

Core Strategy Review - Inspectors' Matters

Matter 6: Strategy for the Romney Marsh Area

July 2020



Matter 6: Strategy for the Romney Marsh Area

Contents

Inspectors' Questions for Matter 6.....	3
Relevant policies – SS1 and CSD8 Questions.....	3
Romney Marsh Area overall	3
New Romney Strategy – Policy CSD8.....	3
Council's Response to Matter 6 Questions.....	1
1. Romney Marsh Area Overall.....	1
Question 1	1
Question 2	7
Question 3	10
2. New Romney Strategy – Policy CSD8.....	11
Question 4	11
Question 5	12
Question 6	13
Question 7	14
Question 8	15
Question 9	19
Question 10	21
Question 11	22
Question 12	23
Question 13	25
Question 14	29
Question 15	29
Question 16	31
Appendix 1: Commentary on Criteria to Policy CSD8 – New Romney Strategy ...	33
Appendix 2: Former Marsh Potato Company Site – Section 106 Contributions....	34
Appendix 3: Land Opposite Dorland – Section 106 Contributions	35

Matter 6: Strategy for the Romney Marsh Area

Appendix 4: Land Adjoining Hope All Saints Garden Centre – Section 106 Contributions.....	36
Appendix 5: Ashford Road, New Romney – Layout Plan.....	37

Matter 6: Strategy for the Romney Marsh Area

Inspectors' Questions for Matter 6

Relevant policies – SS1 and CSD8 Questions

Romney Marsh Area overall

1. What is the basis for the strategy for the Romney Marsh Area (Policy SS1) and is it justified and effective?
2. What is the overall scale of development envisaged, is this sufficiently clear and is it justified?
3. What is the situation regarding expansion of London Ashford Airport at Lydd and the preparation of an Action Area Plan?

New Romney Strategy – Policy CSD8

4. What is the basis for the strategy for New Romney (Policy CSD8) and is it justified?
5. Is it sufficiently clear in terms of the scale, type and location of development?
6. What is the basis for the broad location for residential development?
7. What alternative options were considered to meet the planned level of housing growth? Why was the preferred location chosen?
8. Taking each of the requirements in the policy, what is the evidence to support them, including in respect of the need for the requirement and the effect on viability? Are the requirements justified?
9. What are the specific requirements for new or improved infrastructure and social and community facilities for example in terms of transport, education, health, open space, sport and recreation, community buildings and waste water?
10. How will these be provided and funded?
11. How will they be phased/timed in relation to the development proposed and what mechanisms will be in place to ensure they are provided at the right time?
12. Is the Core Strategy Review effective in identifying any highway impacts from the planned development in New Romney and how these will be addressed?

Matter 6: Strategy for the Romney Marsh Area

13. Is the proposed link road within the broad location justified, viable and deliverable?
14. What are the expectations in terms of timing and rates of housing delivery and are these realistic? What progress has been made to date?
15. Are there other potential adverse effects not raised above, if so, what are they and how would they be addressed and mitigated? N.B. The Council's response should address key issues raised in representations.
16. Are any main modifications to Policy CSD8 necessary for soundness?

Council's Response to Matter 6 Questions

1. Romney Marsh Area Overall

Question 1

What is the basis for the strategy for the Romney Marsh Area (Policy SS1) and is it justified and effective?

- 1.1. Policy SS1: District Spatial Strategy sets out a broad framework for development throughout the district to 2037. In relation to the Romney Marsh Area, the policy states in the fifth paragraph, bullet point two:

“The future spatial priority for new development in the Romney Marsh Area is on accommodating development at the towns of New Romney and Lydd, and at sustainable villages; improving communications; protecting and enhancing the coast and the many special habitats and landscapes, especially at Dungeness; and avoiding further co-joining of settlements and localities at the most acute risk to life and property from tidal flooding.”

- 1.2. Reference is made in the final paragraph of the policy to Policy CSD8 for New Romney and to London Ashford Airport at Lydd.

- 1.3. In undertaking the Core Strategy Review the council has had regard to national planning practice guidance which states:

“Under regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) local planning authorities must review local plans, and Statements of Community Involvement at least once every 5 years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. Most plans are likely to require updating in whole or in part at least every 5 years. Reviews should be proportionate to the issues in hand.”¹

¹ Paragraph: 062 Reference ID: 61-062-20190315.

Matter 6: Strategy for the Romney Marsh Area

1.4. National planning practice guidance adds:

“Policies age at different rates according to local circumstances and a plan does not become out-of-date automatically after 5 years. The review process is a method to ensure that a plan and the policies within remains effective.”²

“A local planning authority may need to gather new evidence to inform their review. Proportionate, relevant and up-to-date evidence should be used to justify a decision not to update policies.”³

1.5. In undertaking the Core Strategy Review, the council assessed the policies in the adopted 2013 Core Strategy against national policy and other considerations. A report was taken to the council’s Cabinet on 19 April 2017 (reference C/16/107)⁴ that assessed each of the policies in the adopted plan and identified those policies that:

- Needed review, for example where national policy or other circumstances had changed significantly since the plan was adopted;
- Should continue to be monitored (for example, where national planning policy or regulations were expected to change); and
- Could remain as existing (for example, where development was progressing on a strategic site).

1.6. This approach informed the early stage of plan review and this was supplemented by the comments received at subsequent consultation stages, to identify which policies should be amended and which remained relevant without amendment.

1.7. SS1 was identified as a policy which remained valid in terms of its broad approach, although it was recognised that the overall distribution of

² Paragraph: 064 Reference ID: 61-064-20190315.

³ Paragraph: 068 Reference ID: 61-068-20190723.

⁴ See: <https://www.folkestone-hythe.gov.uk/moderngov/ielListDocuments.aspx?CId=142&MIId=3167>

Matter 6: Strategy for the Romney Marsh Area

development would need to reflect the results of the Growth Options Study, then being finalised.

- 1.8. Core Strategy Review Policy SS1, as it relates to the Romney Marsh Area, remains largely unchanged from the adopted 2013 Core Strategy policy. The council considers that it remains justified and effective.
- 1.9. The Romney Marsh remains an area with considerable constraints to development.
- 1.10. As the Key Diagram (Figure 4.1, page 53) makes clear, the great majority of the Romney Marsh Area is within Flood Zone 3, with areas of extreme flood hazard identified around the coast and further inland, between Hythe and Dymchurch and around Dungeness (Figure 2.9, page 32).
- 1.11. As illustrated on Figure 2.8 (page 31), large areas of Romney Marsh are designated as internationally protected sites (Special Area of Conservation, Special Protection Area and Ramsar). A wider area is also nationally designated as a Site of Special Scientific Interest (Dungeness, Romney Marsh and Rye Bay SSSI).
- 1.12. In the light of higher housing requirements emerging through the council's Strategic Housing Market Assessment, the council commissioned a study to assess the capacity of the district for strategic growth. The High Level Options Report (AECOM, December 2016, Document EB 04.20) was used to inform the Core Strategy Review, supported by a comprehensive High Level Landscape Appraisal for the district (AECOM, February 2016, Document EB 04.30).
- 1.13. The High Level Options Report divided the district into six areas to assess the potential of each area for strategic growth (Document EB 04.20, Table 2 and Figure 2). The Romney Marsh Area, as defined in the Core Strategy Review, was covered by:
 - Area 5: Romney Marsh and Walland Marsh; and

Matter 6: Strategy for the Romney Marsh Area

- Area 6: Lydd, New Romney and Dungeness.

1.14. Each area was assessed against the following factors:

- Environmental constraints;
- Transport and accessibility;
- Geo-environmental considerations;
- Infrastructure capacity and potential;
- Landscape and topography;
- Heritage;
- Housing demand;
- Regeneration potential;
- Economic development potential; and
- Spatial opportunities and constraints.

1.15. The High Level Options Report found that Area 5 (Romney Marsh and Walland Marsh) had environmental, landscape and transport constraints (EB 04.20, pages 104-105). Additionally the area scored poorest, on average, across all criteria, largely because it comprises entirely Flood Zone 2 and 3 land.

1.16. The landscape of the area derives much of its character and heritage from the fact that it is open and undeveloped, which also reduces the spatial opportunities for development to benefit from defensible boundaries. The area also includes extensive Grade 1 agricultural land and, around its northern and western boundaries, large scale environmental and landscape designations. Partly as a result of all of these considerations, the area is sparsely developed and as such has a very limited transport network, resulting in few economic opportunities. On this basis it was concluded that the area was unsuitable for strategic growth and that the quantity, range and extent of development constraints strongly suggested that the past approach of non-strategic

Matter 6: Strategy for the Romney Marsh Area

development focussed on meeting local needs will continue to be appropriate into the future.

- 1.17. Regarding Area 6 (Lydd, New Romney and Dungeness), the Report found that the area's key constraints were environmental, with a significant extent of land within Flood Zones 2 and 3. Areas outside the floodplain, including almost all land around the urban edge of Lydd is covered by multiple and extensive environmental designations. The heritage designation at Dungeness (Dungeness Conservation Area) is also relatively extensive.
- 1.18. The Report found that - as with Area 5, though to a lesser extent - the transport network is restricted due to the area's remoteness from large-scale population centres and its economic potential is limited for the same reason. Area 6 also derives much of its character from its open and undeveloped landscape, unusual for South East England, and as such there are fewer opportunities to create defensible boundaries to development. The Report concludes that, as with Area 5, the Lydd, New Romney and Dungeness area is unsuitable for strategic growth and that the past approach of non-strategic development focussed on meeting local needs will continue to be appropriate into the future.
- 1.19. The council considers that there will continue to be smaller-scale development opportunities within the larger centres in the settlement hierarchy in the Romney Marsh (Table 4.4: District Settlement Hierarchy, page 63), principally to serve local needs.
- 1.20. These opportunities will be focussed on the towns of New Romney (incorporating Littlestone-on-Sea) and Lydd and the larger villages in the settlement hierarchy, including St Mary's Bay, Greatstone-on-Sea, Brookland and Brenzett.
- 1.21. Regarding opportunities for smaller, non-strategic scale growth, the council has undertaken a comprehensive assessment of sites through consultations and calls for site submissions for the Places and Policies Local Plan (PPLP), which has been progressing in parallel with the Core Strategy Review.

Matter 6: Strategy for the Romney Marsh Area

- 1.22. The PPLP has been through public examination and has recently been found 'sound' by the Inspector.⁵
- 1.23. A number of smaller scale developments are allocated in the PPLP in the Romney Marsh Area (Chapter 6), ranging up to 3.2 hectares in size. Following the district spatial strategy and settlement hierarchy established by the adopted 2013 Core Strategy, these allocations are focussed on:
- New Romney (incorporating Littlestone-on-Sea) – Policies RM1, RM2, RM3, RM4 and RM5;
 - Lydd – Policies RM7 and RM8;
 - St Mary's Bay – Policy RM9;
 - Greatstone – Policies RM10 and RM11;
 - Brookland – Policies RM12 and RM13;
 - Brenzett – Policy RM14; and
 - Old Romney – Policy RM15 (site for gypsy and traveller development).
- 1.24. Should further small-scale development opportunities come forward in the Romney Marsh Area on sites not allocated in the PPLP, they can be assessed against Core Strategy Review Policy SS1 and other relevant development plan policies.
- 1.25. The council considers that, except for the remaining strategic site at New Romney, there are no suitable strategic development opportunities in the area and development should be focussed on the sustainable villages, focussing principally on local needs in accordance with the spatial strategy.
- 1.26. Regarding the other elements of Policy SS1, for Area 5, the High Level Options Report (EB 04.20, pages 73-80) highlights continued problems of flood risk, poor transport links and limited access. The flat, open character of the area is identified and the need to avoid coalescence between the settlements of

⁵ Report on the Examination of the Folkestone and Hythe Places and Policies Local Plan, 26 June 2020, PINS/L2250/429/8.

Matter 6: Strategy for the Romney Marsh Area

Dymchurch and St Mary's Bay and Dymchurch and Hythe is stressed. For Area 6 the Report again highlights problems of flood risk, remoteness, poor transport connections and low order rural roads and identifies the distinctive flat and open character of the area (EB 04.20, page 82-89).

- 1.27. The council therefore considers that the remaining elements of the policy - which highlights communications infrastructure, protecting and enhancing the coast, special habitats and landscape and the need to protect communities most at risk from tidal flooding - all remain relevant policy considerations.
- 1.28. The council therefore considers that, given the constraints in the Romney Marsh area, the approach of Policy SS1 remains justified and effective.

Question 2

What is the overall scale of development envisaged, is this sufficiently clear and is it justified?

- 1.29. The process of assessing the potential for future growth across the district is described above in the council's response to Question 1. This has led to the strategy of growth set out in Policy SS1 and, for the Romney Marsh character area of the district, in Policy CSD8.
- 1.30. Policy SS1 is intended to set the overall strategy for growth across Folkestone and Hythe district. Policy SS1 identifies broad areas for strategic growth and areas of constraint across the district, such as protected habitats, designated landscapes, including the Kent Downs Area of Outstanding Natural Beauty, and areas at risk of flooding.
- 1.31. Areas for strategic growth and broad locations are established by policies in the Core Strategy Review; the Places and Policies Local Plan identifies smaller sites across the district in each character area.
- 1.32. Regarding future development, the National Planning Policy Framework states that "*plans should positively seek opportunities to meet the development needs of their area*" (paragraph 11 (a)). When planning for new homes local planning

Matter 6: Strategy for the Romney Marsh Area

authorities should support the Government's objective of significantly boosting the supply of homes by ensuring that land can come forward where it is needed (paragraph 59). The Government's standard method of housing need expresses need as a *minimum* number of new homes to be provided (paragraph 60).

- 1.33. Given this, Policy SS1 does not set maximum quotas or percentages of growth to be met within the Urban, Romney Marsh and North Downs character areas. Should additional sites come forward, these can be assessed through the development management process and relevant policies in the district's development plan.
- 1.34. However, Policy SS1 directs that remaining development needs should be focused on the most sustainable towns and villages as set out in Policy SS3 (i.e. growth in addition to the delivery of new sustainable, landscape-led settlement, in accordance with Policies SS6-SS9 with additional growth in Sellindge in accordance with Policy CSD9). The wording to Policy SS1 maintains that the remaining development needs will be *"supported by the following strategic priorities for the three character areas of the district"*.
- 1.35. For the Romney Marsh Area the following objectives for growth is defined as follows:

"Romney Marsh Area - The future spatial priority for new development in the Romney Marsh Area is on accommodating development at the towns of New Romney and Lydd, and at sustainable villages; improving communications; protecting and enhancing the coast and the many special habitats and landscapes, especially at Dungeness; and avoiding further co-joining of settlements and localities at the most acute risk to life and property from tidal flooding. The strategic growth of New Romney is also supported through policy CSD8 to allow the market town to fulfil its potential to sustainably provide for the bulk of the housing, community infrastructure and commercial needs of the Romney Marsh Area."

Matter 6: Strategy for the Romney Marsh Area

- 1.36. Policy CSD8 'New Romney Strategy' of the Core Strategy Review details the overall growth objectives for the area, namely that:

“New Romney should develop as the residential, business, service, retail and tourist centre for the Romney Marsh in line with the vision in paragraph 3.20.”

- 1.37. Justification for the overall scale of development envisaged in accordance with policy CSD8 is set out in the Inspector's report to the Core Strategy, and paragraphs 90 to 92 taken from the Inspector's report are set out below:

“The identification of New Romney as the most sustainable location for growth on Romney Marsh is justified by its concentration of services and transport links. Parts of the town are at a comparatively lower risk of flooding than much of the remainder of the Marsh. A sequential assessment of sites in New Romney was undertaken, based on the hazard maps contained in the District wide SFRA. These represent the hazards associated with flooding in respect of flood depth and water velocity, deriving from a modelling exercise that considered a range of scenarios involving potential flood defence breaches and wave overtopping. Climate change effects have been included.” (Paragraph 90)

“Land at Cockreed Lane was proposed for allocation at the Plan's Preferred Options stage, and was the subject of a wide range of local objections. Nevertheless, the above-noted assessment suggests that this is the most realistic location to accommodate housing of this scale in the settlement. Subject to the inclusion of a reference to the Shepway SFRA (see below), the EA does not object to policy CSD8. A feasibility study has been undertaken in respect of the Cockreed Lane site and consultation has been carried out.” (Paragraph 91)

“As a result of these factors, it is appropriate for the CS to indicate that land at Cockreed Lane is likely to be allocated for development, leaving matters such as site boundaries and more specific infrastructure requirements to be determined at a later stage. While greater certainty could have been achieved

Matter 6: Strategy for the Romney Marsh Area

if the site had been progressed as a CS allocation, the approach of identifying a broad location for development is consistent with the National Planning Policy Framework. The Council proposes a number of changes to policy CSD8 (MM78), including the above-noted requirement to accord with the Shepway SFRA and more qualified references to infrastructure requirements, which are needed for reasons of effectiveness.” (Paragraph 92)

Question 3

What is the situation regarding expansion of London Ashford Airport at Lydd and the preparation of an Action Area Plan?

- 1.38. There has not been progress in creating an Action Area Plan for London Ashford Airport. The council amended the policy following comments submitted by London Ashford Airport to the Regulation 18 consultation and to the Places and Policies Local Plan which highlighted the airport’s long-term aspirations for the site, beyond the current planning permission.
- 1.39. Given the constraints of the Romney Marsh area - particularly in terms of access, landscape and the presence of European designated sites as set out in the council’s responses to the other questions to this matter - the council considers that preparing an Action Area Plan for the site would be the best way to determine the longer term future of the airport, ensuring that local people and stakeholders are involved in the process and are able to comment on proposals.

Matter 6: Strategy for the Romney Marsh Area

2. New Romney Strategy – Policy CSD8

Question 4

What is the basis for the strategy for New Romney (Policy CSD8) and is it justified?

- 2.1. The council's approach to the Core Strategy Review is outlined above in paragraphs 1.3 to 1.6. Policy CSD8 was identified as a policy that should continue to be monitored, to reflect progress with the Places and Policies Local Plan (PPLP) that has been prepared in parallel with the Core Strategy Review.
- 2.2. As outlined above in the response to Question 1, the council has undertaken a comprehensive assessment of capacity throughout the district and, given the constraints in the Romney Marsh Area, the council considers that there is no further capacity for strategic-scale growth in the area.
- 2.3. As outlined above in paragraph 1.23, a number of smaller development sites were identified through the process of preparing the PPLP and these have been allocated in the plan. The Inspector's report has recently been issued and the plan has been found 'sound'.
- 2.4. Policy CSD8 was found 'sound' by the Inspector examining the 2013 Core Strategy. Policy CSD8 in the Core Strategy Review follows the wording of Policy CSD8 in the adopted 2013 Core Strategy, except for the introduction of an additional paragraph (paragraph 5) which states:

“The layout and design of any proposals for the remaining undeveloped two parcels of land under the broad location must take into account the potential development of the adjoining land parcel and the existing development. In particular the internal road layout of the two parcels allocated to the south-east of Cockreed Lane shall not prejudice the future delivery of a 'link' road (criterion C above) to provide a vehicular connection between the two parcels and the developed part of the broad location to the north-east.”

- 2.5. Policy CSD8 highlights the need for new development to:

Matter 6: Strategy for the Romney Marsh Area

- Respect the historic character of the town (paragraph 1);
- Retain and enhance employment provision (paragraph 2);
- Enhance the status of New Romney as a key market town and service centre (paragraph 3);
- Provide further employment opportunities at an expanded Mountfield Road Industrial Estate (paragraph 3); and
- Provide residential development at the broad location identified to the north of the town centre (paragraph 3).

2.6. Subsequent paragraphs deal with the broad location for residential development.

2.7. These elements of the policy are dealt with in more detail in the council's response to Question 8 below.

Question 5

Is it sufficiently clear in terms of the scale, type and location of development?

2.8. Justification for the overall scale, type and location of development envisaged in accordance with policy CSD8 is set out in the Inspector's report to the Core Strategy, and paragraphs 90 to 92 taken from the Inspector's report are repeated below:

"The identification of New Romney as the most sustainable location for growth on Romney Marsh is justified by its concentration of services and transport links. Parts of the town are at a comparatively lower risk of flooding than much of the remainder of the Marsh. A sequential assessment of sites in New Romney was undertaken, based on the hazard maps contained in the District wide SFRA. These represent the hazards associated with flooding in respect of flood depth and water velocity, deriving from a modelling exercise that considered a range of scenarios involving potential flood defence breaches

Matter 6: Strategy for the Romney Marsh Area

and wave overtopping. Climate change effects have been included.”
(Paragraph 90)

“Land at Cockreed Lane was proposed for allocation at the Plan’s Preferred Options stage, and was the subject of a wide range of local objections. Nevertheless, the above-noted assessment suggests that this is the most realistic location to accommodate housing of this scale in the settlement. Subject to the inclusion of a reference to the Shepway SFRA ... the EA does not object to policy CSD8. A feasibility study has been undertaken in respect of the Cockreed Lane site and consultation has been carried out.” (Paragraph 91)

“As a result of these factors, it is appropriate for the CS to indicate that land at Cockreed Lane is likely to be allocated for development, leaving matters such as site boundaries and more specific infrastructure requirements to be determined at a later stage. While greater certainty could have been achieved if the site had been progressed as a CS allocation, the approach of identifying a broad location for development is consistent with the National Planning Policy Framework. The Council proposes a number of changes to policy CSD8 (MM78), including the above-noted requirement to accord with the Shepway SFRA and more qualified references to infrastructure requirements, which are needed for reasons of effectiveness.” (Paragraph 92)

- 2.9. The council therefore considers that Policy CSD8 is sufficiently clear in terms of the scale, type and location of development.

Question 6

What is the basis for the broad location for residential development?

- 2.10. As outlined in paragraph 2.4, the wording of Core Strategy Review Policy CSD8 largely follows that of the adopted 2013 Core Strategy Policy CSD8. This policy was examined and found ‘sound’ by the Inspector in 2013.
- 2.11. Since the Core Strategy was adopted by the council, Policy CSD8 has served to guide development in New Romney and a large part of the broad location

Matter 6: Strategy for the Romney Marsh Area

has planning permission, with several phases of the development under construction or complete.

- 2.12. Although development is progressing on the site (four parcels form the broad location), the council considers it appropriate to retain Policy CSD8 in the Core Strategy Review largely as existing, to provide certainty and guide the remaining phases of the development.

Question 7

What alternative options were considered to meet the planned level of housing growth? Why was the preferred location chosen?

- 2.13. As outlined in paragraph 2.4, the wording of Core Strategy Review Policy CSD8 largely follows that of the adopted 2013 Core Strategy Policy CSD8. This policy was examined and found 'sound' by the Inspector in 2013.
- 2.14. Since the Core Strategy was adopted by the council, Policy CSD8 has served to guide development in New Romney and a large part of the broad location has planning permission, with several phases of the development under construction or complete.
- 2.15. Although development is progressing on the site, the council considers it appropriate to retain Policy CSD8 in the Core Strategy Review largely as existing, to provide certainty and guide the remaining phases of the development.
- 2.16. As outlined above, the council has undertaken a comprehensive, district-wide assessment of the development potential for strategic growth as set out in the High Level Growth Options Report. In parallel with this process, work has proceeded on the Places and Policies Local Plan (PPLP), which has identified a number of smaller sites in the Romney Marsh area, and has recently been found 'sound'.
- 2.17. Through these processes, the council considers that there is no further potential for strategic growth in the Romney Marsh area. The PPLP allocates

Matter 6: Strategy for the Romney Marsh Area

a number of smaller sites (see paragraph 1.23 above), including at Church Lane (Policy RM3), west of Ashford Road (Policy RM4) and adjoining the Marsh Academy, Station Road, New Romney (Policy RM5).

- 2.18. Should further small-scale and infill opportunities arise, proposals can be judged against Policy CSD8 and the development management policies in the PPLP.
- 2.19. The council therefore considers that there is no suitable alternative to the strategy set out in Policy CSD8 and that the policy remains relevant and justified.

Question 8

Taking each of the requirements in the policy, what is the evidence to support them, including in respect of the need for the requirement and the effect on viability? Are the requirements justified?

- 2.20. Policy CSD8 highlights the need for new development to:
- Respect the historic character of the town (paragraph 1);
 - Retain and enhance employment provision (paragraph 2);
 - Enhance the status of New Romney as a key market town and service centre (paragraph 3);
 - Provide further employment opportunities at an expanded Mountfield Road Industrial Estate (paragraph 3); and
 - Provide residential development at the broad location identified to the north of the town centre (paragraph 3).
- 2.21. Subsequent paragraphs deal with the broad location for residential development.
- 2.22. New Romney, together with Hythe, is one of the district's Cinque Ports. Regarding the historic character of the town, the Folkestone & Hythe District

Matter 6: Strategy for the Romney Marsh Area

Heritage Strategy (EB 11.10, paragraph 6.50) reports that New Romney, together with Hythe, has numerous historic buildings and complex, important buried remains lying just below the present ground surface, which are particularly vulnerable to small-scale developments.

- 2.23. Policy CSD8 serves to highlight this historic character. Further requirements regarding the historic environment are set out in the PPLP, particularly Policy HE1: Heritage Assets and Policy HE2: Archaeology.
- 2.24. Regarding employment provision, the Economic Development Strategy 2015-2020 (EB 07.50) highlights that the economy of the Romney Marsh is primarily rural, with the energy, agriculture and tourism sectors playing an important role. While there is a need to diversify the economy in the future and to attract higher value jobs, these sectors do offer opportunities for a range of skill levels in the area. Jobs have declined significantly since 2008 and the number of businesses has remained static since 2011 (Section 2.5, page 4).
- 2.25. The expansion of business premises in the Romney Marsh area is required to meet the needs of growing businesses that will help diversify the local economy, and create alternative employment to mitigate the loss of some 1,000 jobs arising from the de-commissioning of Dungeness A and future closure of Dungeness B power stations.
- 2.26. The Employment Land Review (EB 07.40) highlights that there is a significant concentration of business activity located in Folkestone, with only smaller business clusters situated in New Romney, Hythe and Lydd (paragraph 2.13).
- 2.27. The Romney Marsh area of the district is fairly remote with limited road access; this has led to the area becoming relatively localised and self-contained in commercial property-market terms, with small businesses operating in local sub-markets (paragraph 4.23).
- 2.28. Generally, the district's stock of business premises is older and in need of improvement. The availability of modern, high-quality premises is limited, but the Mountfield Road industrial estate at New Romney is one of the few more

Matter 6: Strategy for the Romney Marsh Area

modern developments in the district, which serves to highlight its importance (paragraph 4.24).

- 2.29. The Mountfield Road Industrial Estate covers an area of some 16 hectares, making it one of the largest employment sites in the south of the district (EB 07.40, paragraph 5.63). The site is constrained in terms of strategic and local road access, although it is close to amenities and public transport routes in New Romney. Vacancies are low across both the older premises in Phases 1 and 2 and the more modern, larger units of Phases 3 and 4.
- 2.30. Although demand for industrial space in the Romney Marsh area tends to be weaker than in Folkestone, the provision of a mix of factory and warehouse premises at New Romney remains important to ensure that the needs of local firms are supported (paragraph 7.28).
- 2.31. In order to provide further employment through the expansion of the Mountfield Road Industrial Estate, in line with Policy CSD8, proposals were taken to the council's Cabinet on 11 September 2019 to seek agreement for a financial contribution from Folkestone & Hythe District Council towards the development of a new business centre on council-owned land within Phase 4 of the Mountfield Road estate (report reference: C/19/19).⁶
- 2.32. Since the report's recommendations were approved in September 2019, further work has been undertaken. Planning permission for a new vehicular access to serve the future employment site at Mountfield Road was granted on 7 May 2019 (reference: Y19/0302/FH). A report was approved by Cabinet on 24 June 2020 to accept a grant offer from the Nuclear De-commissioning Authority (NDA) and to agree the transfer of land into joint ownership with joint venture partners, East Kent Spatial Development Company (EKSDC), to enable the construction of the business centre to proceed (report reference: C/20/15).⁷

⁶ See: <https://www.folkestone-hythe.gov.uk/moderngov/ieListDocuments.aspx?Cid=142&Mid=4594>

⁷ See: <https://www.folkestone-hythe.gov.uk/moderngov/documents/s33617/June%202020%20CABINET-ROMNEY%20MARSH%20EMPLOYMENT%20HUB%20-%20Stage%201%20FINAL%202020.pdf>

Matter 6: Strategy for the Romney Marsh Area

- 2.33. Land for the Mountfield Road Industrial Estate expansion is safeguarded in Places and Policies Local Plan Policy E1: New Employment Allocations.
- 2.34. Regarding the role of New Romney as a key market town and service centre for Romney Marsh, the Town Centres Study (EB 07.60) found that the town fulfilled the role of a second-tier 'strategic' town centre (paragraph 4.4.1).
- 2.35. The town provides a supermarket foodstore and a range of predominantly independent convenience, comparison and service retailers, including a small number of specialist shops, including a delicatessen, crafts shop and tea rooms. There are also several national retailers in the town, including Costa and Spar.
- 2.36. New Romney also has an important tourist function, serving as the focal point for a number of heritage and outdoor activities, including the Romney, Hythe and Dymchurch Railway. The station in New Romney is close to the town centre and offers a range of attractions including engine workshops, exhibitions and activities for children. The town also serves as a base for walkers and cyclists visiting the Romney Marsh and a number of businesses cater for tourist visitors.
- 2.37. The Town Centre Study found that the vacancy rate in New Romney was lower than the UK average, the centre was attractive and well-maintained, as was generally performing well in terms of its vitality and viability (paragraph 4.4.2).
- 2.38. In conclusion, the study found that New Romney is an important district centre for residents in the west of the district but with limited scope for the provision of additional floorspace (paragraph 9.3.10). Its continuing vitality and viability will be dependent in part on its important heritage and tourism role.
- 2.39. Policies in the PPLP seek to protect the role of New Romney as a centre, particularly Policy RL4: New Romney Town Centre.

Matter 6: Strategy for the Romney Marsh Area

- 2.40. In summary, in relation to New Romney's role as an employment, retail and tourist centre, the council considers that Policy CSD8 remains relevant and justified.
- 2.41. Matters relating the residential broad location are dealt with in the responses below.

Question 9

What are the specific requirements for new or improved infrastructure and social and community facilities for example in terms of transport, education, health, open space, sport and recreation, community buildings and waste water?

- 2.42. The broad location comprises four land parcels of differing sizes, of which three parcels already benefit from planning consent. One site, the former Marsh Potato Company site, is fully built out, and a second site (Land opposite Dorland) is under construction, and the total number of completed and occupied units is 37 (of the 109 dwellings that were consented).
- 2.43. There has been rigorous assessment of a promoted scheme against the requirements of Policy CSD8 of the Core Strategy (and its equivalent in the Core Strategy Review). The development plan policies, to include demonstration of compliance with the criteria of site-specific Policy CSD9 have been material to the determination of three planning applications to date, and the decisions taken to grant planning consent in each case have been taken in accordance with the development plan.
- 2.44. Policy CSD9 sets out the specific requirements that development of the broad location should meet with regards to the provision of new or improved infrastructure and social and community facilities, as follows:
- “a. The development as a whole should provide around 300 dwellings (Class C3) and a range and size of residential accommodation, including 30% affordable housing, subject to viability.*

Matter 6: Strategy for the Romney Marsh Area

- b. Pedestrian/cyclist linkages southwards to the town centre should be improved and prioritised from the central area of the development, in preference to linkages around the periphery of the site.*
- c. Land proposed for residential development must have a sufficient level of internal connection through providing a new movement link through the site, appropriately designed to 20mph, and/or through a cycleway/footpath to provide a secure and attractive green corridor.*
- d. Proposals should incorporate as necessary a minimum of 0.7ha of land for the upgrade of St Nicholas' Primary School playing facilities on a consolidated area.*
- g. Appropriate off-site mitigation measures must be identified, including to ameliorate highway impacts and manage drainage demands.*

Development at the town should consolidate and improve the market town/service centre function of New Romney through contributing as relevant to the public realm and other priorities for investment in the High Street in line with SS5 including:

- Providing additional crossing points in the High Street to increase the ability of shoppers and visitors to circulate along the retail frontage.*
- Improving the setting of historic buildings and minimising the environmental impact of through traffic within the High Street.*
- Contributing towards community facilities required to serve the needs of the town.”*

2.45. Details of the secured provision of new or improved infrastructure and social and community facilities in conjunction with the permitted residential approvals that form part of the broad location allocation are appended to this statement (Appendix 1 refers). Key information is summarised below:

- All Section 106 contribution payments secured against the scheme permitted under planning reference Y10/0698/SH, namely 'Romney Marsh Potato Co Ltd' (which was the subject of a Deed of Variation under*

Matter 6: Strategy for the Romney Marsh Area

Y15/0806/SH) have been paid to the district council in full. This scheme of development has been fully built out and occupied.

- Against the scheme permitted into Y15/0164/SH Section 106 payments have flowed for those contributions requiring payment of “50% prior to occupation of no more than 25% of open market units, balance prior to occupation of no more than 50% of open market units.” It is expected the balance of these payments will be received within the next 12 to 18 months. A number of Section 106 payments have been received in full, e.g. highways and High Street, the health care contribution and the open space contributions.
- None of the Section 106 payments secured in accordance with the scheme permitted under planning reference Y18/1404/FH (an outline approval) have been triggered at the date of writing.

Question 10

How will these be provided and funded?

- 2.46. Developer contributions that were secured through the signing of the Section 106 legal agreement entered into by the landowners and district council will be paid to the district council in accordance with the details set out in schedule 2 of the Section 106 document, with supplementary information contained within subsequent schedules of the Section 106 document.
- 2.47. Where the district council is the responsible service provider, for example the play space contribution, when Section 106 money is available (i.e. is held on account by the district council following receipt of payment from the developer), and that money is required for a the delivery of a specific project, the party seeking a transfer payment (e.g. the internal department at the district council responsible for managing play spaces) will be required to contact the Development Control Manager and clearly set out details of the project, its Section 106 justification, responsibilities for governance on spend and associated programming for delivery for Section 106 monies to be released.

Matter 6: Strategy for the Romney Marsh Area

- 2.48. Likewise, where the county council is the responsible service provider, for example in respect of libraries, education, social care, highways and transportation, when Section 106 money is available (i.e. is held on account by the district council following receipt of payment from the developer), and that money is required for a project, an officer (or officers) of the county council will be required to contact the Development Control Manager and clearly set out details of the project, its Section 106 justification, responsibilities for governance on spend and associated programming for delivery for Section 106 monies to be released.
- 2.49. This approval process necessitates that monies are spent in accordance with the specific legal agreements through a controlled project management environment.

Question 11

How will they be phased/timed in relation to the development proposed and what mechanisms will be in place to ensure they are provided at the right time?

- 2.50. The defined timing (i.e. trigger point(s)) of developer contributions as set out in the signed Section 106 legal agreement to be paid to the district council is set out in the Section 106 schedule appended to this statement (Appendices 2, 3 and 4 refer). At the time the planning applications were originally consulted on, the various infrastructure and service providers were engaged with by the local planning authority to ascertain the relative timing of payments in the context of when each individual new or improved infrastructure would be required, in relation to the number of occupations at permitted sites that form part of the broad location.
- 2.51. In terms of monitoring, the local planning authority secured the payment of a monitoring fee as part of the Section 106 legal agreement to cover the cost of monitoring and reporting on delivery of the Section 106 obligations. Separately, the local planning authority will monitor the rate of housing completions as part of its Authority Monitoring Report (AMR), and there will be regular and

Matter 6: Strategy for the Romney Marsh Area

continued dialogue between the Planning Policy team that oversee preparation of the AMR and the Development Management team, within which the monitoring officer will report.

- 2.52. The district council is to prepare an Infrastructure Funding Statement (IFS) by the end of the 2020 calendar year that will profile Section 106 developer contributions, and provide coverage of those items of infrastructure that shall be part-funded through use of Community Infrastructure Levy receipts. Preparation of the IFS will require close engagement with county council colleagues. As the IFS is to be reviewed and updated annually it provides another means of cross-checking the flow of developer contributions – both payments to the district council, and thereon the transfer of contributions to external service providers, such as the county council.
- 2.53. The mechanisms in place will ensure that developer contributions are paid across at the right time, and that the onward allocation of received contributions is undertaken in a timely and efficient manner.

Question 12

Is the Core Strategy Review effective in identifying any highway impacts from the planned development in New Romney and how these will be addressed?

- 2.54. Criterion g. of Policy CSD8 requires the identification of appropriate off-site highway mitigation measures to ameliorate highway impacts. In accordance with criterion g., a number of off-site highway improvements have been secured by the local planning authority, following extensive and robust appraisal by the local highway authority. The schemes of highway mitigation that have been secured in accordance with the three planning permissions that have been granted are detailed in Table 2.1.
- 2.55. For the purpose of clarity, should the Inspectors be minded to recommend the incorporation of details presented within Table 2.1 into the policy wording of policy CSD8 and/or its supporting text this would be to the satisfaction of the local planning authority. However, as the cited schemes of highway mitigation

Matter 6: Strategy for the Romney Marsh Area

have been secured through Section 106 legal agreements and, in a number of instances the improvements have already been delivered, it is considered that there are sufficient safeguards in place already to ensure the necessary mitigation is implemented.

Table 2.1. Schemes of highway mitigation secured in accordance with sites brought forward under the broad location

Permitted scheme	Highway mitigation secured	Status as of July 2020
Y10/0698/SH - Romney Marsh Potato Co Ltd	Pedestrian & cycle connectivity to & from the site	Payment made 22.03.2017
Y15/0164/SH - Land opposite Dorland	Highways & High Street improvements to be delivered by KCC once payment from Y18/1404/FH has been received	Payment made 10.08.2018
	Works to improve the junction of Cockreed Lane/St Mary's Road – as secured through planning condition 16	This scheme was implemented prior to first occupation
Y18/1404/FH - Land adjoining Hope All Saints Garden Centre	Highways & High Street improvements to be delivered by KCC once payment from Y18/1404/FH has been received	Payment not triggered
	Provision of new footpath to Ashford Road as shown on drawing 001 Rev E 'Site access arrangements' – planning condition 18	Requirement not triggered
	Junction improvement works to High Street/Ashford Road as shown on drawing 002 Rev B	Requirement not triggered

Matter 6: Strategy for the Romney Marsh Area

Permitted scheme	Highway mitigation secured	Status as of July 2020
	dated 5 th December 2014 to be implemented in full prior to first occupation of any dwelling (condition 19)	
	The build out on Fairfield Road as shown on drawing C14241-HYD-XX-XX-DR-TP-0002 Revision P1 shall be implemented in full prior to first occupation of any dwelling (planning condition 20)	Requirement not triggered
	Within two months from commencement of development an application for a Traffic Regulation Order for restrictions on Fairfield Road shall be submitted to Kent County Council in its position as Local Highway Authority. If the TRO is confirmed the works shall be implemented prior to occupation of the 50th dwelling (condition 21)	Requirement not triggered

2.56. The Core Strategy Review is considered to be effective in identifying any highway impacts from the planned development in New Romney, to include how these will be addressed.

Question 13

Is the proposed link road within the broad location justified, viable and deliverable?

Matter 6: Strategy for the Romney Marsh Area

- 2.57. Criterion c. of Policy CSD8 requires that *“land proposed for residential development must have a sufficient level of internal connection through providing a new movement link through the site, appropriately designed to 20mph, and/or through a cycleway/footpath to provide a secure and attractive green corridor.”* The policy wording of criterion c. does not explicitly require provision of a link road.
- 2.58. The provision of a vehicular and pedestrian connection (resulting in implementation of the ‘link road’) to connect the two strategic parcels to the south-east of Cockreed Lane is being dealt with separately under Y18/1419/FH for the following description of development:
- “Outline planning application for engineering operations to provide vehicular and pedestrian connectivity. All matters reserved except for means of access.”*
- 2.59. At the time of writing (July 2020) this application is still to be determined. Gladman Developments Ltd are the named applicant for the proposed link road for which outline planning consent has been sought in accordance with the scheme promoted under Y18/1419/FH. In terms of demonstrating deliverability of the link road, it is noteworthy that Gladman Developments Ltd benefit from the grant of outline planning consent in accordance with Y18/1404/FH – ‘Land adjoining Hope All Saints Garden Centre’.
- 2.60. The application form submitted for the link road application (Y18/1419/FH) confirms there is no formal record of title held with Land Registry to confirm the registered owner of the parcel edged in blue. The application form confirms that Gladman has undertaken a Land Registry search in respect of the land that is currently unregistered and concluded that Kent County Council are attempting to apply for first registration on this land. This example shows the challenges around infrastructure delivery that can emerge when the landownership position is not straightforward.

Matter 6: Strategy for the Romney Marsh Area

2.61. The planning committee report into the scheme permitted in accordance with planning reference Y18/1404/FH explains the relationship of the link road which this strategic site, asserting that:

“Whilst this application is almost identical to the 2017 application, the key differences are that the current application is accompanied by a noise assessment to address previous concerns regarding traffic noise and it is accompanied by a separate application seeking planning permission for the provision of a link road between this site and the site to the north-east of the playing field, which is being considered concurrently (application reference Y18/1419/FH).”

2.62. The requirement for the further promotion of the scheme approved in accordance with planning reference Y18/1404/FH by way of future Reserved Matters and the link road is set out in condition 9 of the outline planning permission, as repeated below:

“Condition 9. The reserved matters details to be submitted pursuant to condition 1 shall include details of an internal spine road, running from Ashford Road to the north eastern boundary of the site. The details submitted shall establish the precise alignment of the spine road, so that the spine road aligns with the north-eastern element approved under application Y17/0674/SH. The internal spine road shall have a design speed of 20mph across its length and include pedestrian and cycle links. The development shall thereafter be carried out strictly in accordance with the approved reserved matters details for the spine road.

Reason: in the interests of highway safety and convenience.”

2.63. The layout plan for the link road that is the subject of promotion under Y18/1419/FH is appended to this statement (Appendix 5 refers).

2.64. It is important to clarify there is no condition limiting the number of residential occupations on the site benefiting from outline consent granted in accordance with Y18/1404/FH with the corresponding implementation of the 'link road'.

Matter 6: Strategy for the Romney Marsh Area

Rather, as explained above, there is a requirement as implemented by condition 9 of planning permission granted under Y18/1404/FH that a future Reserved Matters scheme to come forward on the site provides sufficient detail of the spine road as part of the internal layout. Furthermore, the wording of Policy CSD8 does not explicitly require the delivery of the link road in conjunction with the delivery of housing units.

- 2.65. Turning to the specifics of the question being posed, which is whether the proposed link road within the broad location justified, viable and deliverable, the council considers that Policy CSD8 makes it clear that the remaining parcels of land within the broad location should not prejudice the access road coming forward, in recognition of separate landownership.
- 2.66. The implementation of what could, in time, facilitate an internal spine road connection through the two strategic parcels has been achieved/secured through the provision of internal estate road layout alignment of the strategic sites benefiting from planning consent granted in accordance with Y15/0164/SH and Y18/1404/FH respectively. On this basis the principle of delivering a link road is justified. However, the delivery of the connecting middle section that would provide for an end-to-end 'link road' (all movements) spanning both strategic parcels is outside the control of either of the two promoters. On the basis that planning consent has been granted for two strategic parcels without a firm requirement to deliver the link road ultimately does draw out associated questions on its justification.
- 2.67. One of the site promoters, Gladman Developments Ltd, has applied for planning consent to construct the link road, and so one can reasonably infer that if planning consent is granted, and the land can be acquired, there is a reasonable prospect that the link road will be delivered. Under this scenario it would be demonstrated that provision of the 'link road' through completion of the missing section is viable. However, at the time of writing this application remains undetermined. While there is a willingness of the applicant (Gladman) to deliver the link road, the fact the ownership of the central parcel required to

Matter 6: Strategy for the Romney Marsh Area

deliver the link road is outside the control of the applicant one could legitimately call into question the deliverability of link road.

- 2.68. The council believes that Policy CSD8, as worded, strikes a reasonable and considered balance between achieving the fundamental objective of connecting the broad location development with the wider town by all forms of transport, with a focus on sustainable modes, while accepting that, where a broader allocation falls within multiple ownerships, a flexible approach needs to be taken, providing there is robust evidence to support such an approach, which is evident (and justified) in the case of Policy CSD8.

Question 14

What are the expectations in terms of timing and rates of housing delivery and are these realistic? What progress has been made to date?

- 2.69. The timing and rates of housing delivery are presented within the council's response to Matter 8: The Supply and Delivery of Housing Land. The stated trajectory of housing delivery at the New Romney broad location has been provided by the site promoter for the parcel where development activity is proceeding. The timing and rate of housing delivery is, therefore, considered to be robust and realistic.

Question 15

Are there other potential adverse effects not raised above, if so, what are they and how would they be addressed and mitigated? (N.B. The Council's response should address key issues raised in representations.)

- 2.70. Representations received relating to Policy CSD8 raised the following issues:
- Pentland Homes considers that the regeneration of Romney Marsh could be enhanced through sustainable development and infrastructure improvements at New Romney, over and above the objectives set out in policies. Pentland Homes suggests a comprehensive residential-led,

Matter 6: Strategy for the Romney Marsh Area

mixed-use development, which would facilitate significant infrastructure improvements, including a new 'by-pass' around the Eastern and Southern edge of the town; and

- Gladman Developments supports growth north of the town centre, but question the need for a single masterplan given the recent planning history of the allocation.

2.71. Other representations related to supporting text and figures are summarised below:

- The Nuclear Decommissioning Authority supports the position on Dungeness 'A' but suggests that a clearer reference is made to support both the decommissioning and remediation of the Dungeness 'A' site, together with employment (B1/B2/B8) uses and development associated with energy generation;
- Natural England suggests additional wording to strengthen text relating to Lydd Airport expansion (paragraph 5.121) to ensure that there are no detrimental impacts to the Dungeness designated sites; and
- Regarding Figure 5.6: New Romney Strategy, Pentland Homes fully supports the identification of New Romney as a 'Town Centre' and feels that a comprehensive residential-led development could facilitate significant infrastructure improvements including a proposed 'by-pass' around the eastern and southern edge of the town.

2.72. Given progress with the development of the New Romney broad location, the council considers it appropriate to keep Policy CSD8 largely in its adopted form to guide the remaining phases of development on the site.

2.73. Representations were received to the submission draft Core Strategy Review about further potential development on land to the south and east of the town. These proposals appeared to be somewhat speculative with no clear boundaries or landownerships indicated. While such proposals could possibly

Matter 6: Strategy for the Romney Marsh Area

be addressed through a future review, the council considered that there was insufficient certainty to include them in a revised version of Policy CSD8.

- 2.74. Regarding the comments by the Nuclear Decommissioning Authority (NDA), the council recognises that the nuclear power stations at Dungeness have been central to the Marsh's economy for many years contributing some £50 million to the local economy annually and employing some 1,200 people (Core Strategy Review, paragraphs 5.120 to 5.122). While the supporting text of this section could be amended to refer to the NDA's aspirations for the Dungeness sites, the council considers that more detail would be needed before these aspirations could be translated into an effective policy. Paragraph 5.122 states that the council will monitor the situation and review the plan if necessary.
- 2.75. Regarding comments about a masterplan, the council considers that Policy CSD8 provides sufficient flexibility and would not frustrate proposals to bring forward the remaining areas of the broad location. As outlined above in the council's response to Question 13, Policy CSD8 has been amended so as not to frustrate development given the situation with the link road.
- 2.76. Natural England's comments seek amendments to paragraph 5.121 of the supporting text to add reference to direct and indirect impacts to the Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest, Special Protection Area and Ramsar site and the Dungeness Special Area of Conservation. Given the level of constraints in this area, the council considers that it could aid the clarity of the plan to make these amendments.

Question 16

Are any main modifications to Policy CSD8 necessary for soundness?

- 2.77. The council does not consider that any main modifications to Policy CSD8 are needed for soundness.

Matter 6: Strategy for the Romney Marsh Area

- 2.78. As outlined in paragraph 2.69 above, the council considers that the supporting text could be improved by adding reference to the international and national designated sites in the Dungeness area.

Matter 6: Strategy for the Romney Marsh Area

Appendix 1: Commentary on Criteria to Policy CSD8 – New Romney Strategy

Table 1. Commentary on criteria to policy CSD8 – New Romney Strategy (examples drawn from the committee report into Y18/1404/FH)

Requirement/criteria	Supporting evidence	Effect on viability
<p>Criteria a) The development as a whole should provide around 300 dwellings (Class C3) and a range and size of residential accommodation, including 30% affordable housing, subject to viability.</p>	<p>This site, combined with the site to the north-east of the playing field (Land Opposite Dorland) and the former New Romney Potato Company site would provide around 290 dwellings. It is likely that a further development may come forward on the former garden centre site boosting housing numbers further (there is a current undetermined application on this site). In addition the applicant has agreed to provide 30% affordable housing on site and a range of unit sizes. The application is considered to be fully compliant with this aspect of the policy.</p>	<p>No implications on viability</p>
<p>Criteria b) Pedestrian/cyclist linkages southwards to the town centre should be improved and prioritised from the central area of the development, in preference to linkages around the periphery of the site.</p>	<p>This proposal, along with the site to the north-east of the playing field has come forward separately from the land containing the existing playing field. This means that currently some of the aspirations of the policy cannot directly be met by the application including improved pedestrian/ cycle links to the town centre through the central area of the development. It is clear from the application documents why the applicant has chosen to submit this application and exclude the land to the north-east. Whilst it would be preferable for the playing field to have been included within this application, its inclusion in the original application is holding up delivery of housing on the site and the delivery of these dwellings is required to meet the district's housing need. The inability to bring forward the adjoining land is not within the applicant's control, hence why in the CSR, policy CSD8 is drafted to include wording that says the remaining parcels of land within the broad location should not preclude the access road coming forward, in recognition of difficult land ownership issues. Waiting for this land to come forward is likely to have a significant impact on the Council's ability to maintain a 5 year housing land supply.</p>	<p>No implications on viability</p>
<p>Criteria c) Land proposed for residential development must have a sufficient level of internal connection through providing a new movement link through the site, appropriately designed to 20mph, and/or through a cycleway/footpath to provide a secure and attractive green corridor.</p>	<p>Due to the outline nature of the application, the precise design considerations would be deferred to the reserved matters stage. With regards to the internal connection the comments in the above paragraphs regarding point b. above are relevant to this as well.</p>	<p>No implications on viability</p>

<p>Criteria d) Proposals should incorporate as necessary a minimum of 0.7ha of land for the upgrade of St Nicholas' Primary School playing facilities on a consolidated area.</p>	<p>As with the proposed link road to the neighbouring site, this is currently out of the control of the applicant as the land on which this would be provided is owned by KCC and leased to the school. The applicant and Planning Case Officer have worked together to seek a resolution to the outstanding S106 agreement relating to the 2014 application with both KCC and the school. However, a finalised agreement has not been forthcoming from the school and KCC. Members will note that the site to the north-east of the playing field, which is currently being developed, also did not make provision towards this.</p>	<p>No implications on viability</p>
<p>Criteria e) Archaeological constraints need to be examined and associated mitigation will be required to be provided at an early stage, in order to inform the masterplan, development strategy and quantum of development.</p>	<p>The application has been accompanied by an archaeological desktop study. This concludes that the development has the potential to impact on buried remains. It advises that when more detail of housing type and design is available, a further study is carried out to assess this. KCC Archaeology have commented on the application and also recognise the likely high potential for medieval settlement remains as well as evidence for enclosure drainage ditches and that the remains are likely to be of local importance and possibly regional significance. They are, however, content that this should not preclude development of the site and that a pre-commencement condition requiring a programme of archaeological evaluation and investigation would sufficiently safeguard any remains. As such, the proposal is considered to be compliant with this part of the policy and a condition is proposed.</p>	<p>No implications on viability</p>
<p>Criteria f) Flooding and surface water attenuation for the overall site should be concentrated in the lowest areas of the site, recommendations of the Strategic Flood Risk Assessment (SFRA) must be followed, and measures should also provide visual and nature conservation enhancement for the benefit of the site and local community.</p>	<p>The whole of the broad location area is situated within Flood Zone 2 and the majority within Flood Zone 3 of the Environment Agency flood maps. Most of the broad location site is identified by the Council's SFRA as being at no risk of flooding in 2115 when taking into account climate change, with small areas identified as being at low risk and a smaller area at moderate risk. As the proposal reserves layout for later consideration the layout in relation to the flood risk areas can be considered further at that stage. The density would allow for the small area of moderate flood risk to be avoided for dwelling. It is also possible to design in visual and nature conservation enhancements as part of the reserved matters application.</p>	<p>No implications on viability</p>
<p>Criteria g) Appropriate off-site mitigation measures must be identified, including to</p>		<p>No implications on viability</p>

<p>ameliorate highway impacts and manage drainage demands.</p>	<p>Off-site highway mitigation measures have been identified and agreed by Kent Highways as suitable and appropriate to mitigate against the additional traffic generated by this proposal. These include:</p> <ul style="list-style-type: none">• Completion and maintenance of the junction improvement for the junction of Ashford Road / The High Street• Completion and maintenance of the improvements to the build outs on Fairfield Road• Implementation of a Traffic Regulation Order prohibiting on-street parking on Fairfield Road in the form of double yellow lines• £131,000 contribution towards capacity and safety improvements to the junction of the High Street / Station Road.• £70,000 towards the travel plan and cycle voucher. <p>These would all be secured by way of either planning condition or included within the legal agreement as appropriate. See highway safety section for more detail.</p>	
----------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

Matter 6: Strategy for the Romney Marsh Area

**Appendix 2: Former Marsh Potato Company Site – Section
106 Contributions**

Table 1. Former Marsh Potato Company S106 contributions

APPLICATION	ADDRESS	DATE SIGNED	TYPE	AMOUNT DUE	TRIGGERS	REPAYMENT TIMESCALE	AMOUNT PAID	DATE RECEIVED
Y15/0806/SH (Y10/0698/SH)	Romney Marsh Potato Co Ltd Cockreed Lane New Romney	DoV 26.10.15	Monitoring fee	£1,000.00	Completion of agreement			
			NR Library	£7,301.84	Prior to commencement	10 years from date of last contribution	£7,301.84	27.04.16
			Adult education	£1,257.20			£1,257.20	27.04.16
			Adult social services	£1,174.32			£1,174.32	27.04.16
			Primary education	£31,727.92			£31,727.92	27.04.16
			Play facilities	£20,000.00			£20,000.00	24.01.17
			Pedestrian & cycle connectivity to & from the site	£70,000.00			Prior to commencement of construction of 30th dwelling	£70,000.00
			NR High Street improvements	£38,538.00	Prior to first occupation	£38,538.00	24.01.17	
			Indexation NRL		Prior to construction of 20th dwelling			
			Indexation AE					
			Indexation ASS					
			Indexation PE					
			Indexation PF					
			Indexation PCC					
			Indexation NRHS					
				£169,999.28				

Matter 6: Strategy for the Romney Marsh Area

Appendix 3: Land Opposite Dorland – Section 106

Contributions

Land opposite Dorland S106 contributions

APPLICATION	ADDRESS	DATE SIGNED	TYPE	AMOUNT DUE	TRIGGERS	REPAYMENT TIMESCALE	AMOUNT PAID	DATE RECEIVED
Y15/0164/SH	Land opposite Dorland Cockreed Lane New Romney	10.02.17	Social Care	£8,125.70	50% prior to occupation of no more than 25% of open market units, balance prior to occupation of no more than 50% of open market units	10 yrs from receipt of payment	£4,062.85	07.08.19
			Community	£2,318.80		10 yrs from receipt of payment	£1,159.40	07.08.19
			Libraries	£5,282.20		10 yrs from receipt of payment	£2,641.10	07.08.19
			Education	£236,096.00		10 yrs from receipt of payment	£118,048.00	07.08.19
			Highways & High Street	£136,960.00	Prior to occupation of any open market units	10 yrs from receipt of payment	£136,960.00	10.08.18
			Travel plan & cycle voucher	£66,000.00	In accordance with delivery plan to be approved	10 yrs from receipt of payment	£33,000.00	07.08.19
			Health Care	£64,864.80	Prior to occupation of no more than 25% of open market units	10 yrs from receipt of payment	£64,864.80	07.08.19
			Open space	£163,350.00	Prior to commencement	10 yrs from receipt of payment	£163,350.00	18.07.18.
			Indexation open space	£5,257.34		10 yrs from receipt of payment	£5,257.34	08.06.18
			Indexation highways & High St	£8,627.08		10 yrs from receipt of payment	£8,627.08	10.08.18
			Indexation on remainder	£19,342.00		10 yrs from receipt of payment	£19,342.00	07.08.19
							£716,223.92	

Matter 6: Strategy for the Romney Marsh Area

**Appendix 4: Land Adjoining Hope All Saints Garden Centre
– Section 106 Contributions**

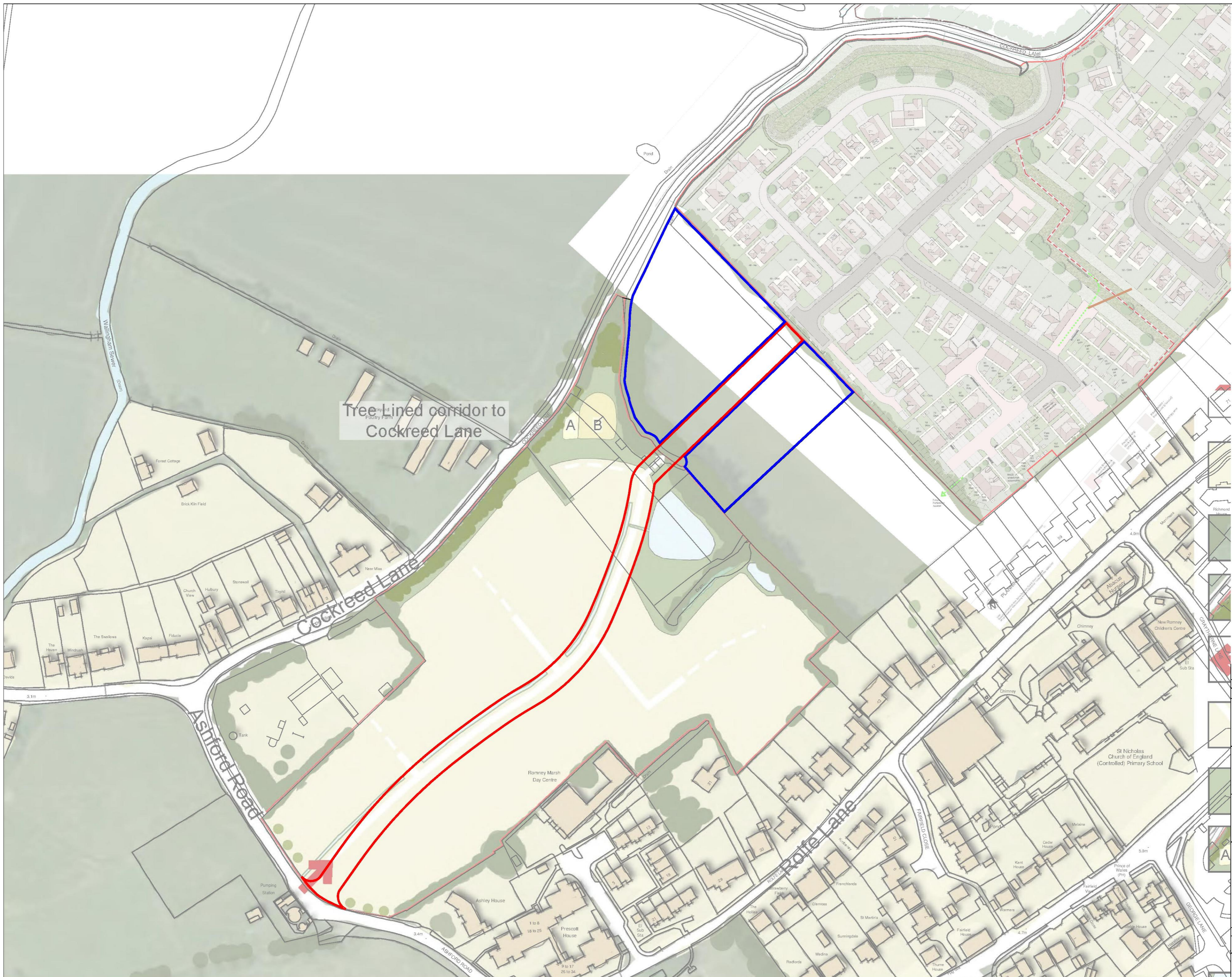
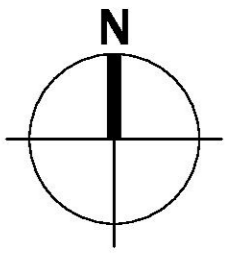
Table 1. Land adjoining Hope All Saints Garden Centre S106 contributions

APPLICATION	ADDRESS	DATE SIGNED	TYPE	AMOUNT DUE	TRIGGERS	REPAYMENT TIMESCALE	AMOUNT PAID	DATE RECEIVED
Y18/1404/FH	Land adjoining Hope All Saints Garden Centre S106 contributions	29.08.19	Social Care	£8,642.79	50% prior to occupation of no more than 25% of open market units, balance prior to occupation of no more than 50% of open market units	10 yrs from receipt of payment		
			Communities	£2,465.95				
			Libraries	£5,618.34		10 yrs from receipt of payment		
			Education	£388,908.00		10 yrs from receipt of payment		
			Traffic safety contribution	£10,000	Within 30 days of receiving written notice from the Council that a Traffic Regulation Order has been made	10 yrs from receipt of payment		
			Travel plan & cycle voucher	£70,000.00	50% prior to occupation of no more than 25% of open market units, balance prior to occupation of no more than 50% of open market units	10 yrs from receipt of payment		
			Travel Plan monitoring	£5,000	Prior to occupation of any dwelling	10 yrs from receipt of payment		
			Health Care	£68,922.56	Prior to occupation of no more than 25% of the dwellings	10 yrs from receipt of payment		
			Playing Field contribution	£18,977.10	Prior to occupation of any dwelling	10 yrs from receipt of payment		
			High Street/Station Road	£131,000.00	Prior to occupation of any open market units	10 yrs from receipt of payment		

			Subject to cost of works overpayment up to £45,000			
		High Street improvements	£80,496	Prior to occupation of any open market units	10 yrs from receipt of payment	
		Open space	Within site	<p>Open space specification prior to commencement</p> <p>Evidence of management company prior to commencement</p> <p>Not to permit or allow occupation 75% of total housing until open space has been constructed or provided in accordance with specification</p> <p>Not to occupy more than 95% until open space has been transferred to a Management Company</p>		
		Indexation (to follow)				

Matter 6: Strategy for the Romney Marsh Area

Appendix 5: Ashford Road, New Romney – Layout Plan



Tree lined corridor to
Cockreed Lane

A B

Rev	08-07-19	Boundary amended	dmf
	Date	Revision notes	By

DO NOT SCALE

STATUS

Project
Ashford Road
New Romney

Title
Layout Plan



GLADMAN
Gladman House, Alexandra Way
Congleton Business Park
Congleton, Cheshire
CW12 1LB
Tel: 01266 288800
Fax: 01266 288801
www.gladman.co.uk

Drawn By	Publish Date	Scale(s)
dmf	31/10/18	1:1250@A2
Project no.	Drawing no.	Revision
2018-102	200	A