

NOTE

OTTERPOOL PARK GARDEN TOWN SETTLEMENT

Folkestone and Hythe Core Strategy Review Matter 2 Statement

Examination in Public

July 2020

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On behalf of Otterpool Park LLP

NOTE continued

Folkestone and Hythe Core Strategy Review Examination in Public

Hearing Statement of behalf of Otterpool Park LLP

Matter 2: The Duty to Co-operate

Housing Needs, the Housing Requirement and Housing Provision

1) Who has the Council engaged with in terms of housing needs, the housing requirement and housing provision and what form has this taken?

1. The Council has engaged with the Folkestone and Hythe District Council as promoter of Otterpool Park regarding anticipated housing provision. This has taken place through pre-application advice meetings with the LPA. The promoter of Otterpool Park has also shared with the LPA their expected housing delivery rates achievable on the site over the plan period.
2. To inform the housing provision for Otterpool Park the following work has been undertaken:
 - A Local Housing Needs survey of the surrounding parishes has been undertaken, reaching c.17% of households and providing a representative sample. This detailed survey identified people's current housing situation, housing needs and future requirements.
 - A survey of local businesses is taking place to identify any housing issues that affect their ability to recruit staff.
 - A survey of the needs of those on the housing register has been conducted, providing information on peoples housing needs and views of moving to Otterpool.
 - Key existing consultation has been drawn from, for example the current housing waiting list and self build register.
 - Folkestone and Hythe District Council (as promoter of Otterpool Park) has also been in discussion with CLT and key groups such as the NHS, informing other priorities for the housing mix.

The New Garden Settlement

6) What are the cross-boundary issues raised by the proposed New Garden Settlement for example in relation to transport and service provision?

Transport

1. Cross-boundary transport issues are identified through the Transport Assessment submitted with the outline planning application, the scope of which has been discussed and agreed with Folkestone & Hythe District Council, Kent County Council and Highways England.

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2. The Transport Assessment considers the likely impact of the Otterpool Park proposals on all transport networks and enables the identification and testing of mitigation measures that will make the development sustainable at the proposed location.
3. The scoping of the content of the Transport Assessment was first undertaken between 2017 and 2018 for the application submitted in 2019. Following submission of the 2019 application, further consultation on the scope and method of assessment has been undertaken with key stakeholders. Many points raised by stakeholders have been discussed and resolved during the period April to June 2020, while discussions on other points are currently ongoing.
4. Given the distance between the site and the boundary of Folkestone & Hythe District, the primary effects that will have influence outside the District will be on the highway network. The scoping process has identified the need to assess highway impact in Ashford along the M20 to Junction 9 and on routes into Canterbury. The Transport Assessment completed for the 2019 application submission identified the need for mitigation at Junction 9 and a solution was identified and tested. Kent County Council reviewed the results and agreed that the mitigation represented a net benefit in capacity for the junction and requested that a mitigation scheme drawing be submitted. This junction, along with all other junctions in the agreed study area, will be re-assessed for the revised application. The results will be discussed with Kent County Council and appropriate mitigation will be agreed where required.
5. The assessment of vehicle trips into Canterbury for the 2019 Transport Assessment identified a requirement for detailed assessment of two junctions in Canterbury City; B2068 Nackington Road / Old Dover Road and Old Dover Road / St Lawrence Road / The Drive. Based on the results of the assessment, Kent County Council requested for the applicant to fund the provision of two new directional signs to the New Dover Road Park and Ride site from Faussett Hill and Bridge Road to sign drivers to use this route to access the Park and Ride site, to be secured through a planning condition should planning permission for this site be granted. As mentioned above, the magnitude of vehicle trips expected to route between the Otterpool Park site and areas within Canterbury will be re-assessed for the revised application and the results and any mitigation requirements will be discussed and agreed with the highway authority.
6. The Transport Assessment also considers the impact of the proposed development on the bus and rail networks throughout the region. The 2019 Transport Assessment included an assessment of the number of additional rail trips arriving at and departing from Westenhanger station in each direction and the likely origin/destination of those trips. For the revised Transport Assessment, Folkestone & Hythe District Council requested a review of the level of rail trips expected to be generated by the proposed development. Following discussions with Kent County Council during May and June 2020, revised rail trip generation assumptions were agreed for the revised Transport Assessment. The scope of the assessment of rail trips for the revised Transport Assessment is currently being discussed with Kent County Council and Folkestone & Hythe District Council.
7. The Transport Assessment also includes an assessment of additional bus patronage and the likely origins and destinations, and therefore the bus service routes, of people routing to and from the site. This includes cross-boundary routes. The Assessment has informed the bus service element of the Transport

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Strategy. It will also inform ongoing discussions with Stagecoach and other stakeholders through the Quality bus Partnership regarding the level and timing of bus service enhancements required.

8. Education provision is planned at a county level (i.e. by Kent County Council). Therefore any movement of pupils outside of Folkestone & Hythe District Council will still fall within the school place planning area of Kent, and will be monitored and planned for in accordance with its School Organisation Plan. Kent County Council will draft, and be a signatory to, the Section 106 Planning Obligations agreement setting out the education requirement for the Development.
9. The site is intended to be self-sufficient in terms of primary school provision and movement of pupils off-site is expected to be limited, with the exception of the very first years of occupation where an off-site solution may be required by KCC (until a primary school on-site is of a sustainable size).
10. The site has a range of possible secondary school size options that could come forward, depending upon the future child yield and demographics of the development. The majority of secondary school pupils are expected to attend secondary schools on-site, although some may travel to Ashford or to Folkestone. Given the local geography it is very unlikely that a significant number of secondary pupils from the Development will attend school outside Kent. Cross border movement of pupils is a normal part of school place planning and KCC already works closely with Sussex and Medway authorities to plan for school places in a joined-up way. As of 2018, 3% of secondary school pupils resident in Kent travelled outside the county for school; 5% came from outside Kent to school within the county¹. The Development is not expected to have a significant impact on these existing trends.
11. Primary care services are planned within Clinical Commissioning Group (CCG) areas and allocated based on residential postcode; therefore demand is localised. Primary care provision for the Development is expected to be provided within it (with the potential for a small proportion of facilities to be in the immediate surrounds). The site is located within South Kent Coast CCG but is on the border with Ashford and Canterbury CCG. These two CCGs have already been working together throughout the pre-application process to consider the primary care needs of the Development. A Duty to Co-operate agreement concerning Strategic Planning was signed by the two CCGs on the 29th of September 2017. Community care, acute care and other health services are also provided and planned for at a strategic, rather than Local Authority, level through the CCGs and NHS Foundation Trusts.
12. Other community facilities, such as community centres, open space provision etc are expected to be provided on-site and have negligible impacts on cross border service provision or planning.

¹ DfE, 2019, Schools, Pupils and their Characteristics (2018) (CBM_Secondary_UD)

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7) Taking each of these in turn, how have they been addressed through cooperation and what has been the outcome of that co-operation? How has that affected the policies within the Core Strategy Review?

1. Please see our response to Matter 2 Question 6 regarding cross boundary transport and community facility matters.