



QinetiQ Fort Halstead
Transport Assessment

On behalf of **QinetiQ**

Project Ref: 332410551/100.100 | Rev: -- | Date: May 2021

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Document Control Sheet

Project Name: QinetiQ Fort Halstead

Project Ref: 33241

Report Title: Transport Assessment

Doc Ref: 8463

Date: May 2021

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Revision	Date	Description	Prepared	Reviewed	Approved

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1 Introduction

1.1 Overview

- 1.1.1 Stantec has been commissioned by QinetiQ to provide transport planning and highways advice in support of a Planning Application for the redevelopment and refurbishment of the Enclave at Fort Halstead, in the District of Sevenoaks.
- 1.1.2 In December 2015 Sevenoaks District Council (SDC) granted outline planning permission (subsequently referred to as the 'OPP') for the regeneration of the Site by an employment led, mixed use development with up to 27,000 sqm of B1/B2 employment uses, up to 450 houses and a hotel. This application has since been implemented by way of demolition, but no development has so far been built out or occupied pursuant to reserved matters application. The reference for the OPP is SE/15/00628/OUT.
- 1.1.3 A hybrid planning application (HPA) (19/05000) was submitted in August 2019 for an additional 300 dwelling units on the site, in addition to the 450 dwelling units already with planning permission. A Transport Assessment and Travel Plan, by PBA, was issued with the application.
- 1.1.4 Following consultation comments by a number of statutory consultees the decision was taken to revise the planning application. Within this revised planning application, the number of dwelling units proposed for the site has been reduced to an additional 185 dwelling units (over and above the 450 already permitted), which was addressed in a Transport Assessment Update. This was for a total of 635 houses on the wider Fort Halstead site. Revisions included modifications to internal access arrangements and the package of transport measures supporting travel, and a number of additional assessment items as set out later within this report.
- 1.1.5 This Transport Assessment will support a detailed planning application for the redevelopment of the commercial elements of the Fort Halstead site owned by QinetiQ, within the land known as the Enclave.

1.2 Site Location and Uses

- 1.2.1 The Site sits within the wider Fort Halstead site and is located within the Metropolitan Green Belt and the Kent Downs Area of Outstanding Natural Beauty (AONB). Whilst it is situated in a predominantly rural area, it is just 5 km to the north west of Sevenoaks and 7.5 km south east of Orpington. The villages of Halstead and Knockholt Pound are located respectively approximately 2 km to the north and 1.5 km to the north west of the site.
- 1.2.2 The wider Fort Halstead site is predominantly surrounded by woodlands, which in the east and south-east border the A224 Polhill and M25 corridors. Star Hill Road runs to the south and west of the wider Fort Halstead site. The proposed development is located in the south western corner of the wider Fort Halstead site. Figure 1-1 shows the site location in relation to the wider surrounding area.
- 1.2.3 The Site is currently occupied by the Ministry of Defence (MoD) and operated as a major centre for defence research and science. As such, the site is occupied by both the Defence Science and Technology Laboratory (DSTL) and QinetiQ, a private sector defence research organisation. At its peak during the 1970s, at least 4,000 people were employed on site.
- 1.2.4 Immediately adjacent to the Site and accessed from the A224 Polhill, is a small residential development of 72 homes.

- 1.2.5 In 2011, DSTL announced it would be vacating Fort Halstead and since then, has been undergoing phased relocation to Portsdown West and Porton Down. This is now confirmed to be in the beginning of 2023.
- 1.2.6 It is understood that at the time of the OPP submission there were approximately 1,200 people on-site and historically, more than 4,000 people were based at the establishment. A Certificate of Lawfulness of Existing Use or Development (CLEUD) was issued in 2004 for 82,168 sqm of employment space for the site. As such, the site is capable of accommodating a much higher number of employees and consequently a significantly higher demand on the transport network than present levels. The approved development anticipates that total future employment levels on-site would be maintained at around 1,483 (1,322 Full-time Equivalent (FTE)) positions.
- 1.2.7 QinetiQ currently employs 150 staff at Fort Halstead across various locations, and it is proposed that all this staff compliment will occupy the Enclave on completion of the proposed development. It is possible that an additional 50 staff will be employed taking the total to 200 employees. These employment numbers were included within the total employees on the site within the HPA.



Figure 1-1 Strategic Site Location

1.2.8 The plan below details the red line boundary for the QinetiQ site within the wider Fort Halstead Site.



Figure 1-2 Red Line Boundary for QinetiQ (BakerHicks plan)

1.3 Application Proposals

- 1.3.1 The proposal is for the following;
- 1.3.2 "Works to the proposed QinetiQ enclave comprising the erection of perimeter security fence, erection of a new reception building, creation of a new main site entrance along Crow Road, refurbishment of existing buildings including plant installation, creation of a new surface level car park and access, installation of two new explosive magazine stores and surrounding pindine block walls, demolition of existing buildings, installation of 6no. storage containers, installation of new site utilities, landscaping and ecological works". A plan showing the site proposals can be found at Appendix A .
- 1.3.3 The existing QinetiQ staff compliment of 150 people will remain roughly the same post development completion, and this confirms with the statements given in the OPP. It is possible that an additional 50 employees may be taken on at QinetiQ but this is still within the employee levels within the HPA.
- 1.3.4 As such given that activities and employees stay the same as per the current time, there would be no intensification in use associated with QinetiQ site activities, and therefore the transport impacts from the development from a wider perspective would be nil.

1.4 Report Structure

- 1.4.1 The remainder of the report is structured as follows:
 - Chapter 2 describes the existing transport conditions;
 - Chapter 3 reviews the relevant transport policies;
 - Chapter 4 presents the development proposals;

- Chapter 5 outlines the calculations of the trips generated by the proposed development and their distribution on the local transport network;
- Chapter 6 describes the impact of the proposed development on the local highway network;
- Chapter 7 summarises and concludes the Transport Assessment.

2 Existing Transport Conditions

2.1 Introduction

- 2.1.1 This chapter provides a detailed review of the predominant transport conditions within the vicinity of the site. This will include the existing use of the site, the local and strategic networks providing access to the site and a personal injury collision review.
- 2.1.2 As such it provides the context for the detailed assessment of the likely impact of the proposed development and of the potential enhancements that may be required in order to deliver a development that is sustainable in transport terms.
- 2.1.3 This chapter considers the following elements:
- Site Location and Current Use;
 - Local amenities;
 - Site access arrangements;
 - Pedestrian and cycle facilities;
 - Public transport provision;
 - Local highway network performance; and
 - Personal Injury Collision Review;

2.2 Site Location

- 2.2.1 The Fort Halstead site is located in Kent, approximately 2km south of the village of Halstead, within the Metropolitan Green Belt and the Kent Downs Area of Outstanding Natural Beauty (AONB). Whilst the development site is located within a predominantly rural area, Sevenoaks is located approximately 5km south-east of the site and Orpington is located 7.5km to the north-west. The enclave is located on the south western edge of the wider Fort Halstead site.
- 2.2.2 Figure 2-1 shows the site location in relation to the wider surrounding area.

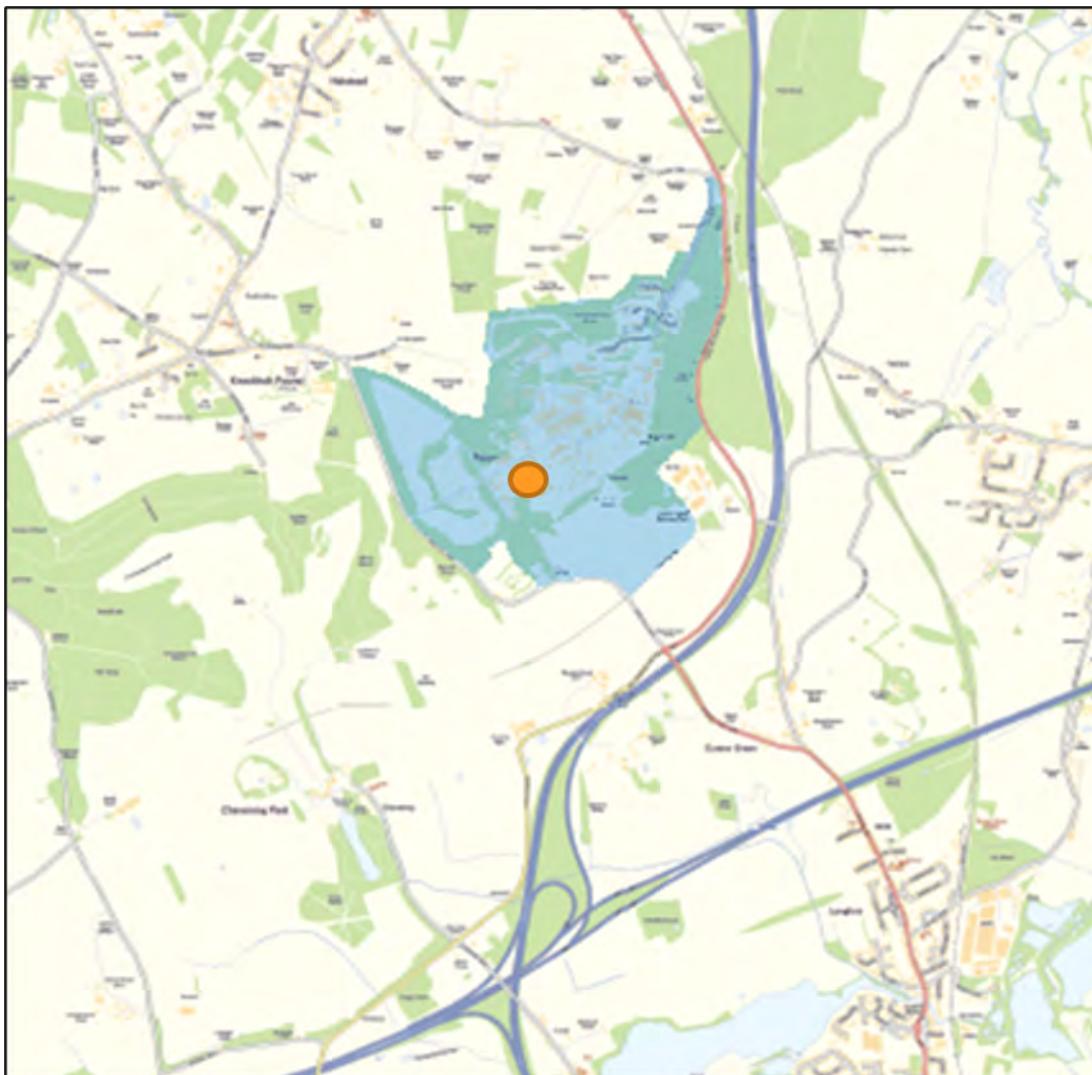


Figure 2-1 Site Location

- 2.2.3 The site is located to the south west corner of the wider Fort Halstead site, on the southern side of Crow Drive.

2.3 Exiting Site Users

- 2.3.1 The existing whole Fort Halstead site has comprised some 97,600 sqm of defence-related research space and currently accommodates 750 jobs on site, across DSTL and QinetiQ. The existing uses already generate a substantial transport demand on the local transport network. There is a Certificate of Lawfulness for an Existing Use and Development (CLEUD) for 82,168 sqm (footprint area) of employment space of which approximately 66,150 sqm relates to B1 Use Class and 8,650 sqm relates to B8 Use Class. The remainder of the footprint area mostly relates to ancillary uses to B1 and B8 Use Classes. The majority of these jobs are held by DSTL staff.
- 2.3.2 Adjacent to the wider site but outside the application boundary, there are 72 homes, which also generate some traffic along Crow Drive.
- 2.3.3 In June 2011, when DSTL announced that they were to vacate the site by early 2018, there were some 1,200 employees located on the site. At the time of the OPP submission, it was understood that there were some 1,000 jobs onsite.

- 2.3.4 Historically, many more people worked at the site and at its peak during the 1970s it is understood that more than 4,000 people were based at the establishment. Over the last 20 years numbers have fluctuated but, based upon information provided by DSTL, are understood to have been as high as 2,000.
- 2.3.5 At the beginning of 2023, the current site security arrangements are to be modified, with the removal of the security gate at the Star Hill access and the transition to security at the front door of each building and compound on the site. This will result in Crow Drive being opened to the public, allowing for general public traffic to travel through the site between Star Hill and Polhill.
- 2.3.6 In 2015 an outline planning permission was granted for a mixed use development including 450 dwellings. In 2019 a hybrid planning application for an additional 185 dwellings was lodged. The application is due to go to planning committee on the 7th July 2021.
- 2.3.7 The existing QinetiQ enclave is a series of buildings that are used for storage. The buildings are not currently in use for employment. The existing QinetiQ employees use building H7 on the wider Fort Halstead site.

2.4 Local Amenities

- 2.4.1 The local amenities available to the QinetiQ site outside of the wider Fort Halstead site can be found within section 2.4 of the HPA TA.
- 2.4.2 A local centre is proposed within the HPA for Fort Halstead which will include a shop. These facilities will be available for QinetiQ staff once the full Fort Halstead development has been built.

2.5 Site Access

- 2.5.1 The wider Fort Halstead site comprises two established points of vehicular access, as shown in Figure 2-2.

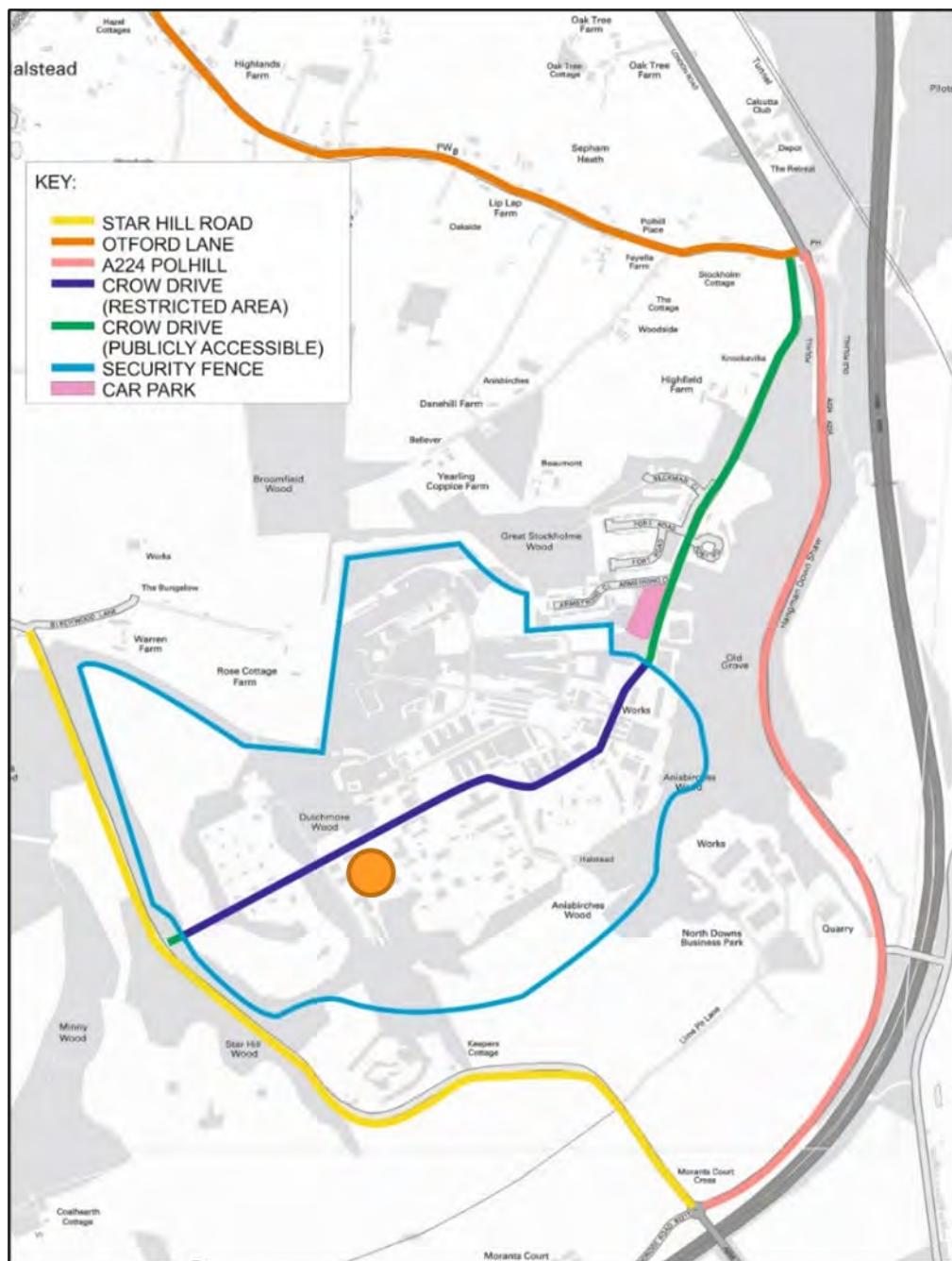


Figure 2-2 Vehicular Access in to Proposed Site

- 2.5.2 The site has two established points of highway access. Figure 2-3 shows the main access is from the A224 London Road / Polhill via Otford Lane and Crow Drive (Polhill access). This is a priority junction with a right-turn lane facility on the A224. Currently Crow Drive, the main site access road, which is a private road, is marked as two lanes out and one lane inbound to the site, gives way to Otford Lane also at a priority junction. The speed limit on the A224 has recently been reduced to 50 mph. Crow Drive is signed as 30 mph. There are limited pedestrian facilities at this junction: there is a pedestrian refuge on the A224 that assists pedestrians to cross the road and that links the footway on the east side of Polhill with one on the south east side of Crow Drive.
- 2.5.3 Figure 2-4 shows the secondary access is onto Star Hill Road (Star Hill access). This is also a priority junction. Star Hill Road is an unlit rural lane with no pedestrian facilities and is subject

to the national speed limit. The access is currently used only during the morning and evening peak periods, these controls being enforced by security and barrier control. The priority access onto Star Hill Road has limited visibility on exit, approximately 43 metres by 2.4 metres to the left and 74 meters by 2.4 metres to the right. Mirrors are provided on Star Hill Road to provide for safer exit and the junction is lit from a lighting column within the site. There are also signs warning of a concealed entrance to the south on Star Hill Road.



Figure 2-3 Main Access onto A224 Polhill from Otford Lane



Figure 2-4 Star Hill Site Access

- 2.5.4 The Star Hill access is currently used solely during the morning and evening weekday peak periods. Since the defence uses are still present on site, the access remains strictly controlled, resulting in no unrestricted movement between these two access points. Although employees of DSTL and QinetiQ are able to use either access point to enter/leave the site, visitors are restricted to use the Polhill access. A visitor car park is provided outside of the security barrier of the access point via the A224.
- 2.5.5 There are changes proposed to both accesses as a result of the previous planning applications. This will see a new roundabout at the Crow Drive access and improvements to the Star Hill Road access. These changes may be implemented after the proposed development of the Enclave is implemented and operational, however as the proposals do not result in any intensification in use of the accesses there is no justification to require early

implementation of the highway works to support QinetiQ uses. Localised Crow Drive implications are address later in this report.

- 2.5.6 There are a series of priority junctions along Crow Drive which enter into the Enclave. These accesses are vehicular and have no pedestrian facilities. One access on the most western boundary along Crow Drive is to be retained as an emergency access. No other existing access will be retained as part of the application.

2.6 Pedestrian and Cycle Network Public

- 2.6.1 The current level of pedestrian and cycle provisions surrounding the Fort Halstead and immediate site are relatively poor. There are a number of footpath links and rights of way in the vicinity of the site, providing a good network of leisure routes, but they are generally unsurfaced and unlit and therefore not suitable as commuter/school access routes.
- 2.6.2 Figure 2-5 identifies the existing pedestrian routes by type.

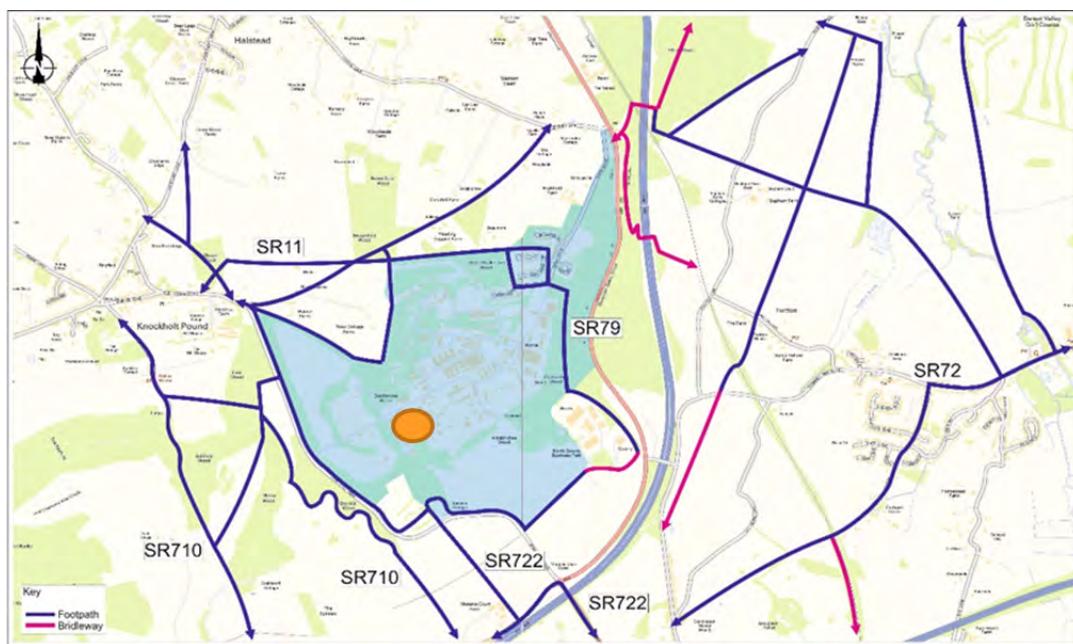


Figure 2-5 Pedestrian Routes in the Vicinity of the Site

- 2.6.3 The pedestrian site access routes are as follows below.
- 2.6.4 Access to Knockholt Pound is via Star Hill Road. This route measures approximately 6m wide, includes centre line markings but has no dedicated footways or lighting. There are, however, existing footpath links on the east side of Star Hill Road, between the road and the site boundary. There is also a footpath along the northern boundary of the site linking this to Star Hill Road at its junction with Birchwood Lane. Both footpaths are unlit and unsurfaced and therefore as currently laid out suitable as leisure routes.
- 2.6.5 Access to Halstead is via Otford Lane. This is also an unlit country lane measuring approximately 4.8m wide. Otford Lane is either accessed from Crow Drive or there is also a public footpath that runs alongside the ancient woodland and which connects to Otford Lane to the west of Crow Lane. This is not a particularly direct footpath link and is again only considered suitable as a leisure route.
- 2.6.6 The A224 London Road, to the north of Otford Lane, provides a footway on its east side (measuring approximately 1.8m wide) and this provides a safe pedestrian access to the

existing restaurant facilities that are located along that road and to the Polhill Garden Centre further north.

- 2.6.7 There are various other footpath and bridleway links to the site as shown on the plan Figure 2-5, all of which can be considered as providing a good range of leisure opportunities rather than connections for day to day use to local facilities. These include existing bridleways accessed from the junction of A224 Polhill/Otford Lane.
- 2.6.8 There are limited existing cycle facilities in the area. Since the site is located on top of a chalk escarpment, there is a steep hill to negotiate in order to access the site from Sevenoaks. However, the cycle route to Knockholt station, approximately a 4km ride, is relatively flat and there are advisory cycle lanes on Old London Road, one of the few existing cycle facilities within the district. In addition, existing cycle parking facilities are available at Knockholt station numbering 8 storage spaces.
- 2.6.9 Within the Fort Halstead site, Crow Drive has a footway on either side and there is a short cycle lane alongside the visitor car park. Currently, there is also a zebra crossing on Crow Drive, close to the junction with Fort Road, which provides access between the two existing small residential communities on either side of Crow Drive.
- 2.6.10 Improvements to the footway/cycleway along Crow Drive are proposed as part of the HPA and will travel along the length of Crow Drive between Star Hill Road and Polhill. Likewise, improvements are also proposed to the PRoW SR172 leading to Knockholt Pound, the PRoW leading under the M25 to Old Polhill and cycle route enhancements on the A224.

2.7 Public Transport Network

- 2.7.1 Overall, the site is currently poorly connected to public transport services and facilities. This section details the available railway and bus services within the vicinity of the site.

Rail

- 2.7.2 Details of the existing rail services can be found in section 2.7 of the HPA TA. This information has not changed since the 2019 HPA assuming pre-pandemic services return to normal.

Bus

- 2.7.3 During its heyday, workers at Fort Halstead were bussed into the site from the surrounding area. More recently the majority of people travelling to and from the site have done so using a private car.
- 2.7.4 Currently, there are no bus stops within the site. However, DSTL run a private peak period shuttle bus between the site, and, Knockholt and Orpington Stations. There are three bus trips during the morning peak and three during the evening peak, with the service operated by Go Coach. Go Coach have provided details regarding the shuttle operating for the Dstl which sees an average of 60 users per day and is free for both DSTL and QinetiQ staff.
- 2.7.5 As the current minibus on site is operated by DSTL, this service will not continue when DSTL leave. The HPA proposes a DRT minibus which will be open to QinetiQ staff.
- 2.7.6 Within the 2015 OPP there is a proposal to divert the now 3 bus service through Fort Halstead with bus stops along Crow Drive. Through the 2019 HPA, a Demand Responsive Transport (DRT) minibus service is also proposed to operate between the wider Fort Halstead site and the surrounding areas including Knockholt train station. Detail about the minibus service can be found in section 2.7 and 4.5 of the HPA updated TA.
- 2.7.7 A map can be seen in figure 2.7 of the HPA TA which details the existing bus routes surrounding Fort Halstead. These routes are still applicable to this planning application.

2.8 Local Highway Network

- 2.8.1 Details of the extent of the local highway network outside of Fort Halstead can be seen in Section 2.8 of the HPA TA.
- 2.8.2 Crow Drive is a private road which provides access into the site from the A224. It has a speed limit of 30 mph. Whilst it generally has one single lane in each direction, at the junction with Otford Lane, for approximately 100 m, the northbound carriageway has two lanes, one for each turning movement onto the A224. The road has a footway on its south side. On the north side there is also a footway and also a short length of cycleway. The last section of the road as it approaches Otford Lane has no footway provision.
- 2.8.3 When DSTL leave the site in 2023, the Star Hill access will open and the road will be available for public use.
- 2.8.4 Following the 2019 HPA TA, improvements to Crow Drive have been proposed which will impact on the alignment and speed in the vicinity of the QinetiQ site. This increase traffic calming features and islands, one of which will form the site access.

2.9 Personal Injury Collisions

- 2.9.1 As part of the HPA, a detailed review was undertaken for Personal Injury Collision (PIC) data for a five-year period up to September 2019. The data was obtained from KCC. This review can be found in section 2.9 of the updated TA.
- 2.9.2 Improvement works are proposed at both Star Hill Road access and Polhill Road access as a result of the OPP and HPA.
- 2.9.3 As no additional staff are proposed for the development, it is considered that there will be no impact on the highway safety as these trips are already on the network and use would not be intensified.

3 Planning Policy Context

3.1 Introduction

3.1.1 The proposed development has been progressed taking account of policy and guidance at the national, regional and local level as set out under the headings below.

National Policy and Guidance

- National Planning Policy Framework (NPPF)
- National Planning Practice Guidance (NPPG)
- Manual for Streets 2

Regional Policy and Guidance

- Kent County Council Local Transport Plan 4
- Kent Downs AONB Management Plan
- Kent Design Guide Review: Interim Guidance Note 3 on Residential Parking
- Kent and Medway Structure Plan 2006: Mapping out the future – Supplementary Planning Guidance SPG4: Kent Vehicle Parking Standards
- Kent Design Guide

Local Policy and Guidance

- Sevenoaks District Council – Local Development Framework: Core Strategy
- Sevenoaks District Council – Allocations and Development Management Plan
- Sevenoaks District Strategy for Transport
- Sevenoaks District Council – Submission Draft Local Plan (2018)
- Sevenoaks District Cycling Strategy

3.2 National Planning Policy Framework (2019)

3.2.1 The NPPF aims to enable local people and their councils to produce their own distinctive local and neighbourhood plans, which should be interpreted and applied in order to meet the needs and priorities of their communities.

3.2.2 Section 9: Promoting Sustainable Transport, of the NPPF, paragraph 102 states that;

“transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a. *the potential impacts of development on transport networks can be addressed;*

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

3.2.3 With regards to sites that may be allocated for development in plans, or specific applications for development, paragraph 108 states that;

“*...it should be ensured that:*

- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b. safe and suitable access to the site can be achieved for all users; and
- c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

3.2.4 Paragraph 109-110 goes on to state that;

“*Development should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe.*

3.2.5 Within this context, applications for development should:

- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

3.2.6 Paragraph 111 states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

National Planning Practice Guidance, 2018

- 3.2.7 The Planning Practice Guidance was launched in July 2018 and provides additional guidance to the Government's strategic policies outlined within the NPPF in a web-based resource. This is updated regularly.
- 3.2.8 Matters of relevance to the transport assessment include guidance on Transport Assessments (TAs) and Transport Statements (TS) and what they should contain. Local planning authorities must make a judgement as to whether a development proposal would generate significant amounts of movement on a case by case basis (i.e. significance may be considered at a lower threshold where road capacity is already stretched or a higher threshold for a development in an area of high public transport accessibility).

Manual for Streets 2

- 3.2.9 Manual for Streets 2 is a national design guidance document published in 2010 and explains how the principles within Manual for Streets 1 can be applied. Principles from within both Manual for Streets 1 and 2 have been applied within the proposed development such as consideration of current visibility guidance, shared space and pedestrian/cyclist design and general themes on quality urban realm and layout.

3.3 Regional Policy and Guidance

Kent County Council Local Transport Plan 4: Delivering Growth Without Gridlock 2016-2031

- 3.3.1 The Local Transport Plan (LTP) for Kent, covering a period from 2016 to 2031, is the County Council's fourth LTP and was adopted by KCC on 19th January 2017. It sets out a 15-year plan for the area and consists of five overarching policies that are targeted at delivering specific outcomes.

- 3.3.2 The outcomes are as follows:

Outcome 1: Economic growth and minimised congestion

- Policy: Deliver resilient transport infrastructure and schemes that reduce congestion and improve journey time reliability to enable economic growth and appropriate development, meeting demand from a growing population.

Outcome 2: Affordable and accessible door-to-door journeys

- Policy: Promote affordable, accessible and connected transport to enable access for all to jobs, education, health and other services.

Outcome 3: Safer Travel

- Policy: Provide a safer road, footway and cycleway network to reduce the likelihood of casualties, and encourage other transport providers to improve safety on their networks.

Outcome 4: Enhanced environment

- Policy: Deliver schemes to reduce the environmental footprint of transport, and enhance the historic and natural environment.

Outcome 5: Better health and wellbeing

- Policy: Provide and promote active travel choices for all members of the community to encourage good health and wellbeing, and implement measures to improve local air quality.

Kent Downs AONB Management Plan (2014)

- 3.3.3 The development site is situated within the Kent Downs Area of Outstanding Natural Beauty; although the main access to the site from the A224 lies outside the AONB boundary. The A224 to the north (London Road) lies outside the AONB, whilst to the south (Polhill) it is included within the AONB.
- 3.3.4 The Management Plan sets out a vision and clear aims and policies. The policies provided in the plan recognise and reflect the pressure from growth and development in the Kent Downs AONB. This includes securing mitigation measures to take advantage of the opportunities generated by this growth and to prevent a harmful impact on the AONB.
- 3.3.5 The Management Plan recognises the impact of all transport infrastructures on the quality of the landscape and the tranquillity of the area, but also acknowledges the key role of public transport connections to promote tourism in the area.
- 3.3.6 There is a chapter dedicated to access, which identifies the main issues with regard to transport. They include, among others:
- Estimated day visitor numbers are high and probably increasing. Pressure on the special characteristics and qualities of the AONB as well as particular countryside routes, sites and areas can be very high but unevenly distributed.
 - Urban and growth areas in close proximity to the AONB will generate new opportunities for enjoyment, health and well-being but also pressure for travel and access.
 - Differences in requirements and uses between rightful Public Rights of Way (PRoW) users (horse riders, cyclists, motorbikes walkers, and those with dogs) can result in conflicts.
 - Conflicts between rightful PRoW users and illegal users, fly-tipping, dumping and path obstruction.
 - The increasing popularity of horse riding and off-road cycling which is focused particularly on the AONB, putting pressure on the rights of way network. The need to enhance, extend, connect and improve fragmented bridleway links and secure higher rights on PRoW without harming the characteristics and qualities of the AONB.
 - Need to ensure that the PRoW network is well signposted, way-marked and maintained using materials and equipment appropriate in design and sustainably sourced.
 - Improving the rural road network for its landscape quality and to promote quiet countryside recreation by managing traffic pressures to provide quiet and safe access.
- 3.3.7 The opportunity to promote the availability and use of safe non car-based countryside transport and recreation opportunities and seek integrated public transport initiatives.
- 3.3.8 Among the stated aims for a sustainable access there are:

- A legally defined, well maintained, connected and promoted Rights of Way network that provides safe, well designed and satisfying routes for walkers, cyclists and horse riders where conflicts between rightful uses are minimised.
- New routes and connections between public rights of way and a highway network which is increasingly available and safe for walkers, cyclists and horse riders.
- Access where illegal or damaging recreational activities are actively controlled.

3.3.9 Specific policies from the Management Plan that relate to transport are:

- SD 12: 'Transport and infrastructure schemes are expected to avoid the Kent Downs AONB as far as practicable. Essential developments will be expected to fit unobtrusively into the landscape, respect landscape character, be mitigated by sympathetic landscape and design measures and provide environmental compensation by benefits to natural beauty elsewhere in the AONB.'
- AEU2: 'Diversions and stopping up of PRoWs will be resisted unless it can be demonstrated that they will not have a detrimental impact on opportunities for access and quiet enjoyment of the AONB landscape and historic character.'
- AEU3: 'Investment to secure sustainable, high quality, low impact and easy access, multiuser routes from towns and growth areas to the AONB will be pursued.'
- AEU4: 'The sustainable and enhanced management and promotion of open access sites will be pursued.'
- AEU5: 'Mechanisms will be supported to resolve conflicts between rightful users of Public Rights of Way. Where there are irreconcilable conflicts from legal but damaging activities, quiet recreation will be supported above other activities.'
- AEU7: 'Improvements to the Rights of Way Network to provide and improve countryside access, health and well-being opportunities, including way-marking, signposting and maintenance, new routes and establishment of higher rights which conforms with AONB policies and design guidance, will be supported.'
- AEU11: 'A reduction in the need to travel by car will be supported through new and improved measures to provide integrated, attractive and affordable public transport in the Kent Downs. New business, community and other initiatives in support of the vision, aims and policies of the Management Plan will seek to relate to existing public transport links.'
- AEU12: 'Sustainable solutions to problems of rural traffic will be supported, particularly in rural settlements or where there is a conflict with landscape quality or walkers, cyclists and horse riders.'
- AEU13: 'A strategic approach to the use of road signage, furniture, design and maintenance that conserves and enhances the local character and distinctiveness and encourages non-motorised access will be pursued through the adoption and implementation of the AONB Rural Streets and Lanes Design Handbook.'

Kent Design Guide

3.3.10 The Kent Design Guide is a series of guides for assisting with the design of a proposed development. It has been designed to be a supplementary planning document for Local Development Frameworks or Local Plans. The aim of this guide is to assist in promoting a common approach to the main design principles when assessing planning applications and

encourage developments that have a community feel where people want to live and work. There are also supplementary guidance documents supporting the Kent Design Guide including one on Visibility splays.

- 3.3.11 Consideration has been given to the Kent Design Guide through the scheme design.

Kent and Medway Structure Plan 2006: Mapping out the future – Supplementary Planning Guidance SPG4: Kent Vehicle Parking Standards (2006)

- 3.3.12 This Supplementary Planning Guidance provides standards for vehicle and cycle parking in Kent for those land uses that have not been superseded by the Kent Design Guide.

3.4 Local Policy and Guidance

Sevenoaks District Council – Local Development Framework: Core Strategy (2011)

- 3.4.1 The Core Strategy is a key part of the Sevenoaks District Council's (SDC) Local Development Framework (LDF) and was adopted on 22 February 2011. It sets out the council's objectives and overarching principles which will deliver necessary development needs of the district up to 2026.
- 3.4.2 The key objectives of the Transport Strategy have been developed into the following set of priorities in the Sevenoaks urban area:
- Improve public transport interchange facilities;
 - Maintain and improve capacity on peak train services;
 - Manage parking issues in the town centre and around train stations;
 - Bring forward measures to alleviate congestion and tackle air quality issues at Riverhead, Bat & Ball and Sevenoaks Town Centre; and
 - Improve facilities for walking and cycling.
- 3.4.3 For rural areas the priorities are defined as follows:
- Maintain and improve accessibility to jobs, shops and services by non-car means, including walking, cycling, public transport and community transport; and
 - Bring forward measures to alleviate congestion and tackle air quality issues, including those along the A25 corridor, at Seal and Westerham, and on the Strategic Network.
- 3.4.4 The LDF notes that the dispersed rural nature leads to bus operators finding it difficult to run commercially viable bus services, resulting in many being subsidised by KCC. It suggests that limited development in rural areas is unlikely to provide a catalyst for improved bus services and therefore innovative public and community transport solutions are necessary, including dial-a-ride and car-pooling.
- 3.4.5 It goes on to state that loss of services and facilities from rural areas will be resisted where possible, but exceptions will be made where equivalent replacement facilities are provided or where it can be demonstrated that the continued operation of the service or facility is no longer financially viable.

Sevenoaks District Council – Allocations and Development Management Plan (2015)

3.4.6 The Allocations and Development Management Plan (ADMP), forms part of Sevenoaks District Local Development Framework (LDF) and was adopted in February 2015. The ADMP comprises proposals for the development of strategic sites and provides development management policies which are used, in combination with adopted core strategy policies, to determine planning applications.

3.4.7 The relevant policies for this assessment are:

- Policy EN1 – Design Principles, which in relation to transport infrastructure states that:

'Where appropriate, new developments should include infrastructure that complements modern communication and technology needs and restricts the need for future retrofitting. Such infrastructure should include (...) provision of a power supply that would support green technology initiatives such as in-home electric car charging points.'

- Policy EMP3 - Redevelopment of Fort Halstead, which in relation to transport states that:

'Redevelopment proposals (...) would be expected to:

- expected to achieve a range of employment uses appropriate to an employment site such as research and development, serviced offices and workshops and generate at least the number of jobs that the site accommodated immediately prior to the announced withdrawal of DSTL from the site;
 - Be sustainable in respect of the location, uses and quantum of development and be accompanied by a Travel Plan incorporating binding measures to reduce dependency of future occupants on car use;
 - Confirm, by way of a Transport Assessment, that the development would not have an unacceptable adverse impact on the local and strategic road networks.'
- Policy T1 - Mitigating Travel Impact

'New developments will be required to mitigate any adverse travel impacts, including their impact on congestion and safety, environmental impact, such as noise and tranquillity, pollution and impact on amenity and health. This may mean ensuring adequate provision is made for integrated and improved transport infrastructure or other appropriate mitigation measures, through direct improvements and/or developer contributions'

- Policy T2 - Vehicle Parking states that:

'Vehicle parking provision, including cycle parking, in new residential developments should be made in accordance with the current KCC vehicle parking standards in Interim Guidance Note 3 to the Kent Design Guide (or any subsequent replacement)

Vehicle parking provision, including cycle parking, in new non-residential developments should be made in accordance with advice by Kent County Council as Local Highway Authority or until such time as non-residential standards are adopted.'

Notwithstanding the Council may depart from established maxima or minima standards in order to:

- take account of specific local circumstances that may require a higher or lower level of parking provision, including as a result of the development site's accessibility to public transport, shops and services, highway safety concerns and local on-street parking problems;
 - ensure the successful restoration, refurbishment and re-use of listed buildings or buildings affecting the character of a conservation area;
 - account for the existing parking provision (whether provided on or off-site) already attributed to the building's existing use when a redevelopment or change of use is proposed and for the use of existing public car parks outside of normal working/trading hours by restaurants and leisure uses.'
- Policy T3 - Provision of Electrical Vehicle Charging Points

'For all major non-residential development proposals, the applicant should set out within their Transport Assessment a scheme for the inclusion of electric vehicle charging infrastructure.

In considering whether a publicly accessible charging point is appropriate the Council will have regard to:

- The accessibility of the location;
- The suitability of the site as a long stay destination during charging;
- The number of existing and proposed publicly accessible charging points in the surrounding area;
- The potential impact of providing electric vehicle charging points on development viability.

3.4.8 In non-residential developments where it is not appropriate to provide electric vehicle charging points, new development should be designed to include the electrical infrastructure in order to minimise the cost and disturbance of retrofitting at a later date.'

Sevenoaks District Strategy for Transport, 2010

3.4.9 The Sevenoaks District Strategy for Transport (SDST) was prepared by KCC with support from SDC and covers a period of 16 years from 2010 to 2026. It sets out following key initiative objectives:

- improve accessibility;
- tackle congestion;
- provide safer roads; and
- improve air quality

3.4.10 The impact of unsustainable transportation is acknowledged, including both the environmental and social issues, and a desire to promote 'green transport' is identified. Furthermore, the A25 is identified as a route experiencing issues with congestion.

3.4.11 The SDST states its vision for villages is for smaller scale development consistent with the size and relative sustainability of the settlement concerned.

3.4.12 The SDST sets out the aims of promoting an integrated transport network that:

- Improves accessibility to jobs and services for all sections of the community;
- Reduces congestion;
- Improves safety;
- Reduces the impact of transport on the natural and built environment; and
- Protects and enhances the district's position as an attractive location for business and investment.

3.4.13 In order to achieve these aims the following objectives have been set:

- Reduce the need to travel and the distance people need to travel
- Where there is a need to travel, enable people to be less dependent on cars for their travel needs
- Maximise the efficient use of existing infrastructure
- Divert traffic away from sensitive areas
- Encourage the integration of transport modes
- Reduce the effects of traffic and transport on air quality
- Improve road safety for all users
- Improve safety and security for all public transport users

Emerging Sevenoaks District Local Plan

3.4.14 The Submitted Local Plan has been the subject of a partial EIP with the Inspector finding that the Plan had not met the Duty to Co-Operate criteria. The decision regarding the status of the Local Plan went to Judicial Review and the Council's appeal was rejected. The Plan is now subject to be rewritten and consulted upon and therefore there are no transport policies available.

3.4.15 It is anticipated that policies will include parking and EV requirements.

Sevenoaks District Cycle Strategy

3.4.16 The strategy has been developed with the aim of encouraging more people to cycle safely within the District to encourage a shift towards more sustainable travel choices. The main priorities of the strategy are:

- Creating New Routes and Linkages
- Safer Cycling
- Improvements to Cycle Parking

- Promotion and Encouragement
- Maintenance

3.4.17 The strategy highlights key areas which could use improvement within the District across all of the main priorities mentioned above. Although the strategy identifies that the proposed improvements are not an exhausted list and more improvements could be made should the funding be available, there is no mention of any improvements proposed or suggested within Halstead or at Knockholt train station within the document.

3.5 Implications for Fort Halstead

- 3.5.1 The key policy implications for the transport strategy at Fort Halstead are as follows:
- 3.5.2 The proposal sees no additional employees and would imply that there would be no additional trips on the network than at present. The proposals seek to consolidate QinetiQ's activities and interests within a secure enclave.
- 3.5.3 There is a need to promote more sustainable travel patterns to/from the site. Any public transport strategy needs to take account of the difficulty of providing traditional, commercially viable solutions in a rural environment and therefore there is a need to look at more innovative solutions.

4 Proposed Development

4.1 Introduction

- 4.1.1 This chapter sets out the development proposals in terms of the development quantum, parking provision, and the access strategy.
- 4.1.2 The previous applications (15/00628/FUL) and (19/05000) included the retention of the existing QinetiQ facilities, which this application is looking to regenerate. The development does not look to increase the number of staff employed at QinetiQ although QinetiQ may expand to include an additional 50 employees sometime in the future. Any increase in the employment numbers would be less than the total number of employees that could occupy the site as identified within the HPA TA.

4.2 Development Quantum

- 4.2.1 The proposal includes development of a new reception building, refurbishment to existing buildings including plant installation, with associated parking.
- 4.2.2 There will also be erection of a new security fence perimeter, explosive magazine stores and the demolition of some buildings.
- 4.2.3 The plan in Appendix A demonstrates the buildings which will be renovated, built or demolished. On the whole there are a few smaller buildings being demolished and one large building.
- 4.2.4 Building X78 will be subject to internal and external refurbishments and will be extended to comprise an additional ground floor plant room. In total 423.46sqm of new floorspace is proposed. The new reception building will be the largest of the proposed new buildings.

4.3 Parking Provision

- 4.3.1 A number of parking spaces on the site have been retained from the existing site, with additional parking spaces being provided. Parking standards dictate that a maximum standard of 1 parking space per 35m² for B1 research and development uses. The maximum vehicle parking spaces in accordance with the standards would equal 229 spaces based on the 7995.16sqm total floor space of the enclave.
- 4.3.2 At present the QinetiQ staff park is in a large parking area next to the H7 building, which is to be vacated. In total there will be 152 car parking spaces provided, of which 8 will be disabled. This is made up of a combination of new and existing parking spaces. The level of parking proposed accords with the Kent SPG4 parking standards, as this is less than the maximum permissible parking standard for the entire enclave. As such this will not cause an intensification in comparison to the HPA as the site was included within the application.
- 4.3.3 The site is proposing to provide 3No. 22kW EV charging stands, each with 2 outlet sockets, providing 6 EV charging spaces. These facilities would provide a typical EV with charge in 1 ½ to 2 hours which is twice the rate of a typical residential charger, hence fewer charge points should be necessary to provide the same level of service.
- 4.3.4 In line with the Kent cycle parking standards, there will be 48 cycle parking spaces proposed for staff and visitors. The visitor parking spaces are to be located by building X83 and staff parking to be located by building X78.

4.4 Access Arrangements

- 4.4.1 The access for the QinetiQ site will be via a small island / roundabout off Crow Drive, as originally suggested in the HPA. There will be a gate on the access which will only be in operation out of hours of the site, to ensure no unauthorised access. Once inside the site, there will be one lane in each direction, with a gate and reception on the site just west of the Crow Drive access. This gate will be in operation during working hours and will be manned. The plan below demonstrates the access arrangement for the site.

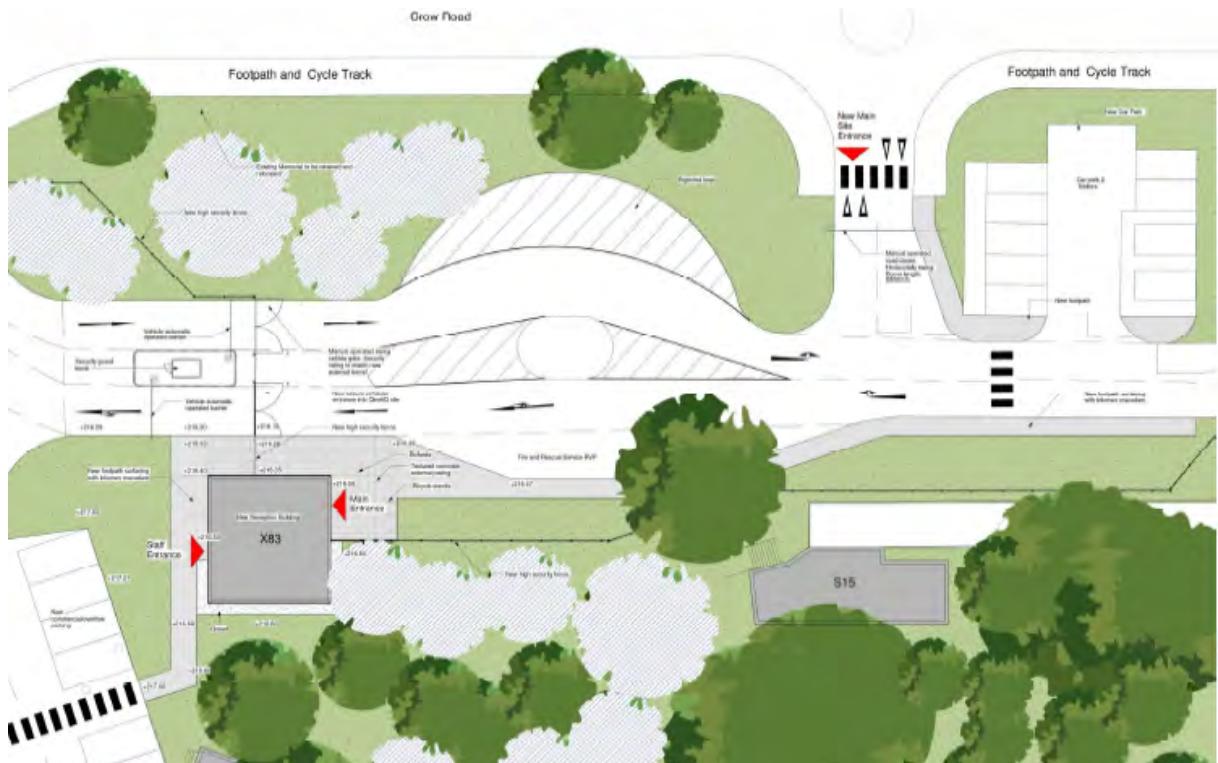


Figure 4-1 Proposed Site Access and Security Gate

- 4.4.2 As can be seen above there is also a HGV turning area prior to the gate to allow space for HGVs to be turned around. There is a 3m shared footway/cycleway along the south side of Crow Drive and a 2m footway into the site. There are zebra crossings proposed in the site access and to the east of the site access within the site. It is proposed that HGVs will not be allowed to access the Enclave and will be rejected at the security gate and turning point, thus ensuring following vehicles would not back up to Crow Drive.
- 4.4.3 In addition to the main access mentioned above, there is a gated access on the western boundary of the site. This would only be used by specific vehicles and emergency vehicles and can be seen in the plan below.
- 4.4.4 Visibility splays for the proposed access can be seen in drawing 332410551/100/100/002 in Appendix B . This demonstrates that a visibility splay of 2.4m x 15m is achievable in accordance with the Kent Design guide for a 20mph speed limit. The visibility splays for this are in front of the proposed security fencing and are not impeded by any physical features or landscaping.



Figure 4-2 Emergency Vehicle Gate

Interim Access

- 4.4.5 There is the potential that the Crow Drive improvement works as part of the HPA would not be in place at the time the Enclave redevelopment comes into full use, therefore a priority junction proposal has been proposed that ensures access can be satisfactorily provided in the interim period.
- 4.4.6 Drawing 33241055/100/100/003 in Appendix C shows a priority junction serving the Enclave as an interim measure. This would enjoy visibility splays of 2.4m x 43m in accordance with Kent Design Guide and Manual for Streets, and is deemed suitable to service the QinetiQ Enclave up until such time the full Crow Drive works are completed. Swept path drawings in Appendix C confirm that all necessary access requirements can be made to allow safe and efficient use by traffic.

4.5 Service Vehicles

Fire

- 4.5.1 It has been agreed with Kent Fire and Rescue that it is not required to demonstrate that a fire vehicle can access the explosive area of the site. This is because there is no change proposed to this part of the site and therefore will not be changed from the existing fire access arrangement.

- 4.5.2 Vehicle tracking for the remainder of the site can be found in Drawing 332410551/100/100/001 in Appendix D .

Refuse

- 4.5.3 Vehicle tracking for the site can be found in Drawing 332410551/100/100/001 in Appendix D . This assumes that an 11.4m refuse vehicle is used, and as instructed by the client will only access the turning area as indicated on the drawing. The site management will ensure that waste is collected in a suitable manner on the appropriate collection day.

4.6 Public Transport

- 4.6.1 The OPP application for Fort Halstead was designed for a bus service to go through the site. It was proposed that the 3 service will be diverted through the site.
- 4.6.2 The HPA for Fort Halstead included the provision of a Demand Responsive Transport (DRT) shuttle bus service which will travel between Fort Halstead and the Local train stations during the peak periods. During the inter-peak, the minibus would operate a flexible demand response service. This minibus will be accessible for QinetiQ employees.
- 4.6.3 At the current time DSTL and QinetiQ operates a minibus shuttle for staff, and it is proposed this will continue until the DRT service is implemented.

5 Trip Generation and Impact

- 5.1.1 Trip generation was outlined within the updated TA for the 2019 planning application, which provided a comparison between the existing QinetiQ employee numbers, the residential development and the CLEUD development. This can be found with Chapter 5 of the updated TA.
- 5.1.2 As the proposed development is not proposed to change the number of employees at the QinetiQ site it is considered that the trip generation within the previous TA would cover the proposals within this report.
- 5.1.3 The HPA TA outlined the offset considered by the CLEUD, which demonstrated that the proposed development would have a negligible impact on the highway network. This was accepted by KCC Highways and Transport and Highways England.
- 5.1.4 As the existing QinetiQ staff numbers were included within the previous assessment and no increase in these staff numbers would result from the proposed development, there should not be any intensification in trip making from the proposals. It should also be known that these are existing trips and therefore trips are already on the network.

6 Impact Assessment

- 6.1.1 KCC raised concerns during the consultation of the HPA about the use of the Star Hill Road access. As a result, traffic calming has been proposed along Crow Drive to reduce the desire for use of this access, however it is noted that these concerns related to future traffic mainly from the residential proposals which are entirely new to the site. The details of this traffic calming can be seen in section 4.3 and 4.5 of the HPA TA.
- 6.1.2 Currently the use of Star Hill Road access is restricted due to DSTL security, but from 2023 this security will be removed and use of Star Hill Road will become unrestricted and publicly accessible. Existing users of the site would therefore be able to use Star Hill Road access in an unfettered fashion. The impact of this development is expected to be nil, or at worst deminimis to the local highway network by virtue of there being no intensification in trip making, and the traffic calming along Crow Drive when later introduced will minimise the impact along Star Hill Road.
- 6.1.3 On a wider perspective, the 'nil-intensification' fact applies to parts of the wider transport network used by QinetiQ staff. The number of trips using public transport, walking and cycle routes and the highway network would be no different to that seen pre-development, therefore confirming that impacts would not be seen further afield of the site.
- 6.1.4 It is considered therefore that the proposed development would not result in any severe impacts according to NPPF paragraph 109 and no safety impacts in accordance with NPPF paragraph 108.

6.2 Interim Scenario

- 6.2.1 There is a possibility that the QinetiQ site comes forward prior to the development of the main new Fort Halstead development outlined in the HPA as this is subject to engagement of a housing builder/developer. As such any mitigation works proposed, such as the Polhill access, Star Hill access improvements, and traffic calming would come after the QinetiQ development has been completed and is fully operational. The impact for these elements has been considered below in turn.

Crow Drive Access

- 6.2.2 In this scenario, an alternative site access arrangement has been drawn, which will be a standard priority junction off Crow Drive.
- 6.2.3 A drawing has been included in Appendix C with visibility splays for 2.4m x 43m and designed to accommodate a Rigid vehicle as the largest possible vehicle (as HGV access is not permitted or envisaged by QinetiQ). The visibility splays for this are in front of the proposed security fencing and are not impeded by any features or landscaping. The access arrangements comply with Kent Design Guide typical parameters.
- 6.2.4 This will be an interim site access until such time that the permanent Crow Drive traffic calming is implemented and access revised to fit the round traffic island junction.
- 6.2.5 No impacts are envisaged from this aspect of the proposals.

Polhill Access

- 6.2.6 As the proposed QinetiQ development does not increase the employee numbers, there would be no intensification of this access as a result of this development, as primarily the employees will be relocated from within the wider Fort Halstead site, and would therefore be using Polhill already.

- 6.2.7 As such there would not be any increase in trips at the junction and therefore no impacts are envisaged in terms of highway safety, amenity or capacity.

Star Hill Road Access

- 6.2.8 As previously outlined, the current security on the Star Hill Road Access will be removed when DSTL leave the site in 2023. At this time Crow Drive will become publicly accessible and no control measures will be in place.
- 6.2.9 It is possible that additional public traffic can use Crow Drive, which is not as a result of this development. As such due to the security for the site, it is possible for QinetiQ staff to access the site from this access at the present time. As such the proposal would not result in additional trips from the development using this access.
- 6.2.10 QinetiQ staff will be encouraged to use the Polhill access to reduce use of this access point.
- 6.2.11 With consideration to the above facts it is confirmed that the QinetiQ proposals would not give rise to any impacts on the Crow Drive / Star Hill Road junction in terms of safety, amenity or capacity.

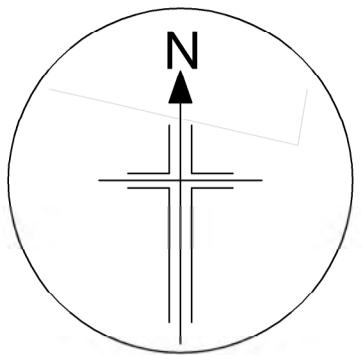
6.3 Public Transport, Walking and Cycling

- 6.3.1 The introduction of a Travel Plan would give rise to greater use of sustainable modes, at this location particularly cycling and public transport use.
- 6.3.2 However, the S106 for the OPP and HPA includes commitments to these sustainable modes with the objective that sustainable transport is more widely and frequently used, therefore measures are in place and funded to ensure sustainable transport capacity is available to meet demand.

7 Summary and Conclusion

- 7.1.1 Stantec has been commissioned by QinetiQ to support a Planning Application for the development, refurbishment and demolition of buildings at the QinetiQ Enclave area within Fort Halstead.
- 7.1.2 The existing wider site has comprised some 97,600 m² of defence-related research space and currently accommodates 750 jobs for the Defence Science and Technology Laboratory (DSTL) and QinetiQ. The QinetiQ element of the site currently employees 150 staff, with a possible additional 50 at a later stage. At its peak during the 1970s, at least 4,000 people were employed on site and in more recent times by about 2,000 staff.
- 7.1.3 A Certificate of Lawfulness of Existing Use or Development (CLEUD) was issued in 2004 and based upon this, the development could have accommodated a much higher level of employment than is currently proposed. Furthermore, assessments carried out in the HPA TA show that the existing floorspace, if utilised by commercial operators, could generate significant levels of vehicle trips onto the highway network via the existing access points at Polhill and Star Hill.
- 7.1.4 During the HPA, it was agreed by Sevenoaks District Council that the CLEUD and offset assessment was accepted and that the trips associated with the HPA application were offset against the CLEUD. The exiting QinetiQ site employees were included within the HPA assessment.
- 7.1.5 As part of the 2015 OPP, various mitigation measures were agreed in order to manage the transport related impacts of the development and to minimise the environmental impacts and adverse effects on the local community. These mitigations were carried across to the 2019 HPA and therefore will be in place to cater for the refurbishment and development at QinetiQ.
- 7.1.6 Consideration has been made for the interim when these mitigation measures are not yet in place and has demonstrated that an interim site access proposal is satisfactory. The impact of the Star Hill and Polhill access have also been considered and it is considered that there would be no intensification in use as a result of the QinetiQ development, as the staff numbers do not increase.
- 7.1.7 A detailed Travel Plan, in accordance with the HPA planning obligations, accompanies this planning application to be agreed with the Planning Authority. This will aim to encourage sustainable forms of transport and minimise reliance on single occupancy car journeys, and will work within the wider site Framework Travel Plan.
- 7.1.8 This TA has shown that the impacts of the proposals on the highway and transport network would be nil by virtue of all employee trips already being in place on the wider site. The proposals therefore meet the requirements of all national and local policies on sustainable transport and development.

Appendix A Site Proposal



Dutchmore Wood



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This drawing may have been reduced
original scale: 100mm

Reference Drawings Legend Notes

	= APPLICATION BOUNDARY
BUILDING LEGEND	
	BUILDINGS SUBJECT TO MAJOR REFURBISHMENT X78, X46, X79 & X23
	PROPOSED NEW ELECTRICAL SUB-STATIONS
	PROPOSED NEW BUILDINGS X83, X24.1 & X51.2
	PROPOSED NEW EXTERNAL MECHANICAL PLANT
	NEW OR RE-SURFACED ROADS, ACCESS AND CAR PARKING
	PROPOSED REFUSE AREA
	PROPOSED NEW PATHS
FENCE LEGEND	
	X AREA PERIMETER FENCING TO REMAIN
	EXISTING PERIMETER SECURITY FENCING TO REMAIN
	NEW PERIMETER SECURITY FENCING AND GATES
	NEW X AREA CHAINLINK FENCING
ACCESS AND EGRESS LEGEND	
	EXTERNAL ACCESS GATES/BARRIERS
	EXTERNAL EMERGENCY PERSONNEL EXIT GATES
	PROPOSED AREA OF NEW TREES

Revision P1	ISSUED FOR PLANNING APPLICATION
Description	Drawn PC Date 23/04/21 Checked GM Approved PC
Revisions	

QINETIQ

Project FORT HALSTEAD REDEVELOPMENT PHASE 2
Title PROPOSED SITE PLAN

Scale 1:1000 Drawn PC Checked GM Approved PC
(when plotted @ A1) Date 23/04/2021 Date 23/04/2021 Date 23/04/2021
CAD Ref S:\Warwick\Projects\30002236\09.CAD\03_Bh\03_Orch\Model Information (WP)\Planning Drawings

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Project number Drawing number Revision
30002236 BHK-00-XX-DR-A-0003 P1

Appendix B Proposed Access Visibility

Appendix C Interim Access



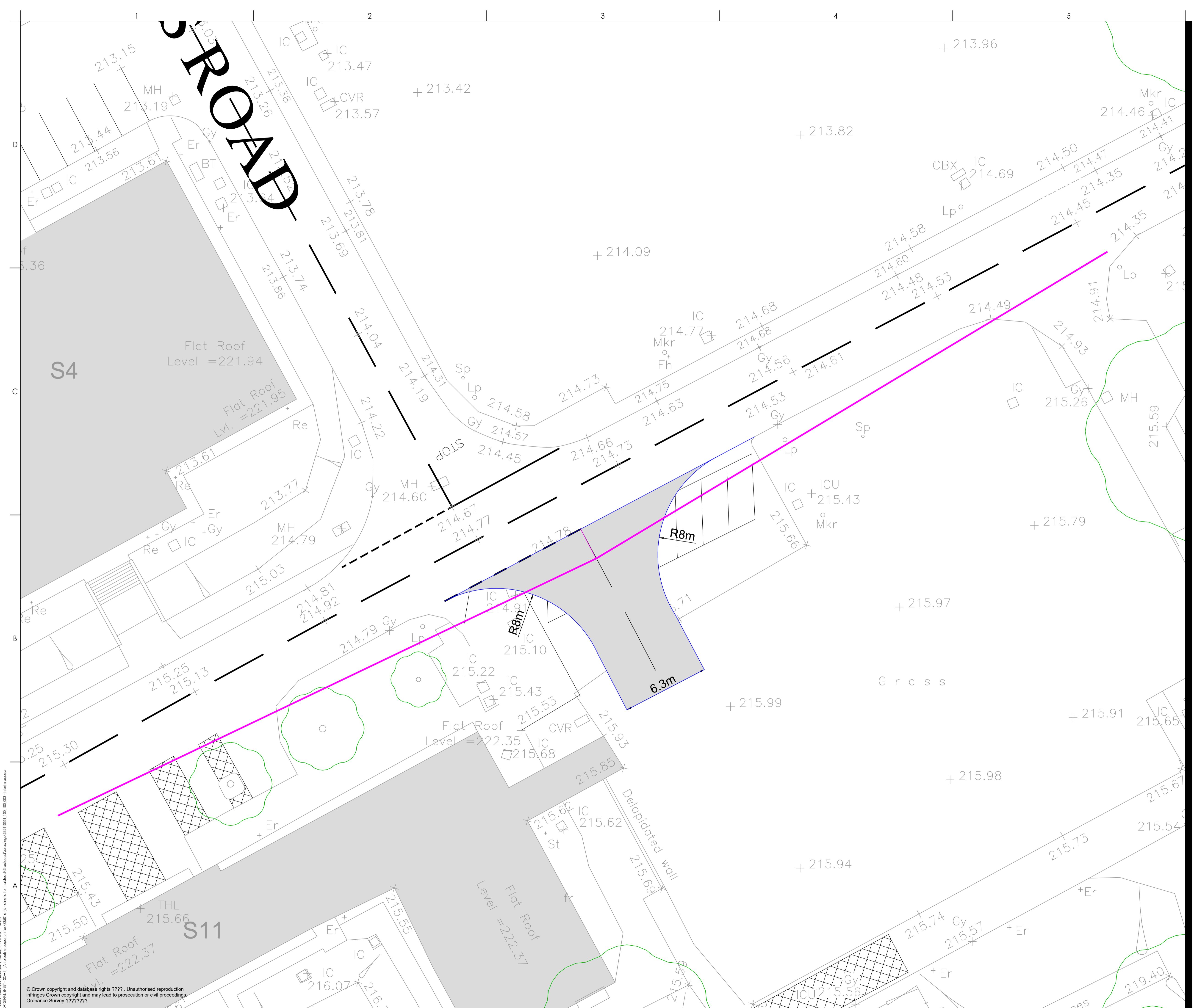
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Sight/Desire at Large

Client/Project

QINETIQ

QINETIQ FORT HALSTEAD

title

INTERIM SITE ACCESS

2.4M X 43M VISIBILITY SPLAY

Project No. 332410551 Scale 1:125

Revision P01 Drawing No. 332410551/100/100/003

Notes

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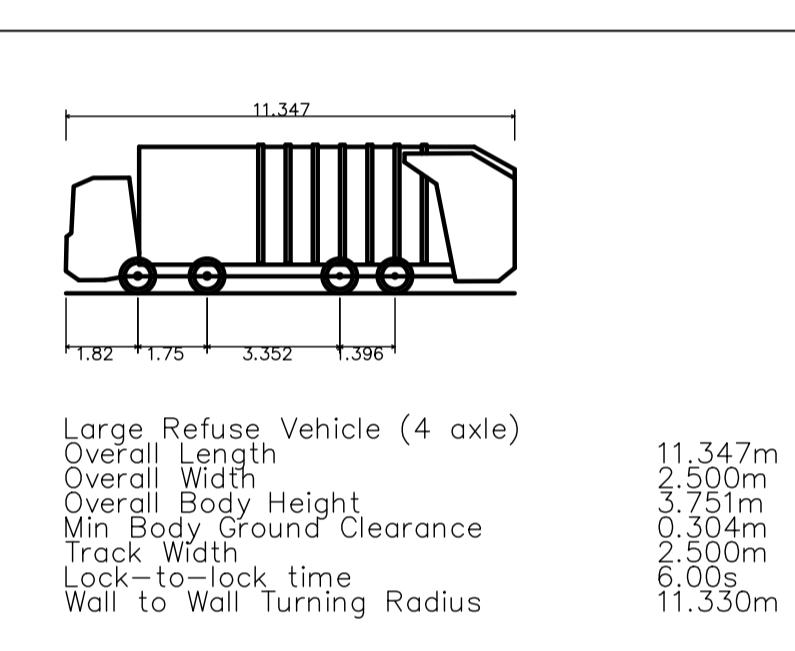


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INTERIM SITE ACCESS VEHICLE TRACKING REFUSE VEHICLE

project No. 332410551 Scale 1:125

revision Drawing No.

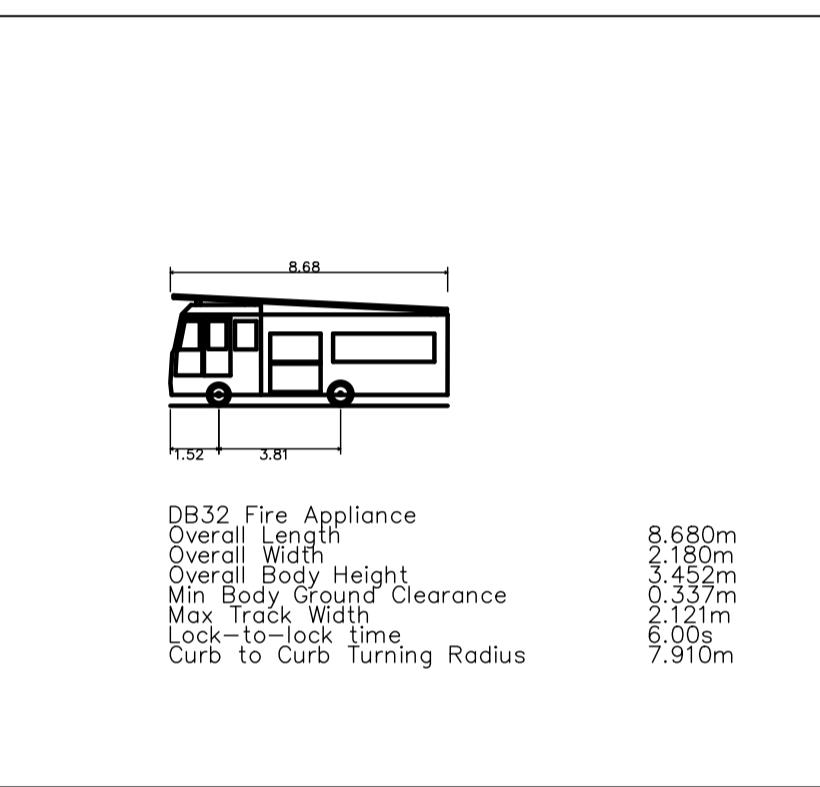
P01 **332410551/100/100/003**

This figure is a topographic survey map showing a site labeled 'S11' in the bottom left corner. The map includes several buildings and structures, some with flat roofs at levels 221.94 and 222.35, and others with gabled roofs. A prominent feature is a large area labeled 'Large Refuse Vehicle Area' with dimensions R8m by 6.3m. The map also shows a 'Delapidated wall' and a 'THL' (Tilted Head Lintel) structure. Various terrain features are depicted with contour lines and shaded areas. Landmarks include 'MH', 'IC', 'Gy', 'Er', 'Lp', 'Sp', 'Mkr', 'ICU', 'St', 'Sub', 'A/C', 'Trees', 'Open cove', 'Grass', and 'Fence'. Grid lines A, B, C, and D are visible on the left, and numbers 1, 2, 3, 4, and 5 are along the top edge. Numerous elevation points are marked with values like +213.42, +213.82, +214.09, +214.49, +215.79, +215.97, +215.98, +215.94, +215.74, +215.57, +215.51, +215.61, +215.65, +215.67, +215.54, +215.73, +215.67, +215.61, +215.59, +215.57, +215.51, +215.49, +215.47, +215.45, +215.43, +215.41, +215.39, +215.37, +215.35, +215.33, +215.31, +215.29, +215.27, +215.25, +215.23, +215.21, +215.19, +215.17, +215.15, +215.13, +215.11, +215.09, +215.07, +215.05, +215.03, +214.92, +214.91, +214.81, +214.79, +214.77, +214.75, +214.73, +214.71, +214.69, +214.67, +214.65, +214.63, +214.61, +214.59, +214.57, +214.55, +214.53, +214.51, +214.49, +214.47, +214.45, +214.43, +214.41, +214.39, +214.37, +214.35, +214.33, +214.31, +214.29, +214.27, +214.25, +214.23, +214.21, +214.19, +214.17, +214.15, +214.13, +214.11, +214.09, +214.07, +214.05, +214.03, +214.01, +213.99, +213.97, +213.95, +213.93, +213.91, +213.89, +213.87, +213.85, +213.83, +213.81, +213.79, +213.77, +213.75, +213.73, +213.71, +213.69, +213.67, 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Appendix D Servicing Arrangements

Notes

UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.



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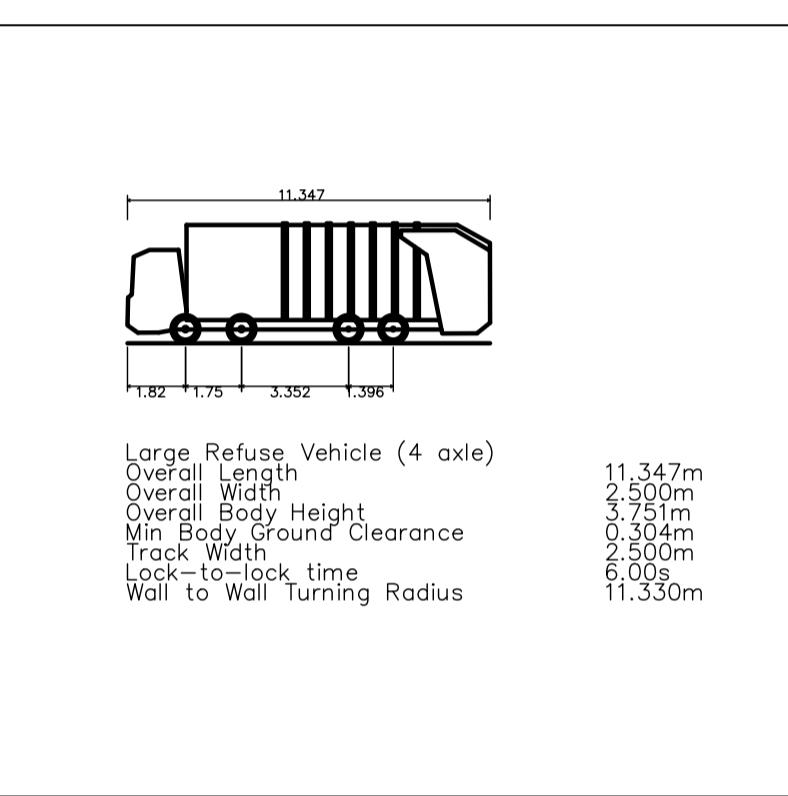
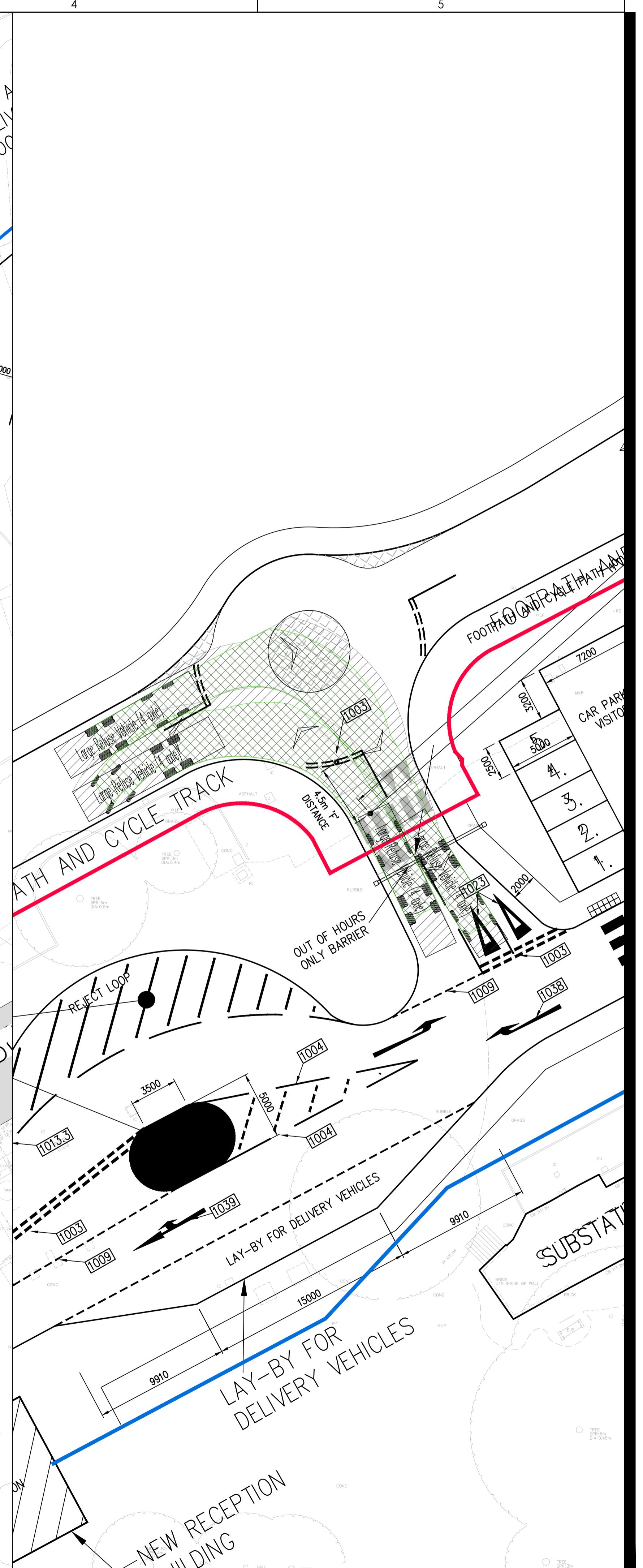
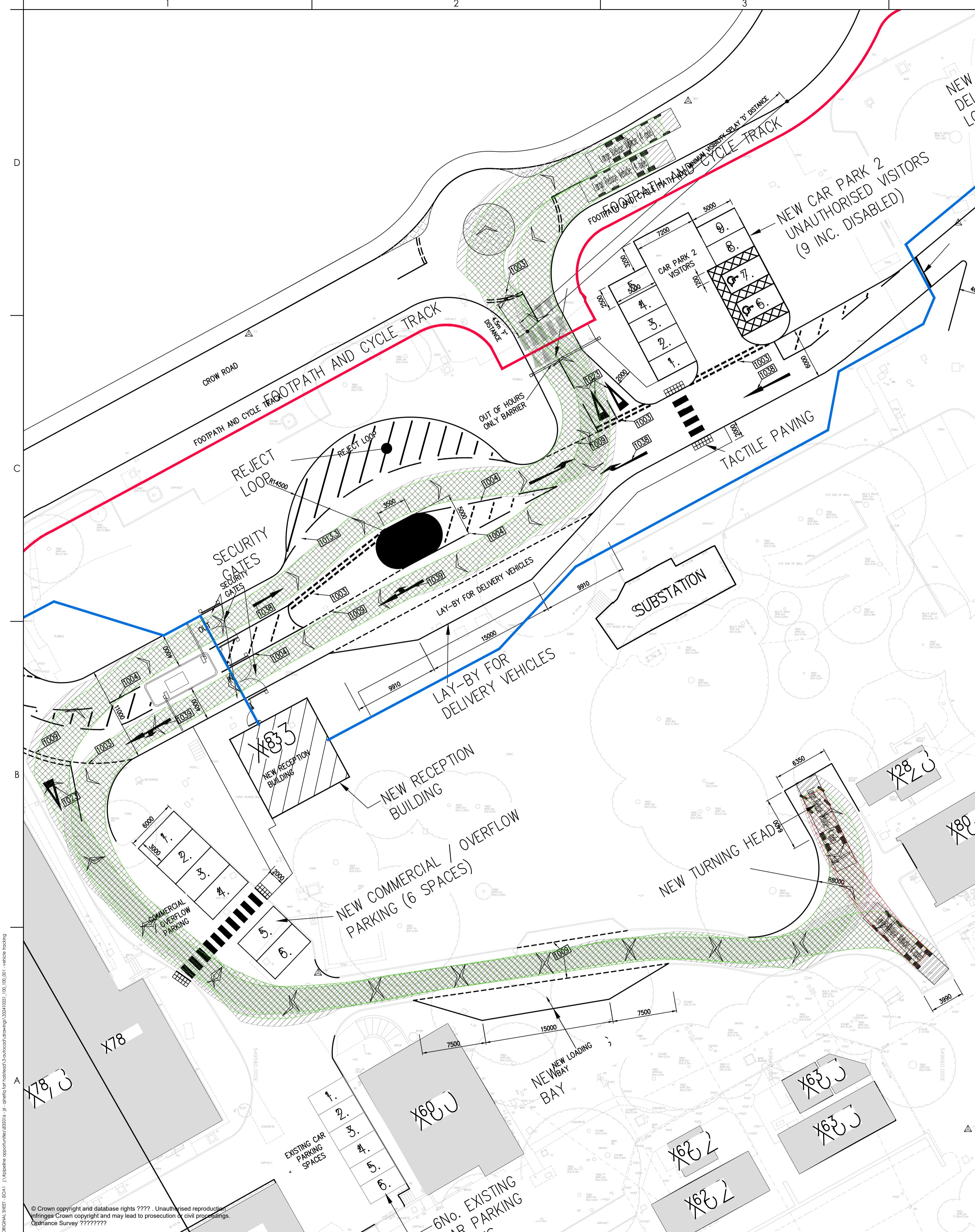
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P01 **332410551/100/100/001**

Notes

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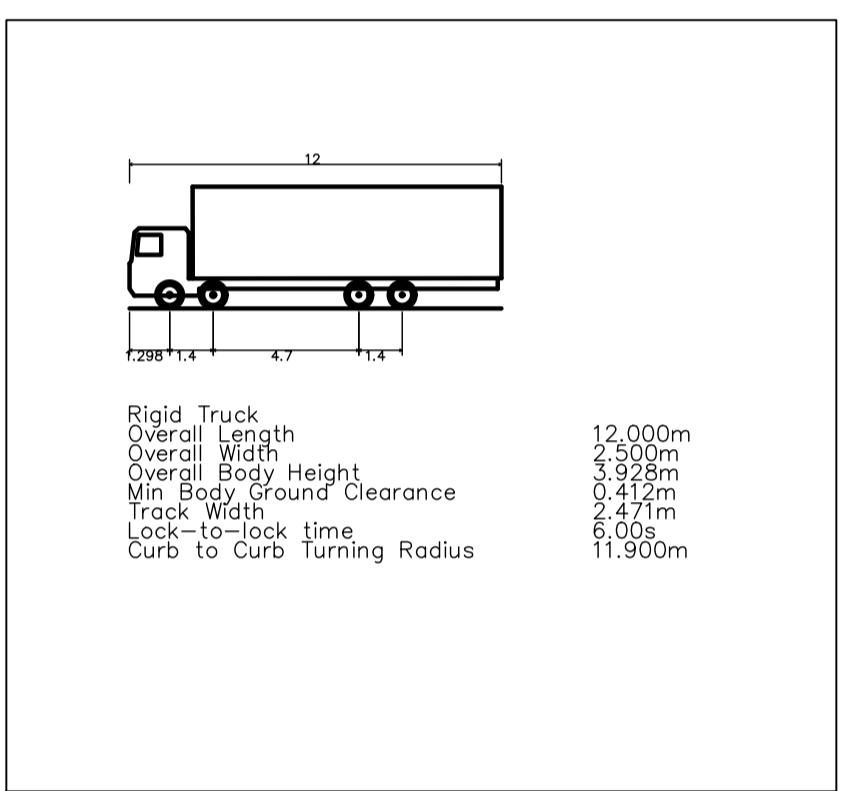
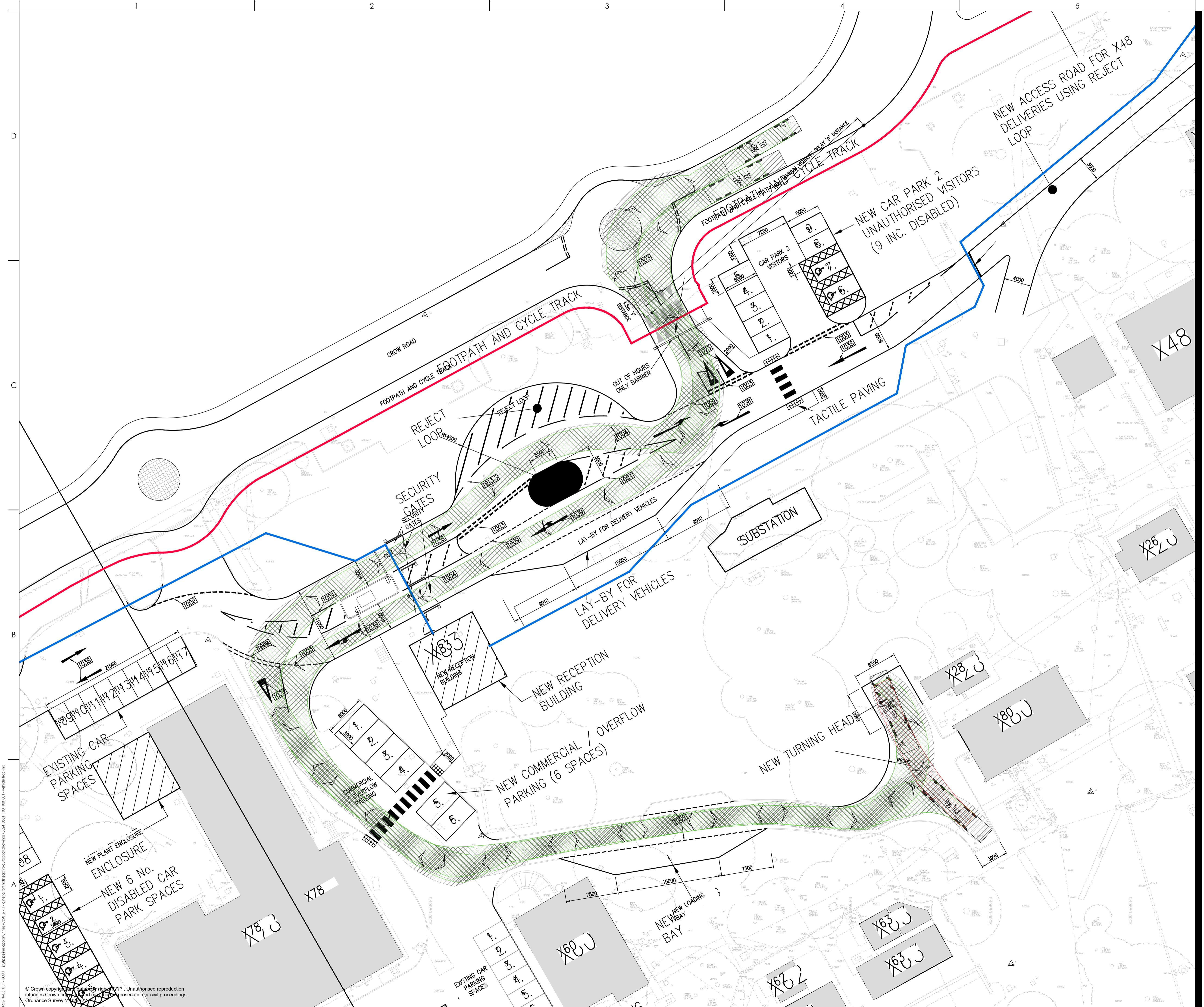
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Project No. 332410551 Scale 1:250

Revision P01 Drawing No. 332410551/100/100/001