

**Shepway LDF Core Strategy**  
CABINET REPORT APRIL 2011

***APPENDIX 2:***  
***STRATEGIC DISTRIBUTION***

# *Shepway LDF Core Strategy:*

## **Strategic Distribution**

April 2011

### 1. Introduction

1.1 The LDF Core Strategy has developed through the application of planning policy, local evidence base studies, and key periods of public participation (Issues and Options early 2008, and Preferred Options mid 2009). A major recurrent theme from the outset of plan production has been the need to consider options in the overall geographic balance between different locations within the district. It has been closely reviewed and refined through the Sustainability Appraisal process, and accordingly this paper is accompanied by further work in this respect (Appendix 4 of the Cabinet Report April 2011). This note summarises the main steps in the evolution of the Core Strategy's central locational principles, the spatial strategy, by reference to these two engagement phases on options.

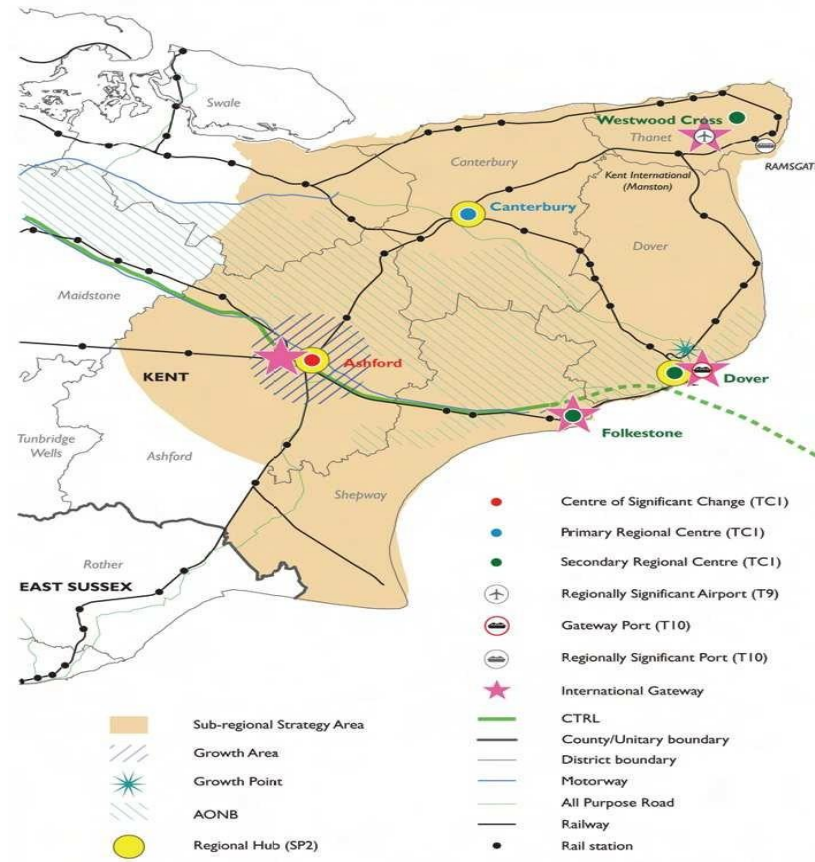
1.2 This paper provides the backdrop to the finalisation of the plan's spatial strategy. With the stage the Core Strategy is now at, it is possible to draft a full spatial strategy - to integrate the elements and provide an overall direction for the district. Further details on current considerations in relation to emerging major areas of change are provided in the partner paper Development Sites (Appendix 3 of the Cabinet Report April 2011).

1.3 The paper starts by considering Shepway within its wider geographical context - including issues of the current approach of adjoining Local Planning Authorities - before looking at key local issues in terms of the area of flood risk and Area of Outstanding Natural Beauty and their impact on the location of development proposals. The paper then moves on to consider the evolution of the Core Strategy and evidence through the Issues and Options, and Preferred Options public participation stages. It then examines the distribution of employment/town centres uses. Finally the paper concludes on how all these considerations have informed the proposed spatial development of the district and settlement hierarchy.

### 2. Shepway in its wider setting

2.1 The district is located in southeastern Kent, and now features – in a central band through Shepway - a major transport corridor between London and continental Europe. It is often considered strategically in the context of an East Kent 'sub region' (see the map below), primarily comprising the districts of Canterbury, Dover, Shepway and Thanet. Ashford and Rother border Shepway to the west and south respectively.

### Shepway within the South East context



Source: *The South East Plan (2009) East Kent and Ashford Sub-Regional Strategy Area*

2.2 Despite the uncertainty over its current status (March 2011), the South East Plan may remain of practical relevance in setting out broad aspects of growth across the East Kent sub region, particularly in terms of capitalising on development opportunities provided by High Speed 1. Consequently it provides useful context to inform bottom-up coordination across boundaries, which may be increasingly needed in the absence of

any statutory development plans above the Local Development Framework level district-by-district. This sub-section augments this with more recent information on the expected approach of districts adjoining Shepway<sup>1</sup>.

2.3 The coastal towns of eastern Kent often share common issues relating to structural socio-economic and infrastructure priorities. Accordingly the Plan set priorities for the urban regeneration of the coastal towns within the sub region (South East Plan EKA4), with initiatives focused around developing the economic and skills base and delivering physical renewal. These priorities are embedded in the East Kent Sustainable Communities Strategy (2009)<sup>2</sup>, complimentary to the South East Plan setting out a long term 'vision' for the East Kent area.

2.4 There was little coverage of Shepway in the SE Plan, in comparison with other districts in its East Kent and Ashford sub-section, other than isolated passing references to deprivation and the economic impact of Dungeness B decommissioning. In terms of its rationale, supporting text to the strategy for sub-region asserted: "All the urban areas of East Kent require regeneration to some degree, but Folkestone and Hythe are more constrained than Dover and Canterbury" (para 18.5). It is far from certain in the current context that any local planning authority in the area would now agree that Canterbury necessarily has lesser major infrastructure and environmental constraints than Folkestone. It may be that factors such as the availability of significant urban brownfield land in Folkestone (MoD surplus land) was not apparent at the time, or possibly that the degree of examination<sup>3</sup> possible across a region of this size was insufficiently fine-grained given the range of issues in Shepway.

2.5 The pattern of growth is described as "dispersed" (para. 18.7) but the spotlight was on Ashford as a growth area (South East Plan EKA2). This re-confirms the town as a location – from a regional perspective - for very major growth in terms of housing and associated infrastructure. This related to links to London and the continent as a catalyst for growth in the wider area. Housing targets for other districts across the sub region therefore contrast to this level. The table below considers the proposed growth of the adjoining areas:

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<sup>1</sup> This has been guided by the revised Planning Post RSS Revocation - an advice note (POS, 2011 on [http://www.planningofficers.org.uk/downloads/pdf/POS\\_Revised\\_Advice\\_%20Note\\_2\\_Planning\\_Post\\_RSS\\_Revocation\\_March2011.pdf](http://www.planningofficers.org.uk/downloads/pdf/POS_Revised_Advice_%20Note_2_Planning_Post_RSS_Revocation_March2011.pdf)). It is not intended as a full "local strategy statement" or to have any freestanding weight, but is offered up by as Shepway District Council as a genuine understanding of latest available information from available sources, and with the intent of assisting co-operation.

<sup>2</sup> The Strategy can be viewed via [http://www.eastkentlsp.org.uk/files/webfm/site/sustainable\\_community\\_strategy.pdf](http://www.eastkentlsp.org.uk/files/webfm/site/sustainable_community_strategy.pdf)

<sup>3</sup> The Panel Report into the SE Plan, the considered views of the Planning Inspectorate after scrutinising the draft plan, has been re-visited. This refers again to "environmental constraints" but also notes general capacity in the local transport system. The main focus of discussion is on Lydd Airport, which was not recommended to feature in the Plan. The government subsequently raised the district's housing provision levels, having had some regard to the disparity between the draft plan's proposals and the levels of delivery sustained in Shepway/ in the Structure Plan.

<i>District</i>	<i>SE Plan (2009) Housing Target .</i>	<i>2011 note</i>
Ashford	1,135 dwellings p.a. (part of borough, including town)	New LDS (Feb 2011) sets out Core Strategy will be reviewed, believed to entail a reduction in housing levels. Adoption in Sept 2013
Canterbury	510 dwellings p.a	No significant decisions at present given national and local circumstances. This may mean the current Local Plan target of 440 pa is significant.
Dover	505 dwellings p.a	Core Strategy adopted in 2010 in line with SE Plan, and is in operation. It includes a further target figure over the longer term (additional provision).
Rother	280 dwellings p.a	Core Strategy still proceeding. It is believed this could feature an amended approach to housing, reflecting a lesser amount in the period associated with the delayed delivery of key infrastructure.
<b>Shepway</b>	290 dwellings p.a	Core Strategy proceeding. Appendix 1 of Cabinet Report April 2011 recommends a level above that in the SE Plan.

2.5 This shows the downward trend strategic housing levels in seen in adjoining districts, following the announced intention to revoke the SE Plan. Core Strategies are generally being revisited or not proceeding with SE Plan levels, with the exception of Dover.

2.6 This means the Shepway LDF Core Strategy is likely to be finalised with some uncertainty as to plans for the wider area. This is a corollary of a more 'localist' approach by government. However it seems highly probable that overall levels of provision across districts will be decreased (even if Shepway's is increased<sup>4</sup>), with implications for housing need and economic prospects. Nevertheless, the structural features of improved connectivity and strong regeneration needs remain in place.

### 3. 2007 and 2008: Initial survey of Shepway and public participation on issues

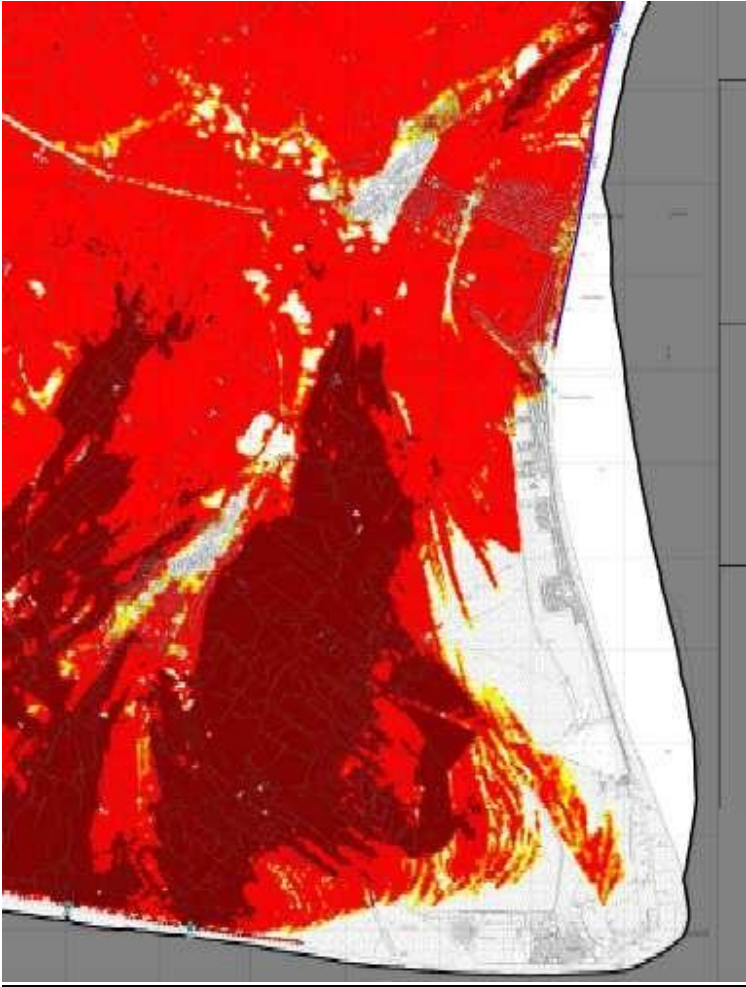
3.1 Two key environmental attributes may be recognised as widely 'predefining' Shepway's area. These help defines its character and individual environments, and also inform options for the district's development. These are the flat topography across the south of the district (associated with a flood risk Zone 3 area); and the Area of Outstanding Natural Beauty (AONB) in the north (including a limb extending out towards the escarpment, Port Lympne area). The indicative extent of these areas is illustrated below (along with parish boundaries and flood risk from inland watercourses).

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<sup>4</sup> If Shepway's total housing provision 2006 -2026 increased by 2,200 from an original total of 5,800, this will be outweighed by Ashford alone even if they only reduce their contribution by 10%.



3.2 The AONB is a longstanding, externally derived, 'blanket' designation of national significance covering all of the most northern parts of the district. It incorporates areas, not just significant for their landscape character such as the Folkestone to Etchinghill escarpment. The other main concentrations of national and international environmental designations in Shepway are biodiversity related sites in the south of Shepway such as SSSIs and 'Natura 2000 series' sites (subject to Habitat Regulations) for instance at Dungeness. These special areas commonly reflect the importance of marine and aquatic influences on this part of Shepway. In terms of potential constraints to development, these areas in Romney Marsh are all covered by the high-level flood Zone (3) of greater potential flood risk, as produced by the Environment Agency for the country as a whole.



3.3 A more fine-grained and locally specific depiction of the Romney Marsh area emerged from local work on actual flood hazards. This is the Strategic Flood Risk Assessment (SFRA) produced in line with national policy, and commissioned early in the LDF evidence gathering process in order to guide locational decisions. This 2009 information showed that although virtually all of Romney Marsh area is within a flood zone due to its topography, the expected degree of risk varied substantially between locations depending on topography, hydrological features and position in relation to flood defences.

3.4 The SFRA extract on the left shows the long-term results for Dungeness peninsula and wider area, accounting for climate change in the future. It can be seen that although there are areas of extreme risk to life and property in most flood events (dark areas), and significant risk (the many red areas), some areas face very limited risks (white) such as the towns of New Romney and Lydd set back from the modern coast on higher land, and from Lydd-on-Sea to Dungeness itself.

3.5 In summary, only three significant land areas in Shepway are not covered by one of the flooding or AONB factors:

1. Land at the eastern side of the mainline rail and M20 corridor. This includes Sellindge parish, most of Stanford parish, some of the parish of Lympe, plus small elements of Postling, Monks Horton and Saltwood parishes. It is 'surrounded' by AONB apart from the western side where the district's border lies with Ashford Borough.
2. Land in the Folkestone, Hythe and Sandgate areas. This is predominantly built-up, but it can be seen below that AONB and flooding factors are directly applicable for some of this land (especially in the Hythe area).
3. Small 'islands' of land in the Romney Marsh area. Again these are predominantly built-up, being slightly higher lying land which form the historic heart of the towns of New Romney and Lydd.

3.6 Using this evaluation of the most prominent features of the district, it is possible to talk of Shepway having (at least) three broad areas of distinct and important characteristics:

- Romney Marsh area, which is Shepway land to the southwest of the escarpment below Lympe.
- Folkestone and Hythe, the coastal urban area
- The North Downs area, which is Shepway land northwest of Folkestone and Hythe (including the western rural area, for instance Sellindge).

These form useful descriptive tools, and are applied<sup>5</sup> to structure future provisions for the district.

3.7 In terms of the built environment and location of residents, a very early starting point in Core Strategy evidence was considering the existing form of settlements in Shepway. This data is derived from the census, but its main advantage is that settlements are defined by the actual extent they are built up<sup>6</sup>, rather than administrative boundaries (more recent population data from KCC is only available by ward). The largest towns cross individual ward boundaries and have recognisable communities within them, however the data here shows the total for the whole extended neighbourhood(s) as built-up. The terminology is also defined by national government. See the 2010 AMR<sup>7</sup> for further details.

3.8 Therefore Folkestone and Hythe are counted together, and account for well over half of Shepway's population. The urbanised location labelled 'Romney' which includes coastal neighbourhoods like Littlestone-on-Sea is centred on the town of New Romney. This is much smaller (11% Shepway population) but is still the second largest 'settlement'. Around 1 in 10 people in Shepway (9%) live in isolated dwellings, hamlets or small villages (below 1,000 people).

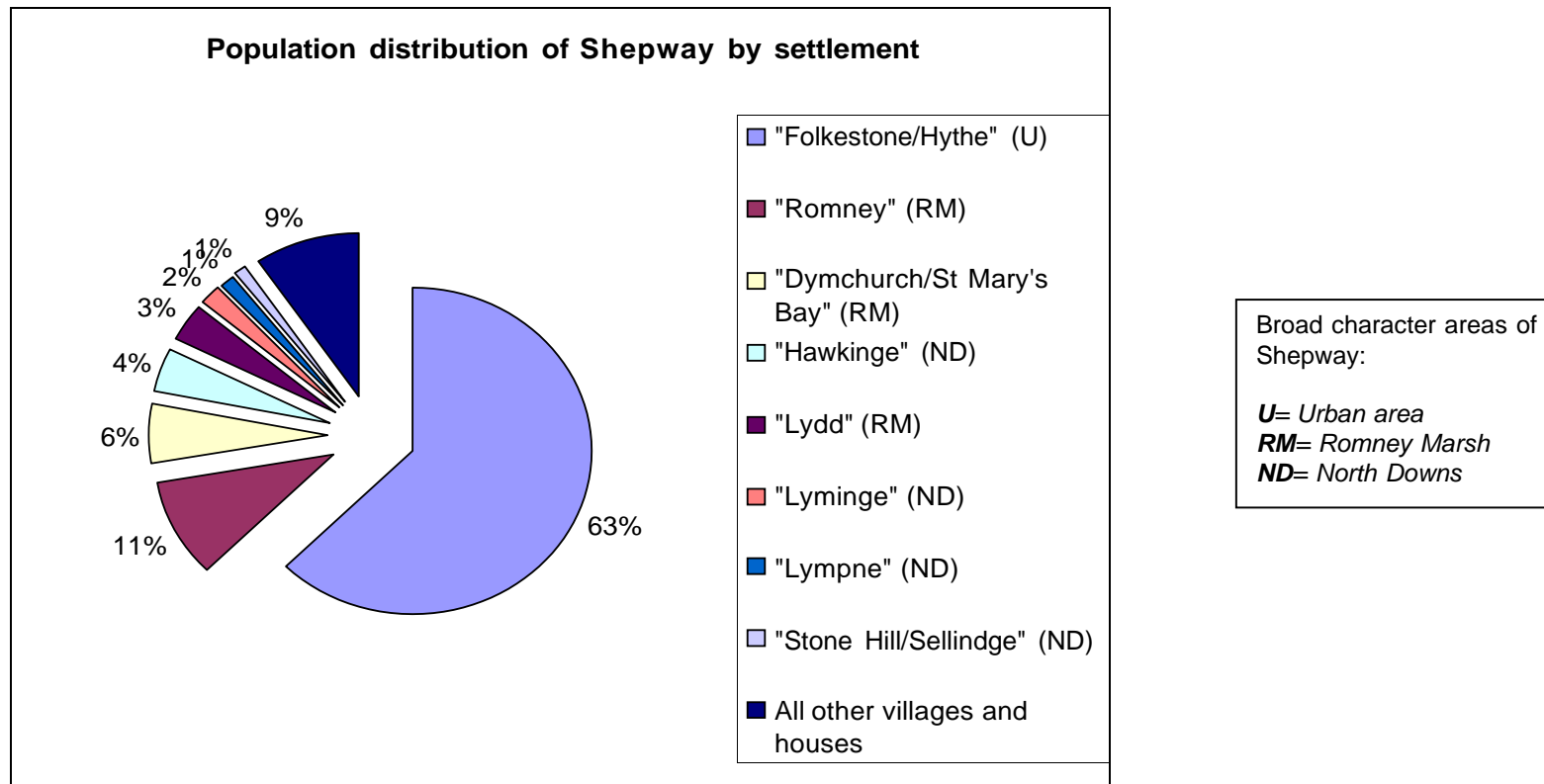
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<sup>5</sup> For practical purposes, their exact boundary is expressed thoroughly district ward boundaries (closely matching).

<sup>6</sup> Settlements were defined as areas of built up land with a minimum area of 20 hectares and an associated population of 1,000. Settlements separated by less than 200 metres were linked.

<sup>7</sup> The Report can be viewed via (Deprecated)





Source: Communities and Local Government Urban Settlement 2001 data.

3.9 The table below shows the five largest settlements in Shepway (and national context by way of size rank within England and Wales). The main urban area is almost in the top 100 'conurbations'. The table below also highlights that most towns outside of the Folkestone area were coastal settlements on the Marsh i.e. New Romney and Lydd, resulting from the role of the coast in the district's long-term development. Most Romney Marsh villages are well under the 1,000 people threshold, but villages are larger in the north of Shepway. The largest settlement in this area is the expanded village of Hawkinge just north of Folkestone. This is now almost certainly the third largest defined built-up area, as it has seen hundreds of dwellings completed and occupied since 2001.

### Largest 5 settlements in Shepway (2001)

<i>Settlement definition</i>	<i>Broad Area</i>	<i>Population (2001)</i>	<i>Rank within Settlements in England &amp; Wales</i>
1. "Folkestone/Hythe"	Urban (U) area	60,039	107th
2. "Romney"	Romney Marsh (RM) area	9,406	515th
3. "Dymchurch/St Mary's Bay"		5,693	741st
4. "Hawkinge"	North Downs (ND) area	4,294	924th
5. "Lydd"	Romney Marsh (RM) area	3,329	1103 <sup>rd</sup>

3.10 Background information such as this would have informed South East Plan preparation, albeit along with data on scores of other areas. The SE Plan was not adopted until immediately before (May 2009) commencement of second stage public consultation on the Shepway LDF Core Strategy (Preferred Options), however it was generally able to be incorporated in local policy formation by examination of draft versions and proposed amendments.

3.11 Relevant policies in the SE Plan setting out where the focus of Shepway's spatial strategy could be included:

- Policy SP3: outlines a focus on urban areas and aiming to utilise access to services and use of previously developed land
- Policy TC1: designates Folkestone as secondary regional centre in the strategic network of town centres.
- Policy BE4: sets out an important role for small rural towns (which could include, for example, New Romney).
- Policy EKA1: highlights a continuing focus at Ashford, the need for regeneration at coastal towns (significantly so at Dover), and growth at Canterbury.
- Policy EKA4: sets the out need for renaissance and new economic impetus in the heart of coastal towns including Folkestone.

3.12 As a regional level document, the SE Plan outlines the role for Folkestone, and generic guidance for smaller settlements, but local evidence is important to provide complementary perspectives on the town's relationship with other towns and villages in Shepway.

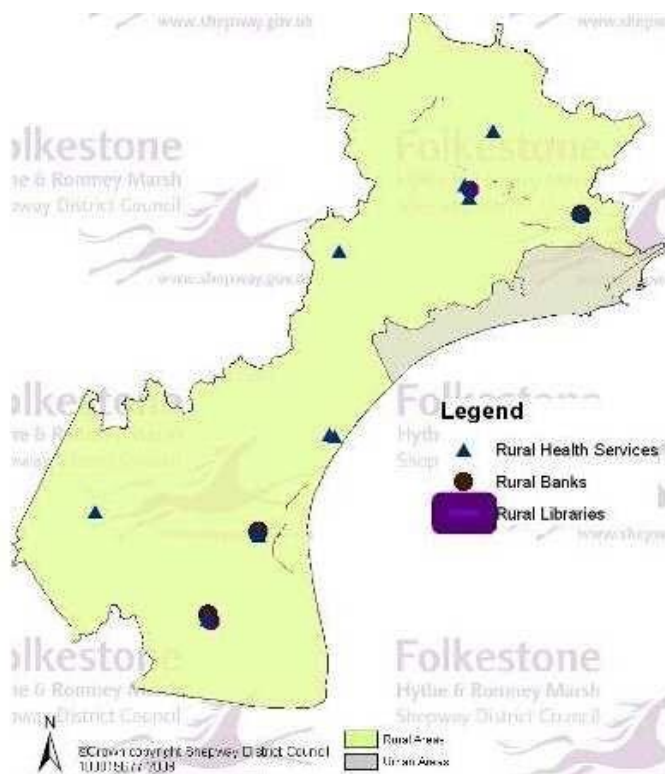
3.13 Considering the potential of urban areas, the priority is on regenerating previously developed land. Three large underused sites were considered underused in the district:

1. Folkestone Seafront (Local Plan allocation)
2. Nickolls Quarry, western Hythe (Local Plan allocation)
3. Surplus Ministry of Defence land, Shorncliffe (confirmation of site within wider area west of Cheriton identified in Local Plan).

These are all within the single Folkestone – Hythe character area. This suggested that any expansion of the towns of Romney Marsh, or other better served settlements, required to meet Shepway's needs would necessitate use of greenfield land. In line with guidance then applicable, Core

Strategy Issues public participation in 2008 did not focus on specific sites. Nevertheless, substantial consideration occurred in following stages (see Development Sites note, Appendix 3 of report to Cabinet April 2011).

3.14 To identify the specific sustainability of local areas outside of the Folkestone/ Hythe urban area, a Rural Services Study<sup>8</sup> was undertaken. This focused on the location of the main facilities needed by the community in rural Shepway. One of the mapping outcomes of this project are outlined below, showing some most important/scarce facilities are located in settlements across Shepway (additional to urban services shown greyed out below), but are often clustered together.



3.9 The Study highlighted clusters of key services, suggesting more sustainable rural settlements, including:

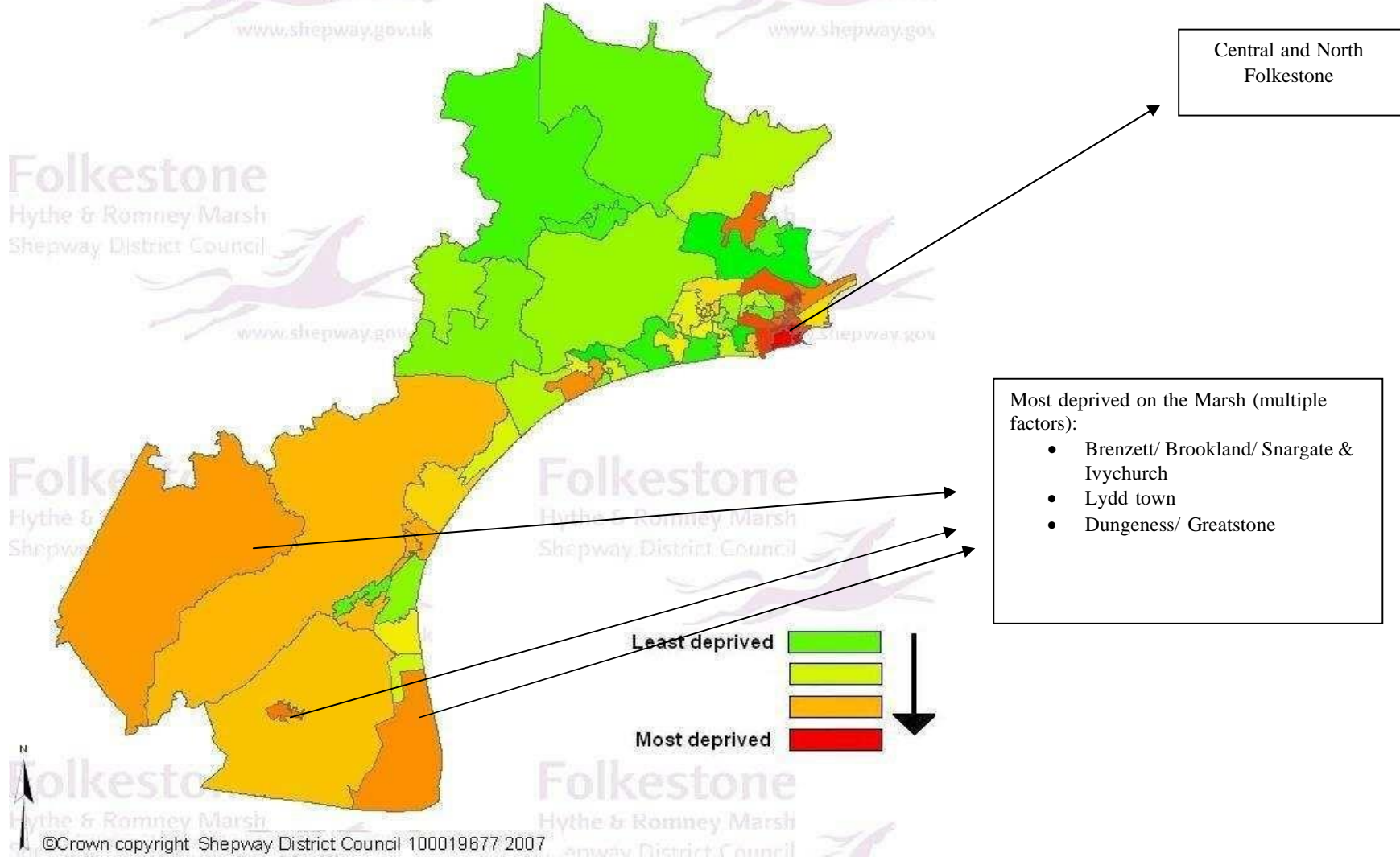
1. Primary clusters at New Romney, Lydd, Hawkinge and Lyminge
2. Secondary clusters at Dymchurch/St Mary's, Brookland/Brenzett, Sellindge and Elham.

A summary of key findings (proposed clusters) is shown in Appendix AAA.

3.15 Finally the composite Indices of Multiple Deprivation, produced nationally, are of use. This highlights the pockets of deprivation in Shepway (including significant parts of Folkestone and Romney Marsh) that should be tackled in any spatial strategy.

<sup>8</sup> The Study can be viewed via (Deprecated)

# Index of Multiple Deprivation 2007



3.16 LDF Core Strategy production is supported by statutory Sustainability Appraisal, which has been developing step-by-step and often published in association with stages of consultation on emerging policy documents. Sustainability Appraisal in Shepway is undertaken by Scott Wilson and the first major document was a Scoping Report, bringing together extensive technical evidence<sup>9</sup> in time to benefit the first stage Core Strategy public consultation (Issues & Options) in 2008. This highlighted key attributes across a range of topics, including the flood zone and AONB designations surrounding the main urban area, and the strategic transport corridor (for example the area highlighted in option 1B below).

3.1 7 In relation to the balance of development across the district, four thematic options were identified by Shepway District Council to inform Issues & Options participation, and are summarised below<sup>10</sup>. These are general concepts applied in the context of Shepway's overall characteristics, as described above.

- *Content [summary booklet]:*

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<sup>9</sup> The full evidence base was still in completion , but some key work had commenced including a Strategic Housing Market Assessment in progress.

<sup>10</sup> LDF Core Strategy Issues and Options consultation summary can be viewed via (Deprecated)

### Option 1A – Concentration in and around the largest towns

This effectively continues the existing policy, based on the historic – largely coastal – settlement pattern. The main advantage is that more development would be located near services and there is a choice of transport.

#### Probable outcome:

Similar to the established approach with development concentrated on Folkestone/Hythe but possibly with some scope for change in other settlement centres.



### Option 1B – Maximise character and potential of broad areas

This would explore possibilities for development in selected broad character areas, along with the main towns in the district. Some parts of the district are generally characterised by low-lying open land or their nationally-recognised natural beauty. Alternatively, some other areas may be better placed to meet needs the district may have for new housing, jobs or facilities etc. For example, in parts of a 'central band' running through the district there is good accessibility by road and rail, and fewer constraints (such as flooding) on development. This is mostly within or near towns like Hythe or Folkestone.

#### Probable outcome:

The overall distribution of development would most likely continue to focus on central (and eastern/coastal) parts of the district. It could maintain firm protection of countryside elsewhere, whilst allowing some change in the district.



### Option 1C – ‘A local hinterlands approach’

An alternative perspective is to focus on certain towns or large villages in the district that (should) play a crucial role in serving surrounding territory. This sees the district as a ‘group of hinterlands’. The hinterland area should be mostly self-sufficient, with one identified settlement forming the focal point for development and local needs. So decisions would be based on how well these key settlements serve their hinterlands. For example, the key town/village in the local area may have to grow to ensure a range of services and jobs can be provided in the locality.



#### Probable outcome:

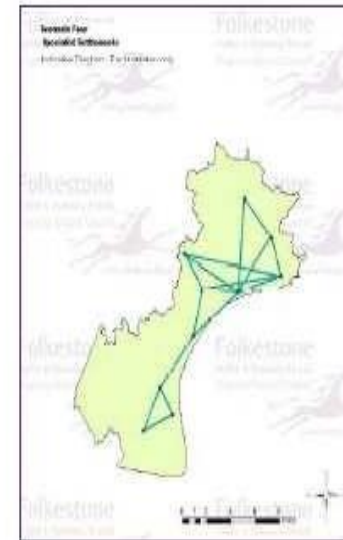
This may alter the approach to rural and large urban areas, probably with a greater dispersal of development across the district and in the countryside. However, new locations for growth may only be possible in certain places.

### Option 1D – ‘A specialist settlements approach’

This very different approach would see development based around the ‘function’ or activity of individual settlements. Each town or village in the district would be developed in line with its role or activity - for example tourism, shops, cultural activities and would grow to provide these activities for the whole district.

#### Probable outcome:

Over time this would encourage major change in the role and character of towns in the district. Traffic would increase but there is uncertainty about implications for the balance between urban and rural areas. For instance, mostly residential towns may see further housing development.



- 3.18 An overview of public responses is available via (Deprecated) In relation to options highlighted above, *Concentration in and around the large towns* (1A) won the majority of support, although a significant minority supported the approach of *Maximising the character and potential of broad areas* (1B).

3.19 Using perspectives emerging from Sustainability Appraisal work, Scott Wilson provided a commentary on Issue & Options to provide an independent evaluation of associated challenges/opportunities. Extracts from this are featured below for the top two most popular thematic options on development distribution (1A and 1B).

Challenges	Opportunities
<b>Option 1a - Concentration in and around large towns</b>	
Settlements with a low current population, but with an identifiable need for regeneration or specific types of development may be overlooked.	A settlement hierarchy should generally lead to relatively sustainable transport patterns amongst residents throughout the district, i.e. the majority of people will not have to travel long distances to access services and facilities.
	Development can easily be made accessible by public transport, walking and cycling
	This will allow a continued focus on making the best use of Shepway's resource of previously developed land, which can be an important factor in facilitating for urban regeneration.
	There may be less pressure on important landscapes and biodiversity, although there are some sensitive environments around the urban fringe that are also important due to their accessibility to town residents.

3.20 This option presented a starting point that proved practical and popular with consultees, especially with transport benefits. It is perhaps associated with a 'no change' strategy in terms of location of development. However the challenge identified by Scott Wilson highlight an example of the possible problems of this approach if not allied with supplementary measures, for example tackling deprivation and rural issues.

<b>Option 1b – Maximise the character and potential of broad areas</b>	
Existing social and economic deprivation could worsen in the predominantly rural, southern half of the district (particularly away from the coast) as a result of increased isolation.	<p>This is a strategic approach that would allow growth to be directed to areas where a range of considerations have been taken into account and it has been determined that there is the greatest potential to deliver sustainable communities. It could lead to the protection, enhancement and generally make the most of the distinctive factors associated with a particular locality.</p> <p>This is contrary to the more traditional approach of directing growth to towns that satisfy a narrow range of criteria, such as exceeding a threshold population, and assuming that change should be resisted elsewhere.</p>
This may create an artificial distinction between areas of the countryside (those that 'are valued' and areas that 'are not formally valued'). In reality all areas of countryside will have their own distinctiveness and associated biodiversity that will have a local value. It will be important that distinctiveness is	There will be the potential to ensure that growth settlements are closely linked through the development of a viable sustainable transport network, and therefore able to benefit from close socio-economic inter-relationships.



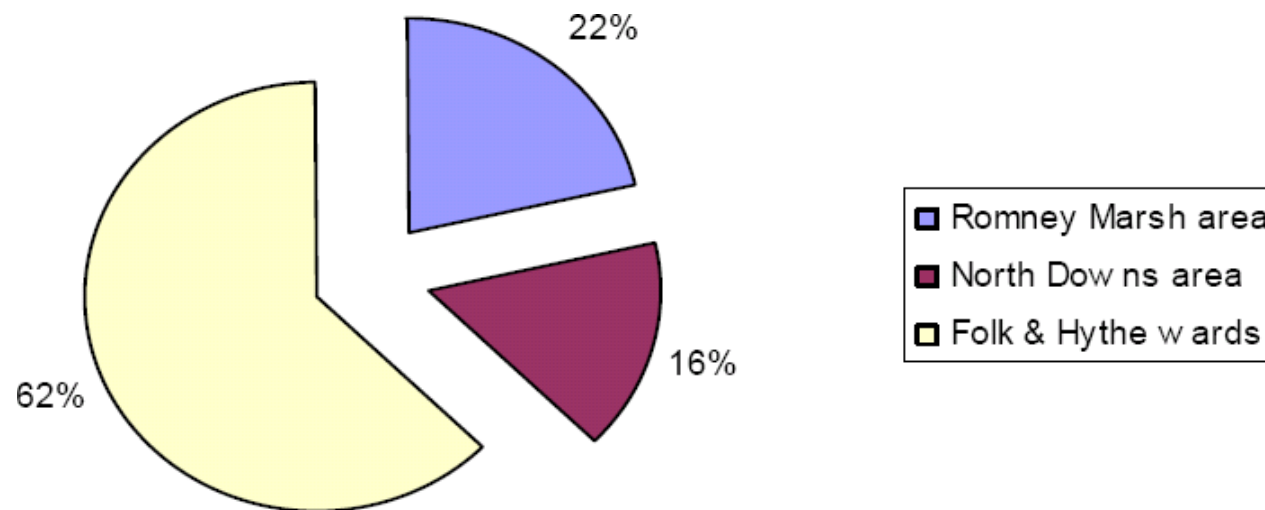
<p>preserved and 'homogenisation' is resisted.</p>	
<p>There could be potential for some urban 'sprawl', although there should be means to mitigate this concern by specific preventative policy.</p>	<p>This option could lead to the most sustainable overall transport patterns for Shepway as a whole.</p> <p>The broad areas imply that there could be a continued focus on accessible development in Folkestone and Hythe (as with the above option). Furthermore, other towns within the 'broad areas' would be encouraged to increase the services and facilities available to local residents and could be successfully linked to larger towns. A relatively small number of people outside of the broad areas might have to travel further, predominantly by private car, to access services and facilities.</p>

3.21 This option is more radical but possibly more of a locally-derived approach looking at the nature of Shepway, not just its current form but where may be a focus for the future. For instance, Scott Wilson highlight some transport benefits which reflect the fact that it is not only the centre of Folkestone (or Hythe) that is well served by travel infrastructure. It requires specific provisions to manage the nature of change in the countryside and towns.

#### 4. 2009 and 2010: Finalising a draft Core Strategy and consultation on preferred options

4.1 The input of the public from 'Issues & Options' in 2008 and undertaking substantial further evidence base work, allowed a specific proposed distributional approach to emerge. This was outlined in the Shepway LDF Core Strategy 'Preferred Options' documents in summer 2009.

4.2 Significantly, the findings of the emerging evidence base were used, along with the Kent Protocol<sup>11</sup>, to identify specific sites options in the Shepway Strategic Housing Land Availability Assessment (SHLAA). The suitability of sites was a primary consideration (looking at better served settlements and public transport corridors – as illustrated in Annex 2), along with availability and achievability. This identified a large number of possible sites, the volume of which within the district is illustrated below:



4.3 These new sites, which are additional to the 1,102 dwellings delivered across the district in the three years from 2006/7, total a possible 10,533 new dwellings. In terms of the broad areas of the district, this is made up of:

- Folkestone and Hythe = 5,395 dwellings

<sup>11</sup> The Protocol can be viewed via [http://www.gravesham.gov.uk/media/pdf/q/t/SHLAA\\_Protocol\\_for\\_Kent\\_and\\_Medway.pdf](http://www.gravesham.gov.uk/media/pdf/q/t/SHLAA_Protocol_for_Kent_and_Medway.pdf)

- North Downs area = 3,373 dwellings
- Romney Marsh area = 1,765 dwellings.

The implications of quantitative options for future housing supply in Shepway are considered in detail through an examination of social and economic considerations elsewhere<sup>12</sup>. However the spatial strategy should be guided by additional evidence to determine the full extent to which these houses should be planned for.

4.4 The primary indication of the proposed geographic focus of the Core Strategy is in the key town and village networks set out in Chapter 5 of Preferred Options (Annex 3) This classifies urban and rural settlements, to guide their future role.

4.5 The following hierarchy of main settlements was suggested:

1. **Folkestone**
2. **Hythe, New Romney**
3. **Lydd, Hawkinge**

With 22 villages identified at various levels below the above towns/ large settlements. This is updated in section 6 of this paper.

4.6 This stems from:

- South East Plan policies SP3, TC1 and BE4,
- Folkestone's further expanding role as a transport hub (South East Plan diagrams T1 and T2 and the introduction of High Speed 1 services to Folkestone Central and West)
- the Rural Services Study
- Sustainability Appraisal

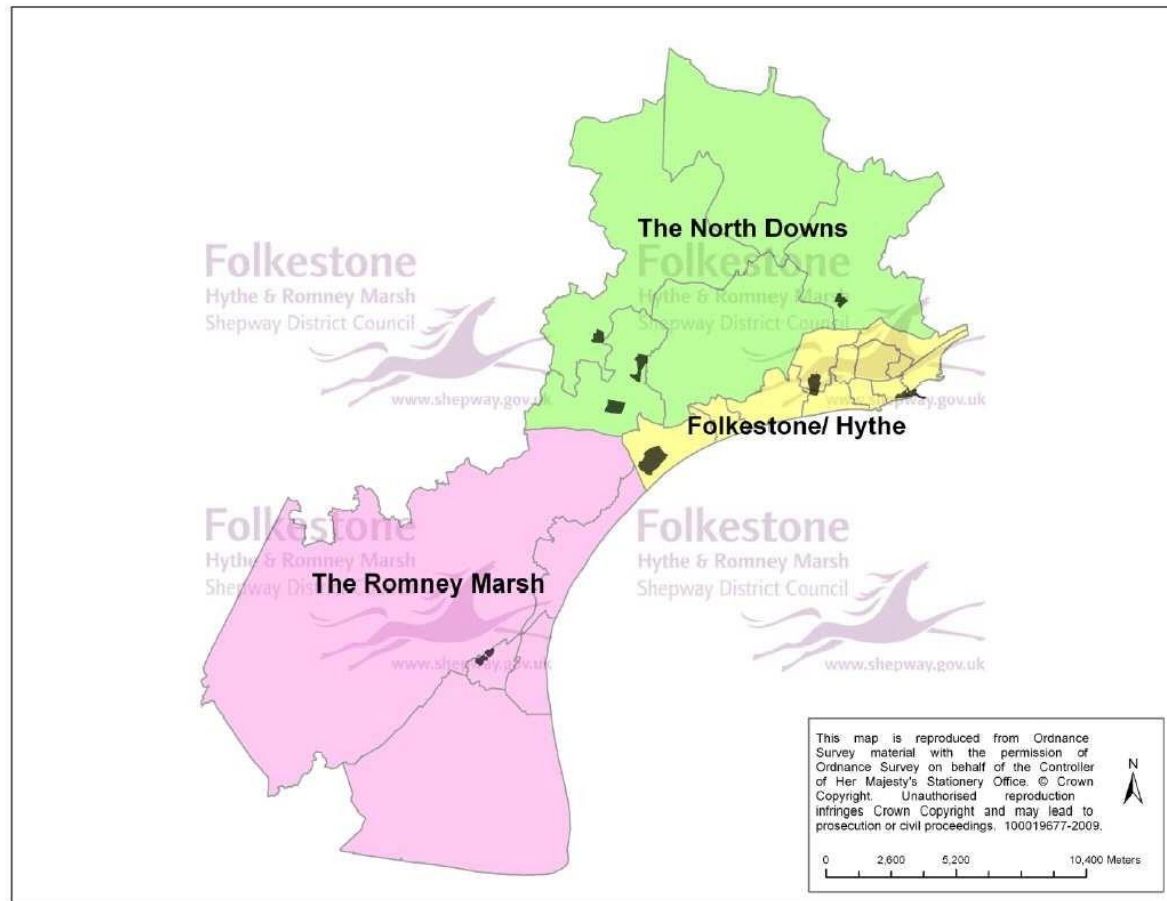
It can be seen this is broadly proportionate with their existing size (See section 3 of this paper).

4.7 This 'rank of settlements' was applied to meet the district's development needs, within an area-based presentation in Preferred Options. Accordingly in the following examination of spatial strategy options - building on information presented in Preferred Options documents - the urban area is discussed first, then Romney Marsh and its towns, then the North Downs area.

4.8 These areas are shown coloured below, along with potential strategic sites (in black) that emerged from evidence:

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<sup>12</sup> Appendix 1 of Report to Cabinet April 2011 (Strategic Requirements).



**Map 12.1 The Three Strategic Areas and Site Proposals**

**4.9 Folkestone and Hythe area:** This is the starting point and focus for regeneration and accommodating necessary growth. Therefore, under the preferred Strategic Option (SO3 A selective approach to change and opportunities) no deliverable potential housing and employment sites are

rejected as the preferred option for Folkestone. For example, all deliverable housing sites identified in the SHLAA are expected to come forward. In Folkestone this includes the major brownfield opportunities at the Seafront and Barracks. Hythe is similar, with Nickolls Quarry identified strategically. These large sites are the main examples why about 85% of housing under the preferred option was expected to take place on previously developed (brownfield) land.

4.10 Applying evidence to the scenarios endorsed in public comments on Issues and Options (1a Concentration in and around the largest towns) to its maximum extent, led to the following proposal that featured in Chapter 9 of Preferred Options:

- *2009 Preferred Options Content [Urban area proposals]:*

***The Development Path Preferred Option SO3 is to make provision for approximately 4,700 new homes and the bulk of Shepway's new employment land in the Folkestone and Hythe area between 2006 and 2026. In order to do this, the Core Strategy will set out specific provisions to encourage the regeneration of the following areas, where the majority of new homes will be located:***

- *East and central Folkestone*
- *Folkestone Seafront*
- *Risborough and Napier Barracks, Cheriton*
- *Nickolls Quarry, Hythe.*

*The first bullet point sets out a key area where there is potential for additional investment and where high quality development, especially for mixed uses, will be actively encouraged. One prominent example is the Old Gas Works, Ship Street, where the development brief will be retained and regeneration encouraged. The other locations are specific key sites and hold the potential collectively for major housing and commercial development with supporting facilities to regenerate run-down areas and promote sustainable growth.*

4.11 Therefore it was considered realistic (and in line with the Sustainability Appraisal commentary produced<sup>13</sup>) for the regeneration of this area to accommodate about two thirds of housing growth (4,700 out of about 7,000 dwellings) expected in the district 2006-2026. This approach was the maximum realistically possible for the area, using all brownfield opportunities and with each town including edge of settlement managed expansions (Nickolls Quarry for Hythe and the Barracks for Folkestone). Promotion of Folkestone Seafront as the other strategic site will rejuvenate Folkestone town centre, and is also expected to stimulate (currently unidentifiable) opportunities for the housing-led regeneration and market renewal of inner and eastern Folkestone.

4.12 There are no further sites to produce a higher level growth option in the urban area of Folkestone-Hythe. This reflects land availability and the sea/ sensitive environments that flank all other parts of the urban area, as explained above and recognised in South East Plan paragraph 18.4.

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<sup>13</sup> Published in Appendix 4 of Cabinet Report April 2011.

4.13 **Romney Marsh area:** The next focus of the spatial strategy in terms of the rank of settlements is on New Romney, and also then Lydd. These have been identified in previous strategic plans (e.g. the Kent Structure Plan) as rural service centres. The need for regeneration on the Marsh has been identified in a range of evidence, including Sustainability Appraisal. There is a clear need for strategic provisions to be made for this isolated sub-area. For employment, this can tackle low wages and limited opportunities. For housing, this is required to ensure a planned approach to securing a deliverable supply of housing in the context of potentially substantial environmental constraints. The sensitivity of the landscape and internationally designated habitats is a key issue in bringing sites forward, but change must be planned to address acute demographic issues, and the limited scale of potential infill/ brownfield development (modest scale of settlements and industrial development). Moreover, there is a very real challenge of delivering sustainable development in the context of addressing flood risks that are sometimes 'extreme'.

4.14 There are few options for major new development sites in the area to meet needs. In addition to smaller 'brownfield' sites in settlements, the SHLAA shows the only deliverable new options for sustainable expansion of settlements were in New Romney/Littlestone and Brookland. The Preferred Option sets out a focus on New Romney as the only option to meet the needs of the Marsh for significant development and ensuring a reasonable supply of new housing. Lydd performs less well in terms of the Employment Land Review, Rural Services Study and choice of public and commercial facilities, and moreover has no strategic scale options for housing growth but does contain a range of small development opportunities in the SHLAA.

4.15 This evidence-led approach is consistent with South East Plan policy BE4 to strengthen the viability of small rural towns. It also recognises that with a required level of development, the popular scenario from Issues and Options (1a Concentration in and around the largest towns) may in practice necessitate a focus on towns that are not the very biggest but are relatively large in their rural context. A similar logic may apply to some extent in the better served villages in Romney Marsh, especially given the isolation of many settlements in the area. Further work in relation to the location and community buildings in villages has been undertaken for this part of the district, given the need for a more fine-grained analysis as most settlements are small and/or isolated from major urban centres. This is outlined in Annex 1, providing further detail in relation to issues first tackled in the Rural Services Study.

4.16 The following proposal reflects this approach, and seeks to focus on a suitable site for New Romney (rejecting a potential site at Littlestone in the SHLAA<sup>14</sup>):

- *Preferred Options Content [Romney Marsh area proposals]:*

***The Development Path Preferred Option SO3 is to take account of the specific environmental, flooding and socio-economic issues of the area and make strategic provision for at least 700 new homes and increased employment land between 2006 and 2026, with the bulk of additional provision in and around New Romney Town, and a secondary focus on Lydd.***

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<sup>14</sup> For more recent information see annexe within Appendix 3 of April 2011 Cabinet Report

*The Core Strategy will take a positive approach to new housing and job generating uses (including Dungeness C) in order to tackle deprivation and support the growth of existing clusters of accessible services. However, the environment of Romney Marsh is sensitively balanced, so the proposal is for the majority of development to occur through smaller-scale sites based on local needs. In line with this approach, no strategic scale housing proposals are included other than housing-led development at New Romney.*

*Major development will be focused in and around the largest settlements, to ensure no downturn in rates of new housing provision.*

4.17 Under the preferred Strategic Option (SO3 A selective approach to change and opportunities), possible SHLAA sites have been considered in this context and through the vital consideration of flood risk. PPS25 sets out that a sequential approach should be taken and this has been applied to the Romney Marsh and results in a site just to the north of New Romney Town centre<sup>15</sup>.

4.18 It is clear from the local characteristics, that even with the inclusion of a strategic site at New Romney to support the future role of the town as a focus and stimulus for the Marsh's growth, the ability of Romney Marsh with its flood risk areas, special environments and small existing settlements to make a major contribution to district wide strategic objectives is limited. However planned development is needed to sustain its own rural life and overcome entrenched deprivation in some communities.

4.19 The strategic rationale was elaborated in paragraphs 10.7-10.9 of Preferred Options.

4.20 **North Downs area.** This area is also rural, but is relatively accessible in parts and close to some major towns in east Kent. It includes Hawkinge, which has been heavily expanded under the Structure Plan, other villages in the AONB, plus an area either side of the main transport corridor (identified in earlier sections). It is clear that sustainable growth options do exist within this area, and given the overall needs of the district, site specific opportunities with their own rationale can also play a wider role.

4.21 The spatial strategy proposed has two main elements: amending the strategic planning of Hawkinge to move towards a focus on commercial and community uses to complement its current scale, and enhanced recognition of the transport corridor and opportunities outside the AONB but in better served settlements near or accessible to main towns. Therefore many SHLAA sites are supported in the proposals apart from rejection of further Greenfield expansion to the extent of Hawkinge. This is complemented by a focus on delivering strategic employment sites (Link Park, Lympne and Hawkinge) as currently allocated.

4.22 The Rural Services Study highlights that villages in this area are generally better served by services than in Romney Marsh. Moreover they tend to be larger and (even away from the main transport corridor) relatively well served for a rural area by public transport e.g. Sellindge. The area is located within a diamond of major towns: Folkestone, Dover, Ashford and Canterbury. This means at key transport nodes, town centre services such as hospitals and higher/further education facilities, choice of retail and leisure services, are a very short journey away. For instance, Ashford International is typically only 9 minutes from Westenhanger station, and Folkestone Central station 11 minutes.

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<sup>15</sup> The approach taken can be viewed via (Deprecated)

4.23 This character area is perhaps the most important in relation to the second favourite scenario (1b Maximise the character and potential of broad areas), which recognised the proximity of the relatively unconstrained transport corridor area to Shepway's main urban centre.

4.24 The East Kent Rural South Local Housing Market Area<sup>16</sup>, which covers the North Downs part of Shepway (apart from around Hawkinge) highlighted particularly acute issues of rural affordability in this locality. Affordable housing, along with the above issues of services, accessibility and setting, all feature as a key consideration in South East Plan policy BE5 for the management of villages and planning their future. Community-led initiatives are particularly important. These considerations led to the following approach put forward for consultation:

- *2009 Preferred Options Content [North Downs area proposals]:*

***The Development Path Preferred Option SO3 is to protect the quality of the local environment, tackle rural affordability issues, and promote investment in accessible areas. This involves provision for around 1,600 new homes and additional employment land in the North Downs area between 2006 and 2026. The bulk of new provision will be outside of the high quality AONB landscape designation, with no strategic allocations in the open countryside of the North Downs Area.***

*The Core Strategy will take a selective approach to new housing and job generating uses in the North Downs area, to ensure new jobs and better quality homes are delivered in Shepway, and villages can grow appropriately to support their services and needs. The Kent Downs landscape is of national importance and key to the district's future....Accordingly, the Preferred Option is to encourage appropriate growth opportunities in the south-west of the area .... and to amend the existing strategic planning approach to Hawkinge.*

4.25 Under the preferred strategic option, this area is the most sustainable to provide additional residential and commercial investment in the district after the urban area. Therefore its potential should be explored to provide around a fifth of the district's housing and deliver major economic opportunities (industrial land, and tourism growth for example at Folkestone Racecourse).

4.26 The strategic rationale was elaborated in paras 11.6 and 11.7 of Preferred Options.

## 5. Future land uses throughout Shepway's settlements

5.1 Current residential accommodation, like some other uses such as tourist attractions, is distributed widely across the district; being bound up with the historic evolution of places in the district and the character of settlements and environments at all scales. However in terms of future development and expected focal areas of population, it is preferable given 'place shaping' needs that major residential development is generally delivered alongside some commercial activities and infrastructure, as much is feasible.

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<sup>16</sup> See the SHMA available via (Deprecated)



5.2 Preferred Options proposals were formulated on the back of public views at Issues & Options<sup>17</sup> expressing a clear desire for employment growth locations in order to accompany housing growth. Notwithstanding shorter-term economic problems, the Employment Land Review (ELR) commissioned by Shepway found that there was sufficient land available in all areas (to a greater or lesser extent) to allow this objective to be achieved, depending on market demand. In some areas e.g. Lympe there is the potential for the planning system (under current policies) to deliver employment development well above and beyond residential development in the locality, if the commercial property market proves supportive.

#### Distribution of available industrial/office floorspace by area

<i>CS sub-area:</i>	<i>Folkestone/Hythe</i>		<i>Romney</i>	<i>North Downs</i>	
<b>Use</b>	<b>Folkestone</b>	<b>Hythe</b>	<b>Marsh</b>	<b>Lympne</b>	<b>Other Rural</b>
Estimated Floorspace Capacity (m <sup>2</sup> ) *	34,000	21,940	26,200	62,720	35,000
<b>% of District Total</b>	<b>18.9%</b>	<b>12.2%</b>	<b>14.5%</b>	<b>34.8%</b>	<b>19.4%</b>
Potential land supply (ha) **	12.4	5.8	10.0	32.4	8.6
<b>% of District Total</b>	<b>17.9%</b>	<b>8.4%</b>	<b>14.4%</b>	<b>46.8%</b>	<b>12.4%</b>

Source: \* Kent County Council, 2008 (includes allocations and permissions not started); \*\* NLP analysis of sites (see Table 5.6).

- ELR Table 9.7.

5.3 The ELR concluded that the vast majority of this land should be maintained, primarily to meet the qualitative needs of existing district employment sectors – in particular to ensure the continued provision of lower cost industrial land that is important in Shepway (especially outside of Folkestone). However in terms of meeting the challenge of delivering new floorspace in competition with other locations in East Kent, the

<sup>17</sup> Available to view via (Deprecated)

modern economy means much investment will require a relatively urban and accessible location. Three quarters of completed office/industrial floorspace in recent years (ELR table 9.6) has been in/around Folkestone, however Preferred Options set out provisions for additional employment sites in the North Downs and Romney Marsh areas, alongside specific regeneration initiatives:

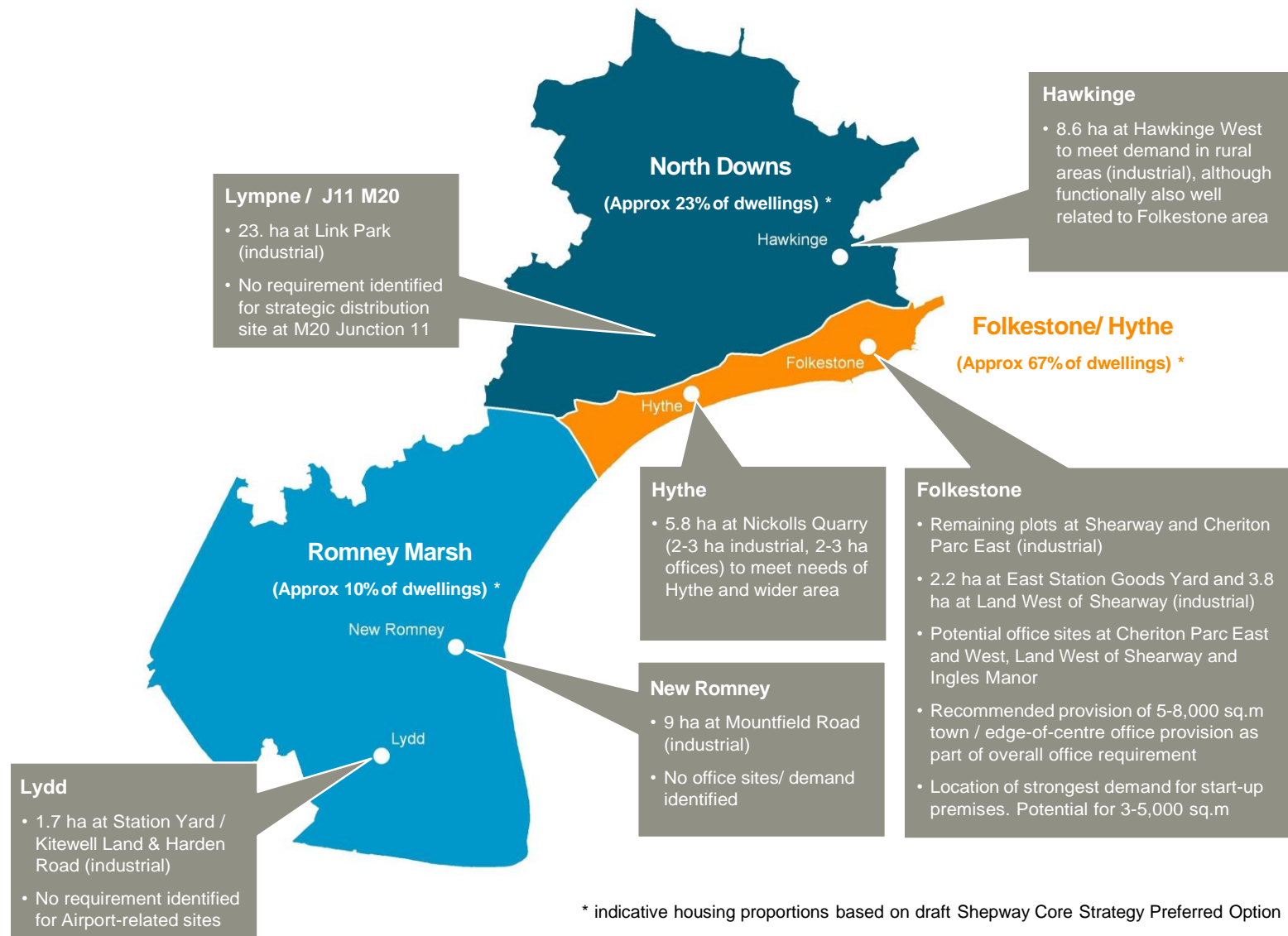
#### **ND1 Strategy for Rural Development in North Downs area**

*In terms of offices and industry, the Core Strategy will set out that there will continue to be designated employment sites at Lympne and Hawkinge. Retention of major commercial activity at Lympne is a priority given its strategic contribution to jobs, and its expansion will be supported in line with past planning permissions. The Preferred Option is for a mixed-use approach to be adopted at designated land in southwest Hawkinge in order to ensure a choice of modern business facilities in and around the wider Folkestone area (and rural north Shepway) comes forward.*

#### **RM1 Strategy for Rural Development in Romney Marsh area**

*In terms of offices and industry, the Core Strategy will set out a continued commitment to designated employment sites at New Romney and Lydd, in order to provide low cost business premises and to secure local jobs.... In terms of other job generating activities, the Core Strategy will support key growth themes where Shepway has a competitive advantage, in particular tourism/leisure, and energy; plus investment in the land-based economy.*

The urban-rural balance is illustrated in this summary diagram produced for the ELR:



5.4 Planning policy therefore can encourage a balance of employment and residential development – and retention of such needed uses where existing - in towns and villages across Shepway, but in the context of the sub-regional property market, the delivery of new commercial development is dependent on the private sector which will find some parts of the district more attractive than others.

5.5 In relation to retail activity, the focus will continue to be around established centres in line with national policy. Preferred Options policy AS4 suggested an explicit retail hierarchy to ensure an appropriate focus of new development on town and district centres (Folkestone, Hythe, New Romney, Cheriton, Lydd and Hawkinge) and identified other local/village centres where their continued function should be supported. This follows the Rural Services Study and monitoring.

5.6 The size of Shepway's currently designated town centres is set out in Annual Monitoring Reports, and the situation in terms of square meters of floorspace in 2008 is shown below.

Sector description	Folkestone	Hythe	Cheriton	New Romney	Lydd
Convenience goods	15,484	3,236	2,521	1,149	462
Comparison goods	45,890	9,410	4,841	3,058	827
Services	5,204	1,529	1,015	706	0
Vacant	12,491	1,547	851	409	0
Vacancy rate	15.8%	9.8%	9%	7.6%	0%
Total Floorspace	79,069	15,722	9,414	5,390	1,289

Source: KCC Town Centre Audits (November 2008)

5.7 Comparable figures are available for 2005, which highlight the main changes as being growth in all provision in Folkestone, and changing vacancy rates by floorspace – especially decreases in Hythe and Lydd<sup>18</sup>. Over three-quarters of floorspace in Shepway town centres is now found in Folkestone, following completion of the Bouverie Place shopping centre.

5.8 In terms of future need, the Shepway Retail Needs Study (updated 2010) shows limited future need, perhaps only a 5% increase required in the long-term. Due to a concentration on a limited number of urban centres in the retail construction industry, that in turn may reflect the degree of competitiveness in the modern retail sector, it is likely to be most viable to delivered in Folkestone, and planning policy requirements would direct this in the first instance to the town centre and edge of centre locations.

5.9 Development of businesses in Shepway is also increasingly expected to be impacted by local labour market changes due to demographic pressures, as extensively documented in evidence (including the Strategic Requirements paper, Appendix 1 of the April 2011 Cabinet Report)

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<sup>18</sup> More recent date accounting for the onset of recession is available in the AMR 2010 for vacant units under the proportion of street frontage measurement. This shows Cheriton may well now be the centre worse affected by vacancy, but retail vacancy rates in main town centres remain low especially in Folkestone and New Romney.

## 6. 2010 and 2011: Moving towards a draft spatial strategy

6.1 The outcomes of public comments on Preferred Options are summarised below for selected spatial strategy issues<sup>19</sup>. The table here also addressed main distributional points, in terms of recent evidence and informing the production of a pre-submission stage document:

Consultation question number	Summary of public views on spatial strategy issues	SDC comment 2011	Sources for further information
3, 5	Several residents would prefer an exclusive focus on brownfield and urban sites.	As well as restricting the ability to directly address rural needs, this would prevent utilisation of the district's assets, including the attraction of appropriate rural locations for certain types of investment. Opportunities in urban locations and on previously developed land have been maximised, but cannot fully accommodate district-wide needs.	See above including paragraphs 3.7 and 4.9, and forthcoming Brownfield Land Study commissioned by the Homes & Community Agency.
4, 10	There was interest in the Romney Marsh, with some people requesting further development in Lydd.	Prospects of significant employment growth from a combination of both an expanded airport and a new nuclear power station are now more distant, and the degree of growth envisaged by some may now be less if the economic stimulus is more modest. Intensification of MoD activities at Lydd may provide some indirect spinoffs in terms of expenditure in the town, but employment changes may be more gradual as many relocated employees live in the district already.	See above including paragraphs 4.13-4.19, Section 5 and Annexe 1 of this paper.
4, 6, 16	There was general support for the main focus of development in terms of urban settlements.	Noted.	See above including paragraphs 4.9-4.12.
4, 14-17.	Many residents of smaller settlements expressed concern about proposals for the future of their village.	Many issues have been tackled in the Potential Strategic Sites evaluation. There is scope to refine the outline classification of smaller settlements from the typology proposed at Preferred Options.	See Development Sites paper and Sustainability Appraisal (including Appendices 3 and 4 to Cabinet Report April 2011).

6.2 In the intervening period significant further work has been undertaken on potential strategic sites flowing from the evidence base. This included developer led-consultations in 2010 in the specific areas to address some comments about the availability of sites-specific information.

6.3 From ongoing public involvement and the response to Preferred Options consultation documents, and the overall need for continuing technical work on the impact of proposals and more geographically fine-grained analysis (moving beyond broad character areas and into specific localities and cumulative impact), the primary further work streams in relation to distributional issues at April 2011 include:

<sup>19</sup> See (Deprecated) for full details.

- Commissioning a Transport Strategy, including detailed testing of infrastructure capacity. The outcomes of this fed into the potential strategic sites evaluation, and Core Strategy infrastructure planning. An example of outputs is shown at Annexes 4 to 6.<sup>20</sup>
- A study in production (commissioned by Kent County Council) to guide policy on central Folkestone, looking at long-term development potential and identifying opportunities to improve pedestrian access and the public realm.
- A study in production (commissioned by the HCA) looking at issues with developing major 'brownfield' sites.
- Additional investigation of rural development issues, secured through a successful bid to the Rural Masterplanning Fund (part of process still to conclude). This delivered the site investigation at Sellindge through a community-based project ([www.sellindgefuture.org.uk](http://www.sellindgefuture.org.uk)), and a design-based assessment of Romney Marsh villages in the future.
- Continuing Habitats Regulations Assessment, and Sustainability Appraisal.

**6.4 This paper can conclude (April 2011) that a spatial strategy should be developed refining the distribution of future development that has flown from public participation and evidence gathering throughout the LDF Core Strategy process.**

**6.5** At the core of delivering this spatial strategy will be:

- A settlement hierarchy
- A network of town centres and other focal points of commercial activity
- A selection of strategic sites for development.

The first two key elements are summarised below. The latter is dealt with in a companion paper<sup>21</sup>.

**6.6 It is recommended** that evidence suggests a hierarchy of settlements with approximately six-tiers be considered, recognising the complexity of the district and the varying functional importance of places depending on their location (e.g. character area/urban-rural context). The key elements are outlined below

- **The Sub-Regional Town (1): FOLKESTONE.**

*To accommodate substantial residential development, and the bulk of commercial development. To provide improved (inter-) national transport links, employment and cultural and public services for the whole of Shepway, adjoining districts and visitors*

- **Strategic Towns for Shepway (2): HYTHE, NEW ROMNEY TOWN**

*To accommodate significant development - consistent with maintaining their historic character - appropriate to the needs of their extensive wider hinterlands in Shepway, and maintaining the viability of their local transport hubs, Town Centres and higher order tourism, employment and public services.*

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<sup>20</sup> The Transport Study can be viewed via (Deprecated)

<sup>21</sup> Development Sites (Appendix 4 Cabinet Report April 2011).

- **Service Centres for Shepway (2):** LYDD TOWN, HAWKINGE

*To accommodate development appropriate to Shepway and their own needs, in order to grow and consolidate their position as District Centres serving the local hinterland with shops, employment and public services.*

- **Rural centres (4):** DYMCHURCH, ELHAM, LYMINGE, SELLINDGE

*To develop - consistent with enhancing the natural and historic environment - supporting their role as integrated tourist and local centres providing shops and services for residents, visitors and other villages in the North Downs and Romney Marsh.*

- [PLUS TWO TIERS OF VILLAGES]

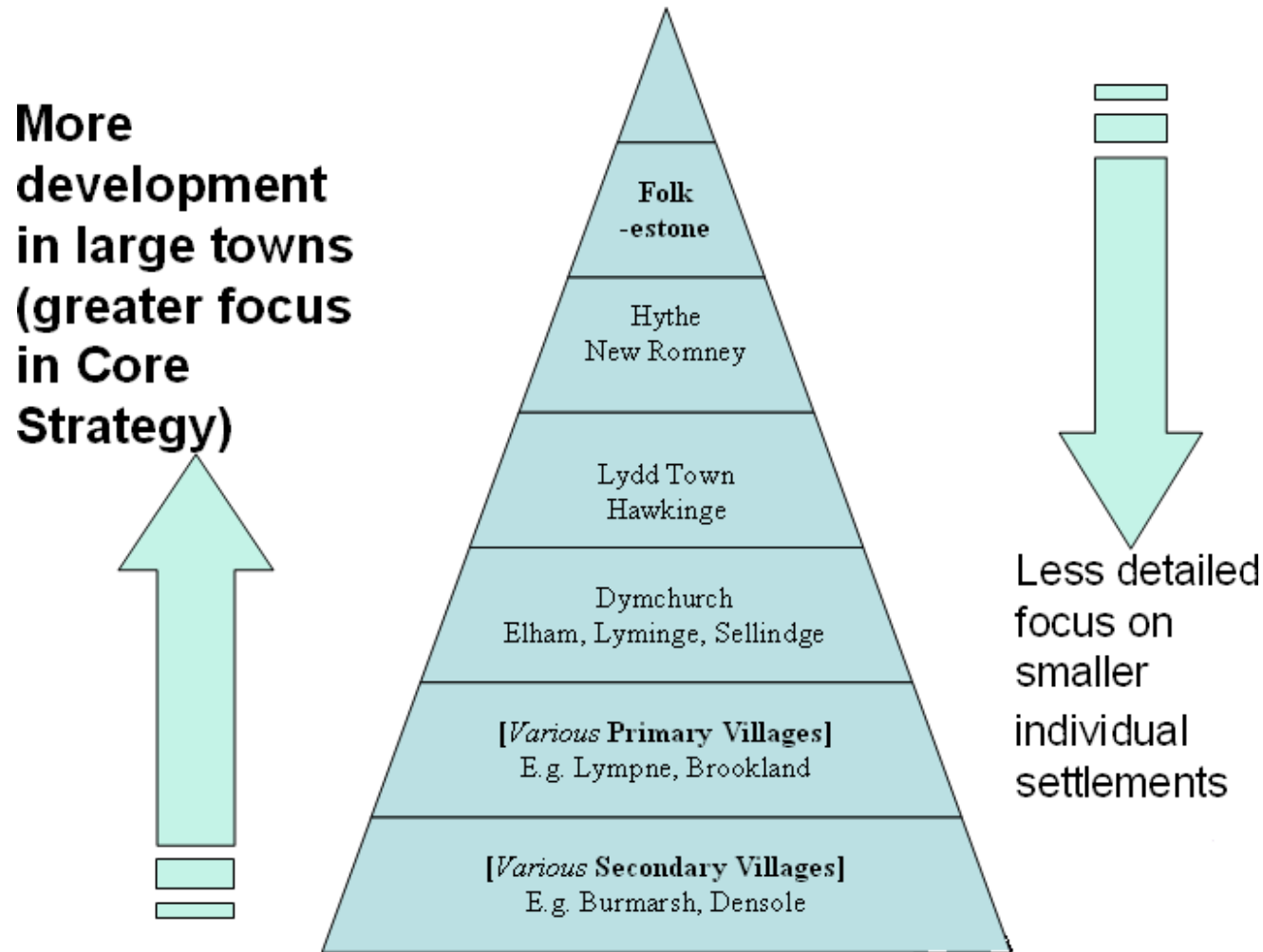
**6.7** It can be seen that the focus on 'in and around the largest towns' has been retained, with Folkestone at the forefront. It reflects longstanding levels of residential and commercial provision (see both paragraph 3.8 on population, and the significance of town centres paragraphs 5.6 & 5.7).

**6.8** Hythe is linked to Folkestone and clearly is important, but New Romney is the next most significant settlement and an appropriate focus for Romney Marsh as a whole. Hawkinge is the next largest urban area in Shepway, and is the next tier down, along with the small historic town of Lydd which has a more isolated location. The next tier down is Rural Centres, which includes the large resort of Dymchurch in Romney Marsh area, and three other more significant villages in the North Downs (the historic focal village of Elham, the large villages of Lyminge and Sellindge with over 1,000 residents). The primary and secondary village categories have been simplified from the typology in Preferred Options, but they are all locally important villages (albeit secondary villages have a better selection of services).

**6.9** Any planning application plays close attention to the environment within which the development is proposed, and this should continue, but it is considered this settlement could form a sound and strategic basis for future informing the principle of planning decisions.

**6.10** The following diagram aims to depict that the Core Strategy will make specific provisions for the development of the most significant settlements, which are predominantly urban. Nevertheless, the identification of specific village is of use to rural development and moreover the designation of settlements allows other places (e.g. sensitive hamlets, farmsteads) to be regarded as open countryside and defended from inappropriate development. It is provided for illustrative purposes only.





**6.11 It is further recommended** that strategic provisions be made to recognise the importance of places for shopping, services and employment functions, in order to maximise a balanced distribution of development across uses.

**6.12** This network should include the central parts of towns and villages:

- **Town Centres (3):** FOLKESTONE, HYTHE, NEW ROMNEY
- **District Centres (3):** LYDD, CHERITON, HAWKINGE
- **LOCAL CENTRES:** To include Dymchurch, Lyminge, Sandgate plus others.

**6.13** It is also important that the Core Strategy recognises the role and need for appropriate development of other priority office/industrial locations, including sites in/around Folkestone, Hythe, New Romney, Lydd, Hawkinge and Lympe.

# ANNEXES

1. Settlements in the Romney Marsh district ward
2. Rural Services Study key outcomes
3. Preferred Options – District Development Path (excerpts)
4. Figure 2.7 from the Transport Strategy
5. Figure 2.1 from the Transport Strategy
6. Figure 3.3 from the Transport Strategy

# ANNEXE 1

## Settlements in the Romney Marsh district ward

The north of the district, whether within the AONB or not, is better served by transport and settlements (inside and outside of the district), and following the initial considerations of the strategic evidence base (Rural Services Study and the SHLAA, both based around objective criteria) a more fine-grained evaluation of the south of Shepway was undertaken.

The main towns outside the district that serve this area are:

- The expanding urban centre of Ashford, approximately 15km north of Brenzett
- Smaller towns (less populated than New Romney according to DCLG/census) of:
  - Tenterden in Ashford District, also approximately 15km away from Brenzett (to northwest)
  - Rye in Sussex, approximately 10km southwest of Brenzett.

Deprivation is an issue in the Romney Marsh area, and is acute in certain pockets (included the western villages around Brenzett area).

Service provision is limited outside the towns and coastal resorts of Romney Marsh, with New Romney the largest and nearest town for many villages. Brookland and Brenzett (the centres of which are some 2km apart) were classified as a Secondary cluster in the Rural Services Study on the basis of their collective facilities.

### *Main<sup>22</sup> inland villages in Romney Marsh:*

Name	Parish size		Village services								Village transport/ accessibility				Other facilities
	House-Holds 2007	Pop-ulation 2001	GP	Weekl y mobile library	Shop/ Pet rol sta.	Prim -ary sch-ool	Pos t Office service	Pub(s )	Vill ag e Hal l	Servic eTotal (out of 7)	Km to New Romney	Km to Apple-dore rail sta.	Main road	Bus route	
Brookland	197	453	Y	Y	-	Y	-	Y	Y	5	7	5.8	A259(T)	Ltd 6 day/wk	Sports field
Brenzett	159	377	-	-	Y	Y	Y	-	Y	4	5.5	3.8	B2080 + A259(T)	Ltd 6 day/wk	Aeronautical museum
Ivychurch	124	245	-	-	-	-	Y	Y	Y	3	4.8	6.5	Former	Ltd 6	Playing field

<sup>22</sup> **Snargate, St Mary-in-Marsh and Snav**e have not been regarded as villages, forming hamlets or of insufficient concentration to form a settlement in practice. They do not have settlement boundaries and are believed to have populations under 200.

													B2070	day/wk	
Newchurch	137	314	-	-	-	-	Y	-	Y	2	6.5	11	Un-classified	V.l td 6 day/wk	Restaurant LP Playing field
Old Romney	88	206	-	-	-	-	-	Y	Y	2	3.7	7.5	A259	Ltd 6 day/wk	(No LP settlement boundary)
Burmarsh	131	358	-	-	-	-	-	Y	-	1	7*	8*	Un-classified	1 return 1 day/wk	LP Playing field Haguelands Shop (Parish)
<i>Totals</i>	<i>836</i>	<i>1,960</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>						

\* =Nearest town is Hythe and mainline station Westenhanger, so these have been used to measure.

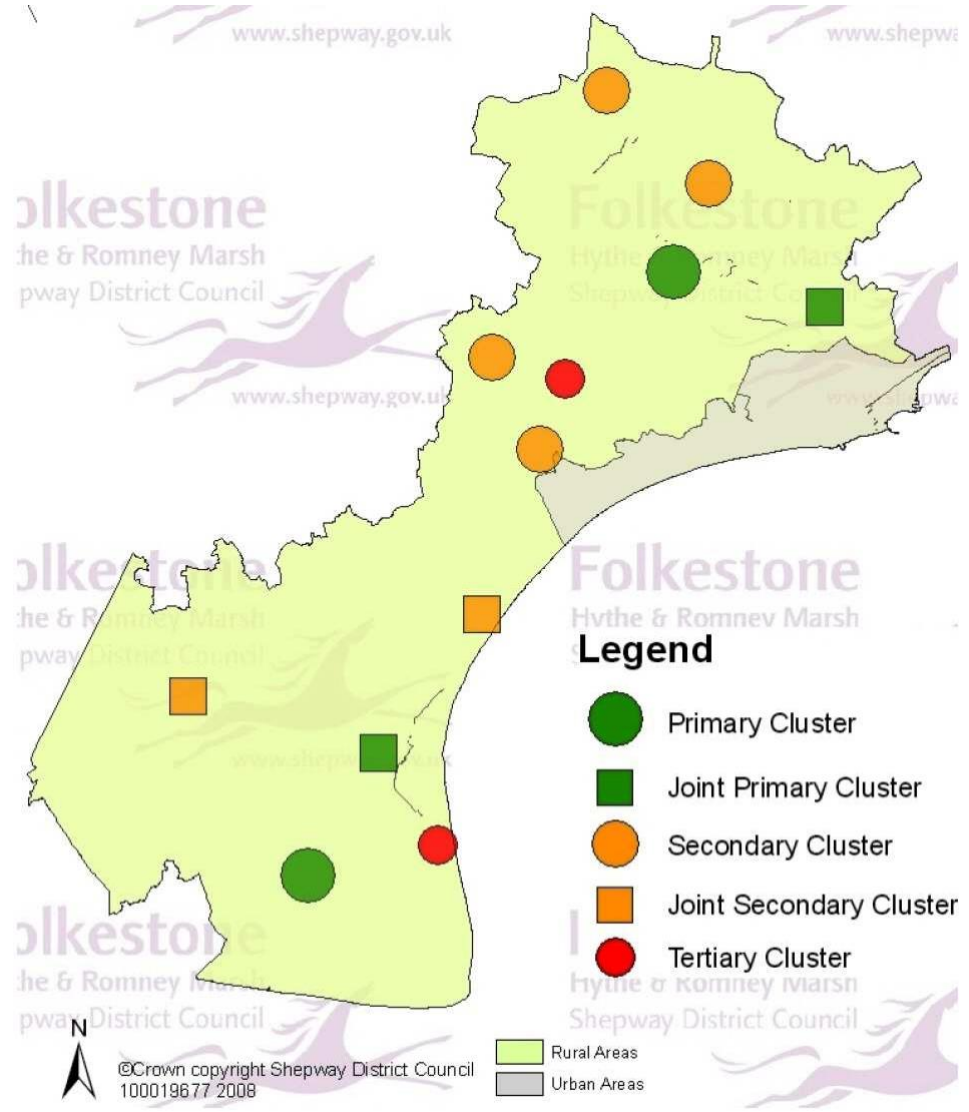
It is clear the size of parish does relate to the level of services, and that the largest ones have the most important services e.g. Brookland as recognised in the Shepway rural services Study. In accessibility and transport terms, Newchurch and Burmarsh are generally worse placed i.e. most remote. Old Romney is located on the main road near towns but has virtually no services.

The Strategic Flood Risk Assessment has also been examined. This shows that many parts of Brenzett and Brookland are at present relatively free from hazard. The nature of hazards generally increase further east, so whilst some parts of Ivychurch face medium flood hazards or worse, large parts of Newchurch are shown as having major hazard risks (but not extreme). Burmarsh faces some extreme hazards to life and property in the event of flood defences being overwhelmed. This confirms that from this perspective the most sustainable villages in terms of potential future development are typically the same as those with the best access/services at present.

Accordingly it is recommended:

- Brookland, Brenzett and Ivychurch be recognised as the primary villages in the area for the future. They are effectively a single cluster as it is 4.5km from Brookland to Ivychurch (through Brenzett).
- Newchurch and Burmarsh be recognised as locally significant villages, but less well served.

**ANNEXE 2:**  
Rural services study –  
key outputs: cluster  
identification



## **ANNEXE 3**

### **LDF Core Strategy 'Preferred Options' consultation document 2009: excerpt**

#### **The role of local settlements**

**5.17** The Core Strategy needs to clearly set out the future role towns and villages in Shepway will play. This is essential to guiding their long-term development, informing infrastructure decisions and setting out a basis for future key LDF work. In addition to existing strategic planning policy, the Shepway Rural Services Study has informed this approach. It is considered the following network of settlements identifies the key towns and villages within the district, where in-fill development is appropriate (apart from Stelling Minnis and the lowest rural tier):

Settlement	Comment	Proposed Overall Priority
<b>Strategic Urban Settlement:</b> <ul style="list-style-type: none"> <li>Folkestone</li> </ul>	<ul style="list-style-type: none"> <li>the largest settlement in the district, where nearly half Shepway's residents live with the only major concentration of shops and offices in the district, Folkestone is identified in the Draft SE Plan's strategic network of Town Centres</li> <li>acts as a national gateway, with high quality links to the continent with two mainline railway stations, plus excellent road connections</li> <li>has some higher tier urban infrastructure, including a general NHS hospital and further education facilities</li> <li>features major cultural and leisure facilities for visitors and Shepway residents</li> <li>it therefore forms the prime destination for work and shopping for people from across the district and adjoining areas</li> <li>functionally incorporates recognisably distinct neighbourhoods such as Cheriton and Sandgate, which may rely on the town centre for commercial services but have their own community needs and aspirations</li> </ul>	<p>Possible places for regeneration or growth:</p> <ul style="list-style-type: none"> <li>Town/ local centres</li> <li>Central and eastern Folkestone</li> <li>Cheriton</li> </ul> <p>Possible places for conservation or consolidation:</p> <ul style="list-style-type: none"> <li>Sandgate</li> <li>Folkestone West</li> <li>End</li> </ul>
<b>Major Urban Settlements:</b> <ul style="list-style-type: none"> <li>Hythe</li> <li>New Romney</li> </ul>	<ul style="list-style-type: none"> <li>prominent towns serving the district, and potentially beyond</li> <li>as historic towns with traditional associations with maritime life, are very important to Shepway's identity and attraction to visitors</li> <li>relatively well served settlements, with a choice of shops, and key facilities such as a secondary school</li> <li>benefit from some important larger employers</li> </ul>	<p>Possible places for regeneration or growth:</p> <ul style="list-style-type: none"> <li>town centres</li> <li>outer New Romney</li> <li>Western Hythe</li> </ul> <p>Possible places for conservation or consolidation:</p>

Settlement	Comment	Proposed Overall Priority
	<ul style="list-style-type: none"> <li>are the focus of living and working for many residents in and around the towns</li> <li>include attractive residential neighbourhoods such as Seabrook and Littlestone on Sea that contribute to the critical mass of the towns</li> </ul>	<ul style="list-style-type: none"> <li>Eastern Hythe</li> <li>Saltwood</li> </ul>
<b>District Significant Settlements:</b> <ul style="list-style-type: none"> <li>Lydd Town</li> <li>Hawkinge</li> </ul>	<ul style="list-style-type: none"> <li>important local settlements, key to providing most basic facilities in their wider locality</li> <li>benefit from being located in attractive countryside but their location means less choice of public transport and a more localised catchment area</li> <li>have some shops and services to meet many day-to-day needs (for example a GP surgery) but a relatively limited range</li> <li>hold their own distinct character, but have functional relationships with some of the larger towns above (for example a significant proportion of work and shopping trips) and possibly towns outside Shepway.</li> </ul>	<p>Possible places for regeneration or growth:</p> <ul style="list-style-type: none"> <li>Town centres</li> <li>Outer Lydd</li> </ul> <p>Possible places for conservation or consolidation:</p> <ul style="list-style-type: none"> <li>Eisewhere</li> </ul>



Settlement	Comment
<b>Strategic Rural Settlements:</b>	
● Dymchurch	● the best served villages, providing local facilities for their part of rural Shepway
● Lylinge	● these are large/historic villages, with a population of over 1,000 who have retained a good range of services
● Elnam	● these settlements are served by facilities that are relatively scarce in rural areas, such as health services and shops
● Sellindge	

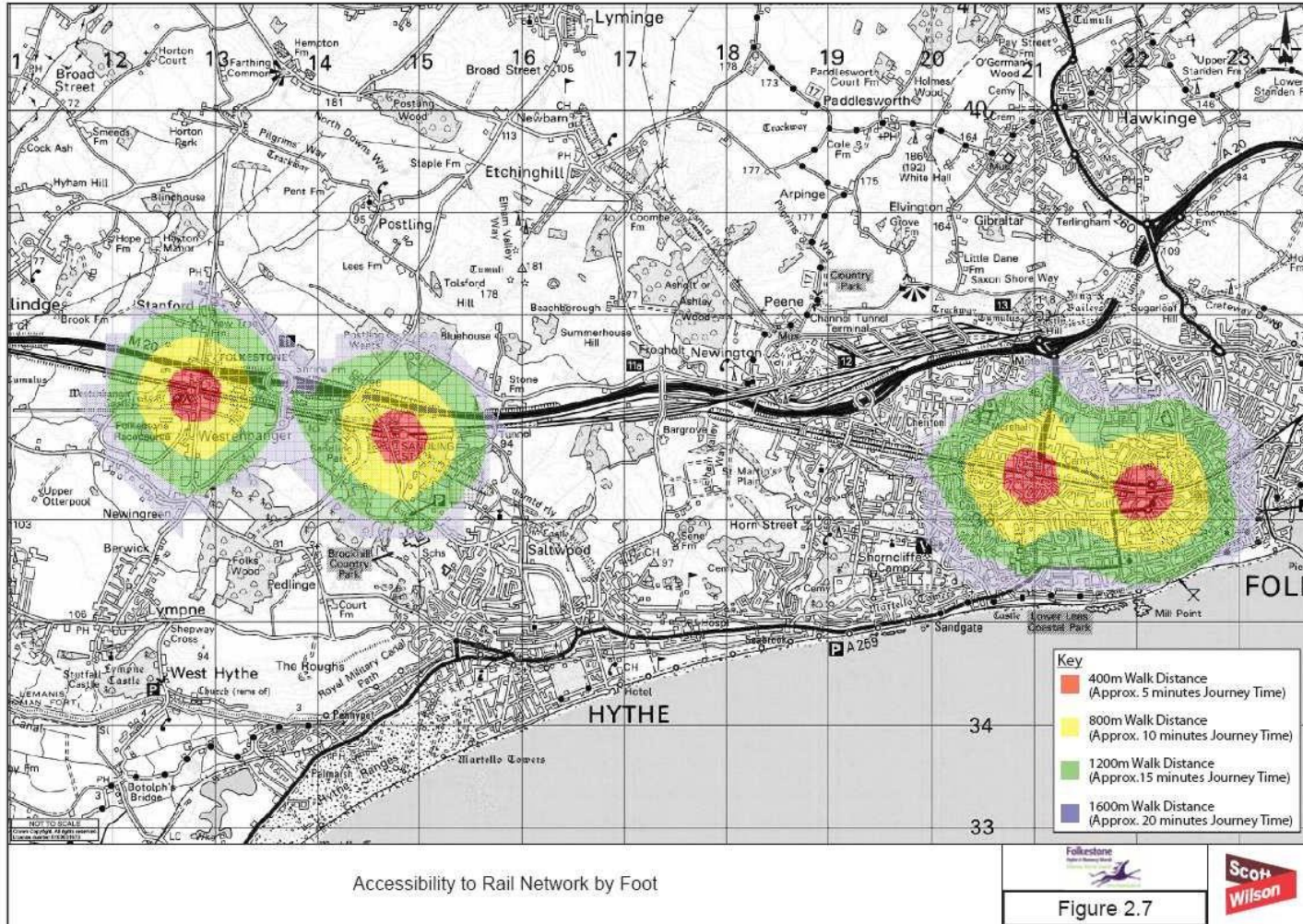
Shepway District Council - LDF

Shepway LDF Core Strategy Preferred Options

Settlement	Comment
	● despite their location away from the major towns, the villages are well served by a daily bus route
	● the characteristics mean these settlements are well placed to be a rural base for visitors to the district

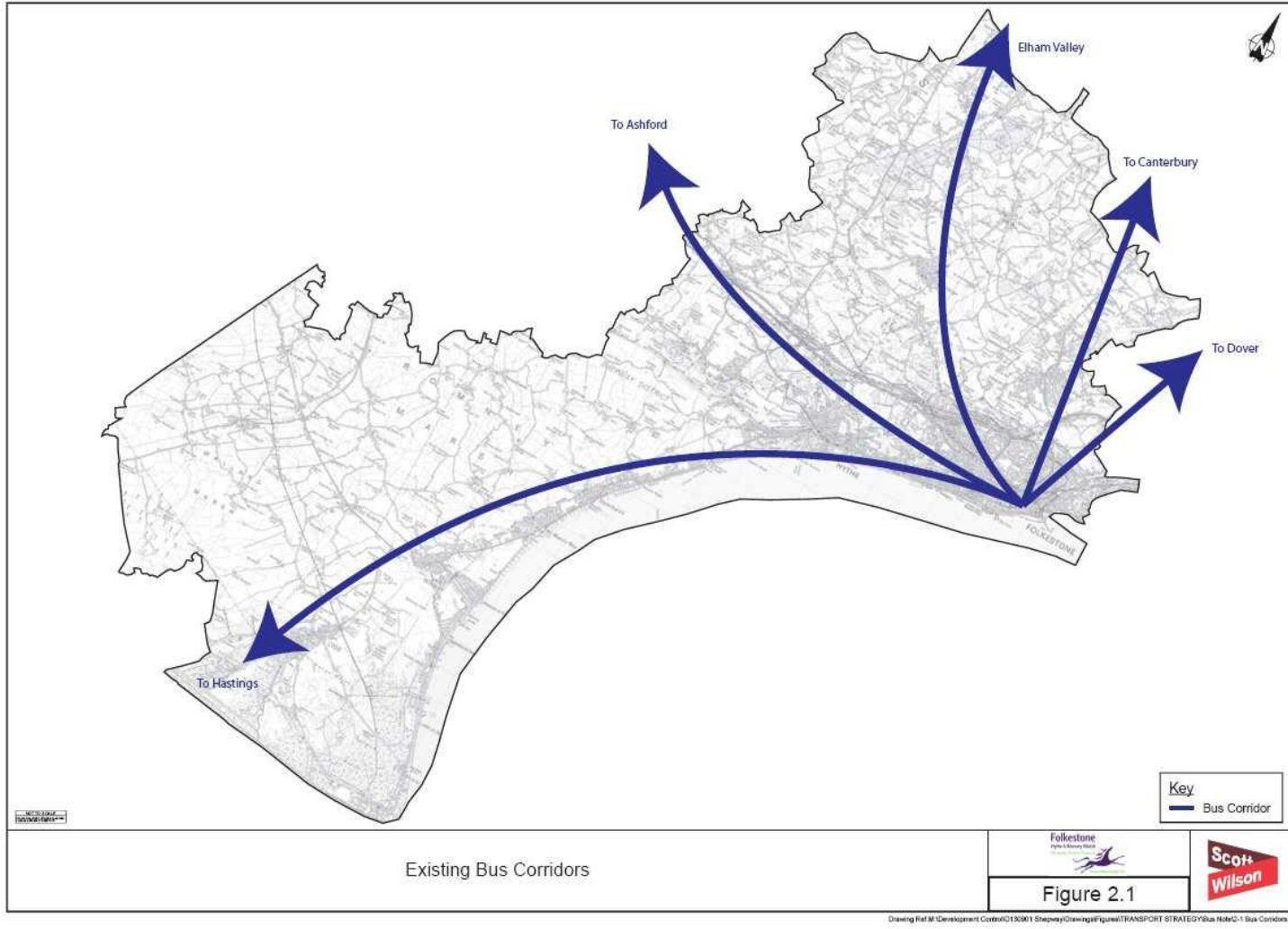
<b>Primary Rural Settlements:</b> <ul style="list-style-type: none"> <li>● St Mary's Bay</li> <li>● Lympne</li> <li>● Stelling</li> <li>● Minnis</li> </ul>	<ul style="list-style-type: none"> <li>● these are locally significant freestanding villages, and are also key to the rural infrastructure</li> <li>● the villages have a modest range of services, sufficient in certain areas to serve other parishes in the vicinity</li> <li>● the settlements benefit from essential services such as post offices, convenience stores and schools</li> <li>● the villages host major key or tourist attractions, and reasonable bus links</li> </ul>
<b>Secondary Rural Settlements:</b> <ul style="list-style-type: none"> <li>● Stanford/Westerzager</li> <li>● Brookland</li> <li>● Densole</li> <li>● Etchinghill</li> <li>● Lydd on Sea</li> <li>● Horn Street</li> </ul>	<ul style="list-style-type: none"> <li>● these are villages of apparently varied character, however all contribute significantly to serving the surrounding countryside population</li> <li>● many of these settlements are relatively close to or in accessible proximity of towns that provide many of their day-to-day needs</li> <li>● the villages all include some basic facilities such as pubs, often supported by some modest public transport services</li> </ul>
<b>Local Rural Settlements:</b> <ul style="list-style-type: none"> <li>● West Hythe</li> <li>● Brenzett</li> <li>● Burmarsh</li> <li>● Ivychurch</li> <li>● Newchurch</li> </ul>	<ul style="list-style-type: none"> <li>● these are historic villages with a pleasant rural setting</li> <li>● these small villages have a population of a few hundred but limited key rural services/public transport</li> <li>● main facilities may include pubs, mobile services and traditional community buildings such as churches and village halls</li> </ul>
<b>Minor Rural Settlements:</b> <ul style="list-style-type: none"> <li>● all others</li> </ul>	<ul style="list-style-type: none"> <li>● these settlements often now operate as hamlets, and are generally dependent on driving to services in larger settlements</li> <li>● these are not regarded as villages where in-fill is necessarily appropriate</li> </ul>

# ANNEXE 4

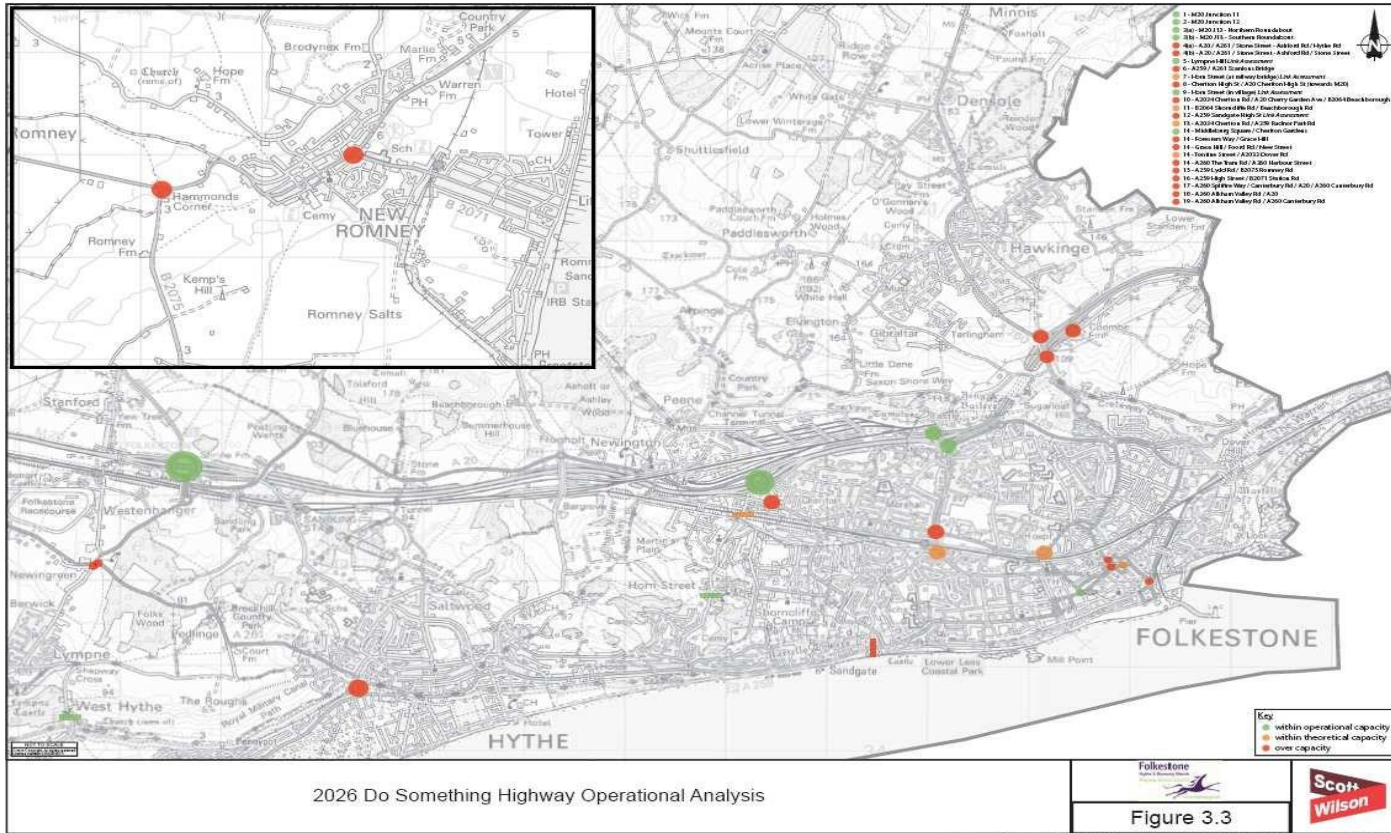


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# ANNEXE 5



# ANNEXE 6



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