
| Great-spotted woodpecker | <i>Dendrocopus major</i> | | | | X |

| Species | Scientific name | Confirmed territories 2023 | Probable territories 2023 | Possible territories 2023 | Recorded but breeding off site |
|------------------|--------------------------------|----------------------------|---------------------------|---------------------------|--------------------------------|
| Great tit | <i>Parus major</i> | 11 | 2 | 2 | |
| Greenfinch | <i>Carduelis chloris</i> | | 1 | 1 | |
| Green woodpecker | <i>Picus viridis</i> | | | | X |
| House sparrow | <i>Passer domesticus</i> | 3 | 1 | 1 | |
| Jackdaw | <i>Corvus monedula</i> | | | | X |
| Jay | <i>Garrulus glandarius</i> | | | | X |
| Linnet | <i>Carduelis cannabina</i> | | | | X |
| Long-tailed tit | <i>Aegithalos caudatus</i> | 1 | 2 | 2 | |
| Magpie | <i>Pica pica</i> | | | | X |
| Robin | <i>Erithacus rubecula</i> | 8 | 5 | 2 | |
| Rook | <i>Corvus frugilegus</i> | | | | X |
| Song thrush | <i>Turdus philomelos</i> | 3 | 1 | 4 | |
| Starling | <i>Sturnus vulgaris</i> | | | | X |
| Whitethroat | <i>Sylvia communis</i> | 2 | | 1 | |
| Wood pigeon | <i>Columba palumbus</i> | | | | X |
| Wren | <i>Troglodytes troglodytes</i> | 16 | 2 | 1 | |

Table 4: Species recorded flying over site not thought to be breeding locally.

| Species | Scientific name |
|--------------|-------------------------|
| Buzzard | <i>Buteo buteo</i> |
| Goldcrest | <i>Regulus regulus</i> |
| Grey heron | <i>Ardea cinerea</i> |
| House martin | <i>Delichon rubica</i> |
| Kestrel | <i>Falco tinnunatus</i> |
| Nuthatch | <i>Sitta europaea</i> |
| Pied wagtail | <i>Motacilla flava</i> |
| Swallow | <i>Hirundo rustica</i> |

4.0 EVALUATION

- 4.1 The breeding bird surveys carried out in 2023 confirmed 16 species breeding on the Site with a further two species probably breeding. The breeding bird assemblage was considered typical of the mix of lowland habitats - arable farmland with associated boundary features, woodland, scrub, rough grassland and gardens - present on the site.
- 4.2 The fifth Birds of Conservation Concern (BoCC5) report is an assessment of the conservation status of bird species in the UK based upon a range of criteria including historical decline, trends in population and range, rarity, distribution and importance on an international scale. The list is broken down into Red, Amber and Green categories based upon severity of threat with Red being the most threatened and Green the least.
- 4.3 Species listed on Section 41 of the Natural Environment and Rural Communities Act (2006) lists the species and habitats of principal importance in England and replaces the UK Biodiversity Action Plan in England.
- 4.4 At a local level, the Kent Red Data Book lists species that are considered to be rare or threatened in the county of Kent and the Kent Biodiversity Action Plan identifies priority species and habitats for conservation action in the county.
- 4.5 A total of four species of birds of national conservation concern were confirmed as breeding on the Site and further two species probably or possibly breeding (Table 5). A further four species of conservation concern were recorded within or over the Site but were not considered to be breeding within the Site.
- 4.6 A single, red-listed species was confirmed breeding on the site - House Sparrow with three confirmed territories, one probable and one possible. House sparrow is red-listed due to a severe long-term decline in population size and is often closely associated with humans. The three confirmed territories at Elvington were all along the northern boundary of the site adjacent to the housing along Terrace Road and Sweetbriar Lane.
- 4.7 Three amber-listed species were confirmed breeding on the site - Dunnock, Song Thrush and Wren. Both Dunnock and Song Thrush have experienced moderate long declines in population size whilst Wren is amber-listed as the UK supports >20% of the European breeding population of the species.
- 4.8 Of the species of conservation concern recorded as probably and/or possibly breeding on the site, Greenfinch is red-listed due to a severe decline in population size and Bullfinch is amber-listed due to a moderate decline in population size.

- 4.9 A further four species of conservation concern were recorded on the Site but considered be breeding off Site. Both Starling and Linnet are red-listed due to severe population declines. Rook and Wood Pigeon are amber listed, Rook due to unfavourable conservation status in Europe and Wood Pigeon because the UK holds a significant proportion of the European population.
- 4.9 Three species of bird - Dunnock, House Sparrow and Song Thrush - on the NERC Act (2006) Section 41 list were recorded with a fourth species - Bullfinch - probably breeding.

Table 5: Species at Site meeting conservation status criteria.

| Species | BoCC4 Red List | BoCC4 Amber List | NERC Act 2006 Section 41 | Kent BAP | Kent Red Data Book Status |
|----------------------------------------|----------------|------------------|--------------------------|----------|---------------------------|
| Species confirmed breeding | | | | | |
| Dunnock | | * | * | | |
| House sparrow | * | | * | * | 3 |
| Song thrush | | * | * | | 2 |
| Wren | | * | | | |
| Species probably or possibly breeding | | | | | |
| Bullfinch | | * | * | | 2 |
| Greenfinch | * | | | | |
| Species recorded but breeding off site | | | | | |
| Linnet | * | | * | | 2 |
| Rook | | * | | | |
| Starling | * | | * | | |
| Wood pigeon | | * | | | |

- 4.10 At a local level, House Sparrow was the only priority species on the Kent Biodiversity Action Plan confirmed breeding on the site. Two Kent Red Data Book species were confirmed breeding on the Site - House Sparrow and Song Thrush - with one, Bullfinch, probably breeding on the Site.

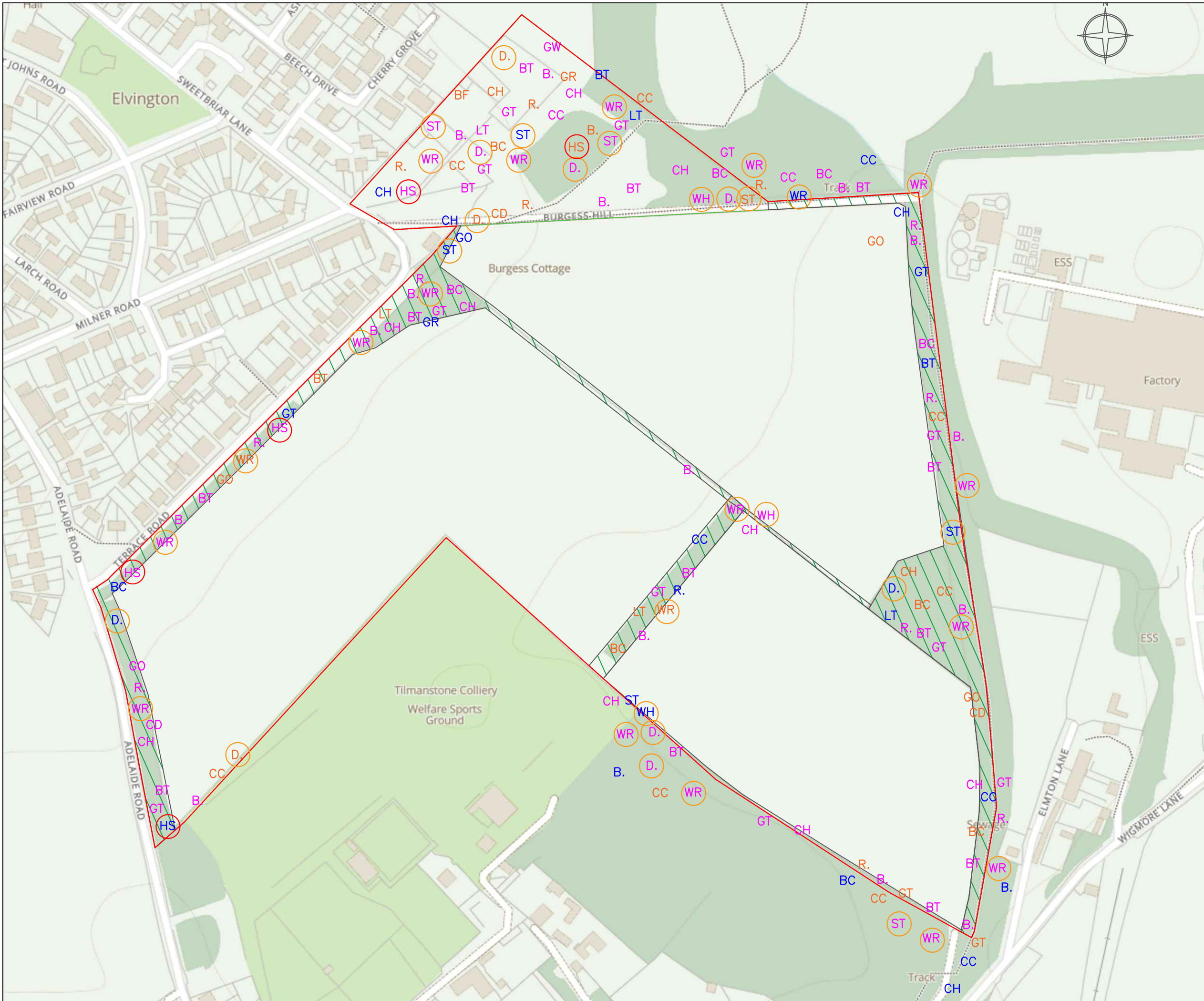
- 4.11 Using the JNCC guidelines for the selection of biological SSSIs, the Site scored 0 for Lowland Farmland, the principal habitat on the Site, and 2 for Lowland Scrub. Both scores fell below the threshold for consideration for SSSI designation.
- 4.12 Using the criteria for the designation of Local Wildlife Sites for bird in Kent, the site also does not qualify on any of the criteria given.
- 4.13 Using the Fuller (1980) assessment method, the confirmed breeding bird assemblage of 16 species falls below the threshold for Local Significance and remains below this threshold even if probable breeding species are added.
- 4.14 The breeding bird assemblage for the Site is therefore assessed to be of Neighbourhood Significance.

5.0 CONCLUSIONS

- 5.1 Breeding bird surveys were undertaken at land parcel SAP28, Elvington, Kent in 2023. The surveys recorded 16 species probable and possible breeding within or adjacent to the Site. A total of six species of conservation importance were found to be breeding or likely breeding within the survey area. The majority of species are those which have suffered substantial recent population declines and/or a contraction in range nationally, though most remain relatively common throughout Kent and the wider British Isles.
- 5.2 Using the Fuller (1980) assessment method, the confirmed breeding bird assemblage of 16 species falls below the threshold for Local Significance and remains below this threshold even if probable breeding species are added.
- 5.3 The breeding bird assemblage for the Site is therefore assessed to be of Neighbourhood Significance.

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- Key
- Site Area
 - Confirmed Nesting
 - Probable Nesting
 - Possible Nesting
 - Red List Species
 - Amber List Species
 - B. Blackbird
 - BC Blackcap
 - BF Bullfinch
 - BT Blue tit
 - CD Collard dove
 - CH Chaffinch
 - CC Chiffchaff
 - D. Dunnock
 - GO Goldfinch
 - GR Greenfinch
 - GW Garden Warbler
 - GT Great tit
 - HS House sparrow
 - LT Long-tailed tit
 - R. Robin
 - ST Song thrush
 - WH Whitethroat
 - WR Wren
 - Scrub and Grassland Habitat
 - Trees, Woodland and Hedge Habitat

| revision | description | date | checked by |
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Project:
 23010 Elvington, Kent

Title:
 Breeding Bird Survey Plan

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| status | | drawing no. Figure 1 | | |
| scale | size | date | drawn | checked |
| NTS | A3 | 27.09.2023 | AW | RL |
| CAD filename Figure_1.dwg | | | | |

BTO SPECIES CODES

| | | | | | | | |
|----|---------------------------|----|---------------------------|----|------------------------|----|---------------------|
| AC | Arctic Skua | GA | Gadwall | LE | Long-eared Owl | SM | Sand Martin |
| AE | Arctic Tern | GX | Gannet | LT | Long-tailed Tit | SS | Sanderling |
| AV | Avocet | GW | Garden Warbler | MG | Magpie | TE | Sandwich Tern |
| BO | Barn Owl | GY | Garganey | MA | Mallard | VI | Savi's Warbler |
| BY | Barnacle Goose | GC | Goldcrest | MN | Mandarin Duck | SQ | Scarlet Rosefinch |
| BA | Bar-tailed Godwit | EA | Golden Eagle | MX | Manx Shearwater | SP | Scaup |
| BR | Bearded Tit | OL | Golden Oriole | MR | Marsh Harrier | CY | Scottish Crossbill |
| BS | Berwick's Swan | GF | Golden Pheasant | MT | Marsh Tit | SW | Sedge Warbler |
| BI | Bittern | GP | Golden Plover | MW | Marsh Warbler | NS | Serin |
| BK | Black Grouse | GN | Goldeneye | MP | Meadow Pipit | SA | Shag |
| TY | Black Guillemot | GO | Goldfinch | MU | Mediterranean Gull | SU | Shelduck |
| BX | Black Redstart | GD | Goosander | ML | Merlin | SX | Shorelark |
| BJ | Black Tern | GI | Goshawk | M. | Mistle Thrush | SE | Short-eared Owl |
| B. | Blackbird | GH | Grasshopper Warbler | MO | Montagu's Harrier | SV | Shoveler |
| BC | Blackcap | GB | Great Black-backed Gull | MH | Moorhen | SK | Siskin |
| BH | Black-headed Gull | GG | Great Crested Grebe | MS | Mute Swan | S. | Skylark |
| BN | Black-necked Grebe | ND | Great Northern Diver | N. | Nightingale | SZ | Slavonian Grebe |
| BW | Black-tailed Godwit | NX | Great Skua | NJ | Nightjar | SN | Snipe |
| BV | Black-throated Diver | GS | Great Spotted Woodpecker | NH | Nuthatch | SB | Snow Bunting |
| BT | Blue Tit | GT | Great Tit | OP | Osprey | ST | Song Thrush |
| BU | Bluethroat | GE | Green Sandpiper | OC | Oystercatcher | SH | Sparrowhawk |
| BL | Brambling | G. | Green Woodpecker | PX | Peafowl/Peacock | AK | Spotted Crake |
| BG | Brent Goose | GR | Greenfinch | PE | Peregrine | SF | Spotted Flycatcher |
| BF | Bullfinch | GK | Greenshank | PH | Pheasant | DR | Spotted Redshank |
| BZ | Buzzard | H. | Grey Heron | PF | Pied Flycatcher | SG | Starling |
| CG | Canada Goose | P. | Grey Partridge | PW | Pied Wagtail | SD | Stock Dove |
| CP | Capercaillie | GV | Grey Plover | PG | Pink-footed Goose | SC | Stonechat |
| C. | Carrion Crow | GL | Grey Wagtail | PT | Pintail | TN | Stone-curlew |
| CW | Cetti's Warbler | GJ | Greylag Goose | PO | Pochard | TM | Storm Petrel |
| CH | Chaffinch | GU | Guillemot | PM | Ptarmigan | SL | Swallow |
| CC | Chiffchaff | FW | Guineafowl (Helmeted) | PU | Puffin | SI | Swift |
| CF | Chough | HF | Hawfinch | PS | Purple Sandpiper | TO | Tawny Owl |
| CL | Cirl Bunting | HH | Hen Harrier | Q. | Quail | T. | Teal |
| CT | Coal Tit | HG | Herring Gull | RN | Raven | TK | Temminck's Stint |
| CD | Collared Dove | HY | Hobby | RA | Razorbill | TP | Tree Pipit |
| CM | Common Gull | HZ | Honey Buzzard | RG | Red Grouse | TS | Tree Sparrow |
| CS | Common Sandpiper | HC | Hooded Crow | KT | Red Kite | TC | Treecreeper |
| CX | Common Scoter | HP | Hoopoe | ED | Red-backed Shrike | TU | Tufted Duck |
| CN | Common Tern | HM | House Martin | RM | Red-breasted Merganser | TT | Turnstone |
| CO | Coot | HS | House Sparrow | RQ | Red-crested Pochard | TD | Turtle Dove |
| CA | Cormorant | JD | Jackdaw | FV | Red-footed Falcon | TW | Twite |
| CB | Corn Bunting | J. | Jay | RL | Red-legged Partridge | WA | Water Rail |
| CE | Corncrake | K. | Kestrel | NK | Red-necked Phalarope | W. | Wheatear |
| CI | Crested Tit | KF | Kingfisher | LR | Redpoll (Lesser) | WM | Whimbrel |
| CR | Crossbill (Common) | KI | Kittiwake | RK | Redshank | WC | Whinchat |
| CK | Cuckoo | KN | Knot | RT | Redstart | WG | White-fronted Goose |
| CU | Curlew | LM | Lady Amherst's Pheasant | RH | Red-throated Diver | WH | Whitethroat |
| DW | Dartford Warbler | LA | Lapland Bunting | RE | Redwing | WS | Whooper Swan |
| DI | Dipper | L. | Lapwing | RB | Reed Bunting | WN | Wigeon |
| DO | Dotterel | TL | Leach's Petrel | RW | Reed Warbler | WT | Willow Tit |
| DN | Dunlin | LB | Lesser Black-backed Gull | RZ | Ring Ouzel | WW | Willow Warbler |
| D. | Dunnock | LS | Lesser Spotted Woodpecker | RP | Ringed Plover | OD | Wood Sandpiper |
| EG | Egyptian Goose | LW | Lesser Whitethroat | RI | Ring-necked Parakeet | WO | Wood Warbler |
| E. | Eider | LI | Linnet | R. | Robin | WK | Woodcock |
| FP | Feral Pigeon | ET | Little Egret | DV | Rock Dove (not feral) | WL | Woodlark |
| ZL | Feral/hybrid goose | LG | Little Grebe | RC | Rock Pipit | WP | Woodpigeon |
| ZF | Feral/hybrid mallard type | LU | Little Gull | RO | Rook | WR | Wren |
| FF | Fieldfare | LO | Little Owl | RS | Roseate Tern | WY | Wryneck |
| FC | Firecrest | LP | Little Ringed Plover | RY | Ruddy Duck | YW | Yellow Wagtail |
| F. | Fulmar | AF | Little Tern | RU | Ruff | Y. | Yellowhammer |

If you are not submitting your data electronically using BBS-Online, please return your Field Recording Sheets to your Regional Organiser with your other BBS forms. If you would like to submit your results on BBS-Online, please inform your RO, then visit www.bto.org/bbs.

APPENDIX 4 - STATEMENT OF CO-OPERATION

STATEMENT OF CO-OPERATION

SAP 28 Land between Eythorne and Elvington (EYT003/EYT009/EYT012)

Background

Dover District Council has identified land between Eythorne and Elvington as a draft allocation for approximately 300 units with associated infrastructure and complementary uses in its emerging Regulation 19 Local Plan. The Plan was submitted for Examination on the 4th April 2023. The land comprises two ownerships, Dover District Council and Little Mongeham Farms Ltd and includes land in Titles K756590, K760169 (Little Mongeham Farms Ltd) and Titles K849289, K845046, K582917 (Dover District Council).

Commercial terms with regards to a collaboration between the parties are progressing positively and signature of this statement provides confirmation of the parties' future intentions. The timetable towards the Examination in Public for the Regulation 19 Plan is relatively short and therefore there is a window for the parties to undertake any further work required to support the draft allocation. Both parties have confirmed their interest and willingness to make their land available for development. This document informs the next stages of work required to support the draft allocation through the Examination process.

Parties to the Statement of Co-operation

The Dover District Council as landowner

And represented by Hume Planning Consultancy (acting as Agent)

Little Mongeham Farms Ltd as landowner

And represented by Catesby Strategic Land Ltd (acting as Promoter)

Purpose of the Statement of Co-operation

To provide an initial basis to evidence a co-operative and collaborative approach between the landowners, their agents, Promoter, the Local Planning Authority and any other relevant statutory bodies for the purpose of preparing suitable representations and submissions as part of the Dover District Council Plan Examination.

To confirm responsibility and process for workstreams including appointments of appropriate consultants, commissioning of any reports and submissions to the Local Planning Authority as part of the Examination.

Scope of Statement

The landowners referred to in this Statement confirm the availability and deliverability of their land for development and this represents a commitment to bring it forward. This statement is agreed between the parties as a means of demonstrating certainty to the delivery of the development but it is not intended to legally bind any party to this agreement

Term of Agreement for the Statement of Co-operation

This agreement shall run for the duration of the Examination process.

Areas of Common Ground

The Parties agree to work collaboratively to plan and deliver the development in line with the wording of the draft SAP 28 Site Allocation Policy, including a comprehensive Masterplan. This collaborative working may include the preparation of joint evidence base studies.

Key Shared Principles

1. There shall be a comprehensive Masterplan prepared for the entire site based on the broad principles illustrated in the masterplan that was submitted jointly as part of the representations to the Regulation 19 consultation in December 2022.
2. The parties shall collaborate in respect of all matters including highways infrastructure, access, drainage and provision of community benefits.
3. Both parties aspire to deliver a scheme that creates a long-term legacy for the area, reflecting Dover District Council's particular responsibilities as landowner and Local Authority.

Appointment of Team and Project Management

The parties confirm that they will discuss and look to agree how best to proceed with the appointment of any future consultants that may be required for the project.

Data Protection

The Parties agree to comply with the Data Protection Legislation and ensure that they have in place appropriate technical or organisational measures to protect against unauthorised or unlawful processing of Personal Data and against accidental loss or destruction of, or damage to, Personal Data.

Where one of the Parties acts as a Processor as defined by UK General Data Protection Regulation (UK GDPR) they agree to enter into a Data Processing Agreement. This will document the processing instructions of the Controller to the Processor. The Controller will determine the purposes and means of the personal data processing; no such processing shall commence by a Processor outside of the Data Processing Agreement.

Costs

Costs will be shared, apportioned on a 55/45 split with the Council paying the higher amount and Catesby Strategic Land Ltd the lower, who in their role as promoter for Little Mongeham Farms Ltd cover their costs. This sharing of costs is limited to the services and works included within any forthcoming consultancy agreements associated with supporting the draft allocation through the Examination process

Good Faith

The parties shall act in good faith at all times and share all relevant information in relation to the promotion exercise and shall where it is beneficial to all parties jointly agree the terms of any representations made to relevant Authorities and jointly attend any relevant meetings.

Legal Obligations and Duties of Power

Nothing in this Statement of Co-operation shall be taken as in any way affecting any legal obligation or duties or powers of any of the parties, including but not limited to any obligations under the Freedom of Information Act 2000.

Status

This document is not intended to be legally binding and no legal obligations or legal rights shall arise between the parties from this document.

Nothing in this document is intended to, or shall be deemed to establish any partnership or joint venture between the parties, constitute either party as the agent of the other party, nor authorise any of the parties to make or enter into any commitments for or on behalf of any of the other parties.

Resolution of Disputes

Any dispute that may arise as to the interpretation or application of this document will be settled by consultation between the parties to it.

Support

The landowners and their agents shall provide suitable support to the Promoter and Agent in terms of:-

- Providing access to their land for surveys
- Responding to enquiries with regards history/uses
- Providing input to any terms of instruction
- Reviewing reports and documents as appropriate
- Attending meetings with the LPA, Consultants and Consultees as appropriate

Decision Making

The landowners will be required to approve submissions.

Signed on behalf of

DOVER DISTRICT COUNCIL



Authorised Signatory


Signed on behalf of

LITTLE MONGEHAM FARMS LTD


LANDOWNER

Signed on behalf of

CATESBY STRATEGIC LAND LTD



Promoter

