

[REDACTED]

From: Cllr-Michael Nee
Sent: 13 May 2024 16:30
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Agenda Item 10 - Planning Committee 16 May - Application 23/01441 -Eastling Down Farm

Hi [REDACTED]
I've no objection.
Regards,
Mike

From: [REDACTED]@DOVER.GOV.UK>
Sent: Monday, May 13, 2024 1:01 PM
To: Cllr-Michael Nee <Cllr-Michael.Nee@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@dover.gov.uk>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Subject: Agenda Item 10 - Planning Committee 16 May - Application 23/01441 -Eastling Down Farm

Dear Cllr Nee and [REDACTED]

The agent for the above application has written to officers to request that this application be deferred. The basis for this is that it is alleged that report contains inaccuracies, and that the agent has not been provided with an opportunity to respond to concerns which have been raised. I have discussed this with Sarah and we have agreed that it would be appropriate to accede to the request and defer this item. Whilst it is not considered that the report is wrong to any significant degree, it is considered that it doesn't fully take account of some of the applicant's arguments. It is considered that allowing the applicant to provide clarification on issues outside of a committee forum will allow the report to be updated to fully respond to the applicant's case, whilst also allowing the applicant to a fair opportunity to respond to some of the issues. We did consider whether these issues could be adequately dealt with by a verbal update on the night, but consider that this would be difficult, in part due to the complexity of the issues and in part due to the busy schedule of the agenda.

Unless there is any strong objection to this, please could the application be removed from the agenda and interested parties be notified.

Kind regards,
[REDACTED]



[REDACTED]
Development Management Team Leader (Strategic Sites and Place)
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Tel: [REDACTED]
Email: [REDACTED]@DOVER.gov.uk
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[REDACTED]

From: [REDACTED]@rebusplanning.co.uk>
Sent: 13 May 2024 21:33
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: URGENT REQUEST FOR POSTPONEMENT OF COMMITTEE CONSIDERATION - Agenda Item 10 - Planning Committee 16 May - Application 23/01441 -Eastling Down Farm

Thank you [REDACTED]
Our client has requested that we provide you with an additional representation.

Could I please ask for the LPAs timeframe for the preparation of the committee agendas for both the June and July committees?(assuming there is no 'summer recess').

Thank you, I look forward to hearing from the LPA.
[REDACTED]

[REDACTED] [REDACTED]
Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX
Co. Reg. No. 10406180. Registered in England & Wales at : Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

From: [REDACTED]@DOVER.GOV.UK>
Sent: Monday, May 13, 2024 4:10 PM
To: [REDACTED]@rebusplanning.co.uk>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@ingrainarchitecture.co.uk>; [REDACTED]@ingrainarchitecture.co.uk>; [REDACTED]@DOVER.GOV.UK>
Subject: Re: URGENT REQUEST FOR POSTPONEMENT OF COMMITTEE CONSIDERATION - Agenda Item 10 - Planning Committee 16 May - Application 23/01441 -Eastling Down Farm

Dear [REDACTED]

Thank you for your e-mail.

I have reviewed the committee report in the context of your concerns and discussed the matter internally.

It is considered that the weighting applied to policies is consistent throughout the report and consistent with other applications being considered. Whilst the weighting of some policies is reduced due their degree of conflict with the NPPF or as a result of not being adopted, the policies cited remain material and are capable of lending support to the recommendation to refuse permission.

With regard to the issue of visual impact, I have reviewed the pre-application advice and note that it is ambiguous as to the level of visual harm the pre-app scheme would have caused. As such, whilst the recommendations within the pre-application advice have not been taken up in the submitted scheme, I concur that it would be reasonable to allow you to provide a considered response to the issues raised in the committee report.

Turning to the sustainability of the site in terms of travel, the report does reference the Stagecoach Connect (at paragraph 2.31, "bus request service"); however, I agree that the report should provide more detail regarding

the scheduled services in the area. Whilst I do not consider that this is determinative, it is essential that members are provided with a full and accurate understanding.

This case has been recommended for refusal based on the merits of this case alone. The application is contrary to both the adopted and emerging development plans. That said, the report confirms that the 'tilted balance' is engaged and the development would provide significant benefits, most notably through the provision of additional dwellings. However, the officer considers that the harms significantly and demonstrably outweigh the benefits.

Whilst I am of the view, at this stage, that the report and, in particular, the conclusions are not fundamentally flawed, I agree that it would be in everyone's interests to withdraw the report from this month's agenda to allow for discussion on, and proper consideration of, the points you have raised. I have considered whether a verbal update to members at planning committee would be sufficient, but in the interests of fairness and to allow all parties the ability to consider and discuss the report, I agree that this would not be appropriate in this instance. I have communicated this to the planning support team and democratic services.

If [REDACTED] or I can be of assistance, please do not hesitate to contact us.

Kind regards,

[REDACTED]



[REDACTED]
Development Management Team Leader (Strategic Sites and Place)

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

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

Sent: Friday, May 10, 2024 12:28

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

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

Subject: URGENT REQUEST FOR POSTPONEMENT OF COMMITTEE CONSIDERATION - Agenda Item 10 - Planning Committee 16 May - Application 23/01441 -Eastling Down Farm

Dear [REDACTED] / [REDACTED]

On behalf of the Applicant [REDACTED] – I must request the postponement of the above-mentioned application form being placed before Members of the Planning Committee next Thursday, and for the following reasons.

Having now received the Committee Report, I am extremely concerned about the way in which the application is to be reported to Members.

Notwithstanding the contradictions that nestle within the report, and the way in which some policy provisions carry little weight but then provide the basis for refusing the application, we have not been provided with any opportunity, throughout the application process, to respond to the 'new' issue relating to landscape impact.

To be frank, I was astounded at what I read in relation to landscape impacts and must ask whether the author of paragraphs 2.16 to 2.26 did actually visit the site and surrounding area!?

My astonishment in this regard pales into insignificance when considering paragraphs 2.30 to 2.34. Given everything that we discussed at the pre-app stage and during the application process, there is no mention whatsoever of (i) the fact that the site IS on a bus route with a request stop outside the site AND (ii) Stagecoach Connect. After everything that we have provided to the LPA that highlights how sustainable DRT is – it is at best disingenuous but actually untruthful to advise Members ...

2.34 Sustainable transport is further supported within the draft local plan, with draft policy TI1. Most notably within this policy, development should *"Be designed so that opportunities for sustainable transport modes are maximised and provided for and provide a variety of forms of transport as alternatives to travel by private motorised vehicle."* The lack of public transport provision within the immediate area as explained above, would result in a reliance on private cars. The development would therefore be contrary to draft policy TI1, however it is noted this is only given moderate weight at this time.

maintain the vitality of rural communities. The distance to nearest sustainable settlement at Whitfield is approximately 300m from the site (as the crow flies). Residents of the proposed properties would not benefit from a regular bus service (albeit the site does benefit from an bus request service), therefore in order to reach day to day facilities such as schools, doctors and shops, future occupants of the site would require the use of a private car to travel to the nearest sustainable

In addition, I was advised that the case was finely balanced and that the reason it was to be recommended for refusal was because of a comparable appeal case which supported the Council's view. This, as it turns out, relates to Little Shatterling Farm – a case dismissed for reasons that are really quite different to the reason that, were told, would provide for the LPAs principal reason for refusal.

I must insist that we are given time to address the inaccuracies and inconsistencies in the report which a 3 minute speech cannot do.

Could I please hear from the LPA by close of Business Monday to provide time for the Applicant to elevate his concerns to Executive Officers/Members if necessary.

Thank you

Rebus Planning Solutions

Tel. 01304 697077

Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX

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From: [REDACTED]
Sent: 17 May 2024 10:51
To: [REDACTED] DDC_Planners
Subject: RE: Planning committee outcomes

All in accordance with recommendation! Great work everyone, thanks all who attended last night and for working hard to get a good number of applications on the agenda



[REDACTED]
Head of Planning and Development
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Tel: [REDACTED]
Email: [REDACTED]@dover.gov.uk

From: [REDACTED]@DOVER.GOV.UK>
Sent: Thursday, May 16, 2024 9:31 PM
To: DDC_Planners <DDC_Planners@dover.gov.uk>; DDC SupportAssistants <SupportAssistants@DOVER.GOV.UK>; DDC Planningenforcement <DDCPlanningenforcement@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Subject: Re: Planning committee outcomes

Dear all,

Please see the correction to the previous e-mail:

- 23/01314 - School House Nursery, School Road, Sandwich - Granted (in accordance with recommendation)
- 24/00053 - 26 St Richards Road, Deal - Granted (in accordance with recommendation)
- 24/00006 - Land at New Townsend Farm, St Margaret's at Cliffe - Granted (in accordance with recommendation)
- 23/00420 - White Mills Aqua Park, Ash Road, Sandwich - Granted (in accordance with recommendation)
- 24/00123 - Danehurst, Kingsdown Hill, Kingsdown - Granted (in accordance with recommendation)
- 23/01441 - Eastling Down Farm, Sandwich Road, Waldershare - WITHDRAWN FROM AGENDA
- 23/01262 - Meadow View, The Forstal, Preston - Granted (in accordance with recommendation)
- 23/01231 - 8 Green Lane, Eythorne - Granted (in accordance with recommendation)
- 23/01353 - Land West of Nandeos, Saunders Lane, Ash - Granted (in accordance with recommendation)

23/01389 - Statenborough Farm, Felderland Lane, Worth - Granted (in accordance with recommendation, including the additional need for a unilateral undertaking).

Kind regards,



Development Management Team Leader (Strategic Sites and Place)

Dover District Council

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

Tel: [REDACTED]

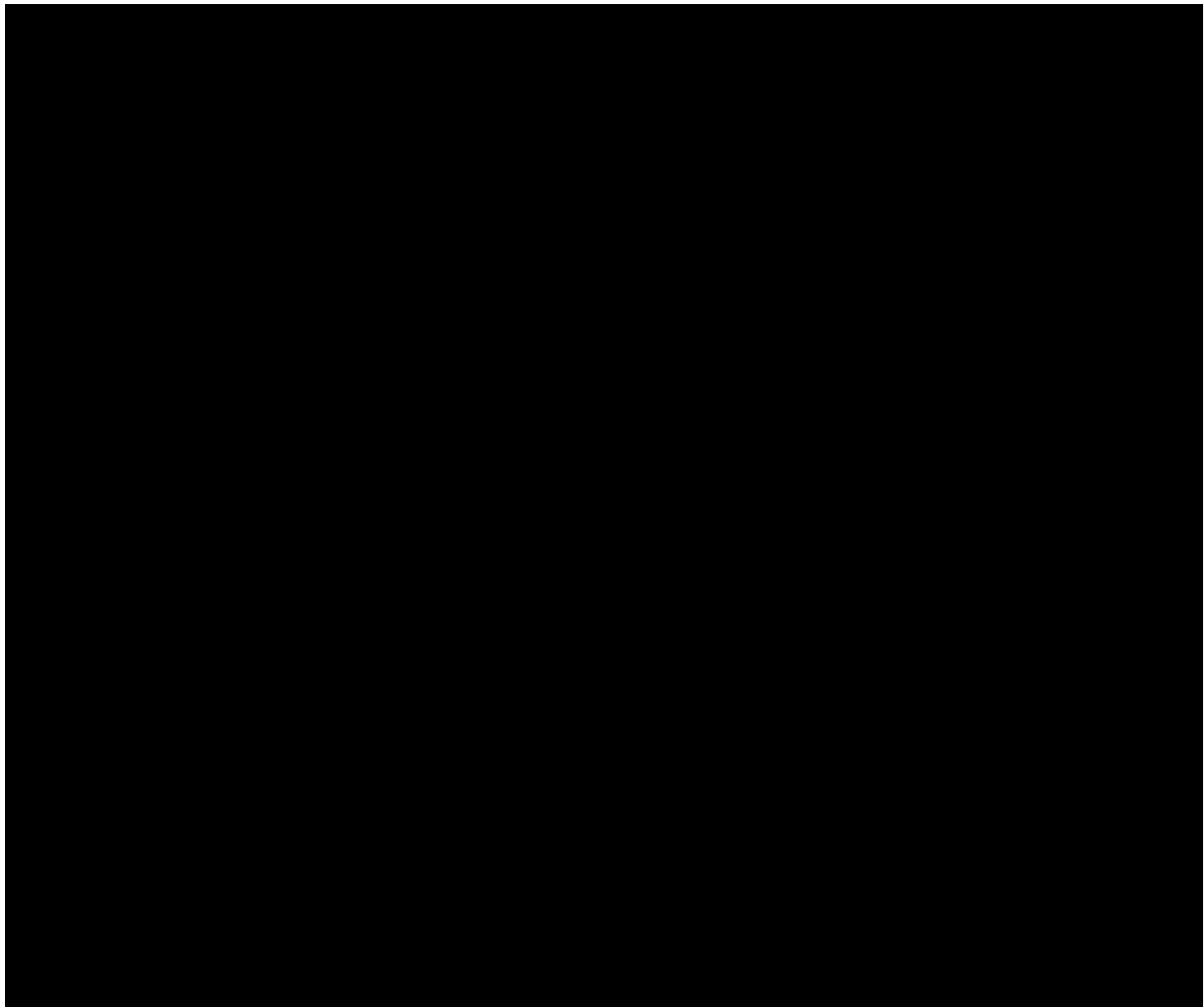
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[REDACTED]

From: [REDACTED]@rebusplanning.co.uk>
Sent: 05 June 2024 09:59
To: [REDACTED]
Subject: DOV/24/01441 - Land at Eastling Down Farm, Waldershare
Attachments: RS.0816 [REDACTED] 5th June 2024.pdf

Dear [REDACTED] and [REDACTED]

Following on from the withdrawal of application DOV/24/01441 from the May Planning Committee, please see attached a further representation which sets out our client's (and our) concerns in relation to some of the content of the committee report.

We look forward to hearing that the application will be considered at the next available committee meeting.
Regards

[REDACTED]

Rebus Planning Solutions

Tel. 01304 697077

Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX

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By Email Only

Our Ref: RS.0816/KB/tmm

Date: 5th June 2024

██████████
Planning Officer
Dover District Council
Council Offices
White Cliffs Business Park
Dover, CT16 3PJ

Dear ██████████

DOV/24/01441 LAND AT EASTLING DOWN FARM, SANDWICH ROAD, WALDERSHARE

I refer to the above and the recent withdrawal of the application from the 16th May 2024 Planning Committee.

We requested the withdrawal of the application (from this particular Committee) given concerns that both our client and us had, on a number grounds, that the report to Members did not accurately reflect either the case made as part of the application submission nor the facts of the matter insofar as issues relating to landscape impact and 'functional isolation' were concerned. On the understanding that the report will need to be revised before it is again placed on the next Planning Committee agenda, I highlight the Applicant's concerns as follows.

Planning History

In acknowledging that the following planning history does not relate directly to the application site¹ we consider it applicable, as background information, to inform Members that Eastling Down 'Farm' has, over recent years diversified:

- DOV/11/00048 - Change of use and conversion of outbuilding to cattery and erection of pitched roof – Granted, and
- DOV/19/00674 - Construction of a single-storey building to accommodate a hydrotherapy centre for small animals – Granted

The Site and Proposal

The single-storey timber-clad building on site is a shower/w.c. and utilities building not a "storage building" as stated at paragraph 1.2 of the withdrawn report (attached for ease of reference at **Annex A**).

Please accept my apologies as I believe that this information would have been taken from the submission Planning Statement (paragraph 2.2). It is not, however, entirely accurate to state that the site is "undeveloped".

¹ Albeit under the same registered title

With further reference to paragraph 1.2, the Applicant requests that the reference to “tree screening” also includes the extensive tree/hedgerow screening that extends northwards to the boundaries of Eastling Down Farm which may assist Members in considering landscape impacts (see further below).

The Applicant requests that alongside the ‘proposed layout plan’ as shown at Figure 1, the report includes an extract from drawing 0145 (view 2) or alternative from the submitted “proposed artist’s impressions” (given that this provides the design and appearance parameters). If you are in agreement, perhaps this could be inserted at “Figure 2” underneath paragraph 1.6?

The Principle of Development

Whilst the report mentions the ‘tension’ between adopted Plan Policy DM11 and the NPPF, we consider that a more balanced approach would be to advise Members of policy advice contained within the Framework at paragraph 109 which advises that “... *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*”.

It is considered that it would be helpful for Members to understand that the application site lies immediately adjoining the defined settlement confines of Dover as highlighted on the policies map to adopted Development Plan. Whilst again, the ‘tension’ that is mentioned is, of course correct, Members are not advised of the degree of weight to be applied to this ‘tension’, given that the NPPF clearly takes a more accommodating and sustainable approach to the location of rural housing and fundamentally seeks to avoid the development of *isolated homes* in the countryside unless meeting one or more criterion (NPPF 84). The ‘tension’ between Policy DM1 and the NPPF is, therefore, quite considerable and although “less than full weight” can be applied to the adopted Plan this fact does, however, form a material consideration that, we feel, is not made clear to Members in the report. This is particularly the case with the insertion of the emerging policies map extract at Figure 2 without inclusion of the adopted policies map extract showing the location of the application site immediately adjoining settlement confines. In this regard, circling *Eastling Down Farm* on the extract (Figure 2) does not accurately reflect the location of the application site itself and this has resulted in the report advising that the site is 900m from the settlement as opposed to being just under 800m.

As we have provided map extracts within the submission Planning Statement, could we respectfully request that these are included within the revised report?

Furthermore, although it is noted that Members are advised (paragraph 2.11) that the application site lies within the Whitfield Urban Expansion Allocation, Members are not provided with an extract of the policies map showing the allocation and, again, it is respectfully requested that this is added into the report to provide Members with a holistic planning policy backdrop.

We also consider that the report does not make clear the tension between the fact that the site is located within a housing/mixed use allocation and yet falls contrary to the provisions of emerging Policy SP4. Whilst it is the case that the application site will lie outside of the defined settlement confines of Dover (once the emerging Plan is adopted) it will not fall outside of an allocation. Again, we respectfully request that the wording of paragraph 2.13 and 2.14 is revisited.

As you are aware, one of our client’s main objections relates to the contradictions within the report relating to accessibility to public transport (see further below). However, in consideration of the text

at paragraphs 2.13 and 2.14, and the “discussion” with regard to emerging Policy SP4, we would have thought it appropriate here to consider the sustainable location of the application site (given that transport choices do exist) bearing in mind the overarching provisions of SP4 and the Council’s assertion that the site is “isolated”.

In going on to categorically assert, at paragraph 2.15, that the proposal is simply contrary to the policies as listed, we query why there is no ‘counterbalance’ given the material considerations that do apply in this case!?

Impact on Visual Amenity and Countryside

The existing farmhouse, which is set up much higher than the application site and would remain higher than the completed development, is barely visible in mid to longer distant views and so it appears to us that the author of this section of the report (or part of this section) has not visited the site nor travelled along the surrounding highway network. The Landscape Visual Assessment that accompanies the application clearly provides a number of photographs viewing the site from the north (and south) and it is quite apparent that the proposed development will not be seen in mid to longer distant views. Certainly, we have a number of concerns in relation to the report at paragraphs 2.16 to 2.26.

Firstly, at paragraph 2.19, and again in acknowledging that the site is located outside of the settlement confines as identified in Policy DM1, could Members not be advised that it lies immediately adjoining them? We consider it also appropriate that mention should be made of adopted Policy CP11 particularly given that the managed expansion of Whitfield will include an Access and Transport Strategy that maximises the potential for sustainable travel and, in fact, the introduction of the Demand Response bus and, shortly, *Fastrack* is part of that strategy.

Secondly, we have quite considerable concerns that the assertion that the scheme would provide for adverse impacts upon the character and appearance of the countryside would engage Policy DM15 when, in fact, it should not be engaged at all. Whilst it is the case that DM15 seeks the protection of the countryside, the policy clearly states that the development in question will need to be justified only if it results in the loss of, or adversely affects the character or appearance of the countryside and given the location of the site in its context, the topography of the site in relation to surrounding land and the extensive, and dense, tree and hedgerow vegetation that exists along the southern and eastern boundaries of the site, it is our submission that Policy DM15 simply will not apply. We do request that the author of this part of the report visits the site to understand the contextual analysis as provided in the submission Landscape Visual Assessment.

That said, in acknowledging that ‘Viewpoint 3’ (of the LVA) shows ‘clear’ views to the application site, this photograph was taken from ‘inside’ the boundary screening and on land in the control of the Option Holder - NOT from a public viewpoint or domain (and perhaps should not have formed part of the ‘Visual Assessment’).

We have similar concerns in relation to the citation of Policy DM16 given that the development would not harm the character of the landscape.

In therefore turning to paragraph 2.23, the application site will not be visible when travelling along Sandwich Road from the north. Furthermore, and in the consideration of 2.24, and whilst it is noted

that Members would have been, at this point, advised that the site lies at “*the edge of this village*”, there is no mention of the fact, again, that the site lies within the Whitfield Urban Expansion Allocation. We were also surprised to read these comments given the positive response at the pre-application stage and with no concerns raised during the application process itself.

We then consider the text at paragraph 2.25 advising that the development would provide for “*limited visual harm to the wider landscape*”, you will understand our concerns with regard to the contradictory nature of what Members are/were being advised.

Impact upon Residential Amenity

In acknowledging that the scheme is only in outline, not all matters are reserved (paragraph 2.27).

Nevertheless, it is possible to undertake an assessment of potential impacts upon the level of amenity experienced by existing residential properties particularly as there is only one residential property nearby – this being Eastling Down Farmhouse. The Assessing Officer will be aware that the farmhouse is located approximately 45 m to the north of the site and is set up at a considerably higher position than the application site itself which is, in turn, screened from any direct overlooking by the topography of surrounding land. The comments at paragraph 2.27 are, therefore, not entirely accurate given that the submission clearly demonstrates that the Reserved Matters scheme would most certainly provide an acceptable form of development in this regard.

Highways, Parking & Travel Impact

Both we and our client raise significant concerns with regard to how this particular issue has been addressed. In this regard, we start with paragraph 2.31.

It is incorrect to state that “*residents of the proposed properties would not benefit from a regular bus service ...*”.

Whilst this paragraph goes on to mention the bus request service, no mention is made of the Demand Responsive Transportation (DRT) that now exists and that actually forms part of *The National Bus Strategy – Kent Bus Service Improvement Plan* prepared by Kent County Council and, wherein, initiative: ADMI 5 advises that “*KCC and Kent’s bus operators will consider the role that DRT, feed services and other alternative modes can play in solving rural connectivity issues*”. It is of note that the *Kent Bus Service Improvement Plan* (extract attached at **Annex B**) refers to the fact that the actual replacement of some end-to-end bus services with feeder services are supported by KCC given that these alternatives often provide better solutions than conventional bus services “*particularly in rural areas*”. The fact that the emerging Local Plan also considers a demand-responsive form of transportation as being sustainable (paragraph 3.241) must surely mean that the new “Stagecoach Connect” service must be considered as a sustainable form of transportation!/? In this regard, we have set out clearly in the Planning Statement (paragraphs 2.11 to 2.16) how the *Stagecoach Connect* service is user-friendly, proving to be very successful and actually stops directly outside the application site.

I would like to reiterate that the “*bus request service*” is in addition to the DRT service. The 88A Stagecoach bus passes the site between Dover and Sandwich and is a weekday, peak hour bus service. Since the approval of application DOV/21/00731 (the near-by Gypsy and Traveller site mentioned in previous correspondence), the DRT supplements the ‘normal’ service (The DRT additional service was not available when the 21/00731 was approved).

As the new proposed 'Village Centre' is starting to be developed - and at just under 800m from application site (including the now approved medical centre) - we believe that Members should be provided with this holistic context.

This available public transport provides a, quite considerable, transport choice for future occupiers of the development (as well as existing occupants of Eastling Down Farmhouse).

When we further consider that there is no mention, whatsoever, of the fact that the site is located on Regional Cycle Route No 15 (linking Sandwich and Dover), is it evident that the development is fully compliant with emerging Policy TI1, contrary to the advice provided to Members at paragraph 2.34. It is also of note that the emerging Policy TI1 is only given moderate weight, again at paragraph 2.34, whereas other emerging policies of the draft Plan would appear to carry a little more weight than simply "moderate".

Given the transport choice that exists in the locality, the LPA will understand our concerns that paragraph 2.34 states - "*the lack of public transport provision within the immediate area ... would result in a reliance of private cars*". -

Conclusion and Recommendation

As a consequence of the above, it is submitted that the conclusion set out at paragraph 3.1 provides an extremely unbalanced view resulting in a draft reason for refusal that is, we believe, quite inaccurate. Given that the draft reason for refusal relies on (i) the fact that the development would be *functionally isolated* and (ii) that the development would provide visual harm to the character and beauty of the countryside, this is extremely concerning when we consider (i) that the development would be served by transport choice as evidenced and (ii) that the development would be extremely well screened when viewed from anyway other than from the 'front gate' and even then, viewed at a much lower level than the higher built-form of Eastling Down Farmhouse.

We would, of course, be pleased to discuss any issues arising but request that application DOV/24/01441 is placed before Members at the next available Planning Committee following amendments to the report attached at **Annex A**.

Yours sincerely

██████████
For **Rebus Planning Solutions**

cc ██████████

List of Annexes

- Annex A - The 16th May 2024 Officer's Report to Committee
- Annex B - Extracts from the Kent Bus Service Improvement Plan & National Bus Strategy

Annex A

- a) **DOV/23/01441 – Outline application for erection of four dwellings with associated parking and landscaping (all matters reserved apart from access) – Eastling Down Farm, Sandwich Road, Waldershare**

Reason for report – Number of contrary views (6)

- b) **Summary of Recommendation**

Planning permission be REFUSED

- c) **Planning Policy and Guidance**

Core Strategy Policies (2010): CP1, DM1, DM11, DM13, DM15, DM16

Draft Dover District Local Plan (March 2023) - The Submission Draft Dover District Local Plan is a material planning consideration in the determination of applications. At submission stage the policies of the draft plan can be afforded some weight, depending on the nature of objections and consistency with the NPPF. The relevant policies are: SAP1, SP1, SP4, SP15, CC2, H2, PM1, PM2, TI1, TI3 and HE1

National Planning Policy Framework (NPPF) (2023): Paragraphs 7, 8, 11, 48, 83, 84, 128, 135, 180,

- d) **Relevant Planning History**

91/00931 - Conversion of part of redundant farm building for catering business. – Granted

94/00095 - Continued use of redundant farm building for catering business - Granted

97/00681 - Conversion of outbuildings to consulting rooms – Granted

99/00365 - Change of use of existing workshop/store building to office/warehouse - Granted

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

Representations can be found in the online planning file, a summary is provided below:

Tilmanstone Parish Council – No comments received

Environmental Health - No Objections

KCC Archaeology - No comments received

KCC Highways – Doesn't meet the criteria to warrant involvement from the Highways Authority.

Southern Water – No comments received

Third party Representations: 6 in support of the proposal have been received, and are summarised below:

- Near to all amenities in Whitfield
- On a rural bus route
- Sensitively designed

- Eco-friendly
- Good example of development
- Part of the Whitfield expansion

1. The Site and Proposal

- 1.1 The application site is located to the southwest of Sandwich Road, close to the junction where Sandwich Road meets the A256. The application site is outside of any settlement confines. Eastling Down Farm comprises a detached two storey dwellinghouse, a single storey building used as a cattery, and a number of other former farm buildings.
- 1.2 The application site itself is located to the east of Eastling Down Farm, and is currently used as Camping and Caravan Site, with a single storey timber clad storage building located in the northwest corner of the site, adjacent to the access road. The site area comprises 0.3ha and is mostly laid to lawn, with tree screening along the southeast boundary of the site.
- 1.3 Access to the site is from the southeast from Sandwich Road. The site is not subject to any local or national designation, other than falling within a groundwater source protection zone (Zone 3).
- 1.4 The application is an outline application for four detached dwellings with all matters reserved except for access. Each property would benefit from 2 off road parking spaces with proportionately sized rear gardens.
- 1.5 The layout of the dwellings would be as shown on Figure 1, with two parking spaces provided per property. The number of bedrooms has not been specified within this application. A proposed site plan has been included as part of the submission, which demonstrates the location of the proposed dwellings and access to the site from Sandwich Road.



Figure 1: Proposed layout Plan

- 1.6 In terms of materials, Plot A would consist of red brick, with a plain clay tile roof and light grey timber framed windows. Plot C would consist of brick at ground floor level, with vertical black timber cladding to first floor and a plain clay tile roof. Lastly, Plots B and D would be finished in vertical black timber cladding, with a metal standing seam roof and dark grey/ black aluminium windows.
- 1.7 The trees around the site boundaries are not protected but are proposed to be retained as part of the proposal (as shown in figure 1 above. The design and layout of the scheme will be discussed in more detail in the assessment below.

2. Main Issues

2.1 The main issues for consideration are:

- Principle of the development
- Impact on visual amenity and the countryside
- Impact on residential amenity
- Impact on highways and travel

Assessment

Principle of Development

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

Country Planning Act 1990, is the adopted development plan. Decisions should be taken in accordance with the policies in the plan unless material considerations indicate otherwise. The requirements of the National Planning Policy Framework are a significant material consideration in this regard.

- 2.3 Policy DM1 is considered to be partially consistent with the aims of the Framework (including prioritising previously developed land, avoiding the loss of BMV agricultural land, making better use of under-utilised land and buildings, and recognising the intrinsic character and beauty of the countryside), however, it is also identified that Policy DM1 is a product of the level of housing growth of the Core Strategy and is more restrictive than the NPPF which seeks to significantly boost the supply of homes.
- 2.4 The Core Strategy policies and the settlement confines referred to within those policies were devised with the purpose of delivering at least 505 dwellings per annum. In accordance with the Government's standard method for calculating local housing need, the Council must now deliver at least 611 dwellings per annum. Consequently, as a matter of judgement, the evidence base underlying policy DM1 is considered out-of-date. As such, policy DM1 should carry less than full weight.
- 2.5 Policy DM11 seeks to manage travel and states that development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Whilst there is some tension, this policy broadly accords with the NPPF's aim to actively manage patterns of growth to support the promotion of sustainable transport. However, the blanket approach to restrict travel generating development outside of settlement confines is inconsistent with the NPPF. This policy is not considered to be out-of-date, but the blanket restriction within the policy does attract reduced weight.
- 2.6 Given the importance of policy DM1, the relationship between policy DM1 and DM15, and the tension between policy DM11 and the Framework, it is considered that the 'basket of policies' in the Core Strategy which are most important for determining applications are out-of-date and should be given less than full weight.

Tilted Balance

- 2.7 Notwithstanding the primacy of the development plan, Framework paragraph 11(d) states that where the policies which are most important for determining the application are out of date permission should be granted unless (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole (known as the 'tilted balance') or (ii) specific policies in the Framework indicate that development should be restricted.
- 2.8 As set out above, the tilted balance would, ordinarily, be engaged due to the most important policies being out of date. However, paragraph 11 (ii) states that the tilted balance is disengaged where "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole". As set out later in the report, it is concluded that the development would be contrary to the aims and objectives of the NPPF.
- 2.9 It must also be noted that the tilted balance is not engaged as set out under Paragraph 11 (footnote 8) by reason of the council's housing land supply or

housing delivery positions. The council is able to demonstrate a housing land supply in excess of four years' worth of housing supply and the council's Housing Delivery Test measurement is currently 106%.

Draft Local Plan

- 2.10 The submission Draft Local Plan (2023) is considered to be material to the consideration of applications. Following the Inspectors' initial advisory letter, consultation on the Main Modifications commenced on 11th April 2024. Whilst that process is not complete, and the final report has not been received, there is a high probability that policies will eventually be adopted as originally worded or as proposed to be modified. Therefore, having regard to paragraph 48 of the NPPF, they can generally be given a considerable amount of weight. The most relevant draft policies are assessed below.
- 2.11 The site is allocated within the Draft Local Plan SAP1 (Whitfield Urban Expansion). This policy requires that a Supplementary Planning Document (SPD) be produced to guide the future delivery of the Whitfield urban expansion. This should set out the quantum and distribution of land uses, access, sustainable design and layout principles, in addition to providing an updated phasing and delivery strategy for the whole site. Given the stage of the Draft Local Plan, this policy has not yet been adopted and can only be given limited weight. In addition, the SPD that is required by the draft allocation policy has not been completed.
- 2.12 Draft policy SP1 seeks to ensure development mitigates climate change by reducing the need to travel and draft policy SP2 seeks to ensure new development is well served by facilities and services and create opportunities for active travel. Draft policy TI1 requires opportunities for sustainable transport modes to be maximised and that development is readily accessible by sustainable transport modes.
- 2.13 Draft policy SP4 applies to proposals for residential development on unallocated sites and sites outside settlement confines. The policy is regarded as being consistent with the NPPF and moderate weight can be given, as a material planning consideration. The draft policy sets out the appropriate locations for new windfall residential development. The policy is underpinned by an up-to-date analysis of services and amenities at existing settlements, taking into account the availability of public transport, retail, community, education and medical facilities. Using this information and current housing requirements, the policy seeks to deliver a sustainable pattern of development, including within the rural area where opportunities for growth at villages (in line with Paragraph 83 of the NPPF) are confirmed.
- 2.14 The village of Whitfield has a good range of facilities conducive to day to day living. Whitfield is listed under criterion 1, considered to be part of Dover of draft policy SP4, which sets out that minor residential development or infilling of a scale that is commensurate with that of the existing settlement will be permitted within the settlement boundaries. The site is outside of the settlement boundaries set out within SP4 (as shown below), nor is it in accordance with criterion 3 of the draft policy, which sets out exceptions for isolated and non-isolated dwellings. The development of this site for residential is therefore not supported by Draft Local Plan policy SP4.

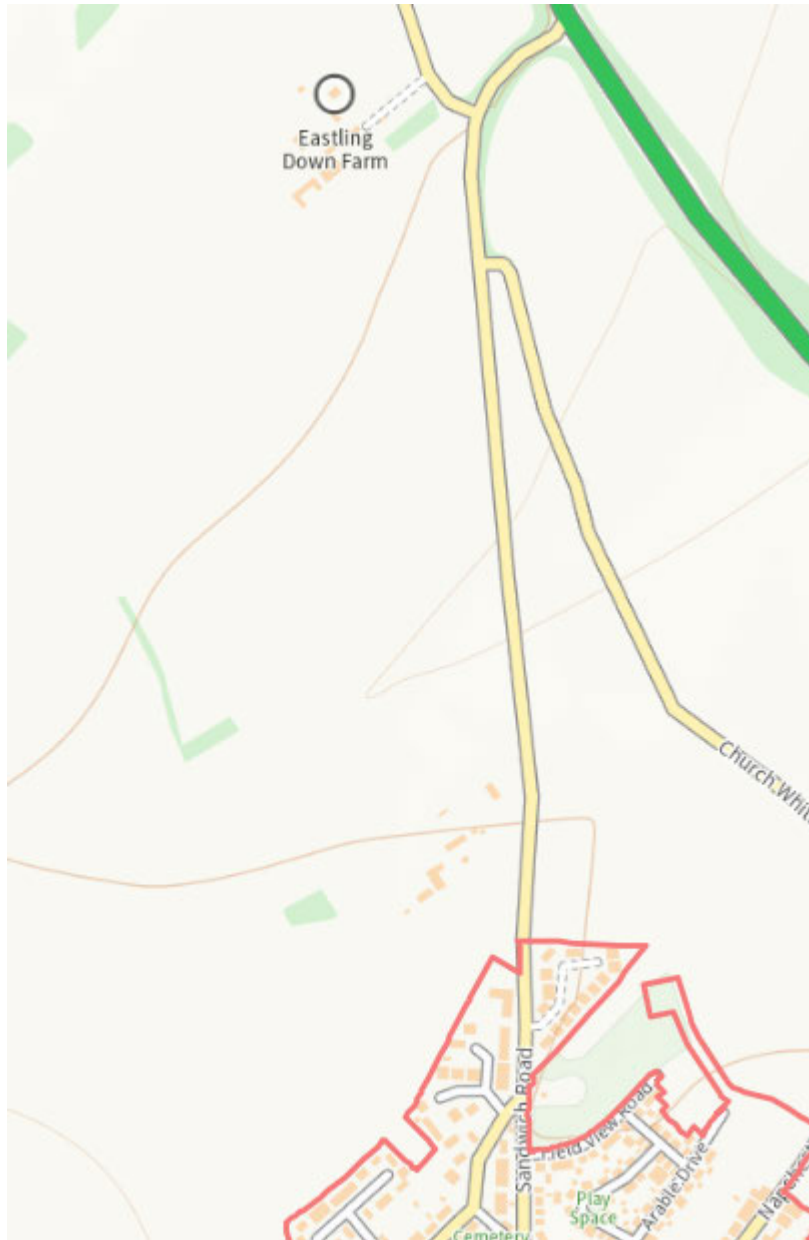


Figure 2: SP4 Settlement Confines for Whitfield

2.15 Therefore, the proposed development is considered to be contrary to policies DM1 and DM11 of the Core Strategy 2010, and draft policies SP1 and SP4. of the emerging Local Plan.

Impact on Visual Amenity and Countryside

2.16 The NPPF in paragraph 131 places great importance on the design of new development, stating that “the creation of high-quality buildings and places is fundamental to what the planning process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable in communities.”

2.17 The NPPF also states that planning decisions should ensure that developments ‘will function well and add to the overall quality of the area’, be ‘visually attractive as a result of good architecture, layout and appropriate and effective landscaping’,

be 'sympathetic to local character and history' and 'establish or maintain a strong sense of place' (paragraph 135).

- 2.18 This NPPF further states "*decisions should contribute to and enhance the natural and local environment by... recognising the intrinsic character and beauty of the countryside*" (Paragraph 180).
- 2.19 The site is located outside of the settlement confines identified in Policy DM1 and is therefore considered to be within the countryside. As such, Policies DM15 and DM16 are engaged. These policies seek to prevent development which would result in the loss of, or adversely affect the character and appearance of the countryside and wider landscape area.
- 2.20 Policy DM15 seeks to protect the countryside. Development will only be permitted if it is in accordance with allocations made in the development plan, is justified by the needs of agriculture, or justified by a need to sustain the rural economy or a rural community. In addition, it must be shown that development cannot be accommodated elsewhere and does not result in the loss of ecological habitats. This application is not submitted on the basis of agricultural need; it is not in accordance with any allocations and is not required to sustain a rural economy or rural community. Therefore, the proposal is considered not to be in accordance with policy DM15. Whilst not considered to be out of date, policy DM15 is considered to carry reduced weight.
- 2.21 DM16 states that development that would harm the character of the landscape will only be permitted if it is in accordance with allocations made in the development plan, incorporating any necessary mitigation; or it can be sited to avoid or reduce the harm and/or incorporate design measures to mitigate impacts to an acceptable level.
- 2.22 The National Design Guide advises on good design which needs to reflect the character of its setting and the overall identity of the area. This is further explained in draft policies PM1 and PM2 of the Draft Local Plan which state that all new residential development must be of the highest design quality both internally and externally, to provide a healthy living environment that meets the needs of the people who live there both now and in the future.
- 2.23 The application site, which would be accessed from Sandwich Road would be visible when travelling along Sandwich Road from the north. Indicative, elevation drawings have been included as part of the Outline application, with the material palette as explained above.
- 2.24 The pattern of nearby development is sporadic and of low density. This proposal would alter the grain of development at the edge of this village resulting in four large dwellings built across the entire site, including with driveways, parking, domestic paraphernalia, and would fail to conserve and respect the open landscape and the pattern of development of the surrounding area.
- 2.25 In terms of visual harm, due to the location of the proposed dwellings, and the retention of the existing screening around the site, it is considered that there would be limited visual harm to the wider landscape as a result of the proposals.
- 2.26 Therefore, the proposed development, by virtue of creating a cluster of 4no dwellings, together with surfaced accesses, parking areas, enclosures and domestic paraphernalia, would introduce an urbanising development in this

location. The development would erode the rural character and appearance of this location, contrary to the aims and objectives of the NPPF, the Core Strategy and the Draft Local Plan.

Impact Upon Residential Amenity

- 2.27 As an outline application with all matters reserved, it is not possible to undertake a full assessment of the potential impacts new dwellings could make on the level of amenity experienced by existing residential properties. However, given the size of the site it is reasonable to consider there is scope to design four properties which would preserve the existing level of amenity or minimise any harm.
- 2.28 It is also noted that the proposed dwellings would form only part of the overall site, leaving a good level of outside amenity space as advised in H2 of the National Design Guide. It is therefore considered that the proposed occupiers would have a good standard of amenity in line with Paragraph 135 of the NPPF and PM2 of the Draft Local plan.

Highways, Parking and Travel impact

Parking

- 2.29 Policy TI3 of the Draft Dover Local Plan states that the appropriate provision of car parking is to be provided and retained to meet the needs of local communities both now and in the future. The proposed dwellings would be provided with two off road parking spaces. While the number of bedrooms has not been specified, DM13 of the Core Strategy would seek 2 off-street parking spaces for a 3- or 4-bedroom dwelling in a village location. As each property would benefit from 2no. offroad parking spaces, the proposals therefore comply with the requirement in DM13.

Travel

- 2.30 Policy DM11 of the Dover Core Strategy sets out that development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. As outlined above, the proposal is not justified by other development plan policies. The proposals are therefore contrary to DM11.
- 2.31 Paragraph 83 of the NPPF states that in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. The distance to nearest sustainable settlement at Whitfield is approximately 900m from the site (as the crow flies). Residents of the proposed properties would not benefit from a regular bus service (albeit the site does benefit from an bus request service), therefore in order to reach day to day facilities such as schools, doctors and shops, future occupants of the site would require the use of a private car to travel to the nearest sustainable settlement. It is considered that the proposed site would be contrary to paragraph 83.
- 2.32 Given the rural location and distance to the nearest sustainable settlement the proposals would be contrary to paragraph 83 of the NPPF as housing on this site would not enhance or maintain the vitality of the nearest settlement and would therefore constitute unsustainable development.

- 2.33 Paragraph 84 goes on to say that decisions should avoid the development of isolated homes in the countryside, unless one or more of the following circumstances apply; the essential need for a rural worker; the development secures the optimal viable use of a heritage asset; the development would re-use redundant rural buildings and enhance its immediate setting; includes the subdivision of an existing residential building; or is exceptional in design. The site is considered to be isolated and does not meet the criteria set out above, and is therefore contrary to Paragraph 84 of the NPPF.
- 2.34 Sustainable transport is further supported within the draft local plan, with draft policy TI1. Most notably within this policy, development should “*Be designed so that opportunities for sustainable transport modes are maximised and provided for and provide a variety of forms of transport as alternatives to travel by private motorised vehicle.*” The lack of public transport provision within the immediate area as explained above, would result in a reliance on private cars. The development would therefore be contrary to draft policy TI1, however it is noted this is only given moderate weight at this time.

3. Conclusion

- 3.1 The development would result in an unjustified development located in an unsustainable location beyond the settlement confines. Whilst some weight is attributed in favour of the development by virtue of the provision of additional dwellings and short term economic benefits during the construction phase, it is not considered that these are unique to this site and they do not weigh heavily in favour of the development. Consequently, the proposals would conflict with the overarching aims and objectives of Development Plan policies, the emerging Local Plan and the NPPF and it is recommended that planning permission should be refused. This harm identified above is considered to significantly and demonstrably outweigh the benefits deriving from the provision of four dwellings, when considered against development plan policies and the Framework when read as a whole.

g) Recommendation

- I PLANNING PERMISSION BE REFUSED, for the following reasons:

- 1) The development would result in an unjustified development located in an unsustainable location beyond the settlement confines, where occupants would be isolated from the facilities and services upon which they would rely. The development would represent encroachment of built form into the countryside and, by virtue of its location, scale and layout, would introduce an urbanising development that would detract from the open rural quality of the area. This would cause visual harm to the character and beauty of the countryside. Consequently, the development would be contrary to Core Strategy policies DM1, DM11, DM15 and DM16, paragraphs 83, 84, 128, 135 and 180 of the NPPF and policies SAP1, SP4, PM1 and NE2 of the draft Local Plan.

Case Officer

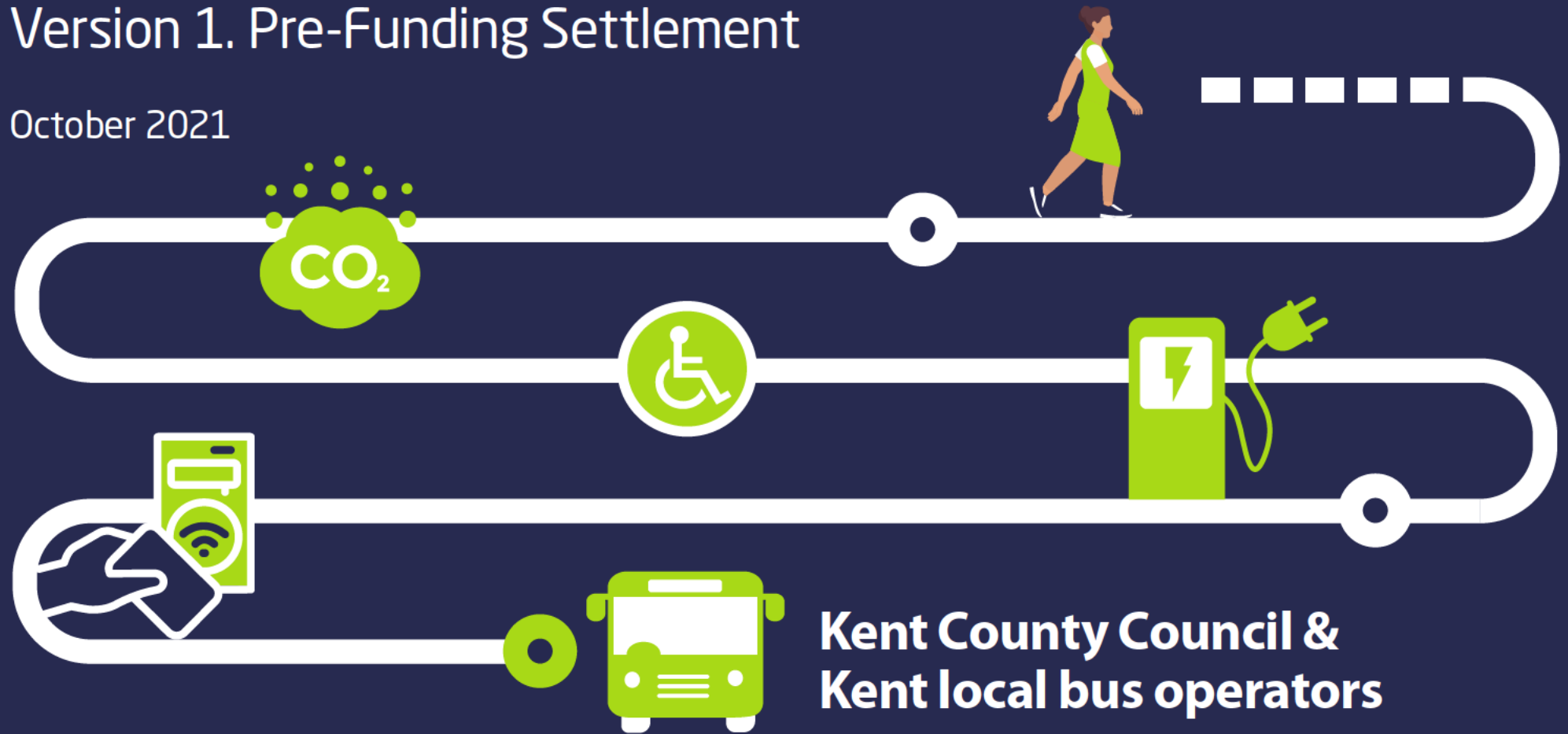
Amber Tonkin

Annex B

National Bus Strategy

Kent Bus Service Improvement Plan (BSIP) Version 1. Pre-Funding Settlement

October 2021



Let's talk
kent.gov.uk/busfuture



Section 4.4 Alternative Delivery Models (continued)

Initiative: ADMI 4

KCC and Kent's bus operators will consider areas where a Superbus approach to network development could be implemented to deliver improvements in infrastructure, fares, reliability and journey times and achieve a 'premium' service standard.



Kent has previously explored the potential to adopt the Superbus approach, and identified a possible scheme for submission for the Government Superbus Fund at the start of 2020. In line with DfT's Superbus definition, our scheme sought to work closely with the operator and local district council to deliver improvements at congestion pinch points on the already well performing LOOP service. In return for the priority measures, Stagecoach would have delivered further improvements to the local bus network in terms of frequency improvements and fares initiatives. All parties would also work towards improved marketing in the area. Ultimately, this was not submitted but it enabled the council to form a view that parts of our network have the potential to support such a scheme. Using NBS funding we are seeking to reinvigorate this Thanet Scheme.

KCC views the Superbus ethos as supporting multiple BSIP initiatives: underpinning parts of the network that already have a strong commercial service, supporting a number of areas to stimulate further bus use, and adding service enhancements to create a 'premium' standard.

With our existing knowledge of the network and through operator engagement supported

by the BSIP and EP Governance structure, KCC will identify areas of the network suitable for 'Superbussing'.

Initiative: ADMI 5

KCC and Kent's bus operators will consider the role that DRT, feeder services and other alternative modes can play in solving rural connectivity issues.

Kent can already point to the use of alternative transport types to service rural areas. Experience gained from the launch of the 'Go2' DRT scheme in Sevenoaks, and the replacement of some end-to-end bus services with feeder services, supports our view that in some cases these alternatives provide better solutions than conventional bus services, particularly in rural areas.



Section 4.4 Alternative Delivery Models (continued)

By its nature DRT only operates when there is a need, so if designed and focussed well it can represent a far more efficient means of providing transport for areas with less significant or consistent demand. In turn, this can mean larger areas can be serviced with more limited resource.

In addition to efficiency considerations, DRT can also offer a different type of service. Different destinations and journeys that operate longer hours and on additional days of the week could attract new and even non-bus users to use public transport. Commuters are a good example of such a group, where DRT can offer journeys and rail connections that would not be considered sustainable on a conventional bus service.

As Kent expands the number and coverage of DRT schemes, KCC intends to provide a common platform for service management and passenger information and booking. It is hoped this could remove some of the financial barriers that currently exist, and the platform could be opened up to new schemes and operators. KCC will also give consideration to putting all DRT schemes under one common brand.

Similarly, whilst not such a radical departure from end-to-end bus services, areas not directly

served by but in in close proximity to higher frequency bus corridors are ideal for feeder services. In 2019, the council launched a series of new rural transport schemes that included three feeder services that continue to operate today. In each instance, we identified and built enhanced interchange points with suitable infrastructure and an area to turn vehicles. Supported by through-ticketing agreements between operators where needed, instead of running the rural service all the way to the local town centre, passengers are dropped at the interchange location where they can access high frequency connections to the town centre.

The time saved is then repurposed into a higher level of frequency for the villages served. In addition to increasing frequency, organising services in this way also has the potential to open up a different choice of destinations through connecting services. KCC believes that there are other parts of the county with similar conditions and opportunities that should be explored.

In respect of all alternative rural transport solutions, a considered approach is needed. Suitable areas with both need and potential must be identified, and the design of the service must ensure that scale and resource are set at

appropriate and sustainable levels, whilst still achieving a step change in provision. This more intelligent approach can be used to identify existing layers of transport and funding streams that can be incorporated to ensure sustainability.

The Council is therefore proposing that these alternative solutions form part of the delivery of Year 2 and 3 schemes. These will be focused on areas identified through countywide network analysis (explained in [Section 4.3](#)) as having poorer levels of current accessibility. Network redesign will stem from in-depth, data-led reviews of current provision on localised areas (as per the study included as Appendix D).

From: DDC Development Management
Sent: 27 June 2024 13:38
To: [REDACTED]
Subject: Fw: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare



[REDACTED]
Support Officer
Development Management
Dover District Council

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

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From: [REDACTED]
Sent: Thursday, June 27, 2024 1:34 PM
To: DDC Development Management <DevelopmentManagement@DOVER.GOV.UK>
Subject: Fw: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

F.A.O - [REDACTED]

I've had a guess at the email address - could you please forward the below to her just in case.

Many Thanks

From: [REDACTED]
Sent: 27 June 2024 13:07
To: [REDACTED]@DOVER.GOV.UK [REDACTED]@DOVER.GOV.UK
Cc: [REDACTED]
Subject: Re: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi [REDACTED]

As an addition, I would welcome you and any of the planning committee to visit. This would, I hope clarify how enclosed we are with the trees and hedges.

Please let me know if this is something that would be of interest to you.

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 12:47
To: [REDACTED]@DOVER.GOV.UK [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi [REDACTED]

I fully respect the job you do, and fully understand applicants and others find it difficult when proposals are refused, but hope that all the facts are considered when deciding. I [REDACTED] and would like to submit the following in support of the application.

Please see below the correspondence from Kent County Council Neil Baker, Cabinet Member for Highways and Transport, who allowed me to contact [REDACTED], KCC's Local Transport Authority (LTA) to answer questions that would directly relate to the application - (please see below email chain)

I was very surprised to read your comments in the report about the bus service. I will state that I use the hail and ride service regularly (bus 88a) and have also used the stagecoach connect service to commute between my home and office in London. On occasions, I have also used the stagecoach connect to attend appointments at Whitfield Surgery and get shopping at Tescos. Over the past year, our car has traveled less than 3000 miles (to take dogs walking, can't take on the bus!!! and a driving vacation to Scotland).

I also subscribe to LiftShare which is Kent and Medways Journey Share scheme, with aims to make Zero Carbon Commuting a reality.

I would state that the proposed development would lie at a significant distance from 'Eastling Down Farm' to the east. Having regard for the substantial separation distances, I consider that the proposed dwellings would not cause harm to the residential amenity of any of the neighbouring occupiers. (we are the closest)

I would like to assist [REDACTED] in his submission of this for his application, but unfortunately, i have no idea how to black out all the personal email/telephone numbers without allowing you to see them first - including Case ref: 47120742 numbers. - I hope you can assist.

[REDACTED] fully support the proposal.

Kind Regards

[REDACTED]

Eastling Down Farm.

From: [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk>
Sent: 25 June 2024 15:06
To: [REDACTED]
Cc: Neil.Baker@kent.gov.uk <Neil.Baker@kent.gov.uk>
Subject: RE: Case (ref: 47120742)

Dear [REDACTED]

Apologies for the delay. Please see below for some answers to your questions in red, I hope these are useful.

I am about to go on annual leave but would be happy to set up a call with you upon my return if this would be of use.

If you can confirm your availability w/c 15th July I will make contact then.

Kind Regards,

[REDACTED]
[REDACTED] | Enhanced Partnership and Infrastructure Manager | Public Transport | Kent County Council
| PO Box 441 | Aylesford, ME6 9HJ | Tel: 03000 413549 | www.kent.gov.uk

From: [REDACTED] >
Sent: Tuesday, June 25, 2024 1:43 PM
To: [REDACTED]@kent.gov.uk>
Cc: Neil Baker - MEM <Neil.Baker@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

Hi [REDACTED]

I fully understand that you are likely to be very busy, but if i could get a response shortly it would be most helpful.

BR

[REDACTED]

From: [REDACTED] >
Sent: 17 June 2024 11:29
To: [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Hi [REDACTED]

As per Neil Baker's letter, please find my contact number [REDACTED], but I would be happy to have the below questions answered.

I wish to obtain Kent County Council's view on the following:-

1. What is KCC's opinion on DRT services adding to and supplementing existing services on existing bus routes? **The Council is of the view that DRT services could play a role in the county's overall**

transport offering, however the circumstances need to be right. DRT services can provide a more flexible operating pattern, however they also lack capacity in peak periods. There is also yet to be, to our knowledge, a commercially viable DRT service – i.e. an operation provided by operators which is fully sustainable and not reliant on external funding.

2. What is KCC's opinion on "virtual" bus stops? Many of the county's bus routes already operate on a hail and ride basis, meaning they will stop (at the drivers discretion) at any point on the route where it is deemed safe to do so. Virtual bus stops, in the context of DRT, are often points of boarding / alighting which have been utilised previously by passengers when booking journeys, meaning they are memorised on the system. Whilst providing more opportunities for boarding / alighting there is a need to strike an important balance, as accessibility at these locations (i.e. raised kerbs, areas of hardstanding etc) will not often be present. As such KCC is of the view that any DRT offering should have a mix of virtual locations whilst also offering more traditional marked stops .
3. Does KCC regard the DRT service as a sustainable form of transport? At this point in time it is hard to make the case for this as to our knowledge there is no fully commercial DRT service in operation across the country.
4. Can KCC give an example where DRTs use as a transport mode has maximised public transport use? eg. Using/defining more virtual bus stops. During the Covid-19 pandemic the Go-2 service (operated by Go-Coach) was introduced in Kent. The service combined a number of existing local bus services (which would not otherwise have operated), thereby providing continuity of service for those needing to make essential journeys. DRT is also being utilised
5. Does KCC believe the use of DRT services prevents the use of a private car to travel? No
6. What's the future aims of the BSIP in Kent supplementing existing "regular" bus services? Earlier this month KCC submitted its updated BSIP to the DfT in order to comply with requirements set by Government for 2024. Within the document we have included a number of initiatives for the period 2025-29 (as per requirements set out by DfT) which could be delivered should further funding come forward from the National Bus Strategy process. With respect to network initiatives we have essentially taken a three step approach – 1) to sustain what is currently in operation at a time of continued challenge for the bus industry 2) to re-introduce commercial services (or something similar) which operators have withdrawn or reduced since the pandemic and 3) to build on this network further by enhancing frequencies and by introducing more innovative solutions for rural areas. We are of the view that DRT could play a part on this final point. Again, delivery of these initiatives however is fully dependent on further Government funding. We will be publishing our 2024 BSIP at kent.gov.uk shortly.

Thanks in advance.

From: Kent County Council <kcc.corporate@email.icasework.com>

Sent: 13 June 2024 17:30

To: [REDACTED]

Subject: Case (ref: 47120742)

Dear [REDACTED]

Please find attached a letter from Neil Baker, Cabinet Member for Highways and Transport, in response to your email dated 26 April 2024.

Yours sincerely



Customer Feedback Advisor

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[REDACTED]

From: [REDACTED]@rebusplanning.co.uk>
Sent: 21 June 2024 09:08
To: [REDACTED]
Subject: FW: DOV/24/01441 - Land at Eastling Down Farm, Waldershare
Attachments: RS.0816 Ms A Tonkin 5th June 2024.pdf

Hello [REDACTED]
I hope you are well!

Can I ask – will the Eastling Down Farm application be reported to Members at the 11th July meeting?
Thank you, I look forward to hearing from you

[REDACTED]
Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX
Co. Reg. No. 10406180. Registered in England & Wales at : Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

From: [REDACTED]
Sent: Wednesday, June 5, 2024 9:59 AM
To: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Subject: DOV/24/01441 - Land at Eastling Down Farm, Waldershare

Dear [REDACTED] and [REDACTED]
Following on from the withdrawal of application DOV/24/01441 from the May Planning Committee, please see attached a further representation which sets out our client's (and our) concerns in relation to some of the content of the committee report.

We look forward to hearing that the application will be considered at the next available committee meeting.
Regards

[REDACTED]
Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX

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By Email Only

Our Ref: RS.0816/KB/tmm

Date: 5th June 2024

██████████
Planning Officer
Dover District Council
Council Offices
White Cliffs Business Park
Dover, CT16 3PJ

Dear ██████████

DOV/24/01441 LAND AT EASTLING DOWN FARM, SANDWICH ROAD, WALDERSHARE

I refer to the above and the recent withdrawal of the application from the 16th May 2024 Planning Committee.

We requested the withdrawal of the application (from this particular Committee) given concerns that both our client and us had, on a number grounds, that the report to Members did not accurately reflect either the case made as part of the application submission nor the facts of the matter insofar as issues relating to landscape impact and 'functional isolation' were concerned. On the understanding that the report will need to be revised before it is again placed on the next Planning Committee agenda, I highlight the Applicant's concerns as follows.

Planning History

In acknowledging that the following planning history does not relate directly to the application site¹ we consider it applicable, as background information, to inform Members that Eastling Down 'Farm' has, over recent years diversified:

- DOV/11/00048 - Change of use and conversion of outbuilding to cattery and erection of pitched roof – Granted, and
- DOV/19/00674 - Construction of a single-storey building to accommodate a hydrotherapy centre for small animals – Granted

The Site and Proposal

The single-storey timber-clad building on site is a shower/w.c. and utilities building not a "storage building" as stated at paragraph 1.2 of the withdrawn report (attached for ease of reference at **Annex A**).

Please accept my apologies as I believe that this information would have been taken from the submission Planning Statement (paragraph 2.2). It is not, however, entirely accurate to state that the site is "undeveloped".

¹ Albeit under the same registered title

With further reference to paragraph 1.2, the Applicant requests that the reference to “tree screening” also includes the extensive tree/hedgerow screening that extends northwards to the boundaries of Eastling Down Farm which may assist Members in considering landscape impacts (see further below).

The Applicant requests that alongside the ‘proposed layout plan’ as shown at Figure 1, the report includes an extract from drawing 0145 (view 2) or alternative from the submitted “proposed artist’s impressions” (given that this provides the design and appearance parameters). If you are in agreement, perhaps this could be inserted at “Figure 2” underneath paragraph 1.6?

The Principle of Development

Whilst the report mentions the ‘tension’ between adopted Plan Policy DM11 and the NPPF, we consider that a more balanced approach would be to advise Members of policy advice contained within the Framework at paragraph 109 which advises that “... *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*”.

It is considered that it would be helpful for Members to understand that the application site lies immediately adjoining the defined settlement confines of Dover as highlighted on the policies map to adopted Development Plan. Whilst again, the ‘tension’ that is mentioned is, of course correct, Members are not advised of the degree of weight to be applied to this ‘tension’, given that the NPPF clearly takes a more accommodating and sustainable approach to the location of rural housing and fundamentally seeks to avoid the development of *isolated homes* in the countryside unless meeting one or more criterion (NPPF 84). The ‘tension’ between Policy DM1 and the NPPF is, therefore, quite considerable and although “less than full weight” can be applied to the adopted Plan this fact does, however, form a material consideration that, we feel, is not made clear to Members in the report. This is particularly the case with the insertion of the emerging policies map extract at Figure 2 without inclusion of the adopted policies map extract showing the location of the application site immediately adjoining settlement confines. In this regard, circling *Eastling Down Farm* on the extract (Figure 2) does not accurately reflect the location of the application site itself and this has resulted in the report advising that the site is 900m from the settlement as opposed to being just under 800m.

As we have provided map extracts within the submission Planning Statement, could we respectfully request that these are included within the revised report?

Furthermore, although it is noted that Members are advised (paragraph 2.11) that the application site lies within the Whitfield Urban Expansion Allocation, Members are not provided with an extract of the policies map showing the allocation and, again, it is respectfully requested that this is added into the report to provide Members with a holistic planning policy backdrop.

We also consider that the report does not make clear the tension between the fact that the site is located within a housing/mixed use allocation and yet falls contrary to the provisions of emerging Policy SP4. Whilst it is the case that the application site will lie outside of the defined settlement confines of Dover (once the emerging Plan is adopted) it will not fall outside of an allocation. Again, we respectfully request that the wording of paragraph 2.13 and 2.14 is revisited.

As you are aware, one of our client’s main objections relates to the contradictions within the report relating to accessibility to public transport (see further below). However, in consideration of the text

at paragraphs 2.13 and 2.14, and the “discussion” with regard to emerging Policy SP4, we would have thought it appropriate here to consider the sustainable location of the application site (given that transport choices do exist) bearing in mind the overarching provisions of SP4 and the Council’s assertion that the site is “isolated”.

In going on to categorically assert, at paragraph 2.15, that the proposal is simply contrary to the policies as listed, we query why there is no ‘counterbalance’ given the material considerations that do apply in this case!?

Impact on Visual Amenity and Countryside

The existing farmhouse, which is set up much higher than the application site and would remain higher than the completed development, is barely visible in mid to longer distant views and so it appears to us that the author of this section of the report (or part of this section) has not visited the site nor travelled along the surrounding highway network. The Landscape Visual Assessment that accompanies the application clearly provides a number of photographs viewing the site from the north (and south) and it is quite apparent that the proposed development will not be seen in mid to longer distant views. Certainly, we have a number of concerns in relation to the report at paragraphs 2.16 to 2.26.

Firstly, at paragraph 2.19, and again in acknowledging that the site is located outside of the settlement confines as identified in Policy DM1, could Members not be advised that it lies immediately adjoining them? We consider it also appropriate that mention should be made of adopted Policy CP11 particularly given that the managed expansion of Whitfield will include an Access and Transport Strategy that maximises the potential for sustainable travel and, in fact, the introduction of the Demand Response bus and, shortly, *Fastrack* is part of that strategy.

Secondly, we have quite considerable concerns that the assertion that the scheme would provide for adverse impacts upon the character and appearance of the countryside would engage Policy DM15 when, in fact, it should not be engaged at all. Whilst it is the case that DM15 seeks the protection of the countryside, the policy clearly states that the development in question will need to be justified only if it results in the loss of, or adversely affects the character or appearance of the countryside and given the location of the site in its context, the topography of the site in relation to surrounding land and the extensive, and dense, tree and hedgerow vegetation that exists along the southern and eastern boundaries of the site, it is our submission that Policy DM15 simply will not apply. We do request that the author of this part of the report visits the site to understand the contextual analysis as provided in the submission Landscape Visual Assessment.

That said, in acknowledging that ‘Viewpoint 3’ (of the LVA) shows ‘clear’ views to the application site, this photograph was taken from ‘inside’ the boundary screening and on land in the control of the Option Holder - NOT from a public viewpoint or domain (and perhaps should not have formed part of the ‘Visual Assessment’).

We have similar concerns in relation to the citation of Policy DM16 given that the development would not harm the character of the landscape.

In therefore turning to paragraph 2.23, the application site will not be visible when travelling along Sandwich Road from the north. Furthermore, and in the consideration of 2.24, and whilst it is noted

that Members would have been, at this point, advised that the site lies at “*the edge of this village*”, there is no mention of the fact, again, that the site lies within the Whitfield Urban Expansion Allocation. We were also surprised to read these comments given the positive response at the pre-application stage and with no concerns raised during the application process itself.

We then consider the text at paragraph 2.25 advising that the development would provide for “*limited visual harm to the wider landscape*”, you will understand our concerns with regard to the contradictory nature of what Members are/were being advised.

Impact upon Residential Amenity

In acknowledging that the scheme is only in outline, not all matters are reserved (paragraph 2.27).

Nevertheless, it is possible to undertake an assessment of potential impacts upon the level of amenity experienced by existing residential properties particularly as there is only one residential property nearby – this being Eastling Down Farmhouse. The Assessing Officer will be aware that the farmhouse is located approximately 45 m to the north of the site and is set up at a considerably higher position than the application site itself which is, in turn, screened from any direct overlooking by the topography of surrounding land. The comments at paragraph 2.27 are, therefore, not entirely accurate given that the submission clearly demonstrates that the Reserved Matters scheme would most certainly provide an acceptable form of development in this regard.

Highways, Parking & Travel Impact

Both we and our client raise significant concerns with regard to how this particular issue has been addressed. In this regard, we start with paragraph 2.31.

It is incorrect to state that “*residents of the proposed properties would not benefit from a regular bus service ...*”.

Whilst this paragraph goes on to mention the bus request service, no mention is made of the Demand Responsive Transportation (DRT) that now exists and that actually forms part of *The National Bus Strategy – Kent Bus Service Improvement Plan* prepared by Kent County Council and, wherein, initiative: ADMI 5 advises that “*KCC and Kent’s bus operators will consider the role that DRT, feeder services and other alternative modes can play in solving rural connectivity issues*”. It is of note that the *Kent Bus Service Improvement Plan* (extract attached at **Annex B**) refers to the fact that the actual replacement of some end-to-end bus services with feeder services are supported by KCC given that these alternatives often provide better solutions than conventional bus services “*particularly in rural areas*”. The fact that the emerging Local Plan also considers a demand-responsive form of transportation as being sustainable (paragraph 3.241) must surely mean that the new “Stagecoach Connect” service must be considered as a sustainable form of transportation!/? In this regard, we have set out clearly in the Planning Statement (paragraphs 2.11 to 2.16) how the *Stagecoach Connect* service is user-friendly, proving to be very successful and actually stops directly outside the application site.

I would like to reiterate that the “*bus request service*” is in addition to the DRT service. The 88A Stagecoach bus passes the site between Dover and Sandwich and is a weekday, peak hour bus service. Since the approval of application DOV/21/00731 (the near-by Gypsy and Traveller site mentioned in previous correspondence), the DRT supplements the ‘normal’ service (The DRT additional service was not available when the 21/00731 was approved).

As the new proposed 'Village Centre' is starting to be developed - and at just under 800m from application site (including the now approved medical centre) - we believe that Members should be provided with this holistic context.

This available public transport provides a, quite considerable, transport choice for future occupiers of the development (as well as existing occupants of Eastling Down Farmhouse).

When we further consider that there is no mention, whatsoever, of the fact that the site is located on Regional Cycle Route No 15 (linking Sandwich and Dover), is it evident that the development is fully compliant with emerging Policy TI1, contrary to the advice provided to Members at paragraph 2.34. It is also of note that the emerging Policy TI1 is only given moderate weight, again at paragraph 2.34, whereas other emerging policies of the draft Plan would appear to carry a little more weight than simply "moderate".

Given the transport choice that exists in the locality, the LPA will understand our concerns that paragraph 2.34 states - "*the lack of public transport provision within the immediate area ... would result in a reliance of private cars*". -

Conclusion and Recommendation

As a consequence of the above, it is submitted that the conclusion set out at paragraph 3.1 provides an extremely unbalanced view resulting in a draft reason for refusal that is, we believe, quite inaccurate. Given that the draft reason for refusal relies on (i) the fact that the development would be *functionally isolated* and (ii) that the development would provide visual harm to the character and beauty of the countryside, this is extremely concerning when we consider (i) that the development would be served by transport choice as evidenced and (ii) that the development would be extremely well screened when viewed from anyway other than from the 'front gate' and even then, viewed at a much lower level than the higher built-form of Eastling Down Farmhouse.

We would, of course, be pleased to discuss any issues arising but request that application DOV/24/01441 is placed before Members at the next available Planning Committee following amendments to the report attached at **Annex A**.

Yours sincerely

██████████
For **Rebus Planning Solutions**

cc ██████████

List of Annexes

- Annex A - The 16th May 2024 Officer's Report to Committee
- Annex B - Extracts from the Kent Bus Service Improvement Plan & National Bus Strategy

Annex A

- a) **DOV/23/01441 – Outline application for erection of four dwellings with associated parking and landscaping (all matters reserved apart from access) – Eastling Down Farm, Sandwich Road, Waldershare**

Reason for report – Number of contrary views (6)

- b) **Summary of Recommendation**

Planning permission be REFUSED

- c) **Planning Policy and Guidance**

Core Strategy Policies (2010): CP1, DM1, DM11, DM13, DM15, DM16

Draft Dover District Local Plan (March 2023) - The Submission Draft Dover District Local Plan is a material planning consideration in the determination of applications. At submission stage the policies of the draft plan can be afforded some weight, depending on the nature of objections and consistency with the NPPF. The relevant policies are: SAP1, SP1, SP4, SP15, CC2, H2, PM1, PM2, TI1, TI3 and HE1

National Planning Policy Framework (NPPF) (2023): Paragraphs 7, 8, 11, 48, 83, 84, 128, 135, 180,

- d) **Relevant Planning History**

91/00931 - Conversion of part of redundant farm building for catering business. – Granted

94/00095 - Continued use of redundant farm building for catering business - Granted

97/00681 - Conversion of outbuildings to consulting rooms – Granted

99/00365 - Change of use of existing workshop/store building to office/warehouse - Granted

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

Representations can be found in the online planning file, a summary is provided below:

Tilmanstone Parish Council – No comments received

Environmental Health - No Objections

KCC Archaeology - No comments received

KCC Highways – Doesn't meet the criteria to warrant involvement from the Highways Authority.

Southern Water – No comments received

Third party Representations: 6 in support of the proposal have been received, and are summarised below:

- Near to all amenities in Whitfield
- On a rural bus route
- Sensitively designed

- Eco-friendly
- Good example of development
- Part of the Whitfield expansion

1. The Site and Proposal

- 1.1 The application site is located to the southwest of Sandwich Road, close to the junction where Sandwich Road meets the A256. The application site is outside of any settlement confines. Eastling Down Farm comprises a detached two storey dwellinghouse, a single storey building used as a cattery, and a number of other former farm buildings.
- 1.2 The application site itself is located to the east of Eastling Down Farm, and is currently used as Camping and Caravan Site, with a single storey timber clad storage building located in the northwest corner of the site, adjacent to the access road. The site area comprises 0.3ha and is mostly laid to lawn, with tree screening along the southeast boundary of the site.
- 1.3 Access to the site is from the southeast from Sandwich Road. The site is not subject to any local or national designation, other than falling within a groundwater source protection zone (Zone 3).
- 1.4 The application is an outline application for four detached dwellings with all matters reserved except for access. Each property would benefit from 2 off road parking spaces with proportionately sized rear gardens.
- 1.5 The layout of the dwellings would be as shown on Figure 1, with two parking spaces provided per property. The number of bedrooms has not been specified within this application. A proposed site plan has been included as part of the submission, which demonstrates the location of the proposed dwellings and access to the site from Sandwich Road.



Figure 1: Proposed layout Plan

- 1.6 In terms of materials, Plot A would consist of red brick, with a plain clay tile roof and light grey timber framed windows. Plot C would consist of brick at ground floor level, with vertical black timber cladding to first floor and a plain clay tile roof. Lastly, Plots B and D would be finished in vertical black timber cladding, with a metal standing seam roof and dark grey/ black aluminium windows.
- 1.7 The trees around the site boundaries are not protected but are proposed to be retained as part of the proposal (as shown in figure 1 above. The design and layout of the scheme will be discussed in more detail in the assessment below.

2. Main Issues

2.1 The main issues for consideration are:

- Principle of the development
- Impact on visual amenity and the countryside
- Impact on residential amenity
- Impact on highways and travel

Assessment

Principle of Development

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

Country Planning Act 1990, is the adopted development plan. Decisions should be taken in accordance with the policies in the plan unless material considerations indicate otherwise. The requirements of the National Planning Policy Framework are a significant material consideration in this regard.

- 2.3 Policy DM1 is considered to be partially consistent with the aims of the Framework (including prioritising previously developed land, avoiding the loss of BMV agricultural land, making better use of under-utilised land and buildings, and recognising the intrinsic character and beauty of the countryside), however, it is also identified that Policy DM1 is a product of the level of housing growth of the Core Strategy and is more restrictive than the NPPF which seeks to significantly boost the supply of homes.
- 2.4 The Core Strategy policies and the settlement confines referred to within those policies were devised with the purpose of delivering at least 505 dwellings per annum. In accordance with the Government's standard method for calculating local housing need, the Council must now deliver at least 611 dwellings per annum. Consequently, as a matter of judgement, the evidence base underlying policy DM1 is considered out-of-date. As such, policy DM1 should carry less than full weight.
- 2.5 Policy DM11 seeks to manage travel and states that development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. Whilst there is some tension, this policy broadly accords with the NPPF's aim to actively manage patterns of growth to support the promotion of sustainable transport. However, the blanket approach to restrict travel generating development outside of settlement confines is inconsistent with the NPPF. This policy is not considered to be out-of-date, but the blanket restriction within the policy does attract reduced weight.
- 2.6 Given the importance of policy DM1, the relationship between policy DM1 and DM15, and the tension between policy DM11 and the Framework, it is considered that the 'basket of policies' in the Core Strategy which are most important for determining applications are out-of-date and should be given less than full weight.

Tilted Balance

- 2.7 Notwithstanding the primacy of the development plan, Framework paragraph 11(d) states that where the policies which are most important for determining the application are out of date permission should be granted unless (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole (known as the 'tilted balance') or (ii) specific policies in the Framework indicate that development should be restricted.
- 2.8 As set out above, the tilted balance would, ordinarily, be engaged due to the most important policies being out of date. However, paragraph 11 (ii) states that the tilted balance is disengaged where "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole". As set out later in the report, it is concluded that the development would be contrary to the aims and objectives of the NPPF.
- 2.9 It must also be noted that the tilted balance is not engaged as set out under Paragraph 11 (footnote 8) by reason of the council's housing land supply or

housing delivery positions. The council is able to demonstrate a housing land supply in excess of four years' worth of housing supply and the council's Housing Delivery Test measurement is currently 106%.

Draft Local Plan

- 2.10 The submission Draft Local Plan (2023) is considered to be material to the consideration of applications. Following the Inspectors' initial advisory letter, consultation on the Main Modifications commenced on 11th April 2024. Whilst that process is not complete, and the final report has not been received, there is a high probability that policies will eventually be adopted as originally worded or as proposed to be modified. Therefore, having regard to paragraph 48 of the NPPF, they can generally be given a considerable amount of weight. The most relevant draft policies are assessed below.
- 2.11 The site is allocated within the Draft Local Plan SAP1 (Whitfield Urban Expansion). This policy requires that a Supplementary Planning Document (SPD) be produced to guide the future delivery of the Whitfield urban expansion. This should set out the quantum and distribution of land uses, access, sustainable design and layout principles, in addition to providing an updated phasing and delivery strategy for the whole site. Given the stage of the Draft Local Plan, this policy has not yet been adopted and can only be given limited weight. In addition, the SPD that is required by the draft allocation policy has not been completed.
- 2.12 Draft policy SP1 seeks to ensure development mitigates climate change by reducing the need to travel and draft policy SP2 seeks to ensure new development is well served by facilities and services and create opportunities for active travel. Draft policy TI1 requires opportunities for sustainable transport modes to be maximised and that development is readily accessible by sustainable transport modes.
- 2.13 Draft policy SP4 applies to proposals for residential development on unallocated sites and sites outside settlement confines. The policy is regarded as being consistent with the NPPF and moderate weight can be given, as a material planning consideration. The draft policy sets out the appropriate locations for new windfall residential development. The policy is underpinned by an up-to-date analysis of services and amenities at existing settlements, taking into account the availability of public transport, retail, community, education and medical facilities. Using this information and current housing requirements, the policy seeks to deliver a sustainable pattern of development, including within the rural area where opportunities for growth at villages (in line with Paragraph 83 of the NPPF) are confirmed.
- 2.14 The village of Whitfield has a good range of facilities conducive to day to day living. Whitfield is listed under criterion 1, considered to be part of Dover of draft policy SP4, which sets out that minor residential development or infilling of a scale that is commensurate with that of the existing settlement will be permitted within the settlement boundaries. The site is outside of the settlement boundaries set out within SP4 (as shown below), nor is it in accordance with criterion 3 of the draft policy, which sets out exceptions for isolated and non-isolated dwellings. The development of this site for residential is therefore not supported by Draft Local Plan policy SP4.

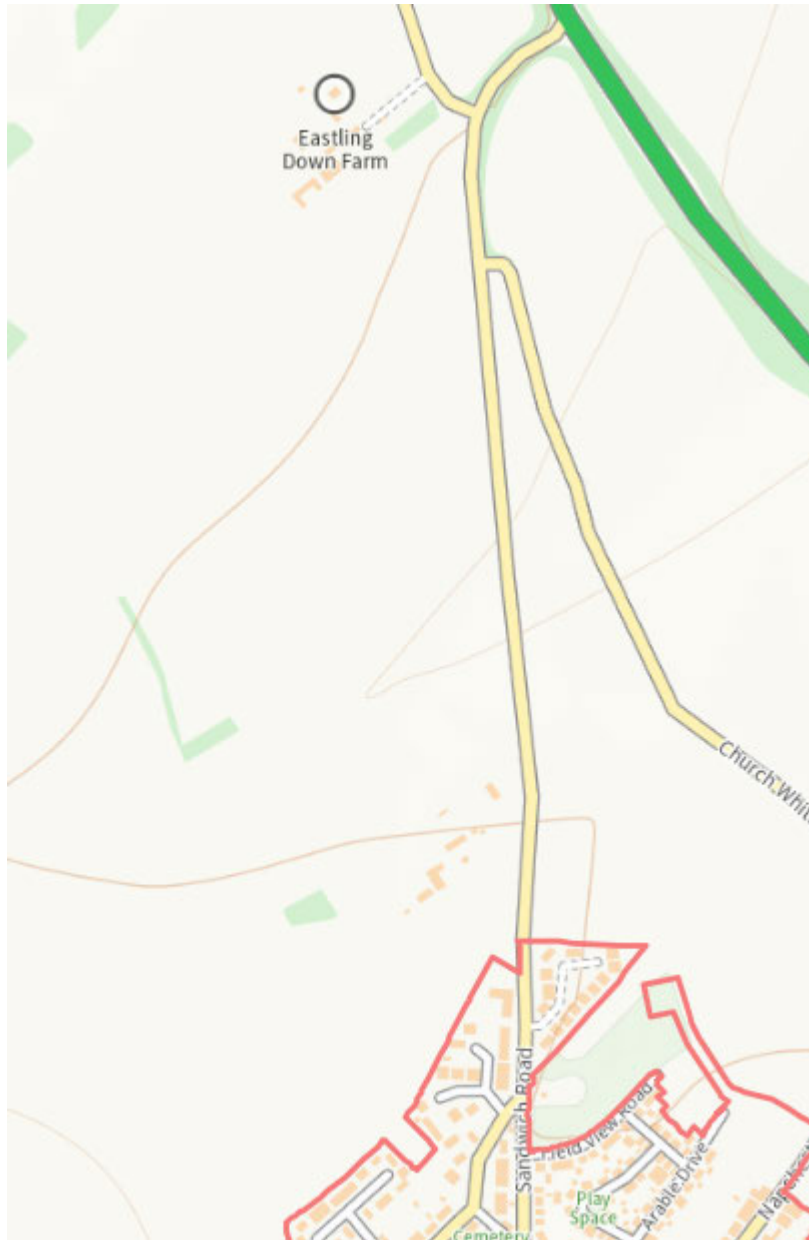


Figure 2: SP4 Settlement Confines for Whitfield

2.15 Therefore, the proposed development is considered to be contrary to policies DM1 and DM11 of the Core Strategy 2010, and draft policies SP1 and SP4. of the emerging Local Plan.

Impact on Visual Amenity and Countryside

2.16 The NPPF in paragraph 131 places great importance on the design of new development, stating that “the creation of high-quality buildings and places is fundamental to what the planning process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable in communities.”

2.17 The NPPF also states that planning decisions should ensure that developments ‘will function well and add to the overall quality of the area’, be ‘visually attractive as a result of good architecture, layout and appropriate and effective landscaping’,

be 'sympathetic to local character and history' and 'establish or maintain a strong sense of place' (paragraph 135).

- 2.18 This NPPF further states "*decisions should contribute to and enhance the natural and local environment by... recognising the intrinsic character and beauty of the countryside*" (Paragraph 180).
- 2.19 The site is located outside of the settlement confines identified in Policy DM1 and is therefore considered to be within the countryside. As such, Policies DM15 and DM16 are engaged. These policies seek to prevent development which would result in the loss of, or adversely affect the character and appearance of the countryside and wider landscape area.
- 2.20 Policy DM15 seeks to protect the countryside. Development will only be permitted if it is in accordance with allocations made in the development plan, is justified by the needs of agriculture, or justified by a need to sustain the rural economy or a rural community. In addition, it must be shown that development cannot be accommodated elsewhere and does not result in the loss of ecological habitats. This application is not submitted on the basis of agricultural need; it is not in accordance with any allocations and is not required to sustain a rural economy or rural community. Therefore, the proposal is considered not to be in accordance with policy DM15. Whilst not considered to be out of date, policy DM15 is considered to carry reduced weight.
- 2.21 DM16 states that development that would harm the character of the landscape will only be permitted if it is in accordance with allocations made in the development plan, incorporating any necessary mitigation; or it can be sited to avoid or reduce the harm and/or incorporate design measures to mitigate impacts to an acceptable level.
- 2.22 The National Design Guide advises on good design which needs to reflect the character of its setting and the overall identity of the area. This is further explained in draft policies PM1 and PM2 of the Draft Local Plan which state that all new residential development must be of the highest design quality both internally and externally, to provide a healthy living environment that meets the needs of the people who live there both now and in the future.
- 2.23 The application site, which would be accessed from Sandwich Road would be visible when travelling along Sandwich Road from the north. Indicative, elevation drawings have been included as part of the Outline application, with the material palette as explained above.
- 2.24 The pattern of nearby development is sporadic and of low density. This proposal would alter the grain of development at the edge of this village resulting in four large dwellings built across the entire site, including with driveways, parking, domestic paraphernalia, and would fail to conserve and respect the open landscape and the pattern of development of the surrounding area.
- 2.25 In terms of visual harm, due to the location of the proposed dwellings, and the retention of the existing screening around the site, it is considered that there would be limited visual harm to the wider landscape as a result of the proposals.
- 2.26 Therefore, the proposed development, by virtue of creating a cluster of 4no dwellings, together with surfaced accesses, parking areas, enclosures and domestic paraphernalia, would introduce an urbanising development in this

location. The development would erode the rural character and appearance of this location, contrary to the aims and objectives of the NPPF, the Core Strategy and the Draft Local Plan.

Impact Upon Residential Amenity

- 2.27 As an outline application with all matters reserved, it is not possible to undertake a full assessment of the potential impacts new dwellings could make on the level of amenity experienced by existing residential properties. However, given the size of the site it is reasonable to consider there is scope to design four properties which would preserve the existing level of amenity or minimise any harm.
- 2.28 It is also noted that the proposed dwellings would form only part of the overall site, leaving a good level of outside amenity space as advised in H2 of the National Design Guide. It is therefore considered that the proposed occupiers would have a good standard of amenity in line with Paragraph 135 of the NPPF and PM2 of the Draft Local plan.

Highways, Parking and Travel impact

Parking

- 2.29 Policy TI3 of the Draft Dover Local Plan states that the appropriate provision of car parking is to be provided and retained to meet the needs of local communities both now and in the future. The proposed dwellings would be provided with two off road parking spaces. While the number of bedrooms has not been specified, DM13 of the Core Strategy would seek 2 off-street parking spaces for a 3- or 4-bedroom dwelling in a village location. As each property would benefit from 2no. offroad parking spaces, the proposals therefore comply with the requirement in DM13.

Travel

- 2.30 Policy DM11 of the Dover Core Strategy sets out that development that would generate travel will not be permitted outside the urban boundaries and rural settlement confines unless justified by development plan policies. As outlined above, the proposal is not justified by other development plan policies. The proposals are therefore contrary to DM11.
- 2.31 Paragraph 83 of the NPPF states that in order to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. The distance to nearest sustainable settlement at Whitfield is approximately 900m from the site (as the crow flies). Residents of the proposed properties would not benefit from a regular bus service (albeit the site does benefit from an bus request service), therefore in order to reach day to day facilities such as schools, doctors and shops, future occupants of the site would require the use of a private car to travel to the nearest sustainable settlement. It is considered that the proposed site would be contrary to paragraph 83.
- 2.32 Given the rural location and distance to the nearest sustainable settlement the proposals would be contrary to paragraph 83 of the NPPF as housing on this site would not enhance or maintain the vitality of the nearest settlement and would therefore constitute unsustainable development.

- 2.33 Paragraph 84 goes on to say that decisions should avoid the development of isolated homes in the countryside, unless one or more of the following circumstances apply; the essential need for a rural worker; the development secures the optimal viable use of a heritage asset; the development would re-use redundant rural buildings and enhance its immediate setting; includes the subdivision of an existing residential building; or is exceptional in design. The site is considered to be isolated and does not meet the criteria set out above, and is therefore contrary to Paragraph 84 of the NPPF.
- 2.34 Sustainable transport is further supported within the draft local plan, with draft policy TI1. Most notably within this policy, development should “*Be designed so that opportunities for sustainable transport modes are maximised and provided for and provide a variety of forms of transport as alternatives to travel by private motorised vehicle.*” The lack of public transport provision within the immediate area as explained above, would result in a reliance on private cars. The development would therefore be contrary to draft policy TI1, however it is noted this is only given moderate weight at this time.

3. Conclusion

- 3.1 The development would result in an unjustified development located in an unsustainable location beyond the settlement confines. Whilst some weight is attributed in favour of the development by virtue of the provision of additional dwellings and short term economic benefits during the construction phase, it is not considered that these are unique to this site and they do not weigh heavily in favour of the development. Consequently, the proposals would conflict with the overarching aims and objectives of Development Plan policies, the emerging Local Plan and the NPPF and it is recommended that planning permission should be refused. This harm identified above is considered to significantly and demonstrably outweigh the benefits deriving from the provision of four dwellings, when considered against development plan policies and the Framework when read as a whole.

g) Recommendation

- I PLANNING PERMISSION BE REFUSED, for the following reasons:

- 1) The development would result in an unjustified development located in an unsustainable location beyond the settlement confines, where occupants would be isolated from the facilities and services upon which they would rely. The development would represent encroachment of built form into the countryside and, by virtue of its location, scale and layout, would introduce an urbanising development that would detract from the open rural quality of the area. This would cause visual harm to the character and beauty of the countryside. Consequently, the development would be contrary to Core Strategy policies DM1, DM11, DM15 and DM16, paragraphs 83, 84, 128, 135 and 180 of the NPPF and policies SAP1, SP4, PM1 and NE2 of the draft Local Plan.

Case Officer

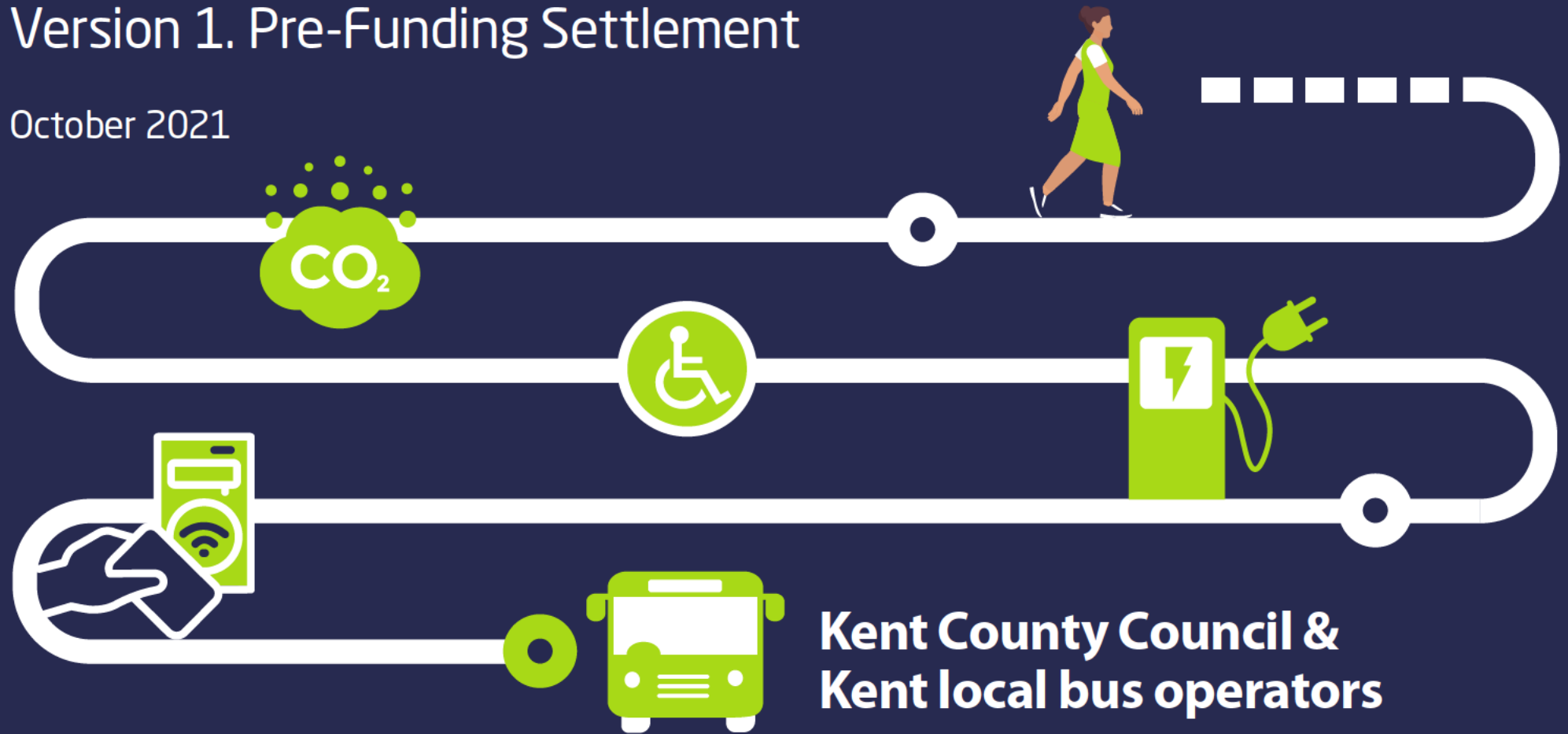
Amber Tonkin

Annex B

National Bus Strategy

Kent Bus Service Improvement Plan (BSIP) Version 1. Pre-Funding Settlement

October 2021



Let's talk
kent.gov.uk/busfuture



Section 4.4 Alternative Delivery Models (continued)

Initiative: ADMI 4

KCC and Kent's bus operators will consider areas where a Superbus approach to network development could be implemented to deliver improvements in infrastructure, fares, reliability and journey times and achieve a 'premium' service standard.



Kent has previously explored the potential to adopt the Superbus approach, and identified a possible scheme for submission for the Government Superbus Fund at the start of 2020. In line with DfT's Superbus definition, our scheme sought to work closely with the operator and local district council to deliver improvements at congestion pinch points on the already well performing LOOP service. In return for the priority measures, Stagecoach would have delivered further improvements to the local bus network in terms of frequency improvements and fares initiatives. All parties would also work towards improved marketing in the area. Ultimately, this was not submitted but it enabled the council to form a view that parts of our network have the potential to support such a scheme. Using NBS funding we are seeking to reinvigorate this Thanet Scheme.

KCC views the Superbus ethos as supporting multiple BSIP initiatives: underpinning parts of the network that already have a strong commercial service, supporting a number of areas to stimulate further bus use, and adding service enhancements to create a 'premium' standard.

With our existing knowledge of the network and through operator engagement supported

by the BSIP and EP Governance structure, KCC will identify areas of the network suitable for 'Superbussing'.

Initiative: ADMI 5

KCC and Kent's bus operators will consider the role that DRT, feeder services and other alternative modes can play in solving rural connectivity issues.

Kent can already point to the use of alternative transport types to service rural areas. Experience gained from the launch of the 'Go2' DRT scheme in Sevenoaks, and the replacement of some end-to-end bus services with feeder services, supports our view that in some cases these alternatives provide better solutions than conventional bus services, particularly in rural areas.



Section 4.4 Alternative Delivery Models (continued)

By its nature DRT only operates when there is a need, so if designed and focussed well it can represent a far more efficient means of providing transport for areas with less significant or consistent demand. In turn, this can mean larger areas can be serviced with more limited resource.

In addition to efficiency considerations, DRT can also offer a different type of service. Different destinations and journeys that operate longer hours and on additional days of the week could attract new and even non-bus users to use public transport. Commuters are a good example of such a group, where DRT can offer journeys and rail connections that would not be considered sustainable on a conventional bus service.

As Kent expands the number and coverage of DRT schemes, KCC intends to provide a common platform for service management and passenger information and booking. It is hoped this could remove some of the financial barriers that currently exist, and the platform could be opened up to new schemes and operators. KCC will also give consideration to putting all DRT schemes under one common brand.

Similarly, whilst not such a radical departure from end-to-end bus services, areas not directly

served by but in close proximity to higher frequency bus corridors are ideal for feeder services. In 2019, the council launched a series of new rural transport schemes that included three feeder services that continue to operate today. In each instance, we identified and built enhanced interchange points with suitable infrastructure and an area to turn vehicles. Supported by through-ticketing agreements between operators where needed, instead of running the rural service all the way to the local town centre, passengers are dropped at the interchange location where they can access high frequency connections to the town centre.

The time saved is then repurposed into a higher level of frequency for the villages served. In addition to increasing frequency, organising services in this way also has the potential to open up a different choice of destinations through connecting services. KCC believes that there are other parts of the county with similar conditions and opportunities that should be explored.

In respect of all alternative rural transport solutions, a considered approach is needed. Suitable areas with both need and potential must be identified, and the design of the service must ensure that scale and resource are set at

appropriate and sustainable levels, whilst still achieving a step change in provision. This more intelligent approach can be used to identify existing layers of transport and funding streams that can be incorporated to ensure sustainability.

The Council is therefore proposing that these alternative solutions form part of the delivery of Year 2 and 3 schemes. These will be focused on areas identified through countywide network analysis (explained in [Section 4.3](#)) as having poorer levels of current accessibility. Network redesign will stem from in-depth, data-led reviews of current provision on localised areas (as per the study included as Appendix D).

[REDACTED]

From: [REDACTED]
Sent: 26 June 2024 12:21
To: [REDACTED]
Subject: Re: DOV/24/01441 - Land at Eastling Down Farm, Waldershare

Hi [REDACTED]

All good here, trying not to be too jealous of everyone enjoying the sunshine! How are you?

I'm doing my utmost to get it on the agenda!

I'll be finishing my report today ready for checking.

Are we able to agree an EOT for this until 19th July as an additional push for it to be heard at that meeting?

Thank you,

From: [REDACTED]@rebusplanning.co.uk>
Sent: 21 June 2024 09:08
To: [REDACTED]@DOVER.GOV.UK>
Subject: FW: DOV/24/01441 - Land at Eastling Down Farm, Waldershare

Hello [REDACTED]
I hope you are well!

Can I ask – will the Eastling Down Farm application be reported to Members at the 11th July meeting?
Thank you, I look forward to hearing from you

[REDACTED] [REDACTED]
Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX
Co. Reg. No. 10406180. Registered in England & Wales at : Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

From: [REDACTED]
Sent: Wednesday, June 5, 2024 9:59 AM
To: [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>
Subject: DOV/24/01441 - Land at Eastling Down Farm, Waldershare

Dear [REDACTED] and [REDACTED]
Following on from the withdrawal of application DOV/24/01441 from the May Planning Committee, please see attached a further representation which sets out our client's (and our) concerns in relation to some of the content of the committee report.

We look forward to hearing that the application will be considered at the next available committee meeting.
Regards

Rebus Planning Solutions

Tel. 01304 697077

Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX

This email is sent on behalf of Rebus Planning Solutions Ltd and is strictly confidential and intended solely for the addressee(s). If you are not the intended recipient of this email you must: (i) not disclose, copy or distribute its contents to any other person nor use its contents in any way or you may be acting unlawfully; (ii) contact Rebus Planning Solutions Ltd immediately quoting the name of the sender and the addressee then delete it from your system. Rebus Planning Solutions Ltd has taken reasonable precautions to ensure that no viruses are contained in this email, but does not accept any responsibility once this email has been transmitted. You should scan attachments (if any) for viruses. Rebus Planning Solutions Ltd is registered in England & Wales, Co. No.10406180 at: Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

[REDACTED]

From: [REDACTED]@rebusplanning.co.uk>
Sent: 26 June 2024 14:58
To: [REDACTED]
Subject: RE: DOV/24/01441 - Land at Eastling Down Farm, Waldershare

Hello [REDACTED]
Thank you.
Yes, please accept this email as an EoT to 19th July 2024.

I look forward to hearing from you.

[REDACTED]

Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX
Co. Reg. No. 10406180. Registered in England & Wales at : Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

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Regards

[REDACTED]

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this email has been transmitted. You should scan attachments (if any) for viruses. Rebus Planning Solutions Ltd is registered in England & Wales, Co. No.10406180 at: Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

This e-mail, including any attachments, is intended for the above addressee(s) only and may contain marked material up to RESTRICTED and should be handled accordingly.

If you are not the intended recipient (or authorised to receive it on behalf of the addressee), please notify the sender immediately by return e-mail and then delete the message without copying it or disclosing it to anyone.

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All GCSx (Government Connects Secure Extranet) traffic may be subject to recording and/or monitoring in accordance with relevant legislation.

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

[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 12:48
To: [REDACTED]
Cc: [REDACTED]
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi [REDACTED]

I fully respect the job you do, and fully understand applicants and others find it difficult when proposals are refused, but hope that all the facts are considered when deciding. I [REDACTED] would like to submit the following in support of the application.

Please see below the correspondence from Kent County Council Neil Baker, Cabinet Member for Highways and Transport, who allowed me to contact [REDACTED], KCC's Local Transport Authority (LTA) to answer questions that would directly relate to the application - (please see below email chain)

I was very surprised to read your comments in the report about the bus service. I will state that I use the hail and ride service regularly (bus 88a) and have also used the stagecoach connect service to commute between my home and office in London. On occasions, I have also used the stagecoach connect to attend appointments at Whitfield Surgery and get shopping at Tescos. Over the past year, our car has traveled less than 3000 miles (to take dogs walking, can't take on the bus!!! and a driving vacation to Scotland).

I also subscribe to LiftShare which is Kent and Medways Journey Share scheme, with aims to make Zero Carbon Commuting a reality.

I would state that the proposed development would lie at a significant distance from 'Eastling Down Farm' to the east. Having regard for the substantial separation distances, I consider that the proposed dwellings would not cause harm to the residential amenity of any of the neighbouring occupiers. (we are the closest)

I would like to assist [REDACTED] in his submission of this for his application, but unfortunately, i have no idea how to black out all the personal email/telephone numbers without allowing you to see them first - including Case ref: 47120742 numbers. - I hope you can assist.

[REDACTED] fully support the proposal.

Kind Regards

[REDACTED]

From: [REDACTED]e@kent.gov.uk [REDACTED]@kent.gov.uk>
Sent: 25 June 2024 15:06
To: [REDACTED]
Cc: Neil.Baker@kent.gov.uk <Neil.Baker@kent.gov.uk>
Subject: RE: Case (ref: 47120742)

Dear [REDACTED]

Apologies for the delay. Please see below for some answers to your questions in red, I hope these are useful.

I am about to go on annual leave but would be happy to set up a call with you upon my return if this would be of use.

If you can confirm your availability w/c 15th July I will make contact then.

Kind Regards,

[REDACTED] | Enhanced Partnership and Infrastructure Manager | Public Transport | Kent County Council
| PO Box 441 | Aylesford, ME6 9HJ | Tel: 03000 413549 | www.kent.gov.uk

From: [REDACTED]
Sent: Tuesday, June 25, 2024 1:43 PM
To: [REDACTED]@kent.gov.uk>
Cc: Neil Baker - MEM <Neil.Baker@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

Hi [REDACTED]

I fully understand that you are likely to be very busy, but if i could get a response shortly it would be most helpful.

BR

From: [REDACTED]
Sent: 17 June 2024 11:29
To: [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Hi [REDACTED]

As per Neil Baker's letter, please find my contact number [REDACTED], but I would be happy to have the below questions answered.

I wish to obtain Kent County Council's view on the following:-

1. What is KCC's opinion on DRT services adding to and supplementing existing services on existing bus routes? **The Council is of the view that DRT services could play a role in the county's overall transport offering, however the circumstances need to be right. DRT services can provide a more flexible operating pattern, however they also lack capacity in peak periods. There is also yet to be, to our knowledge, a commercially viable DRT service – i.e. an operation provided by operators which is fully sustainable and not reliant on external funding.**
2. What is KCC's opinion on "virtual" bus stops? **Many of the county's bus routes already operate on a hail and ride basis, meaning they will stop (at the drivers discretion) at any point on the route where it is deemed safe to do so. Virtual bus stops, in the context of DRT, are often points of boarding / alighting which have been utilised previously by passengers when booking journeys, meaning they are memorised on the system. Whilst providing more opportunities for boarding /**

alighting there is a need to strike an important balance, as accessibility at these locations (i.e. raised kerbs, areas of hardstanding etc) will not often be present. As such KCC is of the view that any DRT offering should have a mix of virtual locations whilst also offering more traditional marked stops .

3. Does KCC regard the DRT service as a sustainable form of transport? At this point in time it is hard to make the case for this as to our knowledge there is no fully commercial DRT service in operation across the country.
4. Can KCC give an example where DRTs use as a transport mode has maximised public transport use? eg. Using/defining more virtual bus stops. During the Covid-19 pandemic the Go-2 service (operated by Go-Coach) was introduced in Kent. The service combined a number of existing local bus services (which would not otherwise have operated), thereby providing continuity of service for those needing to make essential journeys. DRT is also being utilised
5. Does KCC believe the use of DRT services prevents the use of a private car to travel? No
6. What's the future aims of the BSIP in Kent supplementing existing "regular" bus services? Earlier this month KCC submitted its updated BSIP to the DfT in order to comply with requirements set by Government for 2024. Within the document we have included a number of initiatives for the period 2025-29 (as per requirements set out by DfT) which could be delivered should further funding come forward from the National Bus Strategy process. With respect to network initiatives we have essentially taken a three step approach – 1) to sustain what is currently in operation at a time of continued challenge for the bus industry 2) to re-introduce commercial services (or something similar) which operators have withdrawn or reduced since the pandemic and 3) to build on this network further by enhancing frequencies and by introducing more innovative solutions for rural areas. We are of the view that DRT could play a part on this final point. Again, delivery of these initiatives however is fully dependent on further Government funding. We will be publishing our 2024 BSIP at kent.gov.uk shortly.

Thanks in advance.

From: Kent County Council <kcc.corporate@email.icasework.com>

Sent: 13 June 2024 17:30

To: [REDACTED]

Subject: Case (ref: 47120742)

Dear [REDACTED]

Please find attached a letter from Neil Baker, Cabinet Member for Highways and Transport, in response to your email dated 26 April 2024.

Yours sincerely

[REDACTED]
Customer Feedback Advisor

NOTE: Please do not edit the subject line when replying to this email.

[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 13:07
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi [REDACTED]

As an addition, I would welcome you and any of the planning committee to visit. This would, I hope clarify how enclosed we are with the trees and hedges.

Please let me know if this is something that would be of interest to you.

Kind Regards

[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 12:47
To: [REDACTED]@DOVER.GOV.UK [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

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[REDACTED]

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Yours sincerely

[REDACTED]

Customer Feedback Advisor

NOTE: Please do not edit the subject line when replying to this email.

[Redacted]

From: [Redacted]
Sent: 27 June 2024 13:32
To: [Redacted]
Subject: 23/01441 - Eastling Down Farm Sandwich Road Waldershare Dover

You don't often get email from [Redacted]. [Learn why this is important](#)

Hi [Redacted]

I have taken a call from [Redacted] [Redacted] He would like to speak with you regarding your report and what you have written about the dependants on cars as there is no bus service.

His contact details are [Redacted]
[Redacted]

Thanks

--

[Redacted]
Customer Advisor

T: 01304 821199
M: 01304 821199



Civica – Working in partnership with Canterbury City Council, Dover District Council and Thanet District Council



[REDACTED]

From: DDC Development Management
Sent: 27 June 2024 13:38
To: [REDACTED]
Subject: Fw: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

From: [REDACTED] >
Sent: Thursday, June 27, 2024 1:34 PM
To: DDC Development Management <DevelopmentManagement@DOVER.GOV.UK>
Subject: Fw: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

F.A.O - [REDACTED]

Ive had a guess at the email address - could you please forward the below to her just in case.

Many Thanks

[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 12:47
To: [REDACTED]@DOVER.GOV.UK [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi [REDACTED]

I fully respect the job you do, and fully understand applicants and others find it difficult when proposals are refused, but hope that all the facts are considered when deciding. I [REDACTED] [REDACTED] would like to submit the following in support of the application.

Please see below the correspondence from Kent County Council Neil Baker, Cabinet Member for Highways and Transport, who allowed me to contact [REDACTED], KCC's Local Transport Authority (LTA) to answer questions that would directly relate to the application - (please see below email chain)

I was very surprised to read your comments in the report about the bus service. I will state that I use the hail and ride service regularly (bus 88a) and have also used the stagecoach connect service to commute between my home and office in London. On occasions, I have also used the stagecoach connect to attend appointments at Whitfield Surgery and get shopping at Tescos. Over the past year, our car has traveled less than 3000 miles (to take dogs walking, can't take on the bus!!! and a driving vacation to Scotland).

I also subscribe to LiftShare which is Kent and Medways Journey Share scheme, with aims to make Zero Carbon Commuting a reality.

I would state that the proposed development would lie at a significant distance from 'Eastling Down Farm' to the east. Having regard for the substantial separation distances, I consider that the proposed dwellings would not cause harm to the residential amenity of any of the neighbouring occupiers. (we are the closest)

I would like to assist [REDACTED] in his submission of this for his application, but unfortunately, i have no idea how to black out all the personal email/telephone numbers without allowing you to see them first - including Case ref: 47120742 numbers. - I hope you can assist.

[REDACTED] fully support the proposal.

Kind Regards

[REDACTED]

From: [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk
Sent: 25 June 2024 15:06
To: [REDACTED]
Cc: Neil.Baker@kent.gov.uk <Neil.Baker@kent.gov.uk>
Subject: RE: Case (ref: 47120742)

Dear [REDACTED]

Apologies for the delay. Please see below for some answers to your questions in red, I hope these are useful.

I am about to go on annual leave but would be happy to set up a call with you upon my return if this would be of use.

If you can confirm your availability w/c 15th July I will make contact then.

Kind Regards,

[REDACTED]

[REDACTED] | Enhanced Partnership and Infrastructure Manager | Public Transport | Kent County Council
| PO Box 441 | Aylesford, ME6 9HJ | Tel: 03000 413549 | www.kent.gov.uk

From: [REDACTED]
Sent: Tuesday, June 25, 2024 1:43 PM
To: [REDACTED]@kent.gov.uk
Cc: Neil Baker - MEM <Neil.Baker@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

Hi [REDACTED]

I fully understand that you are likely to be very busy, but if i could get a response shortly it would be most helpful.

BR

[REDACTED]

From: [REDACTED]
Sent: 17 June 2024 11:29
To: [REDACTED]@kent.gov.uk [REDACTED]@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Hi [REDACTED]

As per Neil Baker's letter, please find my contact number [REDACTED], but I would be happy to have the below questions answered.

I wish to obtain Kent County Council's view on the following:-

1. What is KCC's opinion on DRT services adding to and supplementing existing services on existing bus routes? **The Council is of the view that DRT services could play a role in the county's overall transport offering, however the circumstances need to be right. DRT services can provide a more flexible operating pattern, however they also lack capacity in peak periods. There is also yet to be, to our knowledge, a commercially viable DRT service – i.e. an operation provided by operators which is fully sustainable and not reliant on external funding.**
2. What is KCC's opinion on "virtual" bus stops? **Many of the county's bus routes already operate on a hail and ride basis, meaning they will stop (at the drivers discretion) at any point on the route where it is deemed safe to do so. Virtual bus stops, in the context of DRT, are often points of boarding / alighting which have been utilised previously by passengers when booking journeys, meaning they are memorised on the system. Whilst providing more opportunities for boarding / alighting there is a need to strike an important balance, as accessibility at these locations (i.e. raised kerbs, areas of hardstanding etc) will not often be present. As such KCC is of the view that any DRT offering should have a mix of virtual locations whilst also offering more traditional marked stops .**
3. Does KCC regard the DRT service as a sustainable form of transport? **At this point in time it is hard to make the case for this as to our knowledge there is no fully commercial DRT service in operation across the country.**
4. Can KCC give an example where DRTs use as a transport mode has maximised public transport use? **eg. Using/defining more virtual bus stops. During the Covid-19 pandemic the Go-2 service (operated by Go-Coach) was introduced in Kent. The service combined a number of existing local bus services (which would not otherwise have operated), thereby providing continuity of service for those needing to make essential journeys. DRT is also being utilised**
5. Does KCC believe the use of DRT services prevents the use of a private car to travel? **No**
6. What's the future aims of the BSIP in Kent supplementing existing "regular" bus services? **Earlier this month KCC submitted its updated BSIP to the DfT in order to comply with requirements set by Government for 2024. Within the document we have included a number of initiatives for the period 2025-29 (as per requirements set out by DfT) which could be delivered should further funding come forward from the National Bus Strategy process. With respect to network initiatives we have essentially taken a three step approach – 1) to sustain what is currently in operation at a time of continued challenge for the bus industry 2) to re-introduce commercial services (or something similar) which operators have withdrawn or reduced since the pandemic and 3) to build on this network further by enhancing frequencies and by introducing more innovative solutions for rural areas. We are of the view that DRT could play a part on this final point. Again, delivery of these initiatives however is fully dependent on further Government funding. We will be publishing our 2024 BSIP at kent.gov.uk shortly.**

Thanks in advance.
[REDACTED]

From: Kent County Council <kcc.corporate@email.icasework.com>

Sent: 13 June 2024 17:30

To: [REDACTED]

Subject: Case (ref: 47120742)

Dear [REDACTED]

Please find attached a letter from Neil Baker, Cabinet Member for Highways and Transport, in response to your email dated 26 April 2024.

Yours sincerely

[REDACTED]

Customer Feedback Advisor

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[REDACTED]

From: Cllr-Michael Nee
Sent: 01 July 2024 15:59
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

For info

From: Cllr-Michael Nee
Sent: Monday, July 1, 2024 3:59 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi John,
I do not influence planning committee agendas as I am required to be impartial and not show any preference. I will let planners know that you and the applicant are concerned though. If you want to lobby for inclusion, I recommend you contact your district councillors.
Regards,
Mike

Cllr. Michael Nee
Dover District Council
Maxton and Elms Vale Ward

From: [REDACTED]
Sent: Monday, July 1, 2024 1:59 PM
To: Cllr-Michael Nee <Cllr-Michael.Nee@DOVER.GOV.UK>
Cc: [REDACTED]
Subject: Re: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Mike

I know you will be busy with the forthcoming election, but im after some assistance.

23/01441 was withdrawn from the 16th May 2024 Planning Committee for valid reasons.

[REDACTED] was not able to get the application heard at June's meeting but would very much like it to be presented in July, but has unfortunately not had any response from Dover Planning dept.

Could I kindly ask if you would be able to request it to be added to the 11th July Agenda?

BR
[REDACTED]

From: [REDACTED]
Sent: 27 June 2024 16:45
To: Cllr-Michael Nee <Cllr-Michael.Nee@DOVER.GOV.UK>
Cc: Cllr-Charles Woodgate <Cllr-Charles.Woodgate@DOVER.GOV.UK>
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare

Hi Mike & Charles

I am led to believe that the application will likely be before the committee this month, so I hope it is not inappropriate that I send the following to you, relating to the application. [REDACTED]

Please also see attached a copy of the response to the planning report sent to me from [REDACTED].

I am not the applicant but do fully support it, and had obtained a response from KCC LTA regarding buses and virtual stops and BSIPs. As per the email chain attached, I am more than happy for any of the committee to visit to allow them to form their own opinion of the impact of the site.

Best Regards
[REDACTED]

From: Cllr-Michael Nee <Cllr-Michael.Nee@DOVER.GOV.UK>
Sent: 04 April 2024 17:03
To: [REDACTED]
Cc: Cllr-Charles Woodgate <Cllr-Charles.Woodgate@DOVER.GOV.UK>
Subject: RE: Facebook posts

Hi [REDACTED]
Thanks for your involvement and I apologise for this delayed response, but I've been away. I've taken advice from our legal team, and they recommend ignoring it. Not because it isn't slanderous, but that Local Authorities have a very high threshold for entering into action. A Councillor could pursue this in their personal capacity but it's expensive for a pyrrhic victory.
As for photographing the meeting and the votes, it's a public meeting and the information could be disseminated by other means although it's bad form to do this with the intention of creating discord with people who were not there.
It's the times we live in.
I appreciate your purpose for doing this and I'm grateful.
Regards,
Mike

Cllr. Michael Nee
Dover District Council
Maxton and Elms Vale Ward

From: [REDACTED]
Sent: Tuesday, March 19, 2024 12:36 PM
To: Cllr-Michael Nee <Cllr-Michael.Nee@DOVER.GOV.UK>
Cc: Cllr-Charles Woodgate <Cllr-Charles.Woodgate@DOVER.GOV.UK>
Subject: Facebook posts

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#)

Hi Michael

Very nice to have spoken yesterday, and please find attached the pic from facebook.

██████████ has posted on Facebook the names of those members of the planning committee who voted for the Betteshanger projects. Given the strength of feeling of those members of the public who are against the hotel and wave park I think the publication of the committee members names puts them at risk. We are constantly reminded how much elected members are victims of trolling or worse and the way planning committee members vote has been confidential for quite some time. Maybe you could let ██████████ know?

██████████ is an administrator of local Facebook so should be well aware of data protection regs. 'Stealing' and then 'sharing' -- not good, and in my view is deliberate in his actions to stir up local support against a democratic process. (I had this as chairmain of the PC)

One FaceBook thread is now suggesting councillors taking bribes, just incredible...and slanderous. (I have cc'd Charles on the email, as he is aware of the thread....but certain individuals were just ignoring his suggestions)

BR

██████████

17:52

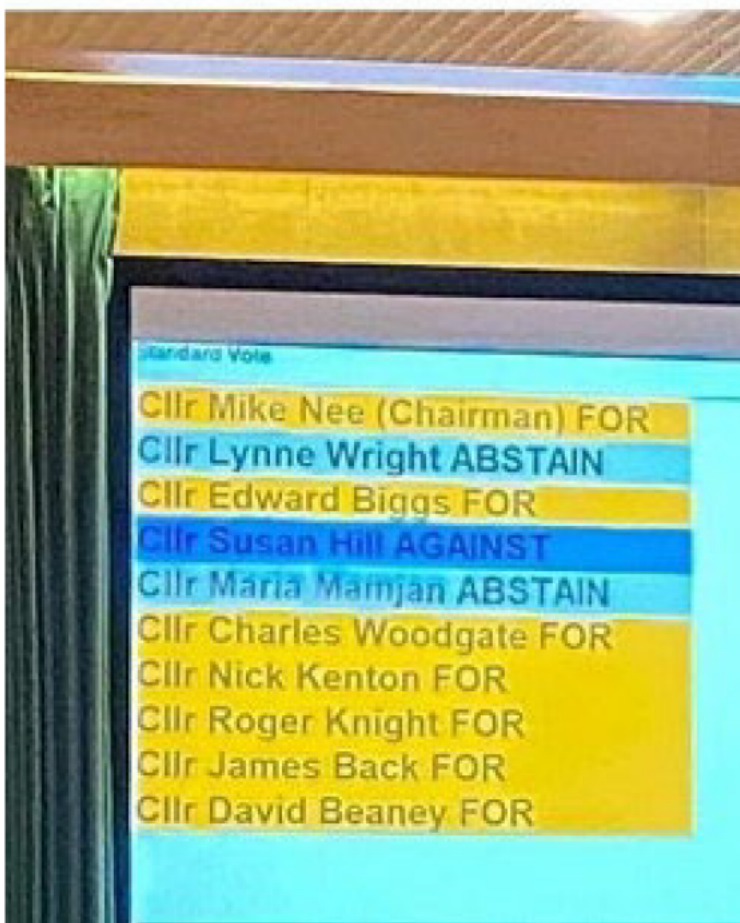


Tilmanstone Community



Admin 1 d ·

Stolen from Eastry page. This appears to be the voting for the hotel and wave park



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From: [REDACTED]
Sent: 02 July 2024 15:24
To: [REDACTED]
Subject: Re: Committee July Plans and Reports

Hi [REDACTED]

The running order is:

1. 22/01320 - Land North of Chapel Lane
2. 23/01441 - Easting Down Farm, Sandwich Road
3. 24/00170 - St Edmunds, Deal
4. 23/00951 -Aylesham
5. 24/00181 - Dover Beacon

Thank you,

[REDACTED]

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From: [REDACTED]@DOVER.GOV.UK>
Sent: 02 July 2024 3:17 PM
To: [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>
Subject: RE: Committee July Plans and Reports

Hi [REDACTED]

Is there any particular running order for this?

[REDACTED]



[REDACTED]
Head of Corporate Services & Democracy
My Pronouns are: She/Her/Hers
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Tel: [REDACTED]

Email: [REDACTED]@dover.gov.uk
Email: democraticservices@dover.gov.uk

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From: [REDACTED]@DOVER.GOV.UK>
Sent: Tuesday, July 2, 2024 12:15 PM
To: [REDACTED]@DOVER.GOV.UK>
Cc: [REDACTED]@DOVER.GOV.UK>
Subject: Committee July Plans and Reports

Hi [REDACTED]

Please see attached, report for The Beacon will be with you tomorrow.

Let me know if you need anything further.

[REDACTED]



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

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[REDACTED]

From: [REDACTED]@rebusplanning.co.uk>
Sent: 10 July 2024 19:44
To: [REDACTED]
Subject: 23/01441 Eastling Down Farm, Sandwich Road, Waldershare - FW: Case (ref: 47120742)

Dear [REDACTED]
I have been asked by our client to forward this communication to you, for the file, albeit that I believe you may have been a party to it (but I cannot be sure).
It is an emailed response from KCC ([REDACTED]) to a series of queries with regard to the Demand Response Transport strategy produced by KCC.

I do not require a response as such, just an acknowledgment that the LPA has received this communication.
Thank you and with kind regards

[REDACTED]

[REDACTED] [REDACTED]
Rebus Planning Solutions
Tel. 01304 697077
Rebus Planning Solutions Ltd. Studio 24, Honeywood Parkway, White Cliffs Business Park, Dover CT16 3QX
Co. Reg. No. 10406180. Registered in England & Wales at : Office 1 Upstairs, Yew Tree Farm, Stone Street, Stanford, Kent TN25 6DH

Sent: 17 June 2024 11:29
To: [REDACTED]@kent.gov.uk <[REDACTED]@kent.gov.uk>
Subject: Re: Case (ref: 47120742)

Hi [REDACTED]
As per Neil Baker's letter, please find my contact number 01304 4REDACTED, but I would be happy to have the below questions answered.

I wish to obtain Kent County Council's view on the following:-

1. What is KCC's opinion on DRT services adding to and supplementing existing services on existing bus routes? **The Council is of the view that DRT services could play a role in the county's overall transport offering, however the circumstances need to be right. DRT services can provide a more flexible operating pattern, however they also lack capacity in peak periods. There is also yet to be, to our knowledge, a commercially viable DRT service – i.e. an operation provided by operators which is fully sustainable and not reliant on external funding.**
2. What is KCC's opinion on "virtual" bus stops? **Many of the county's bus routes already operate on a hail and ride basis, meaning they will stop (at the drivers discretion) at any point on the route where it is deemed safe to do so. Virtual bus stops, in the context of DRT, are often points of boarding / alighting which have been utilised previously by passengers when booking journeys, meaning they are memorised on the system. Whilst providing more opportunities for boarding / alighting there is a need to strike an important balance, as accessibility at these locations (i.e. raised kerbs, areas of hardstanding etc) will not often be present. As such KCC is of the view that any DRT offering should have a mix of virtual locations whilst also offering more traditional marked stops .**

3. Does KCC regard the DRT service as a sustainable form of transport? **At this point in time it is hard to make the case for this as to our knowledge there is no fully commercial DRT service in operation across the country.**
4. Can KCC give an example where DRTs use as a transport mode has maximised public transport use? eg. Using/defining more virtual bus stops. **During the Covid-19 pandemic the Go-2 service (operated by Go-Coach) was introduced in Kent. The service combined a number of existing local bus services (which would not otherwise have operated), thereby providing continuity of service for those needing to make essential journeys. DRT is also being utilised**
5. Does KCC believe the use of DRT services prevents the use of a private car to travel? **No**
6. What's the future aims of the BSIP in Kent supplementing existing "regular" bus services? **Earlier this month KCC submitted its updated BSIP to the DfT in order to comply with requirements set by Government for 2024. Within the document we have included a number of initiatives for the period 2025-29 (as per requirements set out by DfT) which could be delivered should further funding come forward from the National Bus Strategy process. With respect to network initiatives we have essentially taken a three step approach – 1) to sustain what is currently in operation at a time of continued challenge for the bus industry 2) to re-introduce commercial services (or something similar) which operators have withdrawn or reduced since the pandemic and 3) to build on this network further by enhancing frequencies and by introducing more innovative solutions for rural areas. We are of the view that DRT could play a part on this final point. Again, delivery of these initiatives however is fully dependent on further Government funding. We will be publishing our 2024 BSIP at kent.gov.uk shortly.**

Thanks in advance.

J ... REDACTED

From: Kent County Council <kcc.corporate@email.icasework.com>

Sent: 13 June 2024 17:30

To: REDACTED

Subject: Case (ref: 47120742)

Dear REDACTED

Please find attached a letter from Neil Baker, Cabinet Member for Highways and Transport, in response to your email dated 26 April 2024.

Yours sincerely


Customer Feedback Advisor

NOTE: Please do not edit the subject line when replying to this email.

From: [REDACTED]
Sent: 12 July 2024 15:31
To: [REDACTED]; DDC_Planners
Cc: [REDACTED]
Subject: RE: Planning Committee Outcomes - 11/07/2024

Good job [REDACTED] and all who attended. I know there were a couple of tricky ones on there last night.



[REDACTED]
Head of Planning and Development
Dover District Council
Council Offices, White Cliffs Business Park, Whitfield, Dover CT16 3PJ
Tel: [REDACTED]
Email: [REDACTED]@dover.gov.uk

From: [REDACTED]@dover.gov.uk
Sent: Friday, July 12, 2024 3:26 PM
To: [REDACTED]@DOVER.GOV.UK>; DDC_Planners <DDC_Planners@dover.gov.uk>
Subject: RE: Planning Committee Outcomes - 11/07/2024

Well done all, thanks for your hard work. It didn't sound like the easiest night out...

Kind regards,

[REDACTED]



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

My working days are Tuesday to Friday

From: [REDACTED]@DOVER.GOV.UK>
Sent: Friday, July 12, 2024 11:29 AM
To: DDC_Planners <DDC_Planners@dover.gov.uk>
Subject: Fw: Planning Committee Outcomes - 11/07/2024

From: Adam Reynolds
Sent: 12 July 2024 11:11 AM
To: ddcplanners@dover.gov.uk <ddcplanners@dover.gov.uk>; DDC SupportAssistants <SupportAssistants@DOVER.GOV.UK>; DDC Planningenforcement <DDCPlanningenforcement@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]@DOVER.GOV.UK>; [REDACTED]

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

Subject: Planning Committee Outcomes - 11/07/2024

Dear All,

Firstly, thank you to everyone for all of your hard work, which was a difficult agenda with a lot of opposition to the recommendations so well done. The outcomes from last night's planning committee are as follows:

1. **22/01320 - Land North Of Chapel Lane And East Of Church Lane Ripple CT14 8JG - Outline application for the erection of 6 no. dwellings, car park and open space (with all matters reserved except access - Refuse, due to visual harm and less than substantial harm to heritage assets (contrary to recommendation)**
2. **DOV/23/01441 - Eastling Down Farm, Sandwich Road, Waldershare, CT15 5AS - Outline application for the erection of four dwellings with associated parking and landscaping (all matters reserved apart from access) - Refuse (in accordance with recommendation)**
3. **DOV/24/00170 - Land South West Of St Edmunds Road, Deal - Outline planning application for the erection of 23 houses and associated parking and infrastructure (with all matters reserved except access) - Refuse, due to visual harm to the countryside (contrary to recommendation)**
4. **23/00951 - Phase 3 Parcel 1 Land For Aylesham Village Expansion North Of Dorman Avenue North Aylesham - Approval of reserved matters relating to layout, scale, appearance, access and landscaping for 39 residential dwellings on phase 3 parcel 1, together with details for conditions 2, 21, 22, 24, 25, 35, 37, 38, 39 and 42 pursuant to outline planning permission 19/00821 - Approve (in accordance with recommendation) with delegated powers for the officer to discuss with the applicant amendments to the scheme to provide additional crossing point from the site to the PROW opposite the site**
5. **DOV/24/00181 - The Beacon Project, Bench Street, Dover, Kent - Full application for the erection of an up to four storeys in height building for uses including education, offices, studio, gallery and cafe (Use Classes E(g)(i), E(b) and F1) - Approve (in accordance with recommendation).**

Thank you again for everyone's hard work.

Kind regards,

[REDACTED]



[REDACTED]
Development Management Team Leader (Majors and Minors Applications)

Dover District Council

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

Tel: [REDACTED]

Email: [REDACTED]@dover.gov.uk

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