



# Places and Policies Local Plan - Submission Draft

## Local Plan

- Positively Prepared.....
- Justified.....
- Effective.....
- .....



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## Foreword

## 2 Foreword

### **Places and Policies Local Plan - Submission Draft Consultation**

I'm delighted to present this draft of the Places and Policies Local Plan for its final public consultation before we submit it to the Planning Inspectorate for examination.

This plan has been prepared in line with our overarching strategy for the district – our adopted Core Strategy Local Plan – which sets out our long term vision for the type of place we want Shepway to be and the homes and jobs we need to provide for ourselves and future generations.

This version of the plan has been developed following two consultations where we invited the public to share their thoughts on where they wanted to live and work, and what they wanted those buildings and places to look like. I would like to thank all of the people, groups and organisations who took part in these consultations.

In this consultation you are invited to submit comments to the Planning Inspector, who will decide if the plan complies with the legal requirements, complies with the duty to cooperate and is sound.



**Cllr John Collier**

**Cabinet Member for the District Economy**

## Introduction

## 3 Introduction

### How to Comment

This document is Shepway District Council's Submission Draft Places and Policies Local Plan.

The Submission Draft Local Plan has been published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

**3.1** The Submission Draft Local Plan has been published in order for representations relating to issues of 'soundness' to be made prior to its submission to the Secretary of State. Representations from the public, landowners, developers and other stakeholders will be considered alongside the submitted plan by an independent Planning Inspector, who will conduct an examination of the plan.

#### Making Appropriate Representations

**3.2** The purpose of the examination will be to consider whether the Places and Policies Local Plan is legally compliant (under the provisions of the Planning and Compulsory Purchase Act, 2004) and whether it is 'sound'.

**3.3** You are therefore advised to ensure that your representations relate to these matters:

- If you are making representations on the way in which the plan has been prepared and published, it is likely that your comments will relate to a matter of legal compliance; and/or
- If it is the actual content on which you wish to comment, it is likely that your comments will relate to the 'soundness' of the document. A plan that is 'sound' is defined in the Government's National Planning Policy Framework (NPPF) as one that meets the four tests set out below.

### Tests of Soundness

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** - the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** - the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

(NPPF, paragraph 182)

**3.4** If your representation seeks a change to the plan, you will need to say why you consider that it is not currently sound and try to support your representation with evidence of why you think it should be changed. You should try to state precisely how the document should be changed.

**3.5** You should give careful consideration to how you wish your representation to be dealt with by the planning Inspector: by written representations or by exercising the right to be heard. Only where you are seeking a change to the plan will you have the right to be heard during a hearing session. Please note that written representations carry exactly the same weight in the examination process as representations made in person at the hearings.

**3.6** To assist you to make your representations in an appropriate manner:

- If you make representations through the Council's online consultation portal you will be automatically prompted to comment in relation to the legal compliance and/or soundness of the document. A detailed guidance note is provided electronically; or
- If you make your representations by email or in writing, a form and guidance note are available for you to download. You are advised to use the form to ensure that your representation relates directly to the matters that will be considered by the Inspector.

**3.7** Comments can be made in a number of ways, as set out below:

## Using the Consultation Portal

**3.8** The Places and Policies Local Plan and accompanying Sustainability Appraisal can be viewed, and comments made directly online, using the Council's consultation portal. Detailed guidance notes on the test of soundness are included on the portal. The consultation portal can be found at the Council's website: [www.shepway.gov.uk](http://www.shepway.gov.uk)

## Using a Response Form

**3.9** Alternatively, a response form (for filling in electronically or printing out) can be downloaded from the Council's website or you can request a paper copy by phoning 01303 853000 and asking for the planning policy team.

**3.10** This form can be returned in the following ways:

- By email to: [planning.policy@shepway.gov.uk](mailto:planning.policy@shepway.gov.uk)
- By post to: Planning Policy, Planning Services, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY.

## Consultation Documents

**3.11** This consultation includes the following documents:

- Submission Draft Places and Policies Local Plan;
- Response form for the Places and Policies Local Plan; and
- Supporting documents, including the Sustainability Appraisal Final report.

If you have any queries about this consultation, or would like further advice about how to make your representation, please contact:

### Shepway District Council Planning Policy

- Email: [planning.policy@shepway.gov.uk](mailto:planning.policy@shepway.gov.uk)
- Telephone: 01303 853000 and ask for the planning policy team

## About This Document

**3.12** Shepway District Council is required to produce a document, or suite of documents, to deliver the planning strategy for Shepway District, to guide development and provide a consistent approach to decision making, forming the statutory 'development plan'. In addition to these documents, the Council must also produce:

- A Local Development Scheme (LDS) that sets out the timetable for the preparation of the documents;
- A Statement of Community Involvement (SCI) setting out how the Council will engage with the public and stakeholders in the preparation of the documents; and
- An Authority Monitoring Report (AMR), which reports on the implementation of the development plan policies.

## Core Strategy Local Plan

**3.13** The development plan sets out the Council's policies and proposals for the development and use of land in the district. The statutory development plan for Shepway District currently includes the adopted 2013 Shepway Core Strategy Local Plan, as well as saved policies from the 2006 Shepway District Local Plan.

**3.14** The Core Strategy is the overarching planning policy document and sets out the long term vision and strategic policies for the district. The Core Strategy makes provision from 2006 to the end of March 2031, to ensure a long-term framework is in place. It sets out economic, social and environmental aims for the district and the amount and type of development and strategic development locations for major developments.

**3.15** The Core Strategy identifies three strategic needs. These are to:

1. Improve employment, educational attainment and economic performance in Shepway;
2. Enhance the management and maintenance of the rich natural and historic assets in Shepway; and
3. Improve quality of life and sense of place and the vibrancy and social mix of neighbourhoods, particularly where this minimises disparities.

**3.16** To meet these needs the Core Strategy sets out the target amounts of development to 2025/26 and beyond to 2030/31 (Policy SS2: Housing and the Economy Growth Strategy):

- For residential development it identifies a core objective to deliver a minimum of 350 dwellings a year on average until 2030/31. For the first 20 years of the plan period (2006/07-2025/26) a target of 8,000 dwellings is set, with a minimum requirement of 7,000 dwellings;



- For business uses a target of 20ha is set to 2025/26; and
- For retail development a target of 35,000sqm is set to 2025/26.

(More information on these targets is provided in the Introduction to Part One - Places of this plan.)

### **Core Strategy Review and Otterpool Park Proposals**

The Council has made a commitment in the Local Development Scheme to review the 2013 Core Strategy to provide a framework for the district beyond 2031. Work has begun on this review, including the production of new evidence on future housing requirements; this work is taking place alongside the final stages of preparing the Places and Policies Local Plan.

In addition to this, the Government has accepted Shepway District Council's bid for a new Garden Town at Otterpool Park and work is underway to produce a masterplan for this proposed new settlement.

The Places and Policies Local Plan has been prepared to provide for the level of growth identified in the 2013 Core Strategy and to set out more detailed development management policies to guide development proposals. **The levels of development set out in this plan therefore do not go beyond those already established by the 2013 Core Strategy.**

In due course, the development allowed for in this plan (as well as completed schemes and sites with planning permission) will be taken into account in preparing the Core Strategy Review. The Review will also test any proposals for a new settlement.

As with the Places and Policies Local Plan, the Core Strategy Review will be subject to extensive public consultation and an independent examination before it is adopted. There will therefore be many opportunities for local people and other stakeholders to influence the Core Strategy Review and Otterpool Park proposals as part of future consultations; as they do not form part of the Submission Draft Places and Policies Local Plan they are not dealt with further in this document.

## **Shepway District Places and Policies Local Plan**

**3.17** This plan is the Shepway District Places and Policies Local Plan, and is one of the documents that will, when adopted, form part of the development plan. The allocations and policies within this plan cover the whole district and will be used to consider the suitability of development proposals. The plan covers the period from 2006 to 2031, in line with the adopted Core Strategy.

**3.18** The Places and Policies Local Plan sits below the Core Strategy and has two functions:

- To allocate enough land for future development to meet the requirements set out in the Core Strategy for residential, employment, community and other needs; and
- To provide development management policies that will be used to assess planning applications and guide future development.

**3.19** The plan will therefore play an important role in shaping the future of the district and ensuring that the aims set out in the Core Strategy are met, providing local communities, landowners, developers and infrastructure providers with certainty about the future pattern of development in the district. The policies in the plan will ensure that new developments are sustainable, the natural and historic environment is maintained and that people's quality of life is improved and healthy lifestyles are encouraged.

**3.20** When the plan is adopted by the Council, it will replace the saved policies in the 2006 Shepway District Local Plan. (The 2006 Local Plan policies that will be replaced on adoption of this plan are set out in Appendix 2).

**3.21** The sites to which the policies apply are illustrated on the Policies Map that accompanies this plan. The sites are referenced by the policy number.

**3.22** The chapters also contain accompanying text in numbered paragraphs to support the policies. The text describes the context to each settlement, site or topic area and, where relevant, makes reference to supporting studies and evidence.

**3.23** Where known, the allocations identify specific requirements that developments will need to deliver, but these requirements will be continually reassessed in light of the latest information on infrastructure needs set out in the Council's Infrastructure Delivery Plan (IDP) and as part of any planning application.

**3.24** The policies set out in this plan are not the only considerations that will be used to assess development proposals. Depending on the proposal, a range of other policies and guidance may also apply, such as:

- Government guidance set out in the [National Planning Policy Framework](#) (NPPF) and [Planning Practice Guidance](#) (PPG);
- Policies in the 2013 [Core Strategy Local Plan](#);
- Relevant Supplementary Planning Documents (SPDs) or design guidance; and
- Neighbourhood Development Plans.

## Other Planning Requirements

The policies in this plan do not repeat requirements already set out in other documents, except where relevant, nor do they include standard requirements (such as the need to provide connections to drainage or sewerage infrastructure), other than where specifically identified by service providers. Depending on the proposal, Transport Assessments, Transport Statements, Travel Plans, assessments of land stability, ecological assessments and other information may also be needed; for reasons of concision standard planning requirements are not repeated in the policies.

## Local Validation Requirements

There are two levels of requirements when submitting planning applications and supporting information, set at national and local levels:

- **National requirements** - In relation to national requirements, the [Planning Portal](#) gives further information.
- **Local requirements** - Regarding local requirements, local planning authorities are able to publish their own lists. The Council has adopted a local list of validation requirements which is available on the [Council's website](#). The local validation requirements are different for householder and non-householder developments and make it clear for applicants and agents what drawings and reports are required to be submitted alongside planning applications. If all the required information is provided at the start of the process this can help to reduce the time taken for planning applications to be determined.

## Policy Context

**3.25** The preparation of this plan has taken account of the relevant national and local planning policy context. The plan has also been informed by a number of evidence base studies. In addition, the infrastructure requirements identified in the IDP and the findings of the Sustainability Appraisal and Appropriate Assessment have been crucial in developing the policies.

**3.26** Shepway District has significant environmental constraints, with a large proportion of the district covered by the Kent Downs Area of Outstanding Natural Beauty (AONB) designation (other areas are also important for the setting of the AONB), international, national and locally protected sites for wildlife and areas and sites of historic importance. There are also areas of high flood risk, particularly along the coast and in Romney Marsh. This calls for a balance between the need for growth and policies of protection within these sensitive areas.

## National Planning Policy

**3.27** National planning policy is set out in the [National Planning Policy Framework](#) (NPPF) and accompanying [Planning Practice Guidance](#) (PPG), which covers elements of spatial planning and the operation of the planning system. This policy framework covers broad topic areas such as local plan preparation, housing, employment, town centres, built heritage, biodiversity and the creation of strong, safe and prosperous communities. Local authorities are required to take national policy into account by ensuring that their plans and policies are consistent with this guidance. National planning policy is also material to the consideration of individual planning applications and appeals.

**3.28** Since the Core Strategy was adopted in 2013, there have been a number of changes to government legislation and policy which have been considered when developing this plan; some of these are already in operation and others are in development or awaiting the publication of final guidance. Key areas include:

- Starter Homes - for first-time buyers only and purchasers under the age of 40. These will also count as 'affordable homes' under the definition in the NPPF;
- Self-build and custom housing - the Council maintains a register of people interested in building their own homes. New legislation places a duty on local authorities to have regard to the self-build and custom housebuilding register when carrying out their planning, housing, land disposal and regeneration functions;
- Permission in principle (PiP) has been introduced for housing-led development which will provide developers with greater certainty of consent at an earlier stage in the development cycle. PiP will be granted on the adoption of a local plan or a neighbourhood development plan;
- Brownfield registers will provide house builders with up-to-date and publicly available information on all brownfield sites available for housing locally. PiP may also apply to such sites. (Shepway's brownfield register is available to view on the Council's [website](#)); and
- Amendments to the definition of 'travellers' in Government guidance ('[Planning policy for traveller sites](#)', 2015).

**3.29** In preparing this plan the Council has also considered Government policy such as the Industrial Strategy 'Building a Britain fit for the future' (BEIS, November 2017), '[Fixing the Foundations: Creating a more prosperous nation](#)' (HM Treasury, 2015) and '[Towards a one nation economy: A 10-point plan for boosting productivity in rural areas](#)' (DEFRA, 2015).

**3.30** More recently the Government published '[Fixing our broken housing market](#)' (DCLG, 2017), its Housing White Paper, which contains a number of proposals to boost the supply of housing. While many of the proposals in the Housing White Paper have yet to be implemented, its general approach complements the Places and

Policies Local Plan, particularly in the allocation of a range of smaller sites to encourage small- and medium-sized housebuilding firms, and in the promotion of self-build and custom housebuilding.

### **Local Planning Policy**

**3.31** As outlined above, the policies in this plan sit within the framework for the district already established by the Core Strategy. As well as setting out the general level and distribution of development for the plan period, the Core Strategy also contains policies on: flood risk; town centres; infrastructure planning; affordable housing; rural and tourism development; green infrastructure; and water and coastal management. The requirements of these policies are not repeated within this plan: the development management policies in Part Two are intended to add further detail only where it is necessary.

**3.32** The Core Strategy also allocates a number of strategic development sites at Folkestone Seafront and Shorncliffe Garrison, Folkestone; other broad locations for development are identified at New Romney and Sellindge. In addition, the 2006 Shepway District Local Plan Review allocated a mixed-use development at the former Nickolls Quarry, Hythe. These sites now have planning permission or are under construction and the developments have been taken into account in the level and distribution of growth set out within this plan.

### **Neighbourhood Planning**

**3.33** In accordance with the provisions of the Localism Act 2011, neighbourhood planning allows town and parish councils and other qualifying bodies to shape new development within their areas through the production of Neighbourhood Development Plans or Orders. When 'made' (brought into legal force by the local planning authority), they will also form part of the development plan.

**3.34** In Shepway a number of parishes have had Neighbourhood Areas designated. (This is the first stage of Neighbourhood Plan preparation and is the confirmation of the area which the Neighbourhood Plan or Order will cover). The areas that have been designated so far are:

- Hythe;
- Lympe;
- New Romney;
- St Mary in the Marsh; and
- Sellindge.

**3.35** Of these St Mary in the Marsh Parish Council has produced a draft plan which was consulted on between 9 November and 21 December 2017 and is now being taken forward to the next stage of examination.

**3.36** The District Council actively engages with town and parish councils that wish to prepare a Neighbourhood Development Plan or Order. Neighbourhood Plan policies can cover a variety of planning policy areas, addressing issues at the local level, as long as these policies are in general conformity with the strategic policies in the local plan.

## **Evidence Base and Other Considerations**

**3.37** In addition to the policies and guidance outlined above, the Places and Policies Local Plan has been influenced by a range of evidence documents. A full list of evidence documents is provided on the Council's website. The key evidence that supports this plan is summarised below.

### **Shepway Corporate Plan 2017-2020**

**3.38** This document sets out the Council's vision for the district from 2017 to 2020 and how the Council intends to realise that vision.

**3.39** The vision is 'Prosperous and ambitious - Working for more jobs and homes in an attractive district'. To help achieve this, the document sets out six strategic objectives:

- More jobs;
- More homes;
- Appearance matters;
- Health matters;
- Achieving stability; and
- Delivering excellence.

**3.40** These objectives will be supported by policies throughout this plan; in allocations for new housing and employment sites and also in the development management policies in Part Two, which give a high priority to good design. Chapter 16: Health and Wellbeing also sets out a number of policies to promote healthy lifestyles to support the 'Health matters' objective.

### **Sustainability Appraisal and Strategic Environmental Assessment**

**3.41** The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development and that economic, social and environmental gains should be sought jointly through the planning system. It indicates that plans need to take local circumstances into account, so that they respond to the different opportunities for sustainable development that are available in different areas.

**3.42** It is a legal requirement under Section 39(2) of the Planning and Compulsory Purchase Act (2004) that new or revised plans are subject to a process of sustainability appraisal (SA). Plans must also be subject to Strategic Environmental Assessment (SEA) under the European Directive 2001/42/EC (the SEA Directive) transposed by the Environmental Assessment of Plans and Programmes Regulations 2004 (the SEA Regulations).

**3.43** Sustainability appraisals are used to test local plan policies and proposals to ensure that they are consistent with the aims of sustainable development and meet legislative requirements. A sustainability appraisal must also incorporate the requirements of the SEA Directive, to ensure that significant environmental impacts are identified and taken into account. The process involves:

- The assessment of the current state of the environment;
- The identification of likely significant effects on the environment; and
- The identification of possible measures to prevent or mitigate these effects.

**3.44** A Sustainability Appraisal Report has been prepared alongside this plan to fulfil the SA and SEA requirements. The SA explains the methodology by which the evolving strategy and policies have been appraised. It also demonstrates how the appraisal has informed the selection of sites. The SA considers the impact of individual sites on sustainability objectives and also the cumulative impact of allocations. Where potential adverse impacts are highlighted, mitigation measures have been identified to remove or reduce the adverse effect and enhance beneficial effects.

### **Habitat Regulations Assessment and Appropriate Assessment**

**3.45** A Habitat Regulations Assessment (incorporating an Appropriate Assessment) has also been carried out to test whether the plan alone, or in combination with other plans and projects, is likely to have an adverse impact on the integrity of the designated nature conservation sites including the Dungeness complex of Special Areas of Conservation (SAC), Folkestone to Etchingill Escarpment SAC, Parkgate Down SAC, Dover to Kingsdown Cliffs SAC, Lydden to Temple Ewell Downs SAC, Special Protection Areas (SPA) and Ramsar sites and other sites which benefit from European wildlife protection within 15km of the district boundary.

### **Equalities Impact Assessment**

**3.46** An Equalities Impact Assessment (EqIA) has been undertaken on the Submission Draft Places and Policies Local Plan. Undertaking an EqIA helps ensure that equality is properly considered and that, as far as possible, the plan has a positive impact on specific groups.



## Infrastructure Requirements

**3.47** The broad location and distribution of growth within the plan has already been confirmed through the Core Strategy and Appendix 2 to the Core Strategy identifies the infrastructure projects needed to deliver this growth. Although new development is allocated in locations benefiting from existing facilities and services, it is important to ensure that any additional infrastructure needed is delivered as part of the site allocations.

**3.48** In addition to the work supporting the Core Strategy, the Council also produced an [Infrastructure Assessment and Delivery Plan](#) in June 2015 to support the introduction of the Community Infrastructure Levy. As infrastructure requirements are continually changing, this document is being reviewed and updated to support the plan and ensure that infrastructure is provided in a timely way.

**3.49** Core Strategy Policy SS5: District Infrastructure Planning also requires that: *"Development should provide, contribute to or otherwise address Shepway's current and future infrastructure needs. Infrastructure that is necessary to support development must exist already, or a reliable mechanism must be available to ensure that it will be provided at the time it is needed."* Some infrastructure requirements will be site specific and, where known, these requirements are identified in the allocations in this plan, but in other cases additional infrastructure will be needed to serve the district's growing population and improve the delivery of services; the Community Infrastructure Levy (CIL) will help to deliver this strategic infrastructure.

**3.50** CIL is a flat-rate levy, with charges based on the size, type and location of new development, as a set charge per square metre of new floorspace. CIL charges for the district came into effect on 1 August 2016. The CIL charge is in addition to any site-specific planning obligations required to mitigate the direct impacts of a development. More information on CIL can be found on the [CIL pages](#) of the Council's website. The different types of infrastructure to be funded from CIL and from site-specific planning obligations are set out in the Council's [Regulation 123 List](#) (June 2016).

## Duty to Co-operate

**3.51** While producing the plan, the Council has complied with the statutory Duty to Co-operate established by [Section 110](#) of the Localism Act 2011. The Act requires local planning authorities *"to engage constructively, actively and on an ongoing basis"* on planning matters that impact on more than one area and to have regard to the requirements of neighbouring authorities and the approach they are taking to develop policies and allocations.

## Structure of the Places and Policies Local Plan

**3.52** The Places and Policies Local Plan is divided into two main sections:

- Part One - Places; and
- Part Two - Development Management Policies.

### **Structure of the Places and Policies Local Plan**

**Part One - Places** identifies locations for development within the three character areas of the district established by the Core Strategy:

- The Urban Area (Folkestone and Hythe);
- The Romney Marsh Area; and
- The North Downs Area.

Policies in Part One will be used to assess planning applications that come forward on sites identified in the policies.

**Part Two - Development Management Policies** sets out general policies relating to a number of topic areas including:

- Housing and the built environment;
- Economy;
- Retail and leisure;
- Community;
- Transport;
- Natural environment;
- Climate change;
- Health and wellbeing; and
- Historic environment.

Policies in Part Two will apply to all proposals, whether for the sites allocated in this document or planning applications submitted on other sites in the district.

**3.53** A glossary is provided of many of the planning terms and abbreviations used in the plan.

## Part One - Places

## Introduction

## 4 Introduction

### Places

**4.1** As outlined in the general introduction to this plan, the spatial strategy for the district is set out in the 2013 [Shepway Core Strategy Local Plan](#). The Core Strategy establishes the overarching development requirements and strategic policies for the district as well as strategic allocations and broad locations for development. Core Strategy Policy SS2: Housing and the Economy Growth Strategy establishes overall targets for residential, economic and retail development in the district.

**4.2** In this plan Part One - Places allocates sites to meet the remaining Core Strategy requirement, taking into account development that has already taken place since the start of the plan period in 2006.

**4.3** Part One is divided into three sections covering:

- The Urban Area (Folkestone and Hythe);
- The North Downs Area; and
- The Romney Marsh Area.

### The Strategy for Shepway District

**4.4** The Core Strategy establishes the quantities of key types of development that will be delivered in the district from 2006 to 2026 and beyond to 2031. These quantities have been derived from a combination of national policy and local evidence of need. Some of the figures have been updated in light of continued monitoring (for example, annual monitoring of housing completions) and also from new studies and evidence (such as updated evidence on retail and employment needs). The role of this plan is to identify sites to meet the needs identified in the Core Strategy (or updated needs); the allocations primarily relate to the provision of new housing, employment, retail and mixed-use development.

**4.5** The settlement hierarchy set out in the Core Strategy (Policy SS3: Place-Shaping and Sustainable Settlements Strategy) has been applied in this plan and development is therefore focused at the larger settlements within the Urban, Romney Marsh and North Downs Areas.

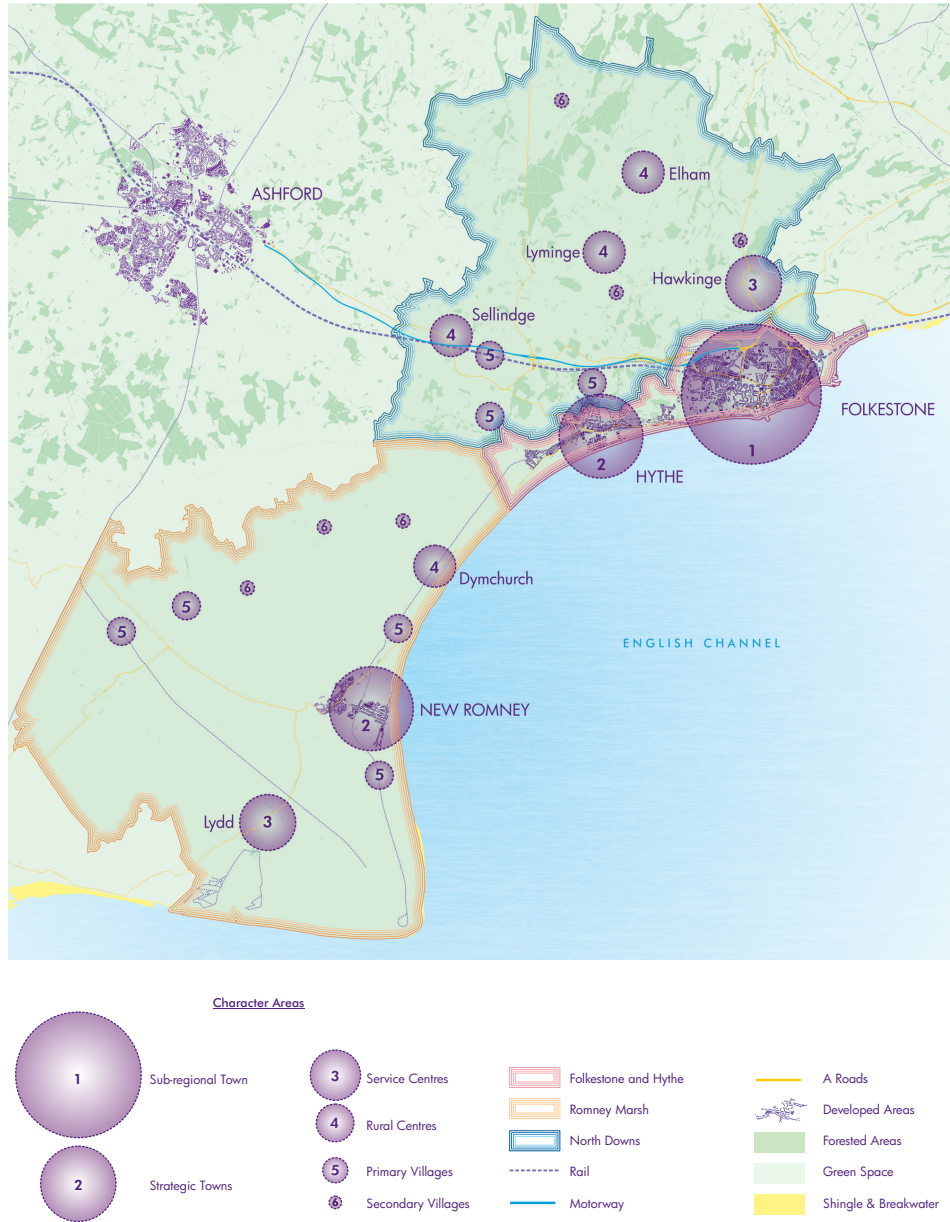
**4.6** Table 4.1 below sets out this hierarchy. Figure 4.1 illustrates the distribution of these settlements within the district and the character areas.

Status and Strategic role	Urban Area	Romney Marsh Area	North Downs Area
<p><b>The Sub-Regional Town:</b> To accommodate substantial residential, commercial and social development. To provide improved international and national transport links, and a good choice of employment, retail, cultural/leisure and public services for the whole of Shepway, adjoining districts and visitors.</p>	Folkestone		
<p><b>Strategic Towns for Shepway:</b> To accommodate significant development - in so far as consistent with maintaining historic character - appropriate to the needs of their wider hinterlands in Shepway, and maintaining the viability of their local transport hubs, town centres and higher order tourism, employment and public services.</p>	Hythe	New Romney Town (incorporating Littlestone-on-Sea)	
<p><b>Service Centres for Shepway:</b> 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.</p>		Lydd Town	Hawkinge
<p><b>Rural Centres:</b> To develop - consistent with enhancing the natural and historic environment - in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents, visitors, and also for other villages in the North Downs or Romney Marsh.</p>		Dymchurch	Elham, Lyminge, Sellindge

Status and Strategic role	Urban Area	Romney Marsh Area	North Downs Area
<b>Primary Villages:</b> To contribute to strategic aims and local needs; and as settlements with the potential to grow and serve residents, visitors and neighbourhoods in the locality with rural business and community facilities.		St Mary's Bay, Greatstone-on-Sea, Brookland, Brenzett	Lympne, Saltwood, Stanford/Westenhanger
<b>Secondary Villages:</b> To continue to provide crucial rural facilities to visitors and their own residents and workforce, in line with local needs, their environment, and role as relatively small country settlements.		Ivychurch, Newchurch, Burmarsh	Stelling Minnis, Densole, Etchinghill

**Table 4.1 Core Strategy District Settlement Hierarchy**





**Figure 4.1 Settlement Hierarchy**

**4.7** Table 4.2 below sets out the target requirements for different development types (from Core Strategy Policy SS2: Housing and the Economy Growth Strategy).

Use	Target Amount of Additional Development 2006/07 to 2025/26
Housing (Class C3)	Core long-term objective - minimum 350 dwellings a year to 2030/31 (8,750 dwellings) Target approximately 8,000 (minimum 7,000) dwellings to 2025/26
Industrial, warehousing and offices (B Classes)	Approximately 20ha gross to 2025/26
Goods retailing (Class A1)	Approximately 35,000sqm to 2025/26

**Table 4.2 Core Strategy Target Development Requirements**

**Meeting the District's Housing Needs**

**4.8** The Core Strategy sets out the broad framework for new housing development across the district and this is broken down proportionally for the different character areas as follows:

- Urban Area - 75 per cent of new residential development (to the nearest 5 per cent);
- Romney Marsh Area - 10 per cent of new residential development (to the nearest 5 per cent); and
- North Downs Area - 15 per cent of new residential development (to the nearest 5 per cent).<sup>(1)</sup>

**4.9** Table 4.3 below sets out the housing land supply position for the Places and Policies Local Plan, using information from the monitoring year 2016/17.

**4.10** The table shows the Core Strategy housing requirement for the three character areas in the left hand column (column A). The table then totals the new housing development that has already taken place since the base date of the Core Strategy in 2006 through completed dwellings, as well as sites under construction and unimplemented permissions at 2017 (columns B, C and D). To this total is added the allocations in this plan and an allowance for the Core Strategy strategic site at New Romney, excluding those sites that had planning permission in 2017 (column E). An allowance is made for 'windfall' delivery (small sites of 1 to 4 dwellings that are not allocated but continue to come forward for development) in accordance with the Core Strategy (column F). The right hand column (column G) gives the total projected supply over the Core Strategy plan period (2006-2031).

**4.11** Regarding the figures it should be noted that:

1 Core Strategy paragraphs 5.80, 5.114 and 5.139

- An allowance of 10 per cent has been made for non-delivery for permissions that have not started on site (column D) and for the Local Plan and Core Strategy allocations (column E). The allowance for non-delivery is a conservative estimate to take account of planning permissions that may lapse (where development does not start before the date specified in the permission) and allocated sites that may be developed for fewer homes than identified in the relevant policy or where delivery extends beyond the end of the plan period; and
- The windfall allowance is as set out in the Core Strategy and supporting evidence, where just under 1,000 dwellings is allowed for the final 13 years of the plan period (2018/19-2030/31).<sup>(2)</sup> For Table 4.3, a windfall allowance of 11 years has been included, to avoid double-counting with small sites with planning permission (column D).

**4.12** Comparison of columns A and G shows that the Core Strategy's minimum housing land requirements will be met for all three character areas, with sufficient flexibility to take account of unforeseen circumstances.

Minimum Targets	Supply and Total Projected Delivery					
A	B	C	D	E	F	G
Number of homes	Completions 06/07-16/17	Under construction at 2017	Permissions not started at 2017	Places & Policies Local Plan/Core Strategy	Windfall	Total projected delivery (B + C + D + E + F)
<b>Urban Area - 75 per cent of total (+/- 5 per cent)</b>						
<b>6,563</b>	2,159	464	3,094	859	539	<b>7,115</b>
<b>Romney Marsh Area - 10 per cent of total (+/- 5 per cent)</b>						
<b>875</b>	475	64	308	358	165	<b>1,370</b>
<b>North Downs Area - 15 per cent of total (+/- 5 per cent)</b>						
<b>1,313</b>	557	101	326	395	121	<b>1,500</b>
<b>District Total</b>						
<b>8,750</b>	3,191	629	3,728	1,612	825	<b>9,985</b>

**Table 4.3 Places and Policies Local Plan - Housing Land Supply Position 2006-31**

<sup>2</sup> Core Strategy Table 4.2 and Figure 6.2

## Meeting the District's Employment Needs

**4.13** The Core Strategy sets out target amounts of employment development in Policy SS2: Housing and the Economic Growth Strategy. Core Strategy Table 4.1 identifies a target of approximately 20ha additional gross industrial, warehousing and office (B classes) from 2006/07 to 2025/26, based on the evidence in the Shepway Employment Land Review (Nathaniel Lichfield and Partners, 2011). Policy SS2 states that this target will be monitored and updated evidence will be used to inform the Places and Policies Local Plan.

**4.14** Since the adoption of the Core Strategy, the Council has completed an update of the Employment Land Review (ELR) (Lichfields, 2017) and this has been used to inform the allocations in this plan. The updated ELR concludes that, based on the current supply of employment space from existing planning permissions and allocated sites, the balance between supply and demand suggests there is a sufficient supply of employment space to meet the estimated office and industrial requirements over the period 2016 to 2026, and also beyond to 2031.

**4.15** More information on this is set out in Chapter 10: Economy.

## Meeting the District's Retail Needs

**4.16** Core Strategy Policy SS2: Housing and the Economic Growth Strategy also identifies a target for the provision of new retail space (Class A1). Core Strategy Table 4.1 identifies a target of approximately 35,000sqm gross new retail space from 2006/07 to 2025/26, based on the evidence in the Retail Need Assessment Study (Kent County Council, 2010). The policy states that this target will be monitored and updated evidence will be used to inform the Places and Policies Local Plan.

**4.17** Since the adoption of the Core Strategy, the Council has completed the Town Centres Study (PBA, 2015) and this has been used to inform the allocations in this plan. Retail is a particularly fast-changing sector and the Town Centres Study highlights a number of trends, such as the growth in e-commerce, that have impacts on planning for new retail development.

**4.18** Chapter 11: Retail and Leisure sets out more information on the provision of retail space in the district's centres.

## General Policy Requirements

**4.19** As outlined in the general introduction, the policies in this plan are not the only considerations that will apply to development proposals. The policies in Part One - Places have been drafted to add relevant detail and are not intended to repeat requirements set out elsewhere. Some general requirements are highlighted below, along with information about the Council's local validation list.

## General Policy Requirements

The individual policies for the sites allocated in this plan set out a range of criteria that development must adhere to. Policies in the [National Planning Policy Framework](#) (NPPF) will apply, as will the national [Planning Practice Guidance](#).

In addition, there are a number of other relevant policies in the Core Strategy and Part Two of the Local Plan that will apply to the sites allocated in this plan, and for concision these are not repeated in Part One.

These requirements include, but are not limited to, the following:

- Design and layout should take account of the design policies in Part Two and in particular accord with Building for Life 12 Criteria, as set out in Policy HB2: Cohesive Design;
- Affordable housing should be provided in accordance with Core Strategy Policy CSD1: Balanced Neighbourhoods for Shepway. For affordable housing need the Council will support priority being given to people with a local connection to a specific parish or village;
- At least 20 per cent of market housing should comply with at least Building Regulation part M4(2), or successor specification, in accordance with Core Strategy Policy CSD2: District Residential Needs;
- A Phase 1 Habitat Survey should be undertaken by a licenced ecologist to assess the presence of Protected Species on or near the sites, in accordance with Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation;
- Proposals for development within zones at risk of flooding, or at risk of wave over-topping near to the coastline, will require a Site Specific Flood Risk Assessment, in accordance with national policy and guidance and Core Strategy Policy SS3: Place-Shaping and Sustainable Settlements Strategy. Local Plan Policies NE8: Integrated Coastal Zone Management and NE9: Development Around The Coast provide further guidance;
- Proposals for development on sites where land instability is suspected, for example as identified by British Geological Survey mapping, must be accompanied by a land stability assessment in accordance with Local Plan Policy NE6: Land Stability;
- Proposals for development affecting land where contamination is suspected must be accompanied by a contamination assessment, in accordance with Local Plan Policy NE7: Contaminated Land. The assessment should be phased starting with a Phase 1 Investigation (or Desk Study) the results of which will determine the requirement for a Phase 2 Investigation (intrusive investigation), which will in turn determine any requirement for a Remediation Strategy and Verification Report;

- Open space and children's play space should be provided in line with Local Plan Policies C3: Open Space and C4: Children's Play Space;
- Allotments should be provided where there is evidence of demand and where development would result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) in accordance with Local Plan Policy HW3: Development that Supports Healthy, Fulfilling and Active Lifestyles; and
- Development should help to meet Shepway's current and future infrastructure needs through Community Infrastructure Levy (CIL) payments and/or planning obligations in accordance with Core Strategy Policy SS5: District Infrastructure Planning. (More information on CIL is provided in the general introduction to this plan.)

### Local Validation Requirements

There are two levels of requirements when submitting planning applications and supporting information, set at national and local levels:

- **National requirements** - In relation to national requirements, the [Planning Portal](#) gives further information; and
- **Local requirements** - Regarding local requirements, local planning authorities are able to publish their own lists. The Council has adopted a local list of validation requirements which is available on the [Council's website](#). The local validation requirements are different for householder and non-householder developments and make it clear for applicants and agents what drawings and reports are required to be submitted alongside planning applications. If all the required information is provided at the start of the process this can help to reduce the time taken for planning applications to be determined.



## Urban Character Area



## 5 Urban Character Area

### Introduction

**5.1** The Urban Character Area consists of the towns of Folkestone and Hythe, including Sandgate and Cheriton, and the immediate countryside around. The Urban Area is located on the eastern side of the district where the southern edge of the North Downs escarpment meets the sea, close to the district boundary with Dover.

**5.2** The Core Strategy sets out a vision for the Urban Character Area:

*"... the towns would develop, realising the major economic opportunities, especially through High Speed 1 rail service as the bedrock of an improved low-carbon transport system ... Through a combination of increased market confidence, public sector assistance and an active voluntary sector, central and north Folkestone's range of housing, employment opportunities and community services will match the rest of the urban area. Folkestone would be seen as a major events town with cultural and artistic festivals and regeneration will be apparent in the improved urban environment. Hythe will continue to be an attractive hub for Shepway residents and visitors, with a niche of small shops and traders in the attractive and pedestrian-friendly High Street environment ... The town will benefit from new sports facilities more attractions and leisure facilities by the sea and by the Royal Military Canal ..."*

**5.3** To ensure this vision Core Strategy Policy SS1: District Spatial Strategy sets out the strategic priorities for the Urban Character Area as:

*"The future spatial priority for new development in the Urban (Folkestone and Hythe) Area is on promoting the development of vacant previously developed land, central Folkestone and the north of the town, and other locations within walking distance of Folkestone Central railway station; securing new accessible public green space, plus regenerating western Hythe."*

**5.4** The Core Strategy sets out a requirement that approximately 75 per cent <sup>(1)</sup> of all new residential development in the district as well as the majority of new commercial development should be located in the Urban Area by 2030/31.

**5.5** To achieve this, the following sections set out development allocations for:

- Folkestone;
- Cheriton;
- Sandgate; and
- Hythe.

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1 To the nearest 5 per cent. Shepway District Council Core Strategy (2012) Modifications Technical Note

**5.6** Each settlement is briefly described and allocations are then identified. This chapter should also be read alongside other chapters in the plan, in particular Chapter 11: Retail and Leisure, which sets out policies for the centres of Folkestone, Cheriton, Sandgate and Hythe, as well as site allocations for the former Silver Spring Site, Park Farm and the Former Harbour Railway Line, Folkestone.

## Folkestone

**5.7** Folkestone is the principal town within the district with a population of approximately 46,500. Folkestone's heritage can be traced back to prehistoric times and through the Romans, the Saxons and the Normans. However the small town and fishing port of Folkestone did not develop significantly until the 1800s with the arrival of the railway from London, which transformed the town into a successful cross-channel port and tourist destination. In the years since the First and Second World Wars the town has continued to rebuild and rebrand itself, and the building of the M20 and the Channel Tunnel has meant that Folkestone has undergone major change. Most recently the town has sought to reinvent itself as a hub for the arts and culture.

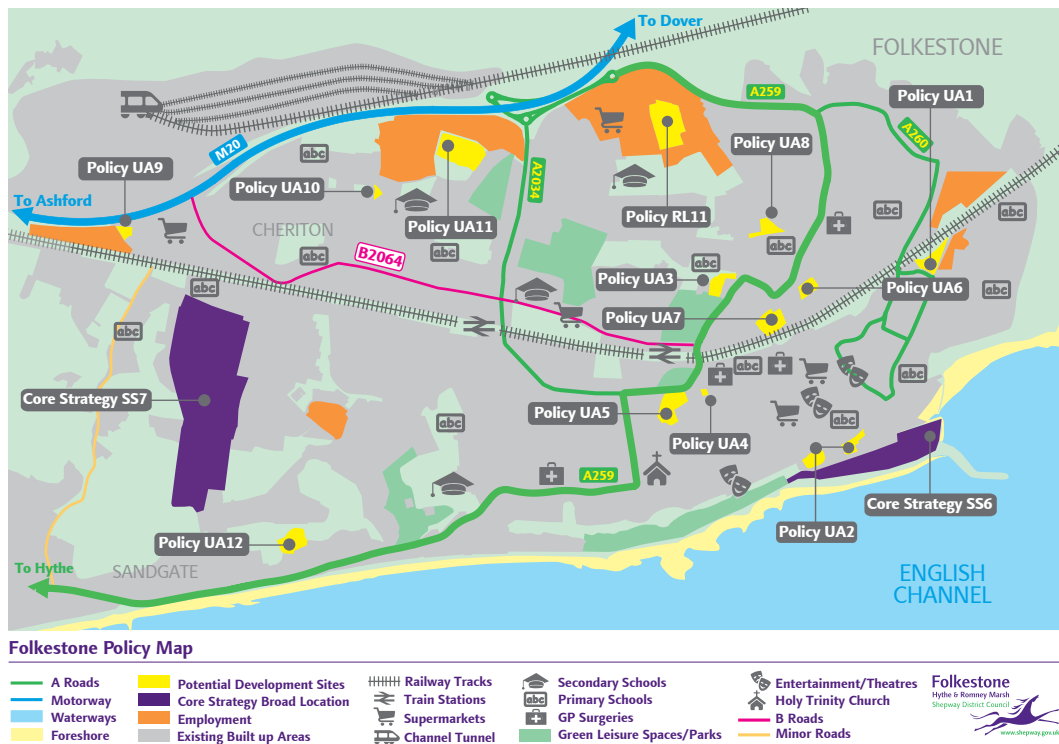
**5.8** For the purpose of this plan the Urban Area includes the centres of Cheriton and Sandgate. The town has a wide range of services and facilities reflecting its function, including three secondary schools, 14 primary schools and two railway stations served by High Speed 1, with travel times of 56 minutes to London. The town is also served by the M20/A20, which provides strategic road connections to London, Ashford and Dover.

**5.9** The Core Strategy settlement hierarchy identifies Folkestone as a Sub-Regional Town, whose role is *"To accommodate substantial residential, commercial and social development and to provide improved (inter-) national transport links, and a good choice of employment, retail, cultural/leisure and public services for the whole of Shepway, adjoining districts and visitors"* (Table 4.1 of this plan).

**5.10** Integral to the delivery of the aims of the Core Strategy is that development is supported by the timely provision of infrastructure. For Folkestone, the following infrastructure requirements are identified as strategically critical (Core Strategy, Appendix 2: Infrastructure Projects):

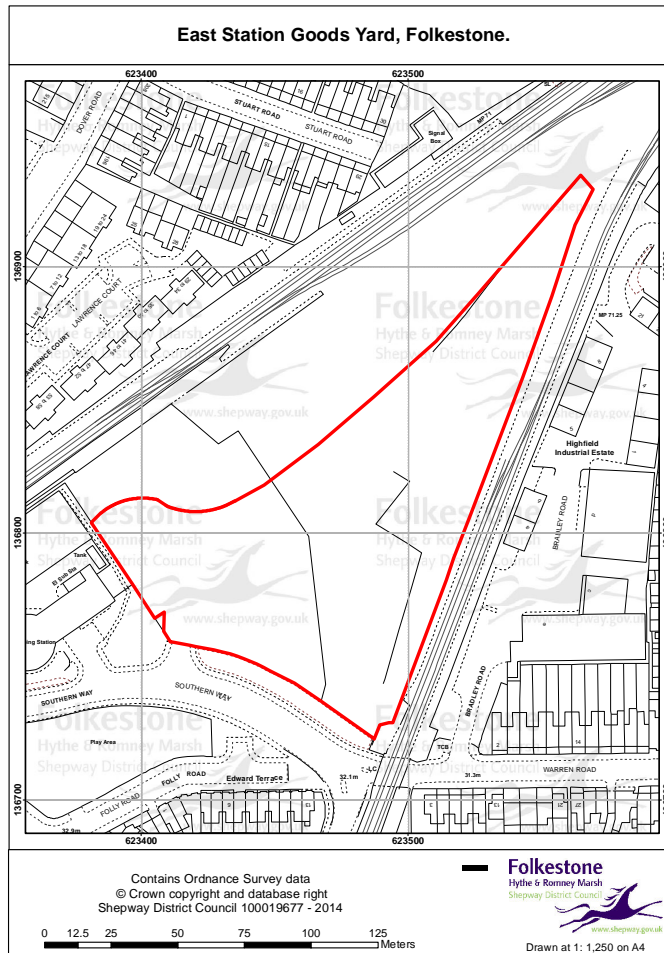
- Upgrades to improve vehicular capacity, safety, ease of use, and cycle and pedestrian movement at Cheriton High Street A20/Spur junction;
- Folkestone Seafront priority connections including Tram Road;
- Upgrade of facilities, including pedestrian accessibility and public realm improvements for both stations;
- Improved bus network;
- Provision of new two form entry primary school at Shorncliffe; and
- Provision of public access open space and nature conservation area at Seabrook/Shorncliffe.

**5.11** Since the adoption of the Core Strategy many of these schemes have either been completed (priority connections) or are to be delivered through the development of strategic sites and Section 106 agreements. For example, Core Strategy Policies SS6: Spatial Strategy for Folkestone Seafont and SS7: Hythe Strategy set out the policy requirements for the delivery of Folkestone Seafont and Shorncliffe Garrison, both of which have planning permission.



**Picture 5.1 Folkestone Policy Map**

## East Station Goods Yard, Southern Way, Folkestone



**Picture 5.2 East Station Goods Yard, Southern Way, Folkestone**

**5.12** East Station Good Yards amounts to approximately 1.25ha of brownfield land adjacent to the former railway spur on Southern Way, Folkestone. It was historically used as a railway goods yard until it became redundant. Since then it has been occupied by a number of commercial uses, including as a builder's yard, a skip storage facility and for the manufacture of paving slabs. These commercial activities have now ceased and the site has been vacant for a number of years.

**5.13** The site is broadly triangular and lies between the mainline railway line along the north-western boundary and a disused spur on the eastern side that previously serviced Folkestone Harbour. South of the site is the A260 Southern Way beyond which is a well-established residential area. Vehicular access to the site is gained by a steep curve from Southern Way.

**5.14** The site frontage is visually very open, due to its raised position approximately 2m above street level. The site slopes from north to south and is predominately covered by grass, with some trees and overgrown hedgerows. Consideration should be given to how any potential impact on the street scene could be minimised.

**5.15** There is a good range of shops, services, transport links and employment opportunities nearby that make the site well-suited to a mix of both conventional housing and some supporting commercial premises compatible with residential uses.

**5.16** In respect of key constraints, a minimum of a 50m acoustic buffer between the developable area and operational railway line should be included in any development in order to adequately mitigate the noise and vibration associated with the rail traffic. It will also be necessary to undertake a thorough investigation of existing ground conditions in advance of the granting of permission for redevelopment. This is to ensure that any potential for contamination associated with earlier uses is identified and mitigated prior to any development coming forward.

**5.17** The site is adjacent to a Southern Waste Water Treatment Works and so there may be instances of unpleasant odours arising as a result of the treatment process, despite operating practises being in place to prevent air pollution. Consequently, new development should be adequately separated from the Treatment Works in order to minimise land-use conflict and to safeguard the amenity of future residents. In addition, it will be necessary for the archaeological potential to be surveyed prior to the commencement of any works on site in order to have appropriate mitigation measures in place to respond and record to any findings of note.

**5.18** The site can be developed without adverse impact on the amenities of the occupants of existing residential properties in the area. Planning permission was granted in 2016 (Y14/0928/SH) for a mixed-use development of 41 dwellings and 1,000sqm of commercial space. Accordingly, it is proposed to allocate the site for residential led mixed-use development in line with the existing permission.

## Policy UA1

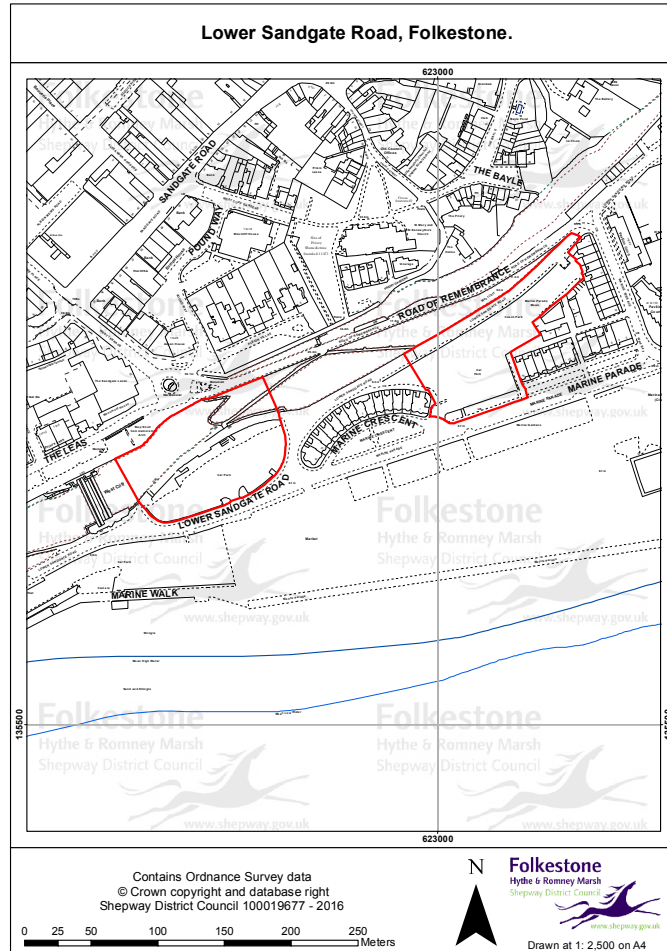
### **East Station Goods Yard, Folkestone**

The site is allocated for residential led mixed-use development with an estimated capacity of 40 dwellings and 1,000sqm complementary Class B1 (office) / B8 (storage and distribution) commercial floorspace.

Development proposals will be supported where:

1. There is a comprehensive masterplan for the site to ensure that neither the employment nor the residential elements if developed separately would prejudice the implementation of the whole development;
2. Approximately 1,000sqm B1/B8 commercial floorspace is provided in a way that would be compatible with new housing without having an adverse impact on the ongoing operation of the commercial uses or the amenities of future residential occupants;
3. Vehicular access to the site is from Southern Way;
4. Appropriate and proportionate contributions are made towards the upkeep and/or improvement of the existing play facilities on Folly Road;
5. Any potential contamination from former use is investigated, assessed and if appropriate, mitigated as part of any development;
6. Masterplanning of the site takes account of the nearby Southern Way Waste Water Treatment Works to minimise land-use conflict;
7. An acoustic survey is provided as part of any application to ensure that the noise and vibration from the adjacent railway lines can be satisfactorily mitigated;
8. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Rotunda and Marine Parade Car Parks, Lower Sandgate Road, Folkestone



**Picture 5.3 Rotunda and Marine Parade Car Parks, Lower Sandgate Road, Folkestone**

**5.19** Folkestone Seafront and Harbour have been subject to various regeneration proposals over the years aimed at reconnecting the town with the coast and reinvigorating Folkestone as a place to live, work and visit. A comprehensive redevelopment scheme received outline planning permission in January 2015 (Y12/0897/SH) for up to a thousand residential units with a range of commercial spaces designed to serve the new community and to make a significant contribution towards the local economy. The proposals are underpinned by Core Strategy Policy SS6: Folkestone Seafront.



**5.20** The Rotunda and Marine Parade Car Parks lie within the heart of the Folkestone Seafront policy area and are under-used and of a poor quality. They provide an important link between the town and seafront and form part of an area already identified for residential use and improved accessibility between the Upper and Lower Leas.

**5.21** The Rotunda Car Park is approximately 1.02ha and extends east from the Leas Lift Funicular Railway to Marine Crescent to the west. The site is raised approximately one metre above its surroundings and slopes gently from its northern boundary at the bottom of the cliff beneath the Road of Remembrance, south toward Lower Sandgate Road. The Marine Parade Car and Coach Park is situated 100m further east and amounts to an area of 0.7ha situated between Marine Crescent fronting Marine Parade, extending behind properties on Marine Terrace and sharing a northern boundary with Lower Sandgate Road.

**5.22** The site's proximity to Folkestone Town Centre means that there would be access to a range of shops, services, transport links and employment opportunities making it well-suited for residential use. The Coastal Park to the west also provides excellent access to public open space.

**5.23** In respect of key constraints, both car parks are situated within the Folkestone Leas and Bayle Conservation Area, close to or adjoining a series of Listed Buildings and within an area of archaeological potential. At present, based on the low contribution the sites currently make to the setting of these assets, built heritage does not represent an overriding constraint on development. However any development must preserve or enhance the characters and settings of these important assets; of particular note is the adjacent Grade II\* Leas Lift. The Lift closed to the public in January 2017 following a report by the Heath and Safety Executive, which concluded that the type of braking system the lift uses was said to be *"unreliable and prone to failure"*. Appropriate and proportionate contributions will be sought in order to secure a sustainable future for the lift and its role in improving connections to the town centre. Finally, the Rotunda Car Park site is directly adjacent to a Biodiversity Action Plan Priority Habitat (deciduous woodland). Therefore, development should be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site.

**5.24** Both sites are well served by pedestrian and cycle links to Folkestone Town Centre, by the cliff pathways between the Road of Remembrance, Lower Sandgate Road, the seafront and harbour. Core Strategy Policy CSD6: Central Folkestone Strategy requires development within the policy area to contribute towards the enhancement of these existing routes. In addition, the Council is also keen to re-establish the disused cliff pathway running behind the Rotunda Car Park linking to the Leas Lift.



## Policy UA2

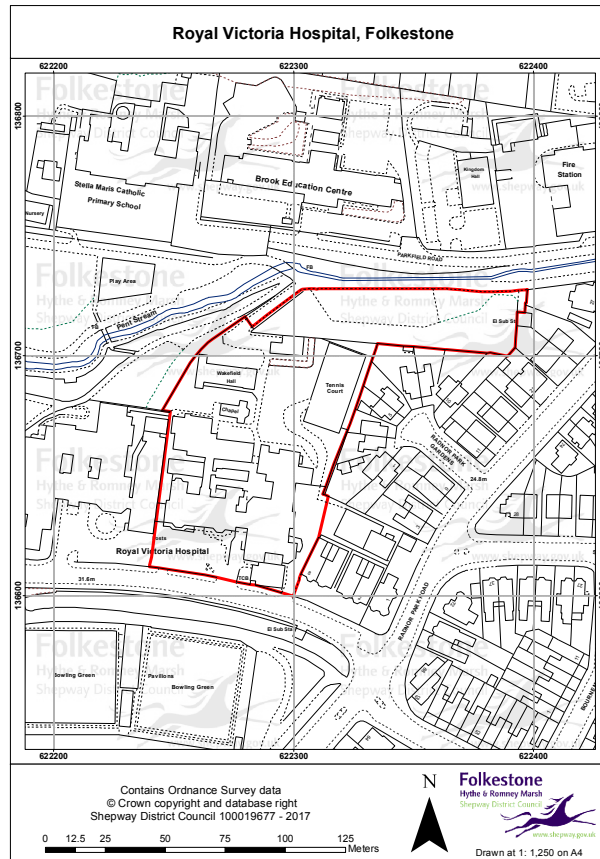
### **Rotunda and Marine Parade Car Parks, Lower Sandgate Road, Folkestone**

The Rotunda Car Park is allocated for residential development with an estimated capacity of 50 dwellings and the Marine Car and Coach Park is allocated for residential development with an estimated capacity of 65 dwellings.

Development proposals will be supported where:

1. The design and layout of any new buildings improves and enhances connectivity between the seafront and Folkestone Town Centre;
2. Appropriate and proportionate contributions are made in relation to improvements to connectivity between the seafront and Folkestone Town Centre; a portion of which should be set aside as a payment towards the restoration and/or upgrade of the Leas Lift, or sinking fund for its ongoing maintenance, if required, through a Section 106 agreement;
3. The existing accesses are retained with new emergency access provided through Lower Sandgate Road;
4. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the Folkestone Leas and Bayle Conservation Area and nearby Listed Buildings;
5. Mitigation and enhancement measures are incorporated into the design to minimise effects on the local Biodiversity Action Plan Priority Habitat;
6. Any potential contamination from former uses is investigated, assessed and if appropriate, mitigated as part of the development;
7. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Royal Victoria Hospital, Radnor Park Avenue, Folkestone



**Picture 5.4 Royal Victoria Hospital, Folkestone**

**5.25** The Royal Victoria Hospital was built in 1890. However, since the 1970s the medical services offered at the hospital have been scaled back and relocated to more suitable modern accommodation at the William Harvey Hospital in Ashford following a shift toward regional hospital care in East Kent. While the hospital remains operational, there are large areas of the existing campus that are no longer utilised and therefore it is necessary to plan positively for its future re-use. The allocation of this site will not affect the continual operation of the hospital.

**5.26** The site is wrapped to the south and to the west by Radnor Park, which includes a children's play area as well as bowling greens and fishing lakes; Folkestone Sports Centre is also a short distance to the west. A footpath and cycle path runs along the northern boundary, providing a quick and direct link between William Avenue and Park Farm Road. To the east is a well-established residential area.

**5.27** The hospital premises are effectively split into two parcels of land each measuring approximately 1ha in size. The low-rise modern element to the west provides a Minor Injuries Unit and general outpatient services, while the original Victorian element is no longer appropriate for modern healthcare and forms the basis of the site allocation.

**5.28** The main Victorian building consists of a red brick and tiled external finish. There are a series of gable features and the building is three storeys in height and plays a prominent role in the street scene. To the rear of the existing building is a range of outbuildings and extensions that are of no architectural merit. Given this, a residential re-use of the site could include both conversion of the attractive existing building into residential apartments and redevelopment of the more modern additions and surplus land to the rear for family housing.

**5.29** The site is in a highly sustainable location within the heart of Folkestone, between Folkestone Town Centre and Cheriton High Street, where there are a range of shops, services, leisure facilities and employment opportunities. It is also close to key public transport links, including Folkestone Central Station and the Bouverie Place Bus Station.

**5.30** In respect of key constraints, highway access is relatively constrained by the narrow nature of the surrounding streets and the one-way traffic system. Accordingly, it will be necessary to consider highway and parking mitigation measures to ensure that existing hospital access and parking is not compromised, nor traffic conditions worsened, as a result of redevelopment. While the site is neither a Listed Building nor situated within a designated Conservation Area, the former hospital building is considered to be a heritage asset and as such this status should be given some weight. Furthermore, part of the site is within a Biodiversity Action Plan Priority Habitat (deciduous woodland). Therefore, development should be informed by an assessment to identify features of ecological interest and should seek to conserve and enhance biodiversity within the site.

**5.31** The site is close to Radnor Park, an identified strategic play location within the district. Therefore contributions should be made for off-site enhancements of the public open space and play facilities at the park.

## Policy UA3

### **The Royal Victoria Hospital, Radnor Park Avenue, Folkestone**

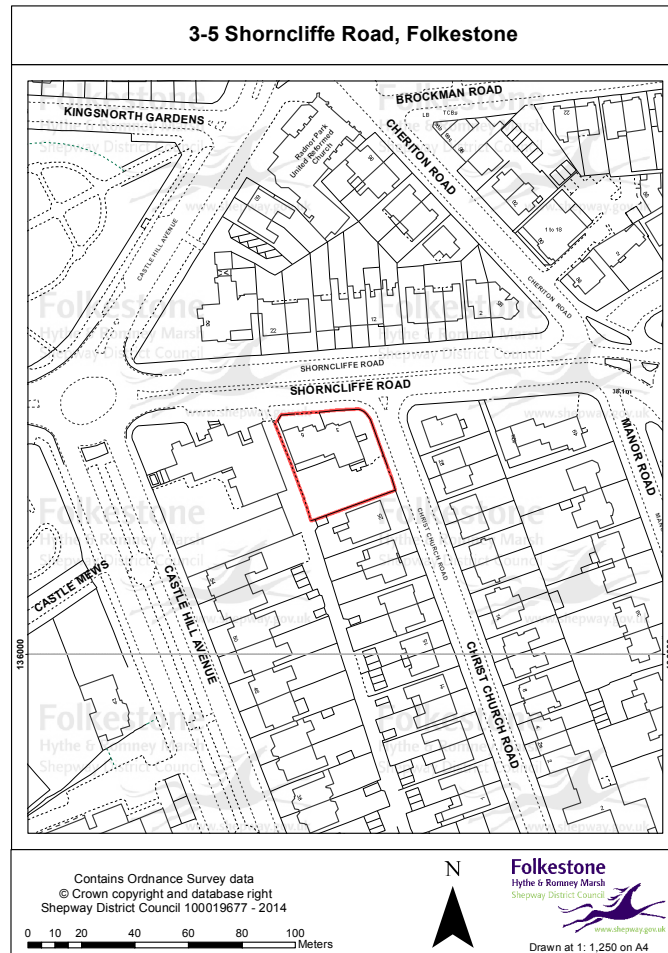
The site is allocated for residential development with an estimated capacity of 42 dwellings.

Development will be permitted for 16 new homes through residential conversion of the original Victorian building. The rear part of the site should be cleared to provide approximately 26 new build dwellings.

Development proposals will be supported where:

1. There is a comprehensive masterplan that ensures a coherent approach to both the conversion of the original Victorian building and the redevelopment of the rear aspect of the site;
2. A high quality conversion preserves or enhances the character and setting of the Victorian elements of the original hospital building;
3. The design and scale of proposals to the rear aspect of the site are of a manner that would enhance the wider setting of the area;
4. Traffic flow and parking provision is assessed to ensure that the development does not put undue pressure on the local highway network and that adequate parking provision is provided so that there are no detrimental parking impacts on Radnor Park Avenue. If required, mitigation measures or parking permit restrictions should be applied to ensure the free flow of traffic;
5. Appropriate and proportionate contributions are made towards the upkeep and/or improvement of open space and existing play facilities at Radnor Park;
6. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
7. Any potential contamination from former use is investigated, assessed and if appropriate, mitigated as part of the development;
8. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

### 3-5 Shorncliffe Road, Folkestone



**Picture 5.5 3-5 Shorncliffe Road, Folkestone**

**5.32** 3-5 Shorncliffe Road is a former Shepway District Council office complex last used by East Kent Housing, a registered social landlord, prior to the organisation vacating the premises in September 2015. It has since remained unlet for commercial purposes. A prior approval application (Y16/0022/PA) has established that prior approval is required for the change of use from offices (Class B1a) to residential (Class C3).

**5.33** The building is three storeys in height and has a red brick triple-gable front façade. The building was originally constructed for housing, but converted to offices in the mid 1960s. During this time, it has been utilised for a variety of local authority uses prior to the consolidation of services at the main Council office complex on Castle Hill Avenue.

**5.34** The site measures approximately 0.15ha in size. Immediately west of the property is a Home Office facility, while all other boundaries face residential properties of similar three-storey character and design. The rear of the building has vehicular access to Christ Church Road and a car park providing approximately 15 car parking spaces.

**5.35** Land at Shepway Close is in a highly sustainable location on the outskirts of Folkestone Town Centre, which offers easy and convenient access to a wide range of shops, services, leisure facilities and employment opportunities. It is also close to key public transport links, including Folkestone Central Station and the Bouverie Place Bus Station.

**5.36** In respect of key constraints, the site is located north-east of the Folkestone Leas and Bayle Conservation Area and regard must be had to this designation to ensure any development preserves or enhances its character and setting.

**5.37** Given the location in a predominately residential area close to Folkestone Town Centre, redevelopment as a single apartment block would represent the most appropriate use for the site. If the neighbouring Home Office building (7 Shorncliffe Road) becomes available for redevelopment, then the two sites should be considered together in a comprehensive scheme.

## Policy UA4

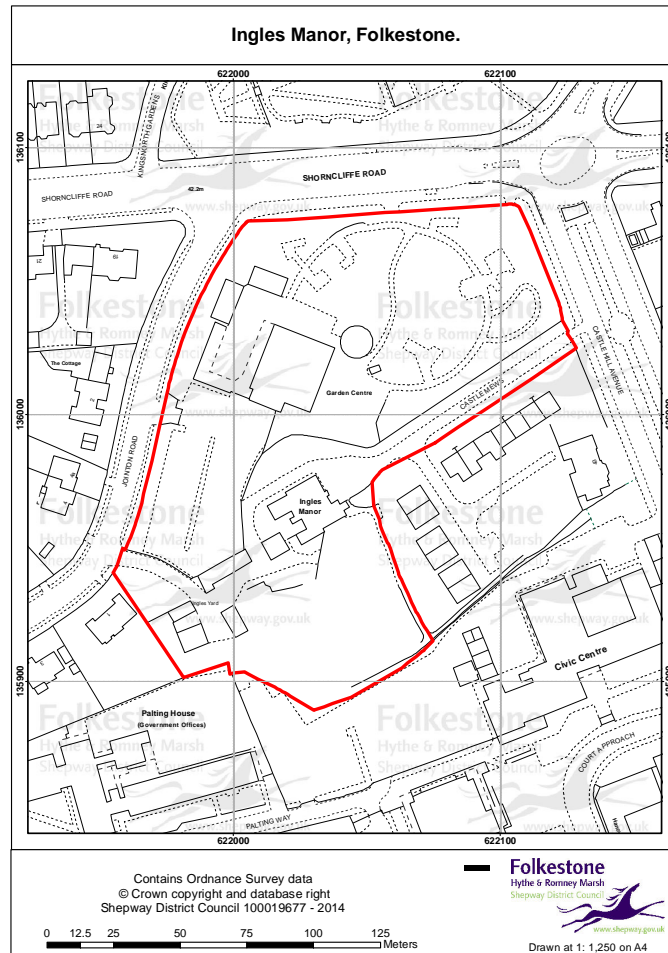
### **3-5 Shorncliffe Road, Folkestone**

The site is allocated for residential development with an estimated capacity of 20 residential apartments.

Development proposals will be supported where:

1. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the Folkestone Leas and Bayle Conservation Area; and
2. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Ingles Manor, Castle Hill Avenue, Folkestone



**Picture 5.6 Ingles Manor, Castle Hill Avenue, Folkestone**

**5.38** Ingles Manor is an early eighteenth century Manor House with associated ancillary buildings set within approximately 1.9ha of under-utilised land; it also incorporates the former Folkestone Garden Centre which closed in early 2017. The site is situated centrally within the town, within an established residential and commercial area of Folkestone, which offers easy and convenient access to a wide range of shops, services, leisure facilities and employment opportunities. It is also close to key public transport links including Folkestone Central Station and the Bouverie Place Bus Station.

**5.39** The site is situated between Shorncliffe Road to the north, Castle Hill Avenue to the east and Jointon Road to the west. It is bordered to the south by the car park and curtilages of Shepway District Council's offices and those of Palting House. Other than the government offices in the vicinity and the education facility to the



north-west in Shorncliffe Road (K College), the immediate area is mainly residential. The municipal open space of Kingsnorth Gardens lies opposite to the north of the site.

**5.40** The site can effectively be split into two. The northern part consists of the former Folkestone Garden Centre, including a series of retail buildings, customer car parking and park-like gardens enclosed by and containing a number of mature trees. The site is dissected by the historic avenue leading to the Grade II listed Manor House together with its ancillary cottage and buildings, all of which are in commercial use accommodating a range of small businesses and light industrial uses, within the southern part of the site.

**5.41** In respect of key constraints, the part of the site that incorporates the Grade II listed Ingles Manor and its curtilage Listed Buildings is situated within the Folkestone Leas and Bayle Conservation Area. Accordingly, regard must be had to these important heritage assets to ensure any development preserves or enhances their character and setting. As part of any development proposal the listed ancillary barns within the curtilage of Ingles Manor should be retained and converted for viable uses, consistent with their conservation. The site also includes a number of established trees, some of which are the subject of Tree Preservation Orders. These make an important contribution to the character and appearance of the site and should be incorporated into any design proposal.

**5.42** The site falls within the Central/West Development Arc, which forms part of Core Strategy Policy CSD6: Central Folkestone Strategy and is a focus for strategic commercial development. The area around Castle Hill Avenue benefits from being in easy walking distance of Folkestone Central Station and the Leas and may be the most appealing part of Shepway to attract high quality businesses and office development. The Ingles Manor site presents an opportunity for a mixed-use development providing major new offices, retail businesses or other services that will contribute to the wider regeneration of the town.

**5.43** Outline planning permission has been granted for the redevelopment of the site to provide 46 new homes and 1,600sqm of Class B1a (office) commercial floorspace to be delivered in phases alongside the housing development (Y12/0767/SH). Phase one for 13 dwellings has been completed; however, on the basis that works are yet to be fully completed, the site is allocated to provide certainty that the land will come forward for development.



## Policy UA5

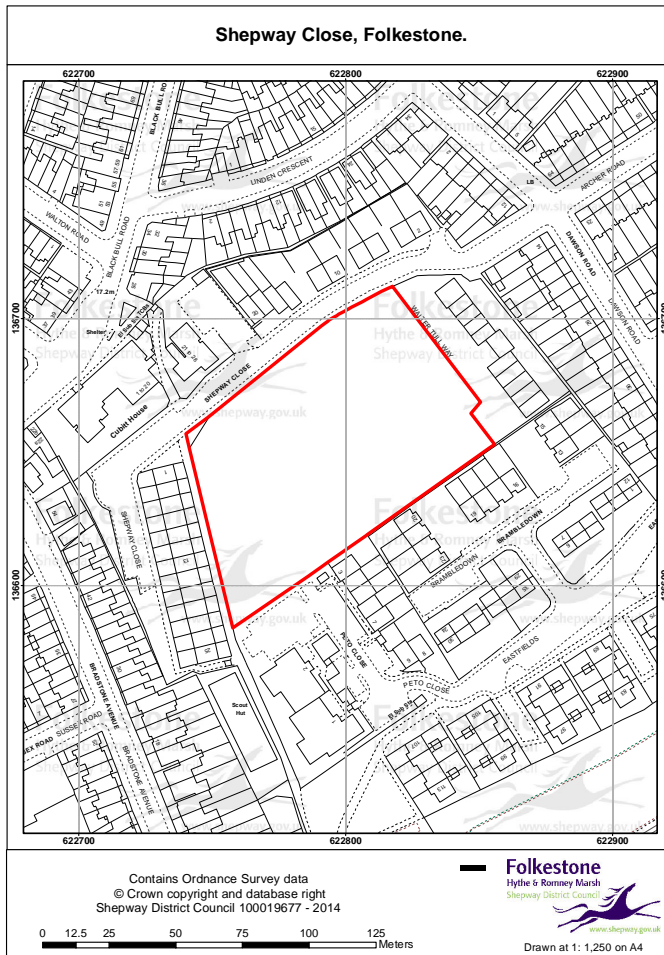
### **Ingles Manor, Castle Hill Avenue, Folkestone**

Ingles Manor is allocated for mixed-use development with an estimated capacity of 46 dwellings and 1,600sqm of complementary Class B1a (office) commercial floorspace.

Development proposals will be supported where:

1. A comprehensive masterplan is prepared for the redevelopment of the site in accordance with the total requirements of this and other local plan policies;
2. They are accompanied by a landscape strategy that retains a substantial amount of the existing tree cover including those protected by Tree Preservation Orders or individual or groupings considered to be important to the appearance of the site and which should be integral to the overall design and layout of the scheme;
3. An assessment is carried out of the impact on any heritage assets within the site and appropriate measures put in place to preserve or enhance the buildings and their settings;
4. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets, including the Folkestone Leas and Bayle Conservation Area;
5. Approximately 1,600sqm B1a additional commercial floorspace is provided in a way that would be compatible with new housing without having an adverse impact on the ongoing viability of the commercial uses or the amenities of future residential occupants; and
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Land at Shepway Close, Folkestone



**Picture 5.7 Land at Shepway Close, Folkestone**

**5.44** Land at Shepway Close amounts to approximately 0.79ha of undeveloped scrubland. Historically, it has been designated as an Area of Potential Open Space in the Local Plan (2006), but it has neither been accessible to, nor useable by, the public. An active approach has therefore been taken to provide both additional family housing and a usable and accessible area of open space.

**5.45** The site lies in the centre of a well-established residential area. The northern boundary is marked by Shepway Close, which provides the only vehicular access, and residential properties adjoin the site to the east, south and west. A footpath and cycle path runs along the western boundary, providing a direct link between Black Bull Road and Dover Road.

**5.46** The site is currently fenced off by hoardings and chain link fencing. It rises gradually from north-west to south-east and consists of overgrown grassland and sporadic boundary trees along the south-eastern perimeter. The unkempt nature of the site has attracted anti-social behaviour and fly-tipping in recent years.

**5.47** The site is in a sustainable location, a short distance from Folkestone Town Centre but with a few local shops and services on Black Bull Road, which is also a public transport route. It is also close to a number of employment sites at Park Farm, Highfield and Bowles Well Gardens Industrial Estates.

**5.48** In respect of key constraints, the untouched nature of the site means it will be necessary for a thorough investigation of its wildlife potential to be undertaken prior to any development or clearance. Furthermore, the slight north-south gradient of the site should be subject to careful consideration as any design evolves.

**5.49** With a sensitive design, the site could be developed at a density consistent with its surroundings to provide new homes without adverse impact on the amenities of nearby residents. In addition, a minimum of 0.15ha of land should be included in the design to provide a usable area of public open space for the benefit of existing and future residents. This open space should be designed as a natural play area incorporating children's play equipment with elements such as boulders, tree trunks, earth mounds and planting to increase the scope for imaginative games. This open space should be integral to the wider design to ensure it is delivered and is not vulnerable to future pressure for development.

## Policy UA6

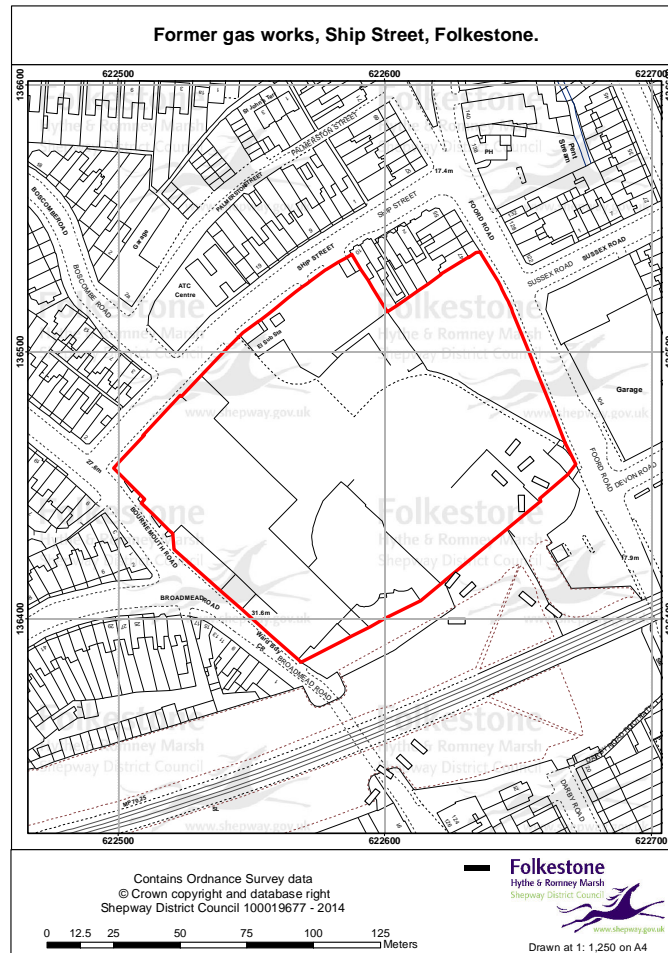
### **Shepway Close, Folkestone**

The site is allocated for residential development with an estimated capacity of 35 dwellings and 0.15ha of public open space.

Development proposals will be supported where:

1. An area of 0.15ha is provided as landscaped open space including a natural play area, which should be integral to the overall layout. A management company or other solution should be established for its long term maintenance;
2. They are accompanied by a full ecological survey and adequate biodiversity mitigation measures implemented where necessary;
3. A strategy for the management of surface water is included within the development proposals;
4. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
5. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Former Gas Works, Ship Street, Folkestone



**Picture 5.8 Former Gas Works, Ship Street, Folkestone**

**5.50** The Former Gas Works on Ship Street amounts to approximately 1.5ha of National Grid land that is surplus to requirements following its decommissioning.

**5.51** The site consists of scrubland, almost all of the structures relating to the former use having been removed approximately 15 years ago. The boundary is marked on three sides by a substantial red brick wall, and to the south by a large group of trees that provide a natural buffer to the railway line as well as a green backdrop. Existing access to the site is from Ship Street and/or Foord Road.

**5.52** The site is situated within a largely residential area, although there are a small number of non-residential uses nearby, including a Tesco Express, self-storage facility, car sales forecourt, MOT testing facility and the Air Training Corp Centre.

**5.53** The former Gas Works is in a highly sustainable location on the outskirts of Folkestone Town Centre, which offers easy and convenient access to a wide range of shops, services, leisure facilities and employment opportunities. It is also close to key public transport links including Folkestone Central Station and the Bouverie Place Bus Station.

**5.54** In respect of key constraints, there is a substantial rising east-west gradient from the bottom of Foord Road to the junction with Bournemouth Road, although this should not be a significant constraint on development. The relatively untouched nature of the site over the last decade means it will be necessary for a thorough investigation of the wildlife potential of the site to be undertaken. The site is close to the Grade II listed railway viaduct; regard must be had to ensure any development preserves or enhances the character and setting of this heritage asset. Decontamination works have been undertaken, but there is still a need for a programme of monitoring. Flood risk will also need to be investigated as a small part of the site falls within Flood Zone 3a.

**5.55** With a suitable design, the site could be developed for residential use at a density consistent with its surroundings, with the opportunity for self-build or custom build plots. An area of public open space could also be included, integral to the wider design, although the site is within a short walking distance of Radnor Park. Due to the level changes and urban nature of this site, the development may not be able to provide 10m rear gardens as required by Policy HB3: Internal and External Space Standards; however any development proposal would need to demonstrate that inter- and over-looking will not occur and that acceptable levels of amenity space can be provided for occupants.

**5.56** The site is close to Radnor Park, an identified strategic play location within the district. Therefore contributions should be made for off-site enhancements of the public open space and play at Radnor Park.

## Policy UA7

### **Former Gas Works, Ship Street, Folkestone**

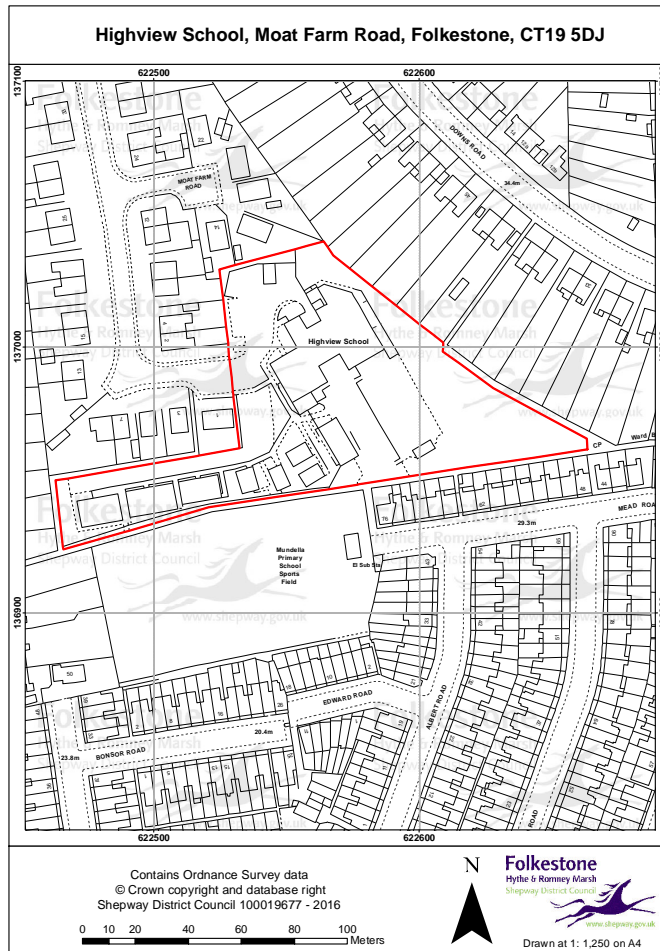
The site is allocated for residential development with an estimated capacity of 100 dwellings.

Development proposals will be supported where:

1. The design approach utilises the special characteristics of the site to deliver a high quality and innovative urban development;
2. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the nearby Grade II listed Railway Viaduct;
3. Any potential contamination from former use is investigated, assessed and if appropriate, mitigated as part of the development;
4. A full ecological and arboricultural survey is undertaken and adequate biodiversity mitigation measures implemented where necessary;
5. It can be demonstrated that each property will benefit from an acceptable level of private amenity space to meet the needs of occupants through an innovative design and layout;
6. Appropriate and proportionate contributions are made towards the upkeep and/or improvement of open space and existing play facilities at Radnor Park to mitigate any on-site under-provision;
7. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
8. At least 5 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development.



## Highview School Moat Farm Road, Folkestone



**Picture 5.9 Highview School, Moat Farm Road, Folkestone**

**5.57** As part of its education planning, Kent County Council took the decision to merge Highview and Foxwood Schools into a new enlarged and purpose-built facility. Re-branded 'The Beacon', the new school on Park Farm Road, Folkestone opened in September 2016. This coincided with the closure of both the former facilities at Highview and Foxwood in Folkestone and Hythe respectively; as a result the sites are now vacant and available for redevelopment.

**5.58** The Highview School site is an irregular shaped area of land approximately 0.9ha in size, consisting of a range of school buildings and structures. These include both single-storey and two-storey buildings and associated areas of hardstanding and play space. Vehicular access is from Moat Farm Road.



**5.59** Housing surrounds the school campus to the north, east and south. Downs Road is an area of mainly family homes, while Moat Farm Road is characterised by smaller bungalows. To the southeast corner of the site are playing fields associated with Mundella Primary School, independent of the former Highview School. A footpath and cyclepath runs along the full length of the southern boundary, providing a quick and direct link between Park Farm Road, Black Bull Road and Mead Road.

**5.60** The site is in a sustainable location, a short distance from Folkestone Town Centre, but with a few local shops and services on Black Bull Road, which is also a public transport route. It is also close to the Park Farm Industrial Estate.

**5.61** In respect of key constraints, there is a slight gradient rising from the entrance of the site to the rear boundary with Downs Road. Otherwise, the site is relatively constraint free.

## Policy UA8

### **Highview School, Moat Farm Road, Folkestone**

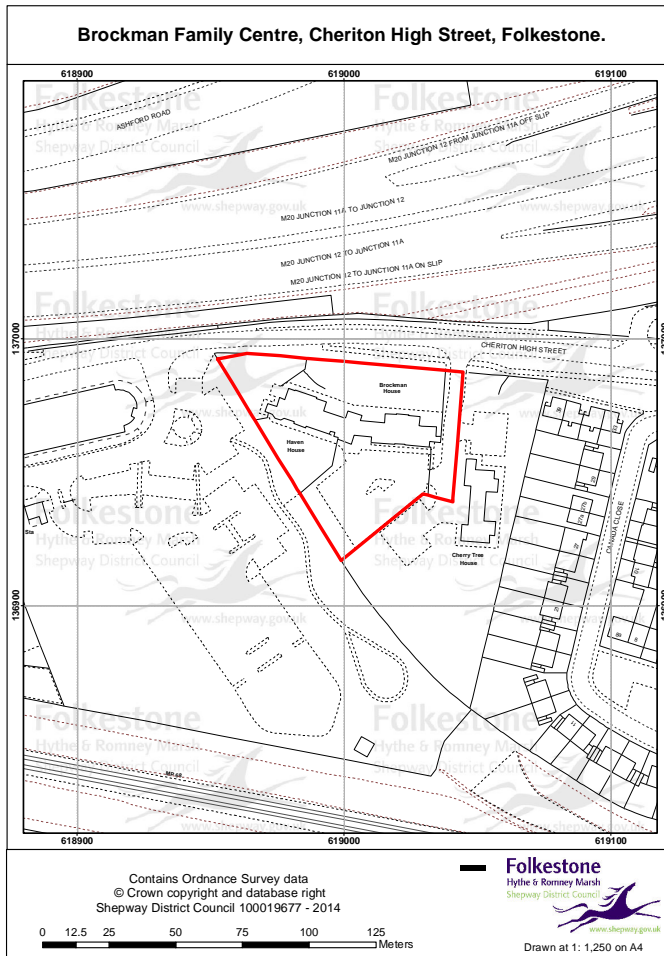
The site is allocated for residential development with an estimated capacity of 27 dwellings.

Development proposals will be supported where:

1. The design includes appropriate links to the local footpath network that connects Park Farm and Black Bull Road and incorporates measures to minimise opportunities for anti-social behaviour;
2. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes;
3. Traffic flow and parking provision is assessed to ensure that adequate parking provision is provided so that there are no detrimental parking impacts on Moat Farm Road; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Cheriton

### Brockman Family Centre



**Picture 5.10 Brockman Family Centre, Cheriton**

**5.62** Brockman House and Haven House is a former Kent County Council office complex last used by Social Services as a facility for children and parents, known as the Brockman Centre, but the buildings have remained vacant following the withdrawal of funding in 2009/10.

**5.63** The site is approximately 0.87ha in size and consists of two large linked buildings characterised by a series of hipped roof and gable features with a traditional brick and tile appearance. The buildings are not of any architectural merit, nor are they of a modern energy-efficient nature that would make them well-suited to conversion. There is a large car park situated on the southern side and mature

landscaping to the north. The latter provides a large degree of screening from Cheriton High Street. Accordingly, a comprehensive redevelopment would provide the most suitable and positive approach to secure a future for the site.

**5.64** The site is broadly triangular in shape and lies on the periphery of a well-established residential area of Cheriton. It is bounded to the north and south by the M20 motorway and the Folkestone to Ashford railway line respectively, while there are residential properties adjoining the site to the east and the Cheriton Parc Business Estate is immediately to the west. Existing access is from Cheriton High Street.

**5.65** The site is in a sustainable location close to a range of shops, local services including schools and doctors' surgeries, leisure facilities and employment opportunities at Cheriton Parc. It also has good connections with the strategic road network at Junction 12 of the M20, as well as public transport links including the local bus network and the Eurotunnel terminal.

**5.66** The site is relatively unconstrained. It is broadly flat, previously-developed and benefits from a well-established vehicular access. The absence of any dwellings close to the site also means that redevelopment is unlikely to have an adverse impact on existing residents.

**5.67** With a suitable design, the site could be developed for houses and this would not be out of character with its surroundings. Alternatively, because of its unconstrained nature, the site could potentially accommodate a number of apartments in a single complex. On the basis that both forms of development are likely to be acceptable in planning terms, to a large degree it will be for the local housing market to determine the most appropriate form of development for the site, subject to other Local Plan requirements.

## Policy UA9

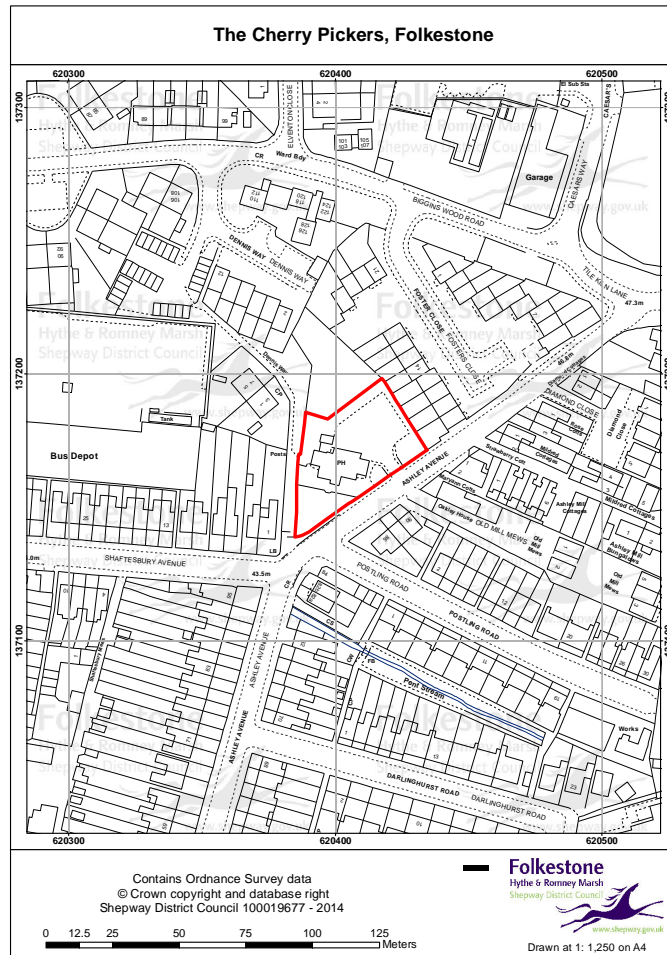
### **Brockman Family Centre, Cheriton**

The site is allocated for residential development with an estimated capacity of 26 houses or 50 apartments.

Development proposals will be supported where:

1. A full ecological and arboricultural survey is undertaken and adequate biodiversity mitigation measures implemented where necessary;
2. Existing trees and hedgerows around the perimeter of the site are retained and enhanced;
3. There is on-site provision of open and play space to meet the needs of the development, for which a management company or other solution should also be established for its long term maintenance; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## The Cherry Pickers Public House, Cheriton



**Picture 5.11 The Cherry Pickers Public House, Cheriton**

**5.68** The Cherry Pickers is a derelict public house within a largely residential area of Cheriton. The site was badly damaged by fire in May 2014 and is no longer in a safe condition. Prior to the fire, there had been a series of different operators who had tried to make the pub financially viable, without success.

**5.69** The site is broadly triangular in shape and covers approximately 0.23ha. It consists of a two-storey gable-ended building with a single storey flat roof extension. To the front is a small area of seating, while a larger beer garden is located on the northern side of the building.

**5.70** The surrounding area is characterised by different forms of residential properties with Ashley Avenue offering a mix of both old and new homes and a series of small modern infill developments.

**5.71** The site is accessible to a range of local facilities including the nearby Pent Valley Leisure Centre as well as some small-scale retail units that provide a local service. There is good access to the public transport network by both bus routes and Folkestone West Railway Station. A range of shops and services is accessible on Cheriton Road.

**5.72** In respect of key constraints, to the eastern side is a 13 space car park accessed through an established vehicular crossover from Ashley Avenue. However, because of current parking arrangements, visibility to the site is somewhat constrained and therefore some alterations to parking restrictions will be needed as part of any residential proposal. This is most likely to include an area of new double yellow line restrictions.

**5.73** The site is located on the border between Groundwater Source Protection Zone 2 and Zone 3 and is therefore in a sensitive location from a groundwater protection point of view. Any development will therefore need to adhere to Core Strategy Policy CSD5: Water and Coastal Environmental Management in Shepway.

**5.74** Based on the degree of work needed to bring the site back into use, and previous problems of viability, it is unlikely that a new public house operator would be willing to make the necessary investment to re-establish the facility. Accordingly, and given the residential character of the surroundings, redevelopment for residential reuse is appropriate.

## Policy UA10

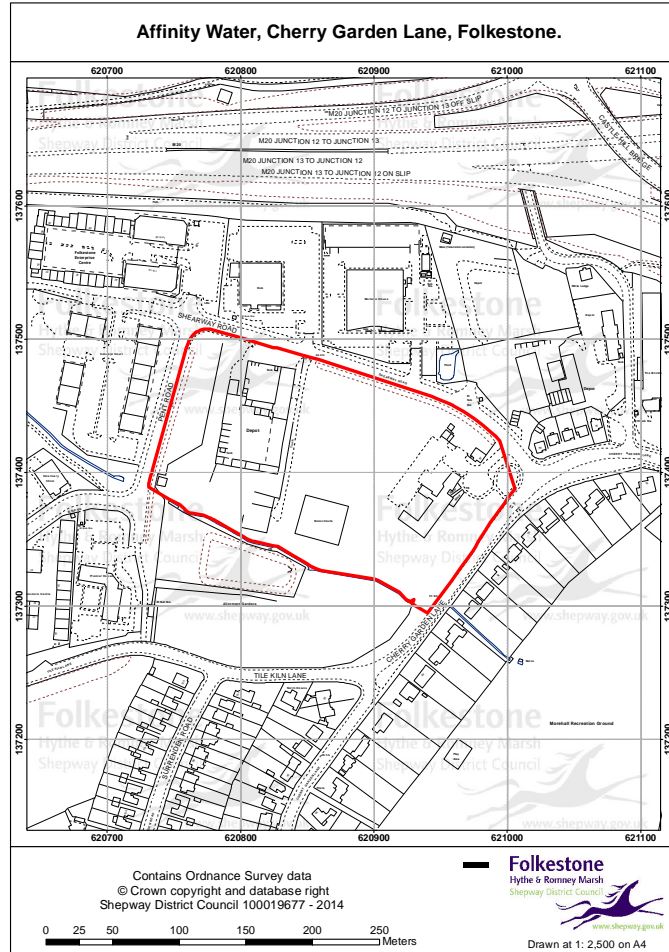
### **The Cherry Pickers Public House, Cheriton**

The site is allocated for residential development with an estimated capacity of 10 houses or 20 apartments.

Development proposals will be supported where:

1. Primary vehicular access is achieved from Ashley Avenue with the necessary highway mitigation measures incorporated to ensure safe visibility and access;
2. Appropriate and proportionate contributions, through a Section 106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities at Cheriton Recreation Ground;
3. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Affinity Water, Cherry Garden Lane, Cheriton



**Picture 5.12 Affinity Water, Cherry Garden Lane, Cheriton**

**5.75** Affinity Water is the water supplier to the Folkestone and Dover Area. Its operations are located within Cheriton, with facilities on both the northern and southern sides of Shearway Road, west of Cherry Garden Lane. As part of its long term estate management plans, the company’s intention is to consolidate its existing offices, headquarters, depot and social club, currently located to the south of Shearway Road, at its landholdings to the north. This would result in approximately 2.87ha of land becoming available for redevelopment.

**5.76** The site is situated slightly below the level of Shearway Road, and consists of very low-density employment use. To the west is a depot that consists of a small courtyard of single storey buildings with associated car parking. To the east is a small number of slightly larger two-storey buildings. In between is a large extent of open green space and two private tennis courts.



**5.77** The southern boundary is demarcated by the Pent Stream and an avenue of trees provides a landscaped buffer to the allotments beyond. To the north is further land in Affinity Water's ownership, as well as Bannatyne's Health Club and offices situated in Martello House. Shearway and Concept Court Business Parks are located to the west of the site.

**5.78** The site is in a sustainable location, close to a range of shops at Park Farm, local services including schools, doctors' surgeries, leisure facilities and employment opportunities at Shearway Business Park. It also has good connections with the strategic road network at Junction 13 of the M20 as well as public transport links including the local bus routes along Cherry Garden Avenue.

**5.79** In respect of key constraints, the Pent Stream runs along the southern boundary. While only a small area of the site is within Flood Zone 2 and 3, there are a number of historical instances of flooding associated with the Pent further downstream; any development should not create or make flooding worse elsewhere. The site is located in Groundwater Source Protection Zone 1 and therefore must ensure that there will be no contamination of groundwater sources. There is a private playing field and tennis courts for the use of Affinity Water employees as well as a number of established trees which are the subject of Tree Preservation Orders along its north, south and east perimeters, as well as throughout the site. Any future residential use will need to be carefully planned to ensure that the amenities of future occupants are acceptable given the neighbouring land uses; an electricity pylon is located in the south west corner, with power cables crossing the western edge of the site. A small area is identified as an Area of Archaeological Potential.

**5.80** The Shepway Economic Development Strategy (EDS) (2015-2020) aims to attract new businesses that will bring job opportunities to the district and create confidence so that the private sector continues to invest in Shepway. It concludes that there are limited development sites available in the right location and therefore the Council needs to explore opportunities to identify new employment sites in and around the district's three motorway junctions. In addition, the Employment Land Review (ELR) (2017) identifies Shearway Business Park as a significant employment site, characterised by a number of high quality modern office and industrial units with low vacancy levels, suggesting that the site is highly attractive to the market and as such should be retained for employment uses. The Affinity Water site was designated as an Employment Opportunity Site in the Local Plan (2006) and given the aspirations and conclusions of the EDS and ELR any development proposal should deliver an element of employment in the form of B1a office accommodation.

**5.81** With a suitable design, the site could be developed for a mix of residential and employment uses with the opportunity for self-build or custom build plots. Residential development should be directed towards the eastern end of the site; this should be low level (one or two storeys) and fronting Cherry Garden Lane to ensure that the development complements existing residential development nearby. However, due to the level changes and the scale and massing of neighbouring commercial



buildings, a scheme could also incorporate an element of flatted residential accommodation further into the site. Given that a significant proportion of the existing site is classified as open space, masterplanning should also provide an area of public open space; this could include the avenue of cherry trees along the southern perimeter. The western part of the site should be allotted for a degree of business space fronting Pent Road.

## Policy UA11

### **Affinity Water, Shearway Road, Cheriton**

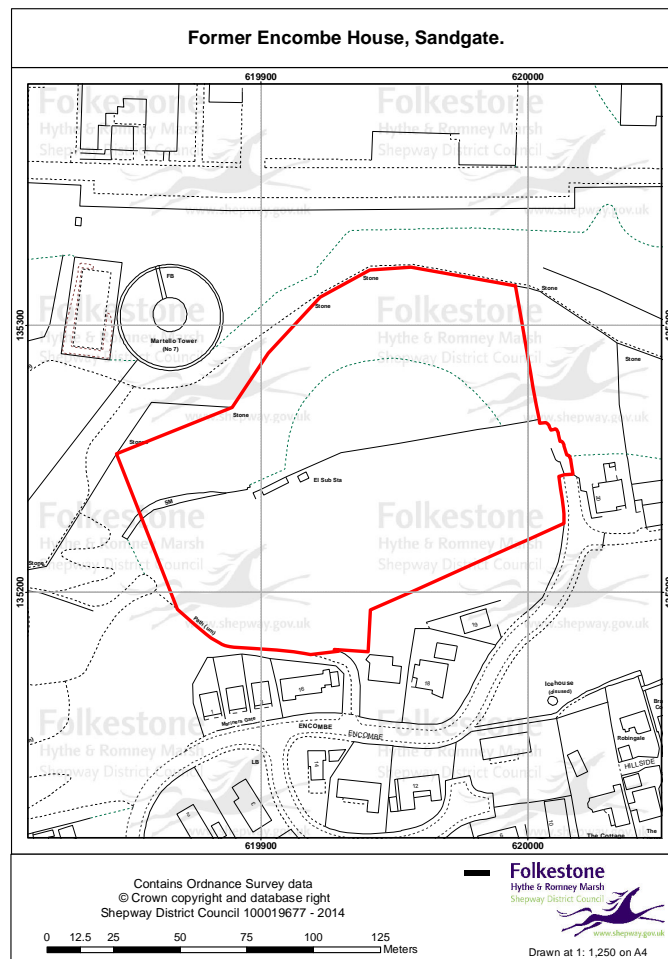
The site is allocated for residential development with an estimated capacity of 70 dwellings, 3,500sqm of complementary Class B1a (office) commercial floorspace and an area of public open space.

Development proposals will be supported where:

1. A comprehensive masterplan is prepared for the redevelopment of the site, which also demonstrates how the existing facilities will be re-provided within the area north of Shearway Road;
2. Approximately 3,500sqm B1a of new commercial floorspace is provided at the western end of the site in a way that is compatible with the neighbouring commercial uses and new housing, without having an adverse impact on the continuing viability of the commercial uses or the amenities of future residential occupants;
3. The proposals acknowledge the surrounding urban grain by creating a strong residential frontage onto Cherry Garden Lane and ensuring that the design complements the existing development in the locality;
4. Proposals are accompanied by a landscape strategy that retains a substantial amount of the existing tree cover including those protected by Tree Preservation Orders within an area(s) of landscaped open and play space, which should be integral to the overall design and layout of the scheme;
5. Accompanied by a Site-specific Flood Risk Assessment and demonstrate that any potential risks associated with the Pent Stream can be mitigated and/or safely managed;
6. A footpath and appropriate lighting is provided on southern edge of Shearway Road to connect with Cherry Garden Lane;
7. Public footpaths HF19A and HF20 that link Shearway Road and Tile Kiln Lane are reinstated and enhanced;
8. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes;
9. There will be no contamination of groundwater sources;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
11. At least 4 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development.

## Sandgate

### Former Encombe House, Encombe, Sandgate



Picture 5.13 Former Encombe House, Sandgate

**5.82** The central part of the site formally contained Encombe House, which was demolished in the late 1980s following structural damage caused by subsidence. The site has remained vacant since then but evidence of the former house is visible in the form of hard surfaces and concrete retaining structures. The area of Encombe, of which this site forms part, was originally a mature parkland landscape interspersed with footpaths.

**5.83** The site amounts to approximately 1.65ha of brownfield derelict land, comprising an open plateau with wooded hillsides (part of the Sandgate Escarpment) to the west and at the rear. Encombe is an attractive residential street set into the hillside north of the Sandgate Esplanade; the site is accessed from the A259 at Sandgate Esplanade.

**5.84** The site is enclosed to the north, east and west by the Sandgate Escarpment, which is punctuated by a series of Martello Towers. Martello Tower No.7 directly adjoins the site to the north-east and the Shorncliffe Barracks are set slightly further away at the top of Hospital Hill. There are also public footpaths adjoining the northern, western and south-western parts of the boundary. To the south, the land falls away sharply towards Sandgate Esplanade.

**5.85** In respect of key constraints, the site is subject to a number of Tree Preservation Orders. It is situated in close proximity to Martello Tower No 7, a Scheduled Monument, within an Area of Archaeological Importance, a Local Landscape Area and within the setting of the Sandgate High Street Conservation Area. In addition the site lies within an area of potential land instability and therefore any proposals should conform with Policy NE6: Land Stability.

**5.86** Planning permission exists for the redevelopment of the site to provide 36 new apartments in three individual blocks. Accordingly, it is considered appropriate to allocate the site for development to ensure its long-term delivery. Furthermore, the entire site is within a Biodiversity Action Plan Priority Habitat (deciduous woodland). Therefore, development should be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site.

**5.87** Planning permissions (Y11/0122/SH and Y15/1154/SH) exists for the erection of 36 two- and three-bedroom flats in three pavilions.

## Policy UA12

### **Encombe House, Sandgate**

The site is allocated for residential development with an estimated capacity of approximately 36 residential apartments.

Development proposals will be supported where:

1. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
2. There is a landscaping scheme which retains a substantial amount of the existing tree cover including those trees protected by Tree Preservation Orders and any groups or individual trees important to the appearance of the site;
3. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the nearby Scheduled Ancient Monument and the Sandgate High Street Conservation Area; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Hythe

**5.88** Hythe is a coastal town on the edge of Romney Marsh. During Medieval times, the town developed as a harbour and was, during Tudor times, a member of the confederation of Cinque Ports. The town also played an important role in the defence of the country during the Napoleonic wars with the construction of the Royal Military Canal. Built to repel invasion the canal now gives central Hythe a distinctive and attractive character. Now shaded by trees, the canal, 30 feet (10m) wide, passes into the marsh from the middle of the town. Also built around the same time as a defence against possible invasion by Napoleon were the Martello Towers; in total 74 of these towers were built between Folkestone and Seaford. This history has resulted in many unique features in the town.

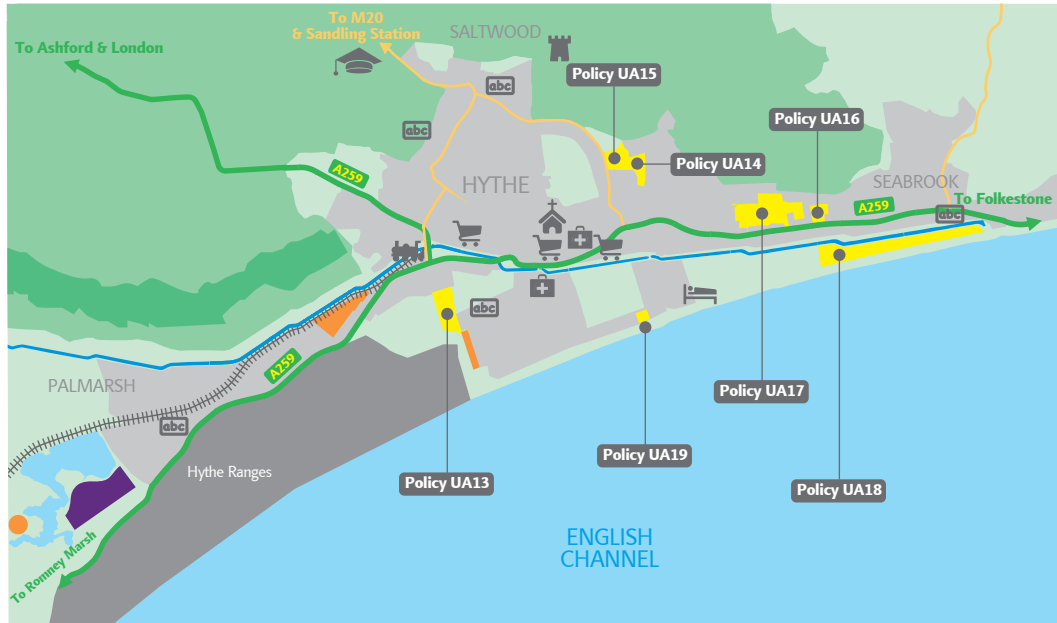
**5.89** Today Hythe has a population of 14,516. The town has a wide range of services and facilities including a secondary school and five primary schools.

**5.90** The Core Strategy settlement hierarchy identifies Hythe as a Strategic Town, along with New Romney, whose roles are to *"... accommodate significant development - in so far that it is consistent with maintaining historic character - appropriate to the needs of their wider hinterlands in Shepway, and maintaining the viability of their local transport hubs, town centres and higher-order tourism, employment and public services"* (Table 4.1 of this plan).

**5.91** Core Strategy Policy CSD7: Hythe Strategy seeks to attract additional employment to the town, especially within the town centre. Other measures proposed in the strategy include delivering public realm improvements that enhance pedestrian circulation within the main retail area and improving the setting of historic buildings. Additional mixed-use development will be focused to the west of the town and on the seafront. The strategy also calls for the expansion of Hythe's tourism and leisure industries.

**5.92** An integral objective of the Core Strategy is that development is supported by the timely provision of infrastructure. For Hythe, the following infrastructure requirements are identified as strategically critical (Appendix 2: Infrastructure Projects):

- Scanlon's Bridge - A259/A261- Upgrades to improve vehicular capacity, safety, ease of use and cycle and pedestrian movement by 2016; and
- Flood Defences - Hythe Ranges - Reinforcement of Defences including construction of rock revetment by 2021.

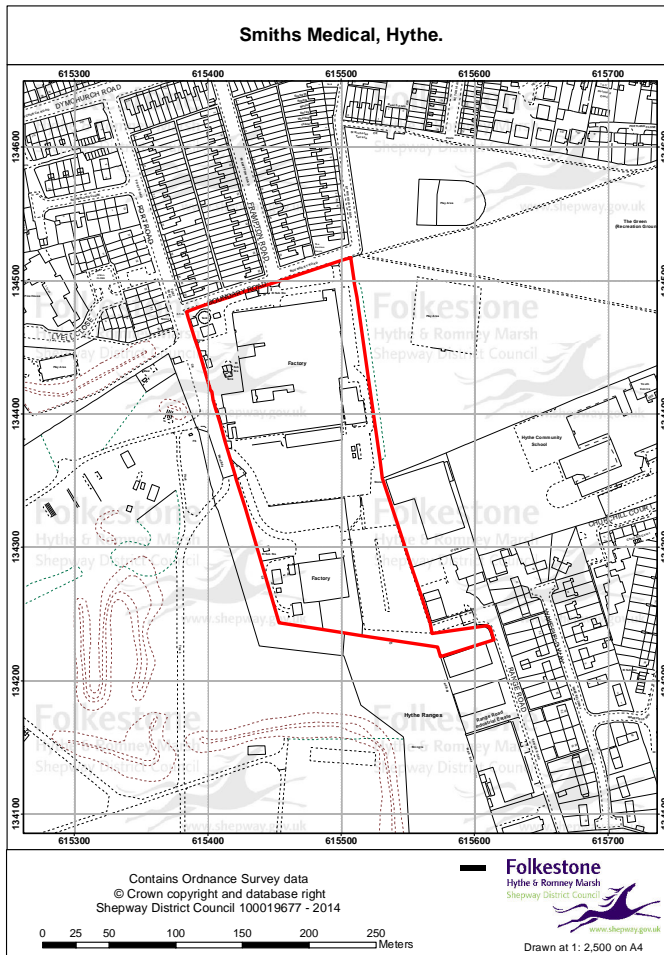


Hythe Policy Map



Picture 5.14 Hythe Policy Map

## Smiths Medical, Hythe



**Picture 5.15 Smiths Medical, Hythe**

**5.93** The Smiths Medical site is a Class B1 (business) and B2 (general industrial) commercial facility located on Boundary Road, Hythe. Historically there has been a mix of uses on the site comprising offices, research and development facilities, industrial and some manufacturing operations, which led to it being protected for employment use. However, the attractiveness of the facilities has declined in recent years, which has resulted in reduced use of the site.

**5.94** The site is approximately 3.2ha in size and includes a number of different industrial uses and buildings. The main facilities are mostly located at the northern extent of the site and are single storey warehouses, albeit there are some two-storey office elements. The buildings vary in size and style; however, they largely no longer meet modern commercial needs. An ancillary car park is located to the south of the main buildings.



**5.95** South of the main campus is a more modern factory building and car park, which has a gated access from Fort Road. To the north of the site are established residential roads (Fort Road, Frampton Road and Nicholas Road) made up of predominantly Victorian and Edwardian two-storey terraced houses. East is Hythe Green, a large recreation ground that contains both children's play facilities and a multi-use games area. South and west is the Hythe Ranges, Ministry of Defence land.

**5.96** The site is in a sustainable location close to a range of shops, local services, including schools and doctors' surgeries, leisure facilities and employment opportunities.

**5.97** In respect of key constraints, the site is close to the Hythe Wastewater Treatment Works. New development must be adequately separated from the wastewater treatment works to safeguard the amenity of future occupiers and users from odour dispersal at pumping stations and this should be considered as part of any masterplanning process. The whole site is located within Flood Zone 3 (coastal flooding). Accordingly, it has undergone the necessary sequential and exceptions tests and is considered appropriate for development in order to meet the identified housing requirements for the Urban Area. It is also acknowledged that the flood defences at The Ranges are planned for upgrading within the plan period, which may impact on the future masterplanning of the site. The south-east corner of the land forms part of the Hythe Ranges Local Wildlife Site, although the area is laid to hardstanding in the form of a car park; in addition a very small area of the site falls within a Biodiversity Action Plan Priority Habitat (perennial vegetation of stony banks). Therefore, development should be informed by an assessment to identify features of ecological interest and should conserve and enhance biodiversity within the site.

**5.98** The site was a designated Employment Site in the Shepway District Local Plan (2006) at a time where the existing facilities were in higher demand. In the past re-development for other uses would have been resisted; however, the National Planning Policy Framework is clear that employment sites should not be retained in areas of high housing need unless there are strong economic reasons not to allow a change of use. Accordingly, as employment demand for the site has declined, it is now allocated to allow redevelopment.

**5.99** The size of the site in this location will require proportionate contributions to the expansion of Oakland's Health Centre, made through a Section 106 agreement, so as to ensure the impact of the development is mitigated.

**5.100** Redevelopment of the site should deliver a highway connection between Fort Road and Range Road in order to provide a secondary access to serve the development. Minor highway upgrades to improve the visibility splays at the junction of St Nicholas Road and Dymchurch Road will also be required.

**5.101** In considering future re-use, the site is sustainably located and previously-developed. It is therefore appropriate to allocate the site for a relatively high density of new housing, with the southern factory element being retained for commercial use. In addition there is an opportunity for self-build and custom build plots to be provided and improvements to the area of hardstanding within the Local Wildlife Site.

## Policy UA13

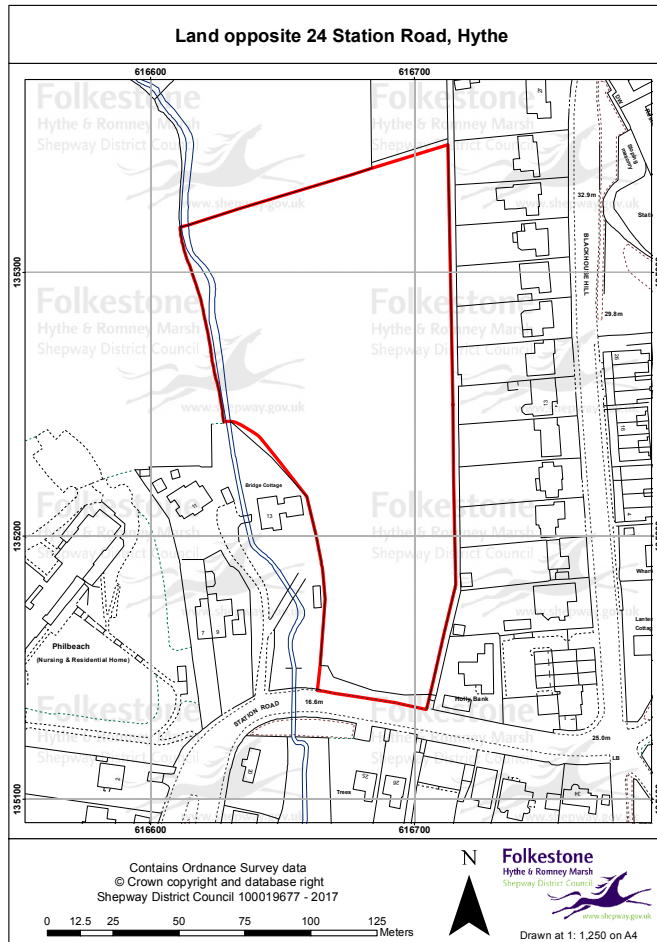
### **Smiths Medical Campus, Hythe**

The site is allocated for mixed-use development with an estimated capacity of approximately 80 dwellings and 2,000sqm of B1 (business) / B8 (storage and distribution).

Development proposals will be supported where:

1. Primary vehicular access for residential and business is achieved from Fort Road with a secondary vehicular access connection to Range Road. There should be no vehicular access from Boundary Road;
2. Highway improvements at the junction of St Nicholas Road at Dymchurch Road are provided to the satisfaction of the Local Highways Authority;
3. The established factory unit and car park located at the southern extent of the site are retained or replaced;
4. Appropriate and proportionate contributions are made to the expansion of Oaklands Health Centre through a Section 106 agreement;
5. Appropriate and proportionate contributions, through a Section 106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities in the vicinity;
6. Ecological investigations are undertaken and adequate mitigation and enhancement measures are incorporated into the design to minimise effects on the Hythe Ranges Local Wildlife Site;
7. Proposals are accompanied by a Site-specific Flood Risk Assessment and demonstrate that any risks can be mitigated and/or safely managed;
8. Extra flood resistant and resilient construction measures are incorporated into the design of the development to reduce the risk of life to occupants in an extreme flood event and improve flood risk management;
9. The masterplanning of the site is informed by an odour assessment to take account of nearby wastewater treatment works in order to minimise land use conflict;
10. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes;
11. Any potential contamination from the former use is investigated, assessed and if appropriate, mitigated as part of the development;
12. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest; and
13. At least 4 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development.

## Land at Station Road, Hythe



**Picture 5.16 Land Opposite 24 Station Road, Hythe**

**5.102** Land at Station Road is an undeveloped parcel of land that has previously been used as a paddock for grazing horses. It lies on the urban fringe of Hythe in an area largely surrounded by established housing. Historically, planning permission was granted for a 24-bed hospice but the consent was never implemented.

**5.103** The site area extends to approximately 1.25ha and is predominately grassland, overgrown and unkempt in appearance. The southern extent of the site is situated slightly below the level of Station Road and rises gradually from south to north and west to east. The site also benefits from strong tree-lined boundaries that are protected by group Tree Preservation Orders which, in combination with the sloping and undulating topography of the site, provide a very strong sense of enclosure. There is an established vehicular access from Station Road.

**5.104** North of this parcel is a thick tree belt of protected trees beyond which is the residential curtilage of two large detached properties - Saltwood Lodge and Meadow View. A footpath runs along the full length of the eastern boundary with a ribbon of detached and semi-detached properties that front Blackhouse Hill beyond. To the south is Station Road, while the western boundary of the site is bound by Bridge Cottage, land associated with the Saltwood Care Centre and the Mill Stream.

**5.105** The site is in a sustainable location close to a range of shops and local services in Hythe High Street, as well as a choice of schools, doctors' surgeries and leisure facilities. It also benefits from being close to public transport links, in particular the local bus network along the A259 Seabrook Road.

**5.106** In respect of key constraints, the footpath on the left hand side of Station Road cannot be extended to link up with the proposed allocation. An appropriate pedestrian crossing will be required to enable pedestrians to cross safely from the development to the established footpath that provides a safe route into Hythe. The site is within the setting of the Kent Downs AONB and subject to a number of Tree Preservation Orders along its perimeter to the north, east and west. In addition, a small area of the site is within Flood Zones 2 and 3 and as such any development should not create or make flooding worse elsewhere. Finally, the site lies within an area of potential land instability and therefore any proposals should conform with Policy NE6: Land Stability.

**5.107** The size of the site in this location will require proportionate contributions to the expansion of Oakland's Health Centre, made through a Section 106 agreement.

**5.108** Based on the characteristics and location of the site, a development scheme of mostly detached family houses, two-storey in height with gardens, mirroring the surrounding development would be appropriate, at a density of approximately 30 dwellings per hectare.

## Policy UA14

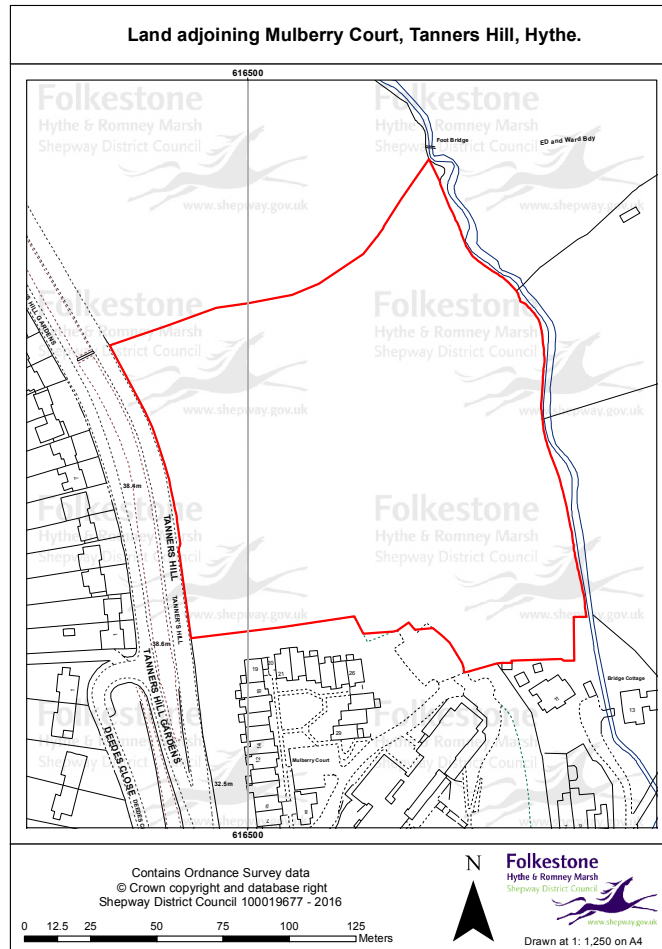
### **Land at Station Road, Hythe**

The site is allocated for residential development with an estimated capacity of approximately 30 family-sized dwellings.

Development proposals will be supported where:

1. The development is designed to a high standard and would not have a harmful impact on the character and setting of the nearby Kent Downs Area of Outstanding Natural Beauty;
2. An appropriate pedestrian crossing point, in the form of dropped kerbs and tactile paving, is provided;
3. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
4. Ecological and arboricultural investigations are undertaken and adequate mitigation measures identified to ensure development does not have an adverse impact on protected trees or protected species;
5. Appropriate and proportionate contributions are made to the expansion of Oaklands Health Centre through a Section 106 agreement;
6. They are accompanied by a Site-specific Flood Risk Assessment with development directed to sequentially preferential locations within the site in terms of flood risk; and
7. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Land at the Saltwood Care Centre, Hythe



**Picture 5.17 Land at the Saltwood Care Centre, Hythe**

**5.109** To the west of the Station Road site is surplus land adjacent to the Saltwood Care Centre and Retirement Village which is considered a suitable location for providing further retirement living accommodation. Planning permission was granted in 2017 (Y15/0720/SH) for 84 extra-care homes.

**5.110** The site is approximately 2.1ha in size and consists most of scrubland, with a number of trees scattered throughout that are covered by a group Tree Preservation Order. The site forms part of the curtilage of the care centre and is thought to be a neglected garden. The site slopes steeply from west to east towards the Mill Stream which flows along the eastern boundary. Vehicular access is currently by Saltwood Care Centre.

**5.111** The site is positioned on the urban fringe of Hythe abutting the Kent Downs Area of Outstanding Natural Beauty to the north and a public right of way running along its boundary. East is an area of grassland and the rear of properties that front Blackhouse Hill. Immediately to the south is the existing Saltwood Care Centre, known as Philbeach House, and west are the established residential areas of Hythe and Saltwood.

**5.112** The site is in a sustainable location close to a range of shops and local services in Hythe High Street, as well as a choice of schools, doctors' surgeries and leisure facilities - albeit at the bottom of Tanners Hill. It also benefits from being close to public transport links, in particular the local bus network along the A259 Seabrook Road.

**5.113** In respect of key constraints, the site is directly adjacent to the Kent Downs Area of Outstanding Natural Beauty and covered by a blanket Tree Preservation Order that may have some wider ecological potential. The perceived impact on the setting of the Area of Outstanding Natural Beauty and blanket Tree Preservation Order needs to be balanced against the requirement to address Hythe's ageing population and significant work will still be required to identify trees that are worthy of long-term protection. Part of the site is within a Biodiversity Action Plan Priority Habitat (traditional orchard); therefore development should be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site. Finally, the site lies within an area of potential land instability and therefore any proposals should conform with Policy NE6: Land Stability.

**5.114** The size of the site in this location will require proportionate contributions to the expansion of Oakland's Health Centre, made through a Section 106 agreement.

**5.115** With a suitable design, it is considered that the site allocation is appropriate in order to meet specific identified need for residential care and nursing accommodation in a location that adjoins the existing Saltwood Care Centre and to support an enlargement of the existing retirement community.



## Policy UA15

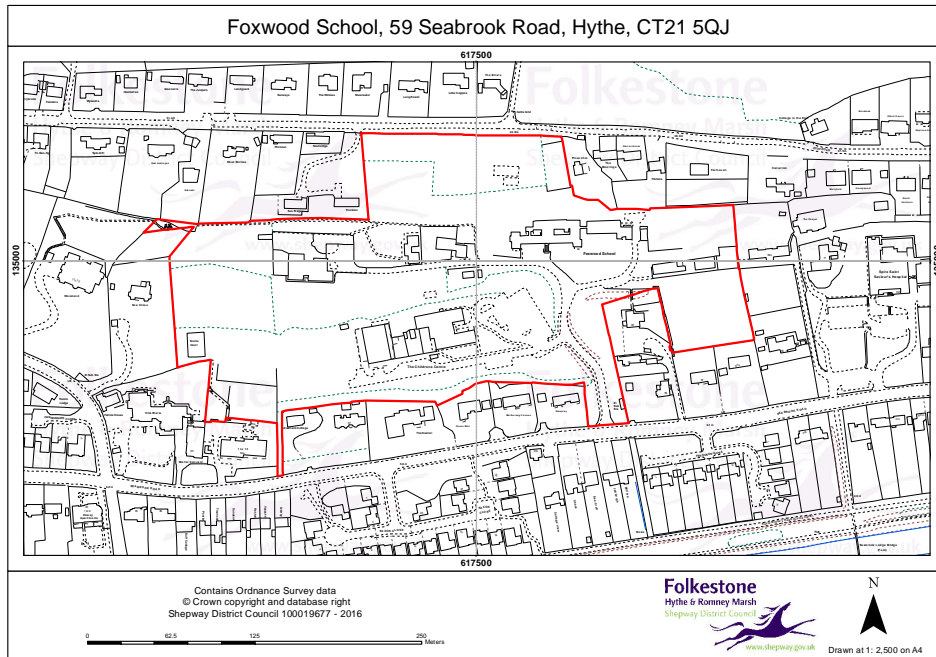
### **Land at the Saltwood Care Centre, Hythe**

The site is allocated for 84 Class C2 or C3 Extra Care Units.

Development proposals will be supported where:

1. The development meets the needs of the ageing population and is restricted to occupation for those over 65 years of age;
2. On-site care provision is made through an appropriate contract that requires a minimum of 2 hours of care, to be provided by a Care Quality Commission registered provider;
3. All of the Extra Care Units are designed to wheelchair accessible homes standards (M4(3): Category 3) of the Building Regulations;
4. Appropriate communal facilities are provided to meet the needs of the residents;
5. Access is provided to meet the needs of residents and to provide connectivity to the existing care centre site and the surrounding area;
6. Proposals are accompanied by a landscape strategy that retains a substantial amount of the existing tree cover and demonstrates that the landscape character is protected;
7. Appropriate and proportionate contributions, through a Section 106 agreement, are made to the expansion of Oaklands Health Centre;
8. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider; and
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Foxwood School and St Saviour's Hospital, Seabrook Road, Hythe



Picture 5.18 Foxwood School, Seabrook Road, Hythe



**Picture 5.19 St. Saviour's Hospital, Seabrook Road, Hythe**

**5.116** As part of its education planning, Kent County Council took the decision to merge Highview and Foxwood Schools into a new enlarged and purpose-built facility. Re-branded 'The Beacon', the new school on Park Farm Road, Folkestone opened in September 2016. This coincided with the closure of both the former facilities at Highview and Foxwood in Folkestone and Hythe respectively; as a result of these changes the sites are now vacant and available for redevelopment.

**5.117** Similarly St. Saviour's Hospital, located immediately east of Foxwood School, is a former private hospital that closed in late 2015. Since this time, the premises have been vacant so a future new use needs to be planned.

**5.118** Both Foxwood School and St. Saviour's Hospital are on large plots fronting Seabrook Road. Due to the nature of the street, and the significant rising topography, both sites are located at a higher level to that of the street. In the case of the hospital,

this means that the main building is prominent from the street scene. In comparison, Foxwood School is generally more screened, due to the housing in front and significant tree planting.

**5.119** Foxwood School constitutes the larger of the two sites and covers an area of 6.3ha. There are approximately eight buildings spread across the site in two distinct areas; these vary from traditional pitched-roof school buildings to more modern flat-roofed facilities. The site also benefits from a well-established tree-lined driveway.

**5.120** The hospital site is smaller, measuring 1.14ha and includes three buildings. The original building dates from the 1850s with substantial extensions in the 1960s to accommodate a hospital. West of the main building is the oldest element of the site, the Dutch House (71 Seabrook Road), that predates the hospital use. The third building, to the east, is an annexe added to extend the hospital.

**5.121** Both sites have an established vehicular access from Seabrook Road on the southern boundary and are in a sustainable location, close to a range of shops and local services as well as schools, doctors' surgeries, leisure facilities and employment opportunities in Hythe, Seabrook and Folkestone. They also benefit from being close to public transport links, in particular the local bus network along the A259 Seabrook Road.

**5.122** In respect of key constraints, development proposals will need to conform with Policies HB1 and HB2 to ensure that the design does not harm the character of the Seabrook Road area, which is characterised by relatively large detached houses set within spacious plots on the hillside overlooking the town to the west and the canal and coastline beyond to the south, and interspersed with mature vegetation. The sites are also immediately south of the Kent Downs Area of Outstanding Natural Beauty and Tree Preservation Orders also apply to both sites. The sites are also located near the Royal Military Canal - a Scheduled Monument and Local Wildlife Site; consideration should be given to the setting of this heritage asset. Furthermore, part of the Foxwood site is within a Biodiversity Action Plan Priority Habitat (deciduous woodland and additional habitats). Therefore, development should be informed by an assessment to identify features of ecological interest and conserve and enhance biodiversity within the site.

**5.123** The redevelopment of St Saviour's Hospital site will require contributions to the expansion of Oakland's Health Centre, made through a Section 106 agreement. The Foxwood School is not expected to contribute to this specific project, due to the site having already part-funded the development of the new 'Beacon' school on Park Farm Road, Folkestone, which also incorporates substantial community facilities.

**5.124** A controlled crossing should be provided across Seabrook Road to improve access to Princes Parade and the beach, as well as an upgrading of the public highway known as College Bridge, which links the A259 with the Royal Military Canal and link the sites with the canal and the public right of way to the north.

**5.125** In considering future proposals, St Saviour's Hospital is considered suitable to provide a mix of apartments and family accommodation. Foxwood School could be redeveloped at a higher density because of its position behind properties on Seabrook Road and should include self-build and custom build plots in accordance with Policy HB4. Furthermore, opportunity exists to provide a mix of conventional housing and apartment blocks that replicate the large-scale buildings already found on the site.

## Policy UA16

### **St Saviour's Hospital, Seabrook Road, Hythe**

St. Saviour's Hospital is allocated for a landscape-led residential development with an estimated capacity of approximately 50 dwellings.

Development proposals will be supported where:

1. The design is landscape-led to take account of the environmental and topographical features of the site and to ensure important long and short distance views are maintained;
2. The character and setting of the Kent Downs Area of Outstanding Natural Beauty, the Seabrook Road area and the Royal Military Canal Local Wildlife Site are preserved;
3. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the Grade II Listed Building, The Black Cottage, and Scheduled Monument, the Royal Military Canal;
4. The Dutch House (71 Seabrook Road) is retained and incorporated into the design;
5. Access is derived from Seabrook Road with no vehicular access from Cliff Road;
6. Appropriate and proportionate contributions, through a Section 106 agreement, are made to the expansion of Oaklands Health Centre;
7. Appropriate and proportionate contributions are made towards the provision of a controlled crossing on Seabrook Road to improve access to Princes Parade and the seafront;
8. The public highway known as College Bridge that links the A259 with the Royal Military Canal is upgraded to the satisfaction of the Local Highways Authority;
9. Appropriate and proportionate contributions, through a Section 106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities at Princes Parade;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
11. An appropriate mix of housing and/or apartments is provided that respects the constraints of the site.

## Policy UA17

### **Foxwood School, Seabrook Road, Hythe**

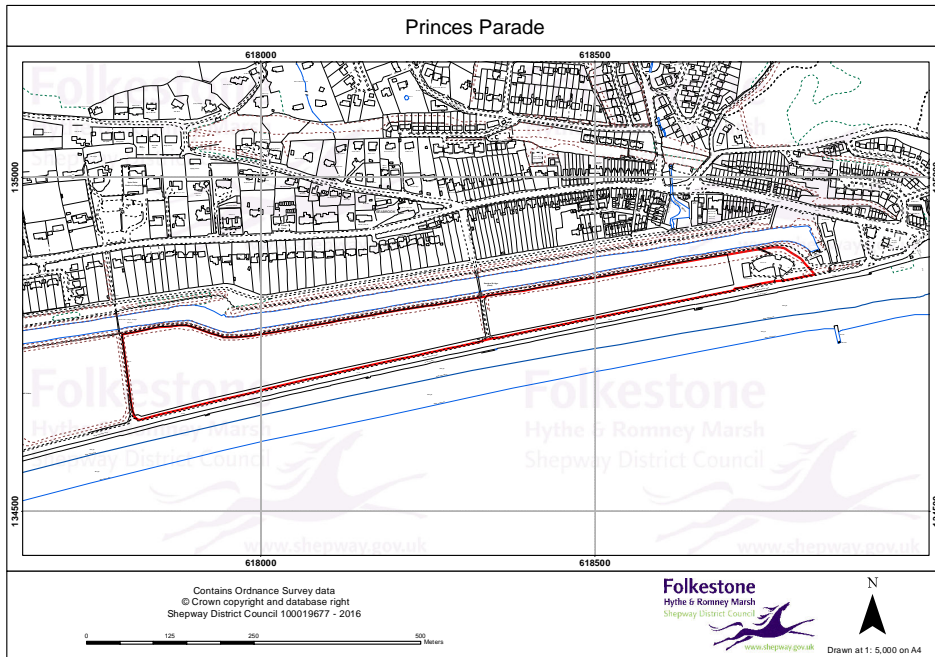
Foxwood School is allocated for a landscape-led residential development with an estimated capacity of approximately 150 dwellings.

Development proposals will be supported where:

1. The design is genuinely landscape-led to take account of the environmental and topographical features of the site and to ensure important long and short distance views are maintained and the playing pitches are retained and enhanced as part of the landscape scheme;
2. The character and setting of the Kent Downs Area of Outstanding Natural Beauty, the Seabrook Road area and the Royal Military Canal Local Wildlife Site are preserved;
3. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the Grade II Listed Building, The Black Cottage, and Scheduled Monument, the Royal Military Canal;
4. Access is derived from Seabrook Road with no vehicular access from Cliff Road;
5. Appropriate and proportionate contributions are made towards the provision of a controlled crossing on Seabrook Road to improve access to Princes Parade and the seafront;
6. The public highway known as College Bridge that links the A259 with the Royal Military Canal is upgraded to the satisfaction of the Local Highways Authority;
7. There is on site provision of play space to meet the needs of the development for which a management company or other solution should also be established for its long term maintenance;
8. Ecological and arboricultural investigations are undertaken and adequate mitigation and enhancement measures are incorporated into the design of the Foxwood School development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
9. A connection from the site is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
11. An appropriate mix of housing and/or apartments is provided that respects the constraints of the site; and
12. At least 6-8 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development.



## Princes Parade, Hythe



**Picture 5.20 Princes Parade, Hythe**

**5.126** Land at Princes Parade, Hythe occupies a prominent position on the coastline between Princes Parade, a 2km seafront promenade that links the Esplanade at Sandgate to the West Parade at Hythe and the Royal Military Canal. It was historically used as the municipal landfill waste site during the 1960s and 1970s and later additional material was placed on the site as part of a programme to de-silt the canal in 2002/03. Since this time the land has lain vacant with access restricted to the public.

**5.127** The site is approximately 7.2ha and is tightly sandwiched between the Royal Military Canal, a Scheduled Ancient Monument, to the north and Princes Parade and the coastline to the south. At the centre of the site is a pedestrian crossing; here Seaview Bridge crosses the canal and a path then runs up to a former white wooden tram shelter on Princes Parade, providing an important link between the seafront and Seabrook Road. Either side of the canal bank are public bridleways, to the south is the historic towpath and to the north the historic Military Road, with a further public footpath on the top of the northern bank. North of the bridleway are the rear gardens of properties that front Seabrook Road and properties on Seabrook Gardens, Beacon Terrace and Hannant Court which directly front onto the northern bridleway. It is also abutted by a children's play area to the east and the Hythe Imperial Hotel golf course to the west. Vehicular access to the site would be achieved from Princes Parade.



**5.128** The land itself has an overgrown appearance, predominately covered with scrub as well as a significant number of relatively young trees. The land has been artificially raised by approximately 4m from the level of the adjacent golf course as a result of its former use for landfill. Consequently, the ground beneath is contaminated and the site is of limited recreational value. It is therefore appropriate to plan positively for a new use, whilst minimising the harm caused to the designated heritage asset, the Royal Military Canal, and its setting.

**5.129** Princes Parade is in a sustainable location offering convenient access to a range of shops and local services, as well as schools, doctors' surgeries, leisure facilities and employment opportunities in Hythe, Seabrook and Folkestone. It also benefits from being close to public transport links, in particular the bus network along the A259 Seabrook Road.

**5.130** Approximately 1.5km to the west of the site, the Council owns and operates Hythe Swimming Pool. The facility opened in 1975 and is currently used by a number of individuals, schools and clubs. The Council has acknowledged for some time that Hythe Swimming Pool needs to be replaced and recent inspection work has revealed that the pool continues to require extensive maintenance and repairs to comply with health and safety standards. To secure the medium term future of the pool it has been estimated that it will be necessary to invest up to £1 million over a two to five year period; it is therefore no longer efficient to maintain the existing facilities.

**5.131** Consequently, in 2015, and independent to the Local Plan process, the Council appointed Lee Evans Partnership LLP to assess potential site options that could accommodate a new swimming pool. The study concluded that:

- **Hythe Green** was potentially the most appropriate site for a new leisure facility. Whilst there were constraints, it was considered that these could be overcome with careful planning of access and high quality design. However, the site proved to be undeliverable due to issues concerning land ownership and a restrictive legal covenant which prevents the development of any part of The Green; and
- **Princes Parade** was also thought to be a good option as the site is close to the existing swimming pool, within the Council's control and offers scope for comprehensive redevelopment, including remediation of contaminated land and re-use of a brownfield site. There is considerable potential for providing additional community benefits including provision of high quality public open space along the canal side and beachfront.

**5.132** Other sites considered but rejected by the 2015 study included:

- **Nickolls Quarry** which was considered too remote from central Hythe and the existing pool site. There were also concerns regarding deliverability as the timings were not within Shepway District Council control;
- **Hythe Swimming Pool** was considered too small to accommodate the design specification of a modern new leisure facility and its associated parking

requirements. It was also considered an unviable option as the project relied on releasing a capital value from the site which would not be possible; and

- **South Road Recreation Ground** was in a good central location, and had no known abnormal costs. However, it was rejected because of the harmful impact on the Conservation Area and on the amenity of residents.

**5.133** Subsequently, the Council (in its capacity as landowner) put forward Princes Parade for consideration as part of the plan making process as a potential location for a sustainable and efficient replacement leisure facility for Hythe, whilst also contributing towards meeting the housing requirement for the District. Any development proposals will need to demonstrate the need for additional facilities beyond those to be replaced.

**5.134** The new leisure centre would be funded by Shepway District Council through a combination of land receipts from the sale of land designated for residential and commercial use at Princes Parade (Policy UA18); the existing swimming pool site (Policy UA19); and use of Section 106 planning agreement monies owing from the Nickolls Quarry development.

**5.135** In respect of key constraints, the site is situated adjacent to the Royal Military Canal, which is a Scheduled Monument and an Area of Archaeological Potential. It is the only canal built as a fortification in the country and was part of a coastal defence system constructed between 1804 and 1809 for the purpose of defeating the expected landing and deployment of Napoleon's troops using the favourable location of Romney Marsh. The canal was re-used as an anti-invasion defence in World War II. The canal runs for a total of 28 miles from the site, through Hythe and then inland to Appledore, before joining the eastern River Rother at Iden Lock, from where it becomes part of first the Rother and then the River Brede, before being canalised from Winchelsea to its western terminus at Cliff End on the coast.

**5.136** The canal is 19m wide and 3m deep. The excavated soil was piled up on the northern bank to form a steep banquette and make an earth parapet from which soldiers could shoot unobstructed across the canal onto the lower ground on the seaward side. Behind this earth fortification there was a military road where soldiers could be moved without being seen. The canal itself was designed with kinks to allow enfilading fire along its length if the enemy attempted to cross. The Seabrook end of the Royal Military Canal is a particularly interesting section of the canal and this interest reinforces the monument's significance. Here the canal terminates and the water is allowed through the sluice gates to enter the sea. It was thought to be particularly vulnerable from attack and was heavily defended by the redoubts on the canal's edge, as well as two Martello Towers and the Shorncliffe Battery mounted on walls behind and to the east.

**5.137** The National Planning Policy Framework (paragraph 132) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance

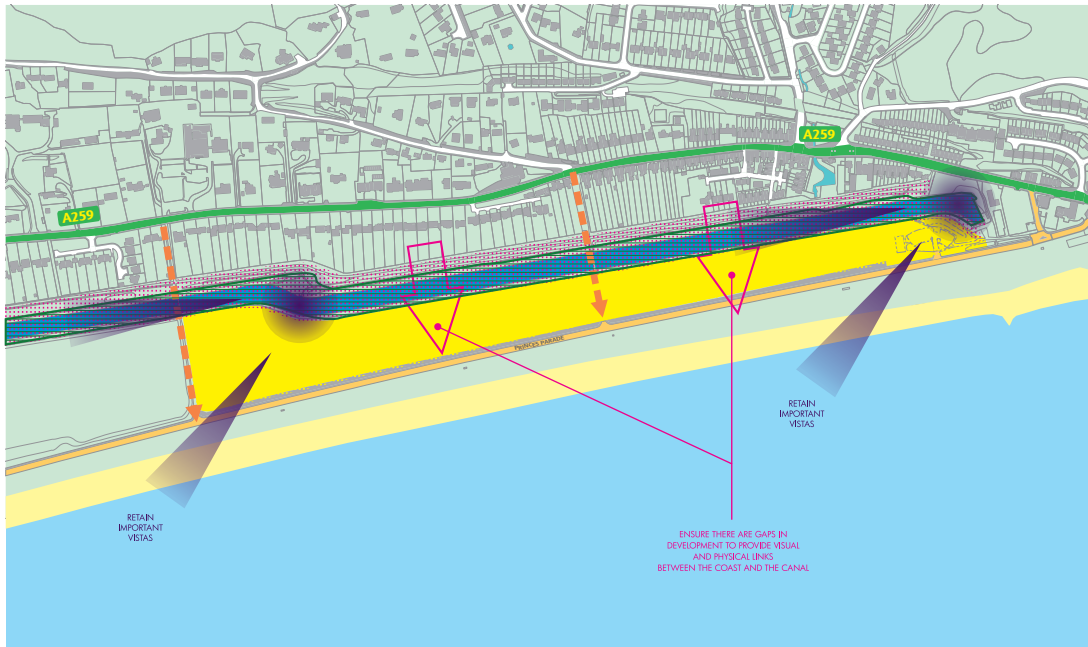
can be harmed or lost through the alteration or destruction of the heritage asset or development within its setting. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, should be wholly exceptional.

**5.138** Over the past centuries a number of developments have slowly eroded and altered the setting of the canal at the eastern extent of Princes Parade. These include the creation of a new sealed road and sea wall in the nineteenth century along Princes Parade, which would have reduced some of the effectiveness of the original defences through the reduction in visibility to the sea from the northern parapet. This would have had a negative impact on the significance of the canal at Seabrook. Since then, the raising of the ground by using it as a refuse tip to the south of canal has reduced people's ability to appreciate the defensive logic of this part of the canal and has had a negative impact on its significance as a historically important site. The growth of planting on each side of the canal has further reduced people's ability to understand the original Military Engineer's intentions. Therefore, any development proposal for the site should seek to identify specific opportunities within the area for the conservation and enhancement of the Royal Military Canal to better reveal its significance.

**5.139** It will also be necessary for a thorough investigation of existing ground conditions to be carried out. This is to ensure that any potential for contamination associated with earlier uses is identified and mitigated as part of the redevelopment of the site. In addition, it will be necessary for the archaeological potential to be surveyed prior to the commencement of any works in order to have appropriate mitigation measures in place to respond to and record any findings of note.

**5.140** The site is close to the Sandgate Road Seabrook Pumping Station. New development must be adequately separated from the pumping station to safeguard the amenity of future occupiers and users from vibration of the equipment and this must be considered as part of any masterplanning process. The Royal Military Canal to the north is a Local Wildlife Site and that part of the development site falls within a Biodiversity Action Plan Priority Habitat (*Festuca rubra* maritime grassland and fixed dunes with herbaceous vegetation). Therefore, development should be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site.

**5.141** It is considered that the site could be developed for a mix of residential, leisure, commercial and recreational uses. Due regard should be given to the visual prominence of the site and its relationship with the Royal Military Canal; and it is essential that any future proposals minimise any harm caused to the significance of the canal by acknowledging and enhancing its historic significance and setting, through a well considered, high quality, sensitive and innovative design.



Princes Parade, Hythe: Key Considerations

- |                      |                           |                                    |
|----------------------|---------------------------|------------------------------------|
| A Roads              | Development Area          | Existing Built up Areas            |
| Minor Roads          | Important Vistas Retained | Local Wildlife Site                |
| Royal Military Canal | Links to the Sea Retained | Enhancements to Scheduled Monument |
|                      | Sea                       | Gaps in Development                |



Picture 5.21 Princes Parade, Hythe: Key Considerations

**5.142** Key aspects include enhancing the areas around the 'kinks', which were the location of gun emplacements (although there is no evidence guns were ever installed), and the redoubt towards the far eastern point where the canal meets the sea. Any proposals should be landscape-led, retaining the linear character of the canal, its relationship with the undeveloped southern bank and should identify key views from and to the site. In addition, there is further potential for a greater mix of uses on site to enhance the vibrancy of the proposed leisure and recreational uses, as part of a comprehensively masterplanned development. This should incorporate significant areas of public open space that enhance the use and enjoyment of the Royal Military Canal and improve connectivity and public accessibility between the canal and coast.

**5.143** An opportunity also exists to deliver much needed new housing, which will also help fund leisure and community facilities. It is considered that the site has the potential to deliver around 150 new homes but any new development will have to fully consider the constraints of the site, specifically the Scheduled Ancient Monument. Any development will need to be masterplanned to ensure an appropriate mix of homes and to retain the openness of the coastline landscape. There should be a mix of accommodation types to meet a variety of housing needs. There is also an opportunity for eight self-build and custom build plots to be provided as part of the development.

**5.144** The Shepway Play Area Review (June 2017) also identifies the Royal Military Canal Play Area at the eastern end of Princes Parade as a destination play space. Development proposals present a significant opportunity to address deficiencies associated with the site by improving the range and quality of some of the open space and play equipment as well as supporting facilities such as toilets and changing rooms.

## Policy UA18

### Princes Parade, Hythe

The site is allocated for mixed-use redevelopment to include up to 150 residential dwellings, a 2,961sqm leisure centre; approximately 1,500sqm of commercial uses including hotel use (Use Class C1 / A1 / A3); and public open space.

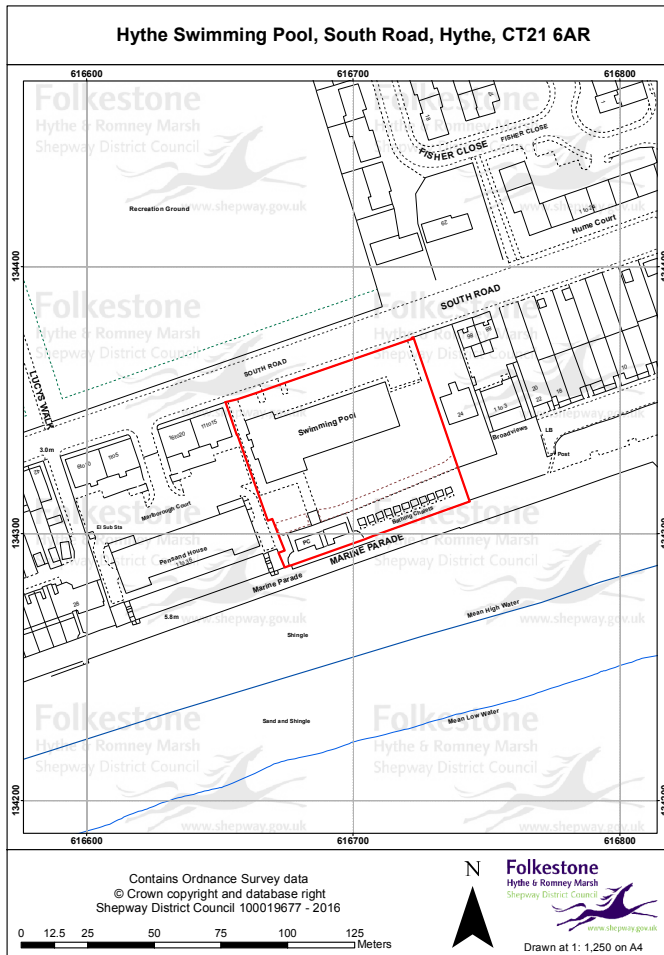
Development proposals will be supported where:

1. They form a single comprehensive masterplan of the entire site which meets with the policy requirements of this plan and the Core Strategy. The mix of uses shall include:
  - A substantial community recreation and leisure facility including an appropriate replacement for Hythe Swimming Pool, with further investigation of the inclusion of other facilities;
  - High quality public open and play space of at least 45 per cent of the site area (including the promenade); incorporating the enhancement of, and linking between, the canal and beach front and accessibility east to west along the canal and coast; and
  - An appropriate mix of well designed homes within a landscape-led setting, including appropriate accommodation for the elderly, affordable housing and self-build and custom build plots in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
2. They are accompanied by an appropriate heritage assessment to demonstrate that the harm to key features of the Royal Military Canal and its historic setting, which contribute to its significance as a Scheduled Ancient Monument, would be minimised and that the overall scheme would not result in substantial harm to the heritage asset;
3. Any less than substantial harm is clearly demonstrated to be outweighed by the public benefits of the proposal, which should include heritage benefits;
4. The design creates a sense of place by taking account of opportunities to draw on the heritage of the Royal Military Canal and its setting, including the retention of key vistas and physical links with the coast;
5. A new accessible Destination Play Space is created to replace the existing Royal Military Canal Play Area;
6. Any potential contamination from its former use is investigated, assessed and if appropriate, mitigated as part of the development;
7. Highway and junction improvements are provided as required to the satisfaction of the Local Highways Authority;
8. Traffic flow and parking provision is assessed to ensure that the development does not put undue pressure on the local highway network and that adequate

- parking provision is provided so that there are no detrimental parking impacts on Princes Parade;
9. Improvements are delivered to the public bridleway along the north side of the canal to enhance its amenity value;
  10. At least two links between the canal crossings and Princes Parade are provided as dedicated public footpaths or bridleways;
  11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider;
  12. The masterplanning of the site takes account of the nearby pumping station to allow for odour dispersal and help prevent unnecessary unacceptable impact from vibration;
  13. Access is maintained to the existing or reconfigured underground sewerage infrastructure for maintenance and up-sizing purposes;
  14. Ecological and arboricultural investigations are undertaken and adequate mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat; and
  15. Appropriate protection, preservation and integration of the Royal Military Canal Local Wildlife Site is provided and there is a demonstrable net gain in the protection of wildlife.



## Hythe Swimming Pool, South Road, Hythe



**Picture 5.22 Hythe Swimming Pool, South Road, Hythe**

**5.145** Hythe Swimming Pool is situated on South Road within central Hythe. It remains in operation at present, but the pool has become outdated and no longer represents a viable community facility. Accordingly, the Council is currently looking at opportunities to provide a modern new replacement swimming pool facility at nearby Princes Parade. In turn, this would release the existing site for development.

**5.146** The site covers 0.5ha of previously developed land. The pool building itself is housed in a single storey pitched-roof building, with a low flat-roofed extension to the western side. A car park for approximately 22 cars is provided to the front of the building and a 1920s café, public toilets and beach huts are located to the south.



**5.147** North of the site is an open recreation ground, while immediately south is the seafront. To the east and west sides of the site are established residential properties. To the west, a mix of two-and-a-half storey houses front South Road and apartments facing the seafront. To the east is a range of dwelling types, including apartments. Marine Parade, a pedestrian promenade, runs along the southern boundary, with the beach beyond this.

**5.148** The site is in a sustainable location close to a range of shops and local services in Hythe High Street, as well as a choice of schools, doctors' surgeries and leisure facilities. It also benefits from being close to public transport links, in particular the local bus network along the A259 Seabrook Road.

**5.149** There are no known constraints associated with the site.

**5.150** It is envisaged that development could take a similar form to that of the land to the west, with conventional housing fronting South Road and apartments adjoining the seafront, while retaining and enhancing the existing café, public toilets and beach huts within any scheme or re-providing the facilities nearby.

## Policy UA19

### **Hythe Swimming Pool, Hythe**

The site is allocated for residential development with an estimated capacity of approximately 50 dwellings.

Development proposals will be supported where:

1. Appropriate and proportionate contributions, through a Section 106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities within the locality;
2. It can be demonstrated that a replacement swimming pool is to be delivered locally;
3. The café, public toilets and beach huts are retained or replaced;
4. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
5. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Romney Marsh Character Area

## 6 Romney Marsh Character Area

### Introduction

**6.1** With flat, open and exposed landscapes formed by human activity and its relationship to the sea, Romney Marsh is different to the rest of the district. The twelfth century saw the start of a reclamation project, where embankments were built to enclose large blocks of land, and the start of drainage organisation. For a long part of its history, this was a isolated part of the county, where many local people perished from 'Marsh Fever'. As a result of a lack of manpower to undertake more labour intensive forms of agriculture, the Marsh became famous for sheep farming. This form of animal husbandry has, in turn, helped to shape the landscape. The open and remote qualities have inspired many writers and artists.

**6.2** The Marsh is home to some of the UK's rarest species and a large proportion of the area is designed as a National Nature Reserve, Special Area of Conservation (SAC), Special Protection Area (SPA) and Site of Special Scientific Interest (SSSI). In addition to this, a Ramsar site was officially designated in early 2016. Dungeness and Rye Harbour comprise the largest cusped shingle foreland in Europe, one of the few such large examples in the world. The extensive marshes of the hinterland, now a mixture of arable and grazing land dissected by an extensive network of ditches and watercourses, support a rich flora and fauna and form a striking contrast to the coastal habitats of sandy and shingle beaches, freshwater pits, sand dunes, saline lagoons and flooded gravel pits. The open water network is a vital component of the marshes' irrigation and drainage network. The coast continues to evolve; pressures of sea level rise and climate change will result in coastal change. Informed decision making will be critical in helping coastal communities and habitats adapt to change. Much of the area is well below the high tide level and as such, is at risk of flooding.

**6.3** Scattered settlements are linked by long, straight, open roads. Towns and villages have a distinctive architectural character, some have weather-boarding and hung tiles and many have medieval churches at their core. However, overall, built development account for a small proportion of this rural area. The transport links are sparse and this, coupled with the nature of the landscape, rural isolation and lack of employment, means that parts of the Marsh suffer from social and economic deprivation.

**6.4** Dungeness Point is dominated by the nuclear power station sites and their associated transmission lines that extend inland from the coast, forming the backdrop to views both within and outside the area. The military has historically been an important presence in the area, and today the Military of Defence is a major landowner on the shingle foreland at the Lydd and Hythe ranges.

**6.5** Lydd Airport has been a significant feature for more than 50 years and, by 2019, is expected to have implemented planning consent for extended runways and a new terminal building, to allow passenger flights using aircraft the size of Boeing

737 or Airbus 319, thereby creating up to 200 more jobs locally. In addition, commercial fishing on Dungeness Point, the military firing ranges at Lydd, ongoing gravel extraction from the shingle and the Little Cheyne Court Wind Farm all make their mark on the landscape.

**6.6** 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. They employ some 1,200 people, many of whom live on the Marsh and further away in Shepway, Ashford and Rother districts. The decommissioning of the power stations will have a big impact on the area's economy. Decommissioning of the Magnox 'A' site is underway with the site planned to enter care and maintenance in 2027. EDF Energy's 'B' station is now expected to cease generation in 2028, following which a lengthy process of decommissioning would ensue. In response to this, and supported by Magnox and the Nuclear Decommissioning Authority, Shepway District and Kent County Council produced a socio-economic action plan for Romney Marsh to ensure the area has a sustainable economic future and remains a great place to live. This led to the formation of the [Romney Marsh Partnership](#) in 2012 to lead the delivery of the [Romney Marsh Socio-Economic Action Plan](#), an economic strategy to tackle the negative impacts of nuclear decommissioning. In the case of the Dungeness sites, the potential for employment creation through smaller-scale nuclear generated power and ancillary uses relating to the nuclear or other industries will be kept under review.

**6.7** The Core Strategy sets out the aspirations for the area. At the heart of this vision for New Romney is improving the lives of local people through access to well paid employment, improved infrastructure, transport and essential services. At the same time the special coastal ecology and wildlife sites, particularly Dungeness, will continue to be a special haven for rare species and actively managed to ensure sustainability. Another key theme is that the natural assets, coastal habitats and key infrastructure will show greater adaptability to climate change. Given that the Marsh has a history of reclaiming land from the sea and trying to stop its subsequent inundation, this theme will remain a challenge.

**6.8** In accordance with Core Strategy Policy SS1: District Spatial Strategy, *"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."*

**6.9** Following this, development proposals should:

- Retain the rural character of villages, ensuring that any new development is sensitively sited and screened with native trees to minimise its impact on views.

Materials should be carefully chosen to blend with the existing built environment, and to minimise the visual intrusion of large structures;

- Ensure that new development is of an appropriate scale and massing, so that existing vernacular buildings are not dwarfed;
- Protect the settings of historic sites and buildings, paying particular attention to the visual impacts of structures which appear on the horizon in views; and
- Take into account the linear landscape pattern and traditional tree species when integrating any new development into the landscape.

**6.10** The Core Strategy sets out a requirement that approximately 10 per cent of new dwellings should be located in this area in accordance with the plan's Spatial Strategy by 2030/31 <sup>(1)</sup>. (The Introduction to Part One provides more information on the Core Strategy's development targets).

**6.11** The Core Strategy sets out a settlement hierarchy in Policy SS3: Place-Shaping and Sustainable Settlements Strategy which guides the distribution of development to particular locations, taking into account existing facilities and where future investment will be focused.

**6.12** The sections below set out policies and site allocations for settlements within the Romney Marsh Character Area in line with the following settlement hierarchy:

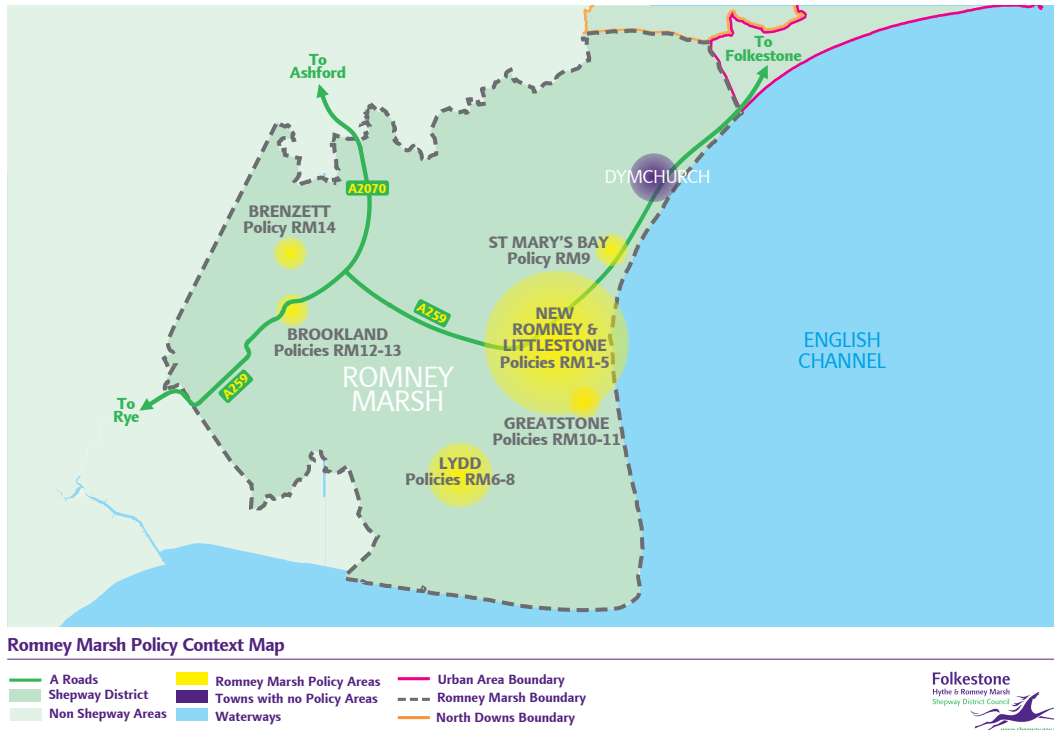
- Strategic Town - New Romney (incorporating Littlestone-on-Sea);
- Service Centre - Lydd;
- Rural Centre - Dymchurch;
- Primary Villages - St Mary's Bay, Greatstone-on-Sea, Brookland and Brenzett; and
- Secondary Villages - Ivychurch, Newchurch and Burmarsh.

The chapter closes by describing Dungeness.

**6.13** This chapter should be read in conjunction with others in the plan, in particular Chapter 11: Retail and Leisure, which contains policies for the centres of New Romney, Lydd and Dymchurch (Policy RL7: Other District and Local Centres), and Chapter 12: Community, which contains policies relating to open space and play space provision.

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1 To the nearest 5 per cent SDC (2012) Modifications Technical Note



Picture 6.1 Romney Marsh Policy Map

## Strategic Town - New Romney Town (incorporating Littlestone-on-Sea)

**6.14** New Romney is a late Anglo-Saxon (850-1066AD) settlement, which grew into a small trading town. By the eighth century the coastline had changed dramatically and New Romney became a prominent port on the new harbour that had formed. A Royal Charter of 1155AD names New Romney as one of the five original Cinque Ports. They were originally formed for military and trade purposes and were at the height of their influence from 1150 to 1350AD. New Romney and Hythe were important suppliers of salt to London, but in the latter part of the thirteenth century a series of severe storms weakened the coastal defences of Romney Marsh. The storm that hit the southern coast of England in 1287AD changed the coastline and the landscape of Romney Marsh definitively. New Romney, still an important harbour at the time, became surrounded by land and suddenly found itself a mile from the sea.

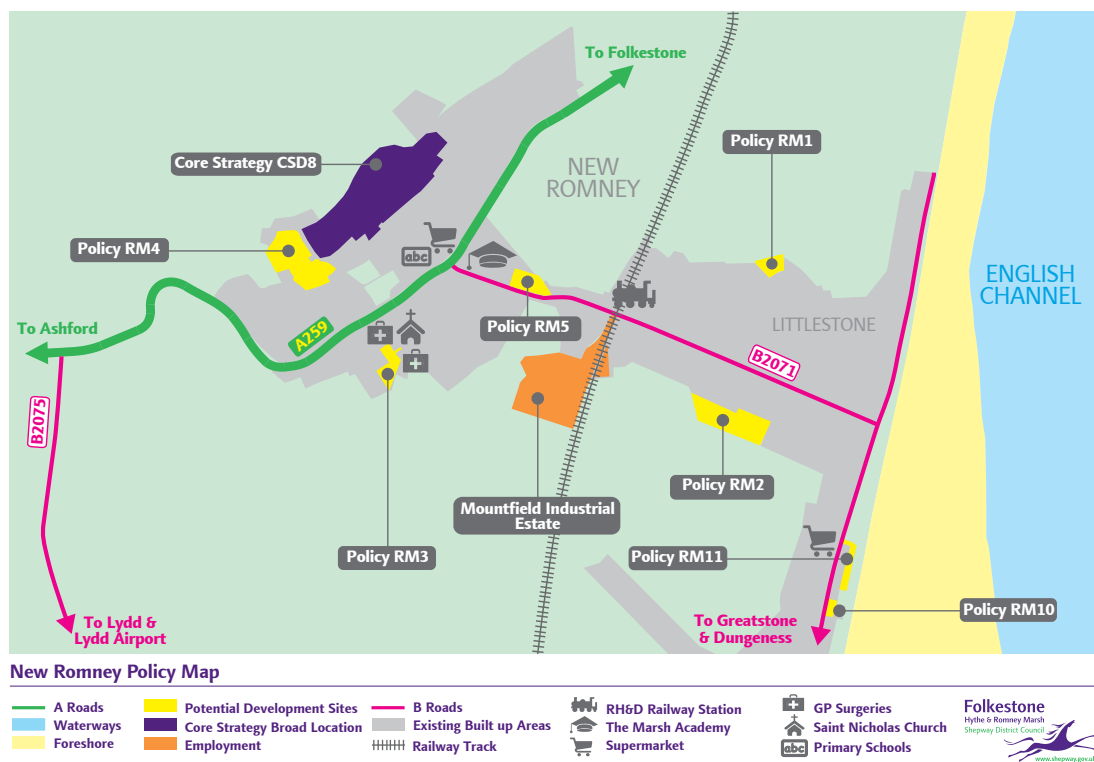
**6.15** Today the town of New Romney retains a range of historic buildings. These include the ruins of St John's Priory, a medieval Cistercian Priory established in the thirteenth century. Early fourteenth century high-status domestic buildings are found at 3 and 4 West Street. The imposing Norman St Nicholas Church, once adjacent to the harbour, is the only survivor of six parish churches once serving the town.

**6.16** New Romney has a range of shops, eating places and services along its High Street, a petrol station and a supermarket, as well as a primary school and a secondary school. The town extends to the north-east and south-east, with mainly residential dwellings extending down to the communities of Littlestone and Greatstone on the coast. These dwellings are interspersed with business premises, many of which are residential and care homes.

**6.17** According to Core Strategy Policy SS1: District Spatial Strategy, *"The strategic growth of New Romney is also supported 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."*

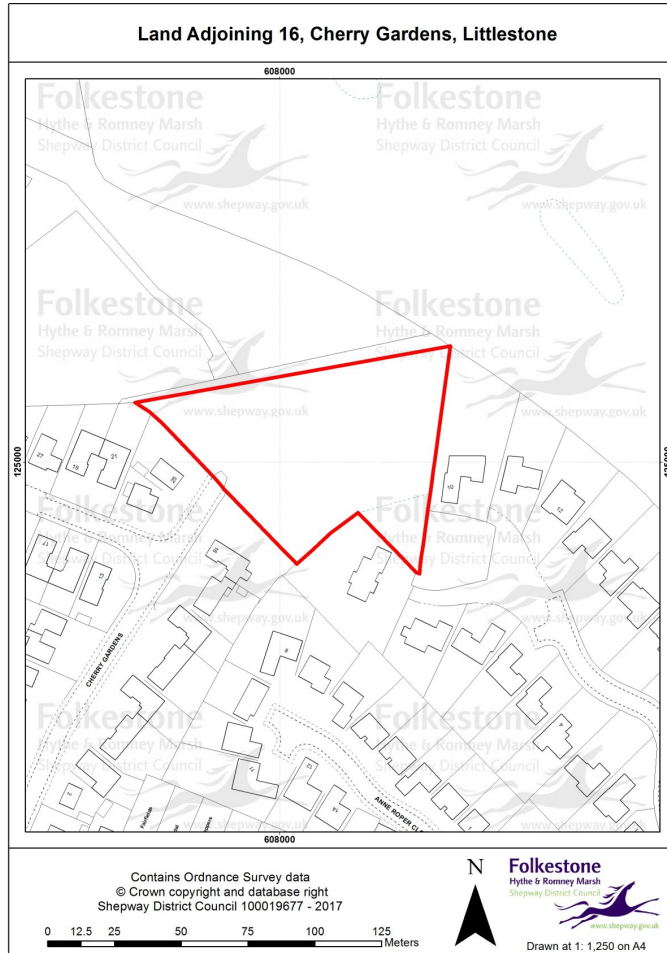
**6.18** Policy CSD8: New Romney Strategy establishes New Romney as a key market town in Romney Marsh. The policy seeks to enhance New Romney's High Street by improving the public realm and pedestrian circulation. Other measures include improving the setting of historic buildings within the High Street, minimising the environmental impact of traffic and investing in community facilities.

**6.19** The Shepway Open Space Review and Strategy and the Play Space Review identify deficiencies in New Romney and these will need to be taken into account as part of new developments in the town.



Picture 6.2

## Land off Cherry Gardens, Littlestone



**Picture 6.3 Land off Cherry Gardens, Littlestone**

**6.20** The site is located to the north of Littlestone, accessed from Cherry Gardens where there is an existing vehicular access and two footpaths into the site. The site is currently used for pasture and is sandwiched between areas of residential development, adjoining the settlement boundary. Although it is on the edge of the settlement, the site is in a sustainable location and within walking distance of the facilities and services of Littlestone and New Romney.

**6.21** The south eastern boundary of the site adjoins Cherry Gardens, a residential street which is characterised by dwellings of varied architectural design and size, but typically comprises set back, detached bungalows to the eastern side of the street and two-storey, detached dwellings to the west.



**6.22** Trees on the south east of the site are protected by a blanket Tree Preservation Order (TPO), beyond which is Orchard Drive, a residential cul-de-sac containing large two-storey detached properties set within generous plots.

**6.23** To the north west of the site is open agricultural land, while to the north east is Littlestone golf course, with the SSSI and Ramsar designations bordering the north eastern edge of the site. There is an existing mature hedgerow to the northern boundary of the site which should be retained and enhanced, together with the trees to the south eastern boundary.

**6.24** The site is 0.6ha in size and is considered suitable for 10 dwellings depending on the size and layout.

### Policy RM1

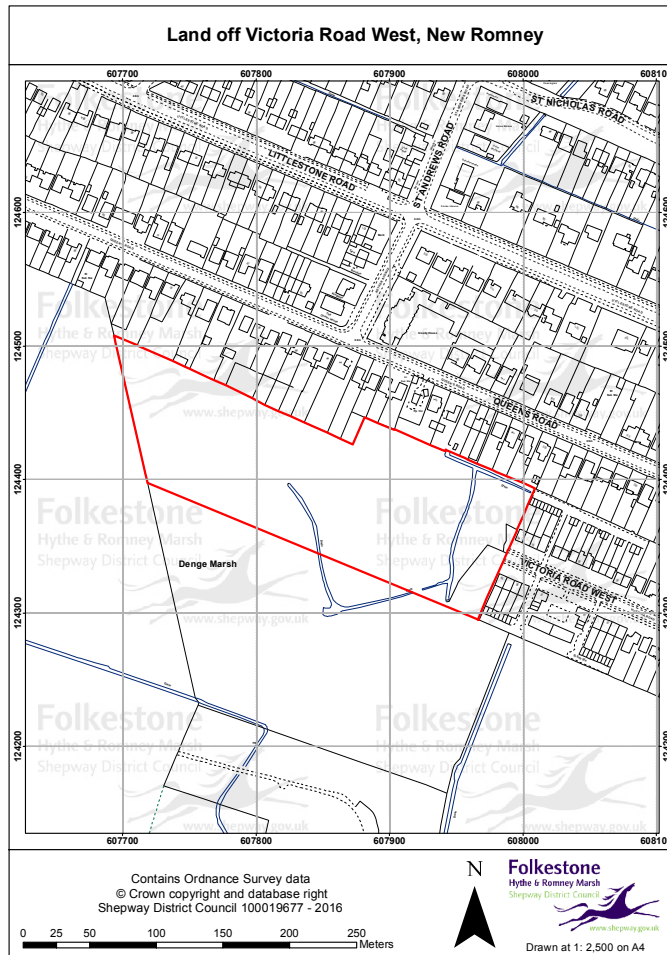
#### **Land off Cherry Gardens, Littlestone**

Land off Cherry Gardens, Littlestone is allocated for residential development with an estimated capacity of 10 dwellings.

Development proposals will be supported where:

1. Vehicular access to the site is provided from Cherry Gardens;
2. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced, particularly along the northern, eastern and south eastern boundaries;
3. The northern building edge is fragmented and softened with a strong focus on landscaping to form a buffer;
4. The proposal acknowledges the surrounding urban grain, fronting dwellings onto streets and following the existing built edge wherever possible;
5. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
6. The development avoids adverse effects on the adjacent Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest and Ramsar designations, incorporating biodiversity enhancement measures;
7. A Phase 1 Habitat Survey is undertaken by a licensed ecologist to assess the presence of Protected Species on or near the site; and
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Land off Victoria Road West, Littlestone



**Picture 6.4 Land off Victoria Road West, Littlestone**

**6.25** This site is located to the south west of Littlestone, at the northern end of Victoria Road West and to the rear of properties fronting onto Queens Road. The site is open countryside and forms part of a larger field used for grazing animals, with few features. The site adjoins the settlement boundary and would be a logical continuation of the existing pattern of development in the area, which predominantly consists of long, wide, linear roads running to the coast. Although it is on the edge of the developed area, the site is in a sustainable location and within walking distance of the facilities and services of New Romney and Littlestone.

**6.26** Adjoining the site to the north are the residential gardens of properties fronting onto the south side of Queens Road, with a boundary featuring a mixture of hedgerow and fencing. Development here is predominantly modern but with a mixture of dwelling types and sizes. To the east is Victoria Road West, separated from the site with a

farm gate and fencing; development here is very uniform being predominantly two-storey and neo-Georgian in appearance. Immediately to the south and west is open grazing land with no existing boundaries.

**6.27** Shepway District Council is working with representatives from Kent County Council and the South Kent Coast Clinical Commissioning Group (CCG) to investigate the potential for the Marsh Academy site in New Romney to accommodate a new healthcare facility under the 'hub' approach. At the same time the South Kent Coast CCG are working on a wider options appraisal to identify and review the prospects of other sites in New Romney, including the expansion of existing sites, within the New Romney urban area to bring forward a new healthcare facility to serve residents of the town and wider hinterland. This work is to also comprise an initial feasibility study to draw up a viable and deliverable scheme. Once this process has been completed the preferred strategy will be announced, by which time the need for policy RM5, and specifically whether it will accommodate a new healthcare facility, will be confirmed. The Marsh Academy site will therefore be safeguarded for future health care and community needs, pending the results of the options appraisal. Funding through Section 106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course.

**6.28** The site includes land with archaeological potential, and development should ensure that it avoids or significantly mitigates the impact of 'significant' flood risk on part of the site, as highlighted by the Council's Strategic Flood Risk Assessment.

**6.29** In order to avoid potential pollution impacts from surface run-off and/or foul drainage, connection to sewerage drainage should be a requirement for any application, and based on confirmation of sufficient capacity at the local sewage treatment works.

**6.30** New development must be adequately separated from pumping stations to safeguard the amenity of future residents from vibration of the equipment and this must be considered as part of any masterplanning process.

**6.31** Lastly, land within the site has been identified as a Mineral Safeguarding Area for storm beach gravel. If appropriate, for example in relation to the site's coastal flood prevention properties and biodiversity value, the storm beach gravel should be worked prior to development.

**6.32** The site is 2.9ha in size and is considered suitable for 70 dwellings with the opportunity for some self-build and custom build plots, depending on the size and layout.

## Policy RM2

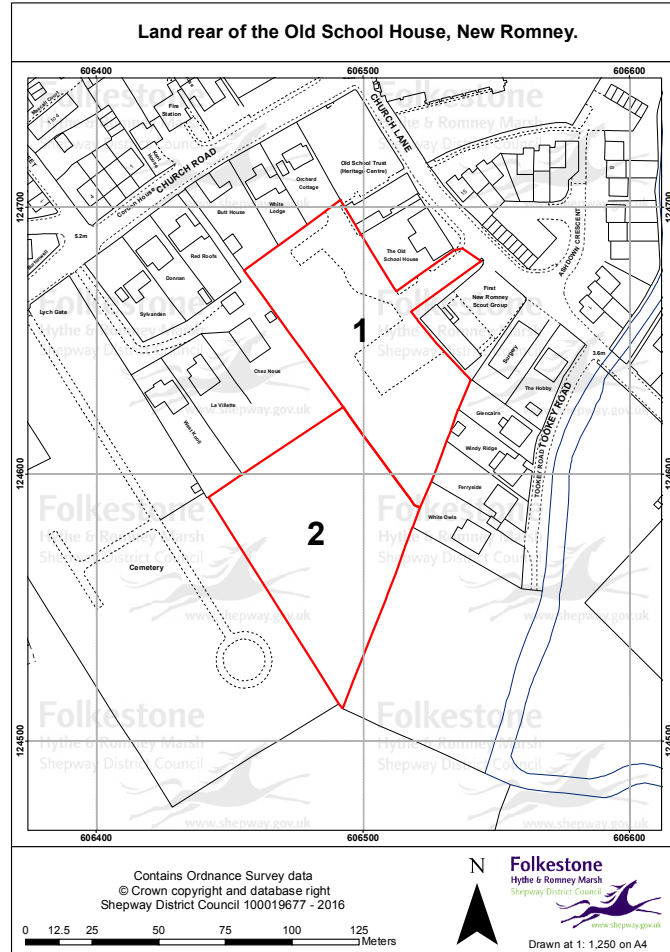
### **Land off Victoria Road West, Littlestone**

Land off Victoria Road West, Littlestone is allocated for residential development with an estimated capacity of 70 dwellings.

Development proposals will be supported where:

1. Vehicular access to the site is from Victoria Road West, and a suitable layout is provided to enable an emergency access along the southern boundary of the site to the satisfaction of the local highway authority. Adequate parking to serve the new development should be provided;
2. At least 4 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
3. Extra flood resistant and resilient construction measures are incorporated into the design of the development to reduce the risk of life to occupants in an extreme flood event and improve flood risk management;
4. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
5. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
6. Provision is made for open and play space on site or at an appropriate locality within walking distance, and reinforces the integration and connectivity of green infrastructure in accordance with Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation;
7. Mitigation measures are employed to prevent adverse effects on the nearby Ramsar, Special Area of Conservation and Site of Special Scientific Interest, and where possible provide biodiversity enhancements;
8. Appropriate and proportionate contributions are made to healthcare facilities in New Romney through a site-specific Section 106 agreement; and
9. The masterplanning of the site takes account of the nearby pumping station to allow for odour dispersal and prevent unacceptable impact from vibration.

## Land rear of the Old School House, Church Lane, New Romney



**Picture 6.5 Land rear of the Old School House, Church Lane, New Romney**

**6.33** This site forms two parcels of land, located south of the commercial centre of the town, within the settlement boundary. The sites can provide small-scale infill development in a sustainable location a few steps from a surgery and within walking distance of a range of local shops and services. They also benefit from a location outside Flood Zones 2 and 3, an important factor in the Marsh area. Part of Site 1 consists of hardstanding which is used for car parking, the remainder is scrubland with fairly dense vegetation. Site 2 is a more open, grassed area, used as a garden and recreation area.

**6.34** Site 1 is surrounded by development on all sides, to the north east the site adjoins the old school building, the Scout Headquarters hut and the doctors' surgery on Church Lane. Site 2 adjoins New Romney Cemetery to the west, residential development on Church Road to the north, open countryside to the south and Site 1 to the north.

**6.35** These two sites have indicative capacities of 10 dwellings each, creating an overall capacity across the adjacent sites of 20 dwellings. Site 1, which accesses from Church Lane, measures 0.4ha, while Site 2, adjacent to the cemetery, measures 0.44ha. Planning permission was granted (Y15/0235/SH) in May 2017 for the erection of 14 dwellings together with associated parking and landscaping on Site 1, whilst planning permission was granted for Reserved Matters on Site 2 (Y16/0567/SH) in September 2016 for the erection of four dwellings with associated access. However, should planning permission on these sites lapse, the Council considers that it is important that both of these sites come forward for development through a single unified masterplan and proposal.

### Policy RM3

#### **Land rear of the Old School House, Church Lane, New Romney**

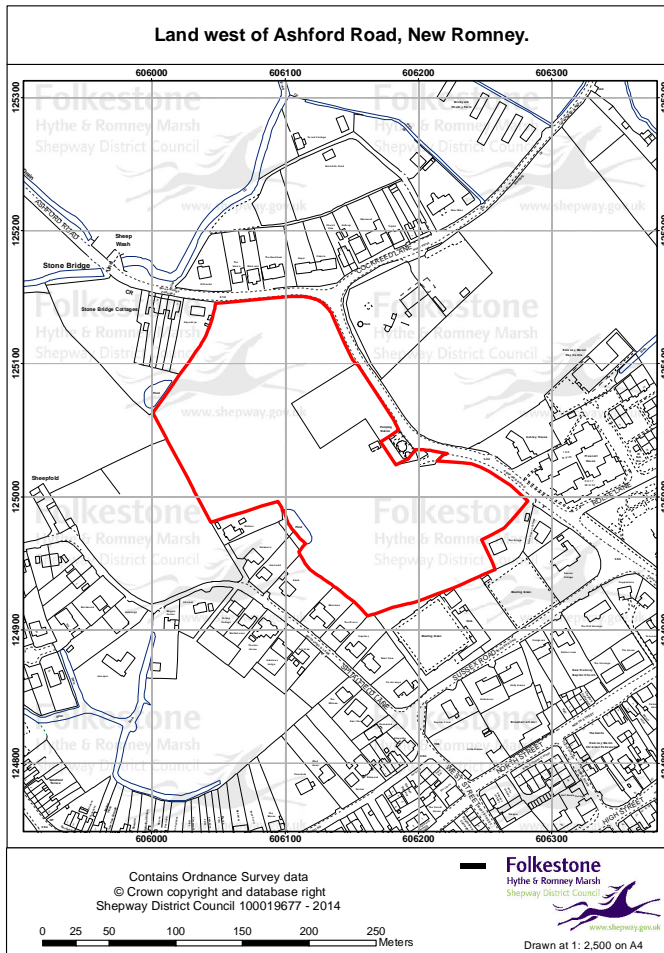
Land rear of the Old School House, Church Lane is allocated for residential development with an estimated capacity of 20 dwellings.

Development proposals will be supported where:

1. Vehicular access to the site is provided from Church Lane;
2. Both sites are integrated in a unified masterplan, and come forward for development together in accordance with the masterplan;
3. Pedestrian permeability is ensured within and beyond the site to the public rights of way network;
4. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
5. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
6. The design of the development preserves or enhances the character and setting of nearby heritage assets, including the Grade I Listed Church of St Nicholas, New Romney High Street Conservation Area and other nearby Listed Buildings;
7. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site;
8. Existing trees and hedgerows around the perimeter of the site are retained and enhanced; and
9. The design of the development takes account of the setting of the cemetery directly adjacent, softening the south and western edge of the development with a strong focus on landscaping.



## Land west of Ashford Road, New Romney



**Picture 6.6 Land west of Ashford Road, New Romney**

**6.36** The Core Strategy highlighted a broad location for the strategic direction of New Romney's expansion in its Policy CSD8: New Romney Strategy. This area comprises a linear block to the north-west of the centre of the town, between Rolfe Lane and Cockreed Lane. To complement and extend this allocation, an area of land to the south-west has been allocated, rounding-off this part of the settlement. It is not envisaged that there will be a further requirement to extend beyond this site in this plan period.

**6.37** The site is in a sustainable location close to New Romney High Street, and is adjacent to the broad location allocation and the settlement boundary. The site consists of fields which are used to graze horses and a couple of small structures and sheds related to horse keeping. The site is bounded by a mixture of mature hedgerow and fencing, with a further mature hedgerow cutting the site in two running



from east to west. Ashford Road runs along the east of the site and beyond this is land allocated for development in the broad location identified by the Core Strategy. In addition there is a sewage pumping station immediately adjoining the site, the implications of this on the development will require further investigation with Southern Water. To the south of the site is residential development and the New Romney Bowls Club. To the south west the site adjoins the gardens of residential properties on Spitalfield Lane, a mixture of modern, detached dwelling types and to the west, further open grazed fields. Ashford Road also runs along the north of the site and across from this are further residential properties, mostly modern, detached and either bungalows or two-storey dwellings.

**6.38** Shepway District Council is working with representatives from Kent County Council and the South Kent Coast Clinical Commissioning Group (CCG) to investigate the potential for the Marsh Academy site in New Romney to accommodate a new healthcare facility under the 'hub' approach. At the same time the South Kent Coast CCG are working on a wider options appraisal to identify and review the prospects of other sites in New Romney, including the expansion of existing sites, within the New Romney urban area to bring forward a new healthcare facility to serve residents of the town and wider hinterland. This work is to also comprise an initial feasibility study to draw up a viable and deliverable scheme. Once this process has been completed the preferred strategy will be announced, by which time the need for policy RM5, and specifically whether it will accommodate a new healthcare facility, will be confirmed. The Marsh Academy site will therefore be safeguarded for future health care and community needs, pending the results of the options appraisal. Funding through Section 106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course.

**6.39** New development must be adequately separated from the pumping station to safeguard the amenity of future residents from vibration of the equipment and this needs to be considered as part of any masterplanning process. The layout of the scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewerage infrastructure to allow access for maintenance and improvements.

**6.40** The site is 3.22ha in size and is considered suitable for 60 dwellings, with the opportunity for some self-build and custom build plots, depending on the size and layout.

## Policy RM4

### **Land west of Ashford Road, New Romney**

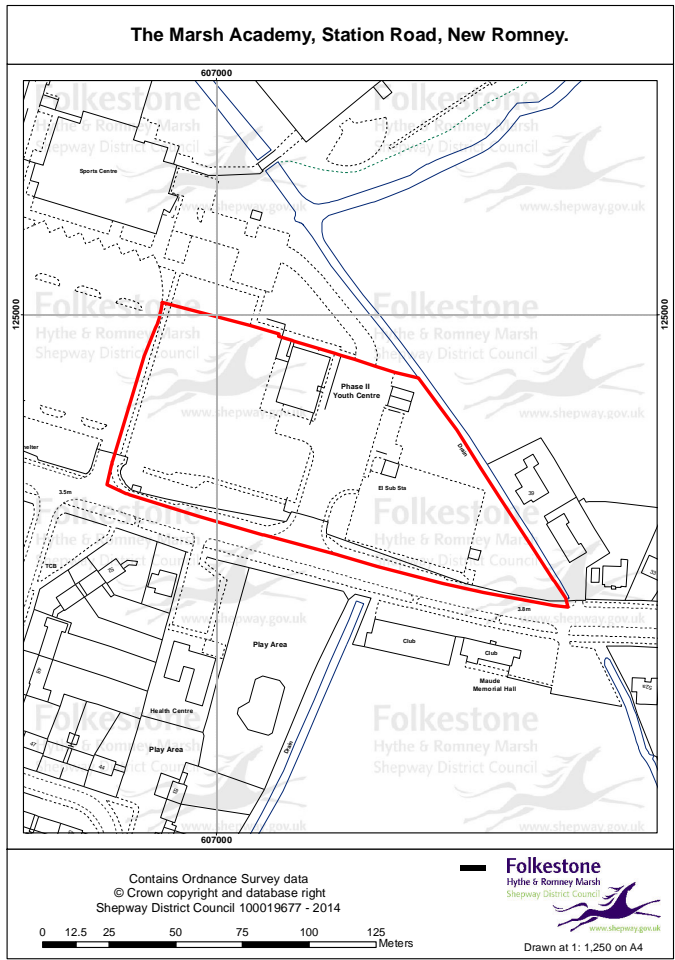
Land west of Ashford Road, New Romney is allocated for residential development with an estimated capacity of 60 dwellings.

Development proposals will be supported where:

1. A single comprehensive masterplan is formed for the site;
2. A footpath and appropriate lighting is provided along the road frontage with Ashford Road;
3. Access is provided through the existing site access on Ashford Road, with an additional emergency access provided at the north of the site;
4. A pedestrian crossing point is provided to the satisfaction of the local highway authority across Ashford Road, to include dropped kerbs and tactile paving;
5. A Traffic Assessment is undertaken to take account of the cumulative impact of development on the local road network, and contributions or provision through a Section 278 agreement will be sought for any required improvements to mitigate the impact of the development;
6. At least 3 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
7. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
8. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
10. The design of the development responds to the town's historic character and seeks to preserve or enhance the character and setting of the New Romney High Street Conservation Area;
11. Provision is made for open and play space on site or nearby through a Section 106 agreement, and reinforces the integration and connectivity of green infrastructure in accordance with Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation;
12. The rural western edge of the development is fragmented and softened with a strong focus on landscaping to form a buffer;
13. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site. The pond on this site should be assessed for ecological importance and, if appropriate, compensation for its loss (if it occurs) will be required;

14. The masterplan should deliver enhancements to public access within greenspaces on the site, connecting and improving the existing public rights of way;
15. Appropriate and proportionate contributions are made to healthcare facilities in New Romney through a site-specific Section 106 agreement;
16. The masterplanning of the site should take account of the nearby pumping station to allow for odour dispersal and help prevent unacceptable impact from vibration; and
17. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

**Land adjoining The Marsh Academy, Station Road, New Romney**



**Picture 6.7 Land adjoining the Marsh Academy, New Romney**

**6.41** Following the redevelopment of the school site, the footprint of the school building has been greatly reduced. This land, which borders existing built development, has been put forward for a potential mixed-use development comprising a medical facility, together with other community uses, in addition to a pharmacy, and some residential use to support the delivery of the medical facility. While an existing community facility is located on the site, the majority of the land is previously developed and covered by scrub and grass.

**6.42** This site is brownfield and adjacent to the New Romney settlement boundary. Given this, and that other constraints on the site are minimal, there is potential for the development of a mixed-use community hub in this location. The site is well-bounded to the north and north-east, so that the possibility of further

encroachment into the countryside is reduced, and it is well placed to access existing local services. The site is located relatively centrally to serve the population of New Romney and Littlestone-on-Sea, as well as the wider area.

**6.43** Shepway District Council is working with representatives from Kent County Council (as landowner of the site) and the South Kent Coast Clinical Commissioning Group (CCG) to investigate the potential of this site to accommodate a new healthcare facility under the 'hub' approach, whereby the County Council could retain an interest in the land as landlord. At the same time the South Kent Coast CCG are working on a wider options appraisal to identify and review the prospects of other sites, including the expansion of existing sites, within the New Romney urban area to bring forward a new healthcare facility to serve residents of the town and wider hinterland. This work is to also comprise an initial feasibility study to draw up a viable and deliverable scheme. Once this process has been completed the preferred strategy will be announced, by which time the need for site RM5, and specifically whether it will accommodate a new healthcare facility, will be confirmed. This site will therefore be safeguarded for future health care and community needs, pending the results of the options appraisal. Funding through Section 106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course.

**6.44** To support delivery of necessary underground sewage infrastructure, a connection to the sewerage network at the nearest point of adequate capacity must be provided on this site.

**6.45** The site is 0.98ha in size and is considered suitable for a medical facility under the 'hub' model that could provide for other community uses, in addition to a pharmacy, together with some residential use to support the delivery of the facility as enabling development.

## Policy RM5

### **Land adjoining The Marsh Academy, Station Road, New Romney**

Land adjoining the Marsh Academy, Station Road should be safeguarded for a medical facility under the 'hub' model that could provide for other community uses, in addition to a pharmacy. Residential uses (C2 and C3) will be permitted on the site to support the delivery of the medical facility as enabling development.

Development proposals will be supported where:

1. A single comprehensive masterplan is formed for the site;
2. On-site medical facilities are provided under an appropriate healthcare hub that could provide for other community uses, in addition to a pharmacy, to serve the town of New Romney and the wider rural area;
3. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
4. The north, north-east edge of the development should have a strong focus on landscaping to form a buffer between the Romney Marsh Local Landscape Area, utilising Landscape and Visual Impact Assessment to inform the master plan;
5. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
7. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## **Service Centre - Lydd**

**6.46** Lydd developed as a settlement during the Romano-British period on a shingle island when the coast at the time cut off Lydd from the mainland. The settlement continued into the Saxon period, with the Saxon church using Roman materials as part of its construction. All Saints Church has been described as the 'Cathedral of the Marsh' and the town has the greatest number of medieval houses on the Marsh. Lydd reached the height of its prosperity during the thirteenth century, when it was a corporate member of the Cinque Ports. As with much of the Marsh, the town was a base for smuggling in the eighteenth and nineteenth centuries.

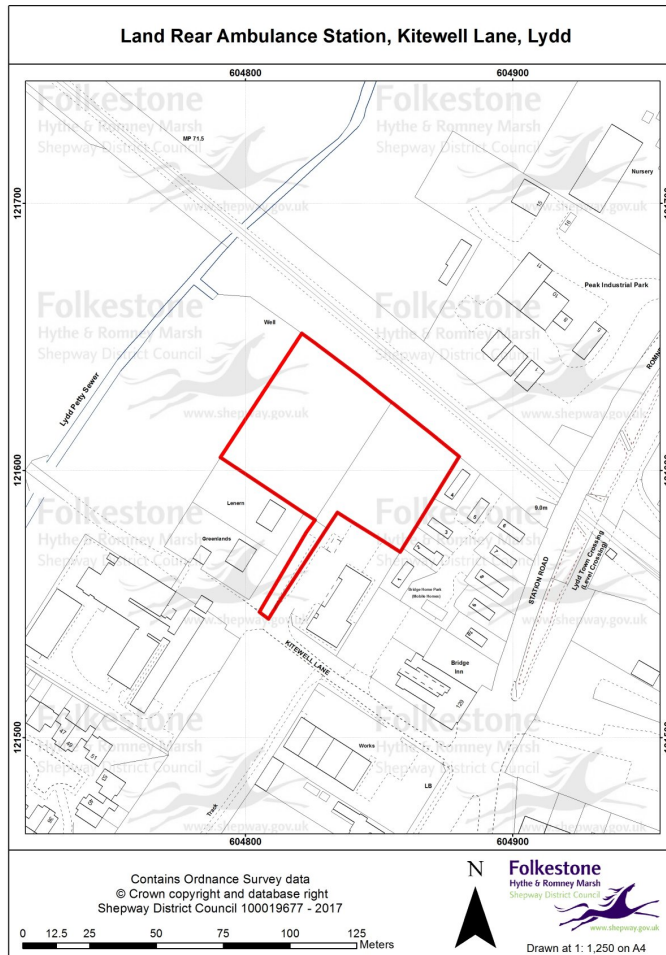
**6.47** Lydd is the second largest centre on the Romney Marsh, with a population of about 5,500. The airport north of the town is well-established and has attracted significant investment proposals. Lydd is within the Dungeness Shingle Landscape Character Area, which is described further below.

**6.48** The Core Strategy priority in Policy SS1: District Spatial Strategy is for development which helps to maintain and support the local role of the market town of Lydd, and to address its regeneration needs.

**6.49** The northern part of Lydd centres on the railway line that connected Appledore and Dungeness. However, passenger services at Lydd Station ceased on 6 March 1967, with freight services ending on 4 October 1971. Since then, various light industrial uses emerged flanking the railway line, while residential uses filled the gap between the historic centre and the railway. Light industrial uses remain, but there is a need to consolidate the locality into a coherent place and a strong need for some provision of local services for residents.

**6.50** A moderate amount of growth is proposed for Lydd in this plan period, with an opportunity for some self-build and custom build housing plots.

## Kitewell Lane, rear of the Ambulance Station, Lydd



**Picture 6.8 Kitewell Lane, rear of Ambulance Station, Lydd**

**6.51** This site lies immediately south-west of the railway line in north Lydd, accessed from Kitewell Lane where there is an existing access adjacent to the Ambulance Station. The site is currently unused scrubland located behind the Ambulance Station and two residential properties (Lern and Greenlands) on Kitewell Lane.

**6.52** The eastern boundary of the site adjoins the rear gardens of properties located in Home Park, a small cul-de-sac accessed from Kitewell Lane. The north eastern boundary runs adjacent to the railway line, while the western boundary borders the Local Wildlife Site, with the SSSI beyond.

**6.53** The site is 0.39ha and is considered suitable for 8 dwellings, depending on the size and layout.



## Policy RM6

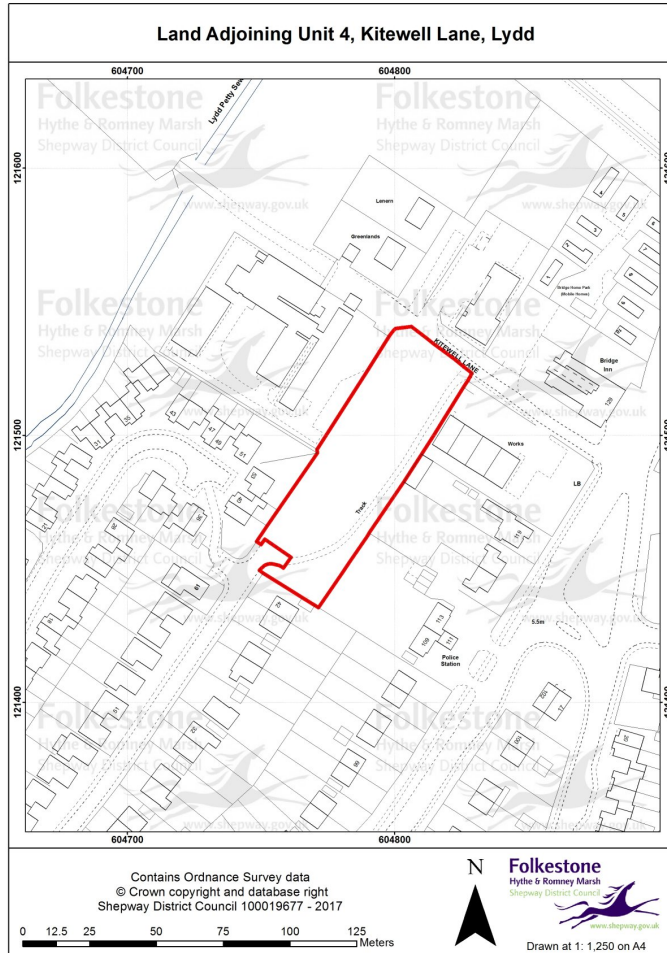
### **Kitewell Lane, rear of the Ambulance Station, Lydd**

Kitewell Lane, rear of the Ambulance Station, Lydd is allocated for residential development with an estimated capacity of 8 dwellings.

Development proposals will be supported where:

1. Kitewell Lane is widened to a minimum of 4.1m in width with a 1.2m wide footpath to accommodate the proposed development, within the extent of the adopted highway. The access spur to serve the site is to be laid out as a shared surface with a 1m service strip on one side. The access strategy will be to the satisfaction of the local highway authority;
2. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
3. Appropriate protection, preservation and integration of the Local Wildlife Site is provided;
4. The development avoids adverse effects on the adjacent Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest and Ramsar designations, incorporating biodiversity enhancement measures;
5. Any potential contamination from the site's former use is investigated, assessed and if appropriate, mitigated as part of the development;
6. A Phase 1 Habitat Survey is undertaken by a licensed ecologist to assess the presence of Protected Species on or near the site; and
7. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Land South of Kitewell Lane, Lydd



**Picture 6.9 Land South of Kitewell Lane, Lydd**

**6.54** This site is located between Kitewell Lane and Poplar Lane in north Lydd, within the settlement boundary. It is an oblong strip of unoccupied scrubland and was previously allocated for employment uses. Employment development has not come forward and, given the proximity of residential uses, it is now considered suitable for housing.

**6.55** The site is broadly uneven, with an informal track running between Poplar Lane and Kitewell Lane, and is relatively unconstrained. While pedestrian permeability should be maintained within and around the site, vehicular access should only be from Poplar Lane.

**6.56** To the north east and north west of the site there are light industrial and storage units. The south east and south west boundaries of the site adjoin existing residential properties.

**6.57** The layout of any scheme should seek to either avoid building over, or facilitate the diversion of existing sewage infrastructure so that it can continue to perform its function effectively and allow access for necessary maintenance and improvement.

**6.58** The site is 0.51ha and is considered suitable for nine dwellings, depending on the size and layout.

### Policy RM7

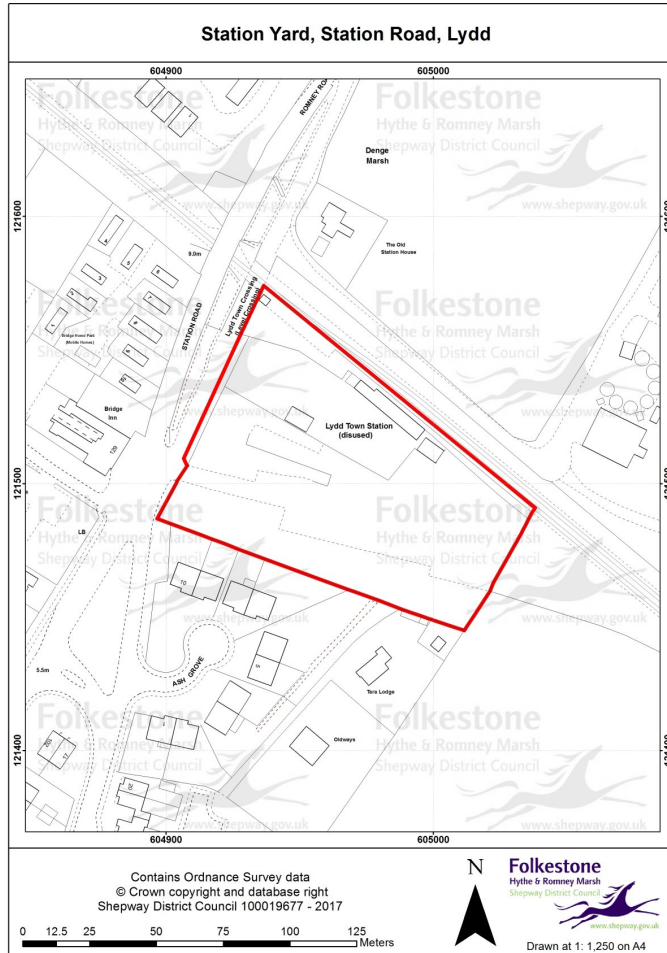
#### **Land South of Kitewell Lane, Lydd**

Land South of Kitewell Lane, Lydd is allocated for residential development with an estimated capacity of 9 dwellings.

Development proposals will be supported where:

1. Vehicle access to the site is provided from Poplar Lane;
2. Development ensures pedestrian permeability throughout and beyond the site, with pedestrian links to Poplar Lane and Kitewell Lane;
3. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
4. Any potential contamination from former use is investigated, assessed and if appropriate, mitigated as part of the development;
5. A Phase 1 Habitat Survey is undertaken by a licensed ecologist to assess the presence of Protected Species on or near the site;
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
7. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

## Station Yard, Station Road, Lydd



**Picture 6.10 Station Yard, Station Road, Lydd**

**6.59** This site is located to the north of Lydd on the eastern side of Station Road within the settlement boundary. The site is accessed from Station Road which runs adjacent to the western boundary of the site. The site comprises the former Lydd Railway Station.

**6.60** Previously the Council has sought to encourage employment uses on this site. However, the market has not delivered any feasible proposal and, given the proximity of residential uses, it is now considered suitable for housing to secure the future of the site and the retention of its important historic assets.

**6.61** There remain two buildings relating to the station on the site, and their reuse will anchor a sense of place, character and history to any new development. To this end, a character analysis of this site will be sought prior to development. Given the general lack of services in this part of Lydd, the creation of a local shop would be encouraged, utilising the existing buildings.

**6.62** The northern boundary of the site runs adjacent to the railway line. The southern boundary of the site adjoins the rear gardens of properties located in Ash Grove, a small residential cul-de-sac characterised by semi-detached bungalows. To the east of the site there are open fields.

**6.63** The size of the site in this location will require proportionate contributions to healthcare improvements at the Orchard House Surgery in Lydd made through a Section 106 agreement.

**6.64** Land within this site has been identified as a Mineral Safeguarding Area for storm beach gravel. If appropriate, for example in relation to the site's coastal flood prevention properties and biodiversity value, the storm beach gravel should be worked prior to development.

**6.65** The site is 0.87ha and is considered suitable for 30 dwellings, depending on the size and layout.

## Policy RM8

### **Station Yard, Station Road, Lydd**

Station Yard, Station Road, Lydd is allocated for residential development with an estimated capacity of 30 dwellings.

Development proposals will be supported where:

1. The up-platform, main station building, goods shed, and loading dock are all retained and returned to use, ideally for retail or other compatible use, to provide the locality with missing services and to maintain the link with North Lydd's past. An assessment of these historic assets is undertaken;
2. A Traffic Regulation Order is sought to close access from Station Road onto Harden Road next to the application site, and ensure that traffic accesses the site from the junction slightly further south. This is due to the existing private access onto Station Road having limited visibility due to the railway bridge. This part of Harden Road should then become two-way for vehicular traffic;
3. A footpath connection is delivered by the scheme to link up with Ash Grove to enable sustainable journeys to and from the site;
4. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
5. Appropriate protection, preservation and integration of the Local Wildlife Site is provided;
6. The development avoids adverse effects on the adjacent Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest and Ramsar designations, incorporating biodiversity enhancement measures;
7. Any potential contamination from the former use is investigated, assessed and if appropriate, mitigated as part of the development;
8. A Phase 1 Habitat Survey is undertaken by a licensed ecologist to assess the presence of Protected Species on or near the site;
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
10. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-build and Custom Housebuilding Development; and
11. Appropriate and proportionate contributions are made to healthcare facilities in Lydd through a site-specific Section 106 agreement.

## Rural Centre - Dymchurch

**6.66** Dymchurch gets its name from the Anglo Saxon place '*Deman Ciric*' meaning 'Judge's burial ground' and was probably a place of execution at that time. The sea wall was originally built by the Romans and the settlement is mentioned in the Domesday Book. Dymchurch was the main centre of the marsh where the governors administered justice from the New Hall on New Hall Close, which dates from 1575.

**6.67** The area was run by twenty-three Lords of the Manors of Romney Marsh (also known as 'The Lords of the Levels'). The Lords of the Level, jurats and bailiffs met to discuss and govern the Marsh area and this group still meets annually although they no longer have any powers. The court was always busy as smuggling was rife in the area because of its remote location. Dymchurch is the setting for the Dr Syn novels, involving smuggling, in which the protagonist attempts to help the people of Dymchurch and the surrounding area evade excise tax.

**6.68** Dymchurch has been the frontline against threats of invasion, both by enemy forces and by the sea. The Martello Towers provided security from foreign powers, and the great sea wall from the risk of flooding.

**6.69** While residential development would generally be encouraged in a rural centre with access to a range of services, and is supported by Core Strategy policy, the Strategic Flood Risk Assessment indicates that the vast majority of undeveloped sites relating to this settlement are subject to 'significant' flood risk. In addition, local infrastructure would require upgrading to allow for substantial development. For these reasons, no sites have been allocated in Dymchurch for this plan period. However, windfall sites could come forward if they can be made acceptable to the Environment Agency in mitigating flood risk and are in accessible locations.

## Primary Villages - St Mary's Bay, Greatstone-on-Sea, Brookland and Brenzett

### St Mary's Bay

**6.70** St Mary's Bay is a relatively new development in the area, created as a seaside village to cater for the 1920s boom in seaside holidays. The area had its heyday in the 1960s and today contains a number of static caravan and holiday parks as well as a number of second homes alongside permanent residences.

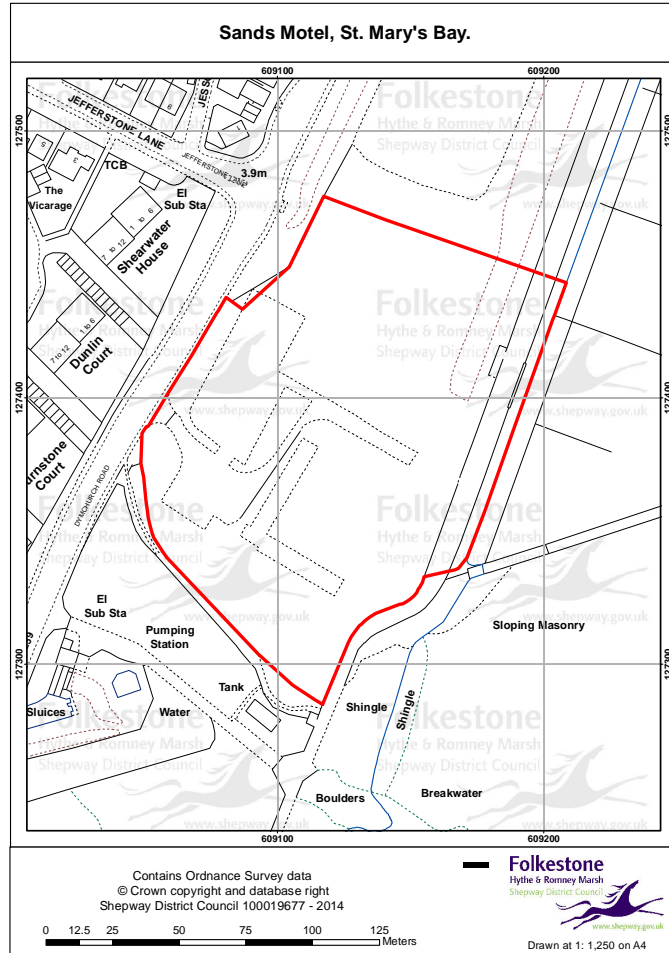
**6.71** St Mary's Bay, Dymchurch, and much of New Romney, including Littlestone and Greatstone, are situated within the Romney Marsh Coast Landscape Character Area. This comprises a strip of developed east-facing coastline, including shingle, sandy beaches and sand dunes. Settlements are connected by the Romney, Hythe and Dymchurch Railway, and small-scale steam engines are a regular sight.

**6.72** This stretch of coastline needs constant defence from the sea, as much of the development is at or below sea level. The Dymchurch wall was started in 1288 to supplement the protection provided by natural banks of shingle. Today, the sea wall runs for much of the length of the character area, and in the northern part is a highly-engineered structure, defended on the seaward side with rock armour. As well as invasion from the sea, Romney Marsh has also been threatened with invasion by armies crossing the channel. Consequently, the coastline contains a number of defensive structures, including distinctive Martello Towers from the Napoleonic Wars. The area is also a popular holiday destination, and contains many caravan parks and associated tourism development.

**6.73** The settlement offers a reasonable level of service provision yet, like Dymchurch, suffers from 'significant' flood risk on many of its undeveloped sites. For this reason, only one site is considered suitable for designation in this plan period.



## Former Sands Motel, Land adjoining the Pumping Station, Dymchurch Road, St. Mary's Bay



**Picture 6.11 Former Sands Motel, Land adjoining the Pumping Station, Dymchurch Road, St. Mary's Bay**

**6.74** The site is located to the east of St Mary's Bay, fronting the Dymchurch Road (A259) on the coast. The site is previously developed and within the settlement boundary. Part of the site was once the location for a motel but the motel buildings no longer exist, and today the site consists of scrubland with some hardstanding.

**6.75** The site is a sustainable location, as the village facilities and services are within close walking distance, including bus stops, the village hall, post office and public house.

**6.76** To the north of the site is a grassed area used for seasonal car parking and a building containing public toilets. Immediately to the east of the site the land rises up to the sea wall and promenade with the sandy beach beyond. To the south is a pumping station and the Rugby Club campsite land and buildings beyond. The west of the site is bounded by hedgerow and trees, with Dymchurch Road and a bus stop. The area beyond the road is residential; closest to the site are Shearwater House and Dunlin Court, which are two three-storey blocks of flats, set back from the road with a large grassed area.

**6.77** In respect of constraints to the south the site adjoins the designated Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest and is located 2km away from a Special Protection Area and wetland of international importance, known as a Ramsar site. In addition a large part of the site is recognised for its archaeological potential.

**6.78** Shepway District Council is working with representatives from Kent County Council and the South Kent Coast Clinical Commissioning Group (CCG) to investigate the potential for the Marsh Academy site in New Romney to accommodate a new healthcare facility under the 'hub' approach. At the same time the South Kent Coast CCG are working on a wider options appraisal to identify and review the prospects of other sites in New Romney, including the expansion of existing sites, within the New Romney urban area to bring forward a new healthcare facility to serve residents of the town and wider hinterland. This work is to also comprise an initial feasibility study to draw up a viable and deliverable scheme. Once this process has been completed the preferred strategy will be announced, by which time the need for policy RM5, and specifically whether it will accommodate a new healthcare facility, will be confirmed. The Marsh Academy site will therefore be safeguarded for future health care and community needs, pending the results of the options appraisal. Funding through Section 106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course.

**6.79** To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network at the nearest point of adequate capacity must be provided.

**6.80** Approximately 55 per cent of this site is within a national Biodiversity Action Plan Priority (BAP) Habitat (coastal and floodplain grazing marsh) while approximately 70 per cent is within a local BAP Priority Habitat (other grazing marsh pasture sub-communities). Therefore, development should be informed by an assessment to identify features of ecological interest and should conserve and enhance biodiversity within the site.

**6.81** Lastly, land within the site has been identified as a Mineral Safeguarding Area for storm beach gravel. If appropriate, for example in relation to the site's coastal flood prevention properties and biodiversity value, the storm beach gravel should be worked prior to development.

**6.82** The site is 1.6ha in size and is considered suitable for 85 dwellings, depending on the size and layout. Planning permission was granted (Y07/1566/SH) in June 2016 for the erection of 85 dwellings and formation of a new access.

## Policy RM9

### **Former Sands Motel, Land adjoining pumping station, Dymchurch Road, St Mary's Bay**

Land at the former Sands Motel site is allocated for residential development with an estimated capacity of 85 dwellings.

Development proposals will be supported where:

1. Highway improvements are provided to serve the development, including the widening of the A259 by 1.2m from the north side of Jefferstone Lane southwards over a distance of approximately 135m, allowing right turn lanes into both Jefferstone Lane and the new development;
2. Existing vehicle access from Dymchurch Road is upgraded to serve the development;
3. Contributions are provided to lengthen and widen the bus stop on the east side of the A259;
4. The existing pelican crossing is upgraded to a puffin crossing;
5. Development ensures pedestrian permeability throughout and beyond the site to the public rights of way network;
6. The existing seasonal car park to the north of the site is upgraded and enlarged to provide 205 parking spaces, 29 of which should be disabled spaces. Surfacing should make provision for surface water drainage;
7. The site is raised to provide a base platform at 5.5m ODN to make the development safe from flood risk;
8. Extra flood resistant and resilient construction measures are incorporated into the design of the development to reduce the risk of life to occupants in an extreme flood event and improve flood risk management;
9. A public coastal park and play area alongside the public car park are provided, together with arrangements for the future management of these areas, to be no less than 0.82ha in size;
10. The development avoids adverse effects on the Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest and Special Protection Area, incorporating biodiversity enhancement measures;
11. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
12. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
13. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and

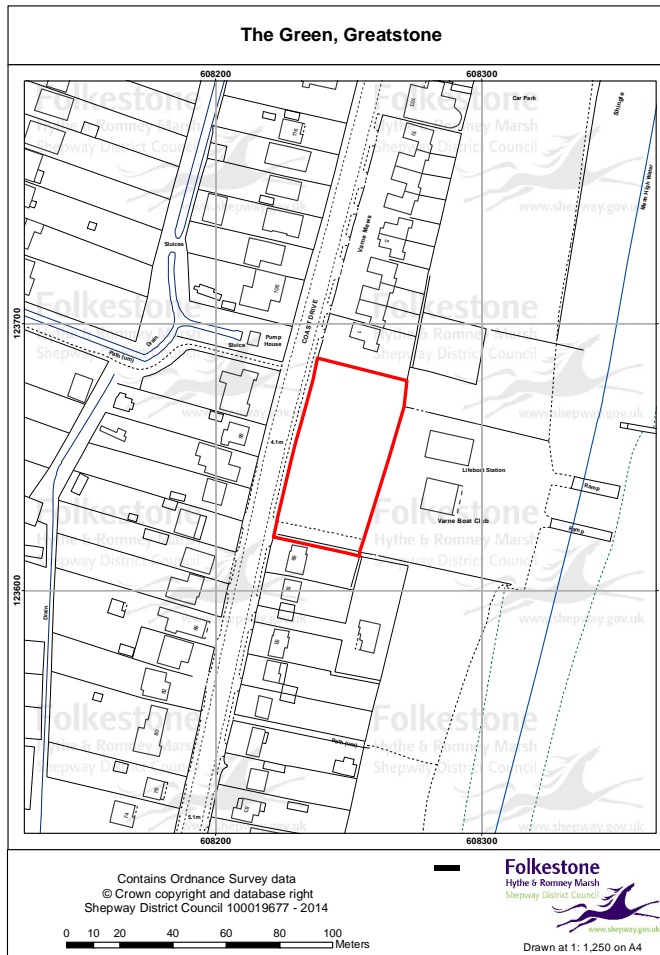
14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

### **Greatstone-on-Sea**

**6.83** Greatstone is a village situated between farmland and a nature reserve to the west and the English Channel to the east, forming a linear extension of Littlestone southwards down the coast. It has a fine sandy beach popular with bathers and wind surfers alike. Greatstone is centered around Dunes Road, extending, generally parallel to the coast, to Clark Road to the north, adjacent to Littlestone. To the south it extends to the south end of Leonard Road, adjacent to Lydd-on-Sea. Nearly all its properties are residential with a few shops, local pubs, restaurants, holiday homes and two holiday parks. In the 1920s the area was predominantly covered by sand dunes and consisted of just a few properties mainly used as holiday homes. There was widespread development in the 1960s and 1970s, however, leading to the sizable community it is today.

**6.84** Two modest infill allocations are proposed for Greatstone in this plan period.

**Land rear of Varne Boat Club, Coast Drive, Greatstone**



**Picture 6.12 Land rear of Varne Boat Club, Coast Drive, Greatstone**

**6.85** The site is a gap in the development which runs along Coast Drive in Greatstone. The site adjoins the settlement boundary and is previously developed land, having been occupied by public conveniences, however, a concrete base in a grassed area is now all that remains.

**6.86** The site is surrounded on three sides (north, south and west) by mostly modern residential dwellings. To the north and south these are prominently two-storey detached or semi-detached properties; however to the west the properties are predominantly bungalows. To the east the site adjoins the Varne Boat and Social Club and Lifeboat Station. Beyond this is the beach which is designated as a Site of Special Scientific Interest (Dungeness, Romney Marsh and Rye Bay) and Special Protection Area and wetland of international importance, known as a Ramsar site.

**6.87** Approximately 92.5 per cent of this site is within a local Biodiversity Action Plan Priority Habitat (fixed dunes with herbaceous vegetation). Therefore, development should be informed by an assessment to identify features of ecological interest and should conserve and enhance biodiversity within the site.

**6.88** The site is 0.23ha in size and is considered suitable for five dwellings, depending on the size and layout. Outline planning permission (Y15/1132/SH) has been granted for the erection of four detached dwellings.

### Policy RM10

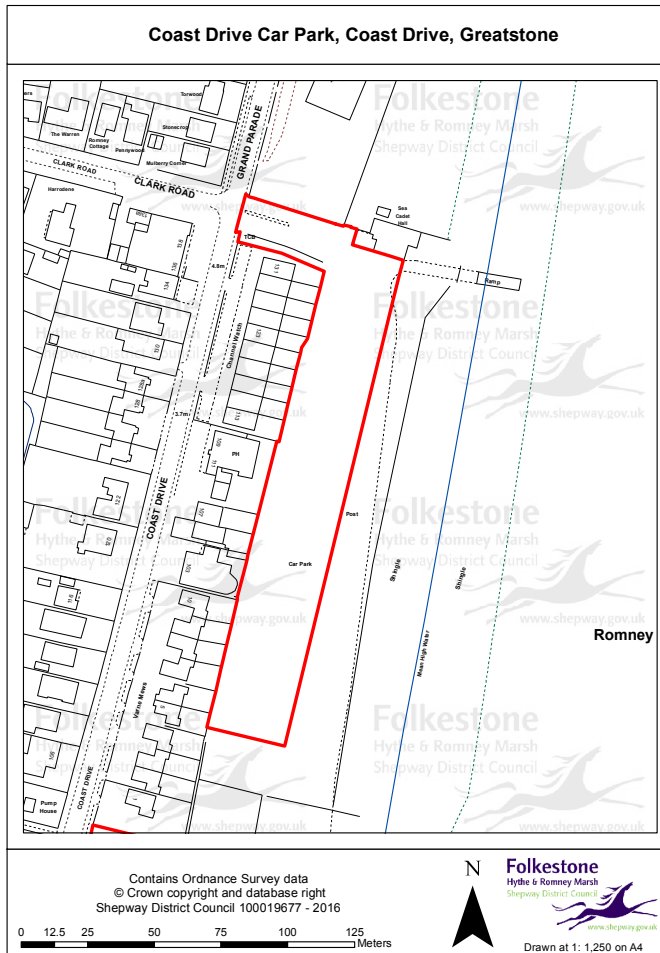
#### **Land rear of Varne Boat Club, Coast Drive, Greatstone**

Land rear of Varne Boat Club, Coast Drive is allocated for residential development with an estimated capacity of 5 dwellings

Development proposals will be supported where:

1. Within dwellings, no sleeping accommodation is provided at ground floor level due to the site's location within Flood Zones 2 and 3;
2. A buffer zone of 15m is provided around the existing Environment Agency river culvert that traverses the site;
3. Development fronts Coast Drive, respecting and maintaining the established building line;
4. Biodiversity enhancement measures are put in place to minimise any effects on the Special Protection Area and wetland of international importance and Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest;
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest; and
6. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat.

### Car Park, Coast Drive, Greatstone



Picture 6.13 Car Park, Coast Drive, Greatstone

**6.89** This site is to the north of Varne Boat Club, accessed off Coast Drive and is currently used as a car park.

**6.90** The site is a narrow strip running behind houses and a restaurant which front onto Coast Drive; these properties all lie to the west of the site and are predominantly two storeys in height and modern in construction. To the south of the site is a boat store and grassed area, with the Lifeboat Station beyond. To the north is the Seawatch Hut which is used by the Sea Cadets, beyond this is a recreation and play area and a parade of beach huts. To the east is the beach which is designated as a Site of Special Scientific Interest (Dungeness, Romney Marsh and Rye Bay) and Special Protection Area and wetland of international importance, known as a Ramsar site.



**6.91** Approximately 50 per cent of this site lies within a local Biodiversity Action Plan Priority Habitat (fixed dunes with herbaceous vegetation). Development should therefore be informed by an assessment to identify features of ecological interest and seek to conserve and enhance biodiversity within the site.

**6.92** Lastly, land within the site has been identified as a Mineral Safeguarding Area for storm beach gravel. If appropriate, for example in relation to the site's coastal flood prevention properties and biodiversity value, the storm beach gravel should be worked prior to development.

**6.93** The site is 0.47ha and is proposed for allocation with an indicative capacity of 16 dwellings depending on the size and layout, incorporating a number of public car parking spaces.

## Policy RM11

### **Car Park, Coast Drive, Greatstone**

Car park, Coast Drive is allocated for residential development with an estimated capacity of 16 dwellings.

Development proposals will be supported where:

1. A Traffic Assessment is undertaken to assess the loss of part of the car park on this site. This should demonstrate the impact on local roads in the vicinity. There must be a commitment to retention and improvement of the access to the eastern part of the existing car park for continuing public use and a further 50 public car parking spaces within the allocation site;
2. Extra flood resistant and resilient construction measures are incorporated into the design of the development to reduce the risk of life to occupants in an extreme flood event and improve flood risk management;
3. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
4. Biodiversity enhancement measures are put in place to minimise any effects on the Special Protection Area and wetland of international importance and Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest;
5. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
6. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest; and
7. The England Coast Path is accommodated in the site layout to ensure pedestrian permeability throughout and beyond the site.

## Brookland

**6.94** Perhaps the earliest reference to Brookland comes from the 1252-3 Calendar of Charter Rolls of the Reign of Henry III, but a century earlier a custumal noted the expansion of 80 acres of Christ Church tenant land, *de brocland*.

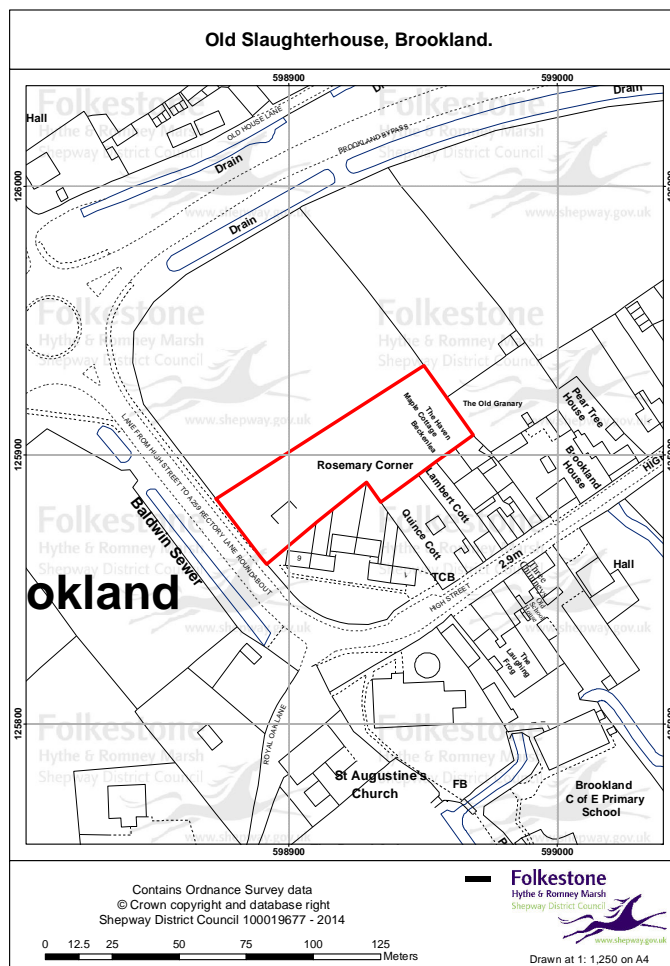
**6.95** Today's village is a small community of some 200 dwellings, with a primary school, church, cemetery, two public houses and a village hall. St. Augustine's Church has the unusual, if not unique, feature of an entirely wooden spire separate from the body of the church.

**6.96** The landscape character area is labelled 'Brookland Farmlands'. It is constituted by an area of marsh which was reclaimed from the sea and settled in the early medieval period. This process was undertaken systematically, creating a strongly linear landscape, with parallel lanes and field boundaries, although the pattern is stronger at the western end of the Landscape Character Area. The historic pattern of strip-shaped parish boundaries also shows how the reclaimed land was divided between existing parishes located in Romney Marsh Proper. The only village within this character area is Brookland, although there are scattered farms (mostly along roads) and the ruin of Midley Church. This is the most densely-treed area on the Marsh, and parallel lines of trees (mostly willow) and hedgerows are a distinctive feature of this area. The area is predominantly arable land, although there are some small areas of surviving sheep pasture.

**6.97** The settlement of Brookland is physically divided between its older and newer parts, with the older part covered by a Conservation Area designation. The newer part is over 200m to the west, beyond the Brookland Bypass, and is formed entirely of late twentieth century residential development.

**6.98** A moderate amount of growth is proposed in Brookland in this plan period.

## The Old Slaughterhouse, 'Rosemary Corner', Brookland



**Picture 6.14 The Old Slaughterhouse, 'Rosemary Corner', Brookland**

**6.99** The site is located off Straight Lane, on the edge of the older part of Brookland village, adjoining the settlement boundary. This site constitutes previously developed land contiguous with the existing built-up area of Brookland and its Conservation Area. Today there is not much remaining on site to show its former use, other than some brickwork and fencing, and it is now mostly scrub. The site is located within a very short walking distance of the local services and facilities, such as the primary school, church and public house.

**6.100** To the south the site adjoins residential development, namely Rosemary Corner which is a cluster of modern 1960s and 1970s bungalows on the corner of Straight Lane and High Street, appearing to be out of keeping with this part of the village. Also bordering the site to the south east are a number of gardens of dwellings

fronting onto High Street; the majority of these houses are listed and are in the historic core of Brookland. The west of the site fronts directly onto Straight Road. The north and east adjoin agricultural fields, but at present there is no obvious boundary between the site and the fields to the north.

**6.101** The site is 0.27ha in size and is considered suitable for 5 dwellings depending on the size and layout.

## Policy RM12

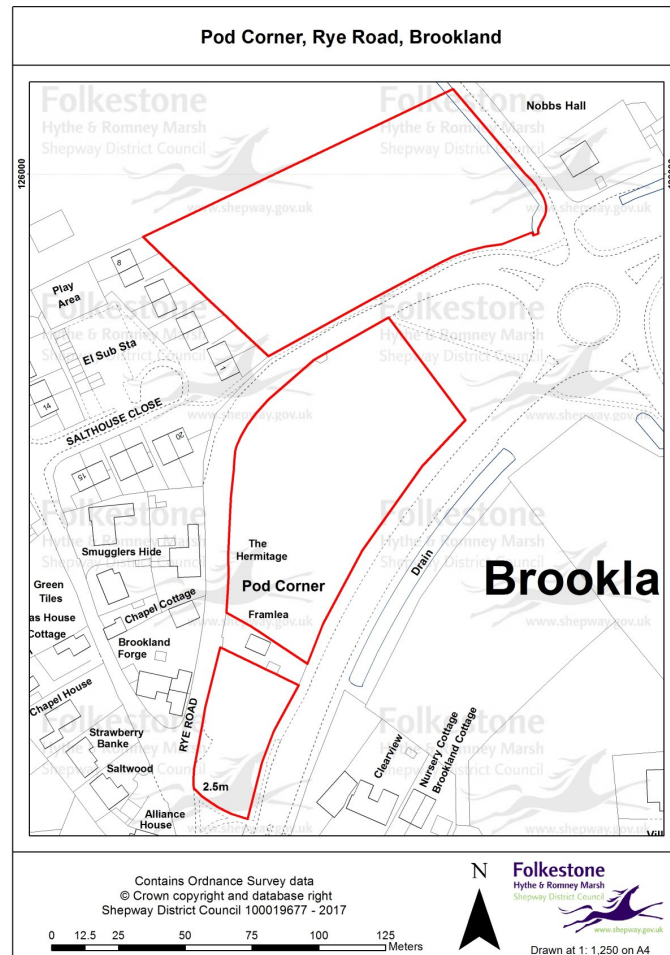
### **The Old Slaughterhouse, 'Rosemary Corner', Brookland**

The site is allocated for residential development with an estimated capacity of 5 dwellings.

Development proposals will be supported where:

1. The design and layout of the development preserves or enhances the setting of the nearby Brookland Conservation Area, Listed Buildings and heritage assets;
2. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site;
3. The north west and north east boundaries are softened with a strong landscape buffer; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Land north and south of Rye Road, Brookland



**Picture 6.15 Lands north and south of Rye Road, Brookland**

**6.102** The aspirations for Brookland for this plan period also include three sites which relate to the newer part of the village, all of which are situated north of the Brookland Bypass. The sites can come forward for development together or individually, but in the first instance they should all be masterplanned together, to achieve a coherent design that includes public open space and play space to meet the deficit identified in the Open Space Strategy and Play Area Review. Land opposite the site to the south east of the A259 could be a suitable location for open space provision. This location is, in principle, a relatively sustainable one for a rural setting.

**6.103** Land north of Rye Road is a field to the north of Brookland at the cross roads of Rye Road to the south and Rectory Lane to the east. To the north are further open fields, with no boundary at present separating the site from the field beyond. To the west the site adjoins the gardens of residential dwellings on Salthouse Close; these dwellings are modern, two-storey semi-detached properties.

**6.104** Land south of Rye Road is an agricultural field lying between the Brookland Bypass (A259) to the east and Rye Road to the west. To the south is a two-storey house, Framlea, and the site faces existing modern, two-storey dwellings to the west of Rye Road. The majority of the site is bounded by a mixture of mature hedgerow and trees, with a particularly strong boundary running along the A259. To the north west across Rye Road is the site known as Land north of Rye Road.

**6.105** Further to the south of Rye Road is land adjoining Framlea; an area of scrubland. Proposals for this site have been dismissed at appeal, based on existing policies, however it is considered that this site is suitable for development, if masterplanned coherently with the two sites to the north, to meet the future housing needs identified within the Core Strategy.

**6.106** The layout of any scheme should seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure, to allow access for maintenance and improvements.

**6.107** Land north of Pod Corner, Brookland, has a site area of 0.72ha, and an indicative capacity of 15 dwellings. To the south, land north of Framlea, Rye Road, Pod Corner, Brookland, has a site area of 0.63ha and can accommodate approximately 10 dwellings dependent on the size and layout. Land adjoining Framlea has a site area of 0.15ha and can accommodate approximately four dwellings depending on size and layout.

## Policy RM13

### **Lands north and south of Rye Road, Brookland**

These sites are allocated for residential development with an estimated capacity of 15 dwellings for land north and 14 dwellings for lands south of Rye Road, including land adjoining Framlea.

Development proposals will be supported where:

1. A masterplan is produced showing how the three sites integrate with each other and the existing settlement; including the provision of on site open space and play space;
2. Substantial planting and landscaping is included along the northern boundary of land north of Pod Corner, and on the south-eastern boundary of lands south of Rye Road adjacent to the Brookland Bypass. This is to prevent encroachment into open countryside and to protect resident amenity from a significant road, respectively;
3. The 30mph speed limit is extended towards the A2070 roundabout in the interests of highway safety;
4. Existing trees and hedgerows around the perimeter of the sites are retained and enhanced;
5. Development on all sites should create a strong frontage to Rye Road, and ensure the developments complement existing residential development in the locality;
6. Existing watercourses on the sites are integrated into the development;
7. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
9. The design of the development preserves or enhances the setting of the nearby Grade I and II Listed Buildings and Conservation Area;
10. Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure in accordance with Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation;
11. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site;
12. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
13. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-build and Custom Housebuilding Development.

## **Brenzett**

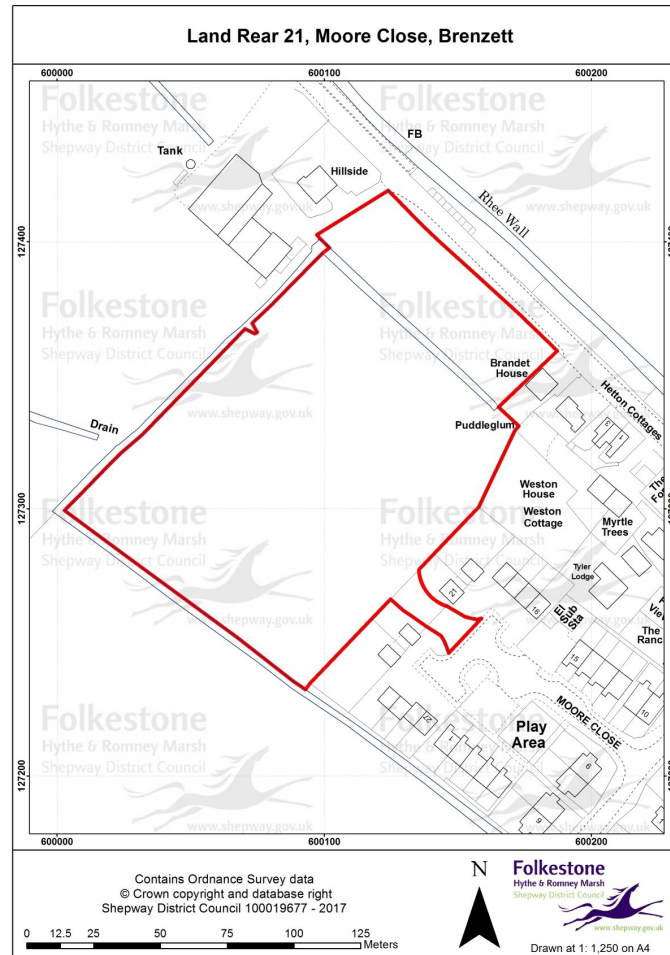
**6.108** The name Brenzett means 'burnt stable', and its agricultural origins echo to this day with its situation towards the centre of the Romney Marsh, surrounded by open land. The old Roman road from Appledore to New Romney runs through the village. This was a causeway known as the Rivi Vellum or Rhee Wall, which was built to hold back the river Rother, and today it remains a transport hub at the crossroads of the A2070 to Ashford and the A259 to Hastings and Folkestone.

**6.109** Brenzett benefits from a limited range of services, including its primary school, having served the community for over 150 years, as well as a petrol station and associated shop.

**6.110** A small amount of growth is proposed in Brenzett, both to meet local need and to support an expanded level of service provision in the settlement.



## Land adjacent to Moore Close, Brenzett



**Picture 6.16 Land adjacent to Moore Close, Brenzett**

**6.111** The site is located in the north west of Brenzett and can be accessed from Rhee Wall Road and the cul-de-sac Moore Close where there is a gap in development to enable access to the site beyond. The southern portion of the site is currently an open agricultural field, behind existing development, while the northern area of the site is currently scrubland. The site has two separate landowners, therefore the sites can come forward for development together or individually, but in the first instance they should be masterplanned together to achieve a coherent design.

**6.112** The south east of the site adjoins residential gardens for dwellings on Moore Close; the properties here are predominantly two-storey, modern terraced housing. It also adjoins a garden for a dwelling on Rhee Wall Road (B2080) to the south; here there is a Grade II Listed Building (Weston Cottage) close by. The north east of the

site runs adjacent to Rhee Wall Road. To the north are some agricultural buildings and to the north west and south west is open agricultural land. The site is bounded by a mixture of hedgerow and trees.

**6.113** New development must be adequately separated from the waste water treatment works to safeguard the amenity of future residents from odour dispersal and this should be considered as part of any masterplanning process.

**6.114** The overall site is 2.36ha in size, and if both sites are integrated in a unified masterplan and come forward for development together in accordance with the masterplan, the sites are considered suitable for approximately 40 dwellings depending on the size and layout. If the sites come forward individually, then the southern site is considered suitable for approximately 20 dwellings due to highways constraints, while the northern site has an indicative capacity of 6 dwellings depending on size and layout.

## Policy RM14

### Land adjacent to Moore Close, Brenzett

The site is allocated for residential development with an estimated capacity of 40 dwellings; or 20 dwellings for the southern section of the site and 6 dwellings for the northern part of the site, if the sites come forward individually.

Development proposals will be supported where:

1. A masterplan approach demonstrates how the sites integrate with each other and the existing settlement;
2. Preferred vehicular access is from Rhee Wall Road, with an alternative access from Moore Close;
3. A footpath and appropriate lighting is provided on Rhee Wall Road to connect with the existing footway to the east;
4. Development creates a strong frontage to Rhee Wall Road, and ensure the developments complement nearby residential development;
5. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-Build and Custom Housebuilding Development;
6. Existing trees and hedgerows around the perimeter of the sites are retained and enhanced;
7. Existing watercourses on the site are integrated into the development;
8. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
9. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
11. The design of the development preserves or enhances the setting of the nearby Grade II Listed Buildings; and
12. An odour assessment is undertaken to inform the masterplanning of the site to ensure adequate distance between the waste water treatment works and any proposed sensitive land use for reasons of amenity.

## Secondary Villages - Ivychurch, Newchurch and Burmarsh

**6.115** Brenzett and the Marsh's secondary villages are situated within the Romney Marsh Proper Farmlands Landscape Character Area. This comprises the area of Romney Marsh which was drained and settled by the end of the Saxon period, although in Roman times it comprised salt marsh surrounding a tidal lagoon.

**6.116** Today it is mainly arable farmland (with pockets of sheep pasture) but until recent years it had been used predominantly for grazing sheep. Fields are usually divided by a network of drainage ditches, although there are some hedgerows alongside roads. The predominance of ditches (which are often not visible from roads and paths) as field boundaries creates an open feel to the landscape. Nevertheless it feels relatively settled, with evenly-spaced historic villages interspersed with farms. The towers of village churches are distinctive features within the landscape, and there are some trees, particularly around villages. The villages are connected by a network of distinctive narrow lanes. Many of these lanes are sinuous in form and raised above the surrounding fields, reflecting their origins as salt-marsh creeks which were embanked as part of the process of reclaiming land from the sea over a thousand years ago.

**6.117** Given the relative size of these settlements, development options would always be small, but over this plan period no sites have been allocated in any of these villages.

### **Ivychurch**

**6.118** The Parish of Ivychurch is substantial, stretching down the marsh to the East Sussex border. It follows parcels of land down to the south-west which were progressively 'inned' from the twelfth century. However, Ivychurch itself is a small place with a population of only 170. Ivychurch has only a public house as a local service. Trains can be caught from Hamstreet about five miles north which give access to Ashford and London.

### **Newchurch**

**6.119** Newchurch has its name derived from the Anglo Saxon 'Niwe Circa' meaning 'new burial ground' and is mentioned in the Domesday Book. Historically, the village was the centre of the sheep and wool trade on Romney Marsh and the surrounding areas. In the village there is a restaurant, the Newchurch Social Club and the Village Hall.

### **Burmarsh**

**6.120** Burmarsh, one of the most easterly communities on Romney Marsh, has been established since the Anglo Saxon period. The name refers to this area of marshland having traditionally belonged to the Burghers of Canterbury - the '*burh-merse*', or 'marsh of the town dwellers'. It is a pretty settlement with some more recent late twentieth century residential development. However, it does not benefit from good access to services, and it is situated in an area of 'significant' flood risk more or less in its entirety. For this reason, further development in the plan period would be a challenge to achieve.

## Dungeness

**6.121** Having evolved over centuries of isolation, interrelations and harsh lifestyles, the culture of Dungeness is unique. Traditionally, there was no road onto the spit and people had to move around by using contraptions called backstays, which were attached to a person's feet creating a large surface area, therefore making walking across shingle much easier.

**6.122** The Dungeness Shingle Landscape Character Area includes the settlement of Lydd. Dungeness is a unique environment within the UK, comprising extensive deposits of shingle, interspersed with smaller areas of farmland, wetland and settlement. Shingle ridges further inland are well-established, while those at the sea's edge are very mobile, and the landform is constantly evolving. The earliest evidence for settlement on Romney Marsh has been found here, including prehistoric tools and pottery associated with Roman salt production. The area is of international importance for its wildlife and habitats, including its bird life, and the rare and often colourful plants which colonise the shingle, including low-lying prostrate vegetation. Much of the area is a National Nature Reserve, and is popular with visitors.

**6.123** This is an extraordinarily evocative and powerful landscape, its mood constantly changing in response to light, weather and season. The landscape is dominated by a combination of natural shingle (and associated vegetation) with a strong horizontal form, and large man-made vertical structures including lighthouses, Dungeness Nuclear Power Station, pylons and sound mirrors. There are also structures associated with continuing military use of the area. The historic town of Lydd has strong visual and cultural connections with Dungeness. On Dungeness itself, settlement comprises fishermen's huts and temporary buildings, which give it a sense of impermanence, a quirky character and a very strong sense of place.

**6.124** This area, despite its well-established designations, is a victim of its own success. Drawn by the romanticism of the bleak, desolate fishing shed on the coast, 'weekenders' are gradually imposing order on the wilderness with smart, careful landscaping. There are still more permanent residents at Dungeness than there are temporary visitors, but this small change has caused a shift in the landscape towards something bordering well kept.

**6.125** Given the uniqueness of Dungeness, planning applications should take into account and respect the following important designations and design advice:

1. Dungeness Conservation Area, and guidance in the Conservation Area Appraisal;
2. The Article 4 Direction for the settlement;
3. International, European and National wildlife and biodiversity guidance, including for the Ramsar site;
4. The Dungeness Shingle Landscape Character Assessment; and
5. The emerging Shepway Heritage Strategy.

## North Downs Character Area

## 7 North Downs Character Area

### Introduction

**7.1** The north of the district has its own distinct character, forming almost half of the land area of Shepway; it has been identified as the North Downs Character Area in the Core Strategy and is predominantly but not exclusively designated as part of the wider Kent Downs Area of Outstanding Natural Beauty (AONB). The countryside outside the AONB to the south forms part of its setting; it has a more open aspect with a major transport corridor running through, with the M20, high speed rail link and Eurotunnel connecting the district to London and France. The North Downs Area accounted for 19,800 of the district's population in the census (2011).

**7.2** The AONB within the North Downs Character Area is a landscape of drama and intimacy, characterised by rolling topography, steep escarpments and attractive valleys covered by a mix of woodland and open areas of farmland consisting of patchwork field patterns and mature hedgerows. This area, nestled between Folkestone and Canterbury, is centred on traditional, attractive villages such as Elham, Lyminge and Stelling Minnis and encompasses Hawkinge, the largest settlement in the North Downs, which has been the focus of considerable housing growth in recent years. There are historically good connections to Canterbury and the coast, with the attractive Elham Valley Way, the disused Elham Valley railway line and the Roman road Stone Street all running through and shaping the area over the years. Development in the AONB is restricted and the [National Planning Policy Framework](#) (NPPF) confirms that great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty (paragraph 115).

**7.3** The Kent Downs character is formed out of the relationship of its towns, villages and individual buildings with 13 different landscape character areas identified across the AONB. Making the correct planning decisions on development both within the AONB, and within its setting, is crucial to ensure that the AONB is conserved and enhanced in accordance with the [Countryside and Rights of Way Act 2000](#) (the CROW Act). The [Kent Downs AONB Unit](#) acts as an advisor to local authorities on planning and development to help them carry out their 'duty of regard' as set out in that Act.

**7.4** Planners and developers working within the AONB are encouraged to refer to the [Kent Downs AONB Management Plan](#) and supporting guidance when making decisions on planning applications and drafting planning policies. The Management Plan sets in place clear aims, policies and actions for the conservation, management and enhancement of the AONB for a five year period and also sets a longer term vision. The Management Plan was formally adopted by the Council in 2014 and provides guidance for planning applications and drafting policies.



**7.5** [Natural England](#) (NE), the Government's advisor for the natural environment in England, is the statutory consultee for the AONB and the Kent Downs AONB Unit works closely with NE on all applications on which it is consulted. The AONB Unit only responds to planning consultations when requested, in accordance with an agreed protocol, and the comments of the AONB relate only to the impact of the application or the policy on the components of natural beauty as set out in the Management Plan, and not on other planning issues.

**7.6** A number of documents have been produced by the Kent Downs AONB Unit and should be referred to by the local planning authority, for guidance in policy making and decision taking, and also by promoters and developers in formulating proposals. These include:

- [Kent Downs Landscape Design Handbook](#);
- [Rural Streets and Lanes: A Design Handbook](#);
- [Renewable Energy Technologies and Protected Landscapes](#);
- [Kent Downs Farmstead Guidance](#); and
- [Managing Land for Horses](#).

## Background

**7.7** Most of the villages within the Kent Downs AONB are relatively prosperous with good rural transport connections to a range of urban centres, resulting in these villages playing an important role in providing services and facilities to the smaller more inaccessible hamlets which are a characteristic of the Downs. Other key characteristics of the North Downs, in addition to the beauty of the natural environment, are attractive villages with a reasonable level of facilities including popular primary schools, historic public houses, health care provision and good recreational facilities, which underpin vibrant village communities. These positive characteristics make the area popular with tourists and residents and have resulted in the location attracting some of the highest house prices in East Kent. This desirability has implications for home ownership and the provision of affordable housing in the villages within the AONB.

**7.8** The southwest of the North Downs Character Area is outside the AONB, with the parishes of Sellindge and Stanford and part of Lympne and Saltwood located within the 'Postling Vale' Landscape Character Area, located between the Downs to the north/north east and the Hythe escarpment to the south, with the fringes of Folkestone to the east.

**7.9** Part of this area is bisected west to east by the major transport infrastructure of the M20 motorway, HS1/Eurostar railway line, domestic rail and the Eurotunnel terminus. This infrastructure is a relatively recent addition to the landscape and has impacted on existing rural communities. While these major routes now largely replace the historic coaching route (the current A20) its legacy remains, with sporadic ribbons



of development and linear or fragmented communities along its length. In recent years Operation Stack has also affected this area, with vehicles re-routing along the A20 and ad-hoc lorry parking impacting on local residents.

**7.10** This part of the district is popular for its active village communities, access to services and close proximity to the countryside and coast, with the nearby transport opportunities opening up wider commuting options for residents. The Core Strategy has previously allocated strategic development at Sellindge, with planning permission now granted for the development of 250 homes alongside a new village green, extensions to the primary school and doctors' surgery, new parish offices and facilities and works to the highway to reduce the speed and dominance of vehicles.

**7.11** The area has significant heritage assets, including castles at Westenhanger, Lympe and Saltwood, while Port Lympe reserve, surrounding a Grade II\* house, is the district's most popular tourist destination, with over 300,000 visitors a year. Folkestone Racecourse, which closed in 2012, is located within this area and has recently hosted annual events, also bringing significant tourism to the area.

**7.12** Hythe provides the nearest town to this part of the North Downs, with Ashford to the north west and Folkestone to the south east.

**7.13** Core Strategy Policy SS1: District Spatial Strategy seeks the development of a hierarchy of sustainable, integrated and well-served villages that will meet housing, employment and social needs of the North Downs and to secure the sustainable management of the environment, recognising opportunities and the context of infrastructure and nearby towns. In addition the Core Strategy set out a target for approximately 15 per cent <sup>(1)</sup> of Shepway's new dwellings developed by 2030/31 to be located in this character area as well as potential employment sites and tourist facilities with significant growth potential (the Introduction to Part One of this plan provides more information on the Core Strategy's development targets).

**7.14** The Core Strategy sets out a settlement hierarchy in Policy SS3: Place-Shaping and Sustainable Settlements Strategy which guides the distribution of development to particular locations taking into account existing facilities and where future investment will be focused (Table 4.1 of this plan).

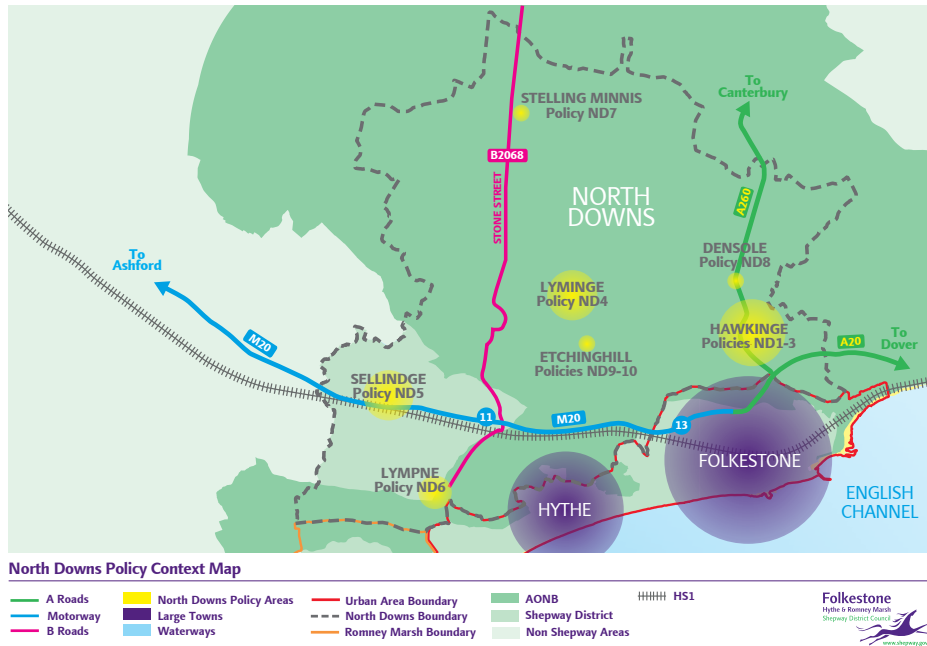
**7.15** The sections below set out policies and site allocations for settlements within the North Downs Character Area in line with the settlement hierarchy:

- Service Centre - Hawkinge;
- Rural Centres - Elham, Lyminge and Sellindge;
- Primary Villages - Lympe, Saltwood and Stanford/Westenhanger; and
- Secondary Villages - Stelling Minnis, Densole and Etchinghill.

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1 To the nearest 5 per cent. SDC (2012) Modifications Technical Note

**7.16** This chapter should be read in conjunction with others in the plan, in particular Chapter 11: Retail and Leisure, which contains policies for the centres of Hawkinge, Lympinge, Elham and Sellindge (Policy RL7: Other District and Local Centres).



**Picture 7.1 North Downs Policy Context Map**

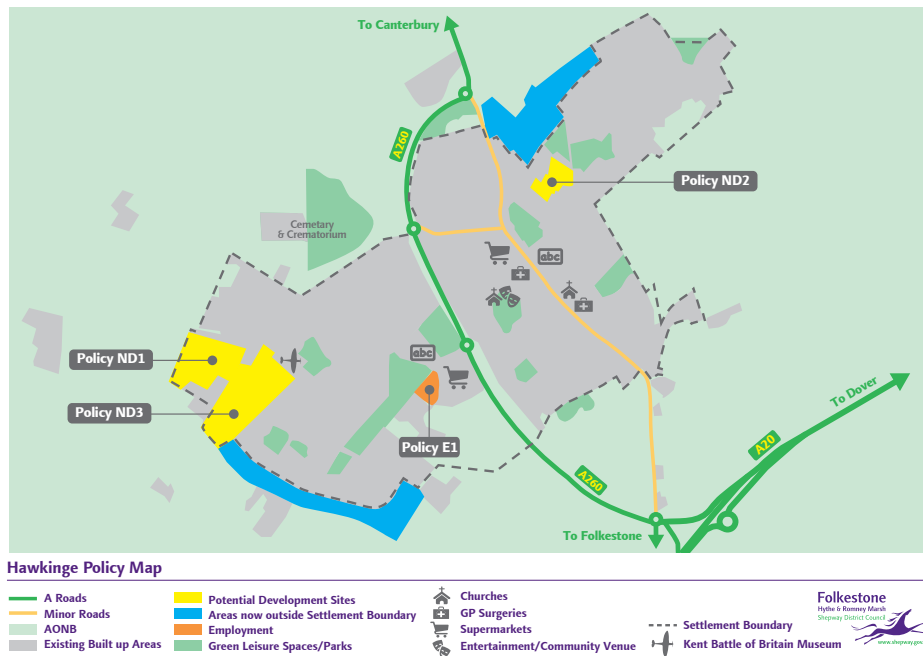
## Service Centre - Hawkinge

**7.17** The role of a service centre as set out in the Core Strategy is 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."* Hawkinge is the only service centre in the North Downs Character Area.

**7.18** Hawkinge is located in the Kent Downs AONB, three miles from Folkestone and over the last two decades this settlement has been the focus for major housing growth in the district. The area has grown significantly from a small village into a town. It is now by far the largest settlement in the North Downs Character Area. The Parish of Hawkinge (and Paddlesworth) had a population of 8,002 in the 2011 census, which is a significant increase from the previous census.

**7.19** Hawkinge benefits from a community centre, village hall, sports pavillion, a variety of shops, two primary schools, a modern care facility at Hawkinge House and good transport links to both Folkestone and Canterbury. The town also has significant historic links with the Battle of Britain and hosts the Battle of Britain Museum, which attracts local visitors and others from far afield.

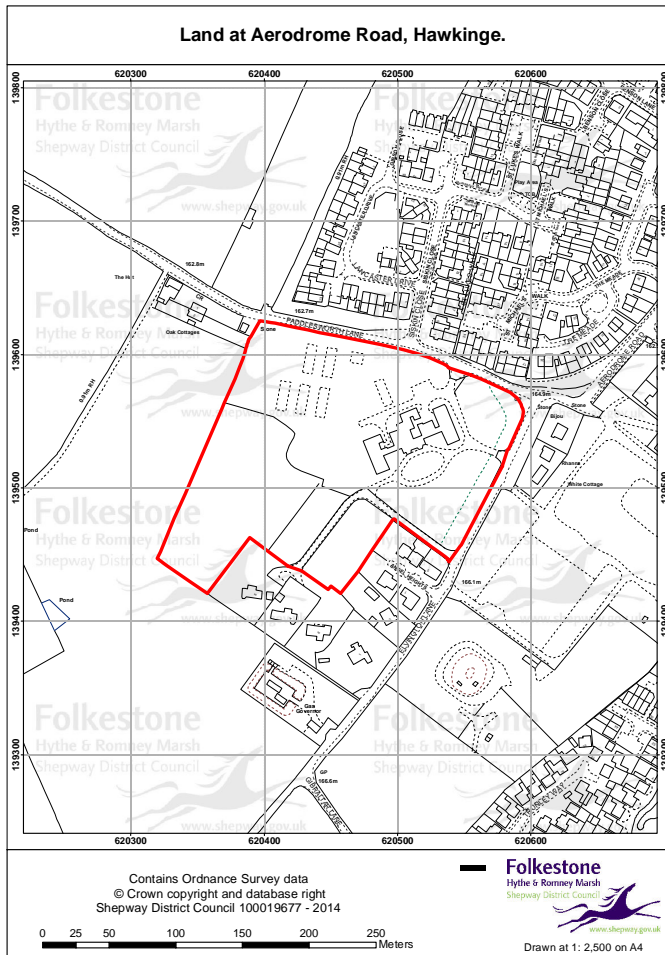
**7.20** The strategic priority for Hawkinge set out in the Core Strategy is to consolidate the settlement through local services and improve community facilities, together with expanding the availability of employment and transport options (paragraph 5.147).



**Picture 7.2 Hawkinge Policy Map**

**7.21** Reflecting the Core Strategy's objective of consolidation, the following sites are allocated for residential development.

## Former Officers' Mess, Aerodrome Road, Hawkinge



**Picture 7.3 Former Officers' Mess, Aerodrome Road, Hawkinge**

**7.22** The Former Officers' Mess site is 3.75ha and located on the corner of two rural lanes, Paddlesworth Lane and Elvington Lane, on the western edge of the town. The site is well-contained by landscape features and within the settlement boundary. It is now a vacant brownfield site where the remains and footprints of a number of buildings are still visible. Formerly the site was the location for a World War II Officers' Mess; in more recent years the buildings were used to accommodate the Hawkinge Youth Adventure Centre. The site is on the rural edge of Hawkinge but within walking distance of many of the town's facilities and services.

**7.23** The site was previously safeguarded in the 2006 Local Plan Review for a new secondary school, but the Local Education Authority, Kent County Council, has confirmed it no longer requires the site. It is therefore no longer necessary to

safeguard the site, and allocating it for residential development, as a brownfield site within the settlement boundary, is an appropriate alternative use and consistent with the Core Strategy's objectives.

**7.24** North and south of the site is predominantly modern residential development with a mixture of dwelling types but mainly terraced houses to the north and detached houses to the south in larger plots. They are all two- or two-and-a-half-storey properties. To the east and south east, on the opposite side of Elvington Lane, is the Battle of Britain Museum and former airfield. The area immediately to the west of the site is open countryside with fields in agricultural use.

**7.25** At 3.75ha in size, the site is considered suitable for 70 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of the town. The design should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design), and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network must also be provided at the nearest point of adequate capacity. Planning application Y15/0030/SH has a resolution to approve development on this site.

## Policy ND1

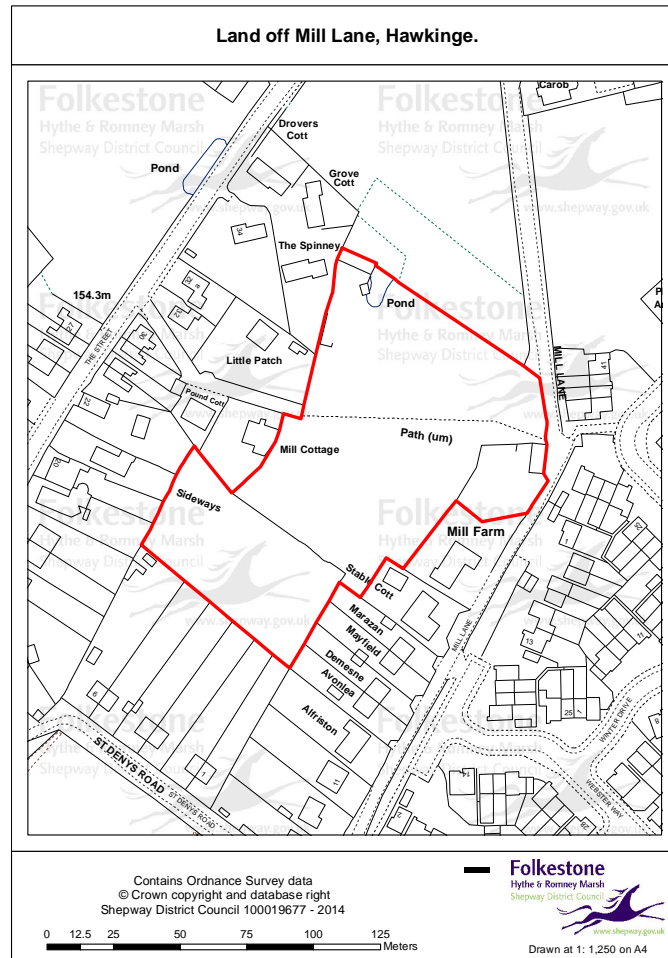
### **Former Officers' Mess, Aerodrome Road, Hawkinge**

The site is allocated for residential development with an estimated capacity of 70 dwellings.

Development proposals will be supported where:

1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. The proposal enhances the western boundary through the use of extensive landscaping;
3. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. The application demonstrates that impacts on strategic road network can be mitigated;
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
7. Provision is made for open and play space on site;
8. Measures are taken to avoid pollution to groundwater; and
9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## Mill Lane to the rear of Mill Farm, Hawkinge



**Picture 7.4 Mill Lane to the rear of Mill Farm, Hawkinge**

**7.26** The Mill Lane site is a 1.1ha parcel of land between The Street and Mill Lane, in an older part of the town. The site is well-related to the existing settlement, in a central location within the settlement boundary of Hawkinge, a short walking distance from facilities and services. Despite the site's central location it has a semi-rural character and was formally fields comprising part of Mill Farm. The site consists of open land and disused agricultural buildings with a public footpath crossing the site to link The Street and Mill Lane. This site is bounded by trees, scrub and fencing which provides good screening.

**7.27** The site has residential development on three sides. To the west of the site on The Street there are large two-storey detached dwellings. To the south west of the site there are older semi-detached houses and bungalows. South of the site, the houses in St Denys Road are two-storey semi-detached dwellings with long rear



gardens. To the east of the site, Mill Lane predominately comprises detached and semi-detached bungalows and chalet bungalows. On the opposite side of Mill Lane is a higher density, modern residential development of two-storey semi-detached and terraced houses. To the north is an area of woodland which is covered by a group Tree Preservation Order.

**7.28** At 1.1ha in size, the site is considered suitable for 14 dwellings, depending on the size and layout. Development here is proposed at a low density because of the semi-rural character of this part of Hawkinge and its wider setting within the Kent Downs AONB. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is important that within the AONB the height of buildings is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). Outline planning permission (Y15/0741/SH) was granted in May 2016 for residential development on this site.

## Policy ND2

### **Mill Lane to the rear of Mill Farm, Hawkinge**

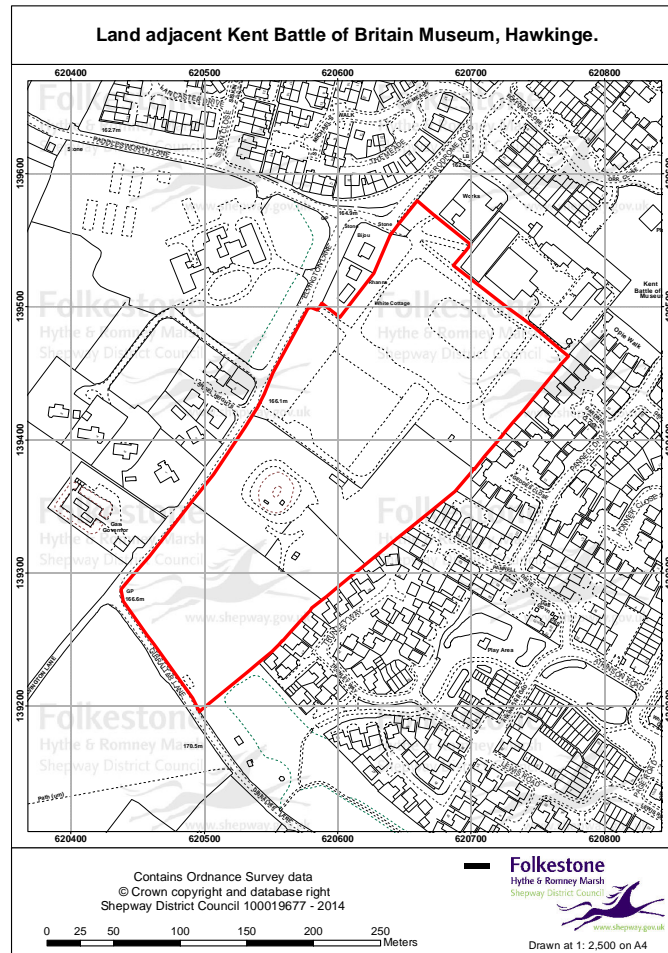
The site is allocated for residential development with an estimated capacity of 14 dwellings.

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
3. Primary vehicle access is provided onto Mill Lane with suitable visibility splays;
4. Footpaths are provided to link in with the existing public rights of way and footpath network;
5. The public right of way is retained and enhanced;
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
7. Measures are taken to avoid pollution to groundwater.



## Land adjacent Kent Battle of Britain Museum, Aerodrome Road, Hawkinge



**Picture 7.5 Land adjacent to Kent Battle of Britain Museum, Aerodrome Road, Hawkinge**

**7.29** The site is located on Aerodrome Road and Elvington Lane, on the western edge of the town. The site is currently an undeveloped part of the former World War II airfield, comprising demolished hangars, a taxi-way, a refuelling area and a fuel store. This is a large site within the settlement boundary, bounded by scrub and fencing. The site has previously been allocated through the 2006 Shepway Local Plan Review for tourism use in connection with the Battle of Britain Museum; although it has not been developed so far, the museum is keen to extend onto this land as the buildings on its present site are used to capacity and there is limited parking.

**7.30** The site is on the edge of Hawkinge, however it is within walking distance of the main facilities and services, such as the primary school, public house and supermarket. Immediately to the north of the site is the privately-operated Battle of Britain Museum. The museum is the oldest established and largest collection of Battle

of Britain artifacts on show in the country. Adjoining the site to the east and south east are a number of residential streets, the gardens of which back onto the site. These are characterised by a mixture of dwelling types (detached, semi-detached and terraced) but they are all mainly two- or two-and-a-half-storeys. To the west and south west is the Former Officers' Mess site (a site allocated for residential development), further sporadic residential development and open countryside. The majority of the site is well-contained by existing built development.

**7.31** At 5.5ha in size, the site is considered suitable for a mixed-use scheme which contains some residential development as well as land safeguarded for the museum's future expansion. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of Hawkinge. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is important that within the AONB the height of buildings is inspired by local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

**7.32** Given the sensitive location, the characteristics of the site and the mix of use, it is considered that any proposed development should be supported by a masterplan that clearly identifies how each of the elements are integrated into the overall scheme to ensure that one does not prejudice another. Early discussions have indicated that there is an opportunity to provide land adjacent to the museum for its expansion with additional land to the south for overflow parking at busy times. The masterplan should set out how the parking area would be accessed from the museum and how this would be integrated with the residential element. Given the sensitive location adjacent to the AONB, a landscaping buffer on the southern edge should also be provided. The overflow parking would be adjacent to this so it is important that this use is informal in nature with opportunities for its uses as open space when not in use for parking.

**7.33** To support the delivery of necessary underground sewage infrastructure a connection to the sewerage network must also be provided at the nearest point of adequate capacity.

### Policy ND3

#### **Land adjacent Kent Battle of Britain Museum, Aerodrome Road, Hawkinge**

The site is allocated for a mixed-use scheme including residential development with an estimated capacity of 100 dwellings and a minimum of 1.09 ha of land for tourism use in connection with expansion of the Kent Battle of Britain Museum.

Development proposals will be supported where:

1. A comprehensive masterplan is prepared for the redevelopment of the site to ensure that the elements of residential, museum expansion, overflow informal parking and pedestrian connections, would not prejudice the development of the whole site;
2. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
3. The proposal acknowledges surrounding street patterns and urban grain, with a greater density of housing against the existing built edge;
4. Development ensures pedestrian permeability within and beyond the site, with links to the existing public rights of way network, the informal museum parking area and the museum;
5. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
6. The rural edge of the development adjacent to Gibraltar Lane is retained as an undeveloped buffer, with the development that adjoins this softened with a strong focus on landscaping;
7. The primary vehicle access is located on Aerodrome Road with appropriate visibility splays provided, as agreed with the Highways Authority;
8. The application demonstrates impacts on strategic road network can be mitigated;
9. The museum overflow informal parking area must have a grassed surface with no floodlighting or hard surfacing. When not in use for parking the area should be available for use as public open space;
10. Any potential contamination from the former use is investigated, assessed and if appropriate, mitigated for the whole site as part of the development;
11. An assessment of non-designated heritage assets is carried out and used to inform the design work. Features and structures associated with the site's former use as a World War II airfield are retained wherever possible to provide a link with the site's past;
12. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
13. Measures are taken to avoid pollution to groundwater.

## Rural Centres - Elham, Lyminge and Sellindge

**7.34** The status and strategic role of a Rural Centre as defined within the Core Strategy settlement hierarchy is *"To develop - consistent with enhancing the natural and historic environment - in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents, visitors and also for other villages in the North Downs ..."* (Table 4.1 of this plan). There are three rural centres within the North Downs Area: Elham, Lyminge and Sellindge. No residential development is allocated at Elham in this plan.

### Elham

**7.35** Elham is an historic and picturesque village in the heart of the Kent Downs AONB. It is located approximately half-way along the Elham Valley, five miles north east of Folkestone and nine miles south of Canterbury. The Parish of Elham has a population of 1,509 (census 2011) and comprises the village of Elham, as well as several smaller outlying hamlets. The village benefits from a good number of facilities and services, including two traditional village public houses, a restaurant, primary school, village store, farmers' market, an active village hall, cricket club and tennis courts. Elham is one of the most historically interesting and picturesque villages in East Kent and as a result is a key centre for visitors to the North Downs.

**7.36** Elham retains a strong historic core with 43 Listed Buildings in a large Conservation Area, with fine buildings from its late medieval and Tudor heyday, including the large Grade I listed Church of St Mary, a number of fine timber-framed houses of the fifteenth, sixteenth and seventeenth century, and two market places, one in the picturesque village square and the other at the bottom of the High Street where the road widens out.

### Lyminge

**7.37** Lyminge is a historic village which lies in the Elham Valley within the Kent Downs AONB, about five miles north of Folkestone and 12 miles south of Canterbury. It is the second largest settlement in the North Downs with a parish population of 2,717 (census 2011) (Lyminge Parish also contains Etchinghill and Rhodes Minnis). Lyminge is considered an important settlement in the future strategy for the North Downs Character Area.

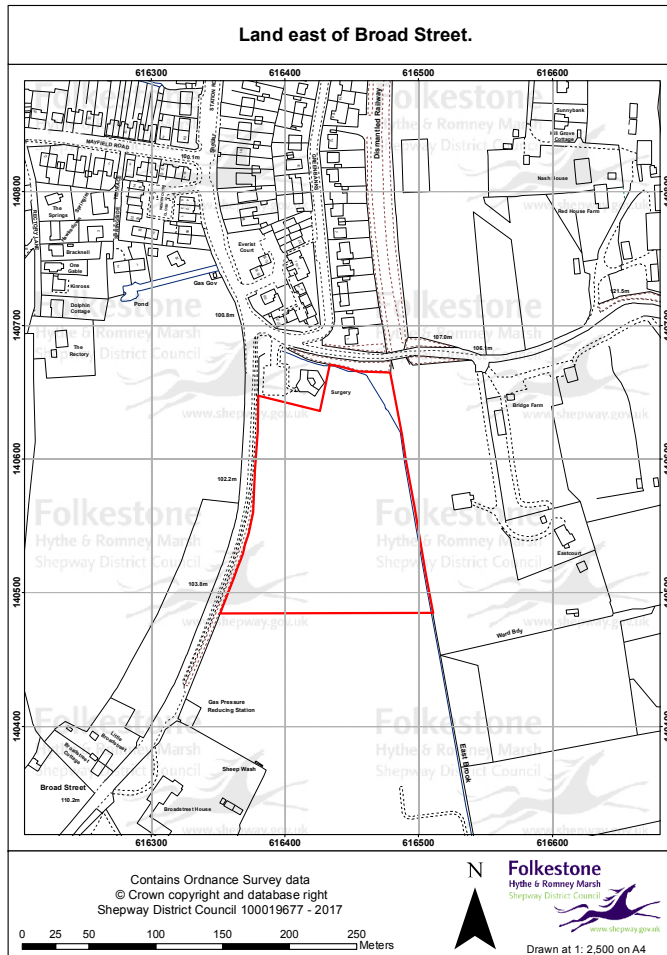
**7.38** Lyminge has a broad range of shops, as well as local services including a primary school, two doctors' surgeries, pharmacy, village store with integrated post office, local Age UK Day Centre, library, hairdressers and various sports clubs, including Sibton Park Cricket Club. Lyminge also has a very socially active community with a residents' association and village hall that hosts many clubs and groups.

**7.39** The Elham Valley Railway ran from Canterbury to the port at Folkestone through the village from 1887 until eventually closing in 1947. The station building remains in the village and is today used as the library, the only permanent library in the character area.

**7.40** An understanding of the history of Lyminge has been helped by local archaeological work undertaken in the village for over half a century. 1,300 years ago, an Anglo-Saxon monastery stood in the village of Lyminge, presided over by a royal abbess. Excavations have shown that Lyminge was an important place before this, with Anglo-Saxon occupation extending back into the fifth century.

**7.41** There is a strong desire within the Parish Council and local community for an improved public right of way between Lyminge and Etchinghill; currently the two parts of the parish are separated by the Etchinghill Golf Course. Local people walk between the settlements to access facilities, such as the school and doctors' surgery, and at present the network requires them to cross over Broad Street because there is no pavement along this section of the road. In addition, it has been a long-term ambition of Kent County Council to provide public access along the alignment of the old railway line between Lyminge and Penne. The following site allocation provides an opportunity to help secure the northern extent of that route between Lyminge and Etchinghill.

## Land east of Broad Street, Lyminge



**Picture 7.6 Land East of Broad Street, Lyminge**

**7.42** The site is located to the south of Lyminge, on Broad Street, the main route into the village from the south. The site is currently part of the Etchinghill Golf Course.

**7.43** To the north the site adjoins the New Lyminge doctors' surgery, surgery car park and Red House Lane, with mature hedgerow and trees along the boundary with Red House Lane. To the east the site is bounded by mature hedgerow and trees, the other side of this is the cutting for the now disused Elham Valley Railway, with a detached residential dwelling and farm beyond. To the south lies Etchinghill Golf Course and the nearby Grade II Listed Building, Broad Street House. The west has a more mature hedgerow and trees separating the site from Broad Street and open fields to the far side of the road.

**7.44** The site is on the edge of Lyminge, but is considered a sustainable location as this section of Broad Street has a footpath and the village facilities and services are within close walking distance, including the doctors surgery, primary school and church. In terms of constraints, the site is located within Source Protection Zone 2 and is therefore in a sensitive location for groundwater protection point.

**7.45** The site is 2.1ha in size and is considered suitable for 30 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of the village. The site will require proportionate contributions to healthcare improvements at the New Lyminge Surgery made through a Section 106 agreement. This is also an opportunity for self-build or custom build plots. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network must also be provided at the nearest point of adequate capacity.



## Policy ND4

### Land east of Broad Street, Lyminge

The site is allocated for residential development with an estimated capacity of 30 dwellings.

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. At least 2 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
3. An assessment is carried out of the impact on the setting of the nearby Listed Building and appropriate measures but in place to preserve or enhance its setting;
4. Carefully consideration is given to the spatial arrangement of dwellings within the site, with a higher density towards the existing built edge of Lyminge and a looser more irregular pattern opening onto the golf course;
5. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced with native species unless required for access;
6. A sensitive landscape buffer is provided along the southern boundary; it should soften the edge of the development, maintain the sense of openness and avoid settlement coalescence;
7. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development and separation from the golf course;
8. Primary vehicle access is onto Broad Street, with suitable visibility splays provided, as agreed with the Highways Authority;
9. Traffic calming measures (for example build-outs) are provided along the site boundary adjoining Broad Street to slow traffic to 30mph, this will include the relocation of the village entrance sign and gates;
10. The public right of way is enhanced between Lyminge and Etchinghill, with a new public right of way provided to the rear of Broad Street House linking back into the existing footway network along Broad Street;
11. Provision of a public bridleway along the alignment of the old railway line between Lyminge and Etchinghill is to be progressed with Kent County Council, with a proportionate contribution towards the cost of scheme implementation, alongside progression of relevant orders to permit the correct rights of public access across land under the control of the site promoter;



12. Appropriate and proportionate contributions are made to healthcare improvements at the New Lyminge Surgery through a Section 106 agreement;
13. The archaeological potential of the land is properly considered and understood and any proposal is informed by an appropriate desk-based assessment and a field evaluation;
14. Appropriate mitigation measures are employed to prevent pollution to groundwater; and
15. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## Sellindge

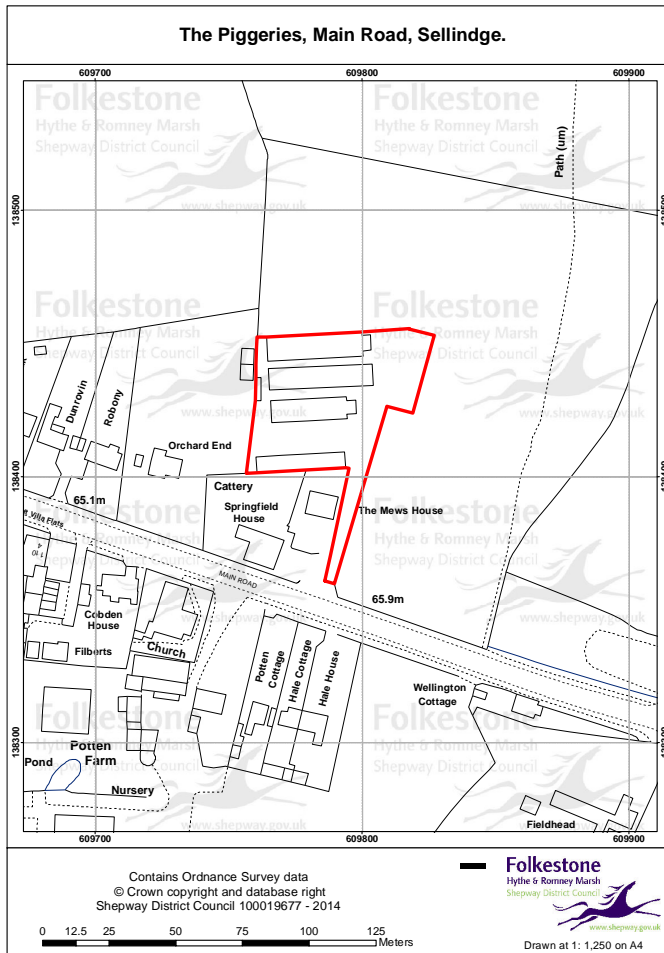
**7.46** Sellindge is a rural village in the west of the district, lying on the A20, the historic coaching route linking Folkestone with London. Sellindge is not located in the Kent Downs AONB, however it does lie within the setting of the AONB. The village is close to the major transport infrastructure that crosses the district, with M20 junction 11 and Westenhanger station close by. The parish has a population of 1,601 (census 2011), making it the third largest settlement in the North Downs Area.

**7.47** Sellindge is a socially active community and the parish has one of the greatest range of facilities in the North Downs Area, including a doctors' surgery, primary school, village shop with integrated post office, busy village hall, residents' association, sports and social club, a few shops and a public house. The parish is made up of a number of residential areas, the majority are linear in pattern and appear sporadically along the A20, which connects Hythe and Ashford. Subsequently Sellindge has a fragmented character, made up of many parts but with the main unifying feature being the A20 around which they have historically developed.

**7.48** The Core Strategy sought to create a central village core (through Policy CSD9: Sellindge Strategy) by allocating a broad location for development, and planning permission has now been granted for a scheme that meets the original objectives of the policy (Y14/0873/SH). This development will provide for a village green, parish offices and shop, expansion of the primary school and doctors' surgery and will also deliver highway works that will reduce traffic speeds through the village.

**7.49** Given the scale of the Core Strategy broad location, and the process undertaken to identify a suitable site for the expansion of the village, further large scale development is not proposed within this plan. A number of smaller sites are allocated for residential development in Policy ND5: General Sellindge Policy. These are described in turn below.

## The Piggeries, Main Road, Sellindge



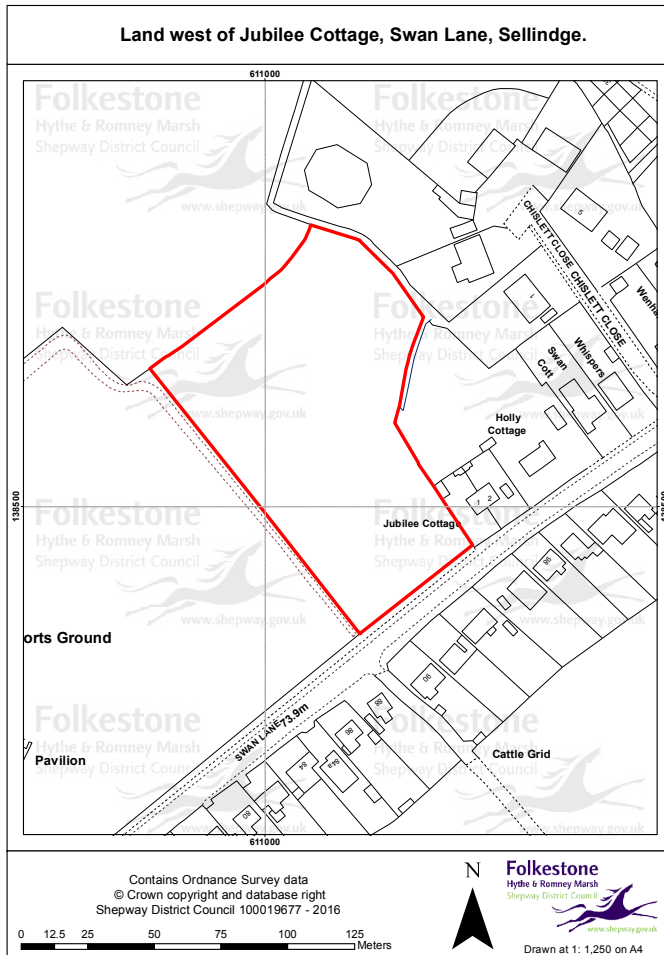
**Picture 7.7 The Piggeries, Main Road, Sellindge**

**7.50** This site is located on the A20, past the central village but adjoining the settlement boundary. The site is a former piggery, which now lies vacant and derelict. This site boundary has a tight focus on the existing piggery buildings and its immediate curtilage, wrapping around the back of ‘Springfield’ and extending parallel to land associated with ‘Orchard End’. It is therefore well integrated to these properties which are part of a small ‘island’ of development between the designated parts of Sellindge, that is the central village and Stone Hill. Its location on the eastern side of this development means it is more conveniently located to village facilities than some other locations outside central Sellindge, particularly the public house and the farm shop opposite.

**7.51** The nearby properties to the west and south are predominantly one or two storey detached dwellings in sizable plots, all fronting onto the A20. To the north and east of the site is open scrubland with views to the Kent Downs AONB. Beyond this is a nearby Ancient Woodland; development should avoid any direct effects on this woodland.

**7.52** The site is 0.3ha in size and is considered suitable for five dwellings, depending on the size, layout and suitable access. To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network at the nearest point of adequate capacity must also be provided.

## Land West of Jubilee Cottage, Swan Lane, Sellindge



**Picture 7.8 Land west of Jubilee Cottage, Sellindge**

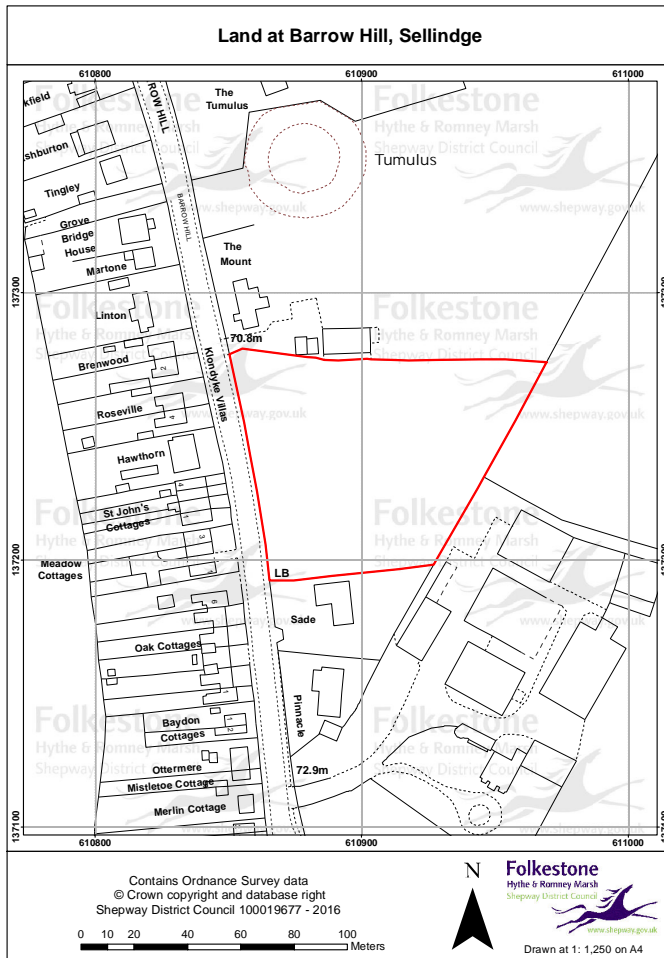
**7.53** This site fronts onto Swan Lane, on the north east edge of Sellindge village. The open site adjoins the settlement boundary and is currently leased out for agricultural purposes. The site is close to the Grade II Listed Building, Holly Cottage, and is bounded with hedgerows and trees. Swan Lane has a pavement on the western side of the road which runs to the main facilities in Sellindge. In addition there is a bus service that runs along Swan Lane, consequently, although this site is towards the edge of the village, it is in a reasonably sustainable location and would integrate well with the existing built form.

**7.54** There are houses to the north east and south east of the site. The properties to the north east directly adjoin the site, with the garden of Jubilee Cottage sharing a boundary, the properties, including Holly Cottage, are predominantly two-storey, detached dwellings. The properties to the south east are separated from the site by Swan Lane; here the properties are slightly raised and predominantly one- or

two-storey detached dwellings. To the south west is the Sellindge Sports and Social Club and to the north west open farm land. The site adjoins a historic landfill site; the contamination status of the land will need to be addressed at the planning application stage.

**7.55** The site is 1.9ha in size and is considered suitable for 15 dwellings, depending on the size and layout. The potential risk of flooding will need to be addressed in any planning application. To support the delivery of necessary underground sewage infrastructure a connection to the sewerage network must also be provided at the nearest point of adequate capacity.

## Land at Barrow Hill, Sellindge



**Picture 7.9 Land at Barrow Hill, Sellindge**

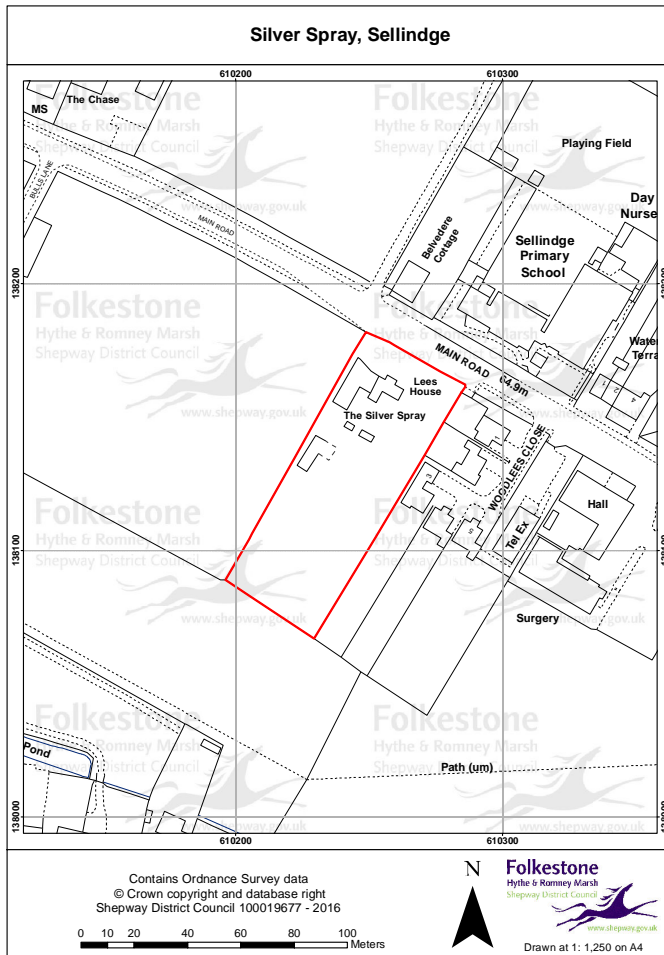
**7.56** The Barrow Hill part of the parish is physical divided from the main village by the motorway and railway. This site is located in Barrow Hill to the south of Sellindge, adjoining the settlement boundary and fronting onto the A20. Barrow Hill has a footpath along both sides of the road; the facilities in the central area are therefore considered walkable and in addition there are bus stops on both sides of the road.

**7.57** The land is a grassed field, bounded by a hedgerow, trees and fencing in part. The west of the site fronts onto the A20 with houses across from this; the properties are mostly two-storeys with a mixture of housing types and ages. There is also limited residential development to the south, although the houses are more modern detached bungalows, with Barrow Hill Farm lying beyond to the south east. To the north is The Mount, a two-storey detached dwelling on a sizeable plot with a

Bronze Age burial mound in the grounds. To the east are farm buildings and agricultural fields. The site has residential development on either side of it as well as on the opposite side of the road, it therefore forms a gap in the built form.

**7.58** The site is 0.69ha in size and is considered suitable for 15 dwellings, depending on the size and layout.

## Silver Spray, Sellindge



**Picture 7.10 Silver Spray, Sellindge**

**7.59** This site is centrally located close to the facilities in Sellindge and fronting onto the A20. The site consists of a residential dwelling, out-buildings and garden which is bordered by hedgerow, trees and fencing in part.

**7.60** The site adjoins the broad location identified in Core Strategy Policy CSD9: Sellindge Strategy on two sides, to the north west and south west. To the south east is a small cluster of residential dwellings, predominantly two-storey, detached properties, the village hall, doctors' surgery and telephone exchange building. To the north east is the A20 with further houses and the primary school on the opposite side of the road.

**7.61** The site is 0.45ha in size and is considered suitable for five dwellings, depending on the size and layout.



## Policy ND5

### General Sellindge Policy

The following sites are allocated for residential development with indicative capacities as follows:

- The Piggeries, Main Road Sellindge - 5 dwellings;
- Land West of Jubilee Cottage, Swan Lane, Sellindge - 15 dwellings;
- Land at Barrow Hill, Sellindge - 15 dwellings; and
- Silver Spray, Sellindge - 5 dwellings.

Development proposals will be supported where:

1. The design incorporates adequate landscaping to mitigate impact on the setting of the countryside;
2. Existing trees and hedgerows around the site boundary are retained and enhanced;
3. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets and following the existing built edge wherever possible; and
4. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

### Site Specific Criteria

The following additional site-specific criteria should also be complied with:

#### **The Piggeries, Main Road:**

1. The development should avoid direct effects on the nearby ancient woodland; and
2. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

#### **Land West of Jubilee Cottage:**

1. An assessment is carried out of the impact on the setting of the nearby Grade II Listed Building and appropriate measures put in place to preserve or enhance its setting;
2. The design, layout and landscaping of the site mitigates the impact on the setting of the Kent Downs Area of Outstanding Natural Beauty including incorporation of landscaping to filter views of the development from the Area of Outstanding Natural Beauty to the north;

3. Any potential contamination from the former use of the adjoining land is investigated, assessed and if appropriate, mitigated as part of the development; and
4. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

## Primary Villages - Lympne, Saltwood and Stanford/Westenhanger

**7.62** The status and strategic role of a primary village within the Core Strategy settlement hierarchy is *"To contribute to strategic aims and local needs; and as settlements with the potential to grow and serve residents, visitors and neighbourhoods in the locality with rural business and community facilities"* (Table 4.1 of this plan). There are three primary villages located in the North Downs Area: Lympne, Saltwood and Stanford / Westenhanger. No residential development is allocated in this plan at Saltwood and Stanford / Westenhanger.

### Lympne

**7.63** The village of Lympne lies on the edge of the Kent Downs AONB, in the south west of the character area, about seven miles west of Folkestone, two miles west of Hythe and eight miles east of Ashford. Lympne has a parish population of 1,575 (census 2011) and a few services, including a village shop with integrated post office, primary school, village hall and public house.

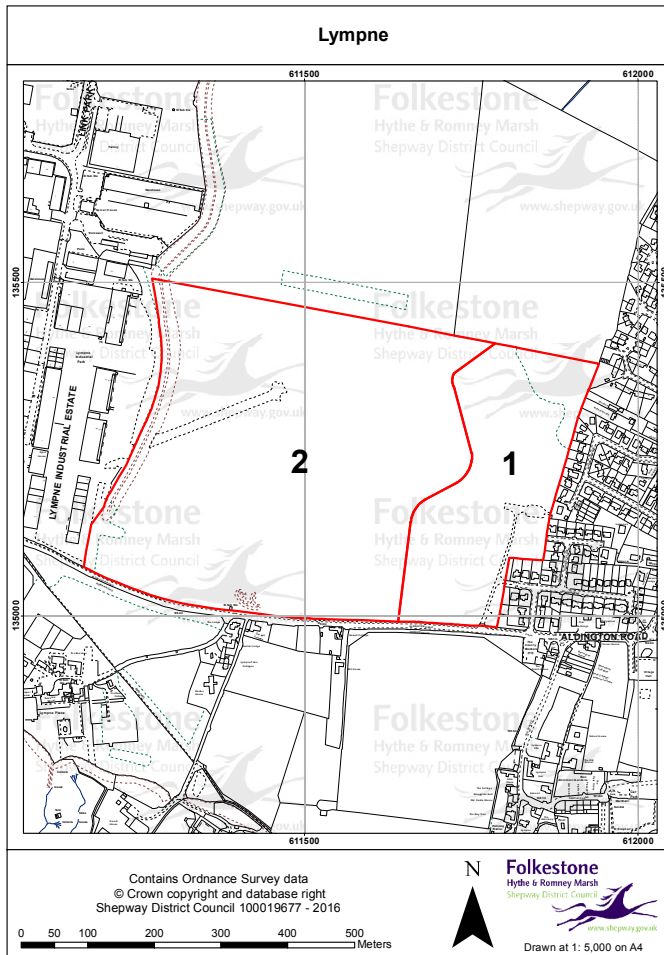
**7.64** Lympne is mainly centred around the Roman road of Stone Street (now the B2068), linking the coast with Canterbury. Today Lympne has good connections and is seen as very accessible, with Westenhanger Station approximately three miles to the north of the village and the M20 motorway junction beyond this. Subsequently Ashford, London and even mainland Europe are within commuting distance.

**7.65** The AONB boundary wraps around Lympne incorporating its historic core, immediately to the south and east of the village. It is the area outside the AONB that has predominantly seen most recent modern residential development over the last half century, with a number of cul-de-sacs created running off Stone Street and Aldington Road. To the west of the village lies the Lympne Industrial Estate and Link Park. Beyond this, on the edge of the village, is Port Lympne Reserve, an award-winning wild animal park set in over 600 acres, and the most popular visitor attraction in the district.

**7.66** Historic Lympne and the Lympne Conservation Area is situated around the Church of St Stephen which dates from the early Norman times (1100AD). The remains of the original tower can be seen in fragments on the south side of the present church. The church abuts Lympne Castle, which is a beautiful thirteenth century, Grade I Listed Building. The church and castle enjoy a secluded setting back from the B2067, occupying an impressive vantage point on top of a shallow

gradient cliff known as the Hythe Roughts. Wide-ranging views overlook the English Channel, with Hythe to the east and the Royal Military Canal and Romney Marsh spreading out below, towards Dungeness in the south. On clear days France can be seen in the far distance.

## Former Lympne Airfield



**Picture 7.11 Former Lympne Airfield**

**7.67** This site is located to the west of the village, adjoining the AONB and the settlement boundary. The site is on the former Lympne airfield which was a military and later civil airfield, ceasing operation in 1984; some limited hardstanding remains. Much of the former airfield is open land, with views to the motorway and AONB beyond this. This location is sustainable, within walking distance of the local services, facilities and employment opportunities at Lympe Industrial Estate.

**7.68** For the purpose of this allocation the site has been divided into two separate parcels, Site 1 and Site 2. Site 1 is allocated for residential development with the opportunity for some self-build and custom build plots, whereas Site 2 is to remain undeveloped in order to avoid settlement coalescence, but with the addition of a suitable footpath.

**7.69** Site 1 is bounded by hedgerow, trees and fencing in part. On its eastern side it adjoins the village of Lympe and a number of residential properties in Beacon Way, Tourney Close, Harman Avenue and Belcaire Close. The properties on these roads are predominantly detached bungalows in a cul-de-sac arrangement built in the late twentieth century. To the west of the site is the Lympe Industrial Estate, to the north a large area of land, Link Park, which will be developed for industrial and business uses. To the south is the Aldington Road and the AONB boundary; here there are thick hedgerows and trees, with fields beyond and the occasional detached property.

**7.70** Site 1 is 7ha in size and is considered suitable for 125 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting on the edge of the village, adjoining the Kent Downs AONB.

**7.71** Development must be informed by an assessment to identify features of ecological interest and must conserve and enhance biodiversity within the site, in particular taking account of the adjoining Kent Biodiversity site and the particular features of its designation.

**7.72** The size of the site in this location will require proportionate contributions to improvements at the Newingreen Junction, a specific constraint in the area, as well as health and public transport contributions, made through a Section 106 agreement. Site 2 is 33ha and will remain undeveloped and should be enhanced by providing appropriate landscaping and planting. To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network at the nearest point of adequate capacity must be provided. The layout of any scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure to allow access for necessary maintenance and improvement.

## Policy ND6

### Former Lympe Airfield

Site 1 is allocated for residential development with an estimated capacity of 125 dwellings and Site 2 is to be retained as an open space/landscape buffer.

Development proposals will be supported where:

1. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced as part of a comprehensive landscaping scheme;
2. The northern building edge is fragmented and softened with a strong landscape buffer;
3. Open spaces and planting are used to provide a visual link to the countryside and North Downs Scarp and an attractive backdrop to development;
4. Mitigation and enhancement measures should be incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
5. A landscape buffer is provided between the existing edge of the village to the east of the site and the new development;
6. On-site open space is provided within Site 1 to meet the recreational needs of residents;
7. At least 6 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
8. Appropriate and proportionate contributions are made to improvements at the Newingreen Junction and expansion of Oaklands Health Centre through a Section 106 agreement;
9. Site 2 remains undeveloped and enhanced to retain the separation between Lympe and the Business Park;
10. A new footpath across Site 2 is provided in parallel with the development of Site 1;
11. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets and following the existing built edge wherever possible;
12. Footpaths are provided to link to the existing public rights of way network;
13. A primary vehicle access is provided onto Aldington Road and an emergency access is provided onto Aldington Road or Tournay Close;
14. An assessment of non-designated heritage assets and an archaeological survey is carried out and appropriate mitigation measures put in place if required;
15. Features and structures associated with the site's former use as a World War II airfield are retained wherever possible to provide a link with the site's past;

16. Any potential contamination from its former use is investigated, assessed and if appropriate, mitigated as part of the development;
17. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider; and
18. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

## **Saltwood**

**7.73** Saltwood village is located immediately to the north of Hythe on high ground, with picturesque views over the Romney Marsh and the English Channel. The AONB boundary wraps tightly around the built edge of the village to the north, east and west, giving the village a rural feel. To the south Saltwood merges with the town of Hythe and the coast. Saltwood parish contains two other settlements, Pedlinge and Sandling, which are both small hamlets. The parish has a population of 850 (census 2011).

**7.74** The village has a well-defined centre around the village green. Within the centre of the village, or within a short distance, are a range of services and facilities including a village shop, restaurant, public house, primary school, village hall, play ground and cricket club.

**7.75** To the north and north east of the built edge of the village lie Saltwood Castle and the Church of St Peter and St Paul. Saltwood Castle, once owned by the Archbishops of Canterbury, was the overnight resting place of four knights on their journey to Canterbury to murder Thomas Becket. To the north west of the village is Brockhill Park Performing Arts College, an 11-18 academy which is located within Brockhill Country Park and is the only secondary school in the North Downs Character Area.

**7.76** Saltwood has good transport connections. To the north is the M20 motorway, with Folkestone and Ashford easily accessed within a short journey time. Sandling Railway Station, also to the north, is a short walking distance from the centre of the village, with connections to Folkestone, Ashford and London. In addition there is a regular bus service.

## **Stanford and Westenhanger**

**7.77** Stanford is located to the south west of the character area close to Westenhanger and Lympne, but physically separated from the south by major transport infrastructure. Stanford lies about 3.5 miles from Hythe, outside the AONB and is divided by the M20 into Stanford North and Stanford South. The parish population is 429 (census 2011).

**7.78** Despite its close proximity to the motorway and railway line, Stanford still remains rural in character, with the majority of development having taken place on Stone Street in a linear fashion. The facilities in the village are limited, but include a public house and church.

## **Secondary Villages - Stelling Minnis, Densole and Etchinghill**

**7.79** The status and strategic role of secondary villages within the Core Strategy settlement hierarchy is *"To continue to provide crucial rural facilities to visitors and their own residents and workforce, in line with local needs, their environment, and role as relatively small country settlements"* (Table 4.1 of this plan). There are three secondary villages within the North Downs Area: Stelling Minnis, Densole and Etchinghill.

### **Stelling Minnis**

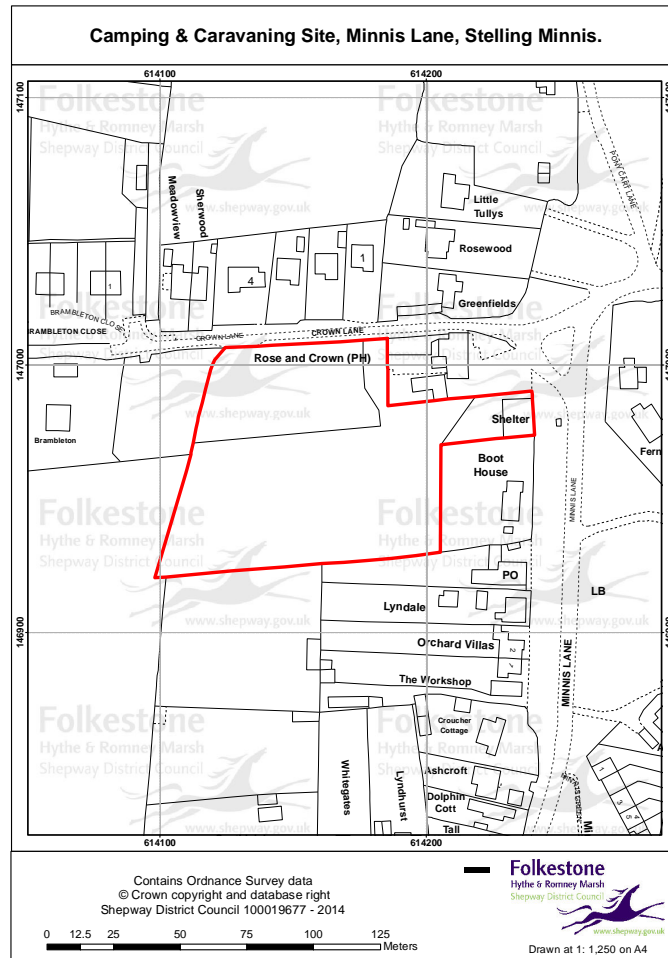
**7.80** Stelling Minnis lies seven miles to the south of Canterbury within the Kent Downs AONB, to the east of Stone Street (B2068), the Roman road linking Lympne and Canterbury. A 'minnis' was ancient common pasture land cleared from the wooded upper slopes of the Kent chalk downland. Stelling Minnis Common is a large tract of privately owned land of 50ha and is one of the last remaining manorial commons in Kent. It was originally used by cottagers to graze their animals, collect bracken, hay and fallen or dead wood. Today the Minnis is managed by volunteers drawn from the local community to act on behalf of the owners. Their work is guided by a management plan to enhance the biodiversity of the Minnis and promote the wellbeing of local residents and the wider community.

**7.81** The Minnis does not have a settlement boundary or core area, but ribbon development has taken place along the network of roads that criss-cross the open land. Stelling Minnis has limited facilities and services, but these do include a primary school, village store with integrated post office, public house and village hall. It has a parish population of 578 (census 2011).

**7.82** A popular tourist attraction within Stelling Minnis is the Grade I listed wooden Smock Mill, built in 1866 and restored to full working condition in 2003. Alongside the windmill is a museum exhibiting the history of the mill and the common; the windmill and museum attract many visitors.



## Camping and Caravan Site, Minnis Lane



**Picture 7.12 Camping and Caravan Site, Stelling Minnis**

**7.83** The site is located behind the Rose and Crown Public House on the corner of Minnis Lane and Crown Lane. The site is used as a camping and caravan site. The site is close to the limited services within the village, including the public house and village store. Development here should complement the surrounding built form.

**7.84** The site is bounded to the north, south and west by mature trees and hedgerows. To the north is Crown Lane with predominantly detached one- and one-and-a-half-storey bungalows on the far side of the road, adjoining the site. To the east, sharing a boundary, is the public house, the Boot House and the village shop; these are all two-storey detached properties. Beyond this is a Local Wildlife Site. To the west and south west lie open fields and scrub.

**7.85** The site is 0.47ha in size and is considered suitable for 11 dwellings, depending on the size and layout. Development here is proposed at a low density because of the site's setting in the Kent Downs AONB and to reflect the existing settlement pattern of Stelling Minnis. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). The layout of any scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure to allow access maintenance and improvement.

## Policy ND7

### Camping and Caravan Site, Stelling Minnis

The site is allocated for residential development with an estimated capacity of 11 dwellings.

Development proposals will be supported where:

1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced unless required for access or unless significant design considerations warrant their removal;
3. The west and south west building edge is fragmented and softened with a strong landscape buffer;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. The development considers the possibility of enhancing or providing community public space to the rear or the public house which could function as a pub garden and or recreational area (natural play space). The development should acknowledge this space;
6. Biodiversity enhancement measures are incorporated into the design of the development;
7. A primary vehicle access is provided onto Minnis Lane, with pedestrian links to Crown Lane;
8. The relocation of the bus shelter is agreed with both Stelling Minnis Parish Council and the owners of the Stelling Minnis Common;
9. Replacement car parking is provided for the public house;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
11. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

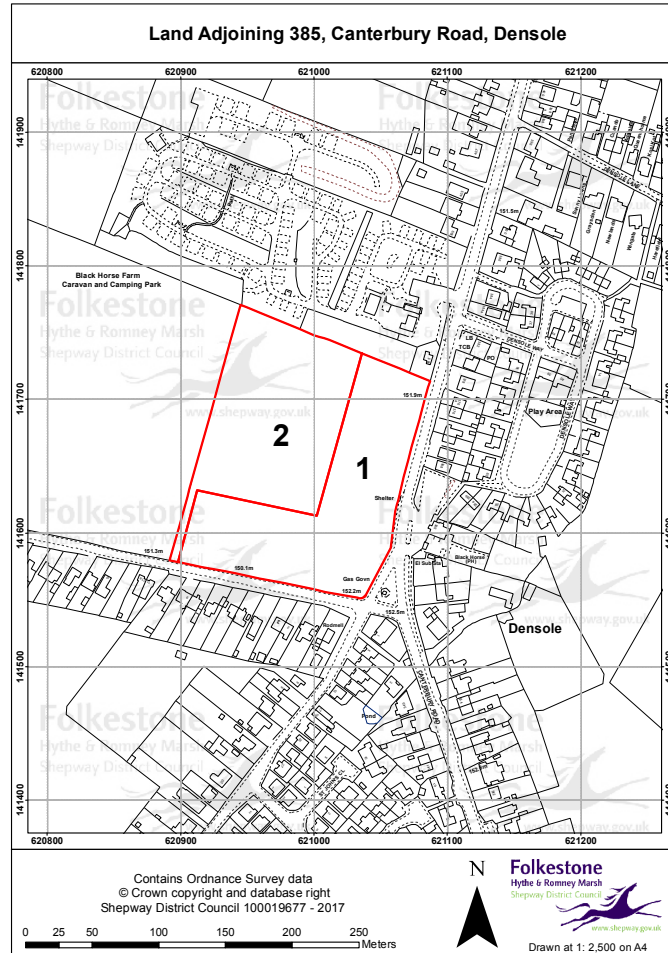
## Densole

**7.86** Densole is a small village located in the Kent Downs AONB just north of Hawkinge, three miles from Folkestone and 12 miles from Canterbury. The majority of housing in Densole is modern and focused around the A260 and a cross-roads

network where three roads meet and development runs from it in a linear fashion. Two further pockets of development to the north east and south west of the central cross-roads contain a network of cul-de-sacs.

**7.87** The village has limited facilities which include a public house, caravan park and shop with integrated post office; however the wider services and facilities in Hawkinge are only 1km away. The village has good transport links, with Canterbury, Hawkinge and Folkestone being easily accessible by public transport (bus services 16 and 16a).

## Land adjoining 385 Canterbury Road, Densole



**Picture 7.13 Land adjoining 385 Canterbury Road, Densole**

**7.88** This site is located on the corner of two roads, Coach Road and Canterbury Road (A260), on the western side of Densole, adjoining the settlement boundary. It is in a central location and development here could fit in well with the existing built form of Densole.

**7.89** The site is an open field bounded by mature hedgerows and trees. Adjoining the site to the north is Black Horse Farm Caravan Park, a popular site accommodating many visitors to the area. There is an area of modern housing, predominantly semi-detached bungalows of one- or one-and-a-half storeys, to the south and east. To the west of the site is open farm land.

**7.90** As the site will provide a frontage onto Canterbury Road, development should facilitate a speed limit reduction, footway improvements and a gateway feature as part of its contribution to highway improvements. The site promoter will be required to enter into discussions with Kent County Council and Kent Police as part of the planning application process.

**7.91** The site is divided into two parcels; Site 1 is 1.5 ha in size and is considered suitable for 25 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

**7.92** To support the delivery of necessary underground sewage infrastructure a connection must also be provided to the sewerage network at the nearest point of adequate capacity. The layout of any scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure to allow access for maintenance and improvement.

**7.93** Site 2 is proposed for allotment gardens, subject to demand and discussions with the parish council regarding management and adoption. If there is no demand for allotments then Site 2 should remain as agricultural land.

## Policy ND8

### **Land adjoining 385 Canterbury Road, Densole**

Site 1 is allocated for residential development with an estimated capacity of 25 dwellings; Site 2 is considered suitable for allotments if there is demand or to remain as agricultural land.

Development proposals will be supported where:

1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Existing trees and hedgerows within and around the western and northern site boundary are retained and enhanced;
3. The western building edge is fragmented and softened with a sensitive landscape buffer;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets, that are set back from the existing built line with front gardens (similar to those in the immediate area) and following the existing built edge;
6. Developments fronts onto Coach Road and Canterbury Road;
7. The development includes a 'green corner' on the south east corner of the site that builds a focal point for Densole. This 'green space' should acknowledge the existing triangular road island and include sensitive planting to soften the development and provide interest. The new dwellings adjacent to this green space should address it;
8. The public right of way is retained and enhanced;
9. At least 1-2 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
10. Traffic calming measures, new footpaths and crossing points are provided to link in with the existing public rights of way network;
11. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest;
12. Measures are taken to avoid pollution to groundwater;
13. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider; and
14. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

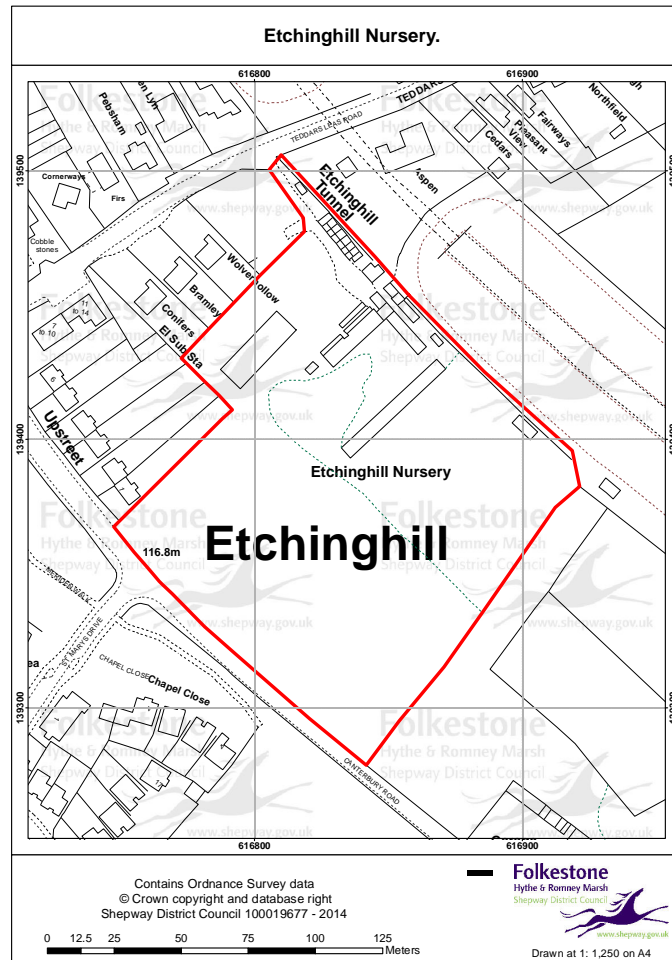
## Etchinghill

**7.94** The village of Etchinghill lies within the Parish of Lyminge, within the AONB about 5km north of Hythe and 2 miles south of the village of Lyminge. Lyminge and Etchinghill are separated by the Etchinghill Golf Course, a popular hilly golf course with the club house complex and entrance based in Etchinghill. Etchinghill has limited services and facilities, but these do include a public house, active residents' association, village hall, recreation ground and cricket club. However access to facilities such as the school, doctors' surgery and convenience shop requires a trip to Lyminge. Allocations in Etchinghill will require proportionate contributions to healthcare improvements at the New Lyminge Surgery made through a Section 106 agreement in order to support the increase in practice list size and to continue to serve the existing population without any dilution of services.

**7.95** Links between the two parts of the village need to be improved, as the existing public right of way across the golf course involves crossing a fast road at the Lyminge end on Broad Street. The allocations in Etchinghill and Lyminge will help bring the two parts of the village together by securing contributions towards a new public bridleway. To the east of Etchinghill are the remains of the Elham Valley Railway, which previously ran through the area and will be the location for the new bridleway. The majority of development has taken place to the west of the railway cutting, focused around a central cross-roads. During the 1990s the St Mary's Hospital site, a former workhouse in Etchinghill to the west of the hamlet, was demolished with the creation of 52 new dwellings, a new village hall and amenity space.



## Etchinghill Nursery



**Picture 7.14 Etchinghill Nursery**

**7.96** This site is located to the south east of Etchinghill, adjoining the settlement boundary and in a central location with facilities and services a short walk away. The site consists of a former plant nursery, with disused horticultural buildings and an adjoining field, now only partial used for horticulture. The site fronts onto Canterbury Road, the main route through Etchinghill. An appropriately designed scheme could fit in well with the established urban grain.

**7.97** The north west of the site is bounded by residential development, along Canterbury Road and Teddars Leas Road. The housing here is a mix of fairly modern detached and semi-detached two-storey dwellings with large gardens backing directly onto the site; there is also a small development of flats on the corner of Teddars Leas Road that does not directly adjoin the site. In addition there is a small plot of land with planning permission for two detached dwellings on Teddars Leas Road

which does share a boundary with the site. Beyond this is the village's historic core and a number of Listed Buildings: the design of the development will need to preserve or enhance the setting of these buildings.

**7.98** To the north east is the former railway embankment, with extensive mature hedgerows and trees. The south east of the site is bounded by hedgerows and trees with a field immediately beyond. To the south west are further hedgerows and trees with Canterbury Road running along this side of the site, with St Marys Drive and the recreation ground on the opposite side of the road. There will be the opportunity to reinforce the village gateway features on Canterbury Road as part of the development.

**7.99** The site is 1.6ha in size and is considered suitable for 30 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of the village. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

**7.100** To support the delivery of necessary underground sewage infrastructure a connection must be provided to the sewerage network at the nearest point of adequate capacity. The layout of any scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure to allow access for maintenance and improvement. Potential flood risk will need to be addressed as part of any planning application.

## Policy ND9

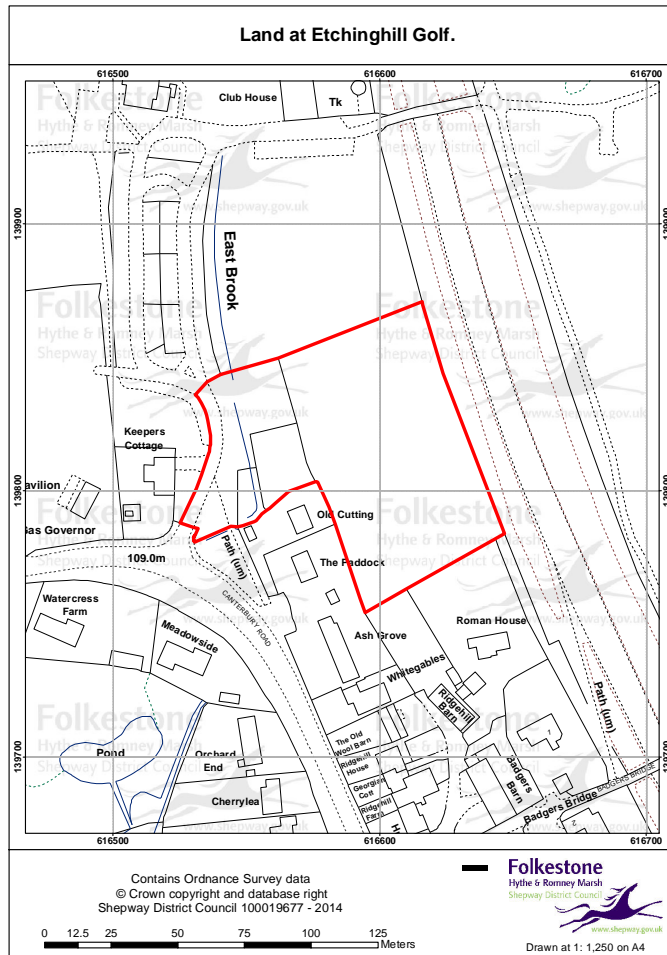
### **Etchinghill Nursery, Etchinghill**

The site is allocated for residential development with an estimated capacity of 30 dwellings, with the provision of a new community use such as a small village store.

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Proposals include a landscaping scheme, particularly around the southern boundary, retaining the existing trees and hedgerows unless required for access, to ensure a soft edge to the village and retain its rural character;
3. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
4. At least 1-2 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
5. Primary vehicle access is onto Canterbury Road, with suitable visibility splays provided and widening where appropriate;
6. New footpaths, crossing points and measures to calm traffic are provided to link in with the existing public rights of way network;
7. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
8. The design of the development minimises effects on the setting of the nearby Listed Buildings;
9. Mitigation and enhancement measures are provided to avoid adverse effects on the Folkestone to Etchinghill Escarpment Site of Special Scientific Interest;
10. Appropriate contributions are made towards a new public bridleway along the alignment of the old railway line between Lyminge and Etchinghill and healthcare improvements at the New Lyminge Surgery through a Section 106 agreement;
11. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider; and
12. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

## Land adjacent to the Golf Course, Etchinghill



**Picture 7.15 Land adjacent to the Golf Course, Etchinghill**

**7.101** This site is located to the north of Etchinghill, partly adjoining the settlement boundary and within the Etchinghill Golf Course complex. The site is currently an open, flat field not used by the golf course, located within walking distance of the limited services and facilities within the hamlet. The access for the site is from the existing access road serving the golf course.

**7.102** The majority of the site is bounded by protected mature trees and hedgerow. The south and west of the site is predominantly residential, single storey, detached bungalows. Beyond this is the village’s historic core and a number of Listed Buildings; the design of the development will need to preserve or enhance the setting of these buildings. The area immediately to the north of the site is further open land within the golf complex and to the east is the former Elham Valley Railway cutting with extensive vegetation.

**7.103** The site is 0.74ha in size and is considered suitable for 8 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of the village. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

### **Policy ND10**

#### **Land adjacent to the Golf Course, Etchinghill**

The site is allocated for residential development with an estimated capacity of 8 dwellings.

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. The highest quality materials are used and traditional building techniques are employed;
3. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. Provision of a public bridleway, along the alignment of the old railway line between Lyminge and Etchinghill, is progressed with Kent County Council, with a proportionate contribution towards the cost of scheme implementation, alongside progression of relevant orders to permit the correct rights of public access across land under the control of the site promoter;
6. Appropriate and proportionate contributions are made to healthcare improvements at the New Lyminge Surgery through a Section 106 agreement;
7. Measures to calm traffic are improved and reinforced;
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
9. The development avoids adverse effects on groundwater.

## Part Two - Development Management Policies

## Introduction

## 8 Introduction

### Development Management Policies

**8.1** The policies in Part Two provide guidance on a range of topics:

- Housing and the Built Environment;
- Economy;
- Retail and Leisure;
- Community;
- Transport;
- Natural Environment;
- Climate Change;
- Health and Wellbeing; and
- Historic Environment.

**8.2** The policies in this section provide a basis for considering planning applications within Shepway, both for the allocated sites in Part One and development proposals that come forward on other sites in the district. They complement the area-based policies in Part One, and will contribute to the effective management of development in the district.

**8.3** It is important to read the plan as a whole, that is with reference to all the policies that may be relevant; policies should not be read in isolation. They reflect local circumstances and are in addition to requirements already set out in the [National Planning Policy Framework](#) (NPPF) and [Planning Practice Guidance](#) (PPG). The Introduction to Part One highlights some of the other considerations that may apply in assessing development proposals.





## Housing and the Built Environment

## 9 Housing and the Built Environment

### Introduction

**9.1** This chapter contains policies dealing with a range of matters relating to the built environment and proposals for residential development and other forms of accommodation. The sections below contain policies covering:

- General design considerations, relating to all types of development;
- Housing-related topics, such as housing design, space standards, self-build and custom housebuilding, new residential development in the countryside, local needs housing and dwellings to support a rural-based business;
- Alterations of and extensions to dwellings, the development of gardens and proposals to build annexes to homes; and
- Other forms of accommodation, including residential care homes and institutions, houses in multiple occupation and gypsy and traveller accommodation.

### General Design Considerations

**9.2** This section contains general design policies that apply to all types of development.

**9.3** The [National Planning Policy Framework](#) (NPPF) places quality design at the heart of the planning system, making it clear that good design is a key aspect of sustainable development and place-making, indivisible from good planning (NPPF, paragraph 56). Further detail is provided in Core Strategy policies, particularly Policy SS3: Place-Shaping and Sustainable Settlements Strategy.

**9.4** This plan seeks to meet the NPPF requirement for "*robust and comprehensive*" design policies that "*establish a strong sense of place*" (paragraph 58) and provide more detail to policies in the Core Strategy.

### Quality Places Through Design

**9.5** Achieving good design is about creating places, buildings and spaces that work well for everyone, are attractive, long lasting and will adapt to the needs of future generations. Good design responds in a practical and creative way to both the function and identity of places. Research has shown that good urban design adds economic, social and environmental value. It increases retail rents, commercial trading, footfall and average residential value, yet does not necessarily cost more or take longer to deliver than poor design.

**9.6** Furthermore, good design has intrinsic benefits to health and wellbeing; encouraging journeys on foot or bicycle, while increasing social interaction and creative play. Evidence shows that good design reduces the perception and risk of

crime. In addition, the integration of green space within a development can provide opportunities for carbon storage and habitats for wildlife and can lower surface water run off and reduce the 'urban heat island' effect.

**9.7** Development should be led by sound urban design principles, such as those set out in the [Building for Life 12 standard](#), the adopted [Kent Design Guide](#) and the [Kent Downs Area of Outstanding Natural Beauty \(AONB\) Landscape Design Handbook](#). Wider guidance is provided in the [Manual for Streets](#), while local guidance may also be set out in Village Design Statements, Conservation Area Appraisals and Neighbourhood Plans.

**9.8** The Council has a strong record of working with partners to assess design quality and in particular has worked with [Design South East](#) to increase skills and knowledge in the local authority. The Council has also implemented Design Review for a number of strategic and smaller applications and will continue to promote this through Planning Performance Agreements and other means where appropriate.

**9.9** The objective of good design is not necessarily to copy local features, which can create pastiche development, but to reference local character, layout, scale and materials within a proposal in a new way to ensure it contributes positively to its surroundings.

## Policy HB1

### Quality Places Through Design

Planning permission will be granted where the proposal:

1. Makes a positive contribution to its location and surroundings, enhancing integration while also respecting existing buildings and land uses, particularly with regard to layout, scale, proportions, massing, form, density, materiality and mix of uses so as to ensure all proposals create places of character;
2. Facilitates circulation and ease of movement within the locality for all users, promoting low vehicle speeds, integrated resident and visitor parking and prioritising active forms of travel with roads, footways and paths appropriately located to allow for natural surveillance while maximising legibility;
3. Creates, enhances and integrates areas of public open space, green infrastructure, biodiversity and heritage and other public realm assets;
4. Does not lead to an adverse impact on the amenity of future occupiers, neighbours, or the surrounding area, taking account of loss of privacy, loss of light and poor outlook. In assessing the potential impacts of new build residential development on neighbouring dwellings, the Council will apply the same guidelines as for alterations and extensions set out in Policy HB8;
5. Provides a clear definition between the public and private realm, incorporating high quality hard and soft landscaping, boundary treatments, public open spaces and lighting, including details of future maintenance and management; and
6. Complies with other relevant policies within the development plan and responds positively to the design policies and guidance contained within relevant Town and Village Design Statements and Neighbourhood Plans.

**9.10** The [Sandgate Design Statement](#) was adopted as a Supplementary Planning Document (SPD) in 2013; proposals in Sandgate should have regard to the advice and policies this contains. The Council may consider the introduction and use of other appropriate guidance, such as design codes. Where adopted, these will be a material consideration in decisions on planning applications.

## Housing Policies

**9.11** This section contains policies setting out design criteria for new housing developments, space standards, requirements for self-build and custom build homes and for providing affordable housing in the rural area and homes to support rural-based enterprises.

## **Cohesive Design**

**9.12** Proposals should demonstrate a comprehensive approach to design, avoiding the need for retrofitting as much as possible. Design and Access Statements will be scrutinised to understand how the chosen scheme has developed.

**9.13** A high standard of layout, design and choice of materials will be expected for all new development. Materials should be sympathetic to those predominating locally in type, colour and texture.

**9.14** Planning applications for development with an element of public use will be assessed for their provision for access for disabled persons in respect of site layout and for the relationship between buildings and their car parking areas and other public access points. (Requirements for car parking are set out in Chapter 13: Transport.)

## **Building for Life 12**

**9.15** Building for Life (BfL) 12 is the latest iteration of the government-endorsed industry standard for well-designed homes and neighbourhoods. It was developed by a consortium led by the former Commission for Architecture and the Built Environment (CABE) at the Design Council, Design for Homes and the Home Builders Federation, with support from Nottingham Trent University. The Council supports the BfL standard and will seek to achieve all its recommendations within major developments as far as is reasonably practicable.

**9.16** The BfL 12 standard should be used throughout the design process and is a useful tool for the Council, developers and the community to assess proposals in a structured way. All major housing developments should include BfL12 assessments as part of planning applications in accordance with local validation requirements, while BfL12 should form the basis for engagement with communities prior to the submission of a planning application. (For more information on the Council's local validation requirements, see the Introduction to this plan.)

**9.17** The BfL criteria have been used to inform Policy HB2 below. 12 criteria are grouped under three themes:

- Integrating into the neighbourhood;
- Creating a place; and
- Street and home.

**9.18** Detailed consideration of the BfL 12 standard will help to ensure that a comprehensive approach is taken to the design of new housing developments. The Council will assess Design and Access Statements and application drawings to ensure proposals deliver development of the highest quality and are inclusive in their design and layout. Large scale development proposals should include masterplans, parameter plans and design code documents where required.

## Policy HB2

### **Cohesive Design**

For major housing developments or complex proposals or on sensitive sites, a design statement should be prepared which demonstrates compliance with Building for Life 12, as far as is reasonably practicable. The statement should demonstrate how the proposal:

### **Integrates into the Neighbourhood**

1. Integrates into its surroundings by reinforcing existing connections and creating new ones where appropriate; while also respecting existing buildings and land uses along the boundaries of the development site;
2. Provides (or is located close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs and cafés;
3. Has good access to public transport to help reduce car dependency; and
4. For housing development, provides a mix of housing types and tenures that meet local requirements.

### **Creates a Place**

5. Creates a place with a locally inspired or otherwise distinctive character, well related to the local landscape character;
6. Takes advantage of existing topography, landscape features (including water courses), trees which contribute positively to the landscape; wildlife habitats, existing buildings, heritage assets, site orientation and micro-climates;
7. Integrates buildings with landscaping to define and enhance streets and spaces and turn street corners well; and
8. Makes it easy for residents and visitors to find their way around.

### **Creates Streets and Homes**

9. Creates streets that encourage low vehicle speeds and social interaction;
10. Provides well integrated parking that does not dominate the street;
11. Clearly defines public and private spaces and ensures they are attractive, can be well managed and are safe; and
12. Provides adequate external storage space for refuse and recycling as well as storage for vehicles and cycles.

## Affordable Housing and Starter Homes

**9.19** The Council's requirement for the provision of affordable homes is set out in Core Strategy Policy CSD1: Balanced Neighbourhoods for Shepway. Since this policy was adopted, the Government has introduced two main changes to legislation and guidance relating to planning obligations and Starter Homes.

**9.20** Firstly, the Government has introduced legislation that limits the requirement to provide affordable homes to developments of 11 or more dwellings or, when in Areas of Outstanding Natural Beauty, five dwellings or more.

Given this, Core Strategy Policy CSD1 will still be used when considering planning applications for housing development outside the Kent Downs Area of Outstanding Natural Beauty (AONB) where they are for 11 dwellings or more in accordance with the policy requirements:

- Development proposing (or land capable of accommodating) 11 to 14 dwellings (net gain) should provide at least two affordable dwellings on-site, subject to viability; and
- Development proposing (or land of 0.5ha or more in size) 15 or more dwellings (net gain) should provide 30 per cent affordable dwelling on-site, subject to viability.

Within the Kent Downs AONB, the threshold of five dwellings or more will continue to be used, in accordance with Policy CSD1.

**9.21** Secondly, the Government introduced the [Housing and Planning Act 2016](#), which contains provisions relating to Starter Homes. Starter Homes are new dwellings, available to purchase only by qualifying first-time buyers which are sold at a discount of at least 20 per cent of the market value and are subject to restrictions on sale or letting. The sale price is subject to a cap of £250,000 outside London.

**9.22** The Starter Homes [exception sites policy](#) set out in Planning Practice Guidance encourages applications for development for Starter Homes on under-used or unviable industrial and commercial land that has not been currently identified for housing. It also restricts local planning authorities from seeking developer contributions from such schemes. Local planning authorities are encouraged to work in a positive and active way with landowners and developers to secure a supply of land suitable for Starter Homes exception sites in their areas.

**9.23** A Starter Home is expected to be well-designed and suitable for young first-time buyers. The Council will work with developers to determine what size and type of Starter Home is most appropriate, reflecting the local housing market and the proposed site.



**9.24** The Council will update the Affordable Housing Supplementary Planning Document to reflect the new legislation and guidance relating to affordable housing obligations and Starter Homes.

## Access and Inclusion

**9.25** Local planning authorities are required by the NPPF to develop robust policies that help to create safe and accessible environments (paragraph 58). They should also encourage high quality and inclusive design (paragraph 57) and use evidence to plan to meet the needs for housing for different groups (paragraph 50).

**9.26** The Council will expect all buildings and places to meet the highest standards practicable for access and inclusion. Building Regulations Part M addresses access to and use of buildings. The Regulations contain a basic minimum standard for access and use which should be applied to all new dwellings (M4(1)), and two optional requirements for increasing accessibility for those with lower levels of mobility.

**9.27** Core Strategy Policy CSD2: District Residential Needs requires all developments of 10 dwellings or more (Class C3) to include 20 per cent of market dwellings which meet [Lifetime Homes](#) standards, unless demonstrated to be unfeasible in design or viability terms. The Council will now require all developments of 10 dwellings or more to include a minimum of 20 per cent of market dwellings meeting M4(2) Category 2 (Accessible and Adaptable Dwellings), which can include units of M4(3) Category 3 (Wheelchair User Dwellings) if desired or as part of affordable or extra-care housing requirements. This requirement will apply to new build schemes only, and will be secured through the use of planning conditions.

## Internal and External Space Standards

**9.28** Inadequate space within homes is an issue of increasing importance to home buyers. The former Commission for Architecture and the Built Environment (CABE) produced a report, '[Space standards: the benefits](#)' (2010) which summarised the seven main benefits of sufficient internal space as:

- Improved health and wellbeing resulting from privacy and social activity;
- Enhanced family life and the opportunity for children to study uninterrupted;
- Opportunities for home working, increased productivity and therefore wider economic benefit;
- Increased flexibility and adaptability to changing needs;
- The ability to respond to occupants' changing physical requirements over their lifetimes;
- Reduced overcrowding; and
- A more stable housing market driven by an understanding of long-term need rather than short-term investment.

**9.29** The Government has since set out standards in '[Technical housing standards - nationally described space standard](#)' (DCLG, March 2015) but these are currently discretionary. The standards aim to ensure new developments provide adequate

space for residents to undertake everyday activities comfortably. Locally, while many new developments have met or exceeded these standards, many one and two bedroom dwellings are falling short.

**9.30** To improve the quality of new homes in the district, proposals will be assessed against Policy HB3: Internal and External Space Standards. (The 'Technical housing standards' are set out in full with further supporting information in Appendix 1). The Council will particularly scrutinise applications for Houses in Multiple Occupation against these standards to ensure that proposals provide acceptable living space for residents (see also Policy HB13: Houses in Multiple Occupation).

**9.31** For flats, it is expected that usable balconies or terraces are provided for all units in new build developments. In the case of conversions of existing buildings, balconies or terraces should be provided wherever feasible and where they would not take away from the character of the existing building or street scene.

**9.32** For houses, a larger area of private external space is necessary to accommodate a storage shed, a sitting out area, washing line or rotary drier, planting and play and amenity space. These features can make a garden attractive, support people's health and wellbeing, and provide valuable habitats for wildlife.

## Policy HB3

### Internal and External Space Standards

Planning permission will be granted for new build residential development and conversions for residential use where the proposed scheme:

1. Meets the nationally described technical housing space standard, or subsequent updates to the standard, including minimum floor-to-ceiling heights;
2. Provides an area of private open space for each new or converted dwelling as one or both of the following:
  - A private usable balcony area with a minimum depth of 1.5m for flats, as long as this does not reduce the privacy of neighbouring dwellings;
  - An area of private garden for the exclusive use of an individual dwelling house of at least 10m in depth and the width of the dwelling. In the case of infill developments there should be sufficient space retained for the original dwelling;
3. Demonstrates consideration of the acoustic environment of outside spaces so they can be enjoyed as intended;
4. Provides each dwelling with discretely designed and accessible storage space for the different types of refuse bin; and
5. Provides bicycle storage in accordance with Policy T5: Cycle Parking.

Number of Bedrooms (b)	Number of Bed Spaces (Persons)	1 Storey Dwellings (sqm)	2 Storey Dwellings (sqm)	3 Storey Dwellings (sqm)	Built-in Storage (sqm)
1b	1p	39 (37) <sup>(1)</sup>	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	

Number of Bedrooms (b)	Number of Bed Spaces (Persons)	1 Storey Dwellings (sqm)	2 Storey Dwellings (sqm)	3 Storey Dwellings (sqm)	Built-in Storage (sqm)
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

**Table 9.1 Technical housing standard - nationally described space standard**

1. *Where a one bedroom, one person property has a shower instead of a bathroom, the floor area may be reduced from 39sqm to 37sqm.*

For certain types of conversions, including those of heritage assets or buildings in Conservation Areas, a communal garden for the exclusive use of the residents of a group of flats may be acceptable in place of individual balconies or terraces. On particularly constrained sites, as an exception, commuted sums may be paid to provide off-site amenity areas.

The Council will only consider variations to the external space standards if it can be demonstrated through the Design and Access Statement or site masterplanning that such an approach is needed to reflect the character of the area or provide for a mix of units within a development that create a higher density suitable to the urban nature of the site. In such instances communal or public open space should be provided or be made available within the immediate locality.

A minimum of 20 per cent of homes on major new build developments will meet the accessibility and adaptable Building Regulation M4(2) Adaptable Homes standards, with an aspiration that all dwellings meet these standards.

**9.33** A private outdoor space is one which is not significantly overlooked from the street or other public place. Private balconies on the front elevation of flats may be acceptable if the building is set back from the street onto which they face or otherwise designed to create privacy. If the building is sited on or close to the back edge of the pavement, a balcony on the front elevation, where the activities of the occupants can be easily observed by passersby, is not likely to provide an acceptable private outdoor space; however, recessed balconies may provide sufficient privacy. All applicable applications will need to demonstrate that they meet with the internal and external spaces standards set out in policy HB3: Internal and External Space Standards.

**9.34** In calculating the size of communal gardens, the Council will have regard to the size of the different flats. For example, a building containing seven flats, three of which have four bedspaces and four of which have three bedspaces, should provide a private amenity area of at least 45sqm  $((3*7)+(4*6))$ .

### **Self-build and Custom Housebuilding**

**9.35** 'Self-build' is the practice of aspiring homeowners creating their own homes. The self-builder's input may vary from undertaking the actual building work to contracting out all the work to an architect or building package company, or contracting the development of the shell of a building and completing the internal building work themselves. Consequently it is now also commonly termed 'custom housebuilding' (that is where the home is custom-built to the individual's specification, rather than being designed and built by a construction company to a standard specification). Self-build and custom housing can be built or commissioned by individuals or people collaborating as a group.

**9.36** Self-build and custom housebuilding has a number of advantages over mainstream developer-led models of construction. These include:

- Lowering development costs;
- Improving housing choice;
- Increasing use of innovative techniques and green technologies;
- Improving build quality;
- Increasing business for local suppliers, trades people and other small businesses;
- Enhancing local construction skills; and
- Providing a greater diversity of supply.

**9.37** There are, however, a number of challenges facing self-build and custom housebuilders, including:

- Lack of access to available plots;
- Unwillingness of financial institutions to lend against self-build homes;
- Planning and other regulatory requirements; and
- Securing the provision of infrastructure to the plot or scheme.

**9.38** The [Self-build and Custom Housebuilding Act 2015](#) places duties on local authorities to keep a register of individuals who wish to acquire serviced plots of land for self-build and custom housebuilding projects and to have regard to these registers in carrying out planning and other functions. Self-build and custom housebuilding registers provide local planning authorities with valuable information on demand in their areas and evidence which can be used to inform planning policies and decisions on planning applications.

**9.39** National guidance in the NPPF states that local planning authorities should identify and make provision for the housing needs of different groups in the community including those wishing to build their own homes. Planning Practice Guidance also makes it clear that the Government is keen to support and encourage individuals and communities who want to build their own homes, and is taking active steps to stimulate the growth of the self-build market.

**9.40** One measure to help self-builders has been to grant them an exemption from the Community Infrastructure Levy (CIL). The CIL exemption will apply to those who build their own homes or commission a home from a contractor, housebuilder or sub-contractor. Individuals claiming the exemption must own the property and occupy it as their principal residence for a minimum of three years after the work is completed. This provision is intended to boost the availability of self-build and custom housebuilding plots to meet the needs of those registered with the local planning authority.

**9.41** Shepway District Council is keen to support self-build and custom housebuilding. The Council's self-build and custom housebuilding register allows people to register their interest in these opportunities. (Further information is also available on the [self-build portal](#), provided by the [National Custom and Self Build Association](#).) The Council will support qualifying bodies in delivering self-build and custom housebuilding projects through the Neighbourhood Plan process as well as through community self-build projects.

**9.42** Further evidence of the need for self-build and custom housebuilding will be gathered through future revisions of the Council's Strategic Housing Land Availability Assessment (SHLAA) and Strategic Housing Market Assessment (SHMA), as well as the register itself. Using the policy criteria below it is calculated that the site allocations in this plan will provide for at least 36 self-build and custom housebuilding plots by 2031 which is likely to be further supplemented by 'windfall' development of smaller sites (below five dwellings) which often deliver self-build homes.

**9.43** Policy HB4 requires sites above qualifying thresholds to provide a proportion of homes in the form of self-build or custom house build plots. Requirements for individual sites are also highlighted in relevant policies in Part One of this plan. Exceptions may be allowed where the scheme proposed is a predominantly high-density, flatted development where provision of a self-build or custom build element would not be deliverable. Developers should consider delivery models and

site management issues carefully at the outset. The affordable housing requirement of the site should be calculated on the total number of homes being delivered on a site, including the self-build or custom build element.

## Policy HB4

### Self-build and Custom Housebuilding Development

The Council will support self-build and custom housebuilding development by requiring:

1. All sites within the Folkestone and Hythe Urban Area delivering more than 40 dwellings to supply no less than 5 per cent of dwelling plots for sale to self-build or custom housebuilders on the Council's register;
2. All sites within the North Downs and Romney Marsh Areas delivering more than 20 dwellings to supply no less than 5 per cent of dwelling plots for sale to self-build or custom housebuilders on the Council's register; and
3. Development on sites on and above these thresholds shall be subject to the following criteria:
  - Design parameters for self-build and custom housebuilding plots shall be submitted within any outline planning application as part of the Design and Access Statement and shall be in compliance with other policies in the plan;
  - Plots shall be provided with outline planning permission, services to the boundary and access to the public highway or internal road layout;
  - Plots shall be appropriately marketed to self-build and custom housebuilders for a period of at least 12 months from commencement of the development before consideration is given to a return to open market units; and
  - Self-build and custom housebuilding plots shall be appropriately integrated within the wider development, in accordance with relevant policy requirements and contribute towards the wider plan objectives for the maintenance and management of the public realm.

The Council will consider proposals for self-build and custom build homes on schemes below these thresholds positively, subject to other policies in the plan. The Council will encourage local communities to provide plots for self-build and custom build homes in Neighbourhood Plans.

## Residential Development in the Countryside

**9.44** Paragraph 55 of the NPPF states that local planning authorities should avoid isolated new homes in the countryside unless there are special circumstances, such as that:



- They are essential for rural workers to live near their work;
- They would provide a viable use of a heritage asset;
- They would involve the re-use of redundant buildings that would lead to an enhancement of the immediate setting; or
- They would result in a development of exceptional quality.

**9.45** Where proposals are to replace dwellings in the countryside, the Council will support proposals that are carefully managed to protect the character of the rural area. This will also apply to other residential associated development, such as garages. To avoid overbearing and bulky dwellings and associated development in isolated locations, the Council will pay particular attention to the design, scale and materials proposed. This is especially important in the north of the district, where most of the countryside is within the Kent Downs Area of Outstanding Natural Beauty and in Romney Marsh, which has a flat, open and exposed character. Proposals for replacement dwellings will, therefore, be required to justify the design approach and will need to meet the design policies in this plan.

**9.46** Where proposals are for replacement dwellings that are not located on the original footprint of the existing house, the Council will seek, through a planning condition, to secure the demolition of the existing dwelling within three months of the occupation of the replacement, in order to prevent two dwellings remaining on site.

**9.47** Where planning permission is granted for a replacement dwelling this may be subject to a condition withdrawing permitted development rights for residential extensions and out-buildings. This is to protect the countryside from intrusive development by bringing future alterations to the new property within the control of the planning system.

## Policy HB5

### Replacement Dwellings in the Countryside

Planning permission will be granted for replacement dwellings in the countryside provided that:

1. The existing dwelling has a lawful residential use;
2. It can be demonstrated that the scale, bulk, massing, external appearance, architectural detailing, materials, lighting and location within the site does not harm the wider landscape, the functioning of neighbouring uses or the amenities of nearby residents; and
3. It can be demonstrated that a suitable access can be achieved.

Where permission is granted, Permitted Development Rights may be removed in order to control future alterations or extensions that may impact on the landscape and rural character of an area.

Where permission is granted and an alternative location is proposed, a planning condition will be used to ensure that the existing dwelling is removed within three months of the occupation of the replacement dwelling.

Planning permission for residential-related outbuildings, such as garages, will be granted provided that it can be demonstrated that the scale, bulk, massing, location within the site and materials used do not harm the wider landscape, the functioning of neighbouring uses or the amenities of nearby residents.

### Local Housing Needs in Rural Areas

**9.48** The viability of local communities and local facilities such as shops and schools can be threatened if local people, particularly young families, are unable to afford to stay in an area. The NPPF supports local housing needs; as paragraph 54 states, local planning authorities should *"be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate ..."*

**9.49** These 'exception sites' will be provided in addition to the allocation of land through the local plan, and will be developed on land which would not normally be released for housing. They will have to meet the criteria set out in Policy HB6 below.

**9.50** In assessing local needs, the requirements of the following groups of people resident in the parish of the proposed development, or adjoining parishes, will be considered. The requirement for local needs housing will be demonstrated by the inability of households to gain access to accommodation suited to their needs at an

affordable cost and within the limits of their disposable income. A parish survey will need to show that a significant number of households are in this position. The survey should include quantitative information on the following:

- Households currently resident in accommodation unsuited to their circumstances for physical, medical or social reasons, and where the homes are incapable of being improved;
- Persons who are dependants of households resident in the parish;
- Households including persons employed full-time in the parish, on other than a short-term basis, or who will be taking up such employment, or who provide an important service requiring them to live locally;
- Persons who are not currently resident, but have retained long-standing links with the local community or who have moved away due to lack of affordable housing; and
- Other cases of local need, if considered justified by the local planning authority.

**9.51** For supporting evidence, 'resident' is interpreted as a person with three years' continuous residence in the parish or alternatively, residence of any five out of the last ten years. To ensure priority for the affordable housing is given to people in local housing need, the Council will require the affordable housing provider to enter into a legal agreement with cascade provisions, under which applicants with a connection to the parish (through residence, employment or close family) are given first priority, followed by those with a connection to neighbouring parishes, and then those in the rest of the district.

**9.52** In the majority of cases, all homes on exception sites should be affordable, as these sites are granted as exceptions to general policies restricting development in the countryside. This may not always be possible, however, without subsidy: an element of market housing may therefore be permitted on exception sites where no public subsidy is available and where changing the tenure of the affordable homes would not assist the scheme's viability or properly address local needs.

**9.53** The developer must demonstrate that the inclusion of market housing is required to enable the site to be developed primarily for affordable housing. Developers seeking to justify a lower proportion of affordable housing will be required to demonstrate why a housing scheme solely providing affordable homes is unviable and identify what level of affordable provision would be viable. The financial viability assessment should be prepared by the applicant. Where agreement is not reached, external consultants will be appointed to undertake a further independent viability assessment. The applicant will be expected to meet the costs of the independent assessment.

## Policy HB6

### Local Housing Needs in Rural Areas

Planning permission will be granted for proposals for local needs housing within or adjoining villages of a suitable scale and type to meet identified needs provided that:

1. The need cannot satisfactorily be met on: sites with planning consent for housing; through an allocated site in this local plan or a Neighbourhood Plan; from redevelopment, infill or conversion in line with other plan policies; or by other means;
2. The local need has been clearly identified by a detailed parish survey and the size, mix and tenure of the dwellings would help to meet the identified need. It may be necessary to take into account the needs in adjacent parishes so as to relate catchment areas to settlements;
3. The development has been designed and will be available at a cost capable of meeting the identified local need;
4. The site is well-related in scale and siting, to the settlement and its services and is capable of development without significant adverse landscape, ecological, environmental, historic environment or highway safety impacts; and
5. If a viability appraisal demonstrates that it is not viable to provide all the homes in the scheme as affordable dwellings, consideration will be given in order of preference to:
  - Changing the tenure mix of the affordable homes and/or the application of any available public subsidy; and only then to
  - Including the minimum market housing necessary to make the scheme viable and still remain an exception site.

### Dwellings to Support a Rural-based Enterprise

**9.54** In many instances it will be possible for workers in agricultural and land-based occupations to live in a town or village near to their business. However, occasionally the nature of agricultural and other rural enterprises makes it essential for someone to live on the site, or close to the enterprise. Applications for planning permission in such circumstances will need to demonstrate that the enterprise or intention to engage in one is genuine and will be sustained for a reasonable period of time to justify granting permission for a dwelling in the countryside where it would otherwise be refused. It will be necessary to establish that the enterprise needs one or more workers to be readily available at most times; for example, to provide essential care to animals or processes at short notice or to deal quickly with emergencies that could cause serious loss of crops or produce.

**9.55** Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise. Planning Practice Guidance allows for this as a special circumstance which can justify the presumption against new homes in the open countryside. As this is a departure from policy, the planning permission will be subject to a condition restricting occupation.

**9.56** In meeting the needs of rural workers, preference will be given to the re-use or replacement of existing buildings over the erection of new dwellings in order to avoid further development in the countryside. The erection of a new dwelling could not be justified where an existing dwelling serving the site, holding or enterprise (or closely associated with it) has either recently been sold off or in some other way effectively separated from it. The assessment of the design quality, scale, landscape impact and effect on local character of the proposed dwelling will be considered against other relevant policies in the development plan.

**9.57** The Council will seek advice on the viability of the proposed enterprise and, where future viability is uncertain, it will resist new permanent dwellings in the countryside. In these circumstances a temporary planning permission for a caravan may be granted to enable the applicant to demonstrate that the enterprise is viable.

**9.58** The size and nature of such dwellings should be commensurate with the reasonable needs of the business. Unusually large dwellings in relation to the staff needs of the enterprise, or expensive construction in relation to an enterprise's income, will not be permitted.

**9.59** When marketing a dwelling subject to an occupancy condition, if other buildings are associated with the dwelling, the marketing must include the dwelling being offered for sale independently of the other buildings.

## Policy HB7

### Dwellings to Support a Rural-based Enterprise

1. Proposals for permanent dwellings in the countryside for full-time workers in agriculture, forestry or in another business where a rural location is essential, will be permitted if special circumstances can be demonstrated by meeting the following criteria:
  - There is a clear existing functional need for one or more workers to be readily available at most times;
  - The enterprise has been established for at least three years and is, and is likely to remain, financially viable;
  - There is no other accommodation within the site, holding or nearby which is currently suitable and available, or could be made available and suitable through conversion and change of use;
  - A dwelling or building suitable for conversion to a dwelling within the site or holding has not been sold on the open housing market without an agricultural or other occupancy condition in the last year; and
  - The proposed dwelling is no larger than that required to meet the reasonable needs of the enterprise;
2. Where it cannot be demonstrated that the enterprise has been established for at least three years and is financially viable, or where it is a new enterprise, the siting of a temporary dwelling may be permitted for up to three years where the other criteria are met, and in addition there is clear evidence demonstrating:
  - A firm intention and ability to develop the enterprise;
  - That the enterprise has been planned on a sound financial basis;
  - That the functional need cannot be fulfilled by another existing building on the site or holding or any existing accommodation; and
3. Where a new dwelling is permitted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working, in agriculture, forestry or in another business where a rural location is essential, or a surviving partner of such a person, and to any resident dependents; and
4. The relaxation of an occupancy condition will only be permitted where it can be demonstrated that:

- There is no longer a continued need for the dwelling on the site or holding or for the enterprise, or to house surviving partners and any resident dependents;
- There is no long term need for a dwelling with restricted occupancy to serve a need in the locality; and
- The property has been marketed locally for a reasonable period (a minimum of 12 months) at a price which reflects the existence of the occupancy condition.

## **Alterations, Extensions, Annexes and Development of Gardens**

**9.60** This section sets out detailed policies relating to alterations, extensions and annexes to dwellings and developments in residential gardens.

### **Alterations and Extensions to Dwellings**

**9.61** The majority of planning applications involve extensions and alterations to existing dwellings, although many extensions can be carried out under permitted development rights.

**9.62** While it is important that residents are able to adapt existing accommodation to suit their needs, it is equally important that any alterations do not detract from the character of an area, individually or cumulatively. Careful design of home extensions and alterations, however, can enhance both the appearance of the individual property and local character, so creating desirable places to live. The following policies aim to ensure that this transformation is managed to retain and improve local character.

**9.63** Householder applications need to take account of considerations including: amenity; outlook; proportion and scale; and balance and harmony. These are explored in turn below.

**9.64** Amenity is usually understood to mean the effect of a development on visual and aural factors in the immediate neighbourhood or vicinity of a site. Relevant factors include: loss of privacy, light, outlook, parking, landscaping and open space; overshadowing; and the creation of an overbearing sense of enclosure.

**9.65** Unsympathetic extensions can affect the outlook of and light to the habitable rooms of neighbouring homes. Natural light is an important element in a good quality living environment. Effective orientation of buildings and windows can reduce the need for electric lighting, while sunlight can contribute towards meeting some of the heating requirements of homes through passive solar heating.

**9.66** Two-storey rear extensions to semi-detached and terraced dwellings can be very prominent in views from adjoining dwellings and can dominate outward views from adjoining ground floor windows, appearing excessively large and dominant. Because of this, the following principles will be applied when considering applications.

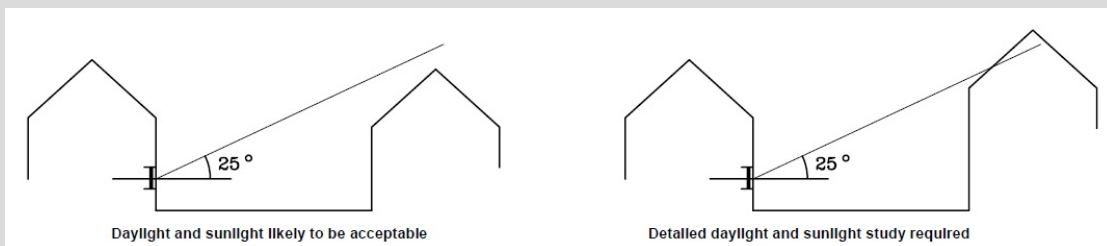


### The 25 Degree and 45 Degree Tests

The [Building Research Establishment's](#) (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2011) sets out two helpful tests for determining the acceptability of an extension in terms of its potential impact on neighbouring dwellings: the 25° and 45° tests.

#### The 25 Degree Test

The 25° test is used where development is opposite a window according to the diagram below.

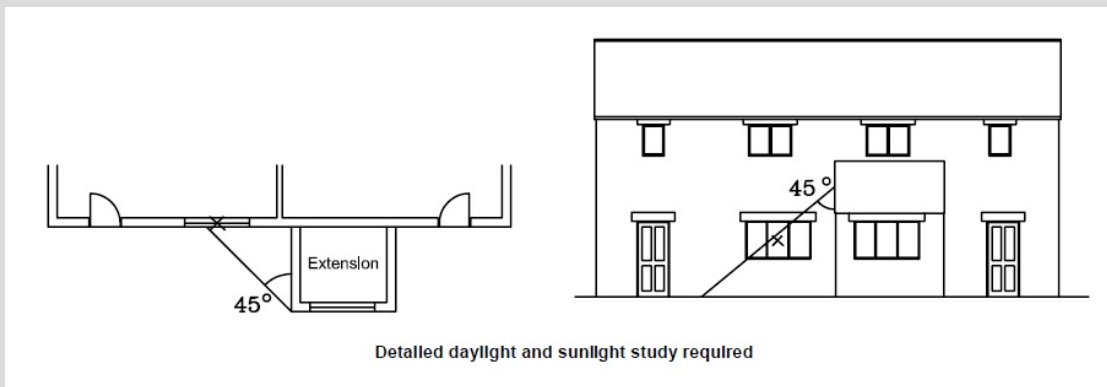


#### The 25 Degree Test

If the whole of the proposed development falls below a line drawn at 25° from the horizontal (above left), then there is unlikely to be a substantial effect on daylight and sunlight. However, if the proposed development would be above the 25° line (above right), further assessment will be required.

#### The 45 Degree Test

The 45° test is used for extensions that are perpendicular to a window according to the diagram below:



#### The 45 Degree Test

Where the 25° or 45° tests are not met, it may still be shown that natural light levels are acceptable, subject to checking using the BRE's detailed tests, including:

- Vertical sky component;
- Daylight distribution / no skyline (where room layouts are known);
- Average daylight factor; and
- Annual probable sunlight hours.

The same general principles will also apply in assessing the impact of new build residential development on existing dwellings neighbouring or close to the new proposal.

**9.67** In the maintenance of proportion and scale, extensions and alterations should generally be subordinate to the original house; the extension or alteration should be in proportion to the original building. (For the purposes of Policy HB8, 'original' means as existing on 1 July 1948 or in relation to a dwelling built after that date, as so built, unless the dwelling has subsequently been replaced. This is to avoid the impact of cumulative extensions over a number of years.)

**9.68** Balance and harmony can aid legibility of a street scene. Proposed extensions should generally respect and reflect the form, scale and architectural style of the original building and area. This can be achieved by:

- Respecting the proportions, integrity and character of the original house;
- Using an appropriate roof form;
- Matching or reflecting materials and details; and
- Matching and reflecting window styles and positions.

## Policy HB8

### **Alterations and Extensions to Residential Buildings**

Alterations and extensions to existing buildings should reflect the scale, proportions, materials, roof line and detailing of the original building and not have a detrimental impact on the street scene, either by themselves or cumulatively. Alterations and extensions should protect the residential amenity of the occupants of neighbouring properties and ensure avoidance of unacceptable overlooking and inter-looking.

Applications for extensions to existing residential buildings will be permitted where:

1. The extension does not cause undue overshadowing of neighbouring properties and allows adequate light and ventilation to existing rooms within the building. Single storey extensions should be designed so as to fall within a 45° angle from the centre of the nearest ground floor window of a habitable room or the kitchen of the neighbouring property. In the case of two-storey extensions, the 45° angle is taken from the closest quarter point of the nearest ground floor window of a habitable room or kitchen. This covers all elevations of the neighbouring property and conservatories, if they are clearly used as a habitable room. Patio or fully glazed doors will be treated as windows for this test, but not solid panel doors or those half-glazed;
2. For side extensions care should be taken to avoid creating a terracing effect which could result by extending up to the boundary. A minimum distance of one metre should be maintained from the boundary to any part of the extension above single storey level;
3. Single-storey flat-roofed extensions will be permitted only if they are well-designed, and the proposed extension would not be generally visible from a public place and would serve only as an adjunct to the main building. Use of 'green' or 'brown' roofs will be encouraged. Two-storey flat-roofed extensions will not be considered acceptable, unless the property itself is of a flat roof design;
4. Loft conversions requiring dormer extensions will be in proportion to the existing roof, thus maintaining overall building proportions. They should avoid presenting a top-heavy and flat-roofed appearance. Planning applications for extensions in roof spaces which front a highway will ensure that the proposed structure avoids damage to the architectural and aesthetic character of the existing building, and maintains the integrity of the street scene;
5. To maintain the visual quality of the street:

- The width of the extension should be less than or equal to half the width of the original frontage of the property;
  - The depth of the extension should be less than or equal to half the depth of the garden;
  - The extension should respect the building line to all streets onto which the property faces;
  - The extension should be subordinate to the property;
  - The extension should be of materials that complement those of the existing building;
  - Fenestration should complement the proportions and alignment of fenestration in the existing building; and
  - The extension should maintain the open character of the plot, where this is a feature of the street scene;
6. Alterations and extensions to dwellings in flood zones 2 and 3 shall not have floor levels below those of the existing dwelling, and this should be demonstrated on the submitted drawings. This is to ensure the safety of the occupants;
  7. Alterations and extensions should respect the building and location's character and should not result in unacceptable harm to heritage assets (whether designated or not) or their setting;
  8. Proposals for alterations and extensions to dwellings in the countryside should be proportionate to the size and scale of the original dwelling and must not adversely impact on the quality and character of the landscape or be detrimental to the rural setting; and
  9. Garages should be set back six metres from the highway boundary. This is to enable a vehicle to stand clear of the highway while the doors are being opened or for cleaning or maintenance purposes.

**The Council will also apply the considerations set out above in assessing the impact of new build residential development on existing dwellings neighbouring or close to the proposal.**

## **Annexe Accommodation**

**9.69** There are circumstances where extensions or annexes are required to accommodate dependant relatives, such as elderly or disabled persons, which will help them maintain separate lifestyles but allow relatives or carers to be close for help and assistance if needed. While the Council is supportive of such extensions as annexes, there is concern that these could become separate dwellings after the use has ceased. In these situations, the Council may require a Section 106 agreement to be negotiated to ensure that such extensions and annexes are used only in conjunction with the existing dwelling.

**9.70** Standalone annexes will be supported where it can be demonstrated that there is a need for such a facility; for example, to provide a home for elderly or infirm relatives unable to live independently or accommodation for carers. Supporting evidence should be submitted with the planning application to include information about who the annexe will be for and the purpose of the annexe. A doctor's letter may also be required as part of this evidence. The standalone annexe should be sited appropriately and there should be a functional relationship between the occupation of the main dwelling and the annexe, such as a shared kitchen for instance. It is unlikely that a standalone annexe located outside the curtilage of the main dwelling will be acceptable.

**9.71** In circumstances where annexes are within the curtilage of a listed building, a building that is a heritage asset or a conservation area, it may be difficult to achieve an acceptable design. Where these proposals cannot be sited and designed in an acceptable way they will not be supported.

## Policy HB9

### Annexe Accommodation

Annexes to accommodate those people with special housing requirements due to a need for supervision and care, including elderly relatives or disabled persons, especially in the countryside, should be attached wherever possible. Proposals for attached annexes will be judged against the relevant criteria in Policy HB8. The attached annexe shall have internal access to the existing dwelling and should be physically capable of being incorporated into the main dwelling when the need for the annexe ceases.

Proposals for detached annexe accommodation to a residential property will be permitted where:

1. It has been demonstrated why the annexe cannot be attached;
2. The existing residential property enjoys a lawful residential use;
3. The proposed annexe would not materially harm any neighbouring uses;
4. The scale and appearance of the proposed annexe is sympathetic and modest in proportion to the main dwelling and site;
5. The proposed annexe should have a clear dependency in terms of siting and function with the main dwelling;
6. The proposed annexe is designed sensitively to complement the existing dwelling and is clearly ancillary in scale and visually subordinate to it in design and massing;
7. The proposed annexe respects the dwelling's character and does not result in unacceptable harm to heritage assets (whether designated or not) or their setting;
8. Where the proposed annexe is outside the settlement boundary, it does not have an adverse impact on the quality and character of the landscape or its rural setting; and
9. Supporting evidence has been submitted to justify the need for the annexe accommodation.

A residential annexe in flood zones 2 and 3 shall not have floor levels below that of the existing dwelling, and this should be demonstrated on the submitted drawings.

### Development of Residential Gardens

**9.72** Residential gardens can provide suitable, well located development sites. However, gardens also add to the character of our urban areas and soften the built environment. They provide spaces for amenity and recreation that improve the health

and wellbeing of residents and they also create habitats for wildlife, particularly where the gardens are well established. The uncontrolled loss of residential gardens can lead to a piecemeal pattern of development and lose these health, wellbeing and wildlife benefits.

**9.73** It is therefore important to manage the development of residential gardens and the Council will apply the following policy, which should be considered alongside others in the plan, particularly policies HB2: Cohesive Design and HB3: Internal and External Space Standards.

### **Policy HB10**

#### **Development of Residential Gardens**

Development proposals involving the complete or partial redevelopment of residential garden land within settlement boundaries will be permitted provided that:

1. The proposal responds to the character and appearance of the area, as well as the layout and pattern of the existing environment, taking into account views from streets, footpaths and the wider residential and public environment;
2. The plot to be developed is of an appropriate size and shape to accommodate the proposal, taking into account the scale, layout and spacing of nearby buildings, the amenity of adjoining residents and the requirements for living conditions set out in Policy HB3: Internal and External Space Standards;
3. Adequate access and parking is provided; and
4. The proposal incorporates established trees wherever possible. Any loss of biodiversity value on the site is mitigated, and where practicable, measures to enhance biodiversity through habitat creation or improvement are incorporated.

### **Other Forms of Accommodation**

**9.74** This section contains policies dealing with other forms of accommodation, including residential care homes, houses in multiple accommodation and gypsy and traveller accommodation.

#### **Residential Care Homes and Institutions**

**9.75** Residential care homes and institutions take a number of different forms. They are, depending on circumstances, likely to fall into one of two use classes as set out in the Town & Country Planning (Use Classes) Order 1987 (as amended):

- C2 - residential institutions; or
- C3 - dwelling houses.

**9.76** Hostel accommodation is considered to be *sui generis* (in its own class) under the Order.

**9.77** Residential institutions are defined in Use Class C2 of the Order. This definition covers residential institutions and other non-custodial institutions where a significant element of care is provided for the residents. This can cover a range of uses such as:

- Nursing and convalescent homes;
- Children's homes;
- Community care and care homes for the elderly;
- Centres for those with severe disabilities; and
- Residential schools.

**9.78** In relation to Use Class C3b dwelling houses, this is defined as up to six people living together as a single household and receiving care. For example, this could include supported housing schemes such as those for people with learning disabilities or mental health problems.

**9.79** Given the demographic profile of Shepway and the historic development of its coastal settlements, many care homes and institutions have been established in the district. However, with the changing nature of the industry and the requirement for improved service provision and for larger sites to increase the viability of businesses, the Council anticipates significant changes in the building stock over the plan period. It is expected that larger Victorian properties that have so far supported residential care in the district will become too costly to reconfigure to modern standards, and that these will be brought forward for conversion or redevelopment for other uses.

**9.80** Kent County Council's (KCC) [Kent Social Care Accommodation Strategy 'Better Homes: Greater Choice'](#) (July 2014) notes of the district that the average care home is 27 beds, and that this is one of the lowest average sizes in the county. It states that "*Shepway will need more fit for purpose residential and nursing homes in future. There are a high number of converted Victorian properties that are unable to accommodate the more complex individual that we are seeing in today's care homes.*" There is, therefore, a pressing need to provide policy guidance to assess proposals for changes of use, demolition and new build in this plan period.

**9.81** At the national level, the policy and regulatory framework for residential care and nursing homes is the responsibility of the Department of Health and the Care Quality Commission (CQC). The CQC is the independent regulator for health and social care in England and is responsible for making sure that health and social care services provide people with safe, effective, compassionate and high-quality care.



The CQC also encourages improvements in care services; it monitors, inspects and regulates services to make sure they meet fundamental standards of quality and safety and publishes its findings, including performance ratings, to help people choose care providers. Details of the national standards for residential care homes can be found on the [Commission's](#) website.

**9.82** Kent County Council is the body responsible locally for Adult Health and Social Care. KCC has recently changed its procedures for commissioning and care in response to the Health and Social Care Act 2012, the Care Act 2014 and restrictions on local government finances. KCC's [Strategic Statement 2015-2020 'Increasing Opportunities, Improving Outcomes'](#) outlines a commitment to enabling more people to remain in their homes, thus reducing the need for transfer to residential institutions. In its [Social Care, Health and Wellbeing - Community Support Market Position Statement](#) (February 2016) KCC highlights *"plans to facilitate a continued decrease in the number of publicly funded care home placements, as we look to develop more personalised housing options, including Extra Care Housing, supported living and Shared Lives."*

**9.83** There will therefore be an increased need in the district over this plan period for the relocation and reconfiguration of existing residential care homes and institutions (C2 or *sui generis* use class) to meet the standards of KCC and the Care Quality Commission.

**9.84** Where this cannot be achieved within the existing building, there will be a need for the building's conversion to other uses, or else an impetus for demolition of the building and new build development on the site. Policy HB11 will be applied to proposals for the loss of residential care homes and institutions.

## Policy HB11

### Loss of Residential Care Homes and Institutions

Planning permission will be granted for the conversion of a residential care home or institution (C2) to residential (C3), hotel or bed and breakfast (C1) or non-residential institution (D1) use, or the demolition of the building or buildings and new build development for these uses, if the following are satisfied:

1. The applicant has provided a viability report demonstrating that:
  - A residential care or institutional use in the current building is not economically sustainable;
  - Extension or adaption is not viable; and
  - The property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made;
2. Design and layout take account of the design and sustainable construction policies within this plan, as far as is reasonably practical;
3. It can be demonstrated that levels of traffic movements can be successfully accommodated on the local road network and that parking can be provided in accordance with the requirements of Policy T2;
4. Development does not result in increased noise or disturbance which impacts on neighbouring residential amenity; and
5. In the case of redevelopment for residential (C3) use, the development provides affordable housing in accordance with Core Strategy Policy CSD1: Balanced Neighbourhoods for Shepway.

The Council will resist the demolition of a residential care home or institution that is a heritage asset or where the building is within a Conservation Area.

### New or Extended Residential Institutions

**9.85** KCC's 'Better Homes: Greater Choice' highlights that there will be a particular demand for quality residential accommodation in Shepway, focused in Folkestone, Hythe, New Romney and Lydd. Already, the district has among the highest proportions of people who live in residential care in Kent, and this need is unlikely to decrease. Both the District and County Councils support provision of accommodation to meet the requirements of those in special need of supervision so that they are fully integrated into existing communities and can live in sustainable locations.

**9.86** The principles of sustainability in location and design apply equally to the development of new residential institutions as to general residential development. Policy HB12 sets out criteria for the assessment of proposals for new or extended residential institutions.

## Policy HB12

### **Development of New or Extended Residential Institutions (C2 Use)**

Planning permission will be granted for the development of new residential institutions, or the conversion of existing properties to this use, subject to the following requirements:

1. Accommodation is designed and built to the Care Quality Commission's (CQC) Fundamental Standards;
2. The proposal is in a sustainable location with access to local services, leisure and community facilities, including shops, healthcare and public transport in accordance with Core Strategy Policies DSD: Delivering Sustainable Development and SS3: Place-Shaping and Sustainable Settlements Strategy;
3. The proposal is compatible with surrounding land uses, so that the development does not cause substantial disturbance or detrimental impact to neighbours and is not located in an area subject to significant noise or other disturbance, or reasonably likely to be so as a result of the expansion of existing businesses, in accordance with National Planning Policy Framework paragraph 123;
4. The design and layout of the proposal are in accordance with the design policies in this Local Plan, as well as the parking requirements of Policy T2;
5. Sufficient open and defensible amenity space is provided for use by residents, staff and visitors; and
6. The site and immediate surroundings have a gentle topography to facilitate pedestrian movement and access to services and public transport facilities.

### **Houses in Multiple Occupation**

**9.87** Parts of the district, particularly the older parts of Folkestone, are characterised by large properties built in previous centuries to accommodate larger families and their domestic staff. Many of these are unsuited to modern household requirements and have been converted into smaller units. In areas where there is still pressure for conversions, the Council needs to manage this to ensure that this does not result in over-intensive development, both for neighbouring residents, who may be affected by the additional traffic or amenity impacts, and the future occupants, who have to cope with inadequate living accommodation.

**9.88** Houses in Multiple Occupation (or HMOs) are defined as more than one household occupying a single dwelling where all facilities are not self-contained. The Use Classes Order 2015 allows for a change of use from C3 (dwelling) to C4 (House in Multiple Occupation) for three to six people without the need for planning permission. For proposals involving more than six people planning permission is required and the Council will apply Policy HB13.

**9.89** Smaller HMOs - those for three to six people - may be controlled by serving an Article 4 direction on a particular area; this removes permitted development rights so that the proposals require planning permission. Although no Article 4 directions are currently in force restricting this permitted development right, the Council will monitor the situation to see if it becomes necessary in areas where there are particular problems.

**9.90** The standard of accommodation provided in HMOs is often poor and the Council has an continuing policy of improvement of HMOs. The Council is particularly concerned that poorly managed HMOs can be a source of considerable nuisance to adjoining occupiers and nearby residents, and can lead to the deterioration of the residential environment.

#### **Licensing of Houses in Multiple Occupation**

The Council operates a system of mandatory licensing of houses in multiple occupation. Converted blocks of flats that fall within the definition of an HMO will not be subject to mandatory licensing, unless there are any facilities such as kitchens and bathrooms which are shared or not fully self-contained. In order to be licensed, the local authority must be satisfied that the house meets a prescribed amenity standard, is managed by a fit and proper person and that there are suitable management arrangements in place.

**This licencing regime is operated using the Council's powers under the Housing Act and is separate from the planning controls outlined above. Developers of HMO accommodation will therefore be required to present a detailed management plan for the proposed scheme.**

**9.91** Policy HB13 deals with planning applications for HMOs involving more than six people that are decided through the planning system.

## Policy HB13

### Houses in Multiple Occupation (HMOs)

Proposals for Houses in Multiple Occupation (HMOs) will only be permitted where the proposed development, taken by itself or in combination with existing HMOs in the vicinity of the site, would not result in an unacceptably harmful impact on:

1. Residential amenity, caused by increased noise and disturbance;
2. The character or appearance of the street scene or neighbourhood;
3. The character or appearance of the building, including from inappropriate or insufficient arrangements for storage, including for refuse and bicycles; and
4. Highway safety, caused by insufficient on-site parking provision thereby resulting in an unacceptable increase in on-street parking.

Off-street car parking should be provided in accordance with the parking standards set out in Policy T2. Parking provision should not cause unacceptable detriment to the street-scene through the loss of trees or gardens.

Proposals that do not provide for sufficient off-street and dedicated parking in accordance with the parking standards will be required to provide a parking survey, undertaken by an independent technical consultant, in accordance with the Lambeth methodology<sup>(1)</sup> to demonstrate that adequate on-street parking capacity will remain available once a proposal is completed and occupied.

Permissions granted will normally be subject to a condition that restricts the number of occupants allowed to reside at the property as their main residence.

## Gypsies and Travellers

**9.92** The Government's '[Planning policy for traveller sites](#)' (DCLG, August 2015) defines 'gypsies and travellers' as: "*Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.*"

**9.93** In assessing whether a person falls within this definition, local planning authorities should consider:

- Whether the person has previously led a nomadic habit of life;

1 [https://www.lambeth.gov.uk/sites/default/files/pl-PARKING\\_SURVEY\\_GUIDANCE\\_NOTE\\_Nov\\_2012\\_Update.pdf](https://www.lambeth.gov.uk/sites/default/files/pl-PARKING_SURVEY_GUIDANCE_NOTE_Nov_2012_Update.pdf)

- The reasons for ceasing their nomadic habit of life; and
- Whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.

**9.94** The [East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment](#) (Salford Housing and Urban Studies Unit, April 2014) reflecting the guidance in the now superseded Planning Policy for Traveller Sites (2012), recommended a need of seven traveller pitches for the period 2013-2027. However, the new definition of gypsies and travellers means that this requirement will need to be reviewed by more up-to-date evidence.

**9.95** Given this, the Council is currently working with a consortium of Kent local planning authorities in commissioning a new Gypsy and Traveller Accommodation Assessment. This evidence will be used to inform the Core Strategy Review.

**9.96** The Council is positive about providing appropriately located sites for members of the gypsy and traveller community. Given the low overall requirement for pitches identified in the 2012 assessment, a criteria-based policy will be used to provide flexibility in the location of the small amount of development required. It is expected that some pitches will be provided on and adjoining existing permitted sites in the district, and such development will be supported by the local planning authority subject to Policy HB14 and other relevant policies.

## Policy HB14

### **Accommodation for Gypsies and Travellers**

Planning permission will be granted for gypsy and traveller accommodation which will contribute to meeting the needs of those households conforming to the definition set out in 'Planning policy for traveller sites', subject to the following:

1. The development safeguards the health of occupiers and provides a satisfactory level of amenity for them, by reference to factors including but not limited to: the space available for each family; noise; odour; land contamination; other pollution or nuisance; flood risk; and the disposal of refuse and foul water;
2. The site is in a sustainable location, well related to a settlement with a range of services and facilities and is, or can be made, safely accessible on foot, by cycle or public transport;
3. Adequate vehicular access, sight lines and space for turning and manoeuvring can be provided;
4. The development will not give rise to an unacceptable impact on amenity for residents in the vicinity of the development, or, in the case of nearby commercial users, result in the imposition of new constraints on the way in which such users can operate their businesses;
5. If the proposal involves the development of land originally identified in this Local Plan for another purpose, the loss of such land is justified by the desirability of providing additional gypsy and traveller accommodation; and
6. There is no adverse effect on the landscape, environmental or other essential qualities of countryside, including the Kent Downs Area of Outstanding Natural Beauty or Natura 2000 sites, Sites of Special Scientific Interest, national or local nature reserves or heritage assets.

The exception to the above criteria relate to applications for the expansion of existing permitted gypsy and traveller sites, in which case only criteria 1 and 4 will apply. However, it must be demonstrated that those households still conform to the gypsy and traveller definition, and that expansion will result in additional gypsy and traveller pitches.

## Economy



## 10 Economy

### Introduction

**10.1** This chapter contains policies dealing with a range of matters relating to the economy. Policies cover:

- The allocation of new sites for employment;
- The redevelopment of existing employment sites;
- Tourism development, hotels and guest houses and touring and static caravan sites, chalet and camping sites;
- The rural economy, including farm diversification and the re-use of rural buildings; and
- The provision of Fibre to the Premises (FTTP).

### National and Local Policy Context

**10.2** The [National Planning Policy Framework](#) (NPPF), as one of its core planning principles, states that local planning authorities should set out a clear vision which positively and actively encourages sustainable economic growth (paragraph 17). Local planning authorities must also balance the need for economic growth against the need to make the most efficient use of land; the NPPF states that planning policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose and they should consider applications for alternative uses to support sustainable local communities (paragraph 22).

**10.3** More recently, the Government has published its Industrial Strategy '[Building a Britain fit for the future](#)' (BEIS, November 2017). The strategy sets out how the Government intends to build on the nation's economic strengths and capitalise on opportunities, while addressing weaknesses that prevent the economy reaching its full potential. The strategy identifies five 'foundations of productivity':

- **Ideas** - the world's most innovative economy;
- **People** - good jobs and greater earning power for all;
- **Infrastructure** - a major upgrade to the UK's infrastructure;
- **Business** - the best place to start and grow a business; and
- **Places** - prosperous communities across the UK.

**10.4** As well as setting a path to improved productivity, the Industrial Strategy also sets out four areas where the country can lead the global technological revolution, termed 'four Grand Challenges'. These are in:

- Artificial intelligence and big data;
- Clean growth;

- The future of mobility; and
- Meeting the needs of an ageing society.

**10.5** In 2015 the Government published '[Towards a one nation economy: A 10-point plan for boosting productivity in rural areas](#)' (DEFRA, 2015). To increase rural productivity, the Government put forward a plan focusing on:

- Extensive, fast and reliable broadband services;
- High quality, widely available mobile communications;
- Modern transport connections;
- Access to high quality education and training;
- Expanded apprenticeships in rural areas;
- Enterprise Zones in rural areas;
- Better regulation and improved planning for rural businesses;
- More housing;
- Increased availability of affordable childcare; and
- Devolution of power.

**10.6** The Council's Corporate Plan and the Core Strategy set out the importance of the boosting the local economy, increasing job opportunities and educational attainment in Shepway. Core Strategy Policy SS2: Housing and the Economic Growth Strategy sets out targets for the provision of additional employment land in the district, based on the findings of the [Shepway Employment Land Review](#) (2011) (this is dealt with in more detail below). Core Strategy Policy CSD3: Rural and Tourism Development of Shepway promotes economic diversification through the re-use of rural buildings, the protection of existing employment sites and the promotion of economic development within settlements. Policies within this chapter provide more policy guidance on these topics.

**10.7** Alongside this, the Council, together with business partners such as the [South East Local Enterprise Partnership](#) (LEP) and [Locate in Kent](#), assists new investors planning to locate to the area and helps existing businesses develop and expand.

## The District's Economy

**10.8** The Council has recently updated the 2011 Employment Land Review to take account of new evidence and economic trends. The Employment Land Review (ELR) (2017) indicates that the district's economy has recorded relatively strong employment growth over recent years when benchmarked against the regional and national growth levels. The [Shepway Economic Development Strategy 2015 - 2020](#) indicates that the economy of the district has improved over the years with the number of jobs increasing by 24 per cent between 2000 and 2012; full time earnings have also increased and unemployment has fallen. The jobs forecast is also predicted to grow more quickly than the South East average to 2031.

**10.9** There are a number of key sectors in the district that are well represented in the local economy which provide a particular advantage for growth. These are:

- Financial and insurance services;
- Creative industries (including media and IT);
- Business and professional services (including engineering-related scientific consultancy and research and development);
- Transport and logistics;
- Energy;
- Tourism, culture, retail and recreation; and
- Advanced manufacturing.

**10.10** Furthermore, London Ashford Airport, just outside Lydd, plays a valuable role in the local economy. The airport has planning consent for extended runways and a new terminal building. This is expected to be implemented by 2019 and create up to 200 additional jobs locally. The Council will seek to capture the economic growth opportunities from that development in the future.

**10.11** Nevertheless, there are still some problems with the overall health of the economy in the district:

- Jobs are generally lower paid and lower skilled;
- There is a deficit of opportunities and workers in the knowledge industries;
- Despite recent improvements the district still has relatively low economic activity and employment rates;
- Claims for Jobs Seekers' Allowance are higher than the South East average;
- Full time earnings are lower than the South East average and national wages; and
- Productivity, as measured by gross value added (GVA) per job, has been running increasingly behind the South East over the last 12 years.

**10.12** The 2017 ELR indicates that that there is also:

- A shortage of skilled labour in the district to support the requirements of local businesses;
- A lack of good quality commercial space to meet modern occupier needs; and
- An absence of strategic road access to much of the district outside Folkestone.

These drawbacks have contributed to the district being highly self-contained, in terms of local businesses operating in mostly local markets, with few inward investments attracted to the Shepway economy.

**10.13** The decommissioning of Dungeness A nuclear power plant has also resulted in the loss of employment in the area. The impact is being offset by a number of schemes to help new businesses to develop. These include the ['Marsh Million'](#), a £1 million three-year economic growth fund for the Romney Marsh area, funded by the

Magnox Socio-economic programme, Kent County Council, Ashford Borough Council and Shepway District Council. Kent County Council is the accountable body for the scheme, with support provided by the Romney Marsh Partnership and other public and private sector partners.

**10.14** To help overcome these problems, the Shepway Economic Development Strategy sets out the ambitions for economic growth and considers four priorities to achieve this. The priorities are to:

- Build on current and emerging economic strengths;
- Boost productivity and support business growth;
- Promote further investment by maximising the value of the district's assets and stimulating confidence; and
- Improve education and skills attainment.

**10.15** The Council is actively seeking to bring forward sites to address the lack of private sector investment and tackle the lack of skills in the area through apprenticeship schemes and local strategies such as the [Folkestone Community Led Local Development Programme Strategy](#) (CLLD). The CLLD's overall strategic objective is to promote social and economic cohesion in Fokestone through interventions to help residents in the most deprived communities access jobs and to support businesses in the area to grow and provide new job opportunities.

## New Employment Allocations

**10.16** The Core Strategy sets out under 'Strategic Need A' that one of the key aims is *“to deliver a flexible supply of employment land in terms of location, size and type”*. Policy SS2: Housing and the Economy Growth Strategy specifically identifies a target of approximately 20ha (gross) to be delivered between 2006/07 and 2025/26 inclusive, with approximately 7ha being delivered in the first four years of the plan period.

**10.17** Since the adoption of the Core Strategy, the 2017 ELR has reviewed the future requirements for office and industrial employment uses. The updated ELR considered three scenarios: Labour Demand; Past Completion Rates; and Labour Supply. The table below sets out the demand of the three scenarios.

	1. Labour Demand	2. Past Completion Rates	3. Labour Supply
<b>OFFICES</b>			
Requirements	18,690	-14,600	18,650
Current Supply	50,825		

	1. Labour Demand	2. Past Completion Rates	3. Labour Supply
(Allocations and permissions)			
<b>Surplus/Shortage</b>	+32,135	+65,425	+32,175
<b>INDUSTRIAL</b>			
Requirements	-5,000	15,540	-5,100
Current Supply (Allocations and permissions)		97,745	
<b>Surplus/Shortage</b>	+102,745	+82,205	+102,845

**Table 10.1 Demand/Supply Balance for Office and Industrial Space in Shepway (sqm) 2016 - 2026**

**10.18** Regarding the existing supply, the ELR finds that generally the range of employment sites show good activity and low vacancy rates. In particular, a low level of vacancy was evident among industrial sites, demonstrating that much of the current industrial stock is meeting a need in the market. This includes good occupancy at lower quality sites, with high demand at the lower end of the rental market. Overall, occupancy levels in the office market appear to be lower than the industrial market.

**10.19** Looking forward, the ELR concludes that, based on the current supply of employment space from extant planning permissions and allocated sites, there is a sufficient supply of employment space to meet the estimated office and industrial requirements under all three future growth scenarios over the period 2016 to 2026, and also beyond to 2031.

**10.20** However, there are some considerations - particularly around the balance of supply between Folkestone and the rest of the district and the quality of available employment sites - that mean that the situation will need to be closely monitored to see if further intervention, beyond the protection and allocation of land through planning policy, is necessary. The ELR particularly recommends the regular assessment of sites and the preparation of an employment land trajectory through the Council's Authority Monitoring Report (AMR). The Council will therefore monitor this in future updates of the AMR; any change to the employment strategy will be addressed through the Core Strategy Review.

**10.21** To support the requirements of local businesses, the plan will ensure a good range of industrial sites and premises are delivered across the district. The total quantity of employment land identified to meet the requirements of the Core Strategy and updated evidence is set out in Policy E1.

## Policy E1

### New Employment Allocations

The sites identified below are protected for business uses under use classes B1 (business), B2 (general industrial) and B8 (storage and distribution), unless otherwise stated.

Site	Floorspace (sqm)	Uses
Shearway Business Park, Folkestone	11,650	B1 - B8
Cheriton Parc, Folkestone	15,000	B1a
Ingles Manor, Folkestone	1,600	B1
Park Farm (Former Silver Spring site), Folkestone	10,000	B1
Affinity Water site, Cherry Garden site, Folkestone	3,500	B1a
Folkestone Harbour	500	B1a
Hawkinge West, Hawkinge, Folkestone	2,366	B1 and B8
Nickolls Quarry, Hythe	15,000	B1
Link Park (Phase1 and 2) Lympne Hythe	73,175	B1, B1c, B2 and B8
Mountfield Road Phase 3 and 4, New Romney	9,010	B1, B1c, B2 and B8
Harden Road, Lydd	840	B1 and B1a
Dengemarsh Road, Lydd	11,725	B1 Mixed

A proportion of non-business class uses (up to 25 per cent) will be permitted provided it can be demonstrated that:

1. The use will add to the attractiveness and function of the employment site;
2. There is full justification of its location within the wider employment site; and
3. Proposals comply with other Local Plan policies, including those relating to Retail and Leisure.

## Existing Employment Allocations

**10.22** The Council considers that there is a need to protect employment sites in the district that have a reasonable prospect of continuing in that use throughout the plan period. While it is acknowledged that some employment land may be lost through the effects of national policy (such as permitted development rights allowing the change of use of offices to residential) evidence in the ELR indicates that there is a need for the retention of land and properties to support the employment needs of Shepway.

**10.23** The overall assessment of existing employment sites in the ELR indicates that the district contains a reasonable range of sites of differing condition and type. While some of these sites support ageing premises and infrastructure, they display good activity and low vacancy. In particular a low level of vacancy was evident on industrial sites, demonstrating that much of the current industrial stock is meeting a need in the market. Existing employment sites, therefore, play an important role in the district's economy as they provide a range of premises to meet the different business needs of the district.

**10.24** The ELR also indicates that over an eleven year period (2002/03 to 2013/14), while there was a small net gain in employment land overall, there was a net loss of office space (1,300sqm), which was offset by an average gain of industrial space (2,400sqm). However, over the same period there was an increase in B1 office job numbers, yet less jobs in B2 and B8 industries. Therefore, loss of office sites, especially in the urban area where demand is greatest, should therefore only be allowed when they are no longer fit for purpose and would not meet the future need.

**10.25** Other issues highlighted in the ELR indicate that the district is reliant on a few large sites to meet the overall requirements set out in the Core Strategy. There is therefore a need to ensure existing sites are retained to continue to provide other options for businesses.

**10.26** Where employment sites are considered for alternative uses, the Council will expect any proposals to demonstrate why the site is no longer required. This should be through an assessment of neighbouring uses, showing why it would not be viable to redevelop the site for new employment uses or, if the property has been empty, evidence of the marketing that has taken place over the previous six months. It will also be necessary to show that the proposed new use would not undermine neighbouring employment uses.

**10.27** To ensure that employment land or property is retained to meet the requirements of the Shepway economy, the following policy will apply. This policy will not apply to any sites identified on the Council's Brownfield Land Register as these will go through a separate assessment process.



## Policy E2

### Existing Employment Allocations

Existing employment sites are protected for business purposes under classes B1 and B8. Proposals to fully or partly redevelop existing employment sites for alternative uses will be permitted provided that it is demonstrated that:

1. The existing or former employment use is no longer appropriate in terms of neighbouring uses or impacts on the natural environment; or
2. The site or premises has been subject to sustained marketing over a six month period prior to the submission of the planning application but the site or premises has remained unlet or unsold for all appropriate types of B class employment use and no reasonable offers have been received;
3. It does not prevent or limited opportunities for any remaining land left undeveloped coming forwarded for employment purposes;
4. Any established businesses are relocated to appropriate alternative premises within the local area; and
5. The site is unviable for redevelopment for an alternative employment use.

In addition, proposals should demonstrate that the proposed new use does not undermine neighbouring employment uses or their future development.

## Tourism

**10.28** There is a wide variety of tourist attractions within the district including:

- Water-related sports along the stunning coast line;
- Key attractions such as Port Lympne Reserve and the [Romney Hythe and Dymchurch Railway](#);
- Numerous heritage assets;
- Expansive wild landscapes; and
- New initiatives, such as the [Creative Quarter](#) in Folkestone.

**10.29** This tourism offer is an important aspect of the district's economy. The value of tourism to the local economy was estimated at £235,213,000 in 2013 and tourism is believed to employ over 4,500 people (12 per cent of the workforce)<sup>(1)</sup>.

**10.30** The Council is keen to promote further investment in new facilities and attractions (such as the new tree house accommodation at Port Lympne) that broadens the overall offer, ensures visitors stay longer and helps diversify the

<sup>1</sup> COOL Activity 1.2 Economic Impact Research The Economic Impact of the Kent Visitor Economy 2013 Shepway District Feb 2015

economy. The Council has produced a Tourism Destination Management Plan for Shepway to support and expand the visitor economy, making the most of local resources and assets, identifying and addressing key gaps, and putting the district in a strong position for the future.

**10.31** The emerging Heritage Strategy will identify opportunities to use the district's heritage assets as part of its tourism offer. Shepway is rich in heritage and its strength lies in the cumulative nature of its heritage assets; outstanding examples include the arrangement of Napoleonic defences, the Martello Towers, the Redoubts and forts, the Royal Military Canal, which extend along the coast and across the Romney Marsh; and the unique landscapes of the Romney Marsh and Dungeness. The vast majority of Shepway's heritage is accessible to the public, at least externally and some of these assets may be public buildings or in publicly accessible areas, such as Folkestone Harbour Arm.

**10.32** Proposals for new tourist development should comply with the locational policies in the [National Planning Policy Framework](#) (NPPF) and Core Strategy and be located within the settlements in the hierarchy (Core Strategy Policies SS3: Place-Shaping and Sustainable Settlements Strategy and SS4: Priority Centres of Activity Strategy). Where proposals are located outside the settlements, in the open countryside, they should utilise existing buildings, especially if it would bring a heritage asset into viable use. New tourist-related development in the countryside will need to provide clear justification for the proposal's location.

## Policy E3

### Tourism

Planning permission will be granted in or on the edge of centres in the settlement hierarchy for proposals to provide new tourism development including hotels, guest houses, bed and breakfast, self-catering accommodation and new visitor attractions where:

1. The location is well related to the highway network and is accessible by a range of means of transport, including walking and cycling and by public transport;
2. The massing, materials and overall design of the proposal does not have a detrimental impact on the wider landscape, heritage assets or surrounding built form;
3. There is no detrimental impact on neighbourhood amenities;
4. There is no detrimental impact on biodiversity assets;
5. Evidence is provided that demonstrates how the proposal contributes to the diversification of tourist attractions in the district and the need for the development; and
6. New tourist accommodation and attractions in the countryside, or expansions to existing sites, will be permitted in exceptional circumstances where it can be demonstrated that:
  - For new accommodation and/or attractions, available sites within or on the edge of settlements are not suitable and an open countryside location is needed;
  - There are no suitable vacant buildings in the locality that could be converted;
  - The development is viable and will have significant economic and other benefits to the locality to outweigh any harm; and
  - Where the proposal is located within the Kent Downs Area of Outstanding Natural Beauty or its setting, it does not constitute major development.

Proposals for new residential accommodation to serve tourism development in the countryside will be required to comply with Policy HB7.

### Hotels and Guest Houses

**10.33** The Council wishes to retain a range of good quality hotel and guest house accommodation in the district, which will appeal to all types of tourist, and will resist the loss of visitor accommodation where this would be detrimental to the tourist economy. The upgrading of existing stock or conversion to other tourist-related uses will be supported, subject to environmental considerations.

**10.34** In the operation of this policy the Council will have regard to available evidence from local hotel and tourist organisations concerning tourist demands and requirements.

## Policy E4

### Hotels and Guest Houses

Applications for the change of use or redevelopment of hotels, guest houses or self-catering units which would result in a loss of visitor accommodation will only be permitted where:

1. The standard and type of accommodation that is, or could be provided at reasonable cost, is unsuited to meet visitor demands; or
2. In the case of hotels and guest houses, the premises or site are poorly located in relation to the areas of main tourist activity or tourist routes, and uses in the immediate vicinity are predominantly unrelated to tourism or incompatible with the continued tourist use of the premises; and
3. In addition to the above, it has been demonstrated that the business has been marketed at a reasonable rate and for a period of 12 months.

### Touring and Static Caravan Sites, Chalet and Camping Sites

**10.35** Touring and static caravan facilities, chalets and camping sites play an important role in tourism by providing long- and short-stay self-catering accommodation. Most sites are, however, located along the coastline and can have an unacceptable visual impact on the wider landscape and be detrimental to the special environment that draws people to the area. The Council will, therefore, seek to consolidate and improve existing caravan sites through minor expansions, limited infill and the diversification to other forms of self-catering accommodation, rather than through the development of new sites.

**10.36** Proposals for the change of use of caravan parks from tourism to permanent residential use will be permitted in sustainable locations and where it can be demonstrated that the accommodation is no longer required for tourism.

**10.37** Flood risk is also an important consideration for a change of use to residential as there are stricter provisions set out in the [Planning Practice Guidance](#) for permanent residential use than for tourist use. Residential caravans are classed as 'highly vulnerable' and should not be located in areas identified as Flood Zone 3. Applicants for sites within Flood Zone 3 should also consider the flood hazard mapping in the Council's [Strategic Flood Risk Assessment](#) (Herrington Consulting Ltd, 2015).

## Policy E5

### Touring and Static Caravan, Chalet and Camping Sites

Proposals for the infilling, expansion and diversification of existing lawful touring and static caravan, chalet and camping sites will be permitted where:

1. The proposal would not harm the character or appearance of the countryside or coastline or conflict with other countryside and environmental protection policies;
2. The site has good access through a local distributor road to the primary road network, and any local roads needed to gain access to the site are capable of accommodating the extra traffic generated without undue hazard or inconvenience to local residents or other road users;
3. Minor expansions are located to minimise their effect on local amenity and should, as far as possible, be screened from public roads, open spaces or footpaths, and where necessary a scheme of landscaping should be submitted with the proposal to achieve this;
4. The proposal does not significantly affect the best and most versatile agricultural land;
5. The proposal does not substantially interfere with the amenities of residents in nearby dwellings;
6. The diversification is compliant with the holiday use;
7. The demand for the infilling, expansion and diversification can be demonstrated; and
8. Change of use to residential use will only be permitted where:
  - The site is within an existing settlement boundary and is well-related to the built up area;
  - The site is acceptable in terms of highway access;
  - The proposal would not have a significant impact on the wider landscape and biodiversity;
  - It can be demonstrated that the accommodation is no longer required for holiday use; and
  - The sequential and exception tests have been passed for locations in Flood Zone 3.

## Rural Economy

**10.38** The rural area plays an important economic role and over the past few decades rural businesses have become increasingly diverse. According to the Government's [Towards a one nation economy: A 10-point plan for boosting](#)

[productivity in rural areas](#)' the trend towards greater diversification is continuing and economic activity is becoming more dynamic, facilitated in part by improved information communications.

**10.39** The Government has pledged to improve rural productivity through the provision of extensive, fast and reliable broadband services, modern transport connections, expanded apprenticeships and providing strong conditions for rural business growth. This Local Plan will help to ensure that the district can benefit from these initiatives.

### **Farm Diversification**

**10.40** The Government encourages diversification of the rural economy through the development of new farm enterprises to sustain and develop rural businesses, thereby supplementing farmers' incomes and providing new and more varied employment opportunities for local people, to replace jobs lost through structural changes to the agricultural industry.

**10.41** Examples of farm diversification include packing and processing of farm produce, farm shops, craft workshops, sporting facilities and holiday accommodation. Proposals to diversify will be supported where there is no detrimental impact on the character, appearance and nature conservation value of the countryside.

**10.42** With regard to farm shops, permission will be granted where it can be demonstrated that the proposal would not impact on any nearby shopping facilities in local towns or villages. (Applicants should also have regard to Policy RL8: Development Outside Town, District and Local Centres.)

## Policy E6

### Farm Diversification

Planning permission will be granted for the diversification of farm businesses where:

1. The proposal is compatible with surrounding buildings and the location in terms of scale and design;
2. There would be no detrimental impact on local amenity or the character, appearance or nature conservation value of the rural landscape. This criterion will be given additional weight in the Kent Downs Area of Outstanding Natural Beauty, and nature conservation designations;
3. Adequate provision is made for access, servicing and parking;
4. Any retailing proposed relates to the sale of farm produce and would not harm the viability of retail facilities in nearby centres in accordance with Policy RL8: Development Outside Town, District and Local Centres;
5. The proposal would not prejudice the agricultural working of the farm unit; and
6. Where practicable, the proposal re-uses an existing agricultural building.

### Reuse of Rural Buildings

**10.43** The Council will support the re-use or adaptation of rural buildings, such as barns and stables, for new commercial, industrial, recreational or tourism-related uses that assist in the diversification of the rural economy or meets specific needs of rural communities.

**10.44** Proposals will be acceptable if they are in keeping with their surroundings in terms of their form, bulk and general design and do not generate unacceptable impacts on environmental, traffic or other grounds. Where physical alterations are involved, they should generally respect local building styles and materials.

**10.45** With regard to heritage assets (including archaeology), whether designated or not, the historic character of traditional farmsteads and farm buildings, as well as their settings, can be retained and enhanced through sympathetic change and development. The NPPF stresses the importance of:

- Retaining and enhancing local character and distinctiveness; and
- Conserving heritage assets in a manner appropriate to their significance and putting them to viable uses consistent with their conservation.

**10.46** The emerging Shepway Heritage Strategy states that farmsteads that are dated after 1900 are far less likely to represent the historic character of the local area due to development and alterations. All of the substantially complete traditional farmsteads within the district are considered to be of 'moderate significance'. Heritage Statements produced for planning applications should refer to the Heritage Strategy in their evaluation of the significance any historic assets affected by the proposals.

**10.47** The Government has amended permitted development rights for the change of use of some rural buildings to business or residential uses. Beyond the scope of these permitted development rights the following policy will apply.

## Policy E7

### Reuse of Rural Buildings

Planning applications for the conversion of existing rural buildings and/or the creation of new buildings that support the development and expansion of the rural economy or tourist industry (including visitor accommodation), will be approved where:

1. The building is of permanent and substantial construction and the proposed conversion is sympathetic to the building's intrinsic character, appearance and setting and is capable of being implemented without significant extensions or alterations to the existing building and would not damage the historic fabric, character or setting of an historic asset;
2. Development would not prejudice the agricultural working of a farm unit or the vitality and functioning of nearby rural towns and villages;
3. Access, servicing and parking requirements can be met without detriment to the visual or other amenities in the locality;
4. Where the proposal is within the Kent Downs Area of Outstanding Natural Beauty or its setting, it is of a high quality of design of buildings and surrounding space and reinforces local distinctiveness to help maintain the Area of Outstanding Natural Beauty as a special place;
5. There is no detrimental impact on residential amenity; and
6. There is no detrimental impact on the protected species, sites or features of nature conservation interest.

Where a rural building can accommodate a business reuse in accordance with criteria 1 to 3 above, proposals for conversion to a residential use which is not ancillary to a scheme for business reuse, will need to be justified through a statement detailing the efforts made to secure a business reuse in the first instance and, in addition, the proposal would involve the re-use of a traditional building of architectural or historic merit that is worthy of retention.



## Promotion of Fibre to the Premises (FTTP)

**10.48** The e-technology sector is undergoing major changes and the Government, through its agency [Broadband Delivery UK](#) (BDUK) is supporting investment in infrastructure. The availability, reliability and speed of broadband provision is now a key consideration for house buyers and many view it as essential as the standard utilities. Similarly, it is also a key concern for the business sector.

**10.49** In light of changing work patterns, the increase in remote office working, and the need for local businesses to maintain an online presence, the Council is aware of the need for all development to ensure sites are serviced to be able to provide the fastest available broadband speeds.

**10.50** The NPPF supports the provision of infrastructure in achieving sustainable economic growth, stating that: *"the development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services"* (paragraph 42). It also requires that, *"in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband"* (paragraph 43).

**10.51** In addition to this, in 2015 the [Secretaries of State for Communities and Local Government and for Culture, Media and Sport](#) wrote to local authorities to advise them *"through Local Plans and when considering planning applications to ensure whenever possible commercial and residual new builds are able to access superfast broadband"*.

**10.52** Locally Kent County Council (KCC) is working with BDUK to improve access to superfast broadband services through its '[Making Kent Quicker](#)' programme. This work has brought superfast broadband to more than 125,000 homes and businesses, meaning that 92 per cent of properties across the county can now access a superfast broadband service of at least 24mbps. KCC is now working with BDUK on a second project and aims to achieve 95.7 per cent coverage by September 2018.

**10.53** Ashford Borough Council, adjoining Shepway District, has been a pioneering authority in requiring fibre to the premises (FTTP) for all new developments. Policy E8 follows the successful approach established by Ashford and requires the provision of FTTP as part of major developments.

**10.54** There are, however, challenges in terms of the viability of provision, particularly in more remote areas. The policy below is targeted towards major developments. Schemes that fall below these thresholds will be encouraged to deliver FTTP wherever practical to try to ensure that the district's fibre network is delivered to its maximum capacity. There may be schemes that come forward which cannot fulfil the policy requirements; in these circumstances, the applicant should provide

evidence to demonstrate that a departure from policy is justified. Evidence could include problems of viability, physical access to the site or proximity to the nearest point on the fibre network.

**10.55** Where a FTTP solution is not possible, provision of technologies capable of providing speeds in excess of 24Mbps should be delivered wherever practical.

## Policy E8

### **Provision of Fibre to the Premises**

All major developments within Shepway District will enable Fibre to the Premises (FTTP).

For smaller schemes the Council will expect FTTP to be provided where practical.

Where it can be demonstrated that FTTP is not practical due to special circumstances, then technologies that can provide speeds in excess of 24Mbps should be delivered wherever practical.



## Retail and Leisure

## 11 Retail and Leisure

### Introduction

**11.1** This chapter contains policies dealing with a range of matters relating to town centres, retail and leisure development. Policies cover:

- The hierarchy of retail centres within the district;
- Town, district and local centres and development outside these centres;
- Advertisements, shop fronts, blinds and security shutters; and
- Mixed-use development allocations.

**11.2** The chapter begins with some background on recent trends affecting town centres and the retail and leisure sectors, as well as an overview of national and local planning policies relating to retail and leisure.

### Background

#### National Trends

**11.3** The Council's [Shepway Town Centres Study](#) (PBA, 2015) highlights a number of pressures affecting town centres. The market context for town centres, and retail in particular, is fast changing. The role of town centres is not as straight forward as it has historically been and indications are that those town centres which have a diverse range of uses tend to be more robust in the face of economic changes.

**11.4** Key trends in the retail and leisure sectors identified by the Town Centres Study are:

- **Polarisation to higher order centres** - The 'polarisation trend' refers to the preference of retailers to concentrate trading activities in larger schemes, within larger centres. Retailers recognise that greater efficiency can be achieved by having a strategic network of large stores offering a full range of their products, rather than a network of smaller-format stores which are only able to offer a limited range of products. Middle-order centres such as Folkestone are particularly susceptible to this trend, as retailers seeking to locate within the south-east are likely to focus their efforts on destinations such as Lakeside, Bluewater, Brighton and Royal Tunbridge Wells;
- **Growth of the convenience goods sector** - The convenience goods sector (everyday essential items particularly food) has become a key driver of growth since the economic downturn. The sector has traditionally been dominated by the 'big four' supermarket operators, but increasingly both higher-quality operators and discount retailers are gaining market share;

- **Growth in commercial leisure** - Most commentators predict that commercial leisure (uses such as cafes, bars, restaurants and cinemas) will constitute a growing share of town centre floorspace. This is partly a replacement driven by reduced demand for traditional shopping space and an increase in leisure spending. There is scope for town centres to capitalise on this, promoting themselves as 'destinations' in their own right; and
- **Growth in online shopping and e-commerce** - Online shopping has increased at a rapid pace in recent years, particularly in the comparison goods sector (retail items not bought on a frequent basis, such electrical goods and clothing). Online shopping is perceived to offer a number of significant advantages over high street shopping, including lower prices, a wider choice, and the ability of customers to easily search out bargains. However, the competition is not a straight-forward choice between online shopping and the high street as new technologies are promoting an integration between the two, to the point where a town centre that embraces digital technologies can find itself in a strong position.

## National Policy and Guidance

**11.5** Against this changing context, Government policy highlights the importance of promoting the vitality and viability of town centres. The [National Planning Policy Framework](#) (NPPF) states that local planning authorities should: "*recognise town centres as the heart of their communities and pursue policies to support their viability and vitality*" and "*promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres*" (paragraph 23). To achieve this, local planning authorities should "*allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres*" and should aim to meet identified needs in full (paragraph 23).

**11.6** The Government's [Planning Practice Guidance](#) sets out further detail, including a section on 'Ensuring the vitality of town centres'. This states that a positive vision or strategy for town centres is key to ensuring their success; this will enable economic growth and provide a wide range of social and environmental benefits. Any strategy should be based on evidence of the current state of town centres, and opportunities to meet development needs and support their viability and vitality should be taken.

**11.7** In addition to these policies and guidance, [High Streets at the Heart of Our Communities](#) (CLG, 2012) (the Government's response to [The Portas Review](#)) suggests a number of ways to revitalise town centres. While some of these focus on the management of streets and spaces, planning also has a key role to play through, for example:

- Promoting better access for cycling and walking to help improve air quality and reduce congestion;
- Reducing street clutter (such as signs, hoardings and railings) and rethinking how urban spaces could be used to bring life back to town centres; and
- Encouraging a variety of uses, including social, entertainment, cultural and market uses, as a vital part of town centres.

**11.8** The potential of urban spaces to bring life back to towns is explored further in '[Re-imagining urban spaces to help revitalise our high streets](#)' (CLG, 2012). Some key messages are that:

- Open spaces, streets, squares, green spaces and the network of pavements and pedestrian thoroughfares are what hold town centres together;
- Local authorities should develop a shared vision to transform town centres to encourage visitors, working with local communities, businesses, landowners and developers;
- The evening and night-time economy should be encouraged through promoting a mix of uses and events outside of shop opening times and using sensitive lighting schemes to enhance the appearance of towns and improve public safety;
- Local authorities should promote the use of public buildings for a mix of leisure, social, cultural and educational uses to encourage people back into town centres and to visit towns in the evening and night-time; and
- The use of high quality and locally distinctive features and materials can enhance town centres and help attract customers and businesses.

### **Core Strategy Local Plan**

**11.9** The Core Strategy sets out a number of objectives for the district, including enhancing the viability, vitality and appeal of its town centres. Folkestone is identified as a significant commercial, cultural and tourism centre.

**11.10** The Core Strategy explains that town and village centres in Shepway play a critical role in anchoring economic activity within the district. There remains a need to carefully manage the location and development of retail to maintain Shepway's position in relation to other competing retail centres outside the district. There is also a preference for retailers to locate to out-of-town locations within the district. However, the district's town centres continue to "*retain a strong, practical and symbolic significance*" (paragraph 4.95).

**11.11** The Core Strategy provides a settlement hierarchy for the district (set out in the introduction to Part One of this plan). This confirms Folkestone as the highest-order centre in the district, a 'Sub-Regional Town', where substantial residential, commercial and social development should be accommodated, and where the focus should be for retail, leisure, cultural and public services for the whole of the district.

**11.12** Hythe and New Romney are identified as second-tier 'Strategic Towns for Shepway' where significant development will also be accommodated; Lydd and Hawkinge are third-tier 'Service Centres'; and Dymchurch, Elham, Lyminge and Sellinge are smaller 'Rural Centres'.

**11.13** Regarding retailing, the Core Strategy sets the objective to *"accommodate the majority of Shepway's identified needs for retail, office and leisure uses through new development to improve their vitality, public realm, mix of uses, and daytime and evening economy"* (Table 4.4: Priority Centres of Activity Network).

**11.14** Retail development should be focused on the most sustainable towns and villages, with Folkestone, Hythe and New Romney identified as the district's main town centres. The Core Strategy promotes Folkestone as a well-connected, legible and sustainable town and proposes upgrades to the public realm as well as an enhanced choice of independent shops, cafes, restaurants and galleries. In order to support the new dwellings set out in the Core Strategy, a target is set for the development of 35,000sqm of goods retailing space (Use Class A1). (These targets are based on previous retail evidence, particularly the [Shepway Retail Needs Assessment](#) (KCC, 2010), which has been updated by the 2015 Shepway Town Centres Study.)

## Retail Hierarchy

**11.15** To ensure the long term vitality and viability of the district's centres, the Council will focus development for retail, leisure and other main town centre uses within town centres (a 'town centre first' approach). Development should be appropriate to the size and function of the centre in which it is located.

**11.16** A strong town centre policy enables and encourages town centre uses to be developed within the centres, and also allows the Council to reject proposals that could draw trade away from established shopping areas. Town centre uses are defined in the NPPF and include retail, leisure, entertainment facilities, intensive sports and recreation uses, offices, arts, culture and tourism development.<sup>(1)</sup> Given the context outlined above, the Council will support the provision of a diverse range of uses which appeal to a wide range of age and social groups. Social and cultural

1 Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure; entertainment facilities; the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).



experiences provide attractions drawing people to centres, and businesses such as restaurants, cafes and pubs can support high street shops. In addition, as the NPPF highlights, residential development can play an important role in ensuring the vitality of centres; however this must be balanced against the need to maintain town centre uses and active frontages at street level.

**11.17** A diversity of uses adds to a centre, making it more attractive, but a concentration of uses in a small area which detracts from a centre's variety will be resisted. For changes of use to restaurants, pubs or takeaways within town centres, in particular, the Council will consider the proximity of other similar uses and whether a proliferation of the same use within the same immediate area would be likely to affect the vitality and viability of the centre or would be in conflict with other objectives, such as the need to manage traffic, noise or litter.

**11.18** The Core Strategy identifies a hierarchy of centres and this forms the basis of the policy below.

## Policy RL1

### Retail Hierarchy

Within the designated centres in the retail hierarchy, planning permission will be granted for the development of a range of town centre uses that add to the vitality and viability of the centres, except where the proposed development is in conflict with other policies or environmental objectives.

The Council will seek to enhance the established character and diversity of town centre uses and avoid over-concentration of particular uses that would be detrimental to the character or function of an area. Residential development will also be permitted within the designated centres on upper floors where it would enhance the vitality and viability of the centre and not lead to the loss of town centre uses or active frontages at street level.

Development should be of an appropriate scale in accordance with the centre's position in the following hierarchy:

- Major Town Centre - Folkestone;
- Town Centres - Hythe and New Romney;
- District Centres - Cheriton, Hawkinge and Lydd; and
- Local Centres - Sandgate, Lyminge, Elham, Sellindge and Dymchurch.

## Retail Need

**11.19** Based on the factors outlined above, as well trends such as population growth and increased spending, the Town Centres Study highlights quantitative requirements in the district over the plan period for retail floorspace needs. These requirements are based on an assessment of spending patterns within and beyond the district. The Study identifies the following patterns:

- **Comparison goods (non-food) shopping** - The district retains just over 50 per cent of spending, totalling around £188m a year, of which around £105m is spent in Folkestone Town Centre. Ashford (around £80m) and Canterbury (around £60m) account for the majority of comparison spending outside the district; and
- **Convenience goods (food) shopping** - The district retains 77 per cent of spending, totalling around £200m a year of which foodstores in Folkestone account for £121m of spending. Ashford (£34m) and Dover (£9m) account for the majority of convenience spending outside the district.

**11.20** Based on these patterns, the following requirements have been identified.

	2014	2017	2021	2026	2031
<b>Comparison Goods <sup>(2)</sup> Floorspace Requirement (sqm net, rounded)</b>	0	1,100	3,600	8,000	12,800
<b>Convenience Goods <sup>(3)</sup> Floorspace Requirement (sqm net, rounded)</b>	-4,400	-4,200	-3,600	-2,700	-1,600

*NB: \*Figures are cumulative and those in italics are indicative.*

*\*\* The District Council will regularly review the retail capacity of the district and any future studies within the plan period will become a material planning consideration.*

**11.21** The Town Centres Study finds that there is a need for the quality of comparison retail space to be enhanced, especially in Folkestone, to create a more mid-market offer to reduce the expenditure lost to surrounding centres and, through the provision of larger retail units, to meet the needs of national retailers.

<sup>2</sup> Other goods not classified as convenience goods such as clothing, fridges, televisions

<sup>3</sup> Broadly defined as food, drinks, tobacco, newspapers, magazines, cleaning materials, toilet articles

**11.22** The Study also considers the NPPF's requirement for suitable sites to meet its town centre needs. After considering the identified potential uses of each Folkestone town centre site as a short-term, medium-term or long-term opportunity, the Study concludes that there is limited potential for development in the short-to-medium term, and the identified sites are unlikely to represent realistic opportunities for meeting the full qualitative and quantitative needs. The sites with the greatest potential for redevelopment are the Folkestone Bus Station site and existing retail units on Guildhall Street / Shellons Street.

**11.23** Nevertheless, the district's retail needs are still able to be met in the early stages of the plan period through the planning permission at Folkestone Harbour (Y12/0897/SH), which includes 500sqm of A1 comparison floorspace, in addition to a further 3,100sqm which is proposed as part of the mixed-use allocation at the former Silver Spring site (Policy RL11). The outstanding 9,200sqm retail requirements will be identified through a future plan review.

## **Town Centre Designations**

**11.24** Folkestone, Hythe and New Romney have designated town centres. The following sections set out policies for development within the town centre boundaries of these settlements. Other policies deal with district centres and local centres, following the hierarchy set out in Policy RL1.

### **Folkestone Town Centre**

**11.25** Core Strategy Policy SS4: Priority Centres of Activity Strategy focuses town centre uses in centres in line with national policy. The Core Strategy also includes a policy for Folkestone, Policy CSD6: Central Folkestone Strategy, which identifies 'arcs' where new development should deliver investment in commercial, cultural and educational uses and contribute to public realm improvements that enhance the physical environment, to create a sense of security and improve connections. The 'arcs' consist of the 'Central/West Development Arc' and the 'Seafront/Creative Regeneration Arc'.

**11.26** The importance of town centres and their role as the heart of the local community is recognised in the NPPF. Paragraph 23 states that planning policies for town centres should promote competitive environments and the management and the growth of centres and support their viability and vitality.

**11.27** Folkestone is defined as a 'Major Town Centre' in the retail hierarchy and is the focus for comparison goods shopping, civic facilities, tourism, arts and culture in the district. The centre contains a number of supermarkets and therefore also provides a convenience goods function.

**11.28** The Town Centres Study identifies a number of distinct areas where the mix and quality of the shopping environment differs substantially. The primary retail area is focused around the pedestrian element of Sandgate Road and the more recent Bouverie Place Shopping Centre. In this part of the town centre retail uses dominate, and in common with many other towns, there is a move towards more value-orientated retailers alongside established national retailers. The opening of the Bouverie Place Shopping Centre has succeeded in bringing a number of higher-profile retailers to the town, to complement its long established department store on Sandgate Road.

**11.29** The secondary retail areas are the peripheral areas which adjoin the primary retail areas; these include the un-pedestrianised section of Sandgate Road, Cheriton Place, Guildhall Street and Rendezvous Street. In these areas, the diversity of uses is less focused on retail, with a greater mix of services such as estate agents, cafés, pubs and bars. These areas are generally quieter, with lower levels of pedestrian activity, and some parts of these secondary areas also have higher levels of vacancy. Rendezvous Street however has significant footfall and has established itself as a vibrant area connecting the High Street with the Creative Quarter, with its own 'café culture'.

**11.30** The [Creative Quarter](#), comprising principally the Old High Street and Tontine Street, is an area which has been revitalised under the guidance of the [Creative Foundation](#), an independent arts charity. The Foundation started in 2002 and has overseen the restoration of over 90 buildings. Many shops in the area are currently being redeveloped, and the area is being promoted as a hub for creative industries. This area offers predominantly smaller, independent retail units and includes a number of boutiques, specialist retailers and exhibition space. The Creative Foundation has also led the development of the [Quarterhouse](#) arts venue, which occupies a prominent position on Tontine Street, and provides an important cultural facility for Folkestone and the wider East Kent area, putting on theatre, live comedy and live music performances and film screenings. The Creative Quarter is a particularly important asset to the town, offering a good and changing mix of independent retailers and cafés, as well as the Quarterhouse arts centre, but despite being entirely complementary to the more 'mainstream' offer elsewhere in the town, it needs to be better integrated with the wider area to fulfil its full potential.

**11.31** The Town Centres Study concludes that, on the whole, Folkestone Town Centre is only performing adequately. The diversity of uses can be considered to be reasonable, but the focus of the retail offer is only on meeting day-to-day uses, rather than higher-order, more specialist comparison goods. The town centre benefits from good accessibility by car and public transport (although linkages between the town centre, railway station and seafront require improvement). Environmental quality is also poor in places.

**11.32** The Study highlights two areas which need to be addressed to ensure the long term vitality and viability of the town. These are:

- **The evening economy** - Folkestone lacks an evening economy, particularly in respect of family restaurants and commercial leisure facilities, which reduces the attractiveness of the centre as anything other than a shopping destination; and
- **The high level of vacant units** - Investment in some areas with higher levels of vacancy, such as Guildhall Street, is required in the short term to help address this. Such investment may include the improvement of the shopping environment and public realm, modernisation of shop units, and investment in the promotion of the different 'quarters' of the town centre.

**11.33** Work by the [Folkestone Coastal Community Team](#) also highlights:

- The lack of connections between the town and the seafront;
- The need for improvement to the public realm;
- The importance of maximising events in arts and culture;
- The need for support for the hotel sector and green links; and
- The need to enhance the 'café culture' and the evening economy.

Policies in this plan, together with those in the Core Strategy, seek to assist with these aims.

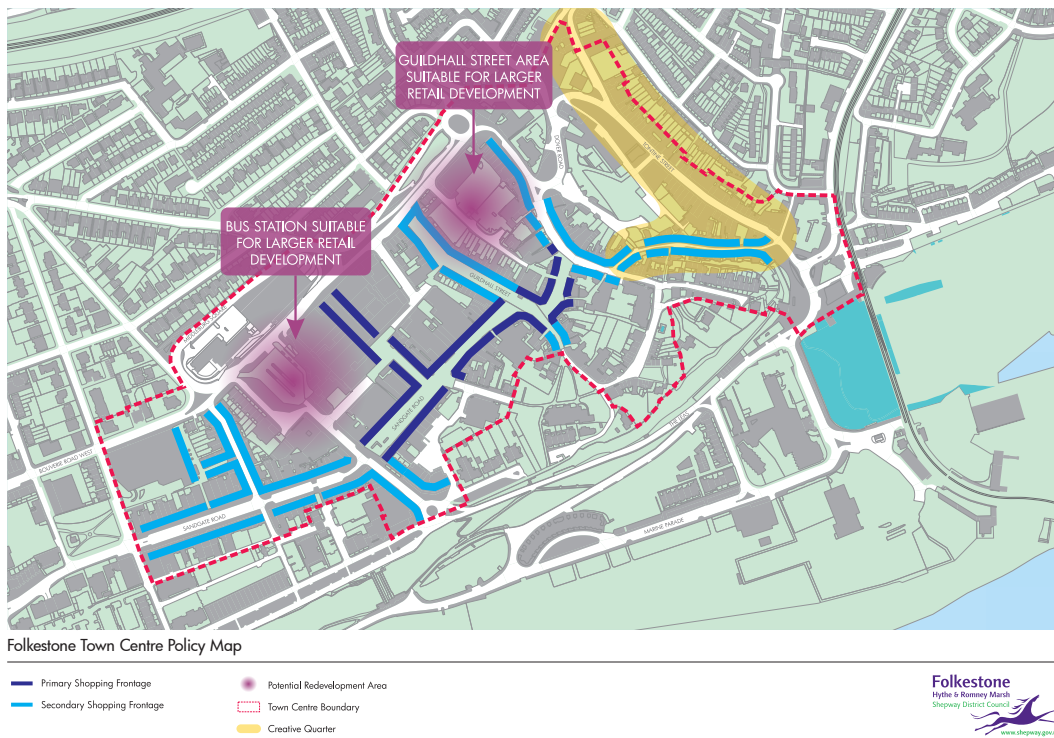
**11.34** The [Folkestone Triennial](#) provides the town centre with a significant regional, national and, at times, international attraction which, alongside the significant investment in the Creative Quarter and Folkestone Seafront and Harbour, will continue to deliver increased activity over the plan period. In addition, other schemes continue to be delivered; for example, planning permission was granted in 2016 for the creation of a new Urban Sports Park in Tontine Street and this is due to open in 2018.

**11.35** The Primary Shopping Frontage in Folkestone has been successful at preventing the loss of retail uses at ground floor level in the main shopping areas of the town. The primary shopping area is compact in nature, running the extent of the pedestrianised precinct of Sandgate Road and the top end of Rendezvous Street. It also includes the new Bouverie Place development. The area is characterised by a high proportion of retail units; many of them occupied by multiple retailers. While it is important to maintain a concentration of shops, other town centre uses - such as bars, nurseries or doctors' surgeries, education, civic buildings, health, museums and galleries - could help to improve the vitality and viability of the centre by drawing people in.

**11.36** Secondary Shopping Frontages have been designated at the eastern end of Sandgate Road, the northern part of Guildhall Street and The Old High Street. The designation seeks to provide an area where there is a greater mix of town centre uses to support the primary area, providing a wide range of shops, services and restaurants as well as space where more specialist and individual shops can locate

to (due to the availability of smaller and cheaper units). These areas would also be suitable for small businesses, provided that they retain active frontages and traditional shop fronts. Proposals for A5 (hot food takeaways) uses will be permitted, provided that they meet the requirements of policies in this chapter and Policy HW1: Promoting Healthier Food Environments. In relation to ‘appropriate sui generis uses’, these will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses.

**11.37** The Town Centres Study also highlights the need for improvements to the public realm and pedestrian enhancements between the harbour, town centre and railway station. The Core Strategy sets out a requirement in Policy CSD6: Central Folkestone Strategy for public realm improvements and, since then, a collaborative project between Kent County Council, Shepway District Council, Folkestone Town Council and the Creative Foundation has delivered improve signage around Folkestone Town Centre.



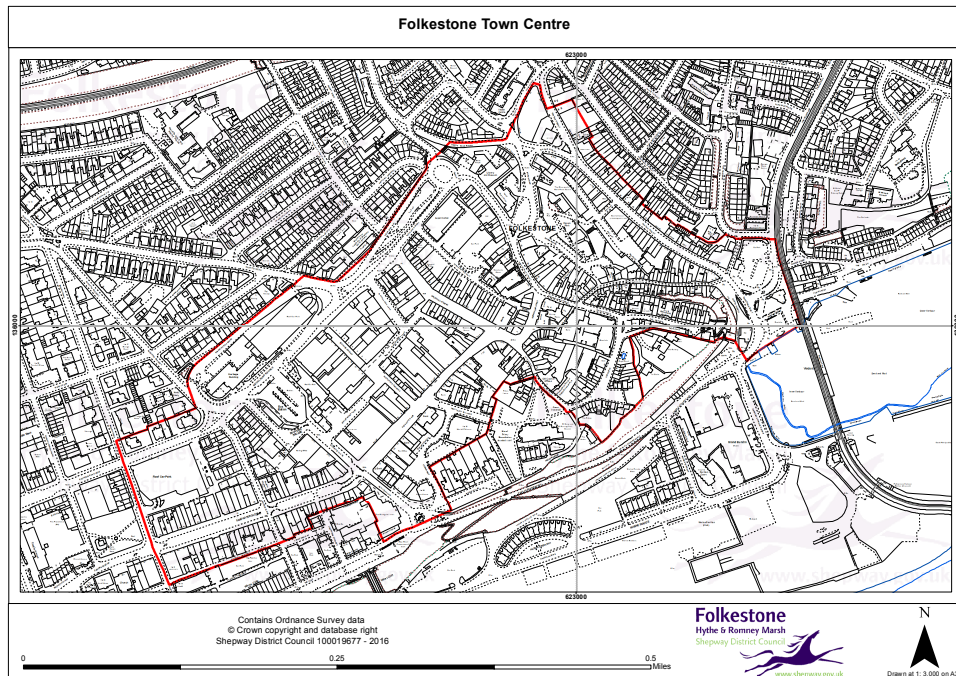
### Folkestone Town Centre Policy Map

**11.38** Policy RL2: Folkestone Town Centre is intended to promote development that will add to the vitality and viability of the town, including town centre uses that will enhance the evening economy. It also identifies areas for future investment highlighted in the study (the Bus Station, adjacent to Bouverie Place, and Guildhall



Street / Shellon's Street) to meet the needs of larger retail stores. As there are currently no advanced proposals it is not possible to define boundaries, but the policy will provide the basis for future masterplans for these areas.

**11.39** The NPPF states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre. For this the Council needs to identify a town centre boundary so that policies can be applied effectively. The boundary is set out in the Policies Map and has been designated after taking into account primary and secondary frontages and areas predominantly occupied by main town centre uses adjacent to the frontages.



**Folkestone Town Centre Boundary**

## Policy RL2

### Folkestone Major Town Centre

Within the designated town centre area (as identified on the Policies Map), planning permission will be granted for development that provides for a range of town centre uses that adds to the vitality and viability of the town centre, particularly where it can be demonstrated that the proposal would enhance the evening economy. Residential development will also be permitted on upper floors where it would enhance the vitality and viability of the centre and not lead to the loss of town centre uses or active frontages at street level.

1. Within the **Primary Shopping Frontage** (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Frontages where:
  - They fall within the National Planning Policy Framework definition of town centre uses; or
  - They fall under D1 (non-residential institutions) or C1 (hotel) uses and provide a complementary function to the town centre; and
  - They would not create a continuous frontage of two or more non-A1 (shops) uses; and
  - In the case of appropriate *sui generis* uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area.
2. Within the **Secondary Shopping Frontages** (as defined on the Policies Map) proposals for development, redevelopment or change of use for Class A1 (shops), A2 (financial and professional services) and A3 (restaurants and cafes), A4 (drinking establishments) and A5 (hot food takeaways) uses will be permitted, provided that:
  - They fall within the National Planning Policy Framework definition of town centre uses; or
  - They fall under B1 (business), C1 (hotels), D1 (non-residential institutions) or D2 (assembly and leisure) uses, retain an active shop frontage and provide a complementary function to the town centre; and
  - They would not create a continuous frontage of three or more A5 (hot food takeaway) units.
3. Proposals for retail development and other town centre uses will be permitted at:



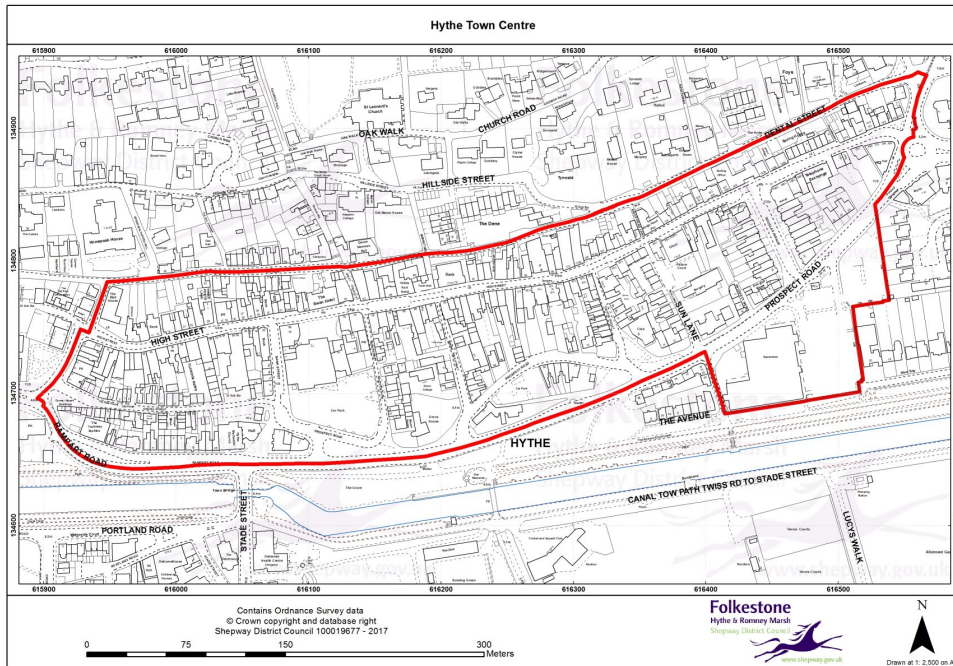
- The area around and including the bus station, providing that a suitable alternative location for the bus station can be provided; and
- Through the consolidation of smaller retail properties in Guildhall Street, or the redevelopment of land to the north of St Eanswythe Way (including the car park).

Development proposals within the town centre uses definition that cannot be located within Folkestone Town Centre will be judged against Policy RL8.

### Hythe Town Centre

**11.40** Hythe is the second-largest centre in the district and is classified as a 'Town Centre' in the hierarchy. Hythe town centre has a character significantly different to that of Folkestone. The town centre is predominantly retail in character, largely orientated towards independent retailers selling more specialist products, particularly in respect of comparison goods. The retail area is largely confined to the High Street with two superstores at either end. The vacancy rates are low at 7 per cent (2015).

**11.41** The Town Centres Study indicates that policies should protect the role and function of Hythe town centre as the district's second largest centre. The primary shopping area benefits from a good concentration of retail and other footfall-generating activities, such as independent cafes and restaurants, and applications for change of use away from A1 (shops) or A3 (restaurants and cafes) uses should be resisted where possible, to retain the vitality and viability of the High Street. Proposals for A5 (hot food takeaways) uses will be permitted, provided that they would meet the requirements of Policies RL3: Hythe Town Centre and HW1: Promoting Healthier Food Environments. In relation to 'appropriate sui generis uses', these will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses.



Hythe Town Centre Boundary

### Policy RL3

#### **Hythe Town Centre**

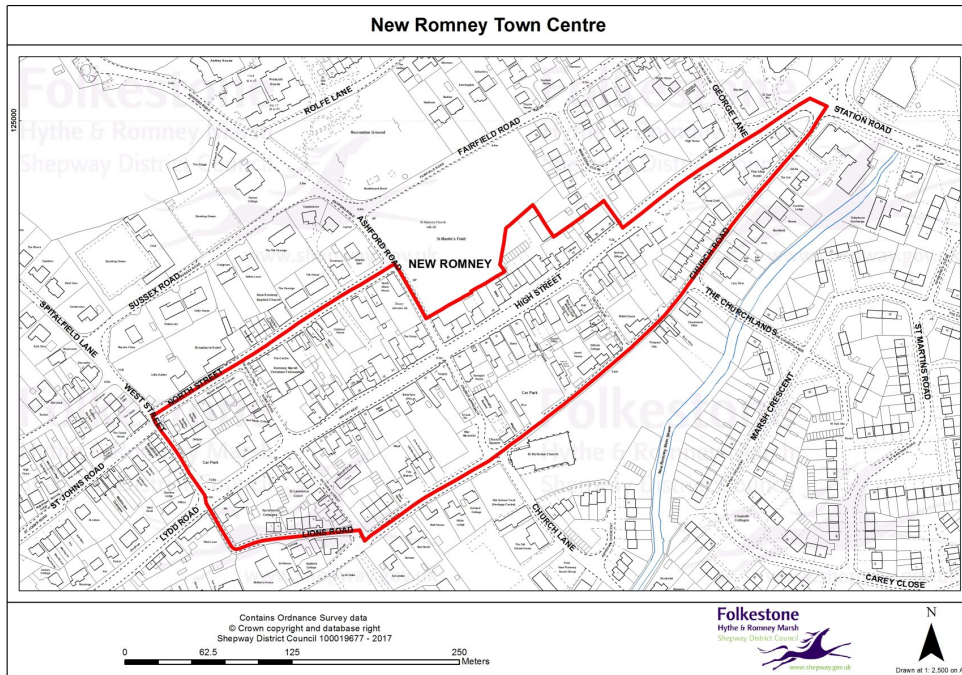
Within the designated town centre area (identified on the Policies Map), planning permission will be granted for development that provides for a range of town centre uses that adds to the vitality and viability of the town centre.

Within the Primary Shopping Frontage (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Shopping Frontage provided that:

1. They fall within the definition of town centre uses in the National Planning Policy Framework; or
2. They fall under D1 uses and provide a complementary function to the town centre: and
3. They would not create a continuous frontage of two or more non-A1 (shops) uses; and
4. In the case of appropriate *sui generis* uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area.

Development proposals within the town centre uses definition that cannot be located within Hythe Town Centre will be judged against Policy RL8.

#### **New Romney Town Centre**



### New Romney Town Centre Boundary

**11.42** New Romney is defined as a 'Town Centre' in the retail hierarchy and functions as an important service centre, providing a range of facilities and services for an extensive rural catchment area. New Romney High Street is linear and is comprised of mainly comparison retail and service units. There is a supermarket at the eastern end, while shops along the High Street consist of a range of mostly independent convenience, comparison and services retailers, including a small number of specialist shops such as a delicatessen, crafts shop and tea rooms.

**11.43** The Town Centres Study suggests that the town has a significantly lower vacancy rate than the UK average, and just one vacant unit was identified in the Study. The centre is attractive and well-maintained and the centre is currently performing well. The primary shopping area benefits from a good concentration of retail and other footfall-generating activities, such as independent cafes and restaurants. Changes of use away from A1 (shops) or A3 (restaurants and cafes) will be resisted to retain the vitality and viability of the High Street. Proposals for A5 (hot food takeaways) uses will be permitted, provided that they would meet the requirements in Policies RL4: New Romney Town Centre and HW1: Promoting Healthier Food Environments. In relation to 'appropriate sui generis uses', these will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses.

## Policy RL4

### **New Romney Town Centre**

Within the designated town centre area (identified on the Policies Map), planning permission will be granted for development that provides for a range of town centre uses that adds to the vitality and viability of the town centre.

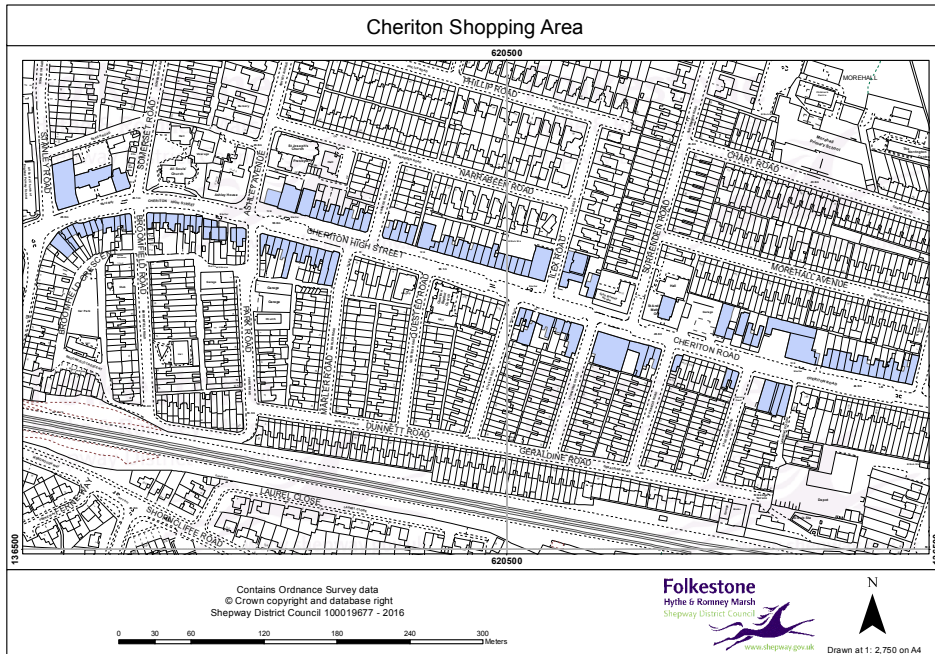
Within the Primary Shopping Frontage (as identified on the Policies Map) development on the ground floor will be permitted for A1 (shops) and A3 (restaurants and cafes) uses. Other uses will be permitted in the Primary Shopping Frontage provided that:

1. They fall within the definition of town centre uses; or
2. They fall under D1 (non-residential institutions) uses and provide a complementary function to the town centre; and
3. They would not create a continuous frontage of two or more non-A1 (shops) uses;
4. In the case of appropriate *sui generis* uses they would create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area; and
5. For change from a town centre use:
  - The proposed use is not detrimental to residential amenity;
  - There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses;
  - The existing use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made; and
  - The proposed use does not threaten the vitality and viability of the town centre and retains an active frontage at street level.

Development proposals within the town centre uses definition that cannot be located within New Romney Town Centre will be judged against Policy RL8.



## Cheriton District Centre



### Cheriton District Centre Boundary

**11.44** Cheriton is defined as a 'District Centre' in the retail hierarchy. The High Street is a linear centre to the north-west of Folkestone urban area. It comprises just under a hundred retail units along a single road. The main 'anchor' store in the centre is a convenience food store (although there is a large superstore to the west of the centre, outside the centre boundary). This centre enjoys an attractive mix of retail outlets including a number of traditional independent stores, chemists, a hardware store and other services such as a post office, as well as a number of take-away outlets and fast food retailers.

**11.45** The Town Centres Study concludes that Cheriton faces challenges to retain its present vitality and viability. It recommended that physical improvements are made, and additional supermarket space is provided if a suitable site becomes available within the centre (indicatively up to 1,000sqm net convenience goods sales area).

**11.46** Over the longer-term, the Study suggests that the Council should monitor the empty properties and consider an appropriate contraction of the district centre boundary, to help build a critical mass of retail activity, and focus footfall within a more tightly-defined area. This would allow for the diversification of uses in more peripheral areas, away from retail uses.

**11.47** In relation to ‘appropriate sui generis uses’, these will be assessed on a case-by-case basis depending on the nature of the use proposed in relation to neighbouring and surrounding uses.

## Policy RL5

### **Cheriton District Centre**

Within the District Centre of Cheriton, as defined on the Policies Map, proposals for the development, redevelopment or change of use to Class A uses (1 to 5) (shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways) will be permitted.

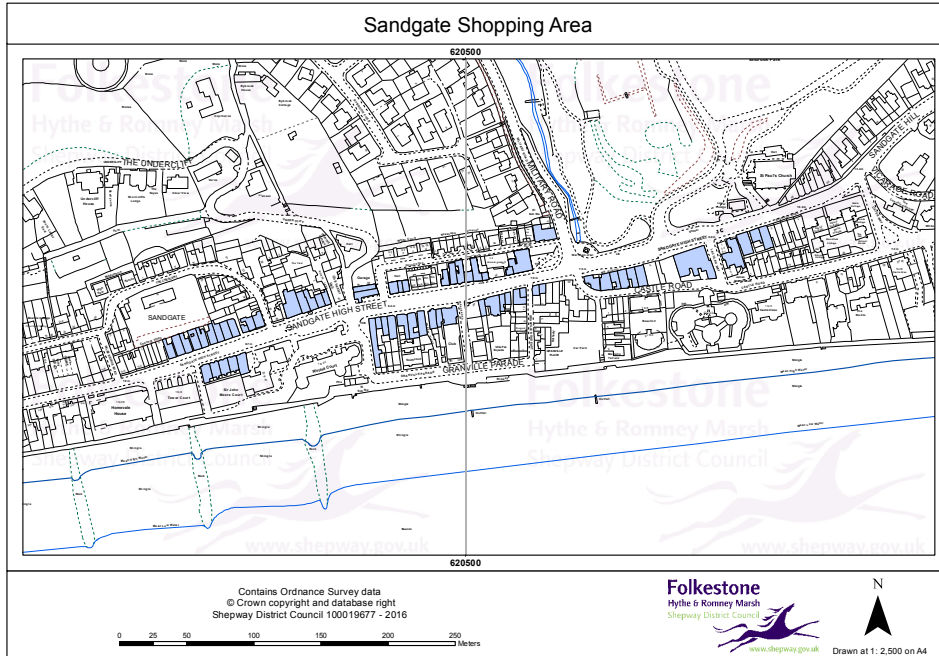
Appropriate *sui generis* uses will be permitted providing they create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area. Other town centre uses will be permitted provided that they would not create a continuous frontage of three or more A5 units and meet the requirements in Policy HW1: Promoting Healthier Food Environments.

Planning permission will be granted for change from a town centre use where:

1. The proposed use is not detrimental to residential amenity;
2. There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses;
3. The existing use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made; and
4. The proposed use does not threaten the vitality and viability of the district centre and retains an active frontage at street level.

Development proposals within the town centre uses definition that cannot be located within Cheriton District Centre will be judged against Policy RL8.

## Sandgate Local Centre



### Sandgate Local Centre Boundary

**11.48** Sandgate High Street has been identified as a Local Centre to reflect its importance to the local community.<sup>(4)</sup> Retail units here have been under threat through conversion to residential use, which is starting to undermine the character and vitality of the centre.

**11.49** The Town Centres Study suggests that the focus should be on supporting existing local-scale shopping facilities and that any applications for new development that come forward should be considered on their merits.

4 Town Centres Study, paragraph 9.2.9, footnote 13



## Policy RL6

### Sandgate Local Centre

1. Within the Local Centre of Sandgate, as defined on the Policies Map, proposals for the development, redevelopment or change of use to Class A1 (shops) and A3 (restaurants and cafes) uses will be permitted;
2. Appropriate *sui-generis* uses will be permitted providing they create an active frontage with a shopfront display and positively contribute towards providing a high quality environment and enhance the vitality and viability of the area. Other town centre uses will be permitted provided that they would not create a continuous frontage of three or more A5 units and meet the requirements in Policy HW1: Promoting Healthier Food Environments;
3. Other non-residential town centre uses will be permitted provided that:
  - They fall under D1 (non-residential institutions) or C1 (hotels) uses and provide a complementary function to the local centre;
  - They would not create a continuous frontage of two or more non-A1 (shops) uses; and
4. Planning permission will be granted for a change from a town centre use where:
  - The proposed use is not detrimental to residential amenity;
  - There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses;
  - The existing use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made; and
  - The proposed use does not threaten the vitality and viability of the local centre and retains an active frontage at street level.

Development proposals within the town centre uses definition that cannot be located within Sandgate Local Centre will be judged against Policy RL8.

### Other District and Local Centres

**11.50** Policy RL1 sets out a retail hierarchy that includes:

- District Centres at Cheriton, Hawkinge and Lydd; and
- Local Centres including Sandgate, Lyminge, Elham, Sellindge and Dymchurch.

**11.51** Cheriton District Centre is dealt with in Policy RL5 and Sandgate Local Centre is dealt with in Policy RL6 above. Policy RL7 below covers the remaining District and Local Centres of Hawkinge, Lydd, Lyminge, Elham, Sellindge and Dymchurch.

**11.52** The Town Centres Study recommends that the retailing offer in the centres of Lydd and Hawkinge should be protected to ensure that the centres can continue to meet residents' day-to-day needs.

**11.53** Given the constraints to providing additional floorspace within the existing centre at Hawkinge, consideration should be given to providing additional small-scale facilities adjacent to the Lidl foodstore at Haven Drive, given this is already an established shopping destination for many residents in the town, and is accessible by public transport. Any additional development at this location should be of a scale appropriate to the role and function of Hawkinge in the retail hierarchy and would need to demonstrate that it could not be accommodated within the defined centre of Hawkinge, nor would cause a significant adverse impact on Hawkinge or other centres, in accordance with Policy RL8.

**11.54** For Lyminge, Elham, Sellindge and Dymchurch new development should support existing local-scale shopping facilities. Should any applications for new development come forward for these centres, they will be considered on their merits.

## Policy RL7

### Other District and Local Centres

The Council will promote and protect the provision of retail and other community uses that meet local needs in the designated local centres of Hawkinge, Lyminge, Elham, Dymchurch and Lydd.

Planning permission will be granted for a change of use from Class A or other community uses where:

1. The proposed use is not detrimental to residential amenity;
2. There is evidence to demonstrate that there is no demand for the continued use of the premises for retail or community uses;
3. The existing use is no longer viable and the property has been actively marketed at a reasonable rate for a period of at least 12 months and no reasonable offers have been made; and
4. The proposed use does not threaten the vitality and viability of the district or local centre and retains an active frontage at street level.

Proposals for new retail or community provision within or adjacent to district and local centres will be permitted where the proposals meet a local need, widen the choice, quality and/or range of shopping or community facilities, and are of a scale appropriate to the function of that particular centre.

Development proposals within the town centre uses definition that cannot be located within the District and Local Centres will be judged against Policy RL8.

### Development Outside Town Centres

**11.55** The NPPF sets out a test for proposals for retail, leisure and office developments outside town centres in paragraph 26. Proposals should demonstrate what the impact of the development would be on centres in the catchment area of the proposal (including existing, committed and planned developments) and on the vitality and viability of centres (including local consumer choice and trade). Impact assessments are required for developments of 2,500sqm or above if there is no locally set threshold.

**11.56** The Town Centres Study recommends that a local threshold should be set in policy. This should reflect local aspirations, but also the specific development pressures in Shepway. As well as the requirements of the NPPF impact test, the Town Centres Study recommends that the policy should require impact assessments to include the following:

- The extent to which the market profile of the development proposed will compete with existing facilities in town centres;
- The potential for relocation of businesses currently trading in town centre to out-of-centre locations;
- The impact on linked trip spending between different town centre uses or businesses;
- The cumulative effect of more than one development coming forward at the same time; and
- The impact through trade diversion on the role and function of a centre or centres.

**11.57** The Study considers that developments of less than 2,500sqm could potentially have a significant adverse impact on some of Shepway's centres, depending on the occupier and location. Using the default threshold would mean these developments would not need an impact assessment under the NPPF. The Study therefore recommends that two impact thresholds should be introduced:

- Developments outside Town Centres and District Centres - 500sqm gross; and
- Developments outside Local Centres - 200sqm gross.

**11.58** Policy RL8 sets out these requirements.

## Policy RL8

### **Development Outside Town, District and Local Centres**

Planning permission for town centre uses outside the Major Town Centre, Town Centre, District Centres and Local Centres will be permitted provided that:

1. The sequential approach set out in the National Planning Policy Framework and Planning Practice Guidance has been followed;
2. A full assessment is provided of the impact that the proposal would have on the retail health of all centres that are likely to be affected, relating to the scale and the type of development proposed in accordance with the requirements of the National Planning Policy Framework and Planning Practice Guidance. In addition, the assessment should demonstrate:
  - The extent to which the market profile of the development proposed will compete with existing facilities in town centres;
  - The potential for relocation of businesses currently trading in town centre to out-of-centre locations;
  - The impact on linked trip spending between different town centre uses or businesses;
  - The cumulative effect of more than one development coming forward at the same time; and
  - The impact through trade diversion on the role and function of a centre or centres;
3. It can be demonstrated that the site is in an accessible location and well connected to the centre enabling easy access on foot, by bicycle and public transport;
4. The proposed development does not have a significant detrimental impact on the highway network in terms of congestion, road safety and pollution;
5. Acceptable vehicular access and, if required, service space, can be provided without harm to the living conditions of local residents; and
6. The design, including parking and landscaping, complies with Policy HB1 and reflects the character of the local street scene and wider built context.

### **Impact Thresholds**

For the purposes of this policy, the following impact thresholds will be applied:

- Outside the Major Town Centre, Town Centre and District Centres - 500sqm gross; and
- Outside Local Centres - 200sqm gross.

The threshold will be based on the nearest centre to the proposal.

To avoid cumulative developments that exceed these thresholds, an impact assessment will be required if the threshold is breached in one year by more than one planning application.

## Advertisements, Shop Fronts, Blinds and Security Shutters

**11.59** As outlined at the beginning of this chapter, the quality of the shopping environment in the district's centres is important to their vitality and viability. The design of advertisements, shopfronts, blinds, canopies, awnings and security shutters can have a great impact on buildings and shopping streets and can detract from their character and appearance if changes are implemented unsympathetically.

### Design, Location and Illumination of Advertisements

**11.60** Most advertisements are controlled under the [Town and Country Planning \(Control of Advertisements\) Regulations 2007](#). This regime allows local planning authorities to control advertisements, when it is justified, in the interests of amenity and public safety. When considering proposals for outdoor advertisements that require express consent, the Council must have regard primarily to the regulations, but the plan's policies can also form a material consideration in determining whether an advertisement is permitted.

**11.61** Policy RL9 provides guidance for prospective advertisers on the type of advertisement displays that are likely to be acceptable. Standardised or corporate displays that have no regard to the character of the building on which they are to be displayed or the general characteristics of the locality will be unlikely to be acceptable.

**11.62** Applications for advertisement consent should provide a sufficient level of information to allow the Council to reach an informed decision about the likely impacts of the proposal. Proposals for development which incorporate advertising should clearly show the impact of the advertising at an early stage, preferably as part of an initial planning application.

**11.63** In respect of advertisements on Listed Buildings or in Conservation Areas, the Council will only grant consent if it can be demonstrated that the proposal would preserve or enhance the character or appearance of the building or area. The Council will pay special attention to the quality and appropriateness of illumination in respect of Listed Buildings, Conservation Areas or other heritage assets; standardised solutions, such as the use of internally illuminated box advertisements are unlikely to be acceptable.

## Policy RL9

### Design, Location and Illumination of Advertisements

Planning permission for advertisements will be granted where:

1. The advertisement is sensitively designed and located having regard to the character of the building on which it is to be displayed and the general characteristics of the locality;
2. The size, scale, materials, colour scheme and any means of illumination are appropriate having regard to the character of the building on which it is to be displayed and the general characteristics of the locality;
3. The cumulative impact of the advertisement would not be detrimental to the character of the building on which it is to be displayed and the general characteristics of the locality;
4. The advertisement is not overly visually prominent in the street scene or landscape setting and does not harm amenity and is not a danger to public safety; and
5. Proposals for the illumination of advertisements and signs will be permitted where:
  - The means of illumination reflects the character of the building on which it is to be attached and its immediate surroundings;
  - The proposed illumination is unobtrusive and discreet in its form; and
  - It is of a quality which enhances the advertisement display.

### Shop Fronts, Blinds and Security Shutters

**11.64** There are a number of important shop fronts in Folkestone town centre and other centres within the district, and wherever possible these should be retained and repaired rather than replaced. Policy RL10 will ensure that the design and materials of shop fronts are of a high standard and respect the character of the shop building and the visual appearance of the surrounding street scene.

**11.65** Blinds, canopies and awnings can appear as prominent features on the front of buildings and need careful consideration to ensure that they do not detract from the character or appearance of the shop or street scene.

**11.66** Solid metal shutters and external shutters can introduce a blank appearance to shopping streets when closed and can discourage passersby, reducing activity. The Council will encourage other security measures which do not require intrusive features on a building's exterior, such as toughened glass and alarm systems.

Proposals for the installation of solid metal shutters, metal shutter boxes, external grilles or other obtrusive features are unlikely to be acceptable in Conservation Areas or on Listed Buildings or other heritage assets.

## **Policy RL10**

### **Shop Fronts, Blinds and Security Shutters**

#### **Shop fronts**

Proposals for new shop fronts, or alterations to shop fronts, will be permitted where:

1. The design, materials and proportions of any new, or altered, shop front relates to the character of the building and its locality;
2. Proposals that reflect the traditional character of shop fronts must include historically appropriate detailing;
3. Any existing features of historic or architectural interest are retained; and
4. Proposals affecting Listed Buildings, Conservation Areas or other heritage assets will preserve or enhance the character or appearance of the asset and its setting.

#### **Blinds, canopies and awnings**

Proposals for blinds, canopies and awnings which respect the architectural character and features of the building on which they are to be installed will be permitted.

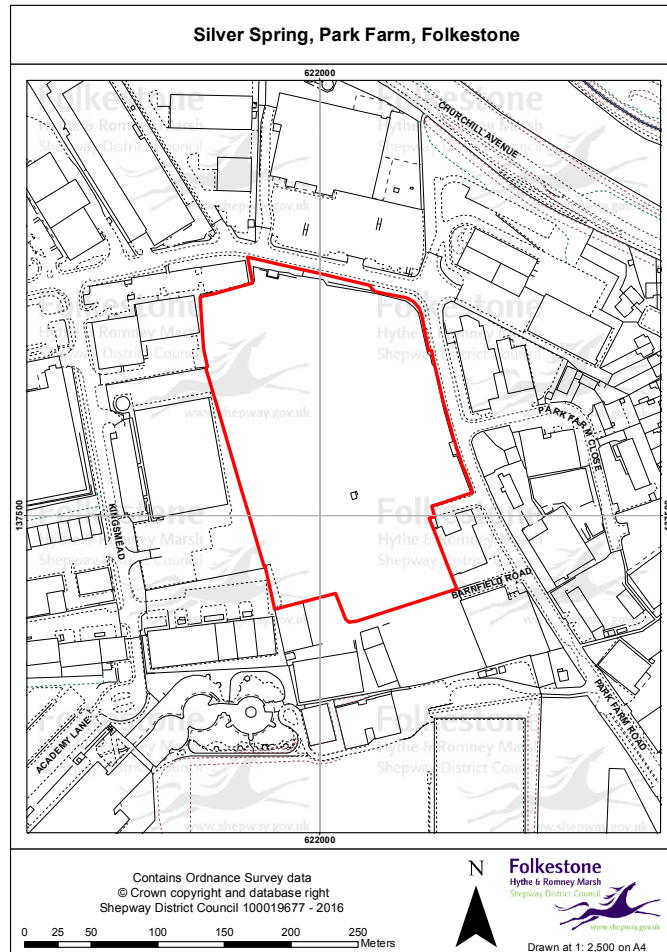
#### **Security shutters**

Proposals for the use of security measures will be permitted only if they do not involve the introduction of obtrusive features or detract from the character of the street scene.



## Mixed Used Developments

### Former Silver Spring Site, Park Farm, Folkestone



**Picture 11.1 Former Silver Spring Site, Park Farm, Folkestone**

**11.67** The site is located within the wider Park Farm Industrial Estate within the urban confines of Folkestone on the northern periphery of the town, approximately 1.2 miles from the town centre and immediately south-east of Junction 13 of the M20. The area is one of a commercial and industrial character where the immediate built environment is characterised by various commercial and utilitarian style buildings located on the west and east sides of the main Park Farm Road.

**11.68** Within the Park Farm Estate there is approximately 3.8ha of vacant industrial space, where the former Silver Spring company was located - a soft drinks company that closed in 2013 and the buildings associated with this business have now been demolished and the site cleared. There are two main issues that need to be

considered for any schemes to redevelop this site: the first is a need to provide good business accommodation in Folkestone and the second is the changing nature of the Park Farm Estate.

**11.69** The Employment Land Review (2017) identifies the need to provide good quality modern and flexible office space in Folkestone to broaden opportunities for existing businesses in the district to expand and grow, as well as to improve the attractiveness of the district to businesses and encourage them to locate to the area. The Shepway Economic Development Strategy (2015-2020) also recognises that many existing employment land allocations are in the wrong locations to meet current business demand in the sectors identified with growth potential. Given that there are only limited development sites presently available in the right location in and around Folkestone's three M20 junctions the focus should be on promoting these opportunity sites - such as the former Silver Spring site - for employment purposes.

**11.70** The Council considers that the former Silver Spring site should be redeveloped as a mixed-use scheme that reflects the changing nature of Park Farm but also provides good quality business accommodation. In addition to employment (B1), other uses could include retail (A1), restaurants and cafés (A3), assembly and leisure (D2) and a hotel (C1), where for relevant uses it can be demonstrated through an impact assessment consistent with the NPPF that the uses would not result in the likelihood of a significant adverse impact on the viability and vitality of Folkestone or other centres. Due to the compatibility with existing surrounding uses and the availability of other more suitable sites that are required for employment and retail needs, residential is not considered to be appropriate for this site.

**11.71** In respect of key constraints, the site lies in the setting of the Kent Downs Area of Outstanding Natural Beauty (AONB) and it is important that redevelopment of the site takes the opportunity to considerably improve the design and landscape appearance of development in the Park Farm area, paying particular regards to materiality, massing and roofscape.

**11.72** Taking account of the mix of uses proposed for the site, measures to encourage sustainable transport (including walking and cycling) and the use of buses should be an integral part of proposals enhancing existing connectivity.

## Policy RL11

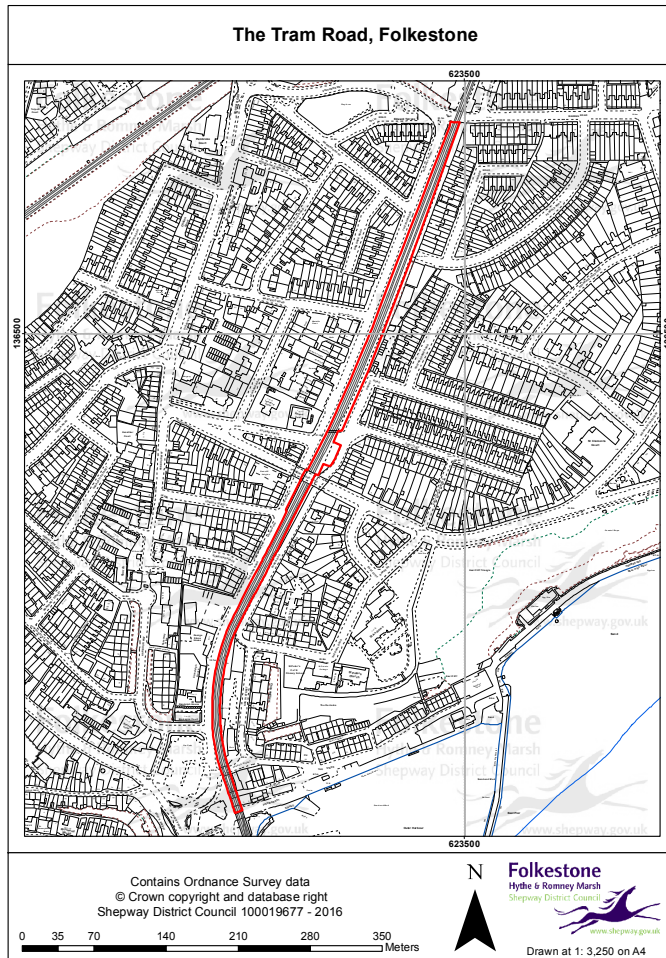
### **Former Silver Spring Site, Park Farm**

The former Silver Spring site, Park Farm, as defined on the Policies Map, is allocated for mixed-use development comprising up to 10,000sqm of office space (B1), 3,100sqm of non-food retail (A1) with supporting leisure (D2), restaurants and café (A3) uses and a hotel (C1).

Mixed-use (non-residential) development proposals will be supported where:

1. There is a comprehensive approach to the development of the site so that any individual elements would not prejudice the development of the whole site;
2. The existing access, or any new suitable accesses can be established, onto Park Farm Road is to the satisfaction and approval of the Local Highway Authority;
3. Any required off-site highway improvements are delivered to the satisfaction and approval of the Local Highway Authority;
4. It promotes and encourages the use of sustainable transport, including improvements to footpaths, cycle facilities and routes in accordance with the Shepway Cycle Strategy, and provides a bus stop(s);
5. Appropriate and proportionate contributions, through a Section 106 agreement, are made towards providing improved bus services;
6. There is a high quality of design that responds to the site's location within the setting of the AONB, paying particular regards to materiality, massing and roofscape;
7. Any potential contamination from former uses is investigated, assessed and if appropriate, mitigated as part of the development;
8. An impact assessment is provided, outlining what impact any proposed retail and leisure use would have on the vitality and viability of Folkestone Town Centre and other centres, in accordance with Policy RL8 and the NPPF; and
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

## Harbour Railway Line



**Picture 11.2**

**11.73** The former Harbour Railway line runs along The Tram Road in eastern Folkestone. This could be an important cycle and pedestrian route to the harbour development in the future. As outlined above, these connections are important to revitalise the town. There is also an opportunity to provide additional parking along this route to serve tourists and visitors to the harbour and seafront, particularly following the loss of car parking as the redevelopment of the seafront moves forward. Policy RL12 therefore safeguards this former line to ensure that this is protected from any incremental development that could jeopardise its future use.

## Policy RL12

### **Former Harbour Railway Line**

The former Harbour Railway line, as defined on the Policies Map, is allocated for a linear park, promoting active travel by providing a cycle and pedestrian route to the harbour area, together with visitor car parking.

Planning permission will be refused for inappropriate development that would compromise its reuse as an alternative transport link.

## Community

## 12 Community

### Introduction

**12.1** This chapter contains policies dealing with a range of matters relating to the community. Policies cover:

- Creating a sense of place as part of new developments;
- Safeguarding community facilities;
- The provision of open space; and
- The provision of children's play space.

**12.2** The [National Planning Policy Framework](#) (NPPF) in paragraph 69 states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The Council recognises the benefits of a healthy community and the local plan can help in two main ways, by:

- Delivering new community facilities, through allocating sites and securing contributions from development through Section 106 and Community Infrastructure Levy (CIL) contributions; and
- Protecting existing community facilities that serve their current needs or could meet future requirements.

#### Community Facilities

In this Local Plan, 'community facilities' refers to the definition of set out in the Core Strategy:

*"Community Infrastructure - facilities available for use by all the community, such as church or village halls, doctor's surgeries and hospitals. Community facilities could also include nursing homes, public houses, children's playgrounds and sports facilities"* (Appendix 6: Glossary of Terms).

(For nursing homes see also Policy HB11: Loss of Residential Care Homes and Institutions.)

**12.3** Shepway's growing population will put increasing pressure on community facilities. Consequently planning decisions need to ensure facilities are provided in accessible locations to serve both existing and new residents. The use of a building and the needs of communities can change over time; new community facilities should therefore be flexible and adaptable to changing circumstances, being capable of expansion and being used for different activities.

**12.4** As well as built facilities, good quality open space and outdoor recreational facilities are also vital to people's health and wellbeing. The Council carried out a review of open and play space and this evidence has informed the standards in new developments set out in the policies below.

### **Creating a Sense of Place**

**12.5** A key feature of a successful place is that people identify closely with it. Successful places often take time to evolve, gaining associations with particular events or people over history. In contrast, many new developments can lack character. One way of addressing this is by ensuring the design and landscaping of the development are of the highest quality, encouraging people to develop an attachment to a place. Other ways are through links to the heritage of the area or the use of public art.

**12.6** Heritage plays a fundamental role in providing a place with a unique character, grounding it in its history. Buildings, open spaces, historic features and patterns of roads and lanes are what ultimately define the character of settlements. It is therefore important that any change is sensitive to this character, adding to and developing its distinctiveness rather than diminishing it. (Policy HB2: Cohesive Design sets out a structured approach to incorporating the built form of an area into new housing developments.)

**12.7** Public art (which can include landscaping or lighting and as well as installations) can help develop a sense of place, address community needs, tackle social exclusion and provide educational value.





**Picture 12.1 Examples of effective community art and gardens in Shepway**

**12.8** Within Shepway, the [Folkestone Triennial](#) has raised the national profile of the town and has encouraged a 'creative economy'. This can be helped through establishing the right environment and encouraging people to participate in local events, boosting social interaction. An outcome of this process could be a piece of public art with special relevance to, and shaped by, local people.

## Policy C1

### Creating A Sense of Place

The Council will expect all new major development to demonstrate a deliverable and fully resourced project for fostering a sense of place through methods such as landscaping, public art, water features, lighting and/or through the use historic references. This programme should be fully outlined in the Design and Access Statement submitted as part of the application.

This will apply to the following:

1. Residential developments comprising 10 or more dwellings; and
2. Other developments where the floor area to be built is 500sqm gross or greater, including office, manufacturing, warehousing and retail developments.

In larger, phased development, it is acceptable for this to come forward in later phases so that it involves a critical mass of population.

Any programme for community-building and place-making must engage the local community and could be community-led, having regard to the local circumstances of the site and/or local aspirations.

Where physical public art is provided on a permanent basis, it needs to form part of managed open space or, if agreed, transferred to Town or Parish Councils. Contributions and commuted sums for up to 10 years' maintenance will be required, to include the cost of decommissioning where appropriate.

## Safeguarding Community Facilities

**12.9** Community facilities provide a meeting place where social networks are strengthened and extended. This is especially important in rural areas; pubs, for example, often host a wide variety of community-oriented events and activities that add considerably to local civic life. Increasingly they also host a range of important public services including post offices, general stores and broadband internet access.

**12.10** The Government has introduced procedures for identifying and protecting 'Assets of Community Value', under the [Localism Act 2011](#). This Act enables voluntary and community organisations to nominate an asset to be included on their local authority's register of assets of community value so that when it becomes available on the market, they can bid for it. There are a number of assets already identified in the district and more are under consideration; nomination details and a list of current assets can be found on the [Council's website](#).

**12.11** While identifying a facility as an asset of community value can help to secure its future if it comes to be sold, additional protection is needed through the planning system. To ensure further protection, the policy below will be applied before any development proposals for alternative uses are granted permission.

## Policy C2

### Safeguarding Community Facilities

Planning permission for development leading to the loss of an existing community facility will be granted where it can be demonstrated that:

1. There is no longer a demand for the facility within the locality, supported by evidence that the premises have been actively marketed for a minimum period of 12 months in the recent past prior to submission of the planning application; and
2. As part of the evidence in point 1 above, the sale or rental price was realistic for the existing use, supported with a written valuation from a commercial estate agent.

Where there is a need for an alternative facility or facilities to serve the local community, the proposed development should provide an alternative on the site or at a location which is well-related and easily accessible to the local community or settlement.

## Provision of Open Space

**12.12** Parks and other areas of public open space provide local destinations for people to walk, play and cycle, contributing to the health and wellbeing of communities. They provide experience of the natural world, positive mental health benefits, and places for social interaction, which is important for building community life. For children and young families, parks provide a place to meet and for children to participate in physical and social play. The provision of public open spaces is thus a key factor in promoting active living and providing physical, psychological and social health benefits for people of all ages.

**12.13** The importance of open space is recognised in the NPPF (paragraphs 73 to 74) and [Planning Practice Guidance](#), which notes that open space of public value can take many forms, from formal sports pitches to open areas within a development, as well as linear corridors and country parks.

**12.14** Paragraph 74 of the NPPF clearly states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

### Applying Open Space Standards

**12.15** The Shepway Open Space Review and Strategy (2017) provides an assessment of open space in terms of quantity, accessibility, quality and value. It also establishes local provisional standards to aid the implementation of policies. These are determined by the analysis of existing quantitative local and national standards and benchmarks and evidence gathering from local needs assessment. The open space standards for Shepway (excluding play space) are:

Typology	Quantity Standard	Accessibility Standard
Parks and Gardens: <ul style="list-style-type: none"> <li>• District</li> <li>• Local</li> <li>• Small Local</li> </ul>	2.89ha/1000 head of population (Quantity standard derived from Parks and Gardens and Natural and semi-natural greenspace)	<ul style="list-style-type: none"> <li>• 1.2km</li> <li>• 400m</li> <li>• 280m</li> </ul>
Natural and Semi-natural greenspace: <ul style="list-style-type: none"> <li>• Sub-Regional</li> <li>• District</li> <li>• Local</li> <li>• Small Local</li> </ul>		<ul style="list-style-type: none"> <li>• 3.2km</li> <li>• 1.2km</li> <li>• 400m</li> <li>• 280m</li> </ul>
Green corridor		<ul style="list-style-type: none"> <li>• N/A</li> </ul>
Amenity green space		<ul style="list-style-type: none"> <li>• 280m</li> </ul>
Allotments	0.12ha/1000 population	<ul style="list-style-type: none"> <li>• 1.2km</li> </ul>
Cemeteries and Church Yards		<ul style="list-style-type: none"> <li>• N/A</li> </ul>

**Table 12.1 Open Space Standards**

## Quantity

**12.16** The quantity of provision is assessed using the recommended quantity standards for each of the typologies where a quantity standard has been developed. Recommended standards are expressed as hectares of open space per thousand people. The purpose of the standards is to ensure that the district's residents can access a network of open spaces of different sizes and that the quality of spaces is maintained or enhanced.

**12.17** The quantity standard of **2.89ha of open space per 1,000 head of population** reflects the current provision of open space within the district. New development should ensure that this standard continues to be met. Residents should also have access to **0.12ha of allotments per 1,000 head of population**. These quantity standards are locally derived and deemed to be realistic and achievable.

**12.18** Sufficient supply or under supply of open space for each agreed area or ward can be calculated based on these standards. The amount of open space required for the increased population can also be calculated using the quantity standards. The use of the quantity standards should be considered alongside the access standards. For example, even though quantity standards may be met locally, there may be gaps in access and therefore new provision may still be required.

## Access

**12.19** The table above indicates the accessibility standards for open space. Typically standards are expressed as straight line walking distances. The Shepway Open Space Strategy (2017) provides maps which show where there are deficiencies and potential over supply of facilities. This information can be used alongside the quantity standards to determine if new provision of a particular typology should be provided or improved accessibility is required. These gaps could be met by a residential development.

## Open Space Strategy Findings

**12.20** The Open Space Strategy highlights that, despite being a relatively rural district, a significant proportion of the district's residents are deficient in access to one or two levels of the open space hierarchy (sub-regional, district, local and small local). This is because large areas of open space are inaccessible, such as agricultural land, marshland or sports pitches with restricted access. A large proportion of residents live within a catchment of sub-regional scale open spaces, but these don't always meet local needs. These larger spaces require further enhancement regarding their accessibility, quality and value.

**12.21** There are also deficiencies within pockets of the built-up residential areas, particularly those immediately to the west of Hythe and the coastal settlements within Romney Marsh, in addition to Lympe and Sellindge in the North Downs. The Strategy



recommends that the amount of publicly accessible open spaces available in these areas should be increased through securing opportunities brought about by proposed development (such as the new proposed open space in Sellindge).

### **Delivering New Open Space Provision and Enhancements to Existing Provision**

**12.22** The extent to which development should be expected to contribute to open space depends on a range of factors, including the size of development, and the number and types of dwellings (for example family housing with two or more bedrooms), as well as the existing open space provided in and around the proposed development. The open space accessibility and quantity standards set out above will be applied to new residential development. The process for identifying the required open space provision will be based on the following assessments:

1. The amount of publicly accessible open space in the area that development is proposed compared to the quantity standard; and
2. The location of publicly accessible open space in the area that development is proposed compared to the access standard.

**12.23** If provision of publicly accessible open space in the area that development is proposed meets the quantity and accessibility standards, then an assessment will be made to record the quality and value of the existing spaces to inform decision making and propose any enhancements to existing open space.

**12.24** If there is limited provision of publicly accessible open space in the area that development is proposed, additional open space will be required to meet these deficiencies.

**12.25** Large residential developments of over 20 dwellings will be expected to provide on-site open space, unless the site is in a location, such as a town centre, where a financial contribution to off-site provision may be considered more appropriate. For smaller residential developments, of up to about 20 dwellings, where there are limitations on providing satisfactory on-site provision, a financial contribution to off-site provision may also be considered more appropriate for part or all of the open space requirement. Off-site provision must be of equivalent value to on-site provision. For smaller residential developments, of up to about 20 dwellings, where there are limitations on providing satisfactory on-site provision, a financial contribution to off-site provision may also be considered more appropriate for part or all of the open space requirement. Off-site provision must be of equivalent value to on-site provision

**12.26** On-site provision for amenity green space and natural and semi-natural greenspace will be sought for developments of 20 dwellings or above (in addition Policy NE2: Biodiversity seeks enhancement to biodiversity as part of the overall

design and green infrastructure provision). On-site provision of allotments and parks and gardens is normally sought on schemes of 250 or more dwellings, unless specifically identified in sites allocated in this plan.

**12.27** Any new open space should be transferred to and maintained in perpetuity by a management company or, if agreed, the local Town or Parish Council, the District Council or appropriate community group or charity, subject to payment of a commuted sum.

### **Protecting Existing Open Space or Assessing if Space is Surplus to Requirements**

**12.28** The Council will also seek to protect existing open spaces in line with the NPPF. Any assessments for the loss of open space should draw on the latest Open Space Strategy and the provision at that time in the first instance.

**12.29** Existing open spaces, as defined on the Policies Map, will be safeguarded. Development proposals that would result in the loss of open spaces will be granted provided that:

1. An assessment has been undertaken which clearly identifies the open space is surplus to requirements; or
2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of the standards in Table 12.1 above; or
3. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

### **Open Space Calculations**

**12.30** Contributions towards the provision or improvement of open spaces can be calculated using the capital cost of provision per person. This is irrespective of whether there is new provision or improvement of existing facilities and features. These calculations can be used to calculate developer contributions for on-site provision and where feasible any off site projects. Cost of provision per square metre and quantity standard square metre per person can be used to determine cost of provision per person.

**12.31** If a development is required to provide open space on-site, the developer would be expected to maintain the open space for an agreed minimum period (typically one year). For larger sites a management plan should have been submitted and approved by the Council as a planning condition.

**12.32** The Council may accept a commuted sum and make arrangements for management and maintenance of an open space by the Council or third party. The amount payable for the commuted sum for all classifications of play area can be calculated using the figures within SPON'S External Works and Landscape Price Book and using cost per square metre per annum by typology.

**12.33** The gross open space calculation may include provision of: sustainable drainage systems (SuDS), provided they do not compromise the safety of open space users; informal sports pitches; and formal play spaces providing they are made accessible to all.

## Policy C3

### Provision of Open Space

To meet the additional need in open space generated by new residential developments the Council will require proposals of 20 or more dwellings to provide for open space in accordance with the standards in Table 12.1 above.

Where full provision on-site would not be appropriate or desirable, or the proposed development is less than 20 dwellings, the space needed may be met by commuted sum payment towards the provision or improvement of open space nearby on a scale related to the size and scale of the development.

This gross open space calculation may include provision of publicly available:

- Sustainable Drainage Systems (SuDS), provided they do not compromise the safety of open space users;
- Informal sports pitches; and
- Formal play spaces.

Any new open space should be transferred to and maintained in perpetuity by a management company or, if agreed, the local Town or Parish Council, the District Council or appropriate community group or charity, subject to payment of a commuted sum.

Existing open spaces, as defined on the Policies Map, will be safeguarded. Development proposals that would result in the loss of open spaces will be granted provided that:

1. An assessment has been undertaken which clearly identifies the open space is surplus to requirements; or
2. The loss resulting from the proposed development would be replaced by equivalent or better provision in terms of the standards in Table 12.1 above; or
3. The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.



**12.34** In some cases, it may be appropriate for existing off-site open space to be enhanced in accordance with a priority list of projects prepared by the Council's open spaces team with responsibility for leisure. This would be in lieu of on-site or alternative off-site provision. Contributions will be assigned to particular projects to directly benefit the residents of the development. The priority is to provide or improve open space that is strategically located, accessible and usable. Contributions will be combined where appropriate in order to achieve this, but will accord with the Community Infrastructure Levy Regulations 2010 Regulations 122 and 123. The priority list will be reviewed at least annually or more regularly if other needs arise, for example, as a result of safety or risk management issues, opportunities for matching funding or strong community support.

### **Children's Play Space**

**12.35** Play is an essential part of a child's life, and is vital for the enjoyment of childhood, as well as social, emotional, intellectual and physical development. The Shepway Play Area Review (2017) indicates that play areas are predominately located within or adjacent to larger open spaces (such as parks) and some local people are not within easy walking distance of suitable facilities. Play provision throughout Shepway is generally good in terms of distribution, with some evident lack of provision for the 11+ age group in terms of quality. The Review also identified deficiencies within:

- The centre of New Romney;
- Intermittent areas along the coast;
- Residential areas in Romney Marsh;
- South-east of Folkestone Harbour; and
- Broadmead.

### **Applying Play Area Standards**

**12.36** The Shepway Play Area Review (2017) provides an assessment of play areas in the district in terms of quantity, accessibility, location, value and quality. It also establishes local provision standards to aid the implementation of policies. These are determined by the analysis of existing quantity, consideration of existing local and national standards and benchmarks and evidence gathered from the local needs assessment.

**12.37** The standards below refer to the following classifications of play facilities:

- **Local Areas of Play (LAP)** - Small, low-key games areas (which may include 'demonstrative' play features) with a minimum activity zone of 100sqm;
- **Local Equipped Areas for Play (LEAP)** - Spaces containing approximately five types of equipment with a minimum activity zone of 400sqm;

- **Neighbourhood Equipped Areas for Play (NEAP)** - Spaces containing approximately eight types of equipment, kickabout and/or wheeled activities; and
- **Destination Play Space** - Play spaces which can attract visitors from a wider catchment, usually within larger parks. These spaces often have supporting facilities such as car parking, catering and toilets.

**12.38** These standards are set out in the following table.

Type of Standard	Proposed Standard
Quantity	Destination: 0.03 hectares per 1,000 population NEAP: 0.080 hectares per 1,000 population LEAP: 0.077 hectares per 1,000 population LAP: 0.005 hectares per 1,000 population
Accessibility	Destination: 1000m NEAP: 600m LEAP: 240m LAP: 60m
Location	<b>Destination 85.71%</b> - Exemplar: Lower Leas Coastal Park Fun Zone <b>NEAP 74.29%</b> - Exemplar: Canterbury Road Recreation Ground <b>LEAP 62.86%</b> - Exemplar: Tayne Field (adjacent public house) <b>LAP 62.86%</b> - Exemplar: Blenheim Drive
Value	<b>Destination 74%</b> - Exemplar: Brockhill Country Park <b>NEAP 72%</b> - Exemplar: Canterbury Road Recreation Ground <b>LEAP 68%</b> - Exemplar: Elmfields <b>LAP 55%</b> - Exemplar: Megan Close

Type of Standard	Proposed Standard
Quality	<p><b>Destination 65.71%</b> - Exemplar: Brockhill Country Park</p> <p><b>NEAP 60%</b> - Exemplar: Cheriton Recreation Area</p> <p><b>LEAP 54.29%</b> - Exemplar: Newington Village Hall</p> <p><b>LAP 52%</b> - Exemplar: Atkinson Road Play Area</p>

**Table 12.2**

**12.39** The process for applying and determining the quantity and accessible standards are comparable to the Open Space Strategy.

### **Delivering New Provision and Enhancements to Existing Provision**

**12.40** Play standards have been developed through the Shepway Play Area Review (2017). These standards will apply to proposals of over 10 dwellings. The locally derived standards above setting out quantity and accessibility standards propose quantities of play space by play area classification which should be delivered on site where feasible. On smaller residential developments, of up to about 10 dwellings or within town centres, because of the limitations on providing satisfactory on-site provision, part or all of the play area may be best provided for in the form of a financial contribution, of equivalent value to on-site provision, towards the enhancement and management of play areas.

**12.41** In assessing the requirement for play space provision, this will be based on the number of properties with two or more bedrooms in the proposed scheme. The requirement for any proposed developments will be based on the current provision identified in the Play Area Review. For example, if a scheme is located within 240m of an existing LEAP, then a commuted sum could be provided to upgrade that facility to meet the additional demand from the new development. In some cases it may be appropriate for youth or adult equipment (such as 'outdoor gyms') to be provided.

**12.42** Areas should be set out and located so as to minimise annoyance to nearby occupiers, maximise children’s safety and be visible from neighbouring properties.

**12.43** Any new play space should be transferred to and maintained in perpetuity by a management company or, if agreed, the local Town or Parish Council, the District Council or appropriate community group or charity, subject to payment of a commuted sum.

## Protecting Existing Play Spaces or Assessing if Space is Surplus to Requirements

**12.44** Reference should be made to the Shepway Play Area Strategy (2017) to inform decision making.

### Policy C4

#### Children's Play Space

To meet the additional need for children's play space generated by new residential developments, the Council will require proposals of 10 or more family dwellings (2 or more bedrooms) to provide for child play space in accordance with the standards in Table 12.2 above.

Areas should be set out and located so as to minimise loss of amenity for nearby occupiers, maximise children's safety and be visible from neighbouring properties.

Where full provision on-site would not be appropriate or desirable, the space needed may be met by commuted sum payment towards the provision or improvement of play space nearby on a scale related to the size and scale of the development.

Any new play space should be transferred to and maintained in perpetuity by a management company or, if agreed, the local Town or Parish Council, the District Council or appropriate community group or charity, subject to payment of a commuted sum.

## Local Green Spaces

**12.45** The open spaces within our towns and villages are a vital part their character and help to make places where people would wish to live, work or visit.

**12.46** The Council recognises the importance of safeguarding existing open space within the district's towns and villages, such as formal gardens and Local Wildlife Sites. (Reference should also be made to Policy HE4: Folkestone's Historic Gardens.) This principle is set out in Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation, which establishes the protection, management and expansion of areas of green infrastructure within the district at a strategic level.

**12.47** The NPPF (paragraphs 76 and 77) makes provision for local communities, through local and neighbourhood plans, to identify areas of particular importance to them for protection as Local Green Spaces. The NPPF states that Local Green Space designations will not be appropriate for most green areas or open space and should only be used where the green space is:

- Reasonably close to the community it serves;
- Demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- Local in character and is not an extensive tract of land.

**12.48** During the preparation of the plan 45 areas of land in Hythe, Lympe and Saint Mary in the Marsh were put forward to be considered as Local Green Spaces. These were assessed against the NPPF criteria but only one was considered to meet them (Eaton Lands). The reasons why sites did not meet the criteria included that they were extensive tracts of land or were covered by other designations (such as Area of Outstanding Natural Beauty or Site of Special Scientific Interest) where other policies of protection apply. As only one site was identified (that was already protected by open space considerations in the NPPF), the Council considers that a district-wide policy would not be suitable and that any designations should instead come from the local community through Neighbourhood Plans.

**12.49** The Council will support and assist local communities with the assessment and designation of Local Green Spaces, based on the NPPF assessment criteria, through Neighbourhood Plans.

## Transport

## 13 Transport

### Introduction

**13.1** This chapter contains policies dealing with a range of matters relating to transport. Policies cover:

- The street hierarchy and site layout;
- Parking standards for residential and non-residential and commercial developments;
- Residential garages;
- Parking for Heavy Goods Vehicles (HGVs); and
- Cycle parking standards.

### Street Hierarchy and Site Layout

**13.2** Town planning in the 1960s and 1970s sought to exclude vehicular traffic from residential areas, but in doing so often removed connections between different areas of towns and villages, making it more difficult for people to meet and build community life. These street layouts are in contrast to the traditional pattern of Shepway's settlements; Folkestone in particular was laid out in a grid pattern that aids connectivity while providing sufficient space for street life. The Council will seek to improve connectivity through new development, ensuring that new buildings are integrated with existing streets, avoiding the creation of isolated neighbourhoods.

**13.3** The approach towards accommodating vehicles in residential developments should be considered as an integral part of the design process and be informed by the Department for Transport's (DfT) [Manual for Streets](#) (2007) and the [Kent Design Guide](#). Certain planning applications require a Design and Access Statement to be submitted and this should show how street design and connectivity have been considered and establish the most appropriate approach towards parking. This is explored further below.

**13.4** Street design should ensure that land is used efficiently and effectively by incorporating on-street parking as an integral component of all street types, as this provides additional capacity to manage parking demand as a part of the character of the place.

**13.5** The way people experience places as they move through them has a crucial impact on how people behave. The demarcation between public space and streets for traffic in residential areas is becoming increasingly flexible. The Manual for Streets, for example, encourages shared streets and a better balance between pedestrians and vehicles, while ensuring accessibility for all. The nature of a street is influenced by its width, the height of adjacent buildings and factors such as surfacing and parking arrangements: the height-to-width ratio in particular influences the 'feel' of the place.

Landscaping and the provision of appropriate street trees is also highly important in the creation of a successful place, softening hard infrastructure and encouraging street life.

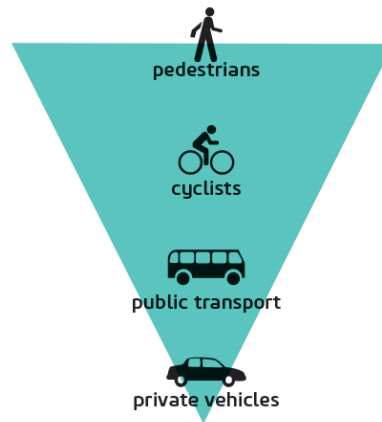
**13.6** An area's street hierarchy should provide a clear transition from the external distributor roads, where vehicular space requirements may be more dominant, to residential streets, where the needs of pedestrians and other non-car users should take precedence.

**13.7** The following categories of roads are most suitable for residential frontages, and create different types of street and environment:

- **Path** - Primarily a pedestrian route but accessible for emergency vehicles and refuse collection. These are potentially enclosed by tall buildings on each side, overlooked, and allow access to residential units;
- **Street** - A standard street will include provision for parking on one or both sides. It will demonstrate active frontages, provision of pavements and traffic calming measures;
- **Avenue** - This is a broader street, tree-lined and often framing views or leading to major places and public spaces. It is generally framed by taller buildings than a street;
- **Mews** - Smaller scale shared-use surfaces and intended to be a common type within residential areas, often without pavements and with parking in courts;
- **Square** - A variety of spaces at key junctions and associated with a range of public uses. These are not necessarily pedestrian-only areas, but are often shared-surfaces with car free areas adjacent to shops or restaurants or near water; and
- **Sustainable Drainage System (SuDS) street** - Wherever possible, all streets will be SuDS streets, in which surface water is moved in surface water channels into an aquifer through any necessary cleansing mechanisms, such as reed beds and swales.

**13.8** There should be an understanding that almost all trips begin and end with walking. Reflecting that, the pedestrian should be the focus of street design. The design and operation of streets should prioritise modes in this order: walking; cycling; public transport; and private cars. In some circumstances, the hierarchy may be adjusted somewhat, such as along a segregated bicycle lane corridor. This hierarchy will influence street cross-sections, junction design, signal timings and maintenance scheduling. The diagram below illustrates this hierarchy.





**Street hierarchy: streets should be designed to give precedence to users in accordance with this hierarchy**

## Policy T1

### Street Hierarchy and Site Layout

Planning permission for major developments will be granted if the Design and Access Statement submitted as part of the application demonstrates attention has been paid to street design.

An application should show that:

1. The street hierarchy considers pedestrians first and private motor vehicles last;
2. Permeability is provided through and beyond the site for all users;
3. An environment is created that is safe for all street users, which encourages walking, cycling and the use of public transport;
4. A range of street types is created providing legibility throughout the development, meeting the needs of all users, and not allowing vehicles to dominate;
5. Active frontages are created throughout the development, particularly in relation to publicly-accessible areas, for the purposes of natural surveillance and creating characterful places; and
6. Appropriate street furniture and signage is included only when necessary for reasons of safety, orientation or comfort of residents and visitors.

Developers should ensure, with the support of Kent County Council as Highways Authority, that active travel routes are provided as a priority, both within developments and linking sites to other services, community facilities and transport hubs.

**13.9** If there is the possibility that a street will serve further homes or businesses in the future, for instance if there is an adjacent allocated site which is likely to be developed (and accessed through the first site), then the streets should be designed to the appropriate standard, or be capable of being altered in the future. No 'ransom strip' or other gap should be left between the adopted highway and the site boundary, so that a durable street layout can be provided that can accommodate future changes.

**13.10** Good street design and effective use of the new hierarchy will help to:

- Establish high quality streets, where the building frontage is prominent, positively addresses the street and is not obscured by the car or garage;
- Provide convenient and safe routes between the parking spaces and homes;
- Provide safe and secure car and cycle parking; and
- Use space efficiently, without excessive land being taken by parking or for manoeuvring.

## Integrated Design

There have been numerous examples of well-designed, integrated and executed development in Shepway in recent years. However, there have also been examples in which these aspects have fallen short of expectations.



### An example of recent street design

The above development, in the south of the district, echoes generic Kentish vernacular in terms of its building design. It also provides a range of street types, giving precedence to pedestrians and cyclists.

However, there are a number of components of this design that could be improved, for example:

- Street furniture, including the bollards fronting the pedestrian walkway, appear out of keeping with the setting, and look like an afterthought;
- The telephone exchange box sits prominently on the grass verge as a hurdle: the Kent Design Guide document '[Making it Happen](#)' refers to such impositions as 'visual clutter', which can impede the movement of pedestrian users, and detract from the street scene;
- The choice of materials for the roadway appears poor and undifferentiated;
- Off-street parking has been integrated somewhat into the development (as shown to the left of the picture) but there are a number of houses along this street without adequate parking provision; and
- The segregated foot and cycle way with low lighting columns does not accord with '[Secured by Design](#)' principles and the penetration of this development

is challenging, leading to an expanse of tarmac. A range of surfaces, timber bollards and street trees would significantly enhance the public realm.

**13.11** The promotion of the street hierarchy design principles above can effectively meet the [National Planning Policy Framework](#)'s (NPPFs) core planning principle "to make the fullest possible use of public transport, walking and cycling" (paragraph 17). Properly designed and easily accessible cycle storage facilities properly integrated into development, and at strategic locations throughout the public realm, can encourage local journeys to be taken by sustainable means. This requires careful design of streets and the integration of private vehicular traffic to ensure inappropriate parking does not restrict the movements of pedestrians, cyclists or public transport users.

**13.12** The Council recognises that all sites and development proposals will be different, with different challenges and site conditions; 'Home Zones', for example, can be encouraged, but not made mandatory. Similarly, there are some situations in which segregated roadways will not be as safe as a shared space, and in many cases it will be up to the designer to offer the best solution for the site within the broad parameters set out in Policy T1: Street Hierarchy and Site Layout.

## Parking

### Residential Parking

**13.13** A fundamental test for the quality of a street is its approach to parking. While some of Folkestone is fortunate to have well set-out streets able to accommodate parking, in many other parts of the district parking is a key concern for residents. Streets need the flexibility to be able to support our reliance on private vehicles, both for their economic and social benefits and to avoid conflict and nuisance.

**13.14** The provision of on-street parking, well-integrated into street design, has the following advantages:

- The number of driveway crossovers is minimised, allowing for a continuous and accessible footpath along the street;
- Street berms can be provided to create a landscaped and attractive neighbourhood street, which encourages walking and cycling to local destinations;
- Streets are safer due to more activity on the street;
- On-street parking is efficient in terms of space and maximises quality open space and the provision of new housing;
- Safe access to front doors on foot and cycle is enabled;
- Parked cars create a buffer between moving traffic and the footpath;
- Parking spaces are used more frequently because everyone can use them; therefore fewer spaces are needed overall compared to allocated spaces;

- Houses gain more open space at the front; and
- Residents and passersby can keep an eye on the cars in the neighbourhood.

**13.15** The [Shepway District Council Transport Strategy](#) (URS / Scott Wilson, 2011) notes that there is a relatively low level of private car ownership in the district when compared with Kent as a whole, with an average of 1.15 cars per household. However, given the dispersed nature of settlements in East Kent, and the limited public transport available compared with other areas, there is a continuing reliance on private transport for commuting, leisure and business activity.

**13.16** Car parking should be an integral part of the design of new development. There is evidence that insufficient parking, or parking in the wrong locations, leads to blocked and congested streets and parking on pavements. Minimum parking standards can, rather than reduce car ownership, simply create parking problems for nearby neighbourhoods. [Government guidance](#) is that "*Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network*".

**13.17** Kent County Council's (KCC) [Interim Guidance Note 3 \(IGN3\): Residential Parking](#) (2008) provides an appropriate foundation for parking design, giving indicative minimum and maximum residential parking guidelines depending on location. This document was produced to update the residential parking standards presented within Supplementary Policy Guidance SPG4 of the Kent and Medway Structure Plan 2006. Proposals for residential development and conversion should accord with IGN3, and these standards are set out in Table 13.1 below. While this is a useful indicative guide, there is scope for adaptation according to the development proposal and site location.

**Interim Guidance Note 3 (IGN3): Guidance Table for Residential Parking**

Location	City/Town Centre	Edge of Centre	Suburban	Suburban Edge/Village/Rural
<b>On-street Controls</b>	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation <sup>(3)</sup>	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
<b>Nature of Guidance</b>	Maximum <sup>(1)</sup>	Maximum	Minimum <sup>(6)</sup>	Minimum <sup>(6)</sup>
<b>1 and 2 bed flats</b>				
	1 space per unit	1 space per unit	1 space per unit	1 space per unit
<b>Form</b>	Controlled <sup>(2)</sup>	Not allocated	Not allocated	Not allocated
<b>1 and 2 bed houses</b>				
	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
<b>Form</b>	Controlled <sup>(2)</sup>	Allocation possible	Allocation possible	Allocation of one space per unit possible
<b>3 bed houses</b>				
	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
<b>Form</b>	Controlled <sup>(2)</sup>	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
<b>4+ bed houses</b>				
	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit
<b>Form</b>	Controlled <sup>(2)</sup>	Allocation of one space per unit possible	Allocation of both spaces possible <sup>(7)</sup>	Allocation of both spaces possible <sup>(7)</sup>

Location	City/Town Centre	Edge of Centre	Suburban	Suburban Edge/Village/Rural
<b>Are garages acceptable?</b> <sup>(4)</sup>	Yes, but with areas of communal space for washing, etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
<b>Additional Visitor Parking</b> <sup>(5)</sup>	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

**Table 13.1 IGN3: Guidance Table for Residential Parking**

**Notes**

*(1) Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.*

*(2) Parking/garage courts, probably with controlled entry.*

*(3) Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.*

*(4) Open car ports or car barns acceptable at all locations, subject to good design.*

*(5) May be reduced where main provision is not allocated. Not always needed for flats.*

*(6) Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.*

*(7) Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.*

**13.18** Residential parking should be designed as part of a place-making approach to design, creating streets that work for residents and are not dominated by the private car. To this end, advice in [Building for Life 12](#) provides best practice guidance for residential parking. Some car parking should be provided on the street, wherever practicable, in all developments. Visitors should park on the street and walk to the dwelling where possible. All cars should be visible from ground and upper floor windows. Breaks in rows of on-street parking bays should be provided approximately every six spaces; this is to allow space for street trees to break up the impact of parking, and make it easier for pedestrians to cross the road.





### **On-street parking appropriately integrated into the development**

**13.19** While KCC's IGN3 notes that the relative inconvenience of tandem parking can lead to problems, and advises that independently accessible spaces are provided for on-plot parking, this is not the approach encouraged by the Council. The Council considers that tandem parking can provide a positive solution, where multiple spaces are required, so that the building line can be maintained and the integrity of the overall street scene is not undermined. It is acknowledged that the provision of tandem parking can have a small inconvenience factor, and therefore for every tandem relationship on a plot in suburban locations, and in rural locations where new streets are created, 0.5 unallocated flexible parking spaces should be provided on-street.

### **Non-Residential and Commercial Parking Standards**

**13.20** For non-residential development the Council has, in common with other local planning authorities in Kent, relied on the advice of KCC and the maximum standards contained in KCC SPG4. These standards have generally proved appropriate for the district.

**13.21** To ensure the delivery of appropriate parking provision in new non-residential developments in the district over the plan period, and to reduce opportunities for commercial developments to deliver fewer spaces than the maximum, SPG4 will be applied as *the* standard for non-residential development in the district (that is, neither



a maximum or a minimum). Controlled Parking Zones are also supported as an option for the Council to address specific problems with overspill commercial car parking into residential areas should these occur.

**13.22** The general guiding principles for the design of residential parking are equally applicable for non-residential and commercial parking, with the exception of the quanta to be provided. The standards provided by KCC in its parking guidance note SPG4 applies to the use classes indicated in Table 13.2. However, it should be noted that SPG4 includes guidance on parking requirements for additional land uses over and above those presented in Table 13.2, for example Land Use Class D1: Non-residential Institutions. SPG4 also includes guidance on cycle parking provision. For a complete guide the user is advised to refer to the SPG4 document.

**Non-Residential and Commercial Parking Standards**

Use Class		Non-Residential and Commercial Parking Standard
A1	Food retail up to 1,000sqm	1 space per 18sqm
	A1 Food retail of 1,000sqm and over	1 space per 14sqm
	Non-food retail	1 space per 25sqm
A2	Financial and professional services	1 space per 20sqm
A3	Restaurants and cafes	1 space per 6sqm <sup>(1)</sup>
A4	Drinking establishments	1 space per 10sqm <sup>(1)</sup>
A5	Hot food takeaways	1 space per 8sqm <sup>(1)</sup>
B1	Office use (up to 500sqm)	1 space per 20sqm
	Office use (up to 2,500sqm)	1 space per 25sqm
	Office use (2,500sqm and over)	1 space per 30sqm
	High technology, research and light industrial	1 space per 35sqm
B2	General industrial	1 space per 50sqm
B8	Storage and distribution	1 space per 110sqm
	Wholesale trade	1 space per 35sqm
Hotels		1 space per bedroom

**Notes**

*(1) These use classes are also required to deliver 1 space per 2 staff in addition to the standard set out above.*

Use Class	Non-Residential and Commercial Parking Standard
<i>All floorspace references in this table refer to gross external floorspace.</i>	

**Table 13.2 Guidance Table for Non-Residential and Commercial Parking**

**13.23** Design and Access Statements accompanying planning applications should fully explain the approach to parking. Layout plans that clearly identify the status of parking spaces (for example, allocated, visitor, unallocated), and the unit to which these relate, should be provided.

## Policy T2

### Parking Standards

#### Residential Parking

Planning permission will be granted for schemes providing residential parking where the resident and visitor parking is sufficient and well integrated so that it does not dominate the street. The Council will use the standards in Table 13.1 above as a starting point.

Proposals for development, including the sub-division of larger properties, within areas with a history of on-street parking problems, including town centre areas, will need to demonstrate through a parking survey that appropriate parking provision is available or can be provided (see also Policy HB13: Houses in Multiple Occupation).

Applicants should demonstrate that:

1. Priority has been given to on-street parking in well-designed streets;
2. There is sufficient parking for residents and visitors, with a preference for unallocated parking;
3. Parking is positioned close to people's homes;
4. Parking courtyards are small in size, with no more than five properties using each courtyard, and they are well overlooked;
5. Any roofed parking structures are proportionate so that they do not dominate the street scene, and are well-integrated into the overall design of the development;
6. A variety of parking treatments has been considered on sites of more than 5 dwellings;
7. The schemes shows a preference for tandem on-plot parking if more than one off-street space is provided per dwelling;
8. Spaces are of sufficient size to comfortably host a larger car, and on-plot spaces have sufficient space for the movement of wheeled waste bins to a collection point (as required);
9. A charging point for electric vehicles is provided at a ratio of 1 per dwelling as far as is reasonably practicable;
10. Covered cycling facilities have been integrated into the residential parking offer; and
11. Measures have been taken to discourage the parking of Heavy Goods Vehicles, in accordance with Policy T4 below.

Rear serviced parking layouts are to be discouraged, and will be permitted only where alternatives are not feasible.

Technology has been developed to make use of street lighting columns to permit on-street electric vehicle charging, and opportunities to promote this technology will be explored and supported, where appropriate.

### **Non-Residential and Commercial Parking**

Planning permission will be granted for non-residential and commercial schemes where parking is provided in accordance with Table 13.2 above.

A Transport Assessment (TA) will be required in support of planning applications where appropriate and required by the local planning authority in accordance with defined thresholds on development size and in accordance with national planning policy. For smaller schemes a Transport Statement may be satisfactory, subject to agreement with the District Council and Local Highway Authority at the pre-application stage.

The purpose of an assessment in reference to residential parking is to provide a clear indication of how the proposed scheme impacts on any existing adjoining on-street residential parking. Wider issues, such as highway capacity and highway safety and accessibility by non-vehicle modes, must also be considered as part of an assessment.

Non-residential and commercial proposals that include parking will be required to provide for a minimum of 10 per cent of spaces for active and 10 per cent passive Electric Vehicle Charging points.

Proposals that do not meet the IGN3 parking standards or rely on on-street parking to service the development must demonstrate that there is appropriate on-street capacity in the locality.

The dimensions for a car parking space are 2.5m (width) by 5m (length), unless the space is adjacent to a structure or obstruction (e.g. wall or fence), in which case the width measurement needs to be increased by 0.2m for every obstruction.

## **Garages**

**13.24** Given that garages can be variously used either for parking or for storage, or a combination of both, their use for vehicle parking is unreliable. The Manual for Streets highlights the propensity for many garages to be used for storage, resulting in problems of displacement and inappropriate parking, issues which need to be considered by local planning authorities. While this is mitigated to some extent in urban areas by on-street parking controls, these are not always in place in suburban or rural areas, leading to greater on-street parking problems.

## Policy T3

### Residential Garages

Applications for residential development or conversion proposing the provision of garage space will be approved if:

1. Free-standing or integral garages have **not** been included in the number of parking spaces in suburban or rural locations; and
2. Integral garages are 'over-sized' in town centre or edge-of-centre locations to allow for use both for cars and sundry storage.

Car port structures will be counted towards meeting the residential parking standard, however, these may be subject to planning conditions that remove permitted development rights to prevent the structure being enclosed at a later date without Council control.

## Assessing Transport Needs

**13.25** Travel Plans, Transport Assessments and Transport Statements are all ways of assessing and mitigating the negative transport impacts of development in order to ensure that sustainable development is delivered.

**13.26** [Planning Practice Guidance](#) effectively sets out a hierarchy of evidence needed to support a planning application, depending on its scale and likely transport impact. Transport Statements should be used where development has a limited transport impact. Transport Assessments should be used where a greater impact is expected and mitigation measures are likely to be needed. Travel Plans are required when long term management strategies are needed to deal with significant transport impacts. For development that has no significant transport impact - developments that do not generate significant amounts of traffic movement - then no statement, assessment or plan is required.

**13.27** The NPPF requires the submission of a Transport Assessment or Transport Statement for all developments that generate significant amounts of traffic movement (paragraph 32). In terms of these requirements:

- **Transport Assessment** - Developments over 80 dwellings (or others within Appendix B of the DfT's '[Guidance on Transport Assessment](#)') will normally require the preparation of a full Transport Assessment (TA). The scope of the TA should be agreed in advance with the local planning authority and should be in accordance with current national guidelines. It should assess both traffic impact and transport sustainability, including an assessment of how well a

scheme addresses the needs of pedestrians of all ages, cyclists and non-motorised users. A balance of the above choices, maintaining permeability and aesthetic quality, will be appropriate for new development; and

- **Transport Statement** - Developments of between 50 and 80 dwellings (or others in the DfT's guidance) will normally require an abbreviated form of a TA, known as a Transport Statement, which addresses certain limited issues that are relevant to the particular scheme; these will usually be access to pedestrian, cycle and public transport facilities. The scope of the Transport Statement should be agreed in advance with the local planning authority, and should cover accessibility as well as impact.

Transport Assessments and Travel Plans will be expected from developments at or above the following thresholds:

A1: Shops	1,000sqm
A2: Financial and Professional services	2,500sqm
A3: Restaurants and Cafés	1,000sqm
A4: Drinking Establishments	1,000sqm
A5: Hot Food Takeaways	1,000sqm
B1(a): Office	2,500sqm
B1 (b and c): Research and Development / Light Industrial	3,000sqm
B2: General Industrial	5,000sqm
B8: Storage and Distribution	4,000sqm
C1: Hotels	100 bedrooms
D1: Primary and Secondary Schools, Further Education (FE) and Higher Education (HE) Establishments	New locations and expansion
D1: All Other Non-Residential Institutions	2,500sqm
D2: Assembly and Leisure	1,000sqm
D2: Stadia	1,500 seats
<i>Sui Generis</i> uses	Individually assessed

**Indicative Thresholds for Developments Requiring Preparation of Transport Assessments / Travel Plans**

### Heavy Goods Vehicle (HGV) Parking

**13.28** Given the district's location on the strategic transport network between London and continental Europe, significant flows of Heavy Goods Vehicle (HGV) traffic travel through the district.



**13.29** While provision for suitable stopping places from the M20 motorway is the responsibility of Highways England, there has been a rise in recent years of inappropriate parking and movements of lorries through residential areas in search of stopping places. The Council will ensure through planning policy that HGV stopping places are well catered-for, without detrimental impact on the amenity of local residents. In addition, new residential developments will be required to include measures discouraging the parking of lorries (see Policy T2, above).

**13.30** For the purposes of Policy T4, the roads within the district can be classified as follows:

- **Strategic Road Network (SRN)** - This comprises motorways and trunk roads and the most significant 'A' roads that are managed by Highways England. The SRN represents about 2 per cent of all roads in England by length, but carry a third of all traffic by mileage. Two thirds of all heavy goods mileage in England is undertaken on the SRN;
- **Primary routes** - These roads form the primary network for the district as a whole. All long distance vehicle movements between the main settlements in the district and beyond should be directed to these routes as they have the highest capacity and have been designed to accommodate proportionately more traffic movements than other routes;
- **Secondary routes** - These roads distribute traffic within residential and commercial areas of the district's settlements and include many rural roads which link some of the smaller settlements to the primary network. Much of the district is made up of these routes which greatly contribute to its attractive and rural character;
- **Local distributors** - These roads distribute traffic within neighbourhoods. They form the link between secondary routes and access roads; and
- **Access roads** - These roads give direct access to buildings and land within neighbourhoods.

## Policy T4

### Parking for Heavy Goods Vehicles (HGVs)

Applications for the provision of Heavy Goods Vehicle parking and service facilities will be approved subject to the following criteria:

1. The site should be accessed from the designated Strategic Road Network;
2. Proposals for the mitigation of noise and air quality impacts from lorry movements and any associated commercial operations will need to be specifically addressed as part of any application;
3. Substantial landscaping and screening, based on a strong landscape framework, should be provided to mitigate the visual impact of the development;
4. Suitable mitigation will be required to deal with artificial lighting, to restrict the impact of the development on neighbouring residential properties or vulnerable uses in accordance with Policy NE5: Light Pollution and External Illumination;
5. Adequate space for access, sight lines, turning and manoeuvring must be provided in addition to the required parking spaces. These spaces should not be used for any other purpose than parking; and
6. The minimum dimensions of a lorry parking space should be 16m by 3.5m (56 sqm).

Every effort should be made to restrict the circulation of lorries, other than for delivery purposes, on local distributor and access roads within the district, to protect the amenity of local residents.

## Cycle Parking Standards

**13.31** The [National Planning Policy Framework](#) (NPPF) supports people's health and wellbeing, through promoting healthy communities and more active and sustainable forms of transport. Cycling helps to achieve these aspirations, and providing sufficient space in new residential developments for cycle storage is a key planning requirement. The policy should also apply to development comprising conversion of a property, unless proven to be unviable or unfeasible.

**13.32** Cycle parking standards are set out in Policy T5 below. These are based on KCC's Supplementary Policy Guidance SPG4 and seek to encourage the use of bicycles by:

- Making them more easily accessible to users;
- Protecting them from theft; and
- Ensuring parking facilities are well-integrated into the design of the development.

**13.33** A high standard of security is required to avoid the need to take bicycles a long way into a building. <sup>(1)</sup>

**13.34** Any cycle parking provided in garages must allow cycles to be removed easily without first driving out any car also parked within the garage. When provided within the footprint of the dwelling, or as a freestanding shed, cycle parking should be accessed by means of a door (secured by mortice lock) and be of a sufficient size to easily accommodate the required cycle provision and allow easy access to avoid the need to lift out bicycles.

**13.35** For flats and other multi-occupancy dwellings, cycle parking should be sited within 20m of the relevant entrance of the building, and always closer than the nearest non-disabled car parking space. It should be adequately lit (in accordance with Policy NE5: Light Pollution and External Illumination), and provided with good surveillance (whether through overlooking or the use of CCTV).

## Policy T5

### Cycle Parking

Planning permission will be granted for residential development subject to the provision of cycle parking at the following quanta:

<b>Individual residential developments</b>	<b>1 space per bedroom</b>
<b>Sheltered accommodation</b>	<b>1 space per 5 units</b>

### Cycle Parking Standards

Parking should be provided either within the curtilage of a residential dwelling or in a secure communal facility, where a suitable alternative is not available.

Any external residential cycle parking should be secure, covered and preferably constructed from the same materials as the main structure.

Any planning application involving cycle parking should demonstrate how the proposal accords with the aspirations and guidance set out in Building for Life 12 with regard to the provision of cycling facilities.

Cycle parking requirements for non-residential uses will be provided in agreement with the Council.

<sup>1</sup> Developers are also advised to consult the best practice guidance produced by Cambridge City Council '[Cycle Parking Guide for New Residential Developments](#)' as a useful and comprehensive guide to this topic.

## Natural Environment

## 14 Natural Environment

### Introduction

**14.1** This chapter contains policies dealing with a range of matters relating to the natural environment. Policies cover:

- Access to the natural environment;
- Biodiversity;
- Protecting the district's landscape and countryside;
- Equestrian development;
- Light pollution and external illumination;
- Land stability;
- Contaminated land; and
- Management of the coast.

**14.2** National guidance on the natural environment is provided in paragraphs 73 to 78 of the [National Planning Policy Framework](#) (NPPF) which are concerned with ensuring access to high quality open spaces for the community and also recognise the contribution to health that such open space makes. Also of relevance is Section 11 'Conserving and enhancing the natural environment' of the NPPF which sets out guidance on how the planning system should contribute to and enhance the natural environment.

**14.3** Local planning authorities also have legal duties in relation to Areas of Outstanding Natural Beauty (AONB) under section 85 of the [Countryside and Rights of Way Act \(2000\)](#). This requires that *"in exercising or performing any functions in relation to, or so as to affect, land"* in National Parks and Areas of Outstanding Natural Beauty, relevant authorities *"shall have regard"* to their purposes.

**14.4** Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Space and Recreation is concerned with protecting, managing and enhancing Shepway's varied and extensive green and open spaces, including its water features and coast. These include unique landscapes and habitats that are of both national and international importance. Designated sites, such as Special Areas of Conservation (SAC) and Special Protection Areas (SPAs), have been part of conservation protection for so long that their importance is often underestimated. Despite other challenges, like climate change and the need for habitat expansion, designated sites are still the most important tool for nature conservation.

### Access to the Natural Environment

**14.5** Access to the countryside and the natural environment is poorer in some parts of the district than others; in particular for some communities which also have relatively poor health and high levels of economic disadvantage. A key issue is how

best this position can be improved to ensure that an accessible supply of green open spaces is provided; one way of doing this is by improving access to the open countryside that surrounds the district's built-up areas. Links between the urban area and the countryside and key open spaces can be improved by making use of existing corridors such as rivers, canals and also the national cycle network. However access also needs to be managed due to the potentially damaging impact of recreational activity on over-wintering birds at the Dungeness Complex of Sites, SPA/SAC, sensitive habitats and the Folkestone to Etchinghill Escarpment SAC.

**14.6** Shepway District Council and Rother District Council have prepared a study that forms a basis for managing access to Dungeness and has helped to inform the Local Plan. Actions include further monitoring of visitor numbers, birds and vegetation, improvements to waymarking and some zoning of activities at the coast. This strategy will also inform the management of access to the Folkestone to Etchinghill SAC. Additional work will be undertaken as part of the review of the Council's [Green Infrastructure Report](#) (2011) to establish a network of corridors and assets.

## Policy NE1

### **Enhancing and Managing Access to the Natural Environment**

To enhance access to the natural environment the Council will:

1. Target opportunities for improvements on routes and links from urban areas where access is currently poor, except where there would be an adverse impact on sensitive areas;
2. Improve access to key open spaces identified in the Green Infrastructure Strategy from all areas; and
3. Manage access to Special Areas of Conservation and Special Protection Areas through the implementation of the Dungeness Sustainable Access Strategy and identify or enhance land elsewhere to divert recreation activities away from those designations by the provision of enhanced facilities, such as at urban parks.

**14.7** There are areas in the district that are subject to acute recreational pressures due to their location close to the main urban areas. Regard will also need to be given to those other European designated habitats within the district, including the Folkestone to Etchinghill SAC.

## **Biodiversity**

**14.8** All new developments are encouraged to take account of and incorporate biodiversity into their features at the design stage. Policy NE2 below protects sites of biodiversity importance, which contain wildlife or geological features that are of

special interest. Exceptions will only be made where no reasonable alternatives are available and the benefits of development clearly outweigh the negative impacts. Where a development proposal would result in significant harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate compensation will be sought.

**14.9** The Council will be updating its Green Infrastructure Report which will identify areas, such as Biodiversity Opportunity Areas, where enhancements to biodiversity can be targeted. This plan, along with advice from partners, will inform decision-making in relation to identifying and protecting local wildlife corridors, incorporating beneficial features into development and deciding on mitigation measures.

**14.10** With specific regard to recreational impacts, the Council may consider the use of core catchment zones that identify potential impact areas which extend beyond the relevant European site itself. Development proposals within such areas will then take account of any relevant published findings and recommendations. Other documents that should be referred to in conjunction with the Local Plan include the [Kent Biodiversity Action Plan](#) and the [South East river basin district - River basin management plan](#) (Environment Agency/DEFRA, 2015).

**14.11** Incorporating green space into developments makes them more attractive and resilient to climate change, as well as benefiting people's health and wellbeing. Achieving gains for nature through planning accords with the National Planning Policy Framework's ambition to move "*from a net loss of biodiversity to achieving net gains for nature*" (paragraph 9).

**14.12** One way to achieve this is through the creation of pollinator habitats. These can be created through new wildflower meadows, and bee-friendly landscaping of gardens, as well as green roofs, green walls and bee hotels. The idea of a biodiversity offsetting system was introduced in the Government's Natural Environment White Paper - '[The Natural Choice: securing the value of nature](#)' - a 50-year vision for the natural environment published in 2011. Biodiversity offsetting is a proposed approach to compensate for habitats and species lost to development in one area, with the creation, enhancement or restoration of habitat in another. Under this system any negative impacts on the natural environment would then be compensated for, or 'offset' by developers through developer contributions, off-site provision or the Community Infrastructure Levy (CIL).

## Policy NE2

### **Biodiversity**

#### **European Sites**

Development will safeguard and protect all sites of European and Global importance, designated as Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites. Development must not result in significant adverse effects on these internationally important nature conservation sites, either alone or in combination with other projects and plans. The Council will expect development proposals to demonstrate and contribute to appropriate mitigation and management measures to maintain the ecological integrity of the relevant European site(s).

#### **National Sites**

For nationally important sites, including Sites of Special Scientific Interest (SSSI) and National Nature Reserves (NNR), where developments may have a significant impact, an ecological impact assessment will be required. For proposals where impacts cannot be avoided or adequately mitigated, these will be refused, unless exceptional circumstances can be demonstrated.

#### **Local Sites**

Local sites, including Local Nature Reserves (LNR), Key Wildlife Sites (KWS) and Regionally Important Geological and Geomorphological Sites (RIGS) will be safeguarded from development, unless the benefits of the development outweigh the nature conservation or scientific interest of the site. Where development is considered necessary, adequate mitigation measures or, exceptionally, compensatory measures, will be required, with the aim of providing an overall improvement in local biodiversity and/or geodiversity. Opportunities will be sought to access and enhance the value of such sites for educational purposes, particularly in relation to promoting public awareness and appreciation of their historic and aesthetic value.

#### **Protected Species**

Development proposals that would adversely affect European Protected Species (EPS) or Nationally Protected Species will not be supported, unless appropriate safeguarding measures can be provided (which may include brownfield or previously developed land (PDL) that can support priority habitats and/or be of value to protected species).

#### **Development and the Natural Environment**



All new development will be required to conserve and enhance the natural environment, including all sites of biodiversity or geodiversity value (whether or not they have statutory protection) and all legally protected or priority habitats and species. The Council will support development that:

- Enhances, retains and protects existing sites and features of nature conservation value including wildlife corridors, ancient woodland and geological exposure that contribute to the priorities established through the Biodiversity Action Plan and the Green Infrastructure Plan;
- Does not reduce, and where feasible, improves species' ability to move through the environment in response to predicted climate change, and to prevent isolation of significant populations of species; and
- Incorporates features that enhance biodiversity as part of good design and sustainable development, including the creation of new pollinator habitat suitable to the scale of development.

The District has a number of undesignated sites, which may nevertheless host rare species or valuable habitats. Where a site is indicated to have such an interest, the applicant should observe the precautionary principle and the Council will seek to ensure that the intrinsic value of the site for biodiversity and any community interest is enhanced or, at least, maintained.

Where an impact cannot be avoided or mitigated (including post-development management and monitoring), compensatory measures will be sought. The Council may, in exceptional circumstances, allow for biodiversity offsets, to prevent loss of biodiversity at the district level. Such compensation will be directed to Biodiversity Opportunity Areas (BOAs) within the district or projects identified in the Council's Green Infrastructure Plan.

## Protecting the Landscape and Countryside

**14.13** The Kent Downs Area of Outstanding Natural Beauty (AONB) covers 878sqkm from the Surrey border to the White Cliffs of Dover. The AONB roughly follows the southeast's outcrop of chalk and greensand, the two ridges running parallel with each other to the coast. The chalk ridge, with its dip slope and dry valleys, has great wildlife importance in its unimproved chalk grassland, scrub communities and broadleaved woodlands. Farming covers around 64 per cent of the AONB. Expansive arable fields are generally on the lower slopes, valley bottoms and plateaux tops. Historically, the Kent Downs has supported mixed farming practices where arable crop production has co-existed with livestock grazing and horticulture.

**14.14** Broadleaf and mixed woodland cover 23 per cent of the Kent Downs. Almost 70 per cent (12,129ha) of the woodland resource is ancient woodland (continuously present since at least 1600). Ash is a particularly prominent tree in the Kent Downs AONB. Both in the woodlands and hedgerows ash forms a prominent and important

part of the landscape. Kent Downs woodlands were one of the first areas in Britain to experience widespread infection from Ash Dieback and the landscape implications are thought to be serious with the expected death and weakening of the ash population. Hidden below the chalk is a significant aquifer providing 75 per cent of Kent's drinking water. In the east Kent Downs, the Lympne escarpment of calcareous Sandstone and Ragstone provides a spur of higher ground affording dramatic views across the near-level Romney Marsh and Hythe Bay. The position of the Kent Downs, close to London, mainland Europe, major urban centres and growth areas means that the Kent Downs AONB faces intense development pressure.

**14.15** The landscapes within the AONB are highly valued; they need to be protected and enhanced to ensure that their nationally important status is maintained. It is also important to protect views into and out of the AONB. Section 85 of the CROW Act places a statutory duty on all relevant authorities requiring them to have regard to the purpose of AONBs when coming to decisions or carrying out their activities relating to, or affecting land within these areas. This is known as the 'duty of regard'.

**14.16** Although the NPPF does not specifically refer to 'setting' in the context of AONBs, the [Planning Practice Guidance](#) confirms that the duty of regard is "*relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas.*" The policy is complemented by Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation, which includes in criterion (e): "*Planning decisions will have close regard to the need for conservation and enhancement of natural beauty in the AONB and its setting, which will take priority over other planning considerations.*"

**14.17** There are a number of high quality landscape areas outside the AONB and it will be necessary to consider whether these areas should benefit from a local landscape designation, particularly where they are important to the setting of the AONB. A new [High Level Landscape Assessment](#) was carried out for the whole district in February 2017, and it is proposed to carry forward the designations, Special Landscape Areas and Local Landscape Areas of the previous plan. Local Landscape Areas are areas which are of particular local landscape value and/or act as green buffers within or adjoining urban areas, contributing to local environmental quality and identity. The landscape area designations are shown on the Policies Map.

## Policy NE3

### **Protecting the District's Landscapes and Countryside**

#### **Kent Downs Area of Outstanding Natural Beauty**

The impact of individual proposals and their cumulative effect on the Kent Downs Area of Outstanding Natural Beauty (AONB) and its setting will be carefully assessed. Planning permission will be granted where it can be demonstrated that all the following criteria have been met:

1. The natural beauty and locally distinctive features of the AONB and its setting are conserved and enhanced;
2. Proposals reinforce and respond to, rather than detract from, the distinctive character and special qualities including tranquillity of the AONB. The design scale, setting and materials of new development must be appropriate to the AONB;
3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity of the predominantly open and undeveloped, rural character of the AONB and its setting;
4. Development is appropriate to the economic, social and environmental well-being of the area or is desirable for the understanding and enjoyment of the area (where this is consistent with the primary purpose of conserving and enhancing natural beauty); and
5. Development meets the policy aims of the Kent Downs AONB Management Plan and AONB Unit produced supporting design guidance.

#### **Special Landscape Areas**

Special Landscape Areas (SLAs) are defined as follows and shown on the Policies Map:

- North Downs (including the scarp and crest);
- Old Romney Shoreline; and
- Dungeness.

Proposals should protect or enhance the natural beauty of the Special Landscape Area. The Council will not permit development proposals that are inconsistent with this objective unless the need to secure economic and social wellbeing outweighs the need to protect the SLAs' county-wide landscape significance.

#### **Local Landscape Areas**

Local Landscape Areas are defined as follows and illustrated on the Policies Map:

- Romney Marsh;
- Sandgate Escarpment and Seabrook Valley;
- Eaton Lands;
- Coolinge Lane and Enbrook Valley; and
- Mill Lease Valley.

Proposals should protect or enhance the landscape character and functioning of Local Landscape Areas. The Council will not permit development proposals that are inconsistent with this objective, unless the need to secure economic and social wellbeing outweighs the need to protect the area's local landscape importance.

#### **Landscape Character Areas**

Proposals should demonstrate that their siting and design are compatible with the pattern of natural and man-made features of the Landscape Character Areas, including their cultural and historical associations.

Opportunities for remediation and improvement of damaged landscapes will be taken as they arise.

**14.18** The [Kent Downs AONB Unit](#) has produced the [Kent Downs Management Plan 2014-2019](#) on behalf of the constituent authorities. The AONB Management Plan and its supporting documents identify the distinctive features and characteristics of the landscape and provide the framework for the management and spatial planning of the AONB. The Management Plan does not formulate land-use planning policies but is a component of the decision-making process in planning applications. The status of the Management Plan, combined with the thorough process of plan making and review, means that the AONB Management Plan and its policies are a material consideration in planning matters and should be afforded weight in decisions. The Planning Practice Guidance confirms this, and supports the evidence and principles established in the Management Plan being taken into account in local planning authorities' Local Plans and in Neighbourhood Plans.

**14.19** The NPPF states that planning policies and decisions should *"identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason"* (paragraph 123). Further information on areas of tranquillity within the district will be provided in the Green Infrastructure Plan. Tranquillity is defined by the Guidelines for Landscape and Visual Impact Assessment (GLVIA) (LI and IEMA 2013) as *"a state of calm and quietude associated with peace, considered to be a significant asset of landscape"*.

## Equestrian Development

**14.20** Much of the district is rural in character, and development related to the keeping of horses is one aspect of this character.

**14.21** In many cases, this type of development will not require planning permission. Stables for horses kept for the individual enjoyment of a household and not for any commercial gain may be erected within a domestic garden without applying for planning permission, subject to the restrictions which apply to outbuildings within domestic gardens. (These restrictions are set out in Schedule 2, Part 1, Class E of the Town and Country Planning (General Permitted Development) Order 2015. However, it should be noted that in some cases these rights have been taken away.)

**14.22** The erection of stables, associated tack-room and feed-store buildings and the installation of arenas on agricultural land will require planning permission for the change of use of the land, as well as for the new building and/or engineering work involved. Planning law currently makes a distinction between horses that are 'grazing on land' and horses that are 'kept on land'. A court judgement in 1981 (known as *Sykes v Secretary of State*) took the view that horses simply turned out on land are 'grazing', which does not require planning permission, whereas 'keeping horses' on land does require planning permission for change of use. The distinction rests on factors such as the addition of permanent buildings or structures, use of the land to ride, drive, train or other activities which indicate 'keeping' rather than simply 'grazing'.

**14.23** Manèges, or outdoor arenas, require planning permission. These areas change the appearance of land and are usually fenced with timber posts and rails. These often require substantial earthworks since they need to be completely flat.

**14.24** If in doubt, advice should be sought from the local planning authority in advance of any development. The Kent Downs AONB Unit has produced '[Managing Land for Horses: a guide to good practice in the Kent Downs Area of Outstanding Natural Beauty](#)' (2011), which advises on all matters relating to equestrian activity and constitutes good practice for the whole district on this issue.

## Policy NE4

### Equestrian Development

Planning applications for equestrian-related development, including the change of use of land, will be permitted where:

1. There would be no detrimental impact on the character or appearance of the rural landscape, especially within the Kent Downs Area of Outstanding Natural Beauty, the Special Landscape Areas and Local Landscape Areas;
2. Existing buildings are reused wherever possible. Where new buildings are necessary, these should be well-related visually and locationally to existing buildings, appropriate to the number of horses to be kept and the amount of land available. The scale and design of the development is appropriate to the character of the locality;
3. Adequate provision can be made to meet access, servicing and parking requirements without detriment to the visual and other amenities of the locality and proposals will not generate traffic of a volume and type inappropriate to the locality;
4. Sufficient land is available for grazing and exercise to ensure the safety of horses and avoid excessive erosion of soil and vegetation in accordance with the British Horse Society Standards;
5. Development does not unacceptably affect local amenity by virtue of smell, noise, lighting or road safety;
6. Any jumps or other related equipment are well designed and maintained and removed when not in frequent use;
7. There is no irreversible loss of the best and most versatile agricultural land;
8. The proposal is well related to, or has improved links to, the existing bridleway network, with no impact on the bridleway capacity to accommodate the growth; and
9. Suitable provision is made to deal with foul and surface water drainage and soiled bedding materials.

Planning permission granted for buildings related to horse keeping activities will be subject to a condition that structures are temporary and are removed when the use of the land for such purposes ceases. Particular consideration will be given to the cumulative effects of proposals on the local area and the wider landscape and environment.

Proposals for additional accommodation in relation to equestrian development will be judged against Policy HB7: Dwellings to Support a Rural-based Enterprise.

## Light Pollution

**14.25** Light pollution is light that is wasted upwards and reflects off the atmosphere, causing the visible blanket cover that hangs over major cities at night. It is a problem for various reasons, including energy wastage, effects on human health and psychology, erosion of tranquillity, and disruption of ecosystems.

**14.26** [Planning Practice Guidance](#) states that, while artificial lighting may be needed and can provide social benefits, especially in terms of sport and recreation, in many cases it is unnecessary and has detrimental impacts on ecology and amenity; the best use of artificial light provides the right light, in the right place at the right time.

**14.27** The Marsh area and parts of the Kent Downs AONB currently enjoy some of the darkest skies in the south-east, with parts of the western marsh having been measured by global satellites as 'intrinsically dark' in accordance with NPPF paragraph 125, and therefore worthy of particular protection. Good practice, however, advises appropriate lighting design in all development to avoid obtrusive light. Obtrusive light is generally a consequence of poorly designed or insensitive lighting schemes.

**14.28** The three main problems associated with obtrusive light are:

- **Sky glow** - the orange glow seen around urban areas caused by a scattering of artificial light by dust particles and water droplets in the sky;
- **Glare**- the uncomfortable brightness of a light source when viewed against a darker background; and
- **Light trespass** - light spilling beyond the boundary of the property on which a light is located.

**14.29** Sky glow is the result of ill-directed lighting and reduces the ability of people to see the natural night sky. This is a problem found not only in urban areas but also in rural areas, where dark skies at night are one of the special and intrinsic qualities of the rural landscape. Artificial lighting can also detract from local character by introducing a suburban feel into rural areas.

**14.30** Insensitive lighting can have serious implications for motorists who may become distracted or blinded by glaring lights spilling onto the highway. Bright or inappropriate lighting in the countryside can also have significant ecological impacts.

**14.31** Light trespass is a common problem and can intrude on the residential amenity causing stress for people affected. Obtrusive light in rural locations can also affect the natural diurnal rhythms among a wide range of animals and plants, as well as along water courses and other habitats. Birds that have their sleep disrupted by artificial light, for example, suffer impacts to their long-term circadian rhythm that dictates the onset of the breeding seasons.



**14.32** Local planning authorities are advised to distinguish between broad areas that merit different levels of lighting control, as outlined in the [Institution of Lighting Professionals](#) (ILP) Guidance Notes for the Reduction of Light Pollution (2011). This can then be used to test the impacts of external artificial lighting.

**14.33** The Council will require the applicant to assess:

- The need for the lighting scheme proposed, taking into consideration whether the development could proceed without lighting;
- Whether the benefits of lighting outweigh any drawbacks; and
- If there are any alternative measures that may be taken.

No lighting is ultimately the best solution in the most sensitive locations, and therefore the Council will ensure that only lighting schemes that are strictly necessary are approved in these locations.

**14.34** Developments in the district's High Speed 1 and Channel Tunnel safeguarded zones shall be designed to avoid dazzle and glare or light shed which could cause hazard or distraction to operators, either from a lighting system which forms part of the development or alterations to accommodate the development. All proposals for lighting systems, either temporary or permanent, shall be submitted in writing and approved by the local planning authority in consultation with operators. Unless otherwise agreed in writing with the local planning authority, in consultation with operators, the approved scheme shall be implemented. This is for reasons of safety as, depending on the orientation and shrouding of the lighting or component lighting levels and the position of the development, lighting can interfere with sighting of signals.

**14.35** The Council will also take account of the requirements of the Highway Authority (Kent County Council) and Highways England with regard to proposals relating to highway safety to secure the most appropriate solution with least light pollution.



## Policy NE5

### Light Pollution and External Illumination

Applications for major development, and development including significant external lighting, will be approved if:

1. The proposal does not materially alter light levels outside the development site;
2. The proposal does not adversely affect the use or enjoyment of nearby buildings or open spaces; and
3. The proposed lighting scheme accords with the best practice guidance provided by the Institution of Lighting Professionals (ILP) (2011) relevant to the particular Environmental Zone (see table below).

For proposals involving sensitive uses (such as hospitals or residential institutions) the Council will have regard to whether an existing neighbouring light source would make the proposed used unsuitable for the site.

Applications should include a lighting assessment with details of the following:

- Where the light shines;
- When the light shines;
- How much light shines; and
- Possible ecological impact.

Zone	What is acceptable?	Where does this apply?
E0	Protected: No decorative lighting acceptable.  Security lighting acceptable only in exceptional circumstances.	Not applicable in this district.
E1	Natural: External lighting to be limited to accord with ILP lighting guidance for this zone.  Decorative lighting generally inappropriate.  All lighting must be extinguished after 23:00 except in exceptional circumstances.	Kent Downs Area of Outstanding Natural Beauty; Sites of Special Scientific Interest; rural areas outside settlement confines.

Zone	What is acceptable?	Where does this apply?
E2	Rural: For large-scale developments, lighting levels should accord with ILP technical guidance for this zone.	Within identified secondary and primary village confines, Hawkinge, Seabrook, Saltwood, and suburban areas of New Romney, and Hythe.
E3	Suburban: External lighting levels should accord with ILP technical guidance for this zone.	Suburbs of Folkestone, and New Romney and Hythe town centres.
E4	Urban: External lighting levels should accord with ILP technical guidance for this zone. Street lighting proposals should be carefully planned and specified to achieve best practice in light pollution control.	Within Folkestone town centre

**Table 14.1 : Obtrusive Light Limitations for External Lighting Installations**

## Land Stability

**14.36** With regard to the stability of land, and following the requirements of NPPF paragraph 120, Planning Practice Guidance has the triple aims of:

- Minimising risk and effects of land stability on property, infrastructure and the public;
- Helping ensure that development should not be placed in unstable locations without precautions; and
- Bringing unstable land, wherever possible, back into productive use.

**14.37** Local geology in Shepway varies, often substantially, within a small area. There is a belt south of the M20, which runs south of Lympne, and through Hythe, Saltwood and Sandgate, where the geology is predominantly Folkestone Beds/Sandgate Beds overlaid by Gault Clay. Groundwater is particularly found at the interface between the Folkestone and Sandgate Beds, and this has been a contributory cause of landslips in this area in the past.

**14.38** The area identified as at risk of landslip has increased over recent years, largely as a result of increased technological sophistication to be able to identify where land is or can be made less stable by inappropriate development. While the

Council will not necessarily refuse development within these areas, professional expertise must be sought for any activity within these identified zones that could prejudice the proposal or any property in the vicinity.

## Policy NE6

### Land Stability

Planning permission will be granted for development within the area defined on the Policies Map, or as identified by the British Geological Survey, only if investigation and analysis is undertaken by a competent accredited authority which clearly demonstrates that the site can be safely developed. This analysis should also demonstrate that the proposed development will not have an adverse effect on the slip area in part or as a whole.

Where proposals affect land where instability is suspected, any planning application must be accompanied by a Phase 1 desktop land stability or slope stability risk assessment report which:

1. Identifies and assesses the degree of instability;
2. Identifies the measures required to mitigate against any risk identified in point 1 (above);
3. Specifies routine monitoring (as appropriate); and
4. Addresses the need for formal environmental assessment arising from any stabilisation works.

The Council will look favourably on schemes that can bring unstable land back into use, subject to other planning and viability considerations.

### Contaminated Land

**14.39** The UK, as the first country in the world to industrialise, has a legacy of land contamination. Contaminated land may pose risks to human health and the environment. The NPPF states that responsibility for securing a safe development rests with the developer and/or landowner. Contamination is more likely to arise in former industrial areas but cannot be ruled out in other locations, including in the countryside. In addition, some areas may be affected by the natural or background occurrence of potentially hazardous substances, such as radon, methane or elevated concentrations of metallic elements.

**14.40** While Shepway does not have a major contaminated land legacy from historic industry, the presence of contamination is a planning consideration and will be considered by the local planning authority as part of its development management function. The Council will expect to see consideration of potential for contamination,

particularly where the development proposed involves a sensitive use such as housing, schools or nurseries, or where the site has a history of potentially contaminative use. For major development, an application will always be accompanied by at least a contamination assessment including a Phase 1 investigation, consisting of a desk-based study, site walkover and conceptual site model.

## Policy NE7

### Contaminated Land

When development is proposed on or near a site that has been used for the purpose of waste disposal, is known to be contaminated, or where there is reason to believe that contamination may exist, the applicant will be required to carry out a site assessment and submit a report of the findings in order to establish the nature and extent of the contamination. The assessment should be phased, starting with a Phase 1 Investigation (or Desk Study) the results of which will determine the requirement for a Phase 2 Investigation (intrusive investigation), which will in turn determine any requirement for a Remediation Strategy and Verification Report. Assessment should be carried out in accordance with Environment Agency CLR11 Guidance Model Procedures for the Management of Land Contamination.

Development will be permitted subject to the identification, and commitment to the implementation of, practicable and efficient measures to treat, contain and/or control any contamination so as to:

1. Protect the occupiers of the development and neighbouring land users, including in the case of housing the users of gardens, from unacceptable risk;
2. Ensure the structural integrity of any existing or proposed structure on or adjoining the site;
3. Prevent contamination of any watercourse, water body or aquifer;
4. Prevent the contamination of adjoining land or halt existing contamination; and
5. Ensure that any remedial measures do not damage adjacent historic artifacts.

Any permission for development will require that the remedial measures agreed with the Council must be completed as the first step in the carrying out of the development.

**14.41** The NPPF (paragraph 121) requires that planning policies ensure that any site is suitable for its new use, taking account of:

- Ground conditions and land instability, including from natural hazards or former activities such as mining;
- Pollution arising from previous uses; and
- Any proposals for mitigation, including land remediation or impacts on the natural environment arising from that remediation.

It also requires that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990, and that adequate site investigation information, prepared by a competent person, is undertaken.

## The Coast

**14.42** The [Marine and Coastal Access Act 2009](#) provided for the introduction of a marine planning system for England's inshore and offshore marine area. As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with the boundaries of the Places and Policies Local Plan.

The Government's vision for the marine environment is:

*"clean, healthy, safe, productive and biologically diverse oceans and seas".*

UK Marine Policy Statement (HM Government, March 2011)

## Integrated Coastal Zone Management

**14.43** Integrated Coastal Zone Management means adopting a joined-up approach towards the many different interests in coastal areas – both on the land and at sea. In coastal areas, local planning authorities are required by NPPF paragraph 105 to take account of the [UK Marine Policy Statement](#) (2011) and marine plans and apply Integrated Coastal Zone Management across local authority, land and sea boundaries, ensuring integration of the terrestrial and marine planning regimes. The designation of Coastal Zone Management Areas requires joint working with adjoining Kent authorities with connecting coastlines. The NPPF further states that risks arising from coastal change should be reduced by avoiding inappropriate development in vulnerable areas or adding to impacts of physical changes to the coast (paragraph 106).

**14.44** Marine planning, including the preparation of Marine Plans, is carried out by the [Marine Management Organisation](#) (MMO). Marine Plans must be consistent with the Marine Policy Statement and they make a significant contribution towards coastal integration. They guide developers about where they are likely to be able to carry out activities or where restrictions may be placed on what they do.

**14.45** Shepway falls within the South Inshore Marine Planning Area and the MMO consulted on a draft [South Marine Plan](#) for this area in November 2016. Until this work is further advanced, it is premature for the Council to pre-empt the outcome of the marine planning process. However, in the interim, the MMO has been consulted during the preparation of the Places and Policies Local Plan under the Duty to Co-operate.

**14.46** Much of Shepway is low lying with 195sqkm (55 per cent) lying within the Environment Agency's Zone 3a flood risk area. The Council's [Strategic Flood Risk Assessment](#) (SFRA) (Herrington Consulting Ltd, 2015) provides an analysis of the main sources of flood risk to the district, together with a detailed means of appraising development allocations and planning policies against the risks posed by coastal flooding over this coming century. The SFRA, alongside detailed national planning guidance and policies in the Core Strategy, has been used to inform the allocations in this Local Plan and will be used when making decisions on planning applications within or capable of affecting areas of flood risk.

## Policy NE8

### Integrated Coastal Zone Management

Development in coastal areas should complement the aims and objectives of the Shoreline Management Plan and the emerging Marine Plan. The Council will promote with partners Integrated Coastal Zone Management, including the preparation of a comprehensive management plan for the coast.

Proposals and initiatives will be supported that promote the following general objectives:

1. Facilitate the economic, environmental and social wellbeing of the area, including the proper consideration of marine wildlife;
2. Address proposals for the coastline and coastal communities set out in Coastal Defence Strategies and Shoreline Management Plans;
3. Contribute to greater safeguarding of property from flooding or erosion and/or enable the area and pattern of development to adapt to change, including the relocation of current settlement areas, and vulnerable facilities and infrastructure that might be directly affected by the consequences of climate change;
4. Provide resources to improve the process of harbour and coastal management, incorporating and integrating social, recreational, economic, physical and environmental issues and actions; and
5. Improve infrastructure to support sustainable modes of transport, especially cycleways, bridleways and footpaths, including the England Coast Path National Trail.

**14.47** A Coastal Change Management Area will only be defined where rates of shoreline change are significant over the next 100 years, taking account of climate change. The NPPF states that local authorities should define Coastal Change Management Areas (CCMAs) where they are needed to help reduce the risk of flood from coastal change by avoiding inappropriate development in vulnerable areas (paragraph 106). The NPPF states that CCMAs should be designated in any area likely to be affected by physical changes to the coast. CCMAs will not need to be defined where the Shoreline Management Plan (SMP) policy is to 'hold the line' or 'advance the line' for the whole period covered by the SMP.

**14.48** For the [South Foreland to Beachy Head Shoreline Management Plan](#) (2006), the policy for the majority of locations is 'hold the line', for Hythe Ranges and Lydd Ranges it is 'managed realignment'. For Copt Point the policy is 'no active intervention'. Currently it is not proposed to define a CCMA but this will continue to be reviewed



with the Environment Agency. Until such time as a CCMA is put in place, Policy NE8: Integrated Coastal Zone Management will help to reduce the risk of flood from coastal change.

### **Development Around The Coast**

**14.49** The cliffs between Folkestone Warren and Dover, included within the AONB, are designated as Heritage Coast in recognition of their national importance. Policy CO6 of the Shepway District Local Plan Review (2006) stated that:

*"The District Planning Authority will give long term protection to the Folkestone and Dover Heritage Coast and to the areas of undeveloped coast shown on the proposals map. Within these areas development will not be permitted unless proposals preserve and enhance natural beauty, landscape, heritage, scientific and nature conservation value (consistent with any agreed management plan). In all cases, it must be demonstrated that a coastal location is required for development and that no suitable site exists along the developed coast. Proposals should where practicable also maintain or improve public access to the coast where this can be achieved without compromising conservation objectives."*

**14.50** Besides the Heritage Coast there are also significant areas of other undeveloped coast within the district, which are dynamic and vulnerable to coastal processes and often specifically identified for their nature conservation importance. The main stretch of undeveloped coast spans from Dungeness to Greatstone-on-Sea although smaller expanses exist between the built-up coastal areas from Littlestone to Hythe. Areas range in character from sand dunes to tidal mudflats to extensive shingle deposits. The seaward boundary for both the Heritage and undeveloped coast reflects the mean low water mark.

**14.51** Outside settlement boundaries and villages in the settlement hierarchy, the character of the district's undeveloped coast, should be protected and enhanced. Development in close proximity to the sea suffers physical damage caused by wave- and wind-borne sand, grit and shingle and chemical degradation of materials from saltwater and spray. Essential to the efficient and effective maintenance and repair of storm damage to coast protection and sea defence works is the easy access for plant and vehicles from the highway to the sea wall or beach. There is provision within the Environment Agency's Land Drainage and Sea Defence Bye-laws for the consent of the Environment Agency to be obtained for any works between low water mark and a line 15m from the landward side of the defences it maintains. Reference must be made to the relevant Shoreline Management Plans and Coastal Defence Strategy to ensure that any proposed development is not affected by a coastal management policy of 'managed realignment' or 'no active intervention'. Even in areas where the policy is 'hold the line' there is no guarantee of future funding and it is anticipated that all coast protection schemes will require a degree of contribution in order to secure Government grant.



**14.52** Seascape is defined by the Marine Policy Statement as "*landscapes with views of the coast or seas, and coasts and the adjacent marine environment with cultural, historical and archaeological links with each other.*" [The Seascape Character Assessment for the Dover Strait](#) (LUC for Kent County Council, 2015) provides a spatial classification of Seascape Character Types (SCTs) and Seascape Character Areas (SCAs). It is used to assess the impact of any proposed development or new use, whether onshore or offshore, from a marine and coastal perspective.

## Policy NE9

### Development Around The Coast

The Council will give long term protection to the Folkestone and Dover Heritage Coast and to the areas of undeveloped coast shown on the Policies Map. Within these areas development will not be permitted unless proposals preserve and enhance natural beauty, landscape, heritage, scientific and nature conservation value (consistent with any agreed management plan).

Planning permission will be granted for development in the coastal area, outside of settlement boundaries, where it can be demonstrated that all the following criteria have been met:

1. There are no harmful effects on or net loss of nature conservation or areas of geological importance;
2. The development provides recreational opportunities that do not adversely affect the character, environment and appearance of the coast;
3. Regard has been shown to the high quality and inclusive design of new buildings in coastal locations in accordance with other relevant design and historic environment policies;
4. There are measures for mitigation of any detrimental effects including, where appropriate, the improvement of existing landscapes relating to the proposal;
5. Where appropriate, opportunities have been taken to upgrade existing footpaths and cyclepaths, enhance and protect the England Coast Path National Trail and ensure that public access is retained and provided to connect existing paths along the waterfront;
6. The development would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation; and
7. Development should be informed by and complement the distinctive characteristics of the Seascape Character Areas and types identified in the Kent Seascape Character Assessment.

The Council will safeguard a minimum of a 15m strip of land immediately behind the landward edge of the existing or proposed sea defence or coast protection works to facilitate access for plant and materials used in connection with their maintenance or repair.

The Council will safeguard a minimum of a 25m strip of land, measured from the landward edge of the existing or proposed sea defence or coast protection works, in harsh marine environment areas in order to prevent storm damage to buildings. Planning permission will be granted for a replacement dwelling unless there is past evidence that the existing or demolished property has been damaged

as a result of the harsh marine environment. Repeat applications for replacement dwellings will be refused unless the applicant can demonstrate that no future harm will occur.

The following Heritage Coast is shown on the Policies Map:

- Folkestone/Dover

Other undeveloped coast sites are shown on the Policies Map:

- West Hythe;
- Dymchurch;
- St Mary's Bay; and
- Dungeness.

**14.53** The Strategic Flood Risk Assessment recommends all proposals within 50m of the landward crest of the seawall should be accompanied by a site-specific flood risk assessment specifically focusing on the risks associated with wave over-topping.

## Climate Change

## 15 Climate Change

### Introduction

**15.1** This chapter contains policies dealing with a range of matters relating to climate change. Policies cover:

- Reducing carbon emissions as part of new developments;
- Sustainable construction;
- Sustainable Drainage Systems (SuDS);
- Wind turbine developments, as well as small-scale wind turbines; and
- Solar farms.

**15.2** The chapter begins by summarising the policy background and recent changes to standards.

### Background

**15.3** National planning policy and legislation requires local planning authorities to work to mitigate climate change, mainly by reducing greenhouse gas emissions and promoting sustainability. Local planning authorities need to ensure that the urban and natural environments are capable of being adapted to meet the expected impacts of climate change.

**15.4** In support of this, Strategic Need B of the Core Strategy includes the requirement for new development to *"Minimise local carbon emissions, maintain air quality, control pollutants and promote sustainable waste management."* The Core Strategy's future vision also promotes low-carbon development, as set out below.

#### **Future Vision for Shepway**

**Shepway will flourish into a distinct area of *high-quality coastal towns and countryside.***

This will occur through planning for a smart, self-confident, secure and low-carbon district, and through enhancing the district's many diverse and special environments.

**15.5** However, since the adoption of the Core Strategy, there have been significant changes to the planning and Building Regulations systems relating to energy efficiency and low carbon development. Following the Housing Standards Review, the Code for Sustainable Homes was withdrawn (effective from 26 March 2015). As a result of this, local planning authorities can no longer stipulate compliance with Code levels or require Code assessments in planning policy. In place of this, the Government

introduced a number of changes to Building Regulations standards, along with some new standards. These included for water (Part G), a new optional standard (110 litres per person per day) for water stressed areas has been added to the baseline standard of Part G (125 litres per person per day).

**15.6** Following this, the Government released its Productivity Plan '[Fixing the Foundations](#)' (HM Treasury, 2015). In this Plan the Government announced its intention not to proceed with the zero carbon homes policy. This means that the expected change to the energy efficiency standard in Building Regulations (Part L) has not been delivered. Local planning authorities can still include 'Merton' style policies in their Local Plans which require a percentage of a development's energy use to be delivered by renewable or low carbon energy on or near to the site. Non-domestic buildings have not been affected. Local planning authorities can still require above Building Regulations standards for non-domestic buildings; these are commonly defined by the use of the Building Research Establishment's [BREEAM](#) tool or similar mechanisms.

**15.7** At the local level, Kent County Council has produced the [Kent Environmental Strategy](#) (2016) to support economic growth while protecting and enhancing the county's natural and historic environment and creating vibrant, healthy and resilient communities. The policies in this chapter will help deliver the strategy's themes:

- Building the foundations for delivery;
- Making the best use of existing resources;
- Avoiding or minimising negative impacts; and
- Working towards a sustainable future.

## Reducing Carbon Emissions

**15.8** Buildings are responsible for around 40 per cent of the UK's energy consumption. Most of our buildings' carbon emissions come from the energy used to provide the heating, cooling, lighting and other building services that keep occupiers comfortable and healthy. This energy has financial and environmental costs and generates carbon emissions. This can be reduced by using energy more efficiently, and by finding other ways to generate energy to heat our homes and offices.

**15.9** New developments can help reduce carbon emissions through maximising efficiencies according to the energy hierarchy set out below.

### Energy Hierarchy

1. Reducing the energy load of the development;
2. Maximising the energy efficiency of the building fabric;
3. Delivering energy from renewable sources;
4. Delivering energy from low carbon technologies; and
5. Any continuing use of fossil fuels to be clean and efficient for heating and co-generation.

**15.10** The energy hierarchy sets out a sequence for reducing carbon emissions, starting with reducing the need for energy by making changes to the design and fabric of a building ('fabric first'), then using energy more efficiently within the building, before using energy from renewable or low carbon technologies and finally ensuring that any fossil fuels that are required are used as efficiently as possible.

**15.11** All developments should already be implementing a 'fabric first' approach to reducing carbon emissions as Building Regulations relating to the energy efficiency of new buildings are generally achieved through the design and fabric of the building. As outlined above, in relation to housing developments, local authorities cannot introduce additional technical standards or requirements relating to the construction of new dwellings that go beyond Building Regulations. Policy CC1, however, seeks to reduce carbon emissions by promoting other measures in the hierarchy, specifically the generation of energy from renewable and low carbon sources.

**15.12** This aspiration is supported by the Core Strategy which aims to minimise carbon emissions by reducing the emissions from new buildings. Policy SS3: Place-Shaping and Sustainable Settlements Strategy states that proposals should be designed to contribute to local place-shaping and sustainable development *"through appropriate sustainable construction measures, including water efficiency and a proportion of energy from renewable/low carbon sources on new-build development"* (paragraph (e)(ii)).

**15.13** As well as reducing on-site carbon emissions beyond those achieved through building fabric and construction measures, Policy CC1 will also help to:

- Deliver national targets for renewable energy generation;
- Provide renewable energy as a standard feature of major developments in the district; and
- Provide economic benefits through promoting the manufacture, installation, service and maintenance of renewable energy technologies.

**15.14** In line with Government legislation and guidance, the policy does not require the construction of developments to go beyond that needed to comply with Building Regulations. To meet the policy, major developments should be designed to meet

Part L of Building Regulations and the anticipated carbon emissions for the development should then be identified. Using this carbon emissions figure as the baseline, the applicant should then calculate the quantity that should be met through the provision of renewable or low carbon energy technologies to deliver at least a 10 per cent reduction, calculated by reference to the baseline.

**15.15** The choice of which renewable or low carbon energy technology to use to meet the policy requirements will be for the developer but should respond to the specific characteristics of the site and the scale and type of development proposed. Technologies could include:

- Photovoltaic panels;
- Wind turbine;
- Solar thermal panels;
- Air or ground source heat pumps;
- Anaerobic digestion;
- Combined heat and power plants; and
- Biomass boilers.

For substantial new developments, site-wide renewable and low carbon energy solutions, such as renewable and low carbon district heating systems or combined heat and power networks, may be particularly appropriate.

**15.16** The information required will vary depending on whether the proposal is at outline, reserved matters or full planning application stage. In some cases, for example with outline planning applications, it may be that the calculations required to demonstrate compliance with Building Regulations have yet to be undertaken. In these circumstances, the application should make an estimate of site-wide emissions using appropriate benchmarks and outline a feasibility assessment of which technologies would be utilised. The submission of more accurate carbon emissions calculations will then be conditioned for submission either alongside any reserved matters application or prior to occupation of the development. The Council will also seek a condition requiring the installation to be retained and remain fully operational in accordance with an agreed maintenance programme.

**15.17** A component that covered carbon emissions and sustainable construction was built into the viability testing of the Community Infrastructure Levy (CIL) to ensure that these requirements do not hold back the delivery of development. <sup>(1)</sup>.

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<sup>1</sup> In the 'CIL and Whole Plan Economic Viability Assessment'; Dixon Searle Partnership (July 2014), a cost per unit of £2,327 for sustainable design and construction costs, lifetime homes, EPCs and renewables was assumed



## Policy CC1

### Reducing Carbon Emissions

Planning applications for all major new build housing developments and new non-residential buildings of 1,000sqm or more gross floorspace will be required to reduce carbon emissions by a minimum of 10 per cent above the Target Emission Rate, as defined in the Building Regulations for England approved document L1A: Conservation of Fuel and Power in Dwellings. [Building Regulations L1A](#)

This should be through the use of on-site renewable and low-carbon energy technologies which could include an integrated system or site-wide solution involving the installation of a system that is not integrated within the new building.

## Sustainable Design and Construction

**15.18** The [National Planning Policy Framework](#) (NPPF) states that planning should support the transition to a low carbon future in a changing climate. To achieve this planning should seek ways to radically reduce greenhouse gas emissions, actively support energy efficiency improvements and through the use of nationally described standards when setting any local requirements for sustainability.

**15.19** All development should achieve high environmental standards. Developers will be encouraged to implement appropriate mitigation and adaptation measures to address the potential impact of climate change. Key measures include:

- Using suitable sustainable construction techniques in new developments to make them more efficient. The retrofitting of existing buildings also needs to be considered, as the number of new buildings that will be delivered by 2031 will be a small proportion of the existing building stock at the start of the plan period;
- Planning for buildings to have a longer life, incorporating flexibility into building design so that buildings can be adapted to suit the changing lifestyles and home occupation patterns of residents and users;
- Planning for future weather changes by including adaptations like shading, natural and passive ventilation, and better drainage systems; and
- Tackling water shortages by reducing water consumption, reusing wastewater, water metering and rainwater harvesting.

**15.20** After it decided not to proceed with the zero carbon homes policy, the Government created a new approach for setting technical standards for new housing, including relating to water efficiency. [Planning Practice Guidance](#) states that local planning authorities have the option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of water efficiency

where there is a clear local need. Water resources are renewable, but not unlimited, and the district is already under severe water stress. Given climate change forecasts and population increases, water scarcity is an important issue that the Local Plan must address.

**15.21** The Building Research Establishment's Environmental Assessment Method (BREEAM) is the most commonly accepted assessment tool by which to judge and require increased sustainability standards in new non-residential developments. In relation to water, non-residential developments will be expected to reach a minimum of the BREEAM 'Very Good' standard.

**15.22** Specific planning policies on waste are contained in the [National Planning Policy for Waste](#) (DCLG, 2014); all local planning authorities must have regard to this and the [National Waste Management Plan for England](#) (DEFRA, 2013). Although Shepway does not have any waste planning responsibility it must play its role in delivering the waste hierarchy. As Planning Practice Guidance states, this could include measures such as *"including a planning condition promoting sustainable design of any proposed development through the use of recycled products, recovery of on-site material and the provision of facilities for the storage and regular collection of waste."*

**15.23** Although Core Strategy Policy SS3: Place-Shaping and Sustainable Settlements Strategy paragraph (e)(ii) states that proposals should contribute to sustainable development through appropriate sustainable construction measures, including water efficiency and securing a proportion of new buildings' energy needs from renewable and low carbon sources, it does not set specific targets. Policy CC2: Sustainable Design and Construction is intended to address this.

## Policy CC2

### Sustainable Design and Construction

Proposals for all new dwellings or for new non-domestic buildings will be permitted where:

1. All new build housing is built to the higher water efficiency standard under Regulation 36(3) of the Building Regulations so as to achieve a maximum use of 110 litres per person per day including external water use where technically feasible and viable. Proposals should demonstrate that water efficiency and water re-use measures have been maximised;
2. For non-residential development, the development achieves BREEAM 'Very Good' standard including addressing maximum water efficiencies under the mandatory water credits, where technically feasible and viable;
3. The development minimises energy demand through passive design and layout and landscape mitigation measures with an aspiration for new major residential developments to achieve zero carbon homes;
4. The development is accessible to all and is designed to be flexible towards future adaptation in response to changing life needs;
5. The development includes measures to adapt to climate change, such as the provision of green infrastructure, sustainable drainage systems (SuDS) in accordance with Policy CC3, suitable shading of pedestrian routes and open spaces and drought resistant landscaping; and
6. The development provides discretely designed and accessible storage for waste, recycling and composting.

### Sustainable Drainage Systems (SuDS) and the Mitigation of Flood Risk

**15.24** Measures that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable Drainage Systems (SuDS). SuDS comprise a sequence of management practices, control structures and strategies designed to efficiently and sustainably drain surface water, while minimising pollution and managing the impact on water quality.

**15.25** These systems are more sustainable than conventional drainage methods because they:

- Manage runoff volumes and flow rates, reducing the impact of urbanisation on flooding;
- Protect or enhance water quality;

- Are sympathetic to the development's environmental setting and the needs of the local community;
- Provide a habitat for wildlife in urban watercourses; and
- Encourage natural groundwater recharge (where appropriate).

**15.26** SuDS are suitable for any site, large or small, and do not necessarily require a large land area to implement; nor do SuDS have to be expensive, with surface SuDS that avoid heavy engineering proving particularly cost-effective solutions.<sup>(2)</sup>

**15.27** Sustainable drainage includes a variety of components, each having different approaches to managing flows, volumes, water quality and providing amenity and biodiversity benefits. The role of the site in relation to the surface water 'treatment train' should be understood when designing SuDS, and the advice of an appropriately qualified drainage engineer should be sought to achieve best results.

**15.28** SuDS do not only include traditional soakaways, ponds or wetlands but incorporate a suite of components working in different ways, including through:

- Infiltration (soaking) into the ground convey (water flow) into a watercourse (or if necessary a sewer);
- Provision of water storage on site; and
- Attenuating (slowing down) the flow of water.

Often SuDS use a combination of these processes and a number of mechanisms.

**15.29** The nature of the site needs to be understood to fully exploit the potential of SuDS. Although many SuDS components using infiltration are highly effective, there are sites where infiltration is not possible, due to impermeable ground conditions, contamination or a high water table. This does not prevent the use of the SuDS approach, but requires careful thought to be given to how water can be treated to improve quality and attenuated to reduce peak flows. Rainwater harvesting, green roofs, permeable surfaces, swales, ponds and wetlands can all operate without infiltration. Permeable surfaces - used for car parks and drives - are very effective, even where infiltration is not possible.

**15.30** Under Schedule 3 of the [Flood and Water Management Act](#), Lead Local Flood Authorities (LLFAs) - County Councils and Unitary Authorities - were to be required to establish SuDS Approval Bodies (SABs). This would have required Kent County Council (KCC), as the LLFA in Kent, to approve and adopt SuDS for new developments. In December 2014, the Government announced that Schedule 3 would not be enacted and SuDS would be dealt with instead by strengthening existing planning policy. This change, which took effect on 6 April 2015, requires local planning authorities to ensure that SuDS are included as part of new developments.

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2 More information about SuDS can be found on the [Susdrain website](#).

**15.31** The LLFA is the statutory surface water consultee for all major development, and applicants' attention is drawn to KCC's '[Drainage and Planning Policy Statement](#)' (2017) which clearly outlines the parameters against which major proposals will be judged. The Environment Agency (EA) remains the statutory consultee for river and sea flooding and groundwater issues for Flood Zones 2 and 3 and for Critical Drainage Areas. (There are at present no Critical Drainage Areas designated in Shepway.) Table 15.1 below sets out the roles of these consultees.

Type of Development	Area of Flood Risk			
	Flood Zone 1	Critical Drainage Area	Flood Zone 2	Flood Zone 3
Permitted Development	Guidance notes from LLFA and EA			
Minor Development	Guidance notes from LLFA	EA	Standing Advice from EA	EA
Major Development	LLFA	EA	LLFA (surface water) EA (river and sea)	LLFA (surface water) EA (river and sea)

**Table 15.1 Statutory Consultation Matrix for Flood Areas**

**15.32** Planning Practice Guidance states that new development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of sustainable drainage systems. The vast majority of the southern part of the district (the Marsh) is situated in Flood Zones 2 and 3, and proposals here should always show how surface water drainage has been taken into account and integrated into the site.

**15.33** Any proposed developments within Flood Zone 3 or at risk of wave over-topping near the coastline, will require a Site Specific Flood Risk Assessment, in accordance with national policy and guidance, and Core Strategy Policy SS3: Place-Shaping and Sustainable Settlements Strategy. In addition policies NE8: Integrated Coastal Zone Management and NE9: Development Around the Coast would also need to be considered.

## Policy CC3

### Sustainable Drainage Systems (SuDS)

Development will be permitted where:

1. Surface water is managed close to its source and on the surface where reasonably practicable to do so;
2. Priority is given to the use of 'ecosystem services' as defined in the National Planning Policy Framework;<sup>(3)</sup>
3. Water is seen as a resource and is reused where practicable, offsetting potable water demand, and that a water sensitive approach is taken to the design of the development;
4. The features that manage surface water are commensurate with the design of the development in terms of size, form and materials and make an active contribution to place-making;
5. Surface water management features are multi-functional wherever possible in their land use;
6. There is no discharge from the developed site for rainfall depths up to 5mm of any rainfall event;
7. The run-off from all hard surfaces receives an appropriate level of treatment in accordance with Sustainable Drainage Systems guidelines, SuDS Manual (CIRIA C753), to minimise the risk of pollution;
8. Major development accords with Kent County Council's Drainage and Planning Policy Statement 2017 or successor document;
9. Development adjacent to a water body actively seeks to enhance the water body in terms of its hydromorphology, biodiversity potential and setting; and
10. All hard surfaces are permeable surfaces where reasonably practicable.

Shepway is one of the driest districts in England, and this is only likely to increase given the likely impacts of climate change. Mechanisms to ensure the effective collection and reuse of water should be designed into any surface water drainage system. Any development should also ensure the drainage design is resilient to these future changes.

**15.34** The Council expects that a drainage strategy will accompany all major planning applications. At a minimum, the strategy must comprise the following:

- A site layout;
- A drainage proposal schematic or sketch;

<sup>3</sup> The benefits people obtain from ecosystems such as, food, water, flood and disease control and recreation.

- A description of key drainage features within the drainage scheme (such as attenuation volumes and flow control devices); and
- Information to support any key assumptions (such as impermeable areas and infiltration rates).

**15.35** Development should not increase the overall runoff of the site compared to its greenfield rate. On brownfield sites, discharge rates should be reduced to the equivalent greenfield runoff rate.

### **Adoption and Maintenance of SuDS**

**15.36** Unlike in some other areas in England, the statutory water and sewerage undertaker for the district, Southern Water, does not yet adopt SuDS. Wherever these systems are used, there will be a requirement for the developer to provide evidence to the local planning authority that arrangements are in place for SuDS to be adopted either by a management company, private residents or another responsible body (for example, an Internal Drainage Board). It will be the developer's responsibility to ensure that a maintenance manual and schedule related to on-site systems are provided to successors in title. A clause will be inserted into the Section 106 agreement of any planning permission involving SuDS requiring this, and for the nomination of a named person or body to undertake this.

**15.37** The aim of Shepway's policy is to support the requirements of KCC's role as the Lead Local Flood Authority, while ensuring that all developments take surface water management into consideration from an early stage. Given the fact that the south east of England will see significant development over the coming decades, the Council considers that even small developments (including those within some classes of the General Permitted Development Order) will have to play their part in preventing the cumulative impact of increased hardstanding.

**15.38** Given the above requirement that development does not result in an increase in site runoff compared with its greenfield rate, which applies also to brownfield land, there may be a requirement for increased mitigation measures so that development actually decreases surface water runoff compared with existing uses. This will provide multiple benefits, and applicants are encouraged to reuse water on site wherever feasible.

### **Renewable Energy**

**15.39** National policy promotes increasing energy efficiency, the minimisation of energy consumption and the development of renewable energy sources. This plan supports development that promotes these objectives. An important element in this is to promote energy efficiency and the use of renewable energy in all new developments, to help reduce the emission of greenhouse gases.



**15.40** The [Written Statement by the Secretary of State for Communities and Local Government](#) issued in June 2015 made the following requirement concerning wind turbines:

*"When determining planning applications for wind energy development involving one or more wind turbines, local planning authorities should only grant planning permission if:*

- *The development site is in an area identified as suitable for wind energy development in a Local or Neighbourhood Plan; and*
- *following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing."*

**15.41** Areas that may be suitable for wind farms are identified in the [Renewable Energy for Kent Action Plan](#) (2013); this research by AECOM for Kent County Council produced energy opportunities maps to highlight opportunities for a range of renewable technologies spatially at local authority level. Areas identified as having high potential for large scale wind energy are where wind speed and spatial or designation constraints are such that large scale wind turbines might be accommodated.

**15.42** Following the Written Statement, the Local Plan allows for allocations for wind energy development to be made in Neighbourhood Plans. Further research will be commissioned to identify more specific areas within the district that will support Neighbourhood Plans in allocating sites. Reference should also be made to the Council's [High Level Landscape Assessment](#) which was carried out for the whole district in February 2017.

**15.43** Being allocated in a Neighbourhood Plan will demonstrate that any local planning impacts have been fully addressed and the proposal has the community's backing. The Kent Downs AONB Unit has produced a [Renewable Energy Position Statement](#) (June 2011) which states that due to the high sensitivity of the Kent Downs Area of Outstanding Natural Beauty, large scale commercial wind turbine developments will be unacceptable.

## Policy CC4

### Wind Turbine Development

The creation of wind turbines at a community and commercial scale will be supported where proposals demonstrate that the development site is in an area allocated for wind energy development in an adopted Neighbourhood Plan.



**15.44** Small scale wind turbines are typically 1kw to 6kw.

### Policy CC5

#### **Small Scale Wind Turbines and Existing Development**

Small scale wind turbines to provide energy for existing buildings will only be acceptable where proposals meet the following criteria:

1. A single turbine is proposed for an existing building;
2. The scale of the turbine is not overwhelming in relation to the height of nearby buildings;
3. There is no adverse impact on the setting of a Listed Building, a Conservation Area or other heritage asset;
4. It is demonstrated that the turbine will not cause any adverse impact on the amenity of a nearby building(s) by way of obstructed outlook, noise or flicker;
5. The turbine does not have an adverse impact on the landscape character or have any adverse visual impact on the scenic beauty of the Kent Downs Area of Outstanding Natural Beauty or other sensitive local landscapes;
6. There are no adverse ecology impacts arising from the development;
7. The turbine is finished in an appropriate colour to minimise its visual impact; and
8. The turbine is removed when no longer operational; this will be the subject of a condition.

**15.45** Factors that should be considered when determining applications for different renewable energy technologies are set out in Planning Practice Guidance; these include the cumulative impacts of wind and solar farms. The Council will expect clear commitments to returning land associated with solar farms or wind farms to its previous use and productive condition.

**15.46** While the development is in use, the Council will encourage land diversification alongside energy generation, incorporating biodiversity enhancements or a continued agricultural use. In 2014 the Building Research Establishment's National Solar Centre published '[Biodiversity Guidance for Solar Developments](#)' which gives further guidance on how biodiversity enhancements can be secured as part of renewable energy schemes. The Kent Downs AONB Unit's position statement quoted above, considers it extremely unlikely that any location can be found in, or within the setting of, the Kent Downs Area of Outstanding Natural Beauty where field-scale photo-voltaic arrays, such as solar farms, would not have a significant adverse effect on the landscape.

## Policy CC6

### Solar Farms

The development of new solar farms, or the extension of existing solar farms, will only be acceptable where:

1. The proposal does not have an adverse impact on the landscape character or have any adverse visual impact on the scenic beauty of the Kent Downs Area of Outstanding Natural Beauty, other sensitive local landscapes or heritage assets;
2. The proposal does not result in the direct loss of amenity to nearby residential properties by virtue of glare or other disturbance;
3. Any necessary ancillary building works are minimised so as not to adversely impact on the character of the surrounding area;
4. There are no adverse ecology impacts arising from the development;
5. A suitable landscaping and screening strategy is included with the application;
6. The solar panels and supporting frames are finished in an appropriate colour to minimise visual impact;
7. The solar panels are removed when no longer operational;
8. The consideration of the need for and impact of, security measures such as lights and fencing, are included in the application;
9. The proposal clearly indicates the installed capacity (MW) of the proposed facility; and
10. The solar farm will not result in the loss of the best and most versatile agricultural land.

**15.47** The Government promotes community energy, which it defines as being "*collective action to reduce, purchase, manage and generate energy*" and has produced a [Community Energy Strategy](#) (DECC, 2014) to increase the proportion of energy produced by local low-carbon generation. Community energy projects have an emphasis on "*local engagement, local leadership and control and the local community benefiting collectively from the outcomes.*" Community-led action can often resolve challenging issues around energy, with community groups well placed to understand their local areas and to bring people together with common purpose. The Council will support these community-led initiatives where they comply with the policies above.



## Health and Wellbeing

## 16 Health and Wellbeing

### Introduction

**16.1** This chapter contains policies dealing with a range of matters relating to the health and wellbeing of the local community. Policies cover:

- Promoting healthier food environments;
- Improving health and wellbeing and reducing health inequalities;
- Supporting healthy lifestyles; and
- Promoting active travel.

**16.2** The chapter begins by providing some background to health policy and the health problems affecting the district's population. This chapter should be read in conjunction with others in the Local Plan, particularly Chapter 12: Community, which contains policies for the provision of open space and children's play space.

### Background

**16.3** As human beings we are naturally sociable and benefit from having a supportive environment and sense of purpose. Loneliness and social isolation are harmful to our health: research shows that lacking social connections is as damaging to our health as smoking 15 cigarettes a day (Holt-Lunstad, 2010). The population and housing growth that will take place in Shepway to 2031 will need to be supported by the necessary infrastructure, including that for health.

**16.4** The Core Strategy promotes the development of community facilities that provide the opportunity for healthy lifestyles. Policy SS3: Place-Shaping and Sustainable Settlements Strategy states that: *"Development must address social and economic needs in the neighbourhood and not result in the loss of community, voluntary or social facilities (unless it has been demonstrated that there is no longer a need or alternative social/community facilities are made available in a suitable location)."*

**16.5** This approach is in line with the priority objective of the '[Fair Society, Healthy Lives](#)', [The Marmot Review](#) (2010) to create and develop healthy and sustainable places and communities. The NHS reform by the Health and Social Care Bill, transferred the responsibility for public health to local authorities. Planning has an important role to play in public health as the built environment can have a particularly significant impact on people's physical and mental health.

**16.6** The Government's [Planning Practice Guidance](#) provides guidance on how the National Planning Policy Framework's policies on health can be considered in plan making. This includes guidance on creating an environment that:

- Supports people of all ages in making healthy choices;

- Promotes active travel and physical activity;
- Promotes access to healthier food; and
- Provides high quality open spaces and opportunities for play, sport and recreation.



Picture 16.1 The Health Map

## Promoting Healthier Food Environments

**16.7** The Core Strategy aims to deliver a safe and healthy district. The [Health Profile 2016 for Shepway District](#) produced by [Public Health England](#) shows that in Year 6, 19.1 per cent of children are classified as obese. The local priorities set out in the Health Profile include promoting physical activity for children and adults.

**16.8** The [Kent Public Health Observatory](#) publishes a [Joint Strategic Needs Assessment](#) (JSNA). In relation to 'Healthy Weight' the [JSNA Chapter Summary Update 2014/15](#) identifies that Swale, Shepway and Dartford Districts have the highest levels of adult obesity in Kent; for Shepway this amounts to 56,457 people aged 16 and above carrying excess weight.

**16.9** The [South Kent Coast Clinical Commissioning Group](#) (CCG) and [Kent Health and Wellbeing Board](#) (HWBB) have made tackling unhealthy weight a key priority for joint work over the next few years. The [Kent Joint Health and Wellbeing Strategy 2014-2017](#) produced on behalf of the Kent HWBB identifies a number of key priorities. Priority one is to 'Tackle Key Health Issues where Kent is performing worse than the England average' which requires:

- A reduction in the proportion of 4-5 year olds with excess weight; and
- A reduction in the proportion of 10-11 year olds with excess weight.

**16.10** South Kent Coast CCG's 'Prevention and Self Care Strategy' aims to reduce levels of childhood obesity and the CCG is working closely with Public Health England to improve the health of people with hypertension and other long term problems. Dover and Shepway District Councils are also working to increase people's level of physical activity and encourage more healthy lifestyles. [The South Kent Coast Healthy Weight Strategy](#) has four themes, the first of which is to 'Take action on the environmental and social causes of unhealthy weight'. This identifies that:

*"Individual action to tackle excess weight is increasingly challenging as there are more outlets available for purchasing and consuming foods that are calorie dense and contain excess sugar and fat. The majority of people are more sedentary due to a decrease in manual and semi-manual occupations and increased use of cars means that people are becoming more physically inactive. Action needs to be taken to tackle the wider determinants of health such as improvements to housing, the built environment and open spaces and parks."*

**16.11** Hot food takeaways provide employment, offer a range of food adding to the cultural mix in an area, and can provide food at affordable prices. However many takeaways offer food which is energy dense and nutritionally poor, which can contribute to problems of obesity.

**16.12** According to Public Health England's ['Obesity and the environment: regulating the growth of fast food outlets'](#) (2014):

*"Obesity is a complex problem that requires action from individuals and society across multiple sectors. One important action is to modify the environment so that it does not promote sedentary behaviour or provide easy access to energy-dense food"*.

**16.13** Elsewhere the document highlights that child obesity tends to persist into adulthood, so obese children are more likely to become obese adults. A priority for the Council is therefore to ensure that this issue is addressed within the Local Plan.

**16.14** One way to tackle this is to manage takeaway developments near primary and secondary schools. Best practice suggests a distance of 400m to define the boundaries of a fast food 'exclusion zone', as this equates to a walking time of

approximately five minutes. For the implementation of Policy HW1, the 400m distance will be applied using the most direct walking route from the proposed development to the closest pedestrian access point to the school grounds.

**16.15** Ideally this policy will form just one approach to this issue and the Council will also work with businesses to help them make a healthier offer to their customers.

## Policy HW1

### Promoting Healthier Food Environments

The Council will refuse planning permission for new hot food takeaway shops that fall within 400 metres of the boundary of a primary or secondary school (the exclusion zone).

The Council will only consider granting planning permission for new hot food takeaway shops outside the exclusion zone where:

1. The percentage of hot food take-away shops in Town and District Centres does not exceed 5 per cent and in Local Centres does not exceed 10 per cent of retail units and the proposal complies with Policies RL2 to RL7 of this plan;
2. There is no harm or loss of amenity to the living conditions of nearby residents, including that created by noise and disturbance from other users and their vehicles, smell, litter and unneighbourly opening hours;
3. Parking and traffic generation is not a danger to other road users, public transport operators or pedestrians including where appropriate the provision of parking for delivery vehicles; and
4. Adequate provision is made for:
  - The collection, storage and disposal of bulk refuse and customer litter;
  - Sound proofing, especially if the proposal would be below or adjacent to living accommodation and other mitigation as appropriate in relation to the impact on neighbours of the proposed opening and delivery hours; and
  - The efficient and hygienic discharge of fumes and smells, including the siting of ducts. These should be unobtrusive and not cause an adverse impact on a Listed Building, Conservation Area or other heritage asset.

## Improving Health and Wellbeing

**16.16** The provision of Health Impact Assessments (HIAs) as part of large developments ensures health is taken into account in new proposals. These can include an assessment of factors such as the provision of:



- Good quality housing;
- A well-designed public realm;
- Sustainable transport;
- Employment and training opportunities; and
- Access to leisure, cultural activities and green space.

These factors are known as the 'wider determinants of health'.

**16.17** HIAs provide a systematic approach for assessing the potential impacts of development on the social, psychological and physical health of communities. Ensuring these issues are considered at an early stage in the planning process can lead to improvements in the health of new residents and occupiers as well as the local community. HIAs assess whether a proposal would reinforce health inequalities and inadvertently damage people's health or have health benefits.

## Policy HW2

### **Improving the Health and Wellbeing of the Local Population and Reducing Health Inequalities.**

For residential development of 100 or more units and non-residential development in excess of 1,000sqm a Health Impact Assessment will be required, which will measure the wider impact of the development on healthy living and the demands that may be placed on health services and facilities arising from the development.

Where significant impacts are identified, measures to address the health requirements of the development should be provided and/or secured by planning obligations or planning conditions as appropriate.

A Health Impact Assessment for smaller forms of development may also be required where the proposal is likely to give rise to a significant impact on health, for example, the cumulative impacts of a number of developments might necessitate the need for new health or social infrastructure.

## **Supporting Healthy Lifestyles**

**16.18** Food security is a long-term challenge; farming needs to be supported in building capacity for sustainable production both in the UK and globally. However, the food chain has major impacts on climate change, biodiversity and the wider environment which require management. Incorporating productive landscapes into the design and layout of buildings and landscapes can support healthy and active communities, improve the quality of open spaces and enhance biodiversity. For the purposes of Policy HW3, 'productive landscapes' includes allotments, community gardens and growing spaces, green roofs and walls and productive planting.

## Policy HW3

### Development That Supports Healthy, Fulfilling and Active Lifestyles

To increase, create and safeguard opportunities for healthy, fulfilling and active lifestyles and to reduce the environmental impact of importing food, development proposals should:

1. Incorporate productive landscapes in the design and layout of buildings and landscaping of all major developments;
2. Not result in the net loss of existing allotments; and
3. Not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a) unless there is a compelling and overriding planning reason to do so and mitigation is provided through the provision of productive landscapes on-site or in the locality.

## Promoting Active Travel

**16.19** Physical activity has been shown to increase personal wellbeing while decreasing the chances of people developing diabetes, heart disease and other preventable conditions. Making shorter journeys by foot or by bicycle helps reduce the number of vehicles on the road and improve air quality.

**16.20** Kent County Council's research, in its [Consultation Draft Active Travel Strategy](#) (2016), however, shows that people are deterred from walking and cycling for a number of reasons including:

- A lack of suitable routes between homes and community services, workplaces or schools;
- A lack of facilities such as lockers and secure parking;
- Obstacles in cycle lanes and in footways; and
- Concerns about personal safety when walking and cycling.

Policy HW4 is intended to tackle some of these barriers.

**16.21** In addition, the Council will support the delivery of strategic projects that promote active travel, such as the [Kent Active Travel Strategy](#) (KCC, 2016), [Shepway Cycling Plan](#) (KCC, 2011) and the [Countryside and Coastal Access Improvement Plan 2013-2017](#) (KCC), including routes and proposals for improvements contained in integrated network maps. The Royal Institute of British Architects' report Healthy Cities 2012 found that streets and parks designed to be safer and more attractive were the most common changes people reported would encourage them to walk more. Provision of safe and pleasant cycle and walkways in conjunction with public

health initiatives such as Intelligent Health's 'Beat the Street', a real life walking, cycling and running game for a whole community, can encourage people to be physically active.

## Policy HW4

### Promoting Active Travel

Planning permission will be granted for development likely to give rise to increased travel demands, where the site has (or will attain) sufficient integration and accessibility by walking and cycling including, where appropriate, through:

1. The provision of new cycle and walking routes that connect to existing networks, including the wider public rights of way network, to strengthen connections between settlements and the wider countryside;
2. The protection and improvement of existing cycle and walking routes, including the public rights of way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and way-marking, and, where appropriate, widening and lighting;
3. The provision of safe, direct routes within permeable layouts that facilitate and encourage short distance trips by walking and cycling between home and nearby centres of attraction, and to bus stops or railway stations, to provide real travel choice for some or all of the journey; and
4. The provision of, or contributions towards, new cycle and walking routes identified in adopted strategic documents.

## Historic Environment

## 17 Historic Environment

### Introduction

**17.1** This chapter contains policies dealing with a range of matters relating to the district's built heritage. Policies cover:

- Heritage assets;
- Archaeology;
- The local list of heritage assets; and
- Folkestone's historic gardens.

**17.2** The chapter begins by summarising the national and local policy context and the findings of the Council's Heritage Strategy.

### National and Local Policy Context

#### National Policy and Guidance

**17.3** The historic environment comprises all aspects of the environment resulting from the interaction between people and places through time, whether visible, buried or submerged. It also includes some landscaped, planted or managed flora, such as Historic Parks and Gardens. These elements are known as historic assets. The [National Planning Policy Framework](#) (NPPF) definition of a heritage asset is:

*"A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets includes designated heritage assets and assets identified by the local planning authority."*

**17.4** The NPPF sets out three dimensions to define sustainable development: economic, social and environmental. The historic environment forms part of the environmental dimension. The NPPF states that local planning authorities should set out a positive strategy for the conservation and enjoyment of the historic environment in their local plans. Heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, taking account of:

- Sustaining and enhancing the asset and putting it to a viable use;
- The wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
- The desirability of new development making a positive contribution to local character and distinctiveness; and
- Opportunities to draw on the contribution made by the historic environment to the character of a place.

**17.5** The national [Planning Practice Guidance](#) (PPG) proposes that local planning authorities should identify specific opportunities within their areas for the conservation and enhancement of heritage assets.

### **Shepway Heritage Strategy**

**17.6** To identify and understand the district's heritage, and to set out a positive strategy, the Council commissioned Kent County Council (KCC) to produce the Shepway Heritage Strategy. This will provide a strategy to ensure that the heritage of the district plays a clear role in shaping any future regeneration, development and management decisions, as well as identifying opportunities and vulnerabilities (such as crime and neglect). The emerging Strategy has informed the development of this plan and provides evidence that ensures a positive approach to heritage.

**17.7** While the primary purpose of the Shepway Heritage Strategy is to address local planning needs, it also sets out a wider policy context. It has been written to explain the substantial benefits that conservation of the historic environment and heritage assets, their recognition and use can bring to the district. The Heritage Strategy will:

- Ensure that heritage plays a positive role in all areas of strategic planning – place shaping, economic, tourism, health and wellbeing and education;
- Enable and inform regeneration and growth, building places and communities with a stronger sense of place, pride and interest in their surroundings. Heritage-led regeneration and development provides additional economic value to an area, providing a quality environment that attracts new businesses;
- Contribute to Shepway's visitor experience and tourism economy;
- Increase wider understanding of the district's heritage and the ways in which the community can engage with and experience their heritage;
- Provide strong social and health benefits through improving quality of life and activities that encourage physical and mental health and well being, and reduce social exclusion and crime; and
- Provide a valuable educational resource that can contribute context to curricula at all stages for local schools and colleges.

**17.8** The Council will produce an action plan to set out how the recommendations in the Heritage Strategy will be taken forward, including:

- How and when conservation areas will be reviewed;
- How local communities can help identify or review heritage assets; and
- What further studies will be undertaken and by whom.

## Heritage Assets

**17.9** Shepway is home to numerous heritage assets, both non-designated and designated, that contribute to a compelling historic narrative about the district. These include an array of medieval churches, castles, windmills and historic defences and fortifications. There are just over 20 Conservation Areas in the district and over 900 Listed Buildings.

### Heritage Assets

Heritage assets can be designated or non-designated. Designated assets have been identified under relevant legislation and include Scheduled Monuments, Listed Buildings, Registered Parks and Gardens and Conservation Areas.

Non-designated assets are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated.

**17.10** The Shepway Heritage Strategy identifies the positive role heritage can play in the district's future, including:

- Acting as a catalyst for economic and social regeneration;
- Encouraging tourism and visitors; and
- Contributing to improved public health and wellbeing.

**17.11** While the Council will consider proposals affecting heritage assets positively, some assets are worthy of conservation for their significance alone and some may be incapable of re-use or being made viable.

**17.12** Policy HE1 below supports proposals that provide, where possible, a viable use that assists in social and economic regeneration and ensures the long term protection, conservation and, where appropriate, the enhancement of heritage assets in line with Government legislation.

### Policy HE1

#### Heritage Assets

The Council will grant permission for proposals which promote an appropriate and viable use of heritage assets, consistent with their conservation and their significance, particularly where these bring at risk or under-used heritage assets back into use or improve public accessibility to the asset.

## Consideration of Heritage Assets in Planning and Listed Building Applications

**17.13** The Core Strategy sets out the broad approach to the historic environment, the enhancement of local identity and includes an express requirement to have regard to local context and the impact of development on heritage assets.

### Legislation and Guidance Governing Heritage Assets

As set out in the Introduction to Part One, the purpose of the Local Plan is to add detail to national legislation, policy and guidance only where necessary.

The consideration of heritage assets (including Scheduled Ancient Monuments and Historic Parks and Gardens) in the planning process is clearly set out in Government legislation and guidance. The Council will consider planning applications in light of these requirements. Relevant considerations include:

- The Planning (Listed Buildings and Conservation Areas) Act 1990;
- The NPPF;
- Planning Practice Guidance; and
- Statements from government departments.

Section 66 of the Act (1990) ensures that proposals for **Listed Buildings preserve or enhance the building or its setting** and Section 72 ensures that proposals in **conservation areas pay special attention of preserving or enhancing the character or appearance** of that area. The **National Planning Policy Framework** sets out **what should be considered for proposals that affect heritage assets**, including:

- What considerations should be taken into account (such as a viable use);
- The significance of the heritage asset;
- The level of harm; and
- What the public benefits of the proposal would be if there is harm.

**17.14** To help determine applications against this legislation and to assist applicants with Heritage Statements, the emerging Shepway Heritage Strategy will provide information on the heritage assets in the district. The Strategy has set out thirteen heritage themes (including 'Defence', 'Coastal Heritage - Harbours and Ports' and 'Farming and Farmsteads') and provides an initial assessment of their 'significance'.

**17.15** The Strategy will also set out how heritage assets can play a positive role in all areas of planning through:

- Creating a sense of place;
- Re-use of heritage assets;



- Adding value to new development;
- Attracting business and commercial activities;
- Creating employment;
- Durability of regeneration; and
- Reducing social exclusion.

**17.16** Applications should also consider the design policies in Chapter 9 of this plan to ensure that issues such as setting, scale, materials and local character are also considered.

## **Archaeology**

**17.17** In areas of known or suspected archaeological potential, as identified using available information, including the Kent Historic Environment Record and the Areas of Archaeological Potential, there is a reasonable possibility that archaeological remains exist and therefore the potential impact of any proposed development will need to be considered. This could be by an appropriate desk-based assessment and, where necessary, a field evaluation.

**17.18** Where archaeological finds occur unexpectedly during development, the Council will seek specialist advice and guidance and this could result in further work needing to be undertaken, such as recording or further excavations.

## Policy HE2

### Archaeology

Important archaeological sites, together with their settings, will be protected and, where possible, enhanced. Development which would adversely affect them will not be permitted.

Proposals for new development must include an appropriate description of the significance of any heritage assets that may be affected, including the contribution of their setting. The impact of the development proposals on the significance of the heritage assets should be sufficiently assessed using appropriate expertise where necessary. Desk-based assessment, archaeological field evaluation and/or historic building assessment may be required as appropriate to the case.

Where the case for development affecting a heritage asset of archaeological interest is accepted, the archaeological remains should be preserved *in situ* as the preferred approach. Where this is not possible or justified, appropriate provision for preservation by record may be an acceptable alternative. Any archaeological investigation and recording should be undertaken in accordance with a specification and programme of work (including details of a suitable archaeological body to carry out the work) to be submitted to and approved by the Council in advance of development commencing.

### Local List of Heritage Assets

**17.19** There are many buildings and sites (such as gardens or structures) in the district that make a positive contribution to the local character and sense of place because of their heritage value but which are not formally designated. Where these heritage assets are not afforded the same protection as those that are designated, the NPPF states that they should be still taken into account in determining planning applications and that they may be offered some level of protection by the local planning authority if they are identified on a formally adopted list of local heritage assets. It is also important to note that the NPPF also states that for non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to Scheduled Ancient Monuments, these should be considered subject to the policies for designated heritage assets (paragraph 139).

**17.20** The Council will be creating a 'local list' of sites that come through the planning process or have been put forward by local groups or individuals. This list will be updated on a regular basis and will be available on the Council's website. When considering development proposals, the Council will establish if any potential

non-designated heritage assets meets the definition in Planning Practice Guidance (outlined above) at an early stage in the process and add any properties or sites that meet the criteria to the list.

### **Policy HE3**

#### **Local List of Heritage Assets**

Proposals for development affecting buildings or sites identified on the local list of heritage assets, or sites that would meet the criteria, will be permitted where the particular significance that accounts for the designation is protected and conserved.

**17.21** The criteria for identifying heritage assets for a local list are as follows:

### **Criteria for Identifying a Local List of Heritage Assets**

The Council's local list of heritage assets will include buildings, structures, landscape and archaeological features, which are of local interest, and have no statutory designation.

For inclusion on the local list, the heritage asset must comply with at least one of the criteria listed below:

**Historic Interest.** This can include:

- Association with a figure or event of significant local or national importance;
- Buildings relating to traditional or historic 'industrial' processes;
- Age and use of distinctive local characteristics; or
- Archaeological importance.

**Architectural and Artistic Interest.** This can include:

- Buildings of high quality design, displaying good use of materials, architectural features and styles and distinctive local characteristics, which retain much of their original character;
- Designed by an architect or engineer of local or national importance;
- Demonstrating good technological innovation; or
- Good quality modern architecture.

**Social, Communal and Economic Value.** This can include:

- Reflecting important aspects of the development of a settlement;
- Demonstrating an important cultural role within the community;
- Places which are perceived to be a source of local identity, distinctiveness, social interaction and coherence; or
- Demonstrating links to a significant local industry or trade.

**Townscape Character.** This can include:

- Providing a key local or national landmark;
- Of significant townscape or aesthetic value;
- Playing an integral role within a significant local vista or skyline;
- Groupings of assets with a clear visual, design or historic relationship;
- Part of a locally important designed landscape, park or garden; or
- Providing a good example of early local town planning.

**Landscape Character.** This can include:

- Historic hedgerows;

- Paths or lanes;
- Historic landscape features of particular memory such as named features; or
- Locally designated landscape features, such as veteran trees.

## Folkestone's Historic Gardens

**17.22** Shepway District contains a rich natural heritage and has a number of valuable parks and gardens. While the current estates are smaller parts of once much larger landholdings, the heritage of these surviving parklands and their associated buildings and gardens often have significant historical associations and demonstrate the distinctive manorial and agricultural experience of Kent. Two of the parks in Shepway are listed on the Register of Parks and Gardens of Special Historic Interest in England (Port Lympne is Grade II\* and Sandling Park is Grade II), and there are many more that, while not listed, are in excellent condition and continue to be integral to the identity of the district. The Kent Gardens Compendium Volume One identifies these and includes:

- Acrise Place, Acrise;
- Beachborough Park, Folkestone;
- Radnor Park, Folkestone;
- The Lower Leas Coastal Park, Folkestone;
- Brockhill Country Park, Hythe;
- Horton Priory, Monks Horton;
- Lympne Castle, Lympne; and
- Saltwood Castle.

**17.23** In addition, there are Memorial Gardens and Cemeteries that are important asset as part of the parks and gardens of Shepway District. The Shepway Heritage Strategy suggests that, overall, the district's parks and gardens should be considered to be of **considerable significance** not only to the local character but also to its residents and visitors. These heritage assets are protected through Policy H1 above.

**17.24** Parks and gardens within the urban areas of the district are also important heritage assets that act as natural oases for people and wildlife. While they are not listed, they are integral to the identity and sense of place and also contribute to the better wellbeing of local residents, visitors and wildlife.

**17.25** In particular, the Leas and the west end of Folkestone are characterised by grand nineteenth and early twentieth century buildings arranged around private gardens. These gardens contribute significantly to the character and quality of The Leas and Bayle Conservation Area, but are subject to development pressures. Their

retention is important in maintaining the character of this part of Folkestone. Small-scale development (such as pavilions or shelters) may be permitted provided that these do not detract from the character of the gardens and their setting.

## Policy HE4

### **Folkestone's Historic Gardens**

The gardens set out below form part of the historic townscape of the west end of Folkestone. Planning permission will be refused for development that would affect the gardens or their setting.

1. Augusta Gardens;
2. Balfour Gardens;
3. Clifton Crescent;
4. Clifton Gardens;
5. Grimston Gardens;
6. Trinity Gardens;
7. Terlingham Gardens (Adjacent to Grand Hotel);
8. Westbourne Gardens; and
9. Kingsnorth Gardens.

Small-scale developments for community facilities (such as pavilions or shelters) will be granted permission where it can be demonstrated that the asset or its setting will be preserved or enhanced.



## Monitoring



## 18 Monitoring

**18.1** The Local Plan needs to show that its policies can be delivered over the full plan period: the 'plan, monitor and manage' approach is an important part of the planning system. The following table sets out how it is intended to monitor the progress of the Local Plan policies. There are two methods of reporting the results of monitoring. The main one is the Authority Monitoring Report (AMR). Every year the AMR will:

- Report progress on the implementation of the policies of the Local Plan;
- Identify policies where implementation is proving difficult to deliver; and
- Identify policies that may need to be reviewed.

**18.2** The other way of reporting the monitoring of Local Plan policies is through the monitoring arrangements between the District and County Councils that cover housing, employment, retail and leisure development. Housing monitoring is particularly important and the monitoring includes phasing schedules which set out the expected delivery of housing allocations and permissions. These produce the housing trajectory which indicates if there are problems with housing delivery that might require a review of policies or delivery mechanisms. The housing trajectory is also used to assess the five year housing land supply, as required by Government, as well as longer term delivery of the housing supply. The assessment of the five year housing land supply is included in the AMR.

**18.3** The monitoring of the Places and Policies Plan will be in addition to the monitoring of the Core Strategy (the indicators of which are being reviewed for the Core Strategy Review).

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Housing allocations</b>	Supplementary Planning Documents/ Development Briefs Development Management Process	Private developers with affordable housing providers, Shepway District Council (SDC)	By end of plan period, subject to maintaining 5 year land	Completion of allocated housing sites Maintenance of 5 year land supply	Delivery of Core Strategy Policy SS2 targets for housing supply Numbers of homes completed, under construction and with permission as identified in the Housing Information Audit (HIA) Appeal decisions allowed / dismissed on 5 year land supply grounds	Discussions with landowners and developers to identify barriers to development Regular review of infrastructure needs through updates to the Infrastructure Delivery Plan Publication of Action Plan to address housing delivery if indicated by Housing Delivery Test Review of Local Plan housing policies if indicated by

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Employment allocations</b>	Supplementary Planning Documents/ Development Briefs Development Management Process	Private developers SDC	By end of plan period	Completion of allocated employment sites Full implementation and occupation	Delivery of Core Strategy Policy SS2 targets for employment land supply (informed by updated evidence in the Employment Land Review 2017) Floorspace completed, under construction and with permission as identified in the Commercial Information Audit (CIA)	monitoring results Discussions with employers, landowners and developers to identify barriers to development Regular review of infrastructure needs through updates to the Infrastructure Delivery Plan Review of Local Plan policies if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Other site specific proposals</b>	Supplementary Planning Documents/ Development Briefs Development Management Process	Private developers SDC, Kent County Council (KCC)	By end of plan period	Completion of allocated sites	Delivery of Core Strategy Policy SS2 targets for town centre development (informed by updated evidence in Town Centres Study 2015)	Discussions with employers, landowners and developers to identify barriers to development  Regular review of infrastructure needs through updates to the Infrastructure Delivery Plan
<b>Development Management Policies</b>	Application of policies through development management process	SDC	Throughout plan period	Percentage of planning permissions granted in accordance with policies  Number of advertised departures from development plan policies	Monitoring of development management decisions  Appeal decisions allowed / dismissed referencing local plan policies	Review effectiveness of policies in Authority Monitoring Report (AMR)  Partial review of policies if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>Housing (growth)</b></p>	<p>Development of allocated Local Plan housing sites Delivery of windfall development (small sites of 1-4 homes)</p>	<p>Private developers, SDC</p>	<p>Throughout plan period Windfall allowance (small sites) 2018/19-2030/31</p>	<p>Net annual dwelling completions Cumulative net additional completions over plan period Total extant permissions: 1. Under construction; and 2. Not started</p>	<p>Delivery of Core Strategy Policy SS2 targets for housing supply Delivery of housing by proportion in the Urban, Romney Marsh and North Downs Areas Numbers of homes completed, under construction and with permission as identified in</p>	<p>Development of further guidance if necessary. Discussions with landowners and developers to identify barriers to development Regular review of infrastructure needs through updates to the Infrastructure Delivery Plan Publication of Action Plan to address housing delivery if indicated by Housing Delivery Test</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Affordable Housing</b>	As a proportion of market housing on allocated Local Plan housing sites Delivery of exception sites	Private developers, affordable housing providers, SDC	Throughout plan period	Net annual housing completions by tenure	In accordance with requirements in Core Strategy Policy CSD1 As set out in allocations policies /HIA	Discussions with developers and affordable housing providers to identify barriers to delivery Update of existing Supplementary
					the Housing Information Audit (HIA) Total Requirement Average 75 homes a year (2018/19-2030/31) windfall development (small sites of 1-4 homes)	Review of housing policy/policies if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Brownfield Land Target</b>	Application through the development management process	Private developers, SDC	Throughout plan period	Percentage of net annual dwellings built on brownfield land	Core Strategy Policy SS2 65 per cent of dwellings to be provided on previously developed ('brownfield') land by 2030/31	Discussions with developers to identify barriers to delivery Assessment of number, size and status of sites on the Council's Brownfield Land Register

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>HB4: Self-build and Custom Housebuilding Development</b>	As a proportion of Local Plan housing allocations  Through smaller schemes below Local Plan thresholds	Individual self-build and custom house builders  Cooperative self-build groups  SDC	Throughout plan period	Percentage of custom and self-build provided on over 40 dwellings in Folkestone and Hythe Urban Area  Percentage of custom and self-build provided on over 20 dwellings within the North Downs and Romney Marsh Areas  Plots returned unsold (annual)	Folkestone and Hythe sites of 40 or more dwellings: 5 per cent  North Downs and Romney Marsh Areas of 20 or more dwellings: 5 per cent  District target as required by up to date self-build register  HIA  Self-build register	Development of further guidance on self-build and custom housebuilding, if indicated by monitoring  Review of Policy HB4 if indicated by monitoring



Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HB3: Internal and External Space Standards</b>	Application of policy through the development management process	Private developers, SDC	Throughout plan period	<p>Annual district dwelling completions of custom/self-build dwellings</p> <p>Cumulative district completions of custom/self-build in plan period</p> <p>Percentage of net annual dwelling completions meeting the following standards:</p> <p>1. Internal space standards 100 per cent;</p>	<p>100 per cent</p> <p>Accessibility 100 per cent on major developments</p>	<p>Discussions with developers to identify barriers to delivery</p> <p>Review of Policy HB3 if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HB12: Development of New or Extended Residential Institutions (C2 Use)</b>	Application of policies through the development management process	Private developers, affordable housing providers, SDC, KCC	Throughout plan period	2. External space standards 100 per cent; and 3. Accessibility standards 20 per cent.	'Better Homes: Greater Choice' (KCC)  Monitoring of development management decisions  Monitoring of appeal decisions	Discussions with developers and affordable housing providers to identify barriers to delivery  Review of Policy HB12 if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HB13: Houses in Multiple Occupation (HMOs)</b>	Application of policy through the development management process	Private developers	Throughout plan period	Permissions granted for HMO properties	Monitoring of development management decisions  Data from SDC's HMO Licensing system	Review of Policy HB13 if indicated by monitoring results
<b>HB14: Accommodation for Gypsies and Travellers</b>	Application of policy through the development management process	Private developers	Throughout plan period	<ol style="list-style-type: none"> <li>1. Total annual permanent pitch increase;</li> <li>2. Extensions to existing sites;</li> <li>3. Annual temporary pitches granted permission;</li> <li>4. Annual loss of pitches; and</li> </ol>	Meet need identified in up-to-date Gypsy and Traveller Accommodation Assessment (GTAA) for 5 year supply  No net loss if 5 year supply not achieved.  HIA/ GTAA	<p>Discussions with landowners and site promoters</p> <p>Review of Policy HB14 if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
				5. Baseline number of district pitches	Appeal decisions allowed / dismissed on 5 year land supply grounds	
<b>Policy HB1: Quality Places Through Design</b>	Application of policy through the development management process	Private developers	Throughout plan period	Percentage of applications refused on design grounds Success of policy at appeal	Monitoring of development management decisions Monitoring of appeal decisions	Development of district specific guidance on design if indicated by monitoring results Review of Policy HB1 if indicated by monitoring results
<b>Policy E1: Allocated Employment Sites</b>	Application of policies through the development management process	Private developers, business occupiers	Throughout plan period	Annual increase of employment floorspace (sqm) district-wide.	Delivery of Core Strategy Policy SS2 targets for employment land supply	Discussions with developers to identify barriers to delivery

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy E2: Redevelopment of employment</b>				Gross and net totals by use class: <ul style="list-style-type: none"> <li>● B1a</li> <li>● B1b</li> <li>● B1c</li> <li>● B2</li> <li>● B8</li> <li>● B1-B8</li> <li>● Total Gain</li> <li>● Total Loss</li> <li>● Net Total</li> </ul>	(informed by updated evidence in the Employment Land Review 2017)	Review of SDC Economic Development Strategy if indicated by monitoring results  Review of Policies E1 and E2 if indicated by monitoring results
<b>E3: Tourism E4: Hotels and Guest Houses</b>	Application of policies through the development management process	Private developers	Throughout the plan period	Loss and gain of tourism facilities  Loss and gain of hotel and bed and breakfast development	District wide retention and gains in urban areas  CIA	Discussions with developers/operators to identify barriers to development  Review of SDC Tourism Destination Management

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>Policy E8: Provision of Fibre to the Premises (FTTP)</b></p>	<p>Application of policy through the development management process</p>	<p>Private developers, broadband infrastructure providers, SDC, KCC</p>	<p>Throughout the plan period</p>	<p>Percentage of new development enabling FTTP, residential and employment</p>	<p>All development within urban area All major developments within the rural area</p>	<p>Plan if indicated by monitoring results Review of Policies E3 and E4 if indicated by monitoring results Discussions with developers and infrastructure providers to identify barriers to delivery Development of guidance on Provision of FTTP if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>RL2: Folkestone Town Centre</b></p> <p><b>RL3: Hythe Town Centre</b></p> <p><b>RL4: New Romney</b></p> <p><b>Town Centre, Primary Shopping Frontages</b></p>	<p>Application of policies through the development management process</p>	<p>Private developers, retail operators</p>	<p>Throughout the plan period</p>	<p>Percentage of primary frontage in non-retail use</p>	<p>Primary shopping frontages 100 per cent</p> <p>Shopping survey</p>	<p>Review of Policy E8 if indicated by monitoring results</p> <p>Review of Policies RL2, RL3 and RL4 if indicated by monitoring results</p> <p>Review of extent of primary shopping frontages if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>RL5: Cheriton District Centre</b></p> <p><b>RL6: Sandgate Local Centre</b></p> <p><b>RL7: Other District and Local Centres</b></p> <p><b>District and Local Shopping Frontages</b></p>	Application of policies through the development management process	Private developers, retail operators	Throughout the plan period	Percentage of frontage in non-retail use Gains and losses of shops and services within district and local centres	No loss of shops and services Shopping survey	Review of Policies RL5, RL6 and RL7 if indicated by monitoring results Review of extent of district and local shopping frontages if indicated by monitoring results
<p><b>RL8: Development Outside Town, District and Local Centres</b></p>	Application of policy through the development management process	Private developers, retail operators	Throughout the plan period	Gross retail floorspace granted permission / allowed on	No additional retail floorspace granted outside designated centres above impact thresholds	Review of Policy RL8 if indicated by monitoring results



Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Mixed Use allocations</b> <b>RL11: Former Silver Spring Site, Park Farm</b> <b>RL12: Former Harbour Railway Line</b>	Application of policies through the development management process	Private developers	By end of plan period	appeal outside designated centres (sqm)  Policy RL11 - Implementation by end of plan period  Policy RL12 – Route safeguarded throughout plan period	(500sqm gross outside town and district centres; 200sqm outside local centres)	Policy RL11 - Discussions with landowner and site promoter to identify barriers to delivery  Policy RL12 – Review of policy if monitoring indicates that development permitted / allowed at appeal would jeopardise protected route

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy C2: Safeguarding Community Facilities</b>	Application of policy through the development management process	Private developers, infrastructure providers	Throughout plan period	Amount of existing community facilities lost (without replacement) and gained as a result of new development (sqm)	HIA, CIA Developer contributions and commuted payments received and spent	Regular review of community infrastructure needs through updates to the Infrastructure Delivery Plan  Review of Policy C2 if indicated by monitoring results
<b>Policy C3: Provision of Open Space</b>	Application of policy through the development management process	Private developers	Throughout plan period	Amount of existing public play, open space and sports provision lost (without replacement) and gained as a result of new development	Standards set out in plan are met Developer contributions and commuted payments received and spent	Development of further guidance on open space provision if indicated by monitoring results  Review of open space standards if

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>Transport policies</b></p> <p><b>Policy T1: Street Hierarchy and Site Layout</b></p>	<p>Funding from developer contributions / Community Infrastructure Levy Application of policies through development management process</p>	<p>Private developers, KCC, SDC</p>	<p>Throughout plan period</p>	<p>Implementation Enhancements to pedestrian and cycle routes from new development</p>	<p>KCC Highways Developer contributions and commuted payments received and spent</p>	<p>indicated by monitoring results</p> <p>Regular review of transport infrastructure requirements through updates to the Infrastructure Delivery Plan</p> <p>Review of Policy T1 if indicated by monitoring results</p>
<p><b>Policy T2: Parking Standards</b></p>	<p>Application of policy through the development management process</p>	<p>Private developers, KCC, SDC</p>	<p>Throughout plan period</p>	<p>Percentage of residential development applications meeting the</p>	<p>Monitoring of development management decisions</p>	<p>Development of district-specific parking standards if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy T5: Cycle Parking</b>	Application of policy through the development management process	Private developers, KCC, SDC	Throughout plan period	standards set out in Table 13.1  Percentage of non residential development applications meeting the standards set out in Table 13.2	Monitoring of development management decisions	Review of Policy T2 if indicated by monitoring results  Development of district-specific cycle parking standards if indicated by monitoring results  Review of Policy T5 if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<p><b>Policy NE1: Enhancing and Managing Access to the Natural Environment</b></p>	<p>Application of policy through development management process</p>	<p>Private developers, SDC, land owners, Natural England, Environment Agency</p>	<p>Throughout plan period</p>	<p>Implementation of projects identified in GI Plan Implementation of actions identified in Dungeness Sustainable Access Strategy</p>	<p>Monitoring of development management decisions and S106 legal agreements</p>	<p>Review of Green Infrastructure Plan and Dungeness Sustainable Access Strategy if indicated by monitoring results  Review of Policy NE1 if indicated by monitoring results</p>
<p><b>NE2: Biodiversity</b></p>	<p>Application of policy through development management process</p>	<p>Private developers, SDC, land owners, Natural England, Environment Agency</p>	<p>Throughout the plan period</p>	<p>Percentage of planning permissions granted in SSSI and Natura 2000 sites.</p>	<p>No decline Natural England –condition of SSSI report</p>	<p>Review of Green Infrastructure Plan if indicated by monitoring results</p>

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
				Loss of identified Green Infrastructure (GI) and new Provision Condition of Natura 2000 sites Condition of SSSIs Condition of Nature Reserves and Local Wildlife Sites Implementation of projects identified in GI Plan	Kent Biodiversity Action Plan - Biodiversity Opportunity Area reports	Review of Policy NE2 if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy NE3: Protecting the District's Landscapes and Countryside</b>	Application of policy through the development management process	Private developers	Throughout plan period	Percentage of planning permissions given in Area of Outstanding Natural Beauty (AONB)	Monitoring of development management decisions  Appeal decisions allowed / dismissed on impacts on the AONB	Development of district specific guidance on landscape and the countryside if indicated by monitoring results  Review of Policy NE3 if indicated through monitoring results
<b>Policy NE5: Light Pollution and External Illumination</b>	Application of policy through the development management process	Private developers	Throughout plan period	External lighting levels on new developments comply with standards in policy	100 per cent  Monitoring of development management decisions	Development of further guidance on light pollution if indicated by monitoring results  Review of Policy NE5 if indicated

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy CC1: Reducing Carbon Emissions</b>	Application of policy through the development management process	Private developers	Throughout the plan period	New development which generates energy from renewable and low carbon sources		through monitoring results  Review of Policy CC1 if indicated by monitoring results
<b>Policy CC2: Sustainable Design and Construction</b>	Application of policy through the development management process	Private developers	Throughout the plan period	Percentage of major non-residential development achieving BREEAM 'Very good' standard  Percentage of new residential development meeting the requirements of water efficiency	Building Regulations data	Development of further guidance on Sustainable Design and Construction if indicated by monitoring results  Review of Policy CC2 if indicated by monitoring results



Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy CC3: Sustainable Drainage Systems (SuDS)</b>	Application of policy through the development management process	Private developers, SDC, KCC (Lead Local Flood Authority), Internal Drainage Board	Throughout the plan period	regulating – 110 litres per person per day Compliance of all development proposals with SuDS policy	Monitoring of development management decisions and S106 legal agreements for maintenance and management Data from Lead Local Flood Authority	Development of further guidance on SuDS with Lead Local Flood Authority if indicated by monitoring results
<b>Health and Wellbeing</b>	Application of policies through the development management process	Private developers, SDC, KCC, South Kent Coast Clinical Commissioning Group	Throughout the plan period	Rank of health deprivation and disability score by local authority	Improve health ranking Indices of Deprivation	Development of further guidance if indicated by monitoring results Regular review of health infrastructure

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HW1: Promoting Healthier Food Environments</b>	Application of policy through the development management process	Private developers	Throughout the plan period	Approvals of hot food takeaways in Town, District and Local centres  Approvals of hot food takeaways within 400m of primary or secondary schools  Year-on-year change in childhood obesity rates	Monitoring of development management decisions  Appeal decisions allowed / dismissed on health impacts	needs through updates of the Infrastructure Delivery Plan  Development of further guidance if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HW2: Improving the Health and Wellbeing of the Local Population and Reducing Health Inequalities</b>	Application of policy through the development management process	Private developers	Throughout the plan period	Submission of a Health Impact Assessment as part of planning applications for significant developments.	HIA submitted with 100 per cent of strategic developments over plan period	Development of further guidance if indicated by monitoring results  Regular review of health needs through updates to the Infrastructure Delivery Plan
<b>Policy HW3: Development That Supports Healthy, Fulfilling and Active Lifestyles</b>	Application of policy through the development management process	Private developers	Throughout the plan period	Number of allotments gained or lost  Any loss of grade 3a and above agricultural land (best and most versatile agricultural land)	Maintain or increase  Monitoring of development management decisions  Appeal decisions allowed / dismissed on impacts on best	Review of Policy HW3 if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HE1: Heritage Assets</b>	Application of policy through the development management process	Private developers, SDC	Throughout the plan period	Change in the extent and quality of the built environment: <ul style="list-style-type: none"> <li>Number of scheduled ancient monuments, grade I, II*, II listed buildings, battlefields, historic parks and gardens, conservation and other heritage assets;</li> </ul>	and most versatile agricultural land  Minimise loss of or damage to heritage assets  Minimise additions to and increase removals from the risk register.  Heritage at Risk Register (English Heritage)  Shepway Heritage Strategy  Monitoring of development management decisions	Development of further guidance if indicated by monitoring results  Review of Policy HE1 if indicated by monitoring results

Policies / proposals	How to be delivered	Who to deliver	When to be delivered	Monitoring indicator	Target/ data source	Contingencies
<b>Policy HE3: Local List of Heritage Assets</b>	Application of policy through the development management process	Private developers, SDC, nominating groups and individuals	Throughout the plan period	Number of listed buildings lost	Minimise loss of or damage to local heritage assets  Shepway Heritage Strategy  Monitoring of development management decisions  Appeal decisions allowed / dismissed on impacts on local heritage assets	Review of local list nomination procedure/criteria for inclusion if indicated by monitoring results

Table 18.1

## Glossary

## Glossary

Active frontage	A use open to visiting members of the public throughout the day (such as shops and cafes) that is designed to face onto the street.
Adoption	The formal decision to approve the final version of a planning document, such as the Core Strategy or Places and Policies Local Plan, at the end of all the preparation stages, bringing it into effect.
Affordable Housing	Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Agricultural diversification	Activities involving a change of use of agricultural land or buildings; or new development not falling within the definition of agriculture.
Agricultural (forestry or other rural occupational) dwelling	A dwelling which is subject to a planning condition or legal agreement restricting occupation to someone employed, or was last employed, in agriculture, forestry or other appropriate rural employment.
Agricultural Land Classification (ALC)	The ALC was introduced in the 1960s and provides a framework for determining the physical quality of land at national, regional and local levels. Agricultural land is classified into one of five grades: Grade 1 land being of excellent quality and Grade 5 land being of very poor quality. Grade 3, which constitutes about half the agricultural land in England and Wales, is divided into two sub-grades (designated 3a and 3b).
Amenity	A general term used to describe the tangible and intangible benefits or features associated with a property or location, that contribute to its character, comfort, convenience or attractiveness.
Ancient woodland	An area that has been wooded continuously since at least 1600 AD. Development affecting such areas is restricted under the National Planning Policy Framework.
Appropriate Assessment	See Habitats Regulation Assessment.
Area of Outstanding Natural Beauty (AONB)	Areas of Outstanding Natural Beauty are designated under the National Parks and Access to the Countryside Act (1949) and, along with National Parks, represent the finest examples of countryside in England and Wales. The primary purpose of

	AONB designation is to ensure the conservation and enhancement of the natural landscape beauty, including the protection of flora, fauna and geological interest. The Kent Downs AONB includes land within Shepway District (see Part One - Places, the North Downs Area).
Authority Monitoring Report (AMR)	A document produced by the local planning authority providing analysis over the period of the performance review (typically annually) of planning policies and reporting on progress made in producing up-to-date planning policy documents. Previously known as Annual Monitoring Report.
Berm	A flat or raised strip of land, often created in order to separate or protect an area
Best and Most Versatile Agricultural Land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	The variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.
Biodiversity Action Plan (BAP)	A strategy prepared for a local area aimed at conserving and enhancing biological diversity.
Biodiversity Opportunity Area (BOA)	Areas where conservation action such as habitat creation, restoration or expansion is likely to have the greatest benefit for biodiversity. They can contribute to delivering biodiversity action plan targets.
Brownfield land	See 'Previously developed land'.
Building for Life	The national standard for well-designed homes and neighbourhoods. A Building for Life assessment scores the design quality of planned or completed housing developments against 20 criteria.
Broad Location	General locations for growth formally indicated on the Core Strategy Key Diagram; includes sites for major development where technical or infrastructure information does not currently allow the exact extent of land to be confirmed. Does not constitute a formal (Strategic) Allocation; planning permission is still required to deliver development.
Code for Sustainable Homes (CfSH / CSH)	National standard designed to measure the sustainability of new homes against nine design categories including energy and water. Homes are rated on six levels between one (1*) and six stars (6*) with the higher ratings representing increased levels of sustainability. Withdrawn 2015.
Community Infrastructure	Facilities available for use by all the community, such as church or village halls, doctor's surgeries and hospitals. Community



	facilities could also include children's playgrounds and sports facilities.
Community Infrastructure Levy (CIL)	A payment that is made to the Council by developers when development commences. The payment is used to fund infrastructure that is needed to serve development in the general area, rather than directly relating to the site. This can include new transport schemes, community facilities, schools and green spaces.
Comparison retail	Retail items not bought on a frequent basis, for example electrical goods and clothing (that is, not food). See also 'convenience retail'.
Conservation Area	An area designated by the local planning authority under the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest, the character and interest of which it is desirable to preserve and enhance. Conservation Areas are a type of heritage asset.
Convenience retail	Everyday essential shopping items, such as food.
Core Strategy	This is a plan which sets out the long-term spatial vision for the District, along with the spatial objectives and strategic policies to deliver that vision. The Shepway Core Strategy Local Plan was adopted in September 2013.
Curtilage	The area normally within the boundaries of a property surrounding the main building and used in connection with it.
Department for Communities and Local Government (DCLG)	The central government department that is responsible for policy on local government, housing, planning and urban regeneration. Sometimes also referred to as CLG.
Department for Transport (DfT)	The central government department that is responsible for transport.
Development plan	This includes adopted local plans that together with the Minerals and Waste Plans will form the development plan for Shepway District.
Environment Agency (EA)	Government agency concerned mainly with rivers, flooding and pollution.
Examination (or Examination in Public) (EiP)	A form of independent public inquiry into the 'soundness' of a submitted Local Plan document which is conducted by an Inspector appointed by the Secretary of State. After the examination has ended the Inspector produces a report with recommendations setting out how the Local Plan should be amended. Following this the Local Plan may be adopted by the local planning authority (see 'Adoption').

Facilities	Public or private premises that are used for, or help to provide, services and infrastructure for visiting members of the public.
Green infrastructure	A network of protected sites, nature reserves, green spaces, waterways and greenway linkages (including parks, sports grounds, cemeteries, school grounds, allotments, commons, historic parks and gardens and woodland). It offers opportunities for a number of functions, including recreation and wildlife as well as landscape enhancement.
Greenfield land	Land which has not been developed before, and is not defined as previously developed, or 'brownfield', land.
Gross retail floorspace	See 'net retail floorspace'.
Gross value added (GVA)	The measure of the value of goods and services produced in an area, industry or sector of an economy.
Gypsy and Travellers	Defined in government guidance ('Planning policy for traveller sites', DCLG, 2015) as "Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."
Gypsy and Traveller Sites	Sites either for settled occupation, temporary stopping places or transit sites for people of nomadic habit of life, such as Gypsies and Travellers.
Habitats Regulation Assessment (including Appropriate Assessment)	An assessment of the potential effect of development plans and proposals on sites within the Natura 2000 network of sites that are protected under the European Birds and Habitats Directives.
Heritage asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Includes nationally designated assets, as well as local assets identified by the local community and confirmed by the local planning authority. See also 'Conservation Area', 'Historic Park and Garden' and 'Listed Building'.
Heritage Coast	Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors. Within Shepway District, the cliffs between Folkestone Warren and Dover.
Historic Park and Garden	Designated by English Heritage, Historic Parks and Gardens reflect the landscaping fashions of their time and are a type of heritage asset.

Home Zone	Residential streets in which the road space is shared between drivers of motor vehicles and other road users, with the wider needs of residents (including people who walk and cycle, and children) in mind.
Infrastructure	A collective term which relates to all forms of essential services like electricity, water and road and rail provision, including social/community facilities. See also 'Green infrastructure'.
Infrastructure Delivery Plan (IDP)	Outlines the need for, delivery and implementation of, infrastructure necessary to support the growth strategy in the Core Strategy and Places and Policies Local Plan. The IDP is frequently reviewed as infrastructure schemes are completed and new needs are identified.
Internationally designated habitats	See 'Natura 2000 Series sites'.
Kent County Council (KCC)	County-wide local authority responsible for a range of strategic functions and services such as highways (non-trunk routes), minerals and waste planning, and education and social care. The County Council is also the Lead Local Flood Authority (LLFA).
Lead Local Flood Authority (LLFA)	A county council (or unitary authority) responsible for developing, maintaining and applying a strategy for local flood risk management in its area and for maintaining a register of flood risk assets. LLFAs also have lead responsibility for managing the risk of flooding from surface water, groundwater and ordinary watercourses.
Legibility	The degree to which a place can be easily understood and traversed.
Lifetime Homes	Homes which are built to an agreed set of national standards that make housing more functional for everyone including families, disabled people and older people. They also include future-proofing features that enable cheaper, simpler adaptations to be made when needed.
Local Area for Play (LAP)	A standard for a formal play space for use by young children. Recommended by the former National Playing Fields Association (now Fields in Trust) and still widely used as an indicative standard.
Local Development Scheme (LDS)	A project plan and timetable for the preparation of the Local Plan. It can be updated and amended as necessary by the Council.
Local Equipped Area for Play (LEAP)	A standard for a formal play space for use by children who can play independently. Recommended by the former National

	Playing Fields Association (now Fields in Trust) and still widely used as an indicative standard.
Local Green Space	A designation to provide special protection against development for green areas of particular importance to local communities. The NPPF makes it clear that the designation should only be used: where the green space is in reasonably close proximity to the community it serves; where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and where the green area concerned is local in character and is not an extensive tract of land.
Local Nature Reserve (LNR)	A habitat of local significance that makes a valuable contribution both to nature conservation and to the opportunities for the community to see, learn about and enjoy wildlife. It is designated by the local authority.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.
Local Wildlife Site (LWS)	Sites identified by Kent Wildlife Trust as, while not of national status, providing a high quality habitat for a diverse range of flora and fauna meriting careful conservation.
Localism Act	The Localism Act has devolved greater powers to local government and neighbourhoods and given local communities more rights and powers over decisions about planning and housing. It also includes reforms to make the planning system more democratic and more effective.
Low carbon development	A development which achieves an annual reduction in net carbon emissions of 50% or more from energy use on site (e.g. by reducing energy demand through passive design and energy efficient technology and supplying energy from renewable sources).
Massing	The combined effect of the height, bulk and silhouette of a building or group of buildings.
Mixed use development	Development for a variety of uses on a single site.
National Planning Policy Framework (NPPF)	A document setting out the Government's national planning requirements, policies and objectives. It replaces much of the national advice previously contained within Planning Policy Statements, Planning Policy Guidance and Circulars. The NPPF is a material consideration in the preparation of Local Plans and when considering planning applications. See also 'Planning Practice Guidance (PPG)'.

Natura 2000 series sites	Internationally designated sites of nature conservation (including current - and in effect, proposed - Ramsar sites, Special Areas of Conservation and Special Areas of Protection) subject to Habitats Regulations Assessment.
Natural England (NE)	Government agency concerned with the natural environment, including biodiversity and the countryside.
Natural Surveillance	The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows.
Neighbourhood Equipped Area of Play (NEAP)	A standard for a formal play space for use by older children. Recommended by the former National Playing Fields Association (now Fields in Trust) and still widely used as an indicative standard.
Neighbourhood Plan	A provision under the Localism Act 2011 gives authorised groups the power to prepare a development plan for their area called a Neighbourhood Plan. This plan could include general planning policies and allocations of land for new development.
(Open) Countryside	Rural and coastal areas defined as land lying outside the settlement boundaries shown on the Policies Map.
Permeability	The degree to which an area has a variety of pleasant, convenient and safe routes through it.
Place-shaping	The ways in which local government and its partners can create safe, attractive, vibrant communities where people want to live and work.
Planning Inspectorate	An organisation which processes planning appeals and holds examinations into DPDs or Local Plans and the Community Infrastructure Levy (CIL).
Policies Map	A statutory map of a local planning authority accompanying its Local Plans, and defining the spatial extent of relevant policies in it. Formerly known as the Proposals Map.
Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority Centres of Activity (PCAs)	A term used in the Core Strategy for locations central to people, place or prosperity incorporating town, district and local (village/ neighbourhood) centres and Major Employment Sites.
Public Realm	The space between and within buildings that is publicly accessible including streets, squares, forecourts, parks and open spaces.
Ramsar sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Renewable Energy	Energy derived from a source that is continually replenished such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy.
Sense of Place	A feeling of belonging and regarding a place as home. This includes identity and having an affinity with an area.
Sequential Approach	An approach to planning decisions which may require certain sites or locations to be fully considered for development before the consideration moves on to other sites or locations. The approach could apply to issues such as retail development, or the use of land at risk from flooding.
Settlement Hierarchy	Settlements are categorised into a hierarchy based on the range of facilities, services and employment opportunities available, plus the ability to access other higher-ranking settlements by public transport.
Shepway District Local Plan Review (2006)	Adopted by the council on 16 March 2006. As set out in the Planning and Compulsory Purchase Act 2004, the council made a request to central government to continue to use (most) specific policies. These policies 'saved' in 2009 and not deleted by the Core Strategy remain part of the Development Plan and will remain saved until they are replaced by specific policies in a new adopted Local Plan document.
Shoreline Management Plans	A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes.
Site of Special Scientific Interest (SSSI)	A conservation designation for the protection of an area because of the value of its flora and fauna or its geological interest.
Spatial Planning	This concept brings together policies for the development and use of land with other policies and strategies which too have ramifications for the nature of places and how they operate.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union's Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.

Special Protection Areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Stakeholder	A person, group, company, association, etc. with an interest in, or potentially affected by, planning decisions in the District.
Statement of Community Involvement (SCI)	The Council's policy for involving the community in the development of the LDF or Local Plan, and when considering planning applications. It includes who should be involved and the methods to be used.
Strategic Flood Risk Assessment (SFRA)	Required under national policy and providing an analysis of the main sources of flood risk to the district, together with a detailed means of appraising development allocations and existing planning policies against the risks posed by coastal flooding over the coming century.
Strategic Housing Land Availability Assessment (SHLAA)	Required under national policy, providing an assessment of the scale of potential housing land opportunities over a 15 (or more) year period. It cannot allocate or grant planning permissions but does lead to a pool of possible key future housing sites to inform future Local Plans through further public consultation and additional evidence gathering.
Strategic Housing Market Assessment (SHMA)	Required under national policy, providing an understanding of how housing markets operate within a given area, showing housing need and demand. Produced for the East Kent Housing Market Partnership (including Canterbury, Dover, Swale and Thanet Councils and organisations from other sectors).
Strategic (Site) Allocation	A site central to achievement of the strategy, where the principle and main features of development are established through a formal designation (allocation) of a specific parcel(s) of land. Planning permission is still required to deliver development.
Submission stage	The stage at which a planning policy document is sent to the Secretary of State as a prelude to its examination, having previously been published for public inspection and formal representations.
Supplementary Planning Document (SPD)	A document which expands policies set out in a DPD or provides additional detail. They are not subject to independent examination.
Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA)	A systematic and iterative appraisal process incorporating the requirements of the European Directive on Strategic Environmental Assessment. The purpose of the Sustainability Appraisal is to appraise the economic, environmental and social



	effects of the strategies in a LDD from the outset of the preparation process.
Sustainable Development	Usually referred to as "development which meets the needs of the present without compromising the ability of future generations to meet their own needs" (Brundtland, 1987).
Sustainable Transport	Management of transport for Sustainable Development purposes. Can be travel management measures or any form of transport, including all alternatives to the private car, especially low-carbon travel modes. Often relates to travel by bus or train but also includes walking and cycling.
Sustainable Drainage System (SuDS)	Sequence of water management practices and facilities designed to drain surface water in a manner that will provide a more sustainable approach than what has been the conventional practice of routing run-off through a pipe to a watercourse.
Tandem Parking	One vehicle behind another
Tranquillity	A quality of calm that people experience in places full of the sights and sounds of nature.(CPRE)
Travel plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Urban Heat Island Effect	A man-made area that's significantly warmer than the surrounding countryside — especially at night. The land surface in towns and cities, which is made of materials like Tarmac and stone, absorbs and stores heat. That, coupled with concentrated energy use and less ventilation than in rural areas, creates a heating effect.
Viability	A viable development is one where there is no financial reason for it not to proceed, where there is the correct relationship between gross development value (GDV - the amount a developer receives on completion or sale of a scheme) and development costs (e.g. build costs). An unviable scheme is one where a poor relationship exists between GDV and development costs so that profitability and land value are not sufficient enough for a development to proceed.
Village Design Statement	An advisory document, usually produced by a village community, suggesting how development might be carried out in harmony with the village and its setting. A village design statement can be given weight by being approved as supplementary planning guidance.



Water Framework Directive	more formally the Directive 2000/60/EC of the European Parliament and the Council of 23 October 2000, which established a policy framework for action on water quality.
Windfall Site	a previously developed site which has not been specifically identified as available through the development plan process, but which unexpectedly becomes available for development. A windfall dwelling is a dwelling which is delivered from such a site.
Zero Carbon Development	a development that after taking account of emissions from space heating, ventilation, hot water and fixed lighting, expected energy use from appliances, and exports and imports of energy from the development to and from centralised energy networks, will have net zero carbon emissions over the course of a year.

**Table .1**

**.1**

A glossary of common planning terms and phases can be found on the National Planning Portal at <http://www.planningportal.gov.uk/general/glossaryandlinks/glossary>

## Appendices

## Nationally Described Space Standards

## Appendix 1 Nationally Described Space Standards

The following text is an extract from the

[Technical housing standard - nationally described space standard](#)

(DCLG, 2015). This Appendix is intended to provide more detail to Policy HB3: Internal and External Space Standards.

### Introduction

1. This standard deals with internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height.
2. The requirements of this standard for bedrooms, storage and internal areas are relevant only in determining compliance with this standard in new dwellings and have no other statutory meaning or use.

### Using the Space Standard

3. The standard Gross Internal Areas set out in Table 1 are organised by storey height to take account of the extra circulation space needed for stairs to upper floors, and deal separately with one storey dwellings (typically flats) and two and three storey dwellings (typically houses).
4. Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bedspaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.
5. This allows for different combinations of single and double/twin bedrooms to be reflected in the minimum Gross Internal Area. The breakdown of the minimum Gross Internal Area therefore allows not only for the different combinations of bedroom size, but also for varying amounts of additional living, dining, kitchen and storage space; all of which are related to the potential occupancy.
6. Relating internal space to the number of bedspaces is a means of classification for assessment purposes only when designing new homes and seeking planning approval (if a local authority has adopted the space standard in its Local Plan). It does not imply actual occupancy, or define the minimum for any room in a dwelling to be used for a specific purpose other than in complying with this standard.

7. Minimum floor areas and room widths for bedrooms and minimum floor areas for storage are also an integral part of the space standard. They cannot be used in isolation from other parts of the design standard or removed from it.
8. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls<sup>1</sup> that enclose the dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. The Gross Internal Area should be measured and denoted in square metres (m<sup>2</sup>).
9. The Gross Internal Areas in this standard will not be adequate for wheelchair housing (Category 3 homes in Part M of the Building Regulations) where additional internal area is required to accommodate increased circulation and functionality to meet the needs of wheelchair households.

### Technical Requirements

10. The standard requires that:
  - a. the dwelling provides at least the gross internal floor area and built-in storage area set out in Table 1 below
  - b. a dwelling with two or more bedspaces has at least one double (or twin) bedroom
  - c. in order to provide one bedspace, a single bedroom has a floor area of at least 7.5m<sup>2</sup> and is at least 2.15m wide
  - d. in order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m<sup>2</sup>
  - e. one double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide
  - f. any area with a headroom of less than 1.5m is not counted within the Gross Internal Area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m<sup>2</sup> within the Gross Internal Area)
  - g. any other area that is used solely for storage and has a headroom of 900-1500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all

h. a built-in wardrobe counts towards the Gross Internal Area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m<sup>2</sup> in a double bedroom and 0.36m<sup>2</sup> in a single bedroom counts towards the built-in storage requirement

i. the minimum floor to ceiling height is 2.3m for at least 75% of the Gross Internal Area

Number of bedrooms (b)	Number of bed spaces (persons)	1 Storey Dwellings	2 Storey Dwellings	3 Storey Dwellings	Built-in Storage
1b	1p	39 (37) *	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

<b>Number of bedrooms (b)</b>	<b>Number of bed spaces (persons)</b>	<b>1 Storey Dwellings</b>	<b>2 Storey Dwellings</b>	<b>3 Storey Dwellings</b>	<b>Built-in Storage</b>
<p><i>* Built-in storage areas are included within the overall GIAs and include an allowance of 0.5m<sup>2</sup> for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.</i></p>					

**Table 1: Minimum gross internal floor areas and storage (m<sup>2</sup>)**

## Schedule of Policies To Be Deleted



## Appendix 2 Schedule of Policies To Be Deleted

### Schedule of Policies To Be Replaced

**2.1** The table below lists the saved Local Plan Policies (2006) that are to be deleted by the Places and Policies Local Plan and not replaced.

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Housing land supply	HO1	Covered by NPPF, allocations in Places chapters, HB3, HB6
Land supply requirements 2001-2011	HO2	Core Strategy sets out overall target in Policy SS2 and Places and Policies identify allocations to meet this.
Criteria for local housing needs in rural areas	HO6	Replaced by HB6
Loss of residential accommodation	HO7	No longer required
Criteria for sub-division of properties to flats/maisonettes	HO8	Replaced by HB3
Subdivision and parking	HO9	Replaced by T2 and HB13
Houses in multiple occupation	HO10	Replaced by HB13
Criteria for special needs annexes	HO13	Replaced by HB9
Criteria for development of Plain Road, Folkestone	HO15	No longer required as the allocated site has been developed

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Development on established employment sites	E1	Replaced by E2
Supply of land for industry, warehousing and offices. Allocated sites on the Proposals Map.	E2	Replaced by E1
Loss of land for industrial, warehousing and office development	E4	Replaced by E1 and legislation
Loss of rural employment uses	E6a	Replaced by E1 and legislation
Folkestone Town Centre - Primary shopping areas as defined on the Proposal Map	S3	Replaced by RL2
Folkestone Town Centre - Secondary shopping area as defined on the Proposal Map	S4	Replaced by RL2
Local Shopping Area - Hythe	S5	Replaced by RL3
Local Shopping Area - New Romney	S6	Replaced by RL4
Local Shopping Area - Cheriton	S7	Replaced by RL5

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Local centres - last remaining shop or public house	S8	Replaced by C2
Loss of visitor accommodation	TM2	Replaced by E4
Static caravans and chalet sites	TM4	Replaced by E5
Criteria for provision of new or upgraded caravan and camping sites	TM5	Replaced by E5
Development of the Sands Motel site	TM7	Allocated site: RM9
Requirements for recreation/community facilities at Princes Parade	TM8	Replaced by UA18
Battle of Britain Museum, Hawkinge	TM9	New mixed use Policy ND3
Loss of indoor recreational facilities	LR1	Covered in National Planning Policy Framework (NPPF) and C2
Formal sport and recreational facilities in the countryside	LR3	Covered in National Planning Policy Framework (NPPF) and C2
Recreational facilities - Cheriton Road Sports Ground/Folkestone Sports Centre	LR4	No longer required

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Recreational facilities - Folkestone Racecourse	LR5	No longer required
Improved sea access at Range Road and other	LR7	No longer required
Provision of new and protection of existing rights of way	LR8	Replaced by HB1 and HW4
Open space protection and provision	LR9	Covered by NPPF and Policy C3
Provision of children's play space in developments	LR10	Covered by C4
Protection of allotments and criteria for allowing their redevelopment	LR11	Covered by HW3, C3, NPPF and legislation
Protection of school playing fields and criteria for allowing their redevelopment	LR12	Covered by NPPF and legislation
Standards expected for new development in terms of layout, design, materials etc.	BE1	Covered by HB1 and HB2
Provision of new public art	BE2	Covered by C1
Criteria for considering new	BE3	Covered by the Planning (Listed Building and Conservation Areas) Act 1990, the

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
conservation areas or reviewing existing conservation areas		Planning Practice Guidelines 2012 (PPG) and the National Planning Policy Framework 2012 (NPPF)
Criteria for considering development within conservation areas	BE4	Covered by HB1, HB2, Planning Act, PPG and NPPF.
Control of works to listed buildings	BE5	Covered by Planning Act, PPG and NPPF.
Safeguarding character of groups of historic buildings	BE6	Covered by HB1, HB2, Planning Act, PPG and NPPF.
Criteria for alterations and extensions to existing buildings	BE8	Covered by HB8
Design considerations for shopfront alterations	BE9	Covered by HB2
Areas of Special Character	BE12	Covered by HB1, HB2 and HB10
Protection of urban open space and criteria for allowing redevelopment	BE13	Covered by HB1, HB2 and HE4
Protection of communal gardens as defined on the Proposals Map	BE14	Covered by HE4
Requirement for comprehensive landscaping schemes	BE16	Covered by C1 and NE3

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Tree Preservation Orders and criteria for allowing protected trees to be removed	BE17	Covered by legislation
Protection of historic parks and gardens as defined on the proposals map	BE18	Covered by HE1, NPPF and PPG.
Land instability as defined on the Proposals Map	BE19	Covered by NE6
Criteria to be considered for development proposals relating to sewage and wastewater disposal for four dwellings or less, or equivalent	U1	No longer required but criteria included (where required) within site specific allocation policies
Five dwellings or more or equivalent to be connected to mains drainage	U2	No longer required but criteria included (where required) within site specific allocation policies
Criteria for use of septic or settlement tanks	U3	No longer required
Protection of ground and surface water resources	U4	Covered in the Core Strategy Policy CSD5
Waste recycling and storage within development	U10	Covered by HB2 and CC2

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Requirements for development on contaminated land	U10a	Covered in NE7
Criteria for the assessment of satellite dishes and other domestic telecommunications development	U11	No longer required
Criteria for the assessment of overhead power lines or cables	U13	Covered by NE3 and legislation
Criteria for assessment of developments which encourage use of renewable sources of energy	U14	Covered by CC4 and CC5
Criteria to control outdoor lighting pollution	U15	Covered by NE5
Safeguarding land at Hawkinge, as identified on the Proposal Map, for a secondary school	SC4	No longer required
Criteria for the development of Seapoint Centre relating to a community facility	SC7	No longer required

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Provision for buses in major developments	TR2	Covered in HB1 and T1
Protection of Lydd Station	TR3	Replaced by RM8
Safeguarding of land at Folkestone West Station and East Station Goods Yard in connection with high speed railway services	TR4	No longer required for the Folkestone West Station, however East Station Goods Yard is Covered by UA1.
Provision of facilities for cycling in new developments and contributions towards cycle routes	TR5	Covered by HW4, T5 and T1
Provision for pedestrians in new developments	TR6	Covered by HW4,T1 and HB1
Provision of environmental improvements along the A259	TR8	No longer required
Criteria for the provision of roadside service facilities	TR9	No longer required
Restriction on further motorway service areas adjacent to the M20	TR10	No longer required
Accesses onto highway network	TR11	Covered by T1



Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Vehicle parking standards	TR12	Covered by T2 and T3
Travel Plans	TR13	No longer required, covered by NPPF
Folkestone Town Centre Parking Strategy	TR14	Replaced by T2 and T3
Criteria for expansion of Lydd Airport	TR15	No longer required
Countryside to be protected for its own sake	CO1	Covered by NE3
Special Landscape Areas and their protection	CO4	Covered by NE3
Protection of Local Landscape Areas	CO5	Covered by NE3
Protection of the Heritage Coast and the undeveloped coastline	CO6	Covered by NE9
Protection of protected species and their habitat	CO11	Covered by legislation as well as NE1 and NE2
Protection of the freshwater environment	CO13	Covered by NE2 and CSD5
Long term protection of physiography, flora and fauna of Dungeness	CO14	Covered by NE2

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Criteria for farm diversification	CO16	Covered by E6
Criteria for new agricultural buildings	CO18	Covered by HB1 and HB2
Criteria for the re-use and adaptation of rural buildings	CO19	Covered by E8
Criteria for replacement dwellings in the countryside	CO20	Covered by HB5
Criteria for extensions and alterations to dwellings in the countryside	CO21	Covered by HB8
Criteria for horse related activities	CO22	Covered by NE4
Criteria for farm shops	CO23	Covered by E6
Strategic landscaping around key development sites	CO24	Covered by NE2
Protection of village greens and common lands	CO25	Covered by legislation Commons Act 2006
Criteria for the development of the Ingles Manor/Jointon Road site, as shown on the Proposals Map	FTC3	Covered by UA5

Policy Issue	Saved Shepway District Local Plan (2006) Policy to be deleted	Explanation for the deletion
Criteria for the development of land adjoining Hotel Burstin as shown on the Proposals Map	FTC9	No longer required
Criteria for the redevelopment of the Stade (East) site, as shown on the Proposals Map	FTC11	No longer required

**Table 2.1**