

Policy Index

1 Policy Index	4
2 Foreword	10
3 Introduction	12

Part One - Places

4 Introduction	21
5 Urban Character Area	28
6 Romney Marsh Character Area	108
7 North Downs Character Area	150

Part Two - Development Management Policies

8 Introduction	199
9 Housing and Built Environment	202
10 Economy	236
11 Community	258
12 Transport	278
13 Natural Environment	300
14 Climate Change	334
15 Health & Wellbeing	356
16 Historic Environment	368
17 Schedule of Saved Policies	384

Glossary

Glossary	396
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Appendices

1 Alternative Options Considered for Residential	407
2 Options for Local Green Spaces	428
3 Evidence Base Documents	438
4 Nationally Described Space Standards	442

Policy Index

1 Policy Index

Places

Urban Area

Policy UA1 'Folkestone Town Centre'

Policy UA2 'Cheriton Local Centre'

Policy UA3 'Sandgate Local Centre'

Policy UA4 'Silver Spring Site, Park Farm'

Policy UA5 'Former Harbour Railway Line'

Policy UA6 'East Station Goods Yard, Folkestone'

Policy UA7 'Rotunda and Marine Parade Car Parks, Lower Sandgate Road'

Policy UA8 'The Royal Victoria Hospital, Radnor Park Avenue'

Policy UA9 '3 - 5 Shorncliffe Road, Folkestone'

Policy UA10 'Ingles Manor, Castle Hill Avenue'

Policy UA11 'Shepway Close, Folkestone'

Policy UA12 'Former Gas Works, Ship Street'

Policy UA13 'Highview School, Moat Farm Road'

Policy UA14 'Brockman Family Centre, Cheriton'

Policy UA15 'The Cherry Pickers Public House, Cheriton'

Policy UA16 'Affinity Water, Shearway Road, Cheriton'

Policy UA17 'The Shepway Resource Centre, Military Road'

Policy UA18 'Land East of Cooling Lane, Sandgate'

Policy UA19 'Encombe House, Sandgate'

Policy UA20 'Hythe Town Centre'

Policy UA21 'Smiths Medical Campus, Hythe'

Policy UA22 'Land at Station Road, Hythe'

Policy UA23 'Land at the Saltwood Care Centre'

Policy UA24 'Foxwood School and St Saviours Hospital, Seabrook Road, Hythe'

Policy UA25 'Princes Parade, Hythe'

Policy UA26 'Hythe Swimming Pool, Hythe'

Romney Marsh

Policy RM1 'New Romney Town Centre'

Policy RM2 'Land off Victoria Road West, Littlestone'

Policy RM3 'Land rear of the Old School House, Church Lane, New Romney'

Policy RM4 'Land west of Ashford Road, New Romney'

Policy RM5 'Land to the south of New Romney'

Policy RM6 'Land adjoining The Marsh Academy, Station Road, New Romney'

Policy RM7 'Development at North Lydd'

Policy RM8 'Former Sands Motel, Land adjoining pumping station, Dymchurch Road, St Mary's Bay,'

Policy RM9 'Land rear of Varne Boat Club, Coast Drive, Greatstone'

Policy RM10 'Car park, Coast Drive, Greatstone (SHLAA ref: 1013)'

Policy RM11 'The Old Slaughterhouse, 'Rosemary Corner', Brookland'

Policy RM12 'Lands north and south of Rye Road, Brookland (SHLAA ref: 407a and 609)'

Policy RM13 'Land adjacent to Moore Close, Brenzett'

North Downs

Policy ND1 'Former Officers Mess, Aerodrome Road, Hawkinge'

Policy ND2 'Mill Lane R/O Mill Farm, Hawkinge'

Policy ND3 'Land adjacent Kent Battle of Britain Museum, Aerodrome Road, Hawkinge'

Policy ND4 'Land at Duck Street, Elham'

Policy ND5 'Land south of Canterbury Road, Lyminge'

Policy ND6 'General Sellindge Policy'

Policy ND7 'Former Lympe Airfield'

Policy ND8 'Land rear of Barnstormers, Stone Street, Stanford'

Policy ND9 'Land at Folkestone Racecourse'

Policy ND10 'Camping and Caravan Site, Stelling Minnis'

Policy ND11 'Land adjoining 385 Canterbury Road, Densole'

Policy ND12 'Etchinghill Nursery, Etchinghill'

Policy ND13 'Land adjacent to the Golf Course, Etchinghill'

Policies

Housing and the Built Environment

Policy HB1 'Quality Places Through Design'

Policy HB2 'Cohesive Design'

Policy HB3 'Development of residential gardens'

Policy HB4 'Alterations and extensions to existing buildings'

Policy HB5 'Internal and external space standards'

Policy HB6 'Self-build/custom build development'

Policy HB7 'Local Housing Needs in Rural Areas'

Policy HB8 'Residential Development in the Countryside'

Policy HB9 'Conversion and reconfiguration of residential care homes and institutions'

Policy HB10 'Development of new or extended residential institutions (C2 use)'

Policy HB11 'Accommodation for Gypsies and Travellers'

Economy

Policy E1 'Employment Sites'

Policy E2 'Tourism'

Policy E3 'Hotels/Guest Houses'

Policy E4 'Touring and Static Caravan sites'

Policy E5 'Farm Diversification'

Policy E6 'Farm Shops'

Policy E7 'Reuse of rural buildings'

Policy E8 'Broadband provision'

Community

Policy C1 'Creating a sense of place'

Policy C2 'Safeguarding community facilities'

Policy C3 'Provision of open space'

Policy C4 'Formal play space provision'

Policy C5 'Local Green Spaces'

Transport

Policy T1 'Street hierarchy and site layout'

Policy T2 'Residential parking'

Policy T3 'Residential garages'

Policy T4 'Lorry parking'

Policy T5 'Cycle parking'

Natural Environment

Policy NE1 'Enhancing and managing access to the natural environment'

Policy NE2 'Biodiversity'

Policy NE3 'To protect the District's landscapes and countryside'

Policy NE4 'Equestrian Development'

Policy NE5 'Light pollution and external illumination'

Policy NE6 'Land Stability'

Policy NE7 'Contaminated Land'

Policy NE8 'Integrated Coastal Zone Management'

Policy NE9 'Development around the coast'

Climate Change

Policy CC1 'Reducing carbon emissions'

Policy CC2 'Sustainable Construction'

Policy CC3 'SuDS'

Policy CC4 'Wind Turbine Development'

Policy CC5 'Domestic wind turbines and existing residential development'

Policy CC6 'Solar Farms'

Health and Wellbeing

Policy HW1 'Promoting healthier food environments'

Policy HW2 'Improving the health and wellbeing of the local population and reducing health inequalities.'

Policy HW3 'Development that supports healthy, fulfilling and active lifestyles'

Policy HW4 'Protecting and enhancing rights of way'

Historic Environments

Policy HE1 'Heritage Assets'

Policy HE2 'Archaeology'

Policy HE3 'Local list of Buildings and Sites of Architectural or Historic Interest'

Policy HE3 'Local list of Buildings and Sites of Architectural or Historic Interest'

Foreword

2 Foreword

Places and Policies Local Plan: Preferred Options - Consultation

It's time to tell us what you think about where you, your children and the generations to come will live and work in the Shepway of the future.

Planning affects all of us in some way - whether it is improving our local high street, providing a new park for our children to play in or deciding where the new homes we need will be built.

So this consultation on the Places and Policies Local Plan asks for your views on sites that we have identified to meet our future needs for homes and jobs and on the policies that will shape what those new buildings will be like.

During this consultation we want local people to tell us where they want to live, work and enjoy themselves in the future. We need to decide how we can make sure places are environmentally friendly, how they support our economy and enhance community life, and how they relate to each other and to what's already here.

Our adopted Core Strategy Local Plan already sets out our long term vision for the district. Now, through this consultation document, you have a chance to help further shape planning policy.

It's essential that local people have a say in that future. Therefore, it's with great pleasure that I introduce this document and look forward to hearing what you think.



Cllr John Collier

Cabinet Member for the District Economy

Introduction

3 Introduction

3.1 The Shepway Places and Policies Local Plan (the Local Plan) is a planning document that will, when adopted, form part of the statutory Development Plan for the district. The allocations and policies within this plan cover the whole district and, when adopted, will be used to consider the suitability of development proposals. The Plan will cover a period starting from 2006 to 2026.

Shepway Development Plan

3.2 The Development Plan sets out the District Council's policies and proposals for the development and use of land in the district. The Development Plan for Shepway District currently includes the adopted 2013 Shepway Core Strategy Local Plan (the Core Strategy) and saved policies from the 2006 Shepway District Local Plan.

3.3 The adopted Core Strategy is the overarching planning policy document for the district and sets out the long term vision and strategic delivery policies until 2026. It identifies the overall economic, social and environmental aims for the district and the amount, type and strategic development locations that are needed to fulfil those aims. There are three aims:

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

3.4 To meet these objectives the adopted Core Strategy sets out the target amount of development to 2025/26 (Policy SS2). For residential development it identifies a target of 8,000 dwellings (minimum of 7,000). For business uses a total of 20ha and for retail 35,000 sqm.

3.5 The Local Plan will sit below the Core Strategy and has two functions. The first is to allocate enough land for future development to meet the requirements set out in the Core Strategy for residential, employment and community needs. The second is to set out development management policies that will be used to assess planning applications and guide future development.

3.6 The Local Plan will, therefore, play an important role in shaping the future of the district and ensuring that the Council's aims set out in the Core Strategy are met and 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 will be sustainable, the natural and

historic environment will be maintained and that new developments through their design will improve the quality of life of future and existing residents and help to foster healthy lifestyles.

3.7 When the Local Plan is adopted by the District Council, it will replace the saved policies in the 2006 Shepway District Local Plan.

3.8 The District Council will also be undertaking a partial review of the Core Strategy, which will consider the future planning requirements for a period beyond 2026. This review will be following a separate process to the Local Plan.

Neighbourhood Planning

3.9 In accordance with the provisions of the Localism Act 2011, neighbourhood planning allows town and parish councils to shape new development within their area through the production of Neighbourhood Development Plans or Orders. When made, they will also form part of the Development Plan.

3.10 In Shepway a number of parishes have had Neighbourhood Areas designated. This is the area which the Neighbourhood Plan or Order will cover. The Areas that have been designated so far are:

- Hythe
- Lympne
- New Romney
- St Mary in the Marsh
- Sellindge

3.11 Of these local councils St Mary in the Marsh have produced a draft plan that will be shortly submitted to the District Council for further consultation before it is taken forward to examination.

3.12 The District Council will actively engage with town and parish councils who 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.

Government Policy & Legislation

3.13 The policies included within this Plan are consistent with the National Planning Policy Framework (the NPPF) and National Planning Policy Guidance (NPPG) pertaining at the time of writing.

3.14 Since the adoption of the Core Strategy in 2013, there have been a number of changes to government legislation and policy which have been considered when developing this Plan. Changes include:

- Starter Homes: for first-time buyers only and purchasers must be aged between 23 and 40. They will also count as 'affordable homes' in the NPPF;
- Self Build & Custom Build Housing; The District Council now holds a register of people interested in building their own homes. New legislation places a duty on Councils to have regard to the self-build and custom housebuilding register that relates to their area when carrying out their planning, housing, land disposal and regeneration functions;
- Planning 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 development plan documents or a neighbourhood development plan;
- Brownfield Land 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;
- Changes have been made to the definition of Gypsy and Travellers in Government guidance.

3.15 The District Council has also considered Government papers such as 'Fixing the Foundations: Creating a more prosperous nation' (2015) and 'Towards a one nation economy: A 10-point plan for boosting productivity in rural areas' (2015).

Evidence Base

3.16 The Places and Policies Local Plan has been influenced by a range of evidence base documents. A full list of the evidence base is included at Appendix 3. The key evidence that supports this Plan is summarised below.

Shepway Corporate Plan

3.17 This document sets out the Council's vision for the Borough from 2013 to 2018 and how the Council intends to realise that vision.

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

- Boost the local economy and increase job opportunities
- More homes
- Listening to local people
- Support an attractive and vibrant place to live
- Deliver value for money

Sustainability Appraisal and Strategic Environmental Assessment

3.19 Sustainability Appraisals (SA) are used to test local plan policies and proposals to ensure that they are consistent with the aims of sustainable development. A Sustainability Appraisal must also incorporate the requirements of the European Strategic Environmental Assessments Directive, which ensures that significant environmental impacts are identified and taken into account. The process involves:

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

3.20 This document will be appraised against a set of defined criteria, in accordance with Shepway Places and Policies Local Plan Sustainability Appraisal Scoping Report.

Habitat Regulations Assessment and Appropriate Assessment

3.21 A Habitat Regulations Assessment (incorporating an Appropriate Assessment screening report) is being carried out alongside the development of the Places and Policies Local Plan 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 at Dungeness complex of Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites, Folkestone to Etchinghill Escarpment SAC, Parkgate Down SAC, Dover to Kingsdown Cliffs SAC and Lydden to Temple Ewell Downs SAC other sites which benefit from European wildlife protection within 15km of the district boundary.

Equalities Impact Assessment

3.22 An initial Equalities Impact Assessment (EqIA) has been undertaken on the consultation document and the findings of this are available as a separate document. Undertaking an EqIA at this early stage enables us to identify actions that will help ensure that equalities issues are given proper consideration as we continue to develop the Plan and that positive impacts on target groups are enhanced as far as possible. Further Assessments will be undertaken as the development of the Plan progresses.

Duty to Co-operate

3.23 Whilst progressing through the process of producing the Places and Policies Local Plan, it will be necessary to ensure compliance with the statutory duty to co-operate - that is to engage constructively, actively and on an ongoing basis on planning matters that impact on more than one local planning area and being mindful of the requirements of neighbouring authorities and the approach they are taking to develop policies and allocations.

Plan Making Process

3.24 The Preferred Options Places and Policies Local Plan is the second draft published by the District Council to engage with the public. The first, the Issues and Options draft, was published in January 2015 and the District Council received just under 1,200 comments from just over 230 people.

3.25 These comments, together with the changes in Government legislation and Council objectives in the Corporate Plan, have been considered when drafting this version of the Plan. The Plan presents a range of options and identifies the Council's preferred options for its Local Plan, stating why these have been chosen.

3.26 The comments the Council receives as part of this public engagement process will then be considered and used to shape the final 'Submission' draft. This will be published for public consultation before it is submitted to the Secretary of State. All the comments received at this stage will be passed over to the Planning Inspectorate and an Examination in Public will be held. After the receipt of a favourable Inspectors Report the Places and Policies Local Plan can be adopted by the District Council.

3.27 Once adopted, the Shepway Places and Policies Local Plan in combination with the Core Strategy will form the basis for decisions on planning applications and will replace the saved policies of the Local Plan 2006.

3.28 The current timetable for undertaking this process is outlined in the table below.

Consultation on options	January 2015
Public engagement on draft plan (Preferred Options stage)	October 2016
Publication of final draft plan for representations	May 2017
Submission to the Secretary of State	July 2017
Examination in Public	November 2017
Inspector's Report	Jan/Feb 2018
Adoption of Local Plan	April/May 2018

Table 3.1

How To Comment

3.29 The period to make representations on the Plan runs from the **7th October until the 18th November**. The District Council is keen to engage with as many people and organisations who live and work in the area during this period and will be holding six exhibitions across the district. These will be held at the following dates and venues:

- Hythe Town Hall - 11th October (15:00 – 20:00)
- Lydd Town Hall - 12th October (15:00 – 20:00)
- Sellindge Village Hall - 13th October (15:00 – 20:00)
- New Romney Assembly Rooms - 20th October (15:00 – 20:00)
- Hawkinge Community Centre - 25th October (15:00 – 20:00)
- Folkestone Academy - 27th October (15:00 - 20:00)

3.30 You can make comments in a number of different ways. The preferred method is by using the District Council's consultation portal. Simply register your details and then you can make comments to the paragraphs and policies that are of interest to you. You can go to the consultation portal by following this link shepway.gov.uk/telluswhatyouthink

3.31 Alternatively, you can make comments by completing the electronic form and send it by email to planning.policy@shepway.gov.uk. Copies of the form can be downloaded at shepway.gov.uk/placesandpolicies

3.32 The document can be viewed via the District Council's website - [shepway.gov.uk/places and policies](http://shepway.gov.uk/places_and_policies); or at the District Council offices and public libraries throughout the District.

Part One - Places

Introduction

4 Introduction

Places

4.1 The spatial strategy for the district is set out in the Core Strategy. This sets out the overarching provisions and strategic policies for the district as well as two strategic allocations and broad locations for residential development. Core Strategy Policy SS2 sets out the overall target for residential, economic and retail development in the district. Table 4.1 below sets out the requirements.

Use	Target amount of additional development 2006/7 to 2025/26 (inclusive)
Housing (Class C3)	Target approximately 8,000 (minimum 7,000) dwellings
Industrial, warehousing and offices (B Classes)	Approximately 20ha gross
Goods retailing (Class A1)	Approximately 35,000 sqm

Table 4.1

4.2 The Core Strategy divides the district into three character areas, the Urban Area, the North Downs and Romney Marsh (Core Strategy Policy SS1), and sets out the Settlement Hierarchy for the district (Core Strategy Policy SS3).

4.3 Table 4.2 below sets out the Settlement Hierarchy for the district. Figure 4.1 illustrates the distribution of these settlements within the district and the three Character Areas.

Status and Strategic role	Urban Area	Romney Marsh Area	North Downs Area
The Sub-Regional Town: <i>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</i>	Folkestone		

Status and Strategic role	Urban Area	Romney Marsh Area	North Downs Area
<i>Shepway, adjoining districts and visitors.</i>			
Strategic Towns for Shepway: <i>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.</i>	Hythe	New Romney Town (incorporating Littlestone-on-Sea)	
Service Centres for Shepway: <i>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.</i>		Lydd Town	Hawkinge
Rural Centres: <i>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.</i>		Dymchurch	Elham, Lyminge, Sellindge

Status and Strategic role	Urban Area	Romney Marsh Area	North Downs Area
<p>Primary Villages: <i>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.</i></p>		<p>St Mary's Bay, Greatstone-on-Sea, Brookland, Brenzett</p>	<p>Lympne, Saltwood, Stanford/ Westenhanger</p>
<p>Secondary Villages: <i>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.</i></p>		<p>Ivychurch, Newchurch, Burmarsh</p>	<p>Stelling Minnis, Densole, Etchinghill</p>

Table 4.2

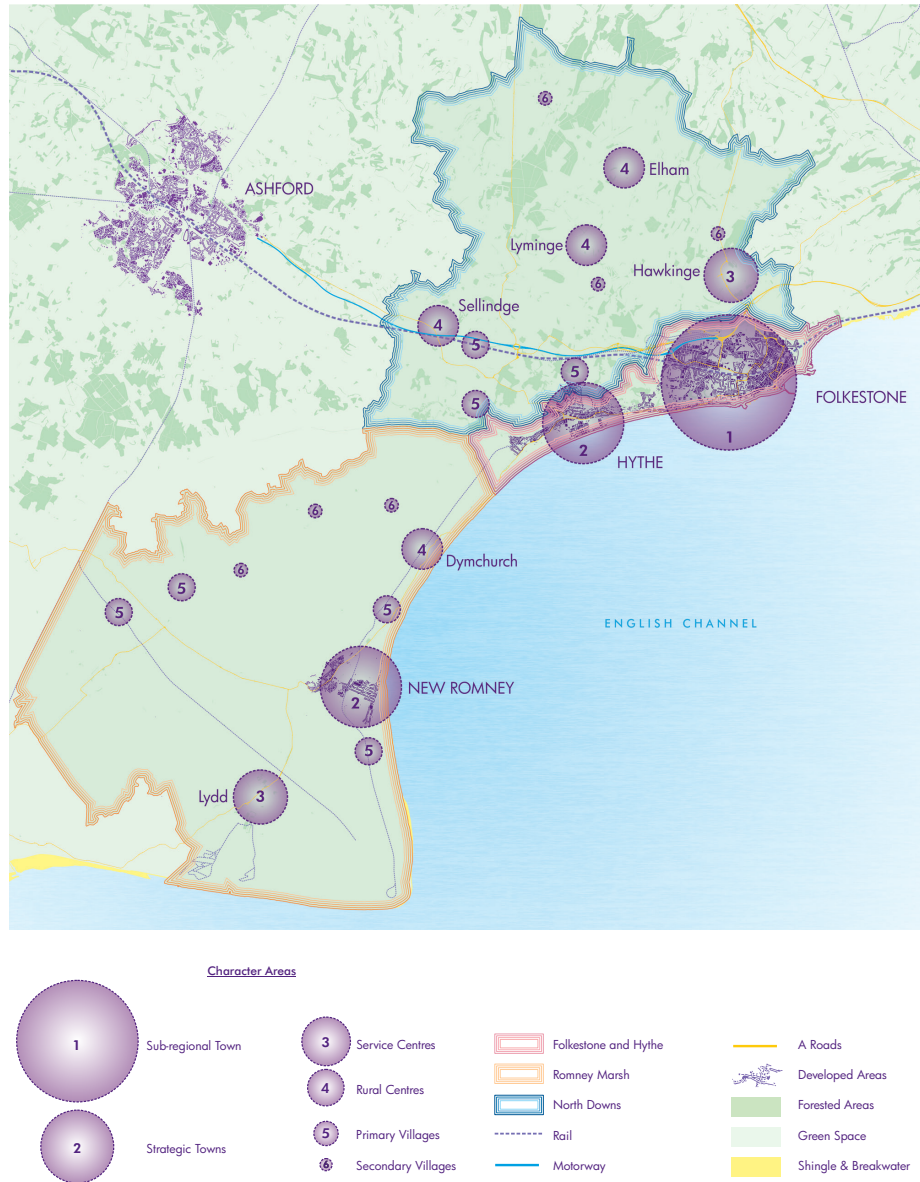


Figure 4.1 Settlement Hierarchy

4.4 This section of the Local Plan reflects the character areas set out in the Core Strategy for the spatial distribution of allocated sites for new homes, employment and community facilities.

Generic Site Policies

Statement 1

The individual policies for each of the sites allocated in this Plan set out a range of criteria that development of the site must adhere to. There are, however, a number of other relevant policies in the Core Strategy and within this Plan that will also apply, which have not been repeated in the site policies. These include, but are not limited to:

- Design and layout should take account of the design policies presented within this plan, accord with Building for Life 12 Criteria, and satisfactorily integrate into the existing built fabric
- Affordable housing will be provided in accordance with Core Strategy Policy CSD1
- At least 20% of market housing should comply with at least Building Regulation part M4(2), or successor specification, as per Core Strategy Policy CSD2
- A Phase 1 Habitat Survey should be undertaken by a licensed ecologist to assess the presence of Protected Species on or near the sites, as per CSD4
- All sites within Flood Zones 2 and 3 will require a Site Specific Flood Risk Assessment, and it will need to be demonstrated that development can be achieved on the site that does not increase on site or local flood risk. The assessment could result in no sleeping accommodation being provided at ground floor level
- The provision of allotments where there is the demand and if new development would result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a), as per Policy HW3

All development must adhere to the Council's adopted Community infrastructure Levy (CIL) and/ or S106 agreements where applicable to help address Shepway's current and future infrastructure needs, as per Core Strategy Policy SS5.

Settlement Confines

Statement 2

Settlement boundaries are shown on the Policies Map. These will be amended to take account of the Core Strategy (2013) allocations and allocations in this document, with the exception of Hawkinge which will be amended to reflect the removal of Policy CO24 (Local Plan Review 2006).

Urban Character Area

5 Urban Character Area

5.1 The Urban Character Area consists of the towns of Folkestone and Hythe, including Sandgate and Cheriton, together with 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 set 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 set 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'.

The Core Strategy's Spatial Strategy plans for the Urban Area to host approximately 75% ⁽¹⁾ of new residential development in the district as well as the bulk of new commercial development.

Retail and Town Centre Options

5.4 The Issues and Options Draft (2015) considered options for Town Centres rather than individual towns within the District. These Options were as follows:

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

Option 1

Option E8

Town centre and shopping areas (primary and secondary) Policies that protect the vitality and viability of retailing in town centre.

A: Continue to set minimum percentage thresholds for the occupancy of the shopping street by shopping uses. Where a stretch of the street is below the desired threshold, changes of use away from shops will be resisted

Or

B: Prevent all changes of use away from shopping use regardless of the occupancy levels (except in special circumstances)

Or

C: Prevent changes of use away from shopping where it would create a certain number of non-retail units adjacent to each other

Or

D: Introduce greater flexibility by allowing changes of use away from shopping into specified other uses, but risk losing valued retail units

Option 2

Option E9

Promoting the vitality and viability of town centres, or isolated parades, by maintaining an appropriate proportion of non-shopping uses.

A: Introduce a flexible approach to allow non-retail uses (for example crèches, leisure activities or health centres) where these would complement retail uses and contribute to vitality and viability

Or

B: Encourage the co-location of services, infrastructure facilities to create mini "hubs" and to release other land/buildings for further development

Option 3

Option E10

Improving sites of poor visual amenity which detract from the appearance of town centres and stimulate beneficial redevelopment.

A: Where there is an economically feasible case for redevelopment of sites that do not contribute to the attractiveness of the town, identify an opportunity area, accepting flexibility of use in return for very high quality, historically sympathetic design and finishing materials

Or

B: Leave it entirely to the market and treat incoming proposals on a case-by-case basis

Option 4

Option E11

Managing a lively, safe and social evening economy in the larger town centres which does not detract from the retail offer of town centres or harm residential amenity.

A: Encourage the provision of food, drink and entertainment uses where they are appropriately located and would not lead to an undue loss of shopping units and would not cause harm to local residential amenity

Or

B: Not to actively promote an expansion of the night time economy and maintain the existing balance of uses

Sustainability Appraisal

5.5 Most policy options have generally positive sustainability effects on the topics they address. Negative effects identified for certain policy options being considered included:

- Risking a loss of town centre vibrancy and provision of accessible services by not allowing change of use away from retail to other public services and facilities, regardless of occupancy levels.

- Risking a loss of town centre vibrancy and provision of accessible shopping by allowing too much flexibility for change of use away from retail.
- Encouraging the provision of food, drink and entertainment uses in town centres has the potential to increase crime and antisocial behaviour in town centres and reduce residential amenity if not carefully managed. Increased provision of certain hot food outlets could promote unhealthy lifestyles.

Conclusions

5.6 The Council has also commissioned a Town Centre study which has assisted in understanding the needs of the towns in the district. The conclusions of this are discussed below when the Plan deals with the town centres. After considering this, the representations and the Sustainability Appraisal the Council's preferred options for town centres are as follows:

- Option E8 D: Introduce greater flexibility by allowing changes of use away from shopping into specified other uses,
- Option E9 A: Introduce a flexible approach to allow non-retail uses (for example crèches, leisure activities or health centres) where these would complement retail uses and contribute to vitality and viability
- Option E10 A: Where there is an economically feasible case for redevelopment of sites that do not contribute to the attractiveness of the town, identify an opportunity area, accepting flexibility of use in return for very high quality, historically sympathetic design and finishing materials
- Option E11 A: Encourage the provision of food, drink and entertainment uses where they are appropriately located and would not lead to an undue loss of shopping units and would not cause harm to local residential amenity.

5.7 These options have been reflected in the town centre policies below.

Folkestone

5.8 Folkestone is the principle 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 1800's 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.

5.9 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

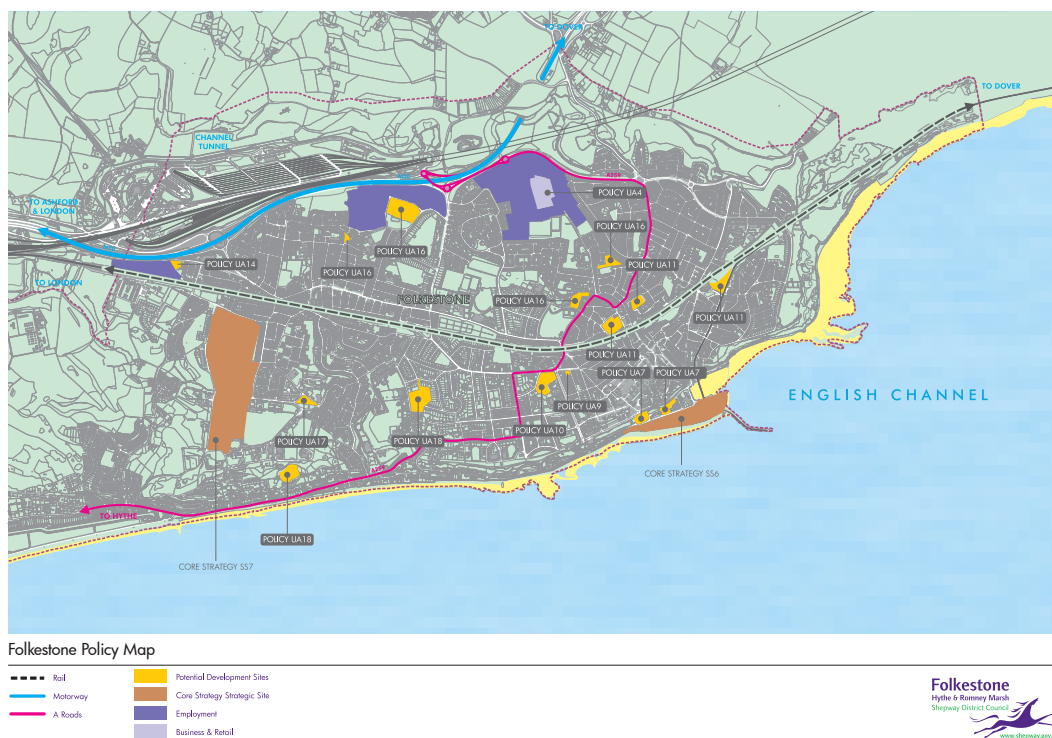
stations served by High Speed 1, with travel times of 56 minutes to London. The town is also served by the M20/A20, which provides strategic road connections to London, Ashford and Dover.

5.10 The Core Strategy Settlement Hierarchy identified Folkestone as the Sub-Regional Town, whose roles are *'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'*.

5.11 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:

- 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
- Improve bus network
- Provision of new two form entry primary school at Shorncliffe
- Provision of public access open space/nature conservation at Seabrook/Shorncliffe

5.12 Since the adoption of the Core Strategy many of these requirements have either been completed (priority connections) or are to be delivered through the development of strategic sites and section 106 agreements. For example, policies SS6 and SS7 of the Core Strategy Local Plan which set out the policy requirements for the delivery of Folkestone Seafront and Shorncliffe Garrison, both of which have planning permission.



Picture 5.1

Folkestone Town Centre

5.13 The Core Strategy (2013) Policy SS4 sets out a 'town centre first' principle for applicable uses in line with national policy and sets out a central Folkestone policy in Policy CSD6. This identifies 'arcs' within the central Folkestone area where new development should deliver investment in commercial, cultural and educational uses and contribute to public realm improvements that enhance the physical environment, create a sense of security and improve connectivity. The 'arcs' consist of Central/West Development Arc and Seafront/Creative Regeneration Arc.

5.14 The importance of town centres and their role as the heart of the local community is recognised in Paragraph 23 of the NPPF. This states that planning policies for town centres should promote competitive environments and the management and growth of centres over the plan period and pursue policies to support their viability and vitality. The NPPF also sets out the definition of the main town centre uses ⁽²⁾

2 **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).

5.15 Folkestone is the principal centre in the district for comparison goods shopping, civic facilities, tourism and arts and culture. The centre contains a number of supermarkets and therefore, also provides a convenience goods function.

5.16 Work on the Shepway Town Centre Study (2015) (see Appendix 3 Evidence Base Documents) identified a number of distinct areas where the offer, mix and quality of the retail environment can be considered to differ quite 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 the town's long established department store on Sandgate Road.

5.17 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. Here, a café culture has emerged.

5.18 The Creative Quarter, comprised principally of the Old High Street and Tontine Street, is an area which has been revitalised under the guidance of the Creative Foundation. This Foundation started in 2002 and has overseen the restoration of over 90 buildings. Many units in the area are currently being redeveloped, and the area is being promoted as a hub for the creative industries in the town. 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 residents of the district and the wider East Kent area, showcasing theatre, live comedy, live music and film screenings.

5.19 The Town Centre 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 and railway station and the town centre and sea front require improvement). Environmental quality errs towards functional. The emerging Creative Quarter is a particularly important asset to the town centre, 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, requires better integration with the wider central area if its potential is to be fulfilled.

5.20 The Study has highlighted two areas which need to be addressed to ensure the long term vitality and viability of the town. These are:

- the almost-entire absence of 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 of the areas with higher levels of vacancy, such as Guildhall Street, is required in the short term to help arrest 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.

5.21 The Study has also identified the spending patterns for the district, which are as follows:

For Comparison Goods (non-food) Shopping:

- The district retains just over 50% of spend, totalling around £188m per annum, of which around £105m is spent in Folkestone Town Centre;
- The vast majority of leakage of the District goes to Ashford (around £80m) and Canterbury (around £60m)

For Convenience Goods (food) Shopping:

- The district retains 77% of spend, totalling around £200m per annum of which foodstores in Folkestone account for £121m of spending
- The majority of leakage of the District goes to Ashford (£34m) and Dover (£9m).

5.22 Based on the information above as well assessing trends in areas such as population and spend, the Town Centres Study highlights the following quantitative requirements in the district over the Plan period for retail floorspace needs.

	2014	2017	2021	2026	2031
Comparison Goods ⁽³⁾. Floorspace Requirement (sqm net, rounded)	0	1,100	3,600	8,000	12,800

3 Other goods not classified as convenience goods such as clothing, fridges, televisions

	2014	2017	2021	2026	2031
Convenience Goods ⁽⁴⁾. Floorspace Requirement (sqm net, rounded)	-4,400	-4,200	-3,600	-2,700	-1,600

Table 5.1

NB Figures are cumulative. Figures in italics are indicative.

5.23 The study suggested, however, that there is a need for comparison retail quality to be improved, especially in Folkestone, towards a more mid-market offer to reduce the levels of expenditure leakage to surrounding centres, and through the provision of larger retail units to meet the needs of national retailers. This is likely to require the modernisation of existing floorspace as well as the identification of opportunity sites. The recent planning permission at the seafront includes up to 10,000 sqm of commercial floorspace including A1, A3, A4, A5 B1 D1 and D2 uses, which will provide a high quality waterside location which will go some way to meeting the needs set out in the above table, alongside the cultural, tourism and leisure offer provided at the Harbour Arm.

5.24 The Study also considered the NPPF's requirement for suitable sites to meet its town centre needs. After considering the identified potential uses each Folkestone town centre site as a short term, medium term or long term opportunities, their conclusion was that there was limited potential for development in the short-to-medium term, and therefore are unlikely to represent realistic opportunities for meeting the qualitative and quantitative needs which the study identified. The sites with the greatest potential for redevelopment are the Folkestone Bus Station site and existing retail units on Guildhall Street / Shellons Street.

5.25 Work by the Folkestone Coastal Community Team has also raised issues in relation to connectivity between the town and the seafront, improvement to the public realm, the importance of maximising events in arts and culture, support for the hotel sector, support for a green link and improvements in café culture and the evening economy and policies in this plan, together with the Core Strategy, seek to assist with these issues.

Primary & Secondary Shopping Areas

5.26 The Primary Shopping Frontage has been successful in the past at resisting the loss of retail at the ground floor in the main shopping areas. The primary shopping area is compact in nature, running the extent of the pedestrianised precinct of

4 Broadly defined as food, drinks, tobacco, newspapers, magazines, cleaning materials, toilet articles

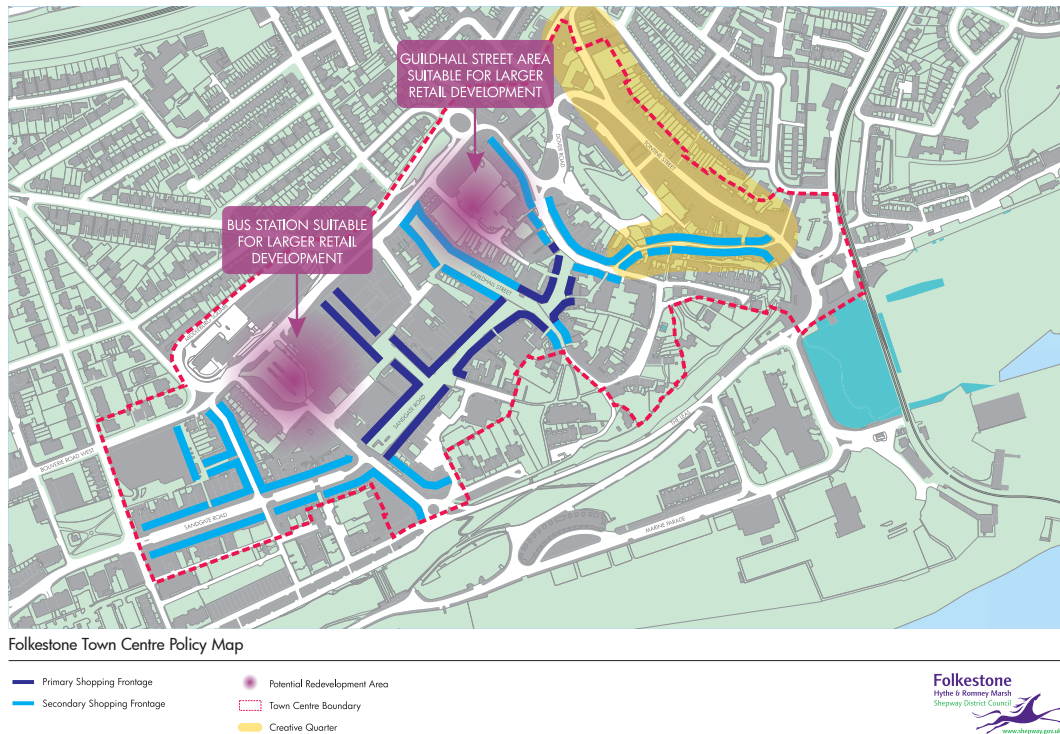
Sandgate Road and the top end of Rendezvous Street. It also include the new Bouverie Place development. The area is characterised by a high proportion of retail shops; many of them occupied by multiple retailers. Whilst it is important to ensure that the centre retains a concentration of shops, it is considered that there are other uses town centre uses, such as, bars, nurseries or doctors surgeries, education, civic buildings, health, museums, and galleries that could help to improve the vitality and viability of town centres by drawing people in.

5.27 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 but also providing an area where more specialist and individual shops can locate (due to smaller and cheaper units). It is considered that these areas would also be suitable for small businesses provided that they retain the traditional shopfronts.

Public Realm Improvements

5.28 The Town Centre Study also highlighted the need for improvements to the public realm and pedestrian legibility improvements between the Harbour and the town and the railway station and the town. The Core Strategy has set out a policy requirement for public realm improvements and requires that Kent County Council, Shepway District Council, Folkestone Town Council and the Creative Council collaborate on signage around Folkestone Town Centre. This project will improve legibility and encourage active travel, remove clutter and help to reconnect the town with the coast as a required by Policy CSD6 of the Core Strategy, which sets out the Policy requirement for public realm improvements in Folkestone Town Centre.

Town Centre Policy



Picture 5.2

5.29 The purpose of the Folkestone Town Centre policy is, therefore, to provide the conditions to facilitate development that will add to the vitality and viability, including the encouragement of town centre uses that will enhance the evening economy. It promotes areas for future investment highlighted in the study such as the Bus Station, adjacent to Bouverie Place, and Guildhall Street / Shellons Street to meet the needs of larger retail stores. As there are no proposals as yet for such a scheme it is not possible to allocate sites but it will provide the basis for any future masterplanning work. Planning permission was granted in 2016 for the creation of a new Urban Sports Park in Tontine Street, due to open in 2017 as part of the Triennial. This event provides a significant regional, national and at times international leisure draw to Folkestone Town Centre, which alongside the significant investment in the Creative Quarter and Folkestone Seafront and Harbour, will continue to deliver considerable change in activity within the town over the plan period.

Policy UA1

Folkestone 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.

Within the Primary Shopping Frontage (as identified on the Policies Map) within the town centre, development on the ground floor will be permitted for A1 and A3 uses. Other uses will be permitted in the Primary Frontages provided that:

1. They fall within the NPPF definition of 'town centre uses'; or
2. They fall under D1 or C1 uses and provide a complimentary function to the town centre: and
3. They would not create a continuous frontage of two or more non A1 uses.

Within the Secondary Shopping Frontages (as defined on the Policies Map) proposals for development, redevelopment or change of use for Class A1, A2 and A3 (A4, A5) uses will be permitted, provided that:

1. They fall within the NPPF definition of 'town centre uses'; or
2. They fall under B1, C1, D1 or D2 uses, retain an active shop frontage and provide a complimentary function to the town centre:

Proposals for larger retail developments will be permitted at:

1. The area around and including the bus station, providing that a suitable alternative location for the bus station can be provided; and
2. 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).

For development proposals that fall within the town centre uses definition that cannot be located within the designated town centre area, permission will be permitted provided that:

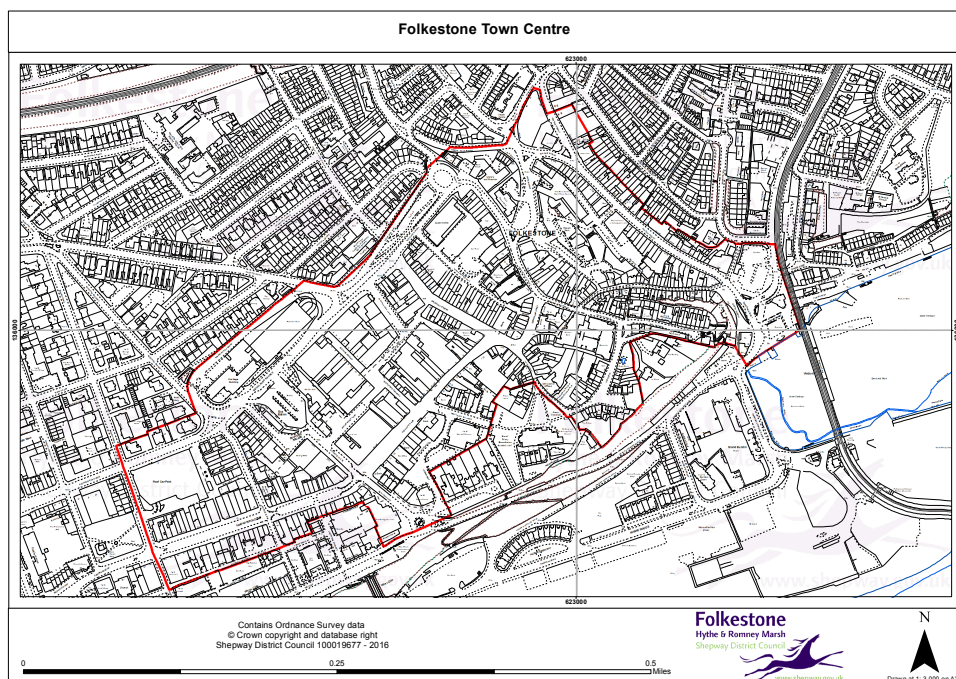
1. The sequential approach set out in the NPPF and the NPPG has been followed;
2. A full impact assessment is provided of the impact that the proposal would have on the retail health of Folkestone Town Centre and other town centres, relating to the scale and the type of development proposed in compliance with the requirements of the NPPF and NPPG;

3. It can be demonstrated that the site is in an accessible location and well connected to the town centre enabling easy access on foot, by bicycle and public transport.
4. The overall design, including parking and landscaping, complies with Policy HB1 of this Plan and reflects the character of the streetscene in which it is located together with the wider build context;
5. Acceptable vehicular access and, if required, service yard, can be provided without harm to the living conditions of local residents.

Town Centre Boundary

5.30 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 District Council needs to identify a town centre boundary so that policies can be applied affectively.

5.31 The proposed town centre boundary has been plotted after taking into account primary and secondary frontages and areas predominantly occupied by main town centre uses within or adjacent to the frontages.



Picture 5.3

Options considered for Folkestone Town Centre

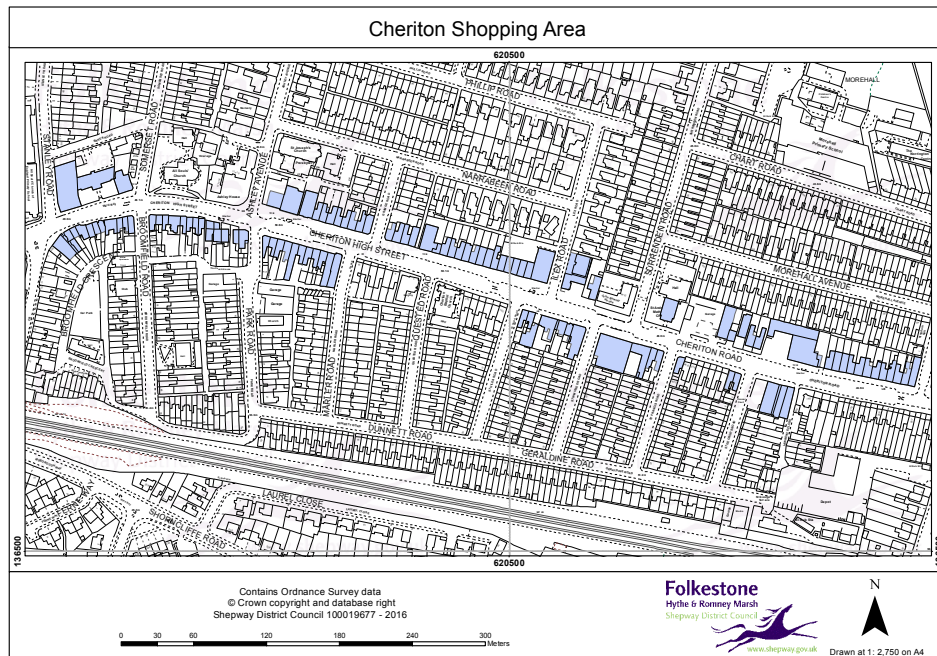
5.32 Town centres are essential to sustainable and thriving communities and supporting their viability and vitality is crucial. The main issues that need to be addressed in Folkestone town centre to ensure their future viability and vitality are:

- To improve the evening economy through family restaurants and commercial leisure facilities;
- To reduce the amount of vacant properties in the area;
- To improve the quality of comparison retail in Folkestone, through the provision of larger retail units to meet the needs of national retailers (including modernisation of existing floorspace as well as the identification of opportunity sites);
- Improve the public realm and connectivity (especially to the station);
- To identify the Town Centre Area to apply the NPPF sequential test;

5.33 The first option for the policy would allocate specific sites for development (for example the site of the bus station) and areas for the amalgamation of existing smaller shops (for example the top end of Guildhall Street). An area for the night time economy would also be identified. Although this would give certainty, there are no specific developers or projects identified. Multiple land ownership, particularly around the top of Guildhall Street, would, also make implementation of any policy more difficult and less certain. There is, therefore, no certainty that such a scheme would come forward.

5.34 The second option would identify the areas for future investment (development or amalgamation) and where to encourage new facilities, but this would not be boundary specific. More detailed work could then be carried out through an Area Action Plan (AAP).

Cheriton



Picture 5.4

5.35 Cheriton High Street is a linear district centre to the north-west of the Folkestone urban area. It comprises just under a hundred retail units along a single road. The main ‘anchor’ store to 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 and banks as well as a number of take-away outlets and fast food retailers.

5.36 The Town Centre Study concluded that Cheriton faces challenges to retain its present vitality and viability. It recommended that a two-stage approach is adopted to tackle this issue. A first stage is the delivery of early ‘quick wins’ to improve the physical appearance of the centre, together with the introduction of additional supermarket provision within the centre if a suitable site is available (indicatively up to 1,000 sqm net convenience goods sales area).

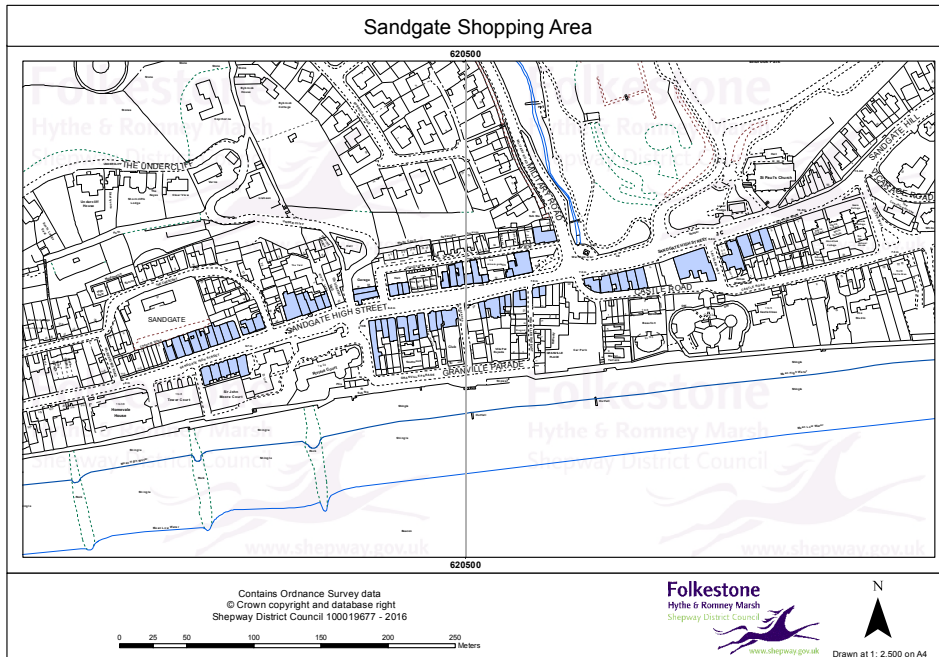
5.37 Over the longer-term, it suggests that the District Council should monitor the empty properties and consider an appropriate contraction of the boundaries of the centre, to help build a critical mass of retail activity, and focus footfall within a more tightly-defined area. This in turn should then allow for the diversification of uses in more peripheral areas away from retail uses to be considered more favourably.

Policy UA2

Cheriton Local Centre

Within the Local Centre of Cheriton, as defined on the Policies Map, proposals for the development, redevelopment or change of use for Class A uses (1 to 5) will be permitted. Other uses will be permitted provided that they would not create a continuous frontage of three or more A3 units and meet the requirements in Policy HW1 Promoting healthier food environments.

Sandgate



Picture 5.5

5.38 Sandgate High Street has been identified as a Local Centre to reflect its importance to the local community. Retail units here have been under threat through the conversion to residential use, which is starting to undermine the character and economy of the Centre. The Town Centre Study has suggested that the focus should be on supporting existing local-scale shopping facilities and that should any applications for new development come forward, they should be considered on their individual merits.

Policy UA3

Sandgate Local Centre

Within the Local Centre of Sandgate, as defined on the Policies Map, proposals for the development, redevelopment or change of use to Class A1 and A3 uses will be permitted. Other non-residential town centre uses will be permitted provided that:

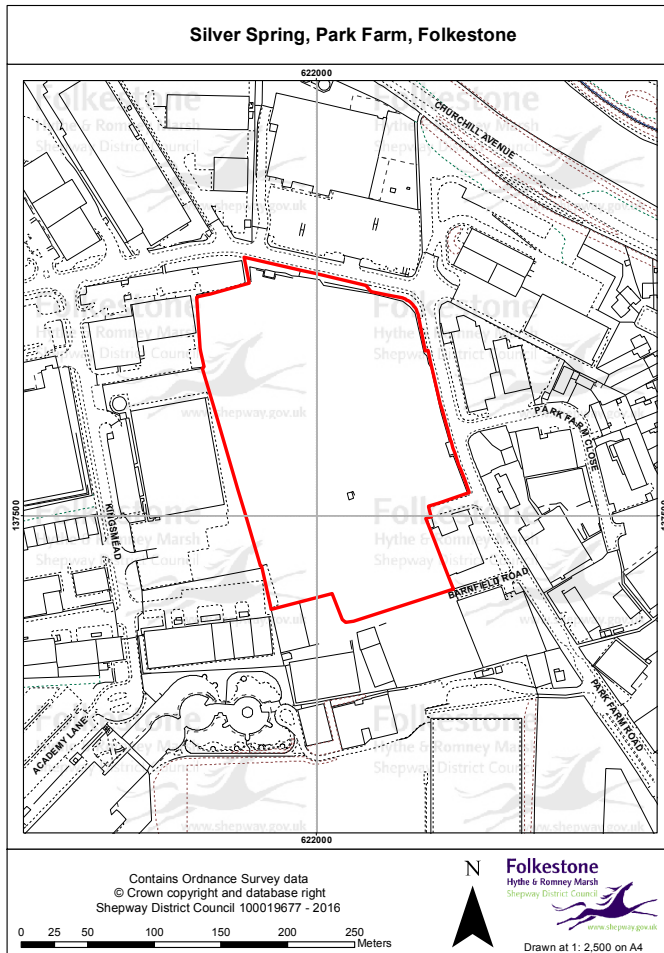
1. They fall under D1 or C1 uses and provide a complimentary function to the village centre: and
2. They would not create a continuous frontage of two or more non A1 uses.

Employment Land

5.39 Sites identified for employment (B1, B2 and B8 uses) in Folkestone are identified in Policy E1 and are considered suitable for meeting the needs of business over the period of the Plan . The sites identified are:

- Shearway Business Park, Folkestone (B1 - B8)
- Cheriton Park, Folkestone (B1a)
- Ingles Manor, Folkestone (B1)

Silver Spring Site, Park Farm, Folkestone



Picture 5.6

5.40 Park Farm is situated on the northern edge of Folkestone, just to the south of Junction 13 of the M20. The 28.3ha site contains both a retail park as well as an industrial area. The industrial estate covers 12.9ha which equates to 45.6% of the total site area. The site overall has good access to the strategic road network including the M20.

5.41 Within Park Farm Estate there is approximately 3.8ha of vacant industrial space for redevelopment, where the former Silver Spring company was located. Silver Spring was 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 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.

5.42 The Employment Land Review has identified the need to provide good quality office space in Folkestone to improve the offer in the district and encourage business to locate in the district. This site provides an opportunity to do this. The nature of Park Farm, however, is changing with a large area now retail with DIY and a large convenience store.

5.43 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. Other uses could include bulky retail (A1), leisure (D2) and hotels (C1) where it can be demonstrated through a full impact assessment that the uses would not impact on the viability and vitality of Folkestone or neighbouring town centres. Due to the surrounding uses, residential is not considered to be acceptable for this site.

5.44 Due to the proposed mixed uses on the site, measures to encourage cycling, walking and the use of buses should be an integral part of any proposals.

Policy UA4

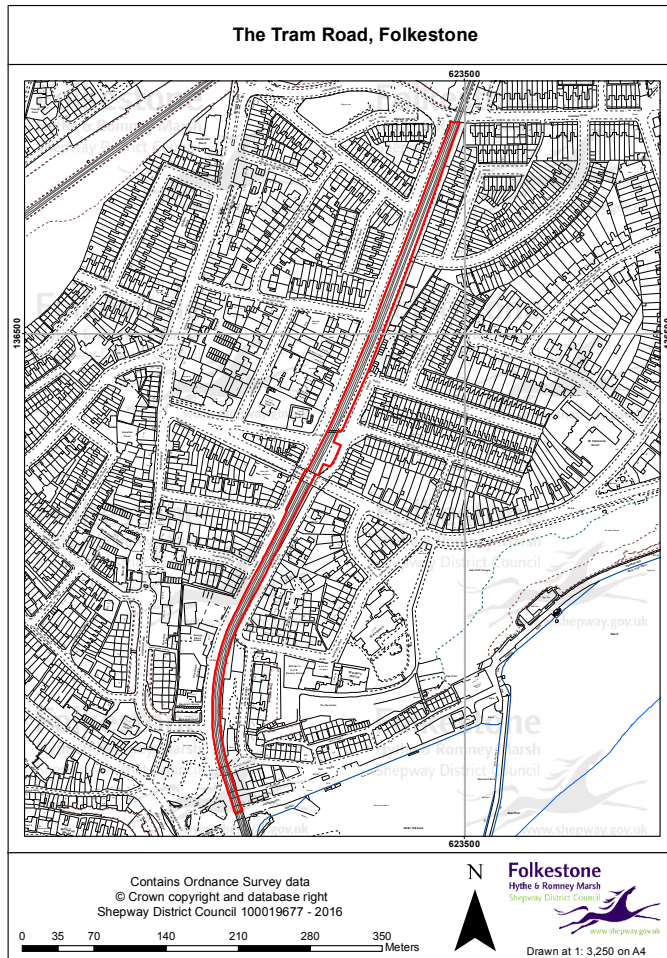
Silver Spring Site, Park Farm

The former Silver Spring site, Park Farm, as defined on the Policies Map, has been allocated for mixed use development consisting of business uses (B1), leisure (D) retail (A1) and hotel (C1).

Proposals for mixed use development will be permitted provided that:

1. There is a comprehensive approach to development of the whole site so that any individual elements would not prejudice the implementation of the whole site
2. A suitable access or accesses can be established onto the wider highway network
3. Transport improvements are made to encourage cycling and walking and to provide a bus stop
4. Any potential contamination from earlier uses is investigated and mitigated
5. A full assessment is provided outlining what the impact of any proposed town centre uses would have on the vitality and viability of Folkestone Town Centre and other town centres, relating to the scale and the type of development proposed in compliance with the requirements of the NPPF and NPPG
6. The site is investigated and evaluated to establish if it is of archaeological interest and if so an appropriate mitigation strategy is prepared and implemented.

Harbour Railway Line



Picture 5.7

5.45 The former harbour railway line that runs along The Tram Road located in eastern Folkestone, is considered to be an important route for future cycle and pedestrian connectivity to the harbour development. 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 within the locality as the redevelopment of the seafront moves forward. The Plan therefore safeguards this former line to ensure that this is protected from any incremental development.

Policy UA5

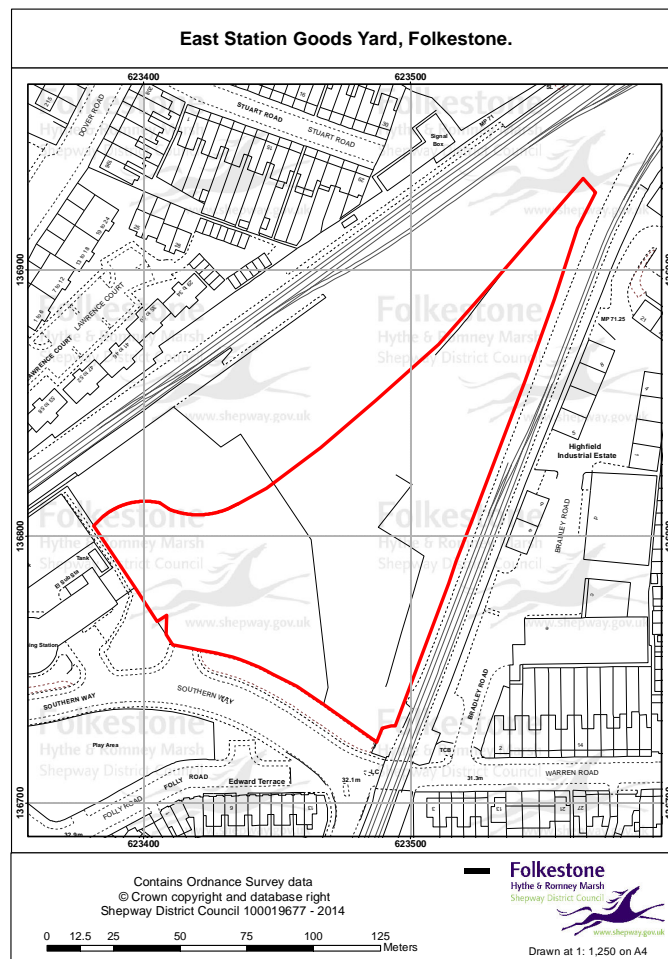
Former Harbour Railway Line

The former Harbour Railway Line, as defined on the Policies Map, has been allocated for a linear park, promoting active travel by providing a cycle and pedestrian route to the harbour area, together with visitor car parking.

Residential Allocations

Folkestone Harbour

East Station Goods Yard, Southern Way (SHLAA ref: 382)



Picture 5.8

5.46 East Station Good Yards amounts to approximately 1.2ha of land adjacent to the former railway spur on Southern Way, Folkestone. It was historically used as a railway goods yard until the use became redundant. Since this time, it has been occupied by a number of commercial uses, including a builders 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.

5.47 The site is broadly triangular and lies between the mainline railway line along the northwestern boundary and a disused spur on the eastern side. South of the site is the A260 Southern Way beyond which is a well-established residential area. Vehicular access to the site is via Southern Way.

5.48 The site is approximately 2m higher than street level, with a large bund providing natural screening from the road. This characteristic could help absorb development and mitigate impact upon the wider street scene.

5.49 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.

5.50 In respect of key constraints, it will be necessary for a thorough investigation of existing ground conditions to ensure any potential for contamination associated to be carried out in advance of any grant of permission for redevelopment in order to ensure that any potential for contamination associated with earlier uses is identified and mitigated prior to any development coming forward. In addition, it will be necessary for the archaeological potential of the land to be surveyed prior to the development in order to have adequate measures in place to respond and record to any findings of note.

5.51 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 against the noise and vibration associated with rail traffic.

5.52 In summary, the site is exceptionally well positioned to be able to be developed without adverse impact on the amenities of the occupants of existing residential properties in the area. Accordingly, it is proposed to allocate the site for residential led mixed-use development. (Planning permission was granted in 2016 for a mixed use development of 41 dwellings and 1000 sqm of commercial space (Y14/0928/SH)).

Policy UA6

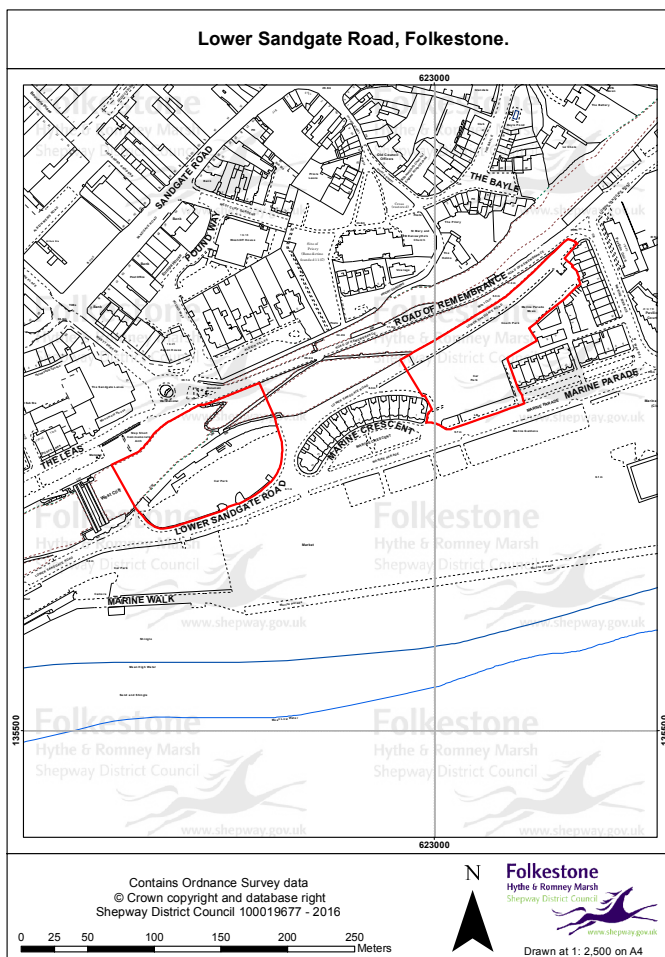
East Station Goods Yard, Folkestone

The site is allocated for residential led mixed-use development with an estimated capacity of 40 dwellings and 1000 sqm complimentary Class B1/B8 commercial floorspace.

Development proposals will be supported where:

1. Approximately 1000 sqm B1/B8 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
2. There is a comprehensive approach to development of the whole site so that if the employment and residential elements were developed separately each element would not prejudice the implementation of the whole development
3. Access is maintained from Southern Way
4. Any potential contamination from earlier uses is investigated and mitigated
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. 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 against.
7. Securement of a financial contribution towards the upkeep or improvement of the existing play facilities on Folly Road.

Rotunda and Marine Parade Car Parks, Lower Sandgate Road (SHLAA ref: 342 and 45)



Picture 5.9

5.53 Folkestone Harbour and its immediate surroundings have been subject to various redevelopment and regeneration proposals aimed at enhancing the public realm and reconnecting the town and seafront. These changes are underpinned by Policy SS6 Core Strategy and have been granted planning permission under reference Y12/0897/SH.

5.54 Within the heart of the policy area are two poor quality and rarely used car parks that, from a location perspective, provide an important link between the town and seafront. These sites form part of an area already indicatively identified for residential use and improved accessibility between Upper and Lower Leas.

5.55 The Rotunda Car Park measures 1.02 ha and extends east from the Leas Lift Funicular Railway and the Coastal Park to Marine Crescent to the west. The site's northern boundary currently forms the bottom of the cliff below Road of

Remembrance. The land is on a slightly elevated position from Lower Sandgate Road and slopes gently in a north to south direction. It is unconstrained by policy designations although the cliff to the rear of the site is identified as protected open space.

5.56 The Marine Parade Car Park and Coach Park is situated 100m further east and covers an area of 0.7 ha. It is situated between Marine Crescent fronting Marine Parade, extending behind properties in Marine Terrace and sharing a northern boundary with Lower Sandgate Road. The site is flat and consists of a hardstanding used for the parking of cars and coaches. Small sections of protected open space exist to the front (south) of the site. The Undercliff is also an area protected by Policy LR9.

5.57 Both sites are well served by pedestrian and cycle links to the town centre, the seafront and harbour and Sandgate, however as required by Policy CSD6 of the Core Strategy contributions towards the enhancements of existing routes will be required. The Coastal Park to the west provides excellent access to public open space.

5.58 In respect of constraints, both car parks are situated within the Folkestone Conservation Area, close to or adjoining a series of listed buildings and within an area of archaeological potential. Accordingly, regard must be had to ensure any development preserves or enhances the character and settings of these important Heritage Assets. However, based on the low contribution currently provided to the setting of these assets at present, we see no basis to conclude that conservation matters represent an overruling constraint to development. Accordingly, both sites are considered suitable for residential redevelopment.

Policy UA7

Rotunda and Marine Parade Car Parks, Lower Sandgate Road

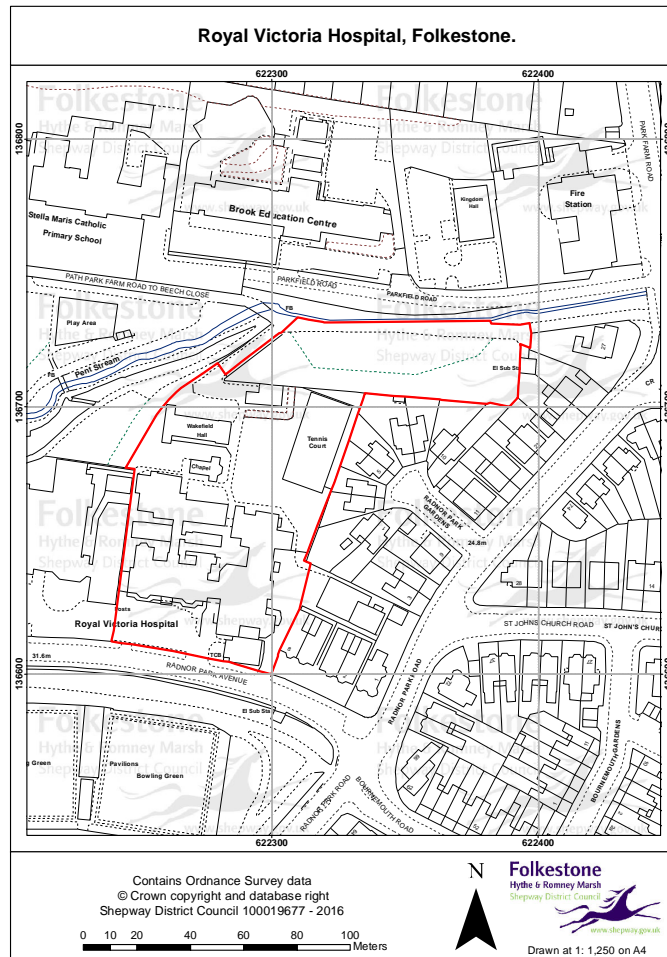
The Rotunda Car Park is allocated for residential development with an estimated capacity of 100 dwellings and the Marine Car and Coach Park is allocated for residential development with an estimated capacity of 65 dwellings.

Development proposals will be supported where:

1. The layout enhances the links between the town and the seafront by providing appropriate contributions to fund upgrades to the cliff paths (upgrading the slope access from the seafront site to Road of Remembrance to be step-free and provision of new or upgrades to existing pavement from Leas Cliff Hall to the Site)
2. The existing accesses are retained with new emergency access provided via Lower Sandgate Road
3. The scheme preserves or enhances the character and setting of nearby Heritage Assets, including the Folkestone Conservation Area, the Area of Archaeological Interest and nearby Listed Buildings
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
5. A Flood Risk assessment is provided to establish any potential risk associated from the proximity to the Pent Stream
6. Any potential contamination from earlier car parking uses is investigated and mitigated as part of the development proposal
7. Contributions are made towards improvements in connectivity between the seafront and town centre, as required by policy CSD6
8. Any net loss of open space should be provided in the immediate vicinity of the site.

Broadmead and Folkestone Central

Royal Victoria Hospital, Radnor Park Avenue (SHLAA ref: 103)



Picture 5.10

5.59 Royal Victoria Hospital was first constructed at Radnor Park in 1890. However, since the 1970s services have been scaled back as newer facilities have been provided in nearby areas. Whilst the hospital remains operational, there are large areas of the existing campus that are no longer utilised and therefore it is necessary to positively plan for a future re-use. The allocation of this site will not affect the continual operation of the hospital.

5.60 The hospital is effectively split into two parcels measuring 1ha. The low-rise modern element to the western extent provides a Minor Injuries Unit and general outpatient services. However, the original Victorian element no longer offers services. This area forms the basis of the site for development.

5.61 The main Victorian building consists of a red brick and tiled external finish. There are a series of gable features and the building covers three storeys and plays a prominent role in the street scene. To the rear of the existing building is a range of outbuilding and extensions that are of no architectural interest or merit. Accordingly, it is envisaged that a residential re-use of the site could include both conversion of the attractive existing building and redevelopment of more modern additions and surplus land to the rear.

5.62 The site is situated in a highly sustainable location within the heart of Folkestone. It is located approximately 400m walking distance from Folkestone Central railway station and within 1km of main town centre facilities and transportation links. However, highway access is relatively constrained by the narrow nature of the surrounding streets and a one-way traffic system is in operation. Accordingly, it will be necessary to consider highway and parking mitigation measures to ensure that existing hospital parking and access is not compromised, nor traffic conditions worsened, because of the introduction of residential uses.

5.63 The site is not within a designated Conservation Area nor is it a Listed Building but the main building is considered to be an undesignated heritage asset and should be given some weight in accordance with the NPPF when considering conversion or replacement of the buildings. However, the site is located in close proximity to an area of Flood Zone 3a and therefore flood risk activity permit requirements will apply.

5.64 It is envisaged that the existing Victorian building could be re-used and converted into residential apartments to provide approximately 16 new homes. Beyond this opportunity exists to clear the remainder of the site and to provide approximately 26 homes suitable for family occupation. A planning application Y12/0980/SH has been submitted to the council comprising of the change of use and conversion of the main Royal Victorian Hospital building to provide 16 residential units together with planning permission for the redevelopment of the remainder of the hospital site to provide 26 residential units and is subject to ongoing consideration.

Policy UA8

The Royal Victoria Hospital, Radnor Park Avenue

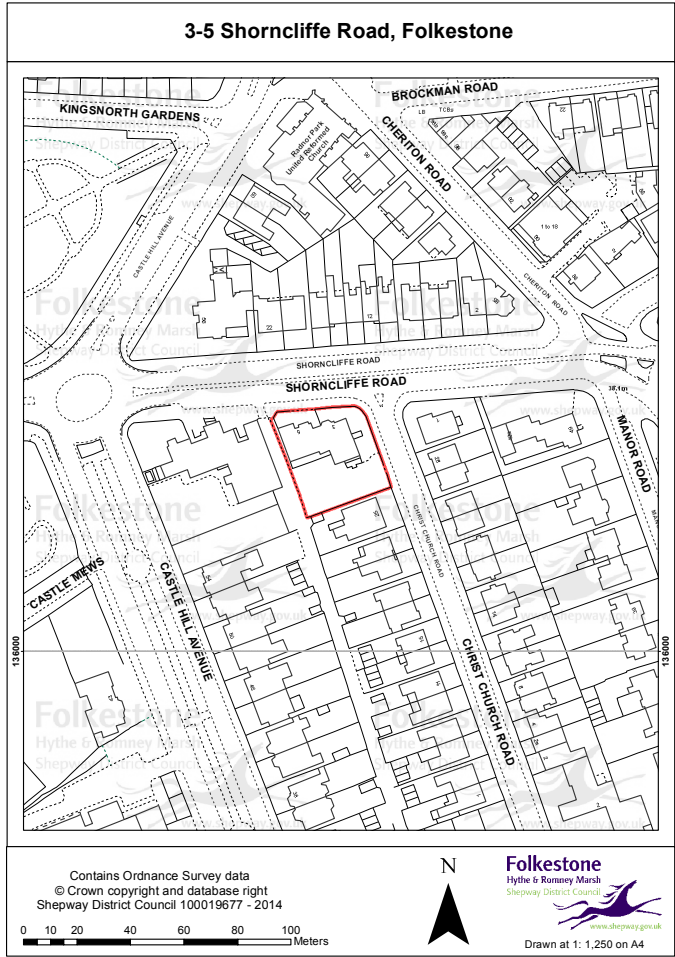
The site is allocated for residential development with an estimated capacity of 42 dwellings.

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

Development proposals will be supported where:

1. The converted and new build elements are properly masterplanned to ensure a coherent approach to the redevelopment of this site
2. A high quality conversion is sought that preserves the character and setting of the Victorian element of the building
3. The rear aspect of the site is redeveloped in a manner that would enhance the wider setting of the area
4. Clear regard is demonstrated as to how parking and the flow of traffic will be managed to ensure that the development does not put undue pressure on the local highway network. If required, mitigation measures or parking permit restrictions should be applied to ensure the free flow of traffic
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. Contributions are to be provided to enhance play and open space at Radnor Park.
7. Contaminated land onsite should be fully remediated prior to construction works.

3-5 Shorncliffe Road, Folkestone (SHLAA ref: 625)



Picture 5.11

5.65 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. Since this time it has remained unlet for commercial purposes.

5.66 The building is three storey in height and has a red brick triple gable front façade. It is understood that the building was originally constructed for residential use, but converted to offices in the mid 1960s. Since this time, it has been used for a variety of local authority uses prior to consolidation of services to the main Council offices on Castle Hill Avenue.

5.67 The site is located on the outskirts of Folkestone Town Centre, which offers a wider range of shops, services, leisure facilities and employment opportunities. It is also situated in close proximity to a wide range of public transport links and is considered a highly sustainable location.

5.68 Immediately west of the property is a Home Office facility. All other boundaries face residential properties of similar three-storey character and design. Rear of the building is an established vehicular access to Christ Church Road and a large car park providing approximately 15 car parking spaces.

5.69 In respect of constraints, the site is free of any environmental designations, albeit it is located northeast of the Folkestone Leas and Bayle Conservation Area, which is an important Heritage Asset. Any future proposal must therefore preserve the character and setting of the nearby Conservation Area.

5.70 Taking into account the constraints, it is considered that the 0.15 ha site is suitable for redevelopment for residential purposes. Based on the sustainability credentials and the location of the site in relation to the town centre, it is felt a single apartment block would be the most suitable form of accommodation for the re-use of the site. If the neighbouring Home Office building (7 Shorncliffe Road) became available for redevelopment the two sites should be considered together in a comprehensive scheme.

Policy UA9

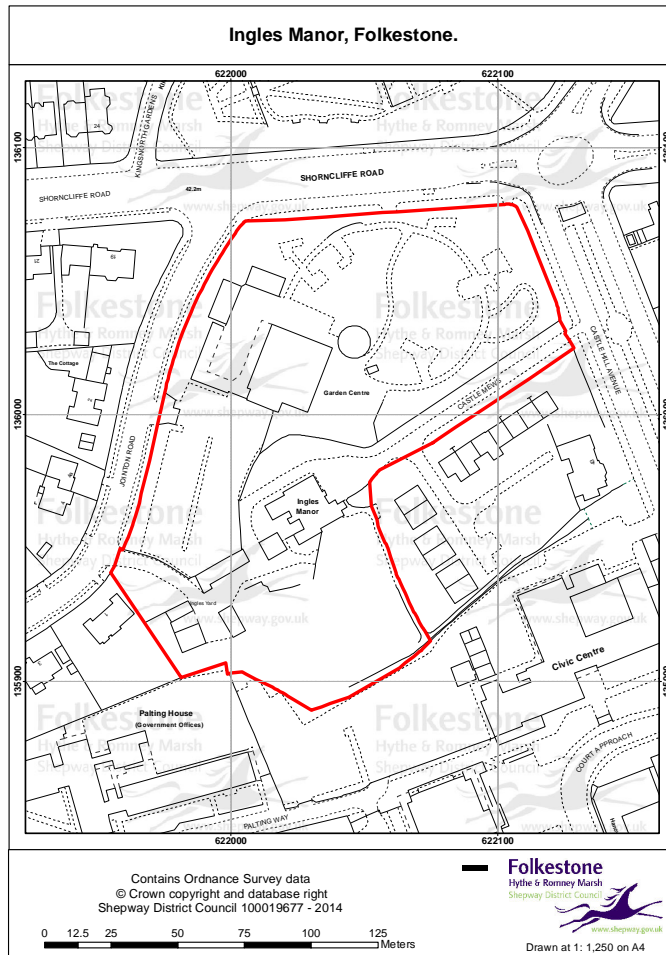
3 - 5 Shorncliffe Road, Folkestone

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

Development proposals will be supported where:

1. The scale and design of the proposal would be compatible with the character of the surrounding area and would preserve or enhance the setting of the nearby Folkestone Leas and Bayle Conservation Area.
2. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Ingles Manor, Castle Hill Avenue (SHLAA ref: 46)



Picture 5.12

5.71 Ingles Manor is situated within a sustainable location with easy and convenient access to the town centre, local shops and services.

5.72 The site is 1.9ha and situated between Shorncliffe Road to the north, Castle Hill Avenue to the east and Jointon Road to the west. To the south, the site borders the car park and curtilages of Shepway District Council’s offices and those of Palting House.

5.73 The coverage includes a number of established trees some of which are the subject of Tree Preservation Orders. Ingles Manor itself is a grade II listed house with ancillary buildings and barn. The site falls within the Folkestone Leas and Bayle Conservation Area.

5.74 Planning permission has already been granted in outline for the redevelopment of the site to provide for 46 new homes and 1400sqm of Class B1a commercial floorspace to be delivered in a phased manner alongside the housing development. However, on the basis that works are yet to be fully completed, the site is proposed for allocation to ensure consistency and certainty that the land will come forward for development. Planning permission (Y12/0767/SH) has been granted for this site and phase 1 for 13 dwellings has been completed.

Policy UA10

Ingles Manor, Castle Hill Avenue

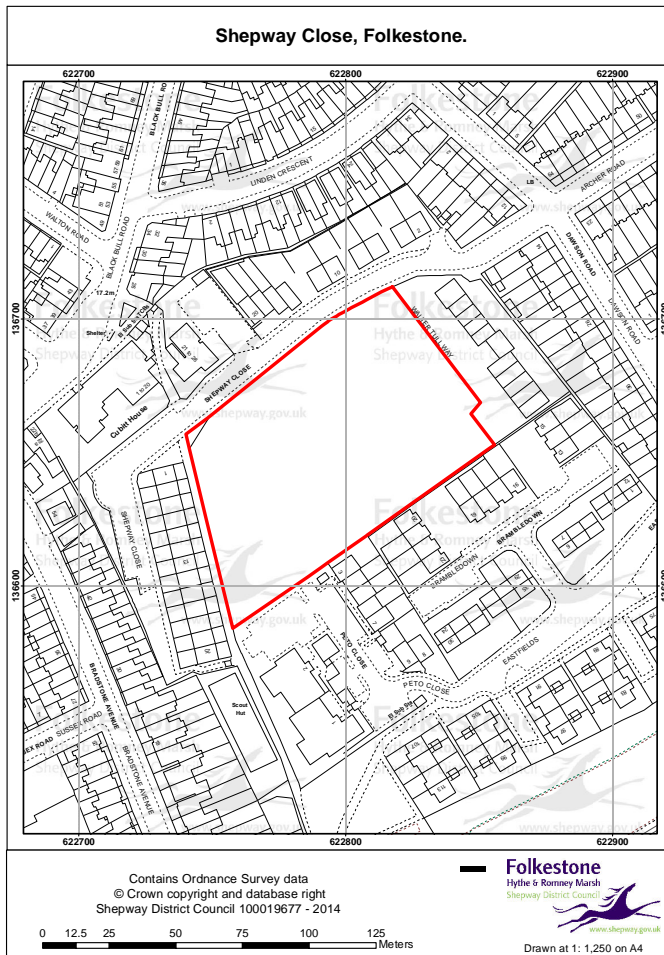
Ingles Manor is allocated for mixed development with an estimated capacity of 46 dwellings and 1400sqm of complimentary Class B1a commercial floorspace

Development proposals will be supported where:

1. The proposed design adequately takes account of the sites setting within a conservation area and tree constraints
2. An assessment is carried out of the impact on the setting of the listed buildings within the site and appropriate measures put in place to preserve or enhance the buildings and their settings
3. Approximately 1400 sqm B1a of new commercial floorspace is provided in a way that would be compatible with new housing without having an adverse impact upon the ongoing viability of the commercial uses or the amenities of future residential occupants
4. B1a Office accommodation will be delivered on the site
5. Retention and conversion of existing barns
6. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Folkestone East

Land at Shepway Close (SHLAA ref: 27B)



Picture 5.13

5.75 Land at Shepway Close amounts to approximately 0.79ha of undeveloped scrubland situated within an established residential area of Folkestone East. It is identified as protected open space within the current Local Plan, but in real terms, it is neither accessible to, nor useable by, the public at present. Accordingly, it is proposed that a proactive approach be adopted to provide both additional new family housing and a meaningful and usable area of open space accessible to existing and future residents.

5.76 In respect of characteristics, the site consists of overgrown grassland and a series of sporadic boundary trees. It is located within a residential area and benefits from good proximity to a range of shops, basic services, transport links and employment opportunities.

5.77 In respect of key constraints, there is a slight north south gradient, which should be subject to careful consideration as any design evolves. Furthermore, the untouched nature of the site means it will be necessary for thorough up-to-date investigation of the wildlife potential prior to any development, or clearance, taking place.

5.78 With a sensitive design, the site could be developed at a density consistent with its surroundings to provide new homes without adverse impact upon the amenities of existing occupants. In addition a minimum of 0.3ha of land should be incorporated in the design to provide a usable area of public open space for the benefit of both existing and future residents. This open space should be designed to incorporate natural play (for example boulders and recontouring to create variety in ground levels) and planting schemes which could include edible plants or fruit trees that help improve health and wellbeing of local residents. This open space should be integral to the wider design to ensure it is delivered and is not susceptible to future development pressures for housing.

5.79 Access to the site should be provided from Shepway Close.

Policy UA11

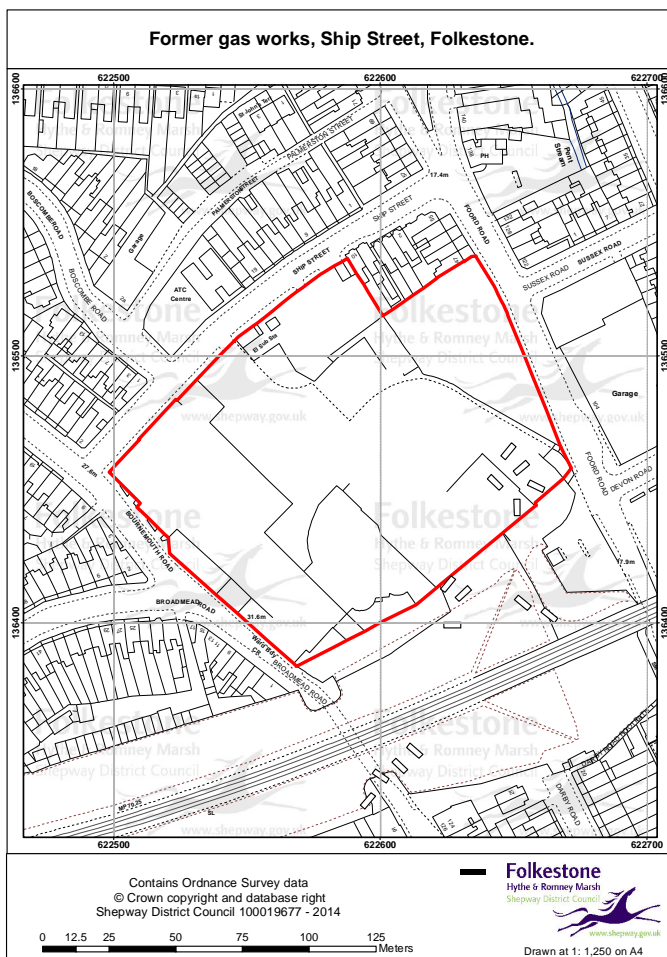
Shepway Close, Folkestone

The site is allocated for residential development with an estimated capacity of 24 dwellings and 0.3ha of public open space.

Development proposals will be supported where:

1. An area of 0.3ha is provided as landscaped open space including an area for natural play, which should be integral to the overall layout to avoid the long-term pressure for it to be lost to development. A management company should be established for its long term maintenance
2. Any planning application should include a full ecological survey with the proposals incorporating biodiversity mitigation measures where necessary
3. A strategy for the management of surface water is included within the development proposals
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Former Gas Works, Ship Street (SHLAA ref: 346)



Picture 5.14

5.80 The Former Gas Works on Ship Street is a redundant National Grid site surplus to requirements following decommission. It amounts to approximately 1.5ha of land situated within an area of largely residential properties, albeit there are a small number of non-residential uses interspersed in the nearby area, including an MOT testing facility and the Air Training Corp Centre.

5.81 The site currently consists of scrubland with almost all of the structures relating to the former use having been removed approximately 15 years ago. Beyond the southern boundary, there is a large group of trees that provide a natural buffer to the railway line and provide a green backdrop for a future re-use.

5.82 The site benefits from good proximity to a range of convenience shops and bus stops are available within approximately 200m walking distance from the site. Existing access to the site is via Ship Street.

5.83 In respect of constraints, there is a raising gradient from the bottom of Ship Street to the junction with Bournemouth Road, albeit this should not be a significant restriction to development. The relatively untouched nature of the site over the last decade means it will be necessary for a thorough up-to-date investigation of the wildlife potential of the site. Decontamination works have been undertaken on the site but there is still a need for a program of monitoring. Flood risk will need to be investigated as a small part of the site falls within Flood Zone 3a. The site is in close proximity to the Grade II listed railway viaduct, the setting of which will need to be taken into account with any scheme for development.

5.84 With a suitable design, it is considered that the site could be developed for residential purposes at a density consistent with its surroundings, with the opportunity for self or custom build plots. A usable 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 would not have to provide 10m rear gardens as required by Policy HB5 of this Plan, however it would need to demonstrate that inter and over looking will not result and that acceptable levels of amenity can be provided for occupants via an innovate design and layout.

5.85 The site is 220 m from Radnor Park, an identified strategic play location within the district. Therefore contributions should be made for offsite enhancements of the public open space and play at Radnor Park.

Policy UA12

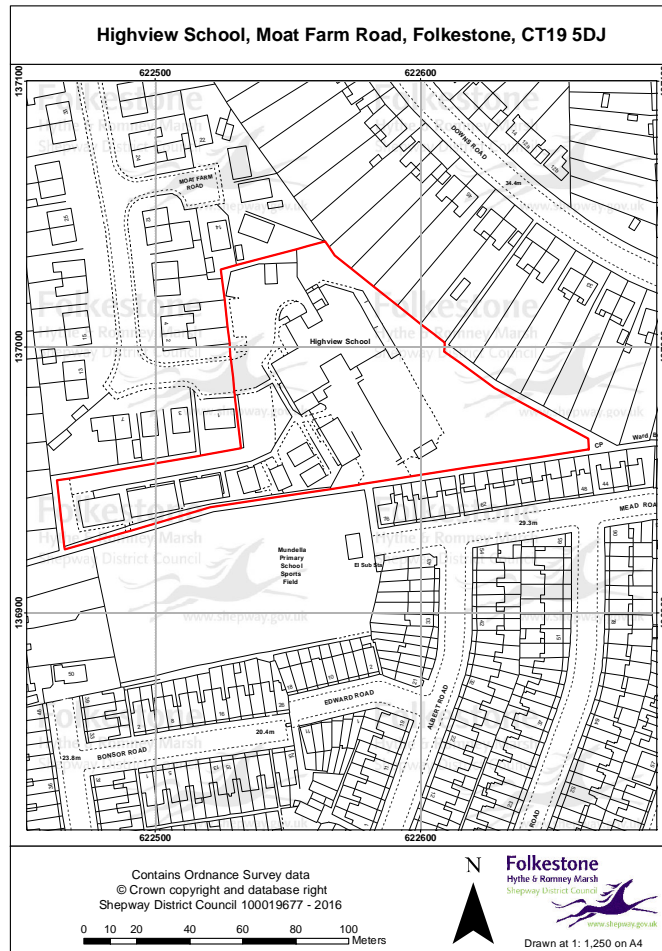
Former Gas Works, Ship Street

The site is allocated for residential development with an estimated capacity of 100 dwellings and public open space.

Development proposals will be supported where:

1. Full ecological and arboricultural investigations are undertaken and adequate mitigation or protection measures identified where necessary
2. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
3. Contributions will be required to the offsite enhancements of the public open space and play at Radnor Park
4. Appropriate and proportionate contributions are made to Doctors Surgery in Folkestone through a site specific S106 agreement
5. The scale, design and layout of the development should seek to sustain and enhance the setting of the nearby Grade II Listed Railway Viaduct
6. Any potential contamination from earlier uses is investigated and fully mitigated as part of the development
7. The design approach utilises the special characteristics of the site to deliver a high quality and innovative urban development
8. The development demonstrates how each property will benefit from acceptable private amenity space to meet the needs of occupants via innovative design and layout
9. The development has at least 5 self / custom build plots on site
10. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Highview School Moat Farm Road (SHLAA ref:458)



Picture 5.15

5.86 As part of its ongoing education planning, Kent County Council is in the process of merging Foxwood and Highview Schools. This merger will include the closure of both the existing facilities in Hythe and Folkestone, with a new enlarged, rebranded and purpose built school nearing completion on Park Farm Road, Folkestone.

5.87 These education changes will leave the current facilities at Foxwood and Highview School vacant and available for redevelopment. It is understood that the new school will be operational by late 2016.

5.88 The 0.9ha Highview site consists of an irregular shaped area of land 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.

5.89 Housing surrounds the school campus to the north, east and south. Downs Road represents an area of predominantly family homes, whilst Moat Farm Road is characterised by smaller bungalows. To the southeast corner of the site are playing fields associated with Mundella Primary School, entirely independent to Highview School.

5.90 Due to the nature of the established use, the site benefits from good access with bus stops available within approximately 200m walking distance from the site. A public footpath runs along the full length of the southern boundary and provides a quick and direct link to the local parade of shops on Black Bull Road making this site very accessible.

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

5.92 Vehicular access is established from Moat Farm Road.

Policy UA13

Highview School, Moat Farm Road

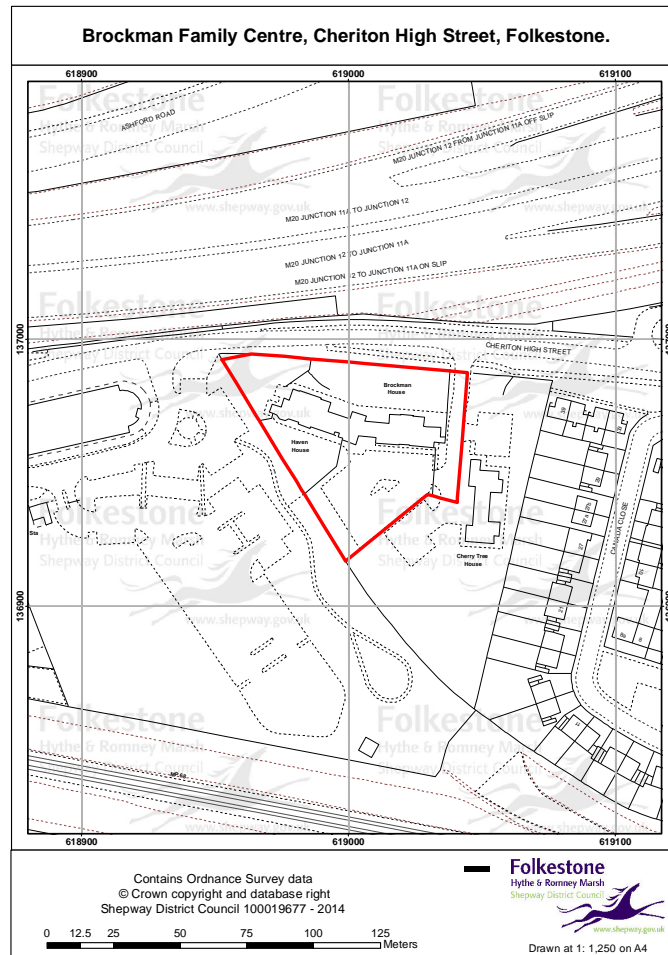
The site is allocated for residential development with an estimated capacity of 27 dwellings.

Development proposals will be supported where:

1. An appropriate mix of housing is provided at a density consistent and compatible with its surroundings
2. The design includes appropriate links to the local footpath network
3. Adequate parking provision is provided to ensure no undue parking stress is caused on Moat farm Road
4. Appropriate and proportionate contributions are made to schools in Folkestone through a site specific S106 agreement
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Cheriton

Brockman Family Centre (SHLAA ref: 637)



Picture 5.16

5.93 Brockman House and Haven House are two large linked detached properties that combined are known as the Brockman Family Centre. It was last used by Social Services as a facility for children and parents, but has since closed due to the withdrawal of funding. Despite active marketing, the site has been vacant for a number of years.

5.94 In respect of characteristics, the 0.87ha site consists of two large linked buildings characterised by a series of hipped roof and gable features finished with a traditional brick and tile appearance. The buildings are not unattractive, but equally they are not of any architectural or historic merit, nor are they of a modern or energy

efficient nature that would make them well suited to conversion. Accordingly, a comprehensive redevelopment appears to be the most suitable and positive approach to secure a better long term and sustainable future for the site.

5.95 The buildings are set on a long linear east west axis with 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.

5.96 The site is considered to be in a sustainable location as it is in close proximity to a range of day-to-day services including a large superstore within a 600m walking distance. Cheriton Primary School is located 900m walk away.

5.97 There are a reasonable degree of employment opportunities within the surrounding area, including the NHS, the Holiday Inn and Saga, whose headquarters are situated immediately to the west of the site.

5.98 In respect of accessibility, Bus Stops are available within 250m, whilst the site also benefits from easy access to the strategic road network at Junction 12 of the M20 Motorway. The Eurotunnel terminal nearby provides easy and accessible commuter links to Europe.

5.99 The site is relatively unconstrained. It is broadly flat, previously developed and benefits from a well-established vehicular access. The absence of any residential neighbours in close proximity of the site also means that redevelopment is unlikely to have an adverse impact upon any existing residents of the area.

5.100 With a suitable design, the site could be developed for housing at a density of 30 dph and would not be out of character with its surroundings. Alternatively, because of the unconstrained nature of the land the site could potentially accommodate a number of apartments in a single building 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 best and most appropriate form of development for the site.

Policy UA14

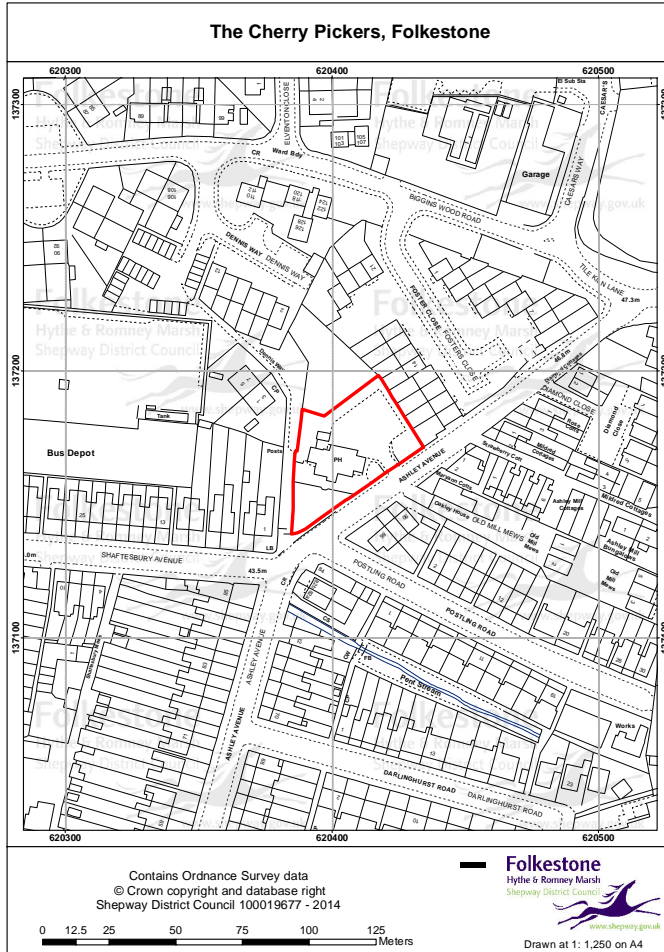
Brockman Family Centre, Cheriton

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

Development proposals will be supported where:

1. Full ecological investigations of the potential of the existing building and surrounding land is undertaken as part of any development submission and adequate biodiversity mitigation measures implemented if necessary
2. Existing trees and hedgerows around perimeter of site are retained and enhanced
3. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

The Cherry Pickers Public House, Cheriton (SHLAA ref: 687)



Picture 5.17

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

5.102 Based on the degree of building works needed to bring the site back into use, and previously identified viability issues, it is highly unlikely that a new public house operator would now be willing to invest the funds necessary to re-establish the facility. Accordingly, and given the residential character of the setting of the site, redevelopment for residential reuse seems appropriate.

5.103 The site is broadly triangular and covers approximately 0.23 ha. 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, whilst a larger beer garden is located on the northern side of the building.

5.104 To the eastern side is a 13 space car park accessed via 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 would be needed as part of any residential proposal. This is most likely to include an area of new double yellow line restrictions.

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

5.106 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 localised service.

5.107 There is a good access to the public transport network via both bus stops and Folkestone West Railway Station. A range of shops and services is accessible on Cheriton Road.

5.108 In respect of constraints, 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.

Policy UA15

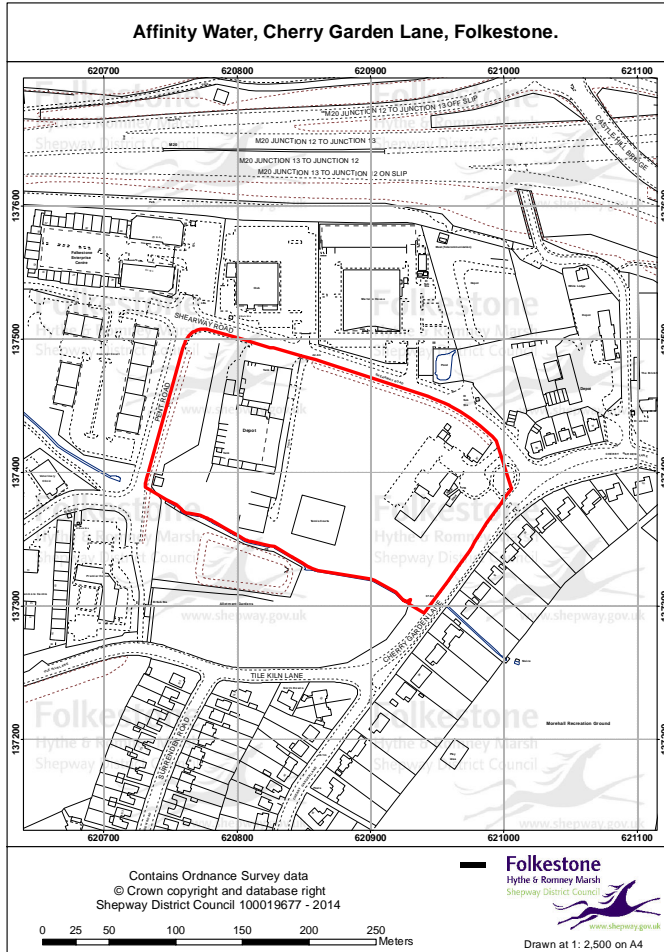
The Cherry Pickers Public House, Cheriton

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

Development proposals will be supported where:

1. Necessary highway mitigation measures are incorporated to ensure safe visibility and access
2. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Affinity Water, Cherry Garden Lane (SHLAA ref: 425C)



Picture 5.18

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

5.110 The site is rectangular and consists of very low-density employment use at present. To the west is a depot that consists of a small courtyard of single storey buildings with associated car parking. To the east are a small number of slightly

larger two storey buildings. In between is a large extent of open green space and two private tennis courts. Along the eastern side of the open space there are a number of trees, one of which is protected by a Tree Preservation Order (TPO).

5.111 The southern boundary is tree lined and provides a landscaped buffer to the allotment provision beyond. To the north is further land in Affinity Water's ownership as well as Bannatynes Health Club and offices situated in Martello House. Shearway and Concept Court Business Parks are located to the west of the site.

5.112 The site has excellent access to the strategic road network via Junction 13 of the M20 Motorway. Folkestone West is approximately 1km away and there is a range of local services available in Cheriton.

5.113 In respect of development characteristics, the site is well suited for development. It is situated at slightly below road level on Shearway Road, which provides the opportunity to mitigate the visual impact of development. Adequate opportunity also exists to provide replacement areas of publicly accessible open space whilst still providing for high quality family housing.

5.114 The site is largely free of environmental planning constraints, albeit a small area is in an area of Archaeological Potential and the site is located in Source Protection Zone 1, a sensitive location from a groundwater protection point of view. In addition any future residential use will need to be carefully planned to ensure that the amenities of future occupants are acceptable in the context of the neighbouring uses. There is an opportunity for self or custom build plots within the development.

Policy UA16

Affinity Water, Shearway Road, Cheriton

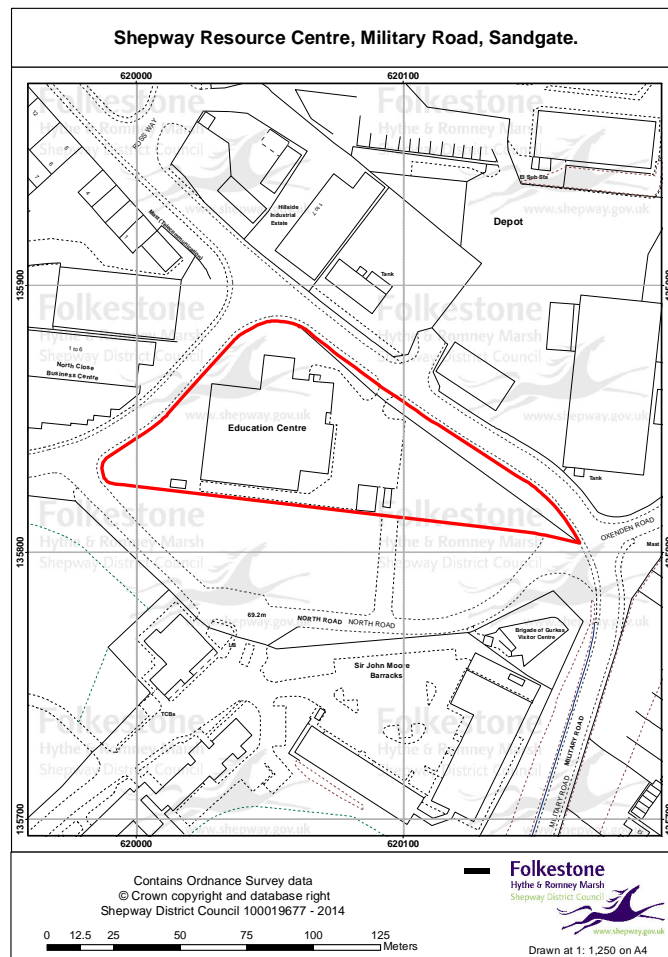
The site is allocated for residential development with an estimated capacity of 70 dwellings and an area of public open space approximately 1 ha in size.

Development proposals will be supported where:

1. The proposal forms part of a wider strategy showing how the existing facilities will be reprovided within the area north of Shearway Road
2. A masterplan of the whole site is provided that demonstrates a comprehensive approach to development
3. A new footway is provided along the southern edge of Shearway Road
4. The line of trees along the southern boundary and the tree with the TPO are retained and protected for its amenity value
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. The public open space includes publicly accessible on site play equipment and appropriate planting
7. The development has at least 4 self / custom build plots on site.

Sandgate and West Folkestone

Shepway Resource Centre, Sandgate (SHLAA ref: 636)



Picture 5.19

5.115 The Shepway Resource Centre was last used as a Kent County Council Learning Disability Day Centre, which was vacated in June 2013. Prior to this, it was used for a variety of community uses including an Education Centre. The property has been marketed for commercial re-use since the last occupant vacated, but to date there has been insufficient interest in commercial uptake.

5.116 The site constitutes approximately 0.64ha land focused around a single storey brick built municipal building of functional form. It was built circa 1985 in a largely commercial area. North of the site is a Waste Management and Transfer Centre. West is a well-established Industrial Estate and south is the Risborough Army Barracks and the Grade II Listed Roman Catholic Chapel. At Risborough Army

Barracks land is allocated for housing as part of the wider Shorncliffe Garrison strategic site, which will also deliver a new primary school, Doctors Surgery and other facilities within walking distance.

5.117 The building is of a relatively poor quality and is in need of substantial repair, which is likely to be unattractive to commercial operators. Furthermore, it appears unlikely that it could be restored to a format attractive to modern commercial users.

5.118 There is a well-established vehicular access to the site from Military Road. The land also benefits from good access to bus stops on Military Road, which provide connections to nearby services.

5.119 In respect of constraints the site is in close proximity to the Grade II listed Roman Catholic Chapel, the setting of which will need to be taken into account with any scheme for development. In addition a small area of the site is in an area of Archaeological Potential and any future residential use will need to be carefully planned to ensure that the amenities of future occupants are acceptable in the context of the neighbouring uses. Likewise, it is important that the presence of residential uses does not prejudice the ability for the neighbouring uses to continue in a viable manner.

5.120 Based on the characteristics of the site and the surrounding uses we consider that a mix of conventional housing and apartments would be most appropriate and a planning application (Y16/0463/SH) is currently being considered for the development of 23 dwellings and 18 flats on the site.

Policy UA17

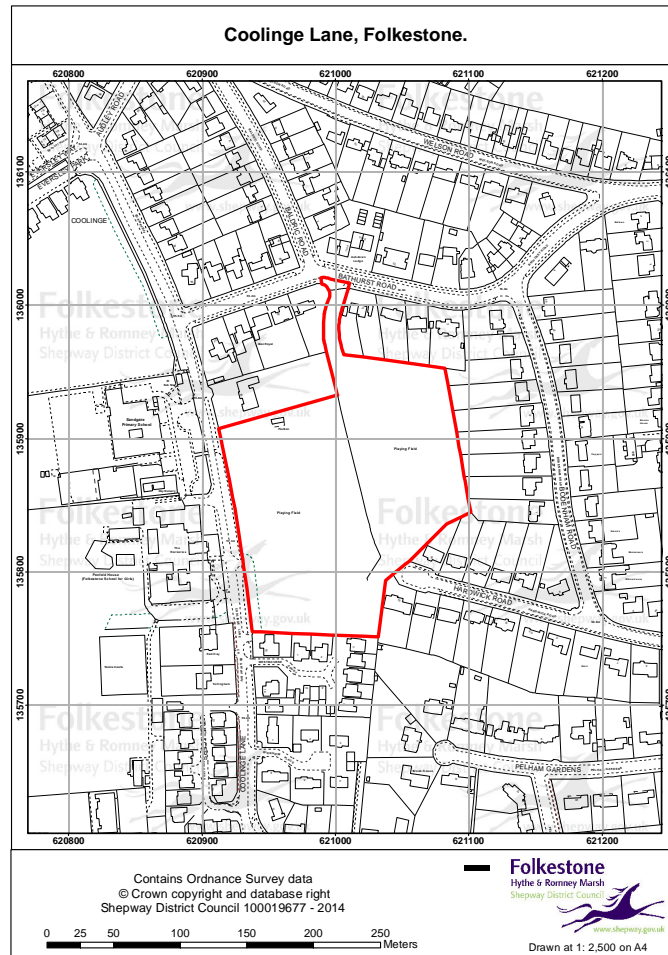
The Shepway Resource Centre, Military Road

The site is allocated for residential development with an estimated capacity of 41 dwellings.

Development proposals will be supported where:

1. A high quality design and mix of dwelling types is advanced that would protect the amenities of future occupants without prejudicing the long term viability of the surrounding commercial uses;
2. The design of the development should ensure that the setting of the nearby Roman Catholic Church Grade II Listed Building is enhanced
3. Existing trees and hedgerows around the eastern boundary of site are retained and enhanced
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Land East of Cooling Lane, Sandgate (SHLAA ref: 405)



Picture 5.20

5.121 This site forms part of the wider landholding of Pent Valley Technology College, which is closing down. Accordingly, it is no longer needed in association to the educational use and has been previously identified by KCC as surplus to their needs. The Playing Pitches serve Pent Valley School however they have been identified as surplus to their needs due to the significant separation from the school itself.

5.122 The site is a broadly square parcel of approximately 2.7 ha of undeveloped land. It consists of two former sports pitches divided by a linear group of mature trees. It is surrounded by built development on all sides, with the north, east and south boundaries all abutting residential properties. The western boundary is formed by Cooling Lane beyond which is Sandgate Primary School and The Folkestone

School for Girls, both of which benefit from their own dedicated sports and recreational provision. The wider area is largely made of traditional designed two storey detached family homes.

5.123 The site benefits from good access opportunities from Coolinge Lane, Bathurst Road and Hardwick Road.

5.124 The site is considered to be in a sustainable area with good access to bus stops and a basic range of day-to-day services.

5.125 In respect of constraints, the site is largely unrestricted, however the western site boundary is within close proximity of Penfold House a Grade II Listed Building, therefore its setting should be a consideration. The mature tree belt should be retained, as it provides a good degree of separation between the two parts of the site and may have some ecological potential.

5.126 The critical matter when considering the principle of development is whether the loss of the playing pitches can be fully justified. The loss of playing pitches (including for schools) will normally only be permitted where sufficient alternative provision exists or new sport and recreational facilities will be provided of at least the equivalent community benefit. Accordingly, it would be necessary for any developer to satisfy the Council that a wider strategy is in place to mitigate against the loss of this pitch provision or that the loss will be offset by a substantial improvement elsewhere.

5.127 In respect of the type of development considered acceptable in this area, a mix of family scale units would appear most appropriate given the established character of the surroundings. Based on a similar density of approximately 40 dwellings per hectare, it is considered that approximately 60 dwellings could be accommodated, together with a meaningful degree of open space to be retained for public use. There is an opportunity for self and custom build plots on the development.

Policy UA18

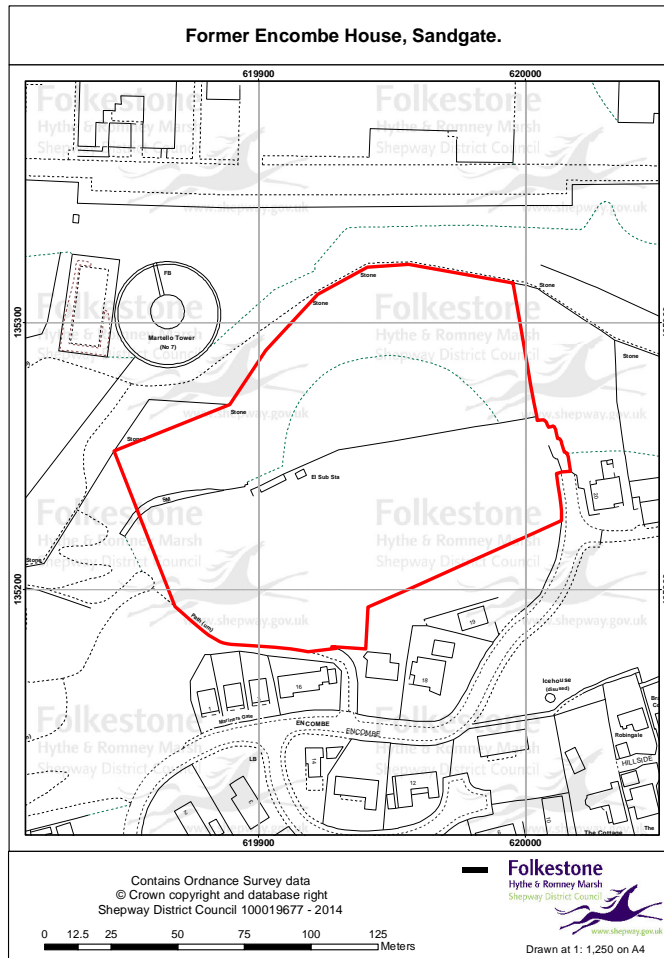
Land East of Coolinge Lane, Sandgate

The site is allocated for residential development with an estimated capacity of up to 60 dwellings and approximately 1.2 ha of retained publicly accessible open space.

Development proposals will be supported where:

1. An area of publicly accessible open space to incorporate natural play, planting, including edible planting and high quality landscaping is provided
2. Access is provided from both Coolinge Lane and either Bathhurst or Hardwick Road, with improved cycle and pedestrian connectivity provided from the site to the surrounding area
3. The design of the development ensures that the setting of the nearby Penfold House Folkestone School for Girls Grade II Listed Building is sustained and enhanced
4. The development has at least 2 self / custom build plots on site
5. The mature tree belt across the site is retained and enhanced
6. Existing trees and hedgerows around perimeter of site are retained and enhanced
7. The ecological potential of the site is fully investigated and mitigated (where necessary) as part of the application proposal
8. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
9. Proposals include either:
 - a. A strategy to mitigate the loss of playing pitch provision either as a like for like replacement elsewhere, on site provision or via the upgrade of existing off site facilities; or
 - b. It adequately demonstrated that there is an over provision of playing pitches in the local area and that there would not be a detrimental impact on pitch provision because of the loss of these pitches.

Encombe House, Encombe, Sandgate (SHLAA ref: 113)



Picture 5.21

5.128 The site amounts to 1.65 ha of land at the northern end of the Encombe cul-de-sac towards the western end of Sandgate. Encombe is an attractive residential street set into the hillside north of the Sandgate Esplanade. The topography is dramatic and rises steeply to the north.

5.129 There is a variety of surrounding residential types, which range from contemporary timber clad dwellings to traditional coastal bungalows.

5.130 The site is subject to a number of Tree Preservation Orders affecting the site. 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 lies within the setting of the Sandgate High Street Conservation Area. In addition the site lies within an area of potential land instability. Nonetheless, planning permission exists

for the redevelopment of the site to provide 36 new apartments over three individual blocks. Accordingly, it is considered appropriate to allocate the site for development to ensure long-term delivery.

5.131 Planning permission (Y11/0122/SH and Y15/1154/SH) exists for the erection of 36 two and three bedroom flats in three pavilions (or blocks).

Policy UA19

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. The ecological and arboricultural potential of the site is fully investigated and mitigated (where necessary) prior to the commencement of any development here to ensure that the biodiversity of this site is enhanced and TPOs protected
2. Proposals would enhance the setting of the nearby Scheduled Ancient Monument and the Sandgate High Street Conservation Area
3. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
4. The development complies with Policy NE6 Land Stability.

Alternative Housing Options Considered

5.132 The alternative sites considered for residential development but have been rejected are set out in Appendix 1.

Hythe

5.133 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.

5.134 Today Hythe has a population of 14,516. The town has a wide range of services and facilities reflecting its function including a secondary school and 5 Primary Schools.

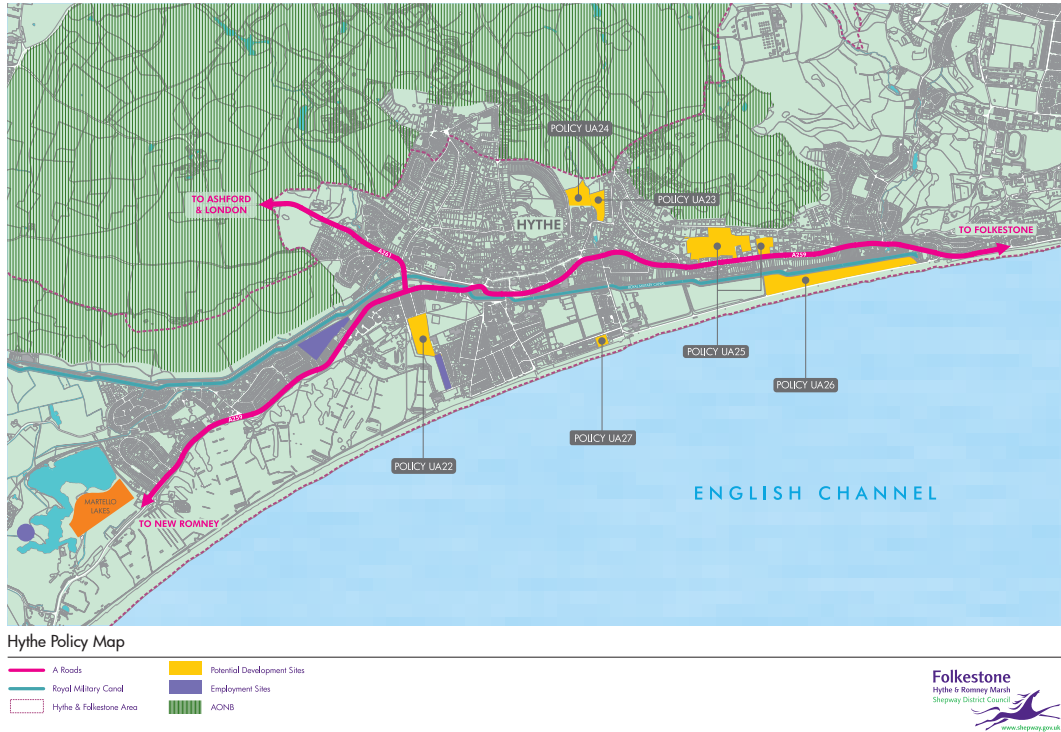
5.135 The Core Strategy Settlement Hierarchy reflects this function and has identified the town as Strategic Town to '...accommodate significant development - in so far that it is consistent with maintaining historic character - appropriate to the needs of their wider hinterlands in Shepway, and maintaining the viability of their local transport hubs, town centres and higher-order tourism, employment and public services'.

5.136 Core Strategy Policy CSD7 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 frontage 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.

5.137 An integral part 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:

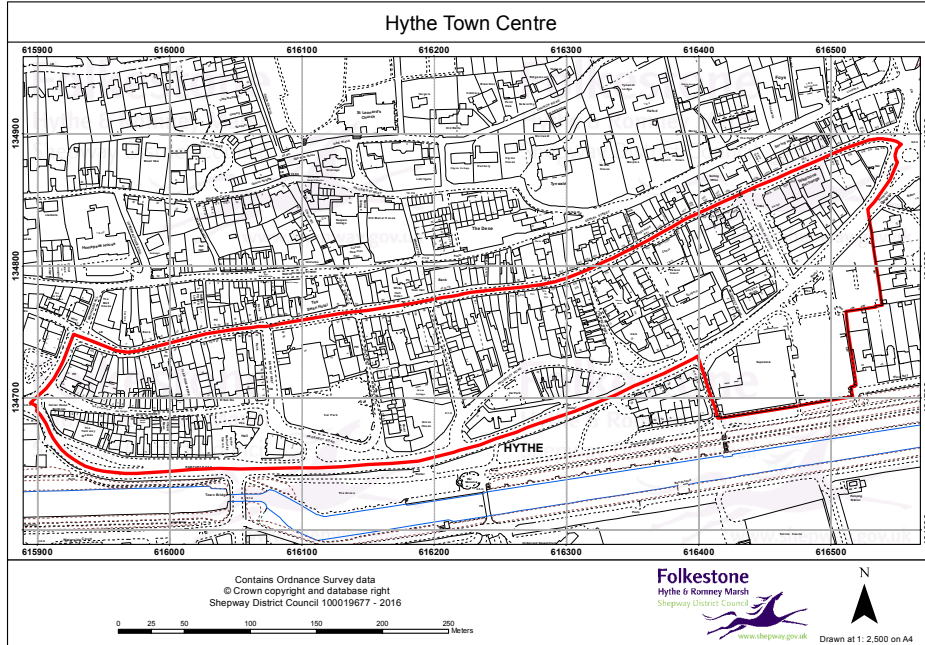
- Scanlon's Bridge- A259/A261- Upgrades to improve vehicular capacity, safety, ease of use, and cycle and pedestrian movement by 2016.
- Flood Defences - Hythe Ranges - Reinforcement of Defences including construction of rock revetment by 2021.

Places and Policies Local Plan, Preferred Options



Picture 5.22

Hythe Town Centre Policy



Picture 5.23

5.138 Hythe is the second-largest centre in the District and has a retail offer which is significantly different to that offered in Folkestone. The focus of the town centre uses is on retail, but the offer is largely orientated towards independent retailers with a more specialist product offer, 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% (2015).

5.139 The Town Centre Study (2015) indicated that the principal aim of the Council should be to 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 / A3 uses should be resisted where possible, to retain the vitality and viability of the high street.

Policy UA20

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) within the town centre, development on the ground floor will be permitted for A1 and A3 uses. Other uses will be permitted in the Primary Shopping Frontage provided that:

1. They fall within the definition of 'town centre uses' as defined in the NPPF; or
2. They fall under D1 uses and provide a complimentary function to the town centre: and
3. They would not create a continuous frontage of two or more non A1 uses.

For development proposals that fall within the town centre uses definition that cannot be located within the designated town centre area, permission will be permitted provided that:

1. the sequential approach set out in the National Planning Policy Framework and the Planning Practice Guidance has been followed;
2. A full assessment is provided of the impact the proposal would have on Hythe Town Centre and any other town centres, relating to the scale and the type of development proposed in compliance with the National Planning Policy Framework and Planning Practise Guidance;
3. It can be demonstrated that the site is in an accessible location and well connected to the town centre that would encourage people to walk, cycle and use public transport;
4. The overall design reflects the local character in which it is located and the impact of any car parking is reduced by location and appropriate landscaping; and
5. A suitable access and, if required, service yard, can be provided without detrimental impacts to any local residential amenity.

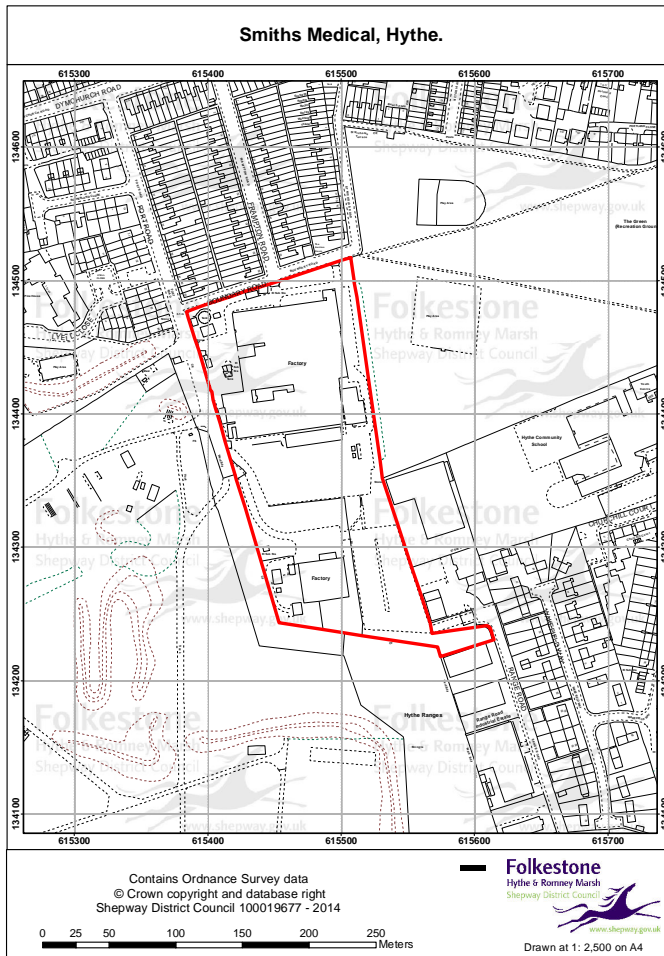
Employment Land Policy

5.140 Sites identified for employment (B1, B2 and B8 uses) in Hythe are identified in Policy E1 and are considered suitable for meeting the needs of business over the period of the Plan. The sites identified are:

- Nickolls Quarry, Hythe (B1)
- Link Park (Areas A & C) Lympe Hythe (B1, B2, B2c & B8)

Residential Allocations

Smiths Medical, Hythe (Subject to ELR) (SHLAA ref: 137)



Picture 5.24

5.141 Smiths Medical is a 3.2 ha Class B1 and B2 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 in employment use. However, the attractiveness of the facilities has declined in recent years, which has resulted in a decline in use of the site. Accordingly, it is necessary to consider a more positive re-use for the site.

5.142 The site is made up of a series of different industrial uses and buildings. Predominantly the main facilities are 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 because of the natural evolution of the site over time. However, the buildings largely no longer meet modern commercial needs. An ancillary car park is located to the south of the main buildings.

5.143 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 (Ford Road, Frampton Road and Nicholas Road) made up of predominantly Victorian/ 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.

5.144 The site is situated within a highly sustainable location. Within a 500m radius are a series of bus stops, local shops and services and a large Superstore. There is also good access to a range of leisure, education and community facilities.

5.145 The site is currently a designated employment site Policy E1(h) where planning permission will normally be refused for the development of allocated employment sites to other uses. However, this allocation was included at a time where the existing facilities were in higher demand. Furthermore, paragraph 51 of the NPPF provides a fairly clear direction that employment sites should not be retained in employment use in areas of high housing need and unless there are strong economic reasons not to allow a change. Accordingly, as the site has been subject to a decline in demand, we consider it reasonable to now plan for a sustainable re-use of this previously developed site.

5.146 In respect of environmental constraints, the whole site is located within Flood Risk 3 (Coastal Flooding). However, the higher section of the site (southern) is identified as being at lower risk of flooding in the Strategic Flood Risk Assessment.

5.147 The southeast 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.

5.148 In considering future re-use, the site is sustainably located and developed in nature. It is therefore considered prudent to plan for a relatively high density of new housing along with the southern factory element being retained for commercial use. In addition there is an opportunity for self and custom build plots within the development and improvements to the area of hardstanding within the Local Wildlife site.

Policy UA21

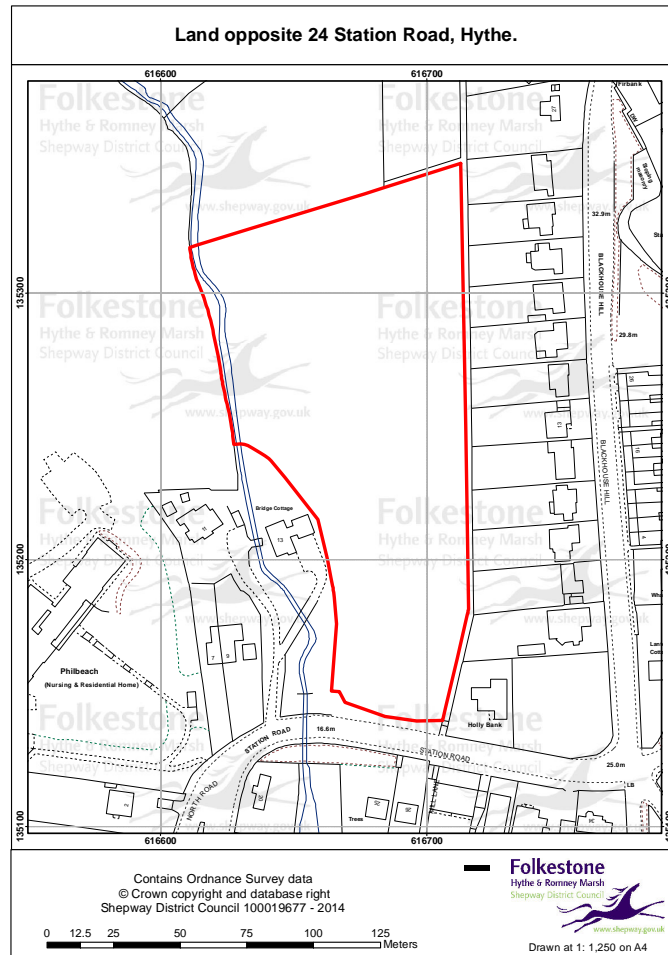
Smiths Medical Campus, Hythe

The site is allocated for mixed residential development with an estimated capacity of approximately 80 dwellings and Commercial use B1/B8.

Development proposals will be supported where:

1. The design and layout of the whole site should provide vehicular access for residential and business development from Fort Road with an additional new relief road connection to Range Road. No vehicular access should be from Boundary Road
2. Retention of the established factory unit and car park located at the southern end of the site.
3. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
4. Any potential contamination from former use is investigated and appropriately mitigated as part of the development
5. Ecological investigations are undertaken adequate mitigation measures identified (if necessary) to ensure development does not have an adverse impact upon the Hythe Ranges Local Wildlife Site
6. The development has at least 4 self / custom build plots on site

Land at Station Road (SHLAA ref: 621)



Picture 5.25

5.149 Land at Station Road is an undeveloped parcel of grassland surrounded by an enclosed protected tree lined boundary. It falls within the built up area of Hythe in an area largely surrounded by established housing. Historically planning permission has been granted for a 24-bed hospice but this planning permission was never implemented. The characteristics of this site makes it a suitable location for providing sustainable new homes.

5.150 The site area extends to approximately 1.25 ha of grassland. It is rectangular and benefits from strong tree lined defensible boundaries. The topography of the land changes gradually across the site. There is an established vehicular access to the land from Station Road.

5.151 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). East of the site is a public right of way with a ribbon of detached and semi-detached properties that front Blackhouse Hill beyond. To the south is Station Road, whilst to the western boundary the site bounds Bridge Cottage, land associated with the Saltwood Care Centre and the Mill Stream.

5.152 Based on the characteristics and location of the site the Council considers a development scheme of mostly detached family houses, 2 storey in height with gardens, mirroring the surrounding development would be the most appropriate. Accordingly, development at a density of 30 dwellings per hectare appears the most appropriate.

Policy UA22

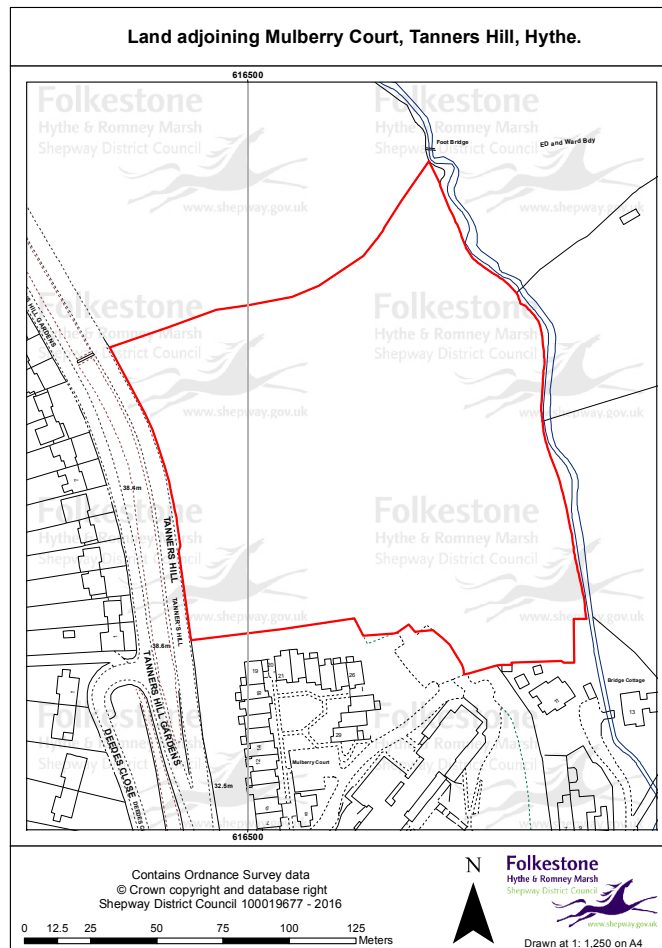
Land at Station Road, Hythe

The site is allocated for residential development with an estimated capacity of approximately 40 family sized dwellings.

Development proposals will be supported where:

1. Development is designed to a high quality standard that would not have an harmful impact upon the character and setting of the nearby Kent Downs Area of Outstanding Natural Beauty
2. Ecological and arboricultural investigations are undertaken and adequate mitigation measures identified to ensure development does not have an adverse impact upon protected trees or protected species
3. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
5. Development directs land to sequentially preferential locations within the site in terms of flood risk.

Land at the Saltwood Care Centre



Picture 5.26

5.153 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. This site is currently subject of a planning application for 84 extra care homes (Y15/0720/SH).

5.154 The topography of the land varies and has an extensive frontage with Tanners Hill as well as an established vehicular access via the Saltwood Care Centre.

5.155 In respect of environmental constraints, the north, east and partial west boundaries all contain trees that are subject to Tree Preservation Orders and may have some scope to be used by roosting bats. The whole site is covered by a blanket tree preservation order, albeit significant work has been carried out to identify the trees that are worthy of long-term potential. The site is located south of the Kent Downs Area of Outstanding Natural Beauty.

5.156 The site is likely to be able to support an enlargement of the existing retirement community rather than conventional market housing, which would not be suitable due to limited pedestrian links.

Policy UA23

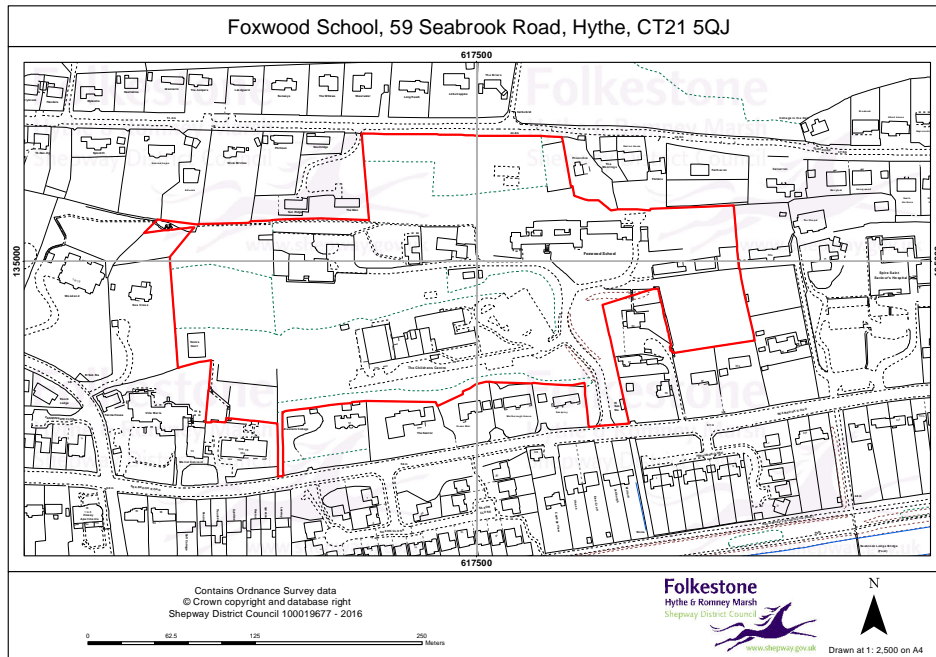
Land at the Saltwood Care Centre

The site is allocated for an appropriate quantum of Extra Care (C2/C3) housing.

Development proposals will be supported where:

1. All properties are designed to wheelchair accessible homes standards (M4(3)3 of the building regulations
2. On site care provision is made via an appropriate contract that requires a minimum of 2 hours of care, to be provided by a CSCI registered provider
3. The development meets the needs of the ageing population and is restricted to occupation for those over 65
4. Appropriate communal facilities are provided to meet the needs of an elderly population
5. Proposals are landscape led and demonstrate that landscape character is protected
6. Access is provided to meet the needs of residents and to provide connectivity to the surrounding area
7. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Foxwood School and St Saviours Hospital, Seabrook Road, Hythe (SHLAA ref: 313 and 1018)



Picture 5.27



Picture 5.28

5.157 As part of its ongoing education planning, Kent County Council is to merge Foxwood and Highview Schools. This merger will include the closure of both the existing facilities in Hythe and Folkestone, with a new enlarged, rebranded and purpose built school nearing completion on Park Farm Road, Folkestone. These education changes will leave the current facilities at Foxwood and Highview School vacant and available for redevelopment. It is understood that these changes will be implemented in full by late 2016.

5.158 Similarly St Saviours 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.

5.159 Both Foxwood School and St Saviours Hospital are on large plots fronting Seabrook Road. Due to the nature of the street and the significant rising topography the built form of 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 position of housing in front and significant tree planting.

5.160 The hospital site is 1.14ha and includes three buildings. The original part of the building dates from the 1850's with substantial extensions in the 1960's to accommodate a hospital. West of the main building is the oldest element of the site, the Dutch House (71 Seabrook Road), an early 20th Century dwelling that pre-dates the hospital use. The third building, situated in the eastern extent is an annexe added to extend the hospital. An established vehicular access from Seabrook Road exists on the southern boundary.

5.161 Foxwood School constitutes a much larger area of land that covers approximately 6.3 ha of land. It is also accessed via Seabrook Road, via a private driveway. There are approximately eight buildings spread across the site in two distinct parcels. These buildings vary from traditional pitched roof school buildings to more modern flat roof facilities. The site also benefits from a well-established tree lined driveway.

5.162 Both sites are deemed to be sustainable with good access to public transport links and a range of basic services and community facilities.

5.163 In respect of constraints there are Tree Preservation Orders that apply to both sites and that may have some wider ecological potential. The sites are located immediately south of the Kent Downs Area of Outstanding Natural Beauty, a landscape of national importance. The sites are within an Area of Special Character and are prominent on the hillside. The sites are also located near the Royal Military Canal a Scheduled Monument and Local Wildlife Site.

5.164 In considering future proposals, St Saviours Hospital is considered suitable for residential development at a density of approx. 30 dwellings per hectare to provide additional family accommodation. Foxwood School could be redeveloped at a higher density because of its position behind properties on Seabrook Road and for self and custom build development plots on site. Furthermore, opportunity exists to provide a mix of conventional housing and apartment blocks that replicate the large-scale buildings already found on the site.

5.165 The limited school capacity in the locality will put significant pressure on pupil places, with the developments proposed likely to require further local provision to mitigate the impact of housing. At present, Seabrook Primary School is located on a small, constrained site with limited facilities to serve a 0.5FE school. The school does however have a separate playing field, where planning permission has previously been granted for a replacement facility. KCC Education have confirmed that there is a capacity within the Eversley Road, Hythe playing field site to provide for a new 1FE Primary School, together with retained playing pitches, subject to further investigation. The requirement for development in Hythe, as allocated by policies

UA23, 24 and 25 will be further explored ahead of publication of the plan. Should a new school require funding appropriate contributions alongside those provided by the redevelopment of the existing sites to mitigate the impact of the development could be funded via payments received in the Community Infrastructure Levy.

Policy UA24

Foxwood School and St Saviours Hospital, Seabrook Road, Hythe

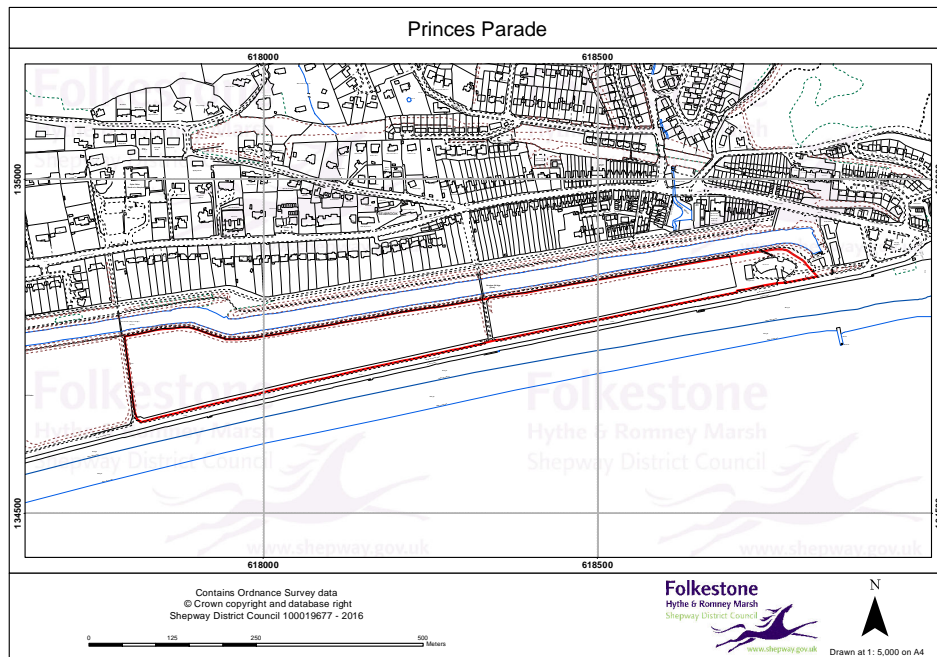
Foxwood School is allocated for a landscape led residential development with an estimated capacity of approximately 150 dwellings.

St Saviours Hospital is allocated for a landscape led residential development with an estimated capacity of approximately 35 dwellings.

Development proposals will be supported where:

1. The design proposals are genuinely landscape led to take account of the environmental and topographical features of the sites and to ensure important long and short distance views are retained and the proposal preserves the character and setting of the Kent Downs Area of Outstanding Natural Beauty, the Area of Special Character and the Local Wildlife Site
2. The design of the development should seek to enhance the setting of the nearby Grade II Listed Building The Black Cottage and Scheduled Monument the Royal Military Canal
3. An appropriate mix of housing and/or apartments is provided that respects the constraints of the sites
4. The archaeological potential of the land is properly considered and measures are agreed to monitor and respond to any finds of interest
5. Access is derived from Seabrook Road with no vehicular access via Cliff Road
6. Ecological and arboricultural investigations are undertaken and adequate mitigation measures identified to ensure development does not have an adverse impact upon protected trees or wider established habitats
7. The provision of open space and children's play space being provided and a management company is established for its long term maintenance
8. The Foxwood School site has at least 6-8 self / custom build plots on site
9. The Dutch House (71 Seabrook Road) must be retained and incorporated in to any design.

Princes Parade, Hythe (SHLAA ref: 153)



Picture 5.29

5.166 The site is a former domestic refuse waste disposal site, located in a prominent position on the coast along Princes Parade, a 2km seafront promenade that links the Esplanade at Sandgate to the West Parade at Hythe. It lies between the road and seafront promenade and the Royal Military Canal, a Scheduled Monument and Local Wildlife Site, which directly abuts the site along its northern extent. To the west of the site at a lower level, there is open land, in use as a golf course.

5.167 The site amounts to 7.2 hectares covering a length approximately 1km, with a width of between 130 metres in the west and 55 metres in the east.

5.168 The land itself has limited recreational value and is overgrown, with the ground beneath contaminated due to its former use which has significantly raised the levels within the site by approximately 4 metres. The site is well located in a sustainable urban location. It is appropriate to plan positively for a new use, whilst also preserving and enhancing the significance of the important designated heritage asset and seafront location.

5.169 Along the entire northern boundary runs the Royal Military Canal. This 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 the Romney Marsh area. The canal runs for a total of 28 miles

from the site, beneath Shorncliffe Camp 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 turning into a canal again from Winchelsea to its western terminus at Cliff End on the coast.

5.170 The Canal was an important element in the Napoleonic defences of southeast England and is the only canal built as a fortification in the country. It is a unique defensive work and provides a modern day reminder of a period when nineteenth century Britain faced the most serious threat of invasion prior to the major conflicts of the 20th century. The canal was re-used as an anti invasion defence in World War II. Accordingly, it is well acknowledged by the Council that the important Scheduled Monument is worthy of long-term protection and capable of enhancement. As required by the National Planning Policy Framework, local authorities should set out in their local plan a positive strategy for the conservation and enjoyment of the historic environment. Such a strategy should recognise that conservation is not a passive exercise. In developing their strategy, local planning authorities should identify specific opportunities within their area for the conservation and enhancement of heritage assets. This could include, where appropriate, the delivery of development within their setting that will make a positive contribution to better reveal the significance of the heritage asset.

5.171 Nonetheless, the Council is also committed to provide the homes, community facilities and local services necessary to support the needs of current and future generations of its residents. A careful balance is therefore needed when considering potential re-use of sustainably located land which has been previously used for waste disposal purposes which has resulted in contamination.

5.172 Around the midway point of the site is a pedestrian crossing, here Seaview Bridge crosses the canal and a path then runs up to the white wooden sea shelter on Princes Parade, providing an important link between the seafront and Seabrook Road. Either side of the canal bank are public bridle ways, 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 bridle way are the rear gardens of properties that front Seabrook Road and properties on Seabrook Gardens, Beacon Terrace and Hannant Court which directly front on to the northern bridle way. The scheduled monument is more than just the watercourse it also includes the rampart, Military Road, towpath and where they still exist the front and back drains. Immediately west of the site is the Imperial Hotel Golf Club and Spa. Part of the hotel grounds have recently been developed for residential homes, which have funded significant investment in the hotel. These properties are located within the setting of the Canal and are not considered to be of significant harm to its setting.

5.173 Approximately 1.5km to the west of the site the Council owns and operates Hythe Swimming Pool. The facility was opened in 1975 and is used by a number of individuals, schools and clubs, with Hythe Aqua Club having over 700 members. The existing facilities have exceeded their natural life and now requires considerable and

almost constant intervention to remain open. At times the pool has to close and because of this, its future availability beyond short term is unlikely. A detailed feasibility study ⁽⁵⁾ has been completed, considering alternative sites for a replacement facility. This included consideration of the current site (found to be too small), Hythe Green and South Road (both unavailable), Nickolls Quarry (unlikely to be deliverable in an acceptable time line) and Princes Parade, which the report concluded was the most appropriate, available and developable site for a viable leisure facility.

5.174 As such, it is proposed that the site should accommodate a replacement leisure facility to provide a sustainable and efficient facility to meet the needs of the present and future generations. Any development proposals will need to demonstrate the need for additional facilities beyond those to be replaced, however it is envisaged the following will be provided:

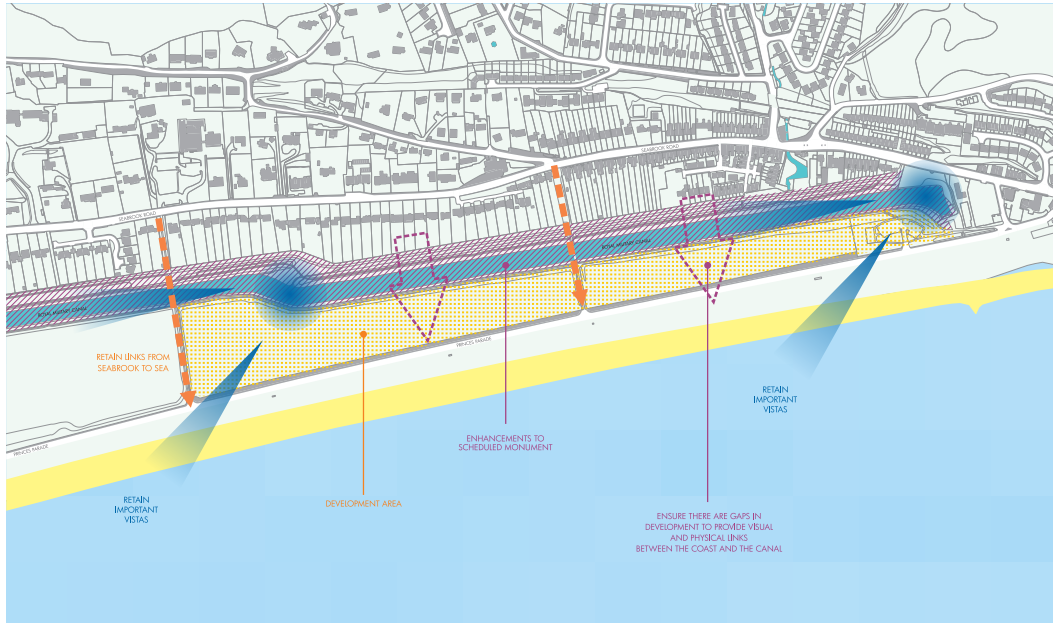
- A six lane swimming pool and a learner pool with viewing area
- An 80 station/equivalent gym
- Studio space
- Appropriate café/vending area and changing facilities
- An appropriate sized hall or multi-use space

5.175 Due to the visual prominence of the site and the relationship with the Royal Military Canal it is essential that a well considered, high quality, sensitive, innovative design solution is delivered which minimises harm to the significance of the canal through the contribution to this made by its setting. Opportunities should be taken to enhance or reveal the significance of the canal. The building should also, incorporate on site energy generation and be designed so as to minimise environmental impact.

5.176 In addition, there is further potential for a greater mix of uses on site to enhance the vibrancy of leisure and recreational uses here, as part of a comprehensively masterplanned development that incorporates 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.

5.177 In addition to the improvements to open space and recreational facilities, the development will provide an opportunity to enhance key aspects of the Royal Military Canal and open up its former relationship to the sea. Key aspects include enhancing the areas around the 'kinks', which were the location of gun emplacements, and the redoubt towards the far eastern point where the Canal meets the sea. Any development should be landscape led, retaining the linear character of the Canal, its relationship with its undeveloped character along its southern bank and identify key views from and to the site as part of any proposals.

5 Shepway District Council- New Swimming Pool Facility Feasibility Stage 1 (August 2012)



Princes Parade, Hythe: Key Considerations

Picture 5.30

5.178 An opportunity also exists to deliver much needed new housing, which will also help fund the community and leisure facilities. Early assessment has suggested 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 Monument. Whilst detailed proposals have not yet been advanced, it is envisaged that any such development would need to be masterplanned to ensure an appropriate mix of homes and to retain the openness of the coastline landscape within the site. There would be a mix of accommodation types to meet a variety of needs. There is opportunity for self and custom build at the site, with a policy requirement for 8 self/custom build plots within the development.

Policy UA25

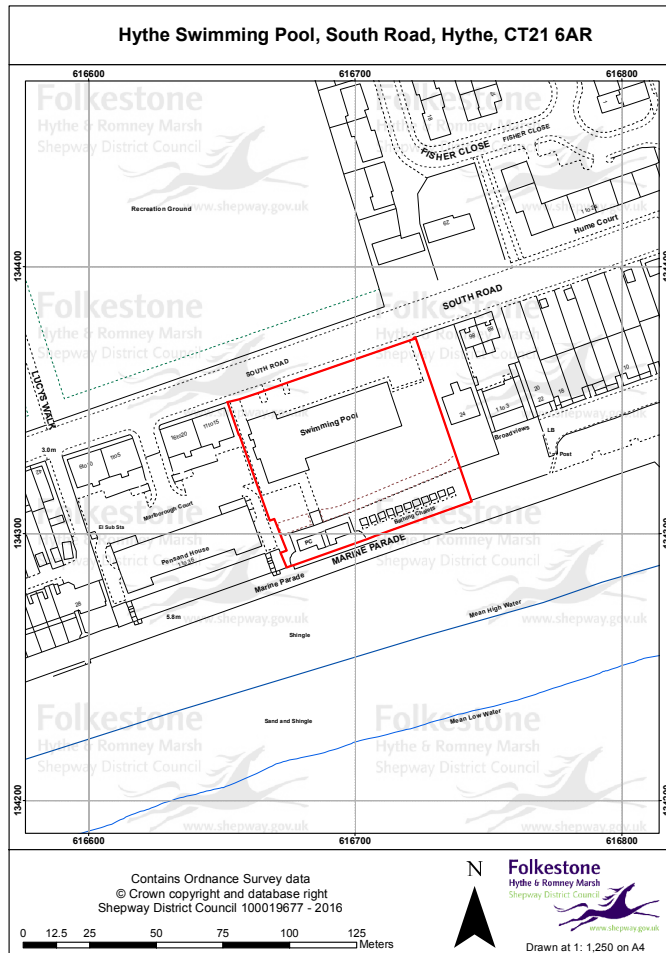
Princes Parade, Hythe

The site is allocated for mixed use redevelopment to include public open space, leisure, small scale commercial uses and up to 150 residential dwellings.

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 (2013). The mix of uses shall include :
 - A substantial community recreation and leisure offer including an appropriate replacement for Hythe Swimming Pool, with further investigation of the inclusion of other facilities
 - High quality public open spaces incorporating the enhancement of and linking between the canal and beach front and accessibility east to west along the canal and coast
 - An appropriate mix of well designed homes within a landscape led setting, including appropriate accommodation for the elderly, affordable housing and self/custom build
2. They are accompanied by appropriate heritage assessment to demonstrate that key features of the Royal Military Canal and its setting, which contribute to its significance as a Scheduled Monument would be preserved and enhanced and that the overall scheme would not result in substantial harm to the heritage asset
3. Any less than substantial harm is clearly and convincingly demonstrated to be outweighed by the public benefits of the proposal, which should include heritage benefits
4. Any potential contamination from former use is investigated and appropriately mitigated as part of the development
5. Appropriate protection, preservation and integration of the Royal Military Canal Local Wildlife Site is provided.

Hythe Swimming Pool (SHLAA ref: 142)



Picture 5.31

5.179 Hythe Swimming Pool is situated on South Road within Central Hythe. It remains in operational use at present, but ultimately 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.

5.180 The site is rectangular and 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 1920's café, public toilets and beach huts are located to the south.

5.181 North of the site is an open recreation ground, whilst 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.

5.182 The site is sustainable in nature with easy pedestrian access to the town, a range of facilities and to local bus stops, all of which are located within an 800m walking radius.

5.183 When the site becomes available for development 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.

Policy UA26

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. Contributions are made, through S106, for off site play and open space at the South Road Recreation ground
2. It can be demonstrated that a replacement facility is to be provided or is to be delivered
3. The café, public toilets and beach huts are retained
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Option 5

Do you have any other sites you wish to be considered within the Urban Character Area?

Alternative Housing Options Considered

5.184 The alternative sites considered for residential development but that have been rejected are set out in Appendix 1. Comments on the rejected sites can be made in Appendix 1.

Romney Marsh Character Area

6 Romney Marsh Character Area

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 there. For a long part of its history, this was a benighted part of the county, where *Marsh Fever*, decimated the local population. 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, Special Protection Area and Site of Special Scientific Interest. 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. They have a distinctive architectural character, whilst some have weatherboarding and hung tiles many have medieval churches at their core. However, overall, urban areas 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 the area suffers from issues of 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 many a view both within and outside the area. The military has historically been an important presence in the area, and today the Ministry of Defence is a major landowner on the shingle foreland at Lydd and Hythe ranges. In addition, commercial fishing on Dungeness Point, Lydd Airport's presence, 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.

6.5 A big impact on the area's economy will be the decommissioning of the "B" nuclear power station at Dungeness, now scheduled for 2028. The nuclear power stations at Dungeness have been central to the Romney Marsh's economy for many

years contributing some £50 million to the local economy annually. It employs some 1,500 people, many of whom live on the Marsh, in Shepway, Ashford and Rother districts. 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. The RMP was established in 2012 to lead the delivery of the Romney Marsh Socio-Economic Plan an economic strategy targeted at mitigating the negative consequences of decommissioning at Dungeness.

6.6 The Core Strategy sets out the aspirations for the area. At the heart of this vision for New Romney is improving day to day life for the residents through access to well paid employment, improved infrastructure, transport and essential services. At the same time the special coastal ecology and wildlife sites, particularly the unique 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 the sea reclaiming it, this theme will remain a challenge.

6.7 As per the Core Strategy Policy SS1, *"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."*

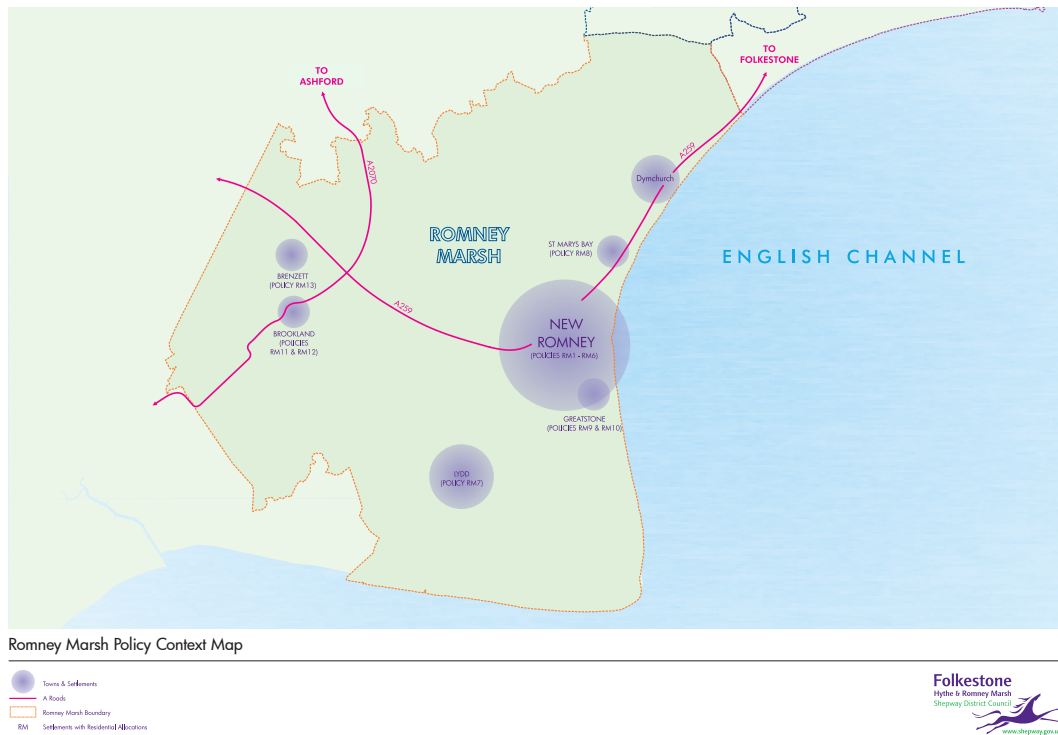
6.8 Development proposals should pay attention to the following factors:

- Retain the rural character of villages, ensuring that any new development is sensitively sited and screened with native trees to minimise its impact in 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.
- Take into account the linear landscape pattern and traditional tree species when integrating any new development into the landscape.

6.9 The Core Strategy set out a requirement that approximately 10% of new dwellings should be located in this area in accordance with the plan's Spatial Strategy by 2030/31 ⁽¹⁾. Allocations are made broadly according to the Settlement Hierarchy as presented in and guided by the Core Strategy to ensure the achievement of growth

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

requirements. The purpose of the Settlement Hierarchy is to guide and distribute development in particular locations whilst taking into account existing facilities and where future investment will be needed.



Picture 6.1

Strategic Town

New Romney Town (incorporating Littlestone-on-Sea)

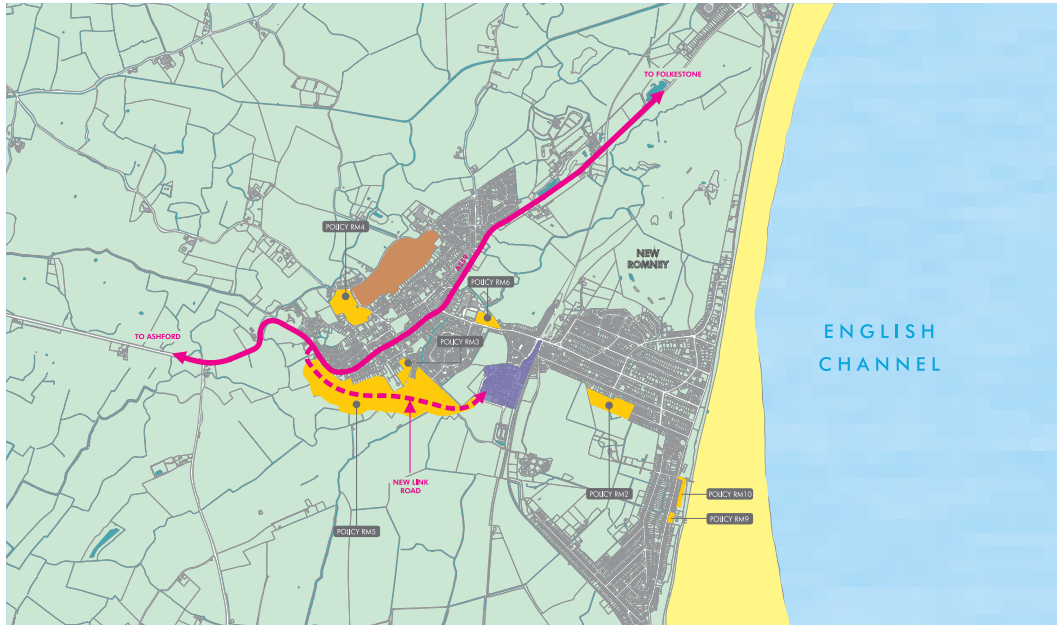
6.10 New Romney is a late Anglo-Saxon (850-1066AD) settlement, which grew into a small trading town. By the 8th century the coastline had changed dramatically and New Romney became a prominent port on the new harbour that had formed. A Royal Charter of 1155AD names New Romney as one of the five original 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.

6.11 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.

6.12 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.

6.13 As per Core Strategy Policy SS1, *"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."*

6.14 Policy CSD8 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. As a result this will improve pedestrian circulation. Some of the measures advanced include improving the setting of historic buildings within the High Street, minimising the environmental impact of traffic and investing in community facilities.



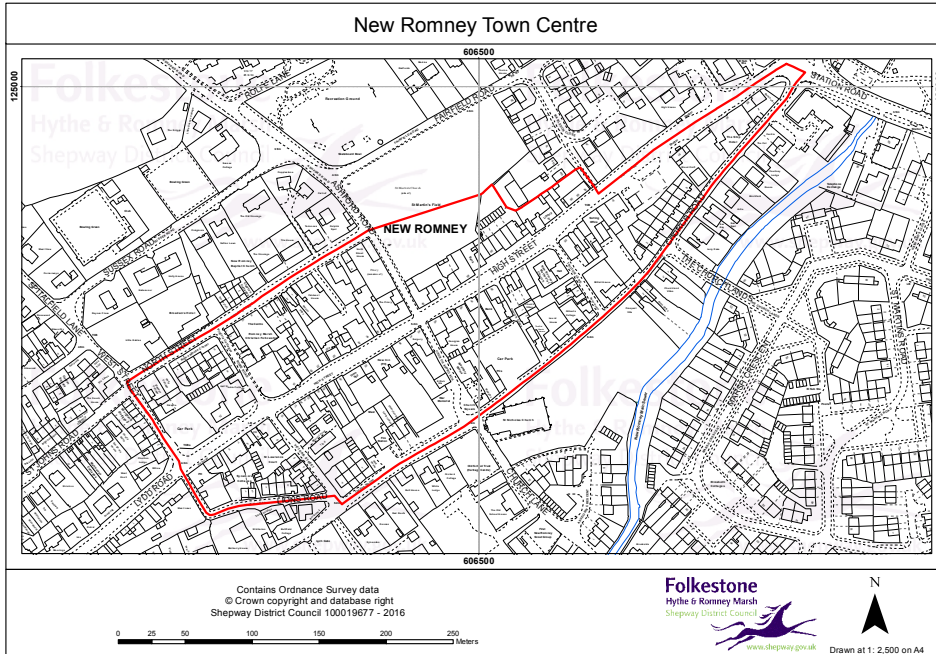
New Romney Policy Map

- A Roads
- Waterways
- Foreshore
- Potential Development Sites
- Core Strategy Broad Location
- Employment



Picture 6.2

Town Centre Policy



Picture 6.3

6.15 The High Street is linear and comprises of mainly comparison retail and service units. There is a supermarket at the eastern end of the town centre, whilst the offer along the High Street comprises of a range of predominantly-independent convenience, comparison and services retailers, including a small number of specialist retailers such as a delicatessen, crafts shop and tea rooms.

6.16 The Town Centre Study suggests that the town has a significantly lower vacancy rate than the UK average, and just one vacant unit was observed in the centre. The centre is attractive and well-maintained with a generally agreeable retailing environment. The study concluded that it was performing well at present against vitality and viability criteria.

6.17 It is proposed that New Romney, incorporating Littlestone and Greatstone, can support a relatively high level of development over the plan period. Core Strategy Policy CSD8 established a broad location for residential development to the north of the present settlement. In addition to this, complementary development is proposed at several other locations in relation to the town.

Policy RM1

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) within the town centre, development on the ground floor will be permitted for A1 and A3 uses. Other uses will be permitted in the Primary Shopping Frontage provided that:

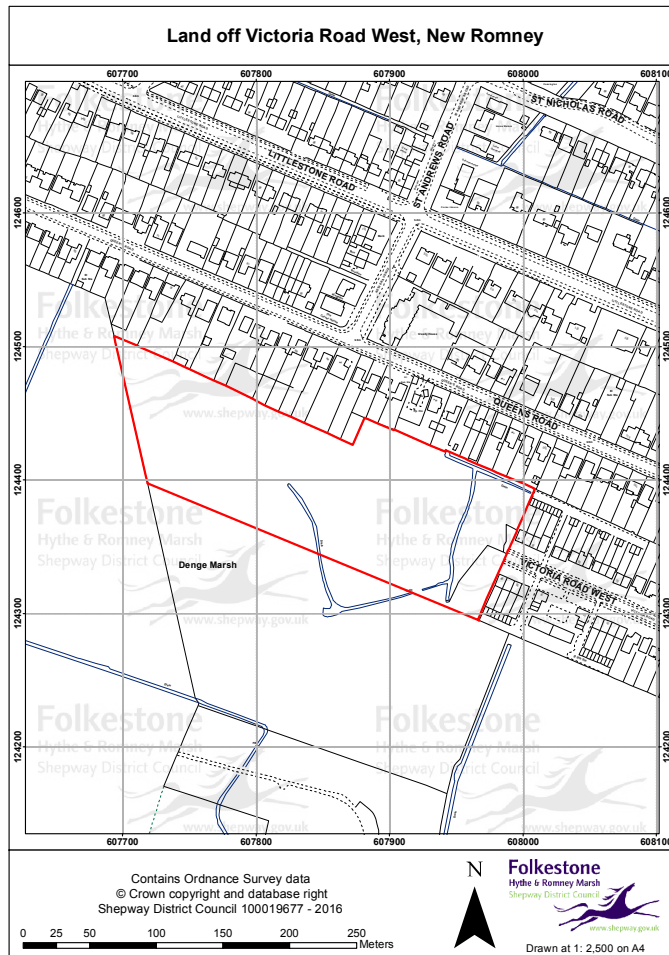
1. They fall within the definition of 'town centre uses'; or
2. They fall under D1 uses and provide a complimentary function to the town centre: and
3. They would not create a continuous frontage of two or more non A1 uses.

For development proposals that fall within the town centre uses definition that cannot be located within the designated town centre area, permission will be permitted provided that:

1. The sequential approach set out in the National Planning Policy Framework and the Planning Practise Guidance has been followed;
2. A full assessment is provided of the impact the proposal would have on New Romney Town Centre and any other town centres, relating to the scale and the type of development proposed in compliance with the National Planning Policy Framework and Planning Practise Guidance;
3. It can be demonstrated that the site is in an accessible location and well connected to the town centre that would encourage people to walk, cycle and use public transport;
4. The overall design reflects the local character in which it is located and the impact of any car parking is reduced by location and appropriate landscaping; and
5. A suitable access and, if required, service yard, can be provided without detrimental impacts to any local residential amenity.

Residential Allocations

Land off Victoria Road West, Littlestone (SHLAA ref: 379)



Picture 6.4

6.18 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 on to Queens Road. The site is open countryside and appears to be part of a larger grassed site used for grazing animals, with limited features. The site adjoins the settlement boundary and would be a logical continuation of the existing pattern of urban development in the area, which predominantly consists of long, wide, linear roads running to the coast. Although it is on the edge of development the site is in a sustainable location and within walking distance of the facilities and services of New Romney and Littlestone.

6.19 Adjoining the site to the north are the residential gardens of properties fronting on to 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.

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

6.21 The site is 2.9ha in size and is considered suitable for 70 dwellings with the opportunity for some self and custom build plots, depending on the size and layout. While a larger site than this was submitted for consideration in the SHLAA, this area was significantly reduced to avoid encroachment into open countryside.

Policy RM2

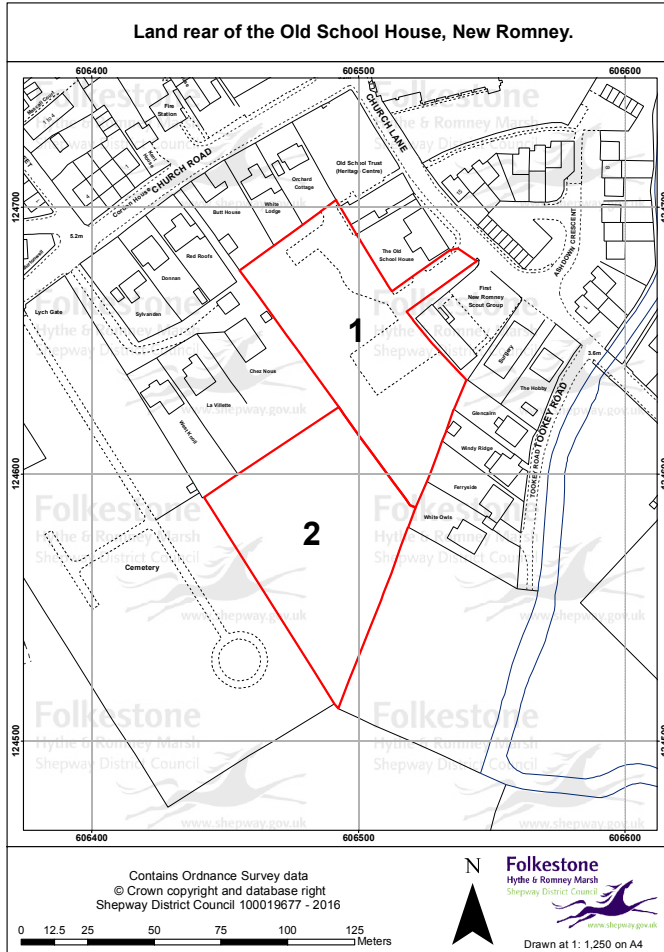
Land off Victoria Road West, Littlestone

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 solutions to parking issues along this road are forthcoming
2. The development has at least 4 self / custom build plots
3. Existing watercourses on site are integrated into the development
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 measures agreed to monitor and respond to any finds of interest
6. Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure as per Core Strategy Policy CSD5
7. Mitigation measures should be employed to prevent adverse effects on the nearby Ramsar, SAC and SSSI, and where possible provide biodiversity enhancements
8. Appropriate and proportionate contributions are made to medical facilities in New Romney through a site specific S106 agreement or CIL.

Land rear of the Old School House, Church Lane (SHLAA ref: 230 and 436)



Picture 6.5

6.22 The two sites are located south of the commercial centre of the town, within the settlement boundary and 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 of flood zones 2 and 3, which is reasonably rare for the whole 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, which appears to be in use as a garden / recreation area.

6.23 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.

6.24 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. It is important that both of these sites come forward for development as a single unified masterplan and proposal.

Policy RM3

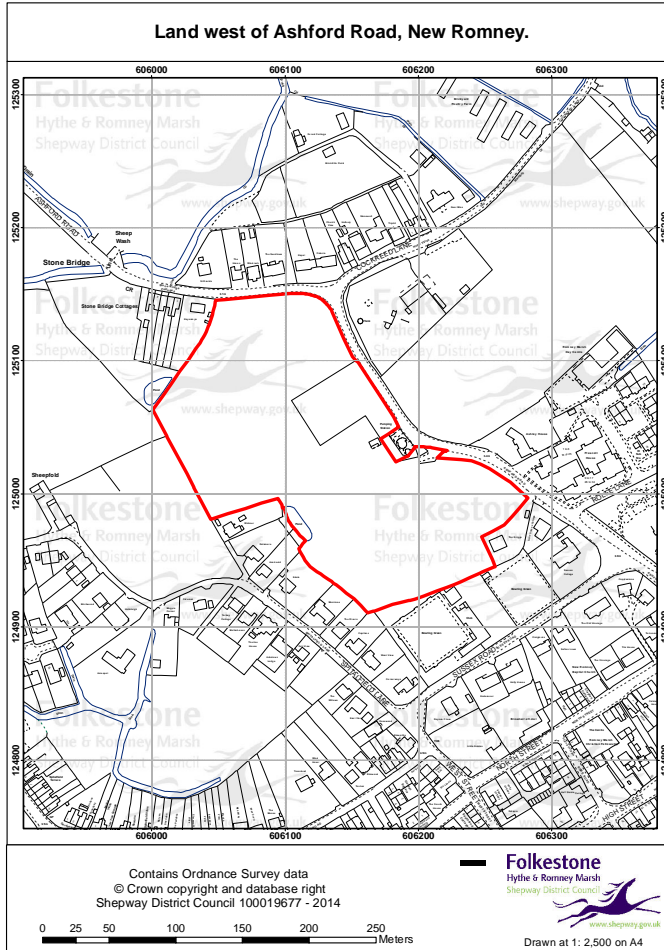
Land rear of the Old School House, Church Lane, New Romney

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 from Church Lane
2. Both sites are integrated in a unified masterplan, and come forward for development together as per the masterplan
3. Pedestrian permeability is ensured within and beyond 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. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. The design of the development should seek to minimise the effects on the setting of the nearby Listed Buildings and Scheduled Monument
7. A Phase 1 Habitat Survey should be undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site
8. Existing trees and hedgerows around perimeter of site are retained and enhanced
9. The design of the development should take into account the setting of the cemetery directly adjacent, softening the south and western edge of the development with a strong focus on landscaping
10. Appropriate and proportionate contributions are made to medical facilities in New Romney through a site specific S106 agreement.

Land west of Ashford Road (SHLAA ref: 403)



Picture 6.6

6.25 The Core Strategy (2013) highlighted a Broad Location for the strategic direction of New Romney's expansion in its Policy CSD8. 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 of this broad location 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. The site is in a sustainable location close to New Romney High Street, and is adjacent to the broad location allocation in Policy CSD8 of the Core Strategy and the settlement boundary.

6.26 The site currently consists of fields which are used to graze horses and a couple of small structures / sheds that appear to be related to horse keeping. The site is bounded by a mixture of mature hedgerow and fencing, with 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 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, once again they are mostly modern, detached and either bungalows or two storey dwellings.

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

Policy RM4

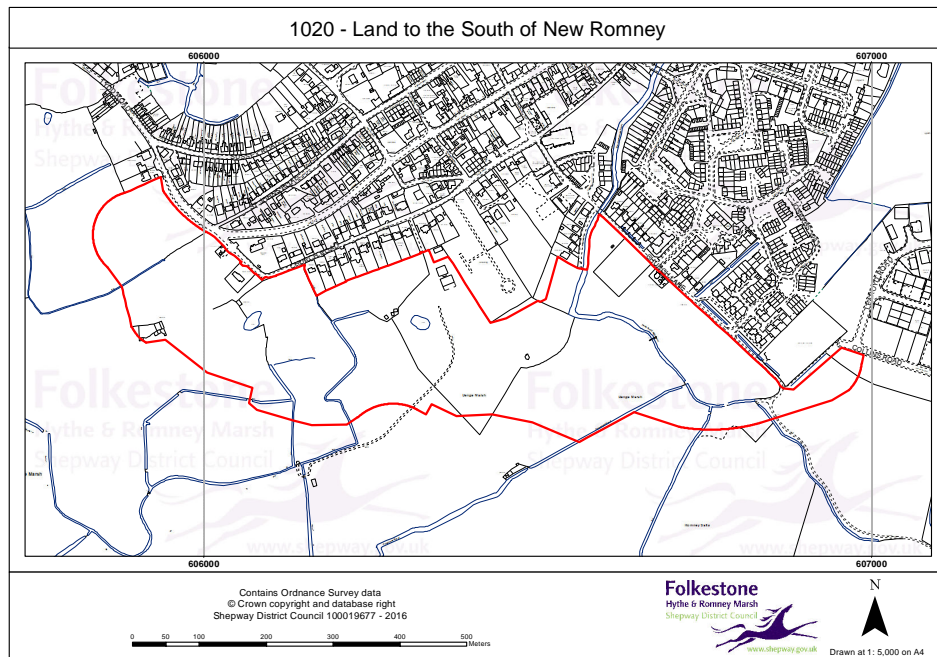
Land west of Ashford Road, New Romney

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 footpath and appropriate lighting is provided along the road frontage with Ashford Road
2. Access is through the existing site access on Ashford Road, with an additional emergency access provided at the north of the site
3. A pedestrian crossing point, to the satisfaction of the local highway authority, is provided across Ashford Road, to include dropped kerbs and tactile paving
4. A Traffic Assessment is required to take account of the cumulative impact of development on the local road network, and contributions will be sought for any required improvements to mitigate the impact of this development
5. The development has at least 3 self / custom build plots
6. 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
7. Existing trees and hedgerows within / around perimeter of site are retained and enhanced
8. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
9. The design of the development should seek to minimise the effects on the setting of the nearby Listed Buildings and Scheduled Monument
10. Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure as per Core Strategy Policy CSD5
11. The rural western edge of the development should be fragmented and softened with a strong focus on landscaping to form a buffer
12. A Phase 1 Habitat Survey should be 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
13. Appropriate and proportionate contributions are made to medical facilities in New Romney through a site specific S106 agreement
14. Access to the Sewage Pumping Station must not be restricted and this adjoining use should be mitigated in the site design.

Land to the south of New Romney (SHLAA ref: 1020)



Picture 6.7

6.28 The Core Strategy Local Plan supports a positive approach to the development of New Romney's strategic role as a location serving the Romney Marsh area through new housing, community facilities, employment and business opportunities. In this regard, Mountfield Road Industrial Estate can provide a significant contribution to the sustainable development of the town and wider area, given the number of businesses and jobs located on the estate, and a 6.1ha undeveloped area earmarked to meet future employment and business needs.

6.29 However it has been identified that the main arterial route through the town centre, and in particular the intersection at the junctions of Church Road, High Street, Station Road and Dymchurch Road present challenging permeability issues for traffic. This presents the dual economic challenges of limiting the success of the Mountfield Road Industrial Estate, and making the High Street a rather hostile environment for pedestrian shoppers. Subsequently given the identified need for a strategic route to bypass traffic pinch points, and the will to alleviate heavy vehicular movements through the commercial heart of New Romney, a land area to the south of the settlement is proposed to accommodate this new strategic route.

6.30 The road should be constructed as the central component of development at this southern site, along with enabling residential development. The road would allow improved access to the Industrial Estate and its undeveloped area, thereby enhancing

its attractiveness as a key location for jobs and business growth. The whole site will need to be masterplanned, to include well integrated residential development clear pedestrian permeability both through the site and in terms of establishing links to the wider area, as well as large amounts of publicly-accessible open space to benefit the whole community.

Policy RM5

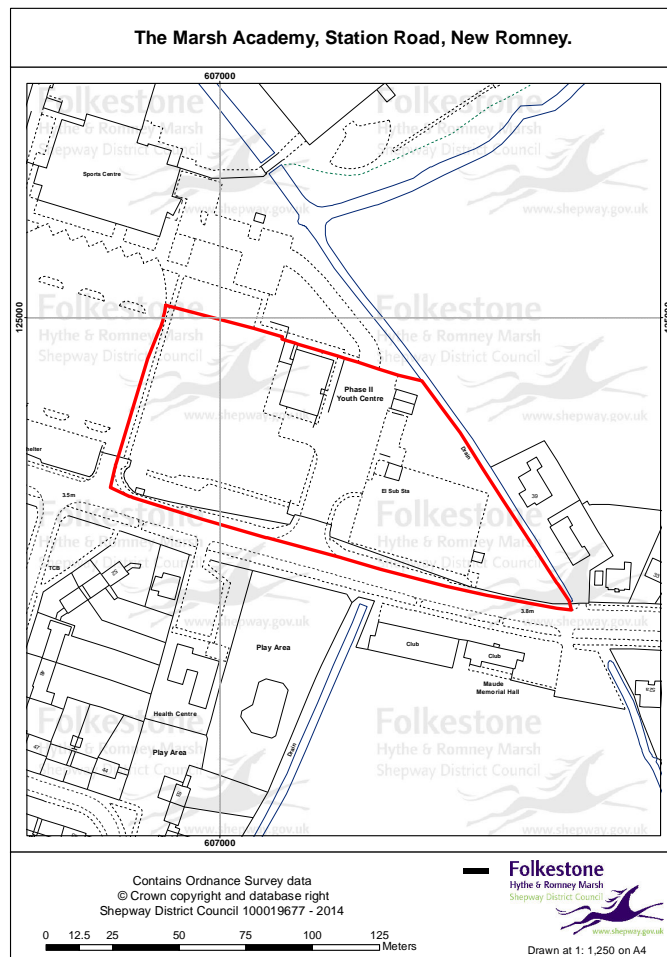
Land to the south of New Romney

Land to the south of New Romney is allocated for residential led, mixed use development to provide up to 400 dwellings, improved access to Mountfield Road Industrial Estate, health care and other community facilities, high quality open space and appropriate on and off site transport infrastructures improvements.

Development proposals for this site shall:

1. Form a single comprehensive masterplan
2. Provide for an appropriate distributor road, connecting between Mountfield Road Industrial Estate and Lydd Road so as to reduce congestion through the High Street and open up Mountfield Road as an enhanced employment location
3. Have an integrated approach that takes note of the nearby Mountfield Road Industrial Estate and its future growth proposals
4. Provide an appropriate design response to the Romney Marsh local Landscape Area, utilising Landscape and Visual Impact Assessment to inform master planning
5. Provide for on site medical facilities that provide for an appropriate healthcare hub to serve the town of New Romney and the wider rural area
6. Include consideration of extra care housing and C2 residential carehome facilities
7. Sustainable Urban Drainage and surface-water management should be integral to the good urban design principles adopted for the development of the site
8. Include assessment of archaeology, habitat and ecology and seek to ensure that open space provision seeks to reinforce the integration and connectivity of green infrastructure
9. The design of the development should seek to reduce effects on the setting of the nearby Listed Buildings and Scheduled Monument
10. Provide for significant and meaningful open space, incorporating appropriate play space, sports pitches and facilities and allotment provision to meet the identified needs of the development.

Land adjoining The Marsh Academy, Station Road, New Romney (SHLAA Ref: 638)



Picture 6.8

6.31 Following the redevelopment of the school site, the footprint of the school building has been greatly reduced. This land, which borders existing residential properties, has been put forward for housing development. While an existing community facility is located on the site, the majority is previously developed scrub and grassland.

6.32 This site is brownfield and adjacent to the New Romney settlement boundary. Given these facts, and that other constraints on the site are minimal in relation to other sites in the vicinity, there is potential for the development of housing on this location. The site is well-bounded to the north and north-east so that further encroachment into the countryside in the locality is unlikely, and it is well placed to access local services.

6.33 The site is 0.98ha in size and is considered suitable for 29 dwellings, depending on the size and layout.

Policy RM6

Land adjoining The Marsh Academy, Station Road, New Romney

Land adjoining Marsh Academy, Station Road is allocated for residential development with an estimated capacity of 29 dwellings.

Development proposals will be supported where:

1. Appropriate and proportionate contributions are made to medical facilities in New Romney through a site specific S106 agreement
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. The north, north-east edge of the development should have a strong focus on landscaping to form a buffer
4. Existing trees and hedgerows within / around perimeter of site are retained and enhanced
5. It can be demonstrated that a replacement community facility is to be provided or is to be delivered elsewhere or is no longer required
6. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest

Service Centre

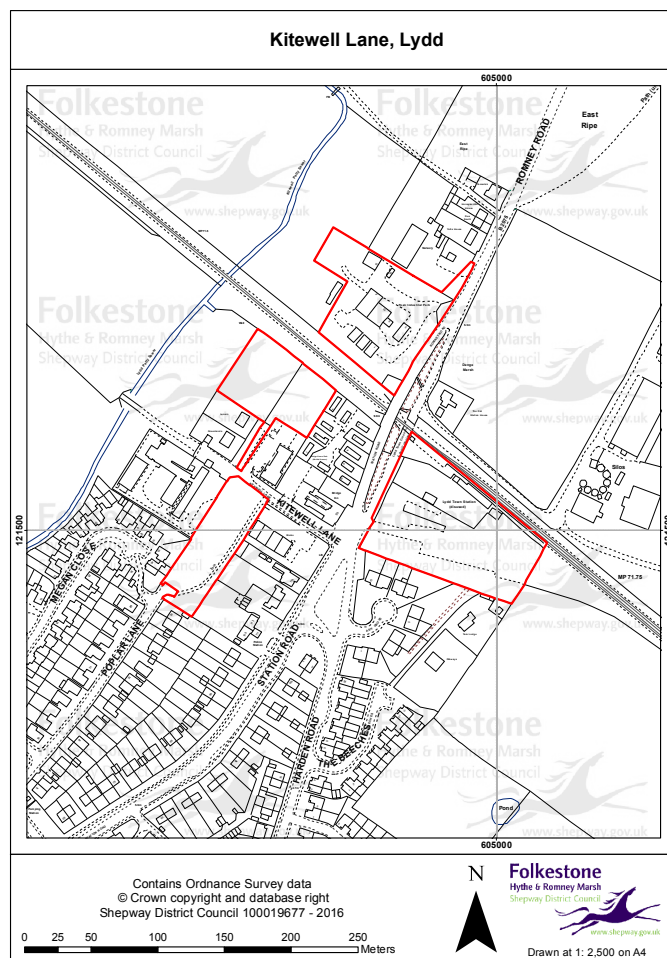
Lydd

6.34 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. Lydd is the second largest centre of population 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, a definition of which can be found below.

6.35 The Core Strategy priority in Policy SS1 is for development which helps to maintain and support the local role of the market town of Lydd, and otherwise seeking to address its regeneration needs.

Residential Allocations

North Lydd sites



Picture 6.9

6.36 The northern part of Lydd centres on the railway line that traditionally connected Appledore and Dungeness. However, passenger services at Lydd Station ceased on 6 March 1967, with freight services going the same way on 4 October 1971.

6.37 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. A masterplanning exercise with a strong focus on access and connectivity is therefore encouraged that involves all Lydd's allocated sites to ensure a cohesive plan for the area. There is an opportunity for self and custom build development plots across the entire development.

Kitewell Lane, R/O Ambulance Station, Lydd (SHLAA ref: 451b and 306b)

6.38 This site lies immediately south-west of the railway line in north Lydd. The site is currently unused scrubland lying behind the Ambulance Station and two residential properties (Lenern and Greenlands) on Kitewell Land. The site adjoins a Local Wildlife Site.

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

Land South of Kitewell Lane, Lydd (SHLAA ref: 306a)

6.40 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 currently allocated for employment uses. Development of this type has not come forward and, given the adjacency of residential use, can be considered suited for housing. It is a broadly uneven site, with an informal track running between Poplar Lane and Kitewell Lane. While pedestrian permeability should be maintained, vehicular access should only be derived from Poplar Lane.

6.41 The site is 0.51ha and is considered suitable for 9 dwellings, depending on the size and layout.

Station Road, Lydd - site of the former Lydd Railway Station (SHLAA ref: 195)

6.42 This site is located to the south east of the other north Lydd sites, within the settlement boundary. Previously the Council has sought to encourage employment uses on this site. However, since this allocation the market has not delivered any feasible proposal, and housing uses can now be considered suitable and deliverable for the future of this site and the retention of its historic assets. 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 on the site. 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.

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

Peak Welders, Lydd (SHLAA ref: 390)

6.44 This site is located to the north of the other sites in Lydd, the far side of the railway line. It is currently used as a car mechanics and car sales, with a number of buildings and hardstanding on site.

6.45 While this site is beyond the settlement boundary, in other respects it is suitable for development as it is previously developed land and with relatively few other constraints. However as part of any masterplan development pedestrian and other routeways to Lydd core town area, across the railway line should be improved. There is limited capacity for footway improvements along Station Road, but alternatives should be explored.

6.46 In respect of constraints there is a prospect of land contamination and a small part of this site to the north is designated as a local wildlife site therefore there can be no built development on this part of the site. In addition the site is surrounded by a Site of Special Scientific Interest (SSSI) so it will be essential that the development avoids any adverse effects on the SSSI and where possible incorporates additional biodiversity enhancement measures.

6.47 The site is 0.7ha and is considered suitable for 18 dwellings, depending on the size and layout.

Policy RM7

Development at North Lydd

These sites are proposed for residential development with an estimated capacity as follows:

1. Kitewell Lane, R/O Ambulance Station, Lydd, - 8 dwellings
2. Land South of Kitewell Lane, Lydd, - 9 dwellings
3. Station Yard, Station Road, Lydd, - 30 dwellings
4. Peak Welders, Lydd, - 18 dwellings

Development proposals will be supported on these sites, either together or separately, where:

1. A masterplan is produced showing all four sites and a vision for their integration with each other and the surrounding settlement
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. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
4. Provision is made for open and play space on site, and reinforces the integration and connectivity of green infrastructure as per Core Strategy Policy CSD4. At least a third of the land area on this site should be set aside as publicly-accessible open space
5. The development should avoid adverse effects on the Dungeness, Romney Marsh and Rye Bay SSSI and incorporate biodiversity enhancement measures
6. A Phase 1 Contaminated Land Assessment is required and, if necessary, mitigation measures enacted to the satisfaction of the responsible statutory body
7. Appropriate and proportionate contributions are made towards education and health through a site specific S106 agreement
8. The development has at least 3 self / custom build plots within the entire development

The site wide masterplan will need to create a unified development ensuring that:

- Within the Kitewell Lane, R/O Ambulance Station site appropriate protection, preservation and integration of the Local Wildlife is provided.
- Within Land South of Kitewell Lane vehicular access is achieved via Poplar Lane only, as advised by Kent County Council
- Within the Station Yard, Station Road site
 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 Lydds 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 would 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
- Within the Peak Welders, Lydd site:
 1. Suitable pedestrian and cycle routes are created across the railway line to the south, enabling sustainable access to local services. This can be achieved in a variety of ways at the discretion of the applicant, but will most likely require negotiations with third party landowners
 2. Appropriate protection, preservation and integration of the Local Wildlife Site is provided.

Rural Centre

Dymchurch

6.48 Dymchurch gets its name from the Anglo Saxon place '*Deman Ciric*' meaning 'Judges 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. The area was run by twenty-three Lords of the Manors of Romney Marsh (aka The Lords of the Levels). The Lords of the Level, jurats and bailiffs met to discuss and rule 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. Naturally, such activity no longer occurs in the town.

6.49 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.

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

Primary Villages

St Mary's Bay

6.51 St Mary's Bay is a relatively new development in the area, it was 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.

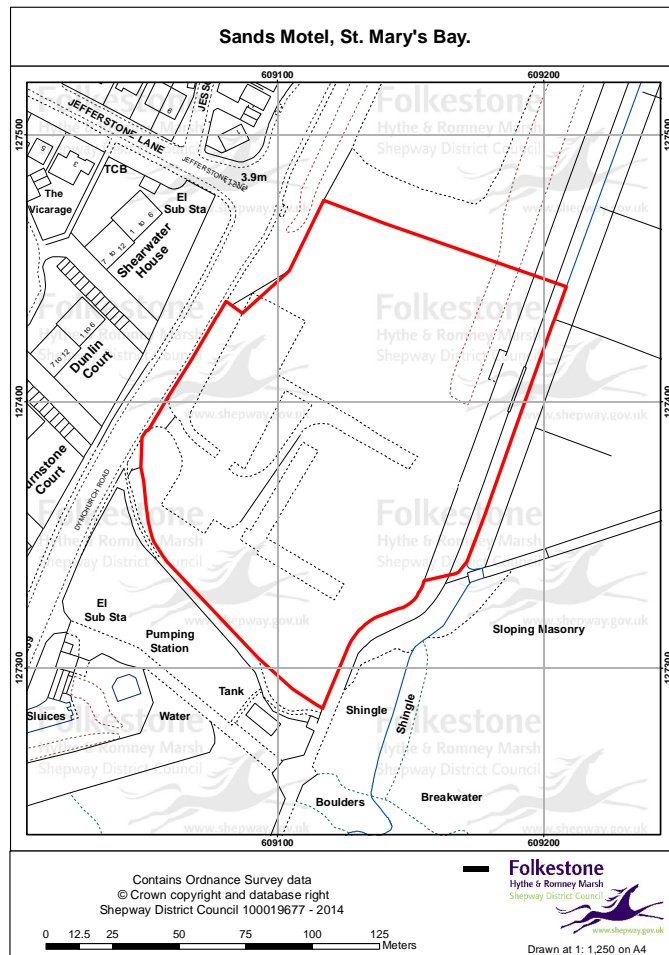
6.52 St Mary's Bay, Dymchurch, and much of New Romney, including Littlestone and Greatstone, are situated within the "Romney Marsh Coast" landscape character area. This comprises a strip of developed east-facing coastline, including shingle, sandy beaches and sand dunes. Settlements are connected by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

6.53 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.

Residential Allocation

Former Sands Motel, Land adjoining pumping station, Dymchurch Road, St Mary's Bay (SHLAA ref 4)



Picture 6.10

6.54 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 structures for this former use are no longer evident, today the site consists of scrubland with some hardstanding.

6.55 The site is considered 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.

6.56 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 past this. 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.

6.57 In respect of constraints to the south the site adjoins the designated Dungeness, Romney Marsh and Rye Bay SSSI 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.

6.58 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 new access.

Policy RM8

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 to serve the development should include 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 forthcoming to lengthen and widen the bus stop on the east side of the A259
4. The existing pelican crossing will be upgraded to a puffin crossing.
5. Development should ensure pedestrian permeability throughout and beyond the site
6. The existing seasonal car park to the north of the site should be upgraded and enlarged to provide 205 parking spaces, 29 of which should be disabled. Surfacing should make provision for surface water drainage
7. The site must be raised to provide a base platform at 5.5m ODN to make the development safe from flood risk
8. A public coastal park and play area alongside the public car park are provided together with the future management of these areas
9. The public coastal park and play area are to be no less than 0.82ha in size
10. The development avoids adverse effects on the Dungeness, Romney Marsh and Rye Bay SSSI and Special Protection Area, incorporating biodiversity enhancement measures
11. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Greatstone-on-Sea

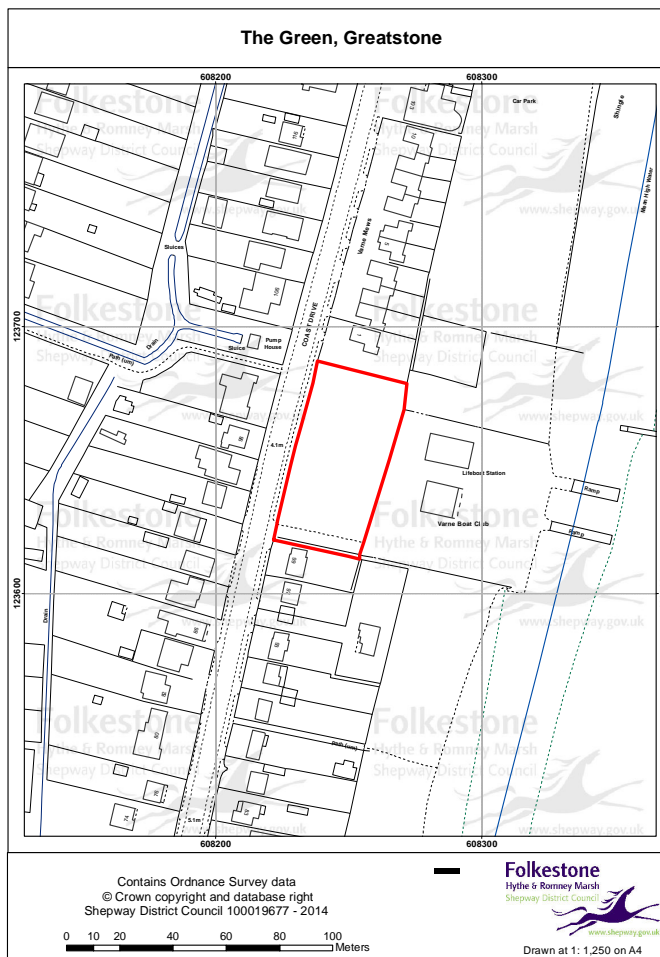
6.59 Greatstone is described as a village situated between farmland and a nature reserve to the west and the English Channel to the east. Forming a linear extension of Littlestone southwards down the coast. It has a fine sandy beach popular with bathers and wind surfers alike. Greatstone is centered 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.

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

Residential Allocations

Land rear of Varne Boat Club, Coast Drive, Greatstone (SHLAA ref: 462)



Picture 6.11 Land rear of Varne Boat Club

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

6.62 The site is surrounded on three sides (north, south and west) by mostly modern residential dwellings. To the north and south these are prominently 2 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 SSSI (Dungeness, Romney Marsh and Rye Bay) and Special Protection Area and wetland of international importance, known as a Ramsar site.

6.63 The site is 0.23ha in size and is considered suitable for 5 dwellings, depending on the size and layout. Planning permission (Y15/1132/SH) has been granted for an outline application for the erection of four detached dwellings.

Policy RM9

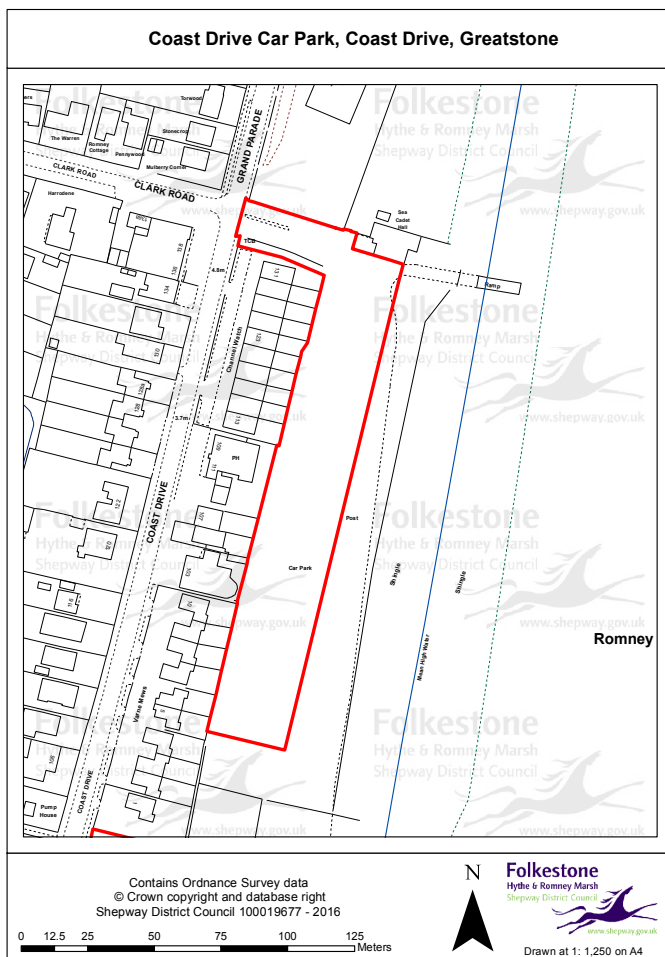
Land rear of Varne Boat Club, Coast Drive, Greatstone

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 this 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 along this road
4. Biodiversity enhancement measures should be investigated to minimise any effects on the Special Protection Area and wetland of international importance and Dungeness, Romney Marsh and Rye Bay SSSI.
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Car park, Coast Drive, Greatstone (SHLAA ref: 1013)



Picture 6.12

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

6.65 The site is a narrow strip running behind residential dwellings and a restaurant which front on to 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 SSSI (Dungeness, Romney Marsh and Rye Bay) and Special Protection Area and wetland of international importance, known as a Ramsar site.

6.66 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 RM10

Car park, Coast Drive, Greatstone (SHLAA ref: 1013)

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 required 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. 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. Biodiversity enhancement measures should be investigated to minimise any effects on the Special Protection Area and wetland of international importance and Dungeness, Romney Marsh and Rye Bay SSSI
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Brookland

6.67 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*.

6.68 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 Church has the unusual, if not unique, feature of an entirely wooden spire being separate from the body of the church.

6.69 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 LCA. 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

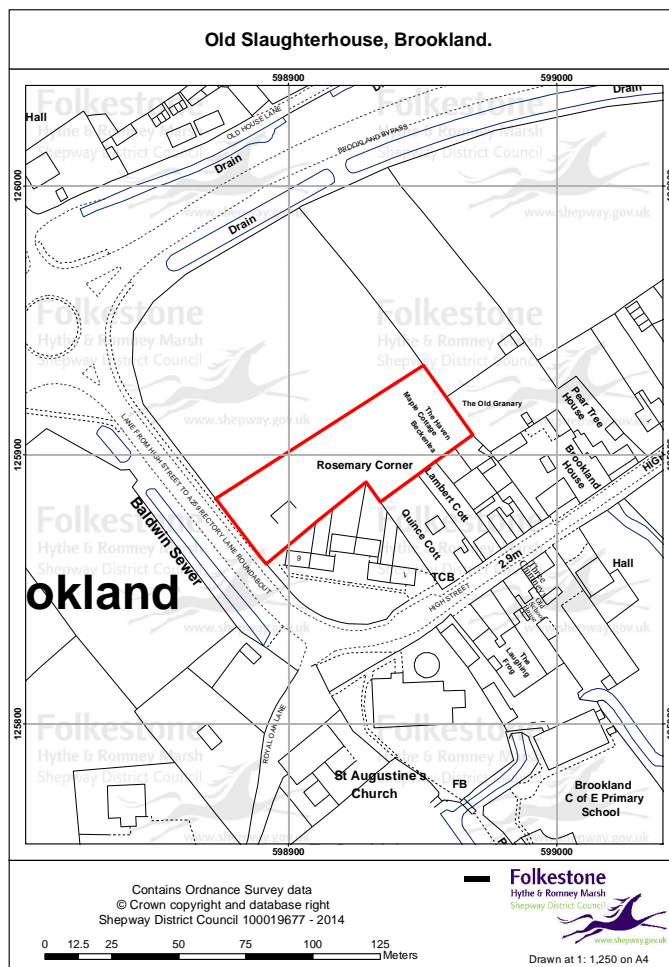
lines of trees (mostly willow) and hedgerows are a distinctive feature of this area. The area is predominantly arable land, although there are some small areas of surviving sheep pasture.

6.70 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, as is formed entirely of late twentieth century residential development.

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

Residential Allocations

The Old Slaughterhouse, 'Rosemary Corner', Brookland (SHLAA ref: 431)



Picture 6.13

6.72 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 development land contiguous with the existing built area of Brookland and its conservation area. Today there is not much remaining on site to show the sites former use, there is some brick work and fencing but it is mostly scrubland. This location is seen as sustainable as it is within a very short walking distance of the local services and facilities, such as the primary school, church and public house.

6.73 To the south the site adjoins residential development, namely Rosemary Corner which is a cluster of modern 60's/ 70's 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 residential gardens for dwellings that front on to High Street, the majority of these are listed and are in the historic core of Brookland. The west of the site fronts directly on to Straight Road. The north and east adjoin agricultural fields, but at present there is no obviously boundary between the site and the fields to the north.

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

Policy RM11

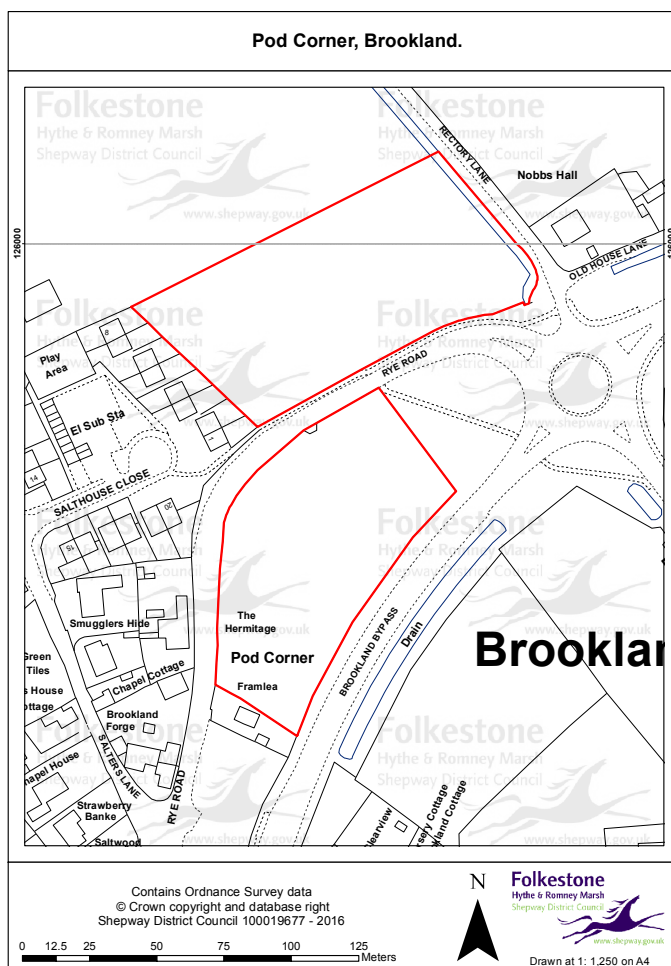
The Old Slaughterhouse, 'Rosemary Corner', Brookland

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 should avoid adverse effects on the setting of the nearby conservation area and listed buildings and heritage features, and where possible make enhancements
2. A Phase 1 Habitat Survey should be undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site
3. The development preserves or enhances the character and setting of the nearby Brookland Conservation Area and Listed Buildings
4. The north west and north east boundaries are softened with a strong landscape buffer
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Land north and south of Rye Road, Brookland (SHLAA ref: 407a and 609)



Picture 6.14

6.75 The aspirations for Brookland for this plan period also include two sites which relate to the newer part of Brookland, both are situated north of the Brookland Bypass. These sites can come forward for development together or individually, but in the first instance they should be masterplanned together to achieve a coherent design. This location is, in principle, a relatively sustainable one for a rural setting.

6.76 Framlea, Rye Road, Pod Corner, Brookland, has recently been dismissed at appeal based on existing policies, however it is considered that this site is suitable for development if masterplanned coherently with the site to the south to meet the future housing needs identified within the Core Strategy (2013).

6.77 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 for residential dwellings on Salthouse Close, these dwellings are modern, two storey semi detached properties.

6.78 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 2 storey house and the site faces further 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 other site land north of Rye Road.

6.79 Land north of Pod Corner, Brookland, has a site area of 0.72ha, and an indicative capacity of 20. To the south, land adjacent to Framlea, Rye Road, Pod Corner, Brookland, has a site area of 0.63ha and can sustain approximately 15 dwellings dependent on the size and layout.

Policy RM12

Lands north and south of Rye Road, Brookland (SHLAA ref: 407a and 609)

These sites are allocated for residential development with an estimated capacity of 15 dwellings for land north and 10 dwellings for land south of Rye Road.

Development proposals will be supported where:

1. A masterplan is produced showing how the two sites integrate with each other and the existing settlement
2. Substantial planting / landscaping should be included along the northern boundary of land north of Pod Corner, and on the south-eastern boundary of Land adjacent to Framlea. This is, respectively, to inhibit encroachment into open countryside, and to protect resident amenity from a significant road
3. Existing trees and hedgerows around perimeter of sites are retained and enhanced
4. Development on either site should create a strong frontage to Rye Road, and ensure the developments 'talk to' existing residential development in the locality, and to each other
5. Existing watercourses on site are integrated into the development
6. 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
7. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
8. The design of the development should be sensitive to the setting of the nearby Grade I and II Listed Buildings and Conservation Area
9. Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure as per Core Strategy Policy CSD5
10. A Phase 1 Habitat Survey should be undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site.

Brenzett

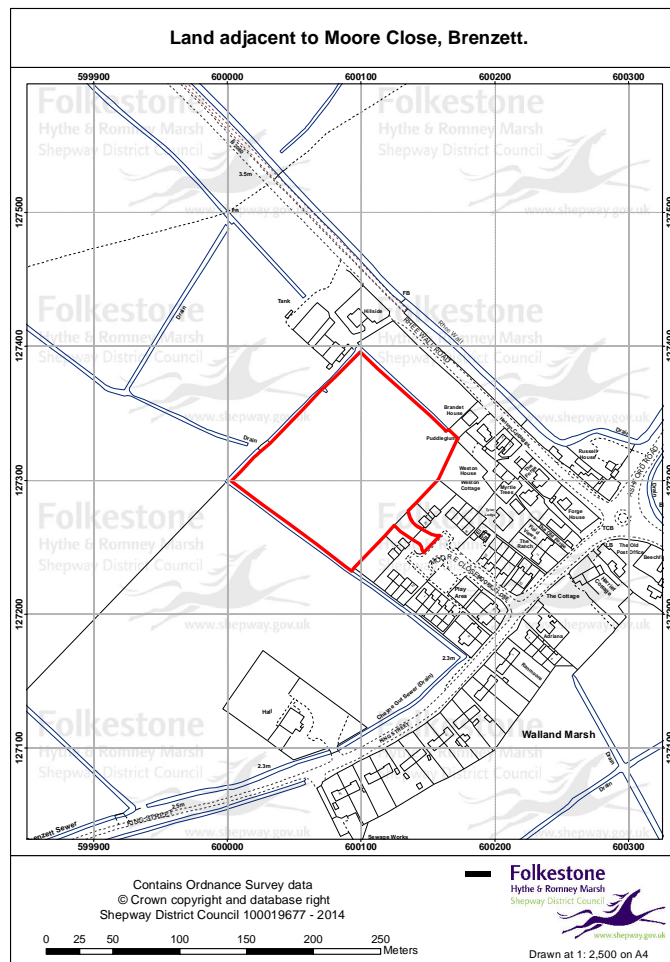
6.80 The name Brenzett means 'burnt stable', and its agricultural origins echo to this day with its situation towards the centre of the Romney Marsh, surrounded by open land. The old Roman road from Appledore to New Romney runs through the village. This was a causeway known as the Rivi Vellum or Rhee 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.

6.81 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.

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

Residential Allocation

Land adjacent to Moore Close, Brenzett (SHLAA ref: 612)



Picture 6.15

6.83 The site is located in the north west of Brenzett, accessed from the cul-de-sac Moore Close, where there is a gap in development to enable access to the site beyond. The site current use is an open agricultural field, behind development.

6.84 The south east of the site adjoins residential gardens for dwellings on Moore Close, the properties here are predominantly two storey, modern terrace housing. It also adjoins a residential garden for a dwelling on Rhee Wall Road (B2080) to the south, here there is a Grade II Listed Building (Weston Cottage) within close proximity. The north east of the site is next to an area of scrubland, which separates the site from Rhee Wall Road. To the north are some agricultural buildings and to the north west and south west open agricultural land. The site appears to have a boundary made up off a mixture of hedgerow and trees.

6.85 The site is 2.07ha in size and is considered suitable for 20 dwellings depending on the size and layout.

Policy RM13

Land adjacent to Moore Close, Brenzett

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

Development proposals will be supported where:

1. Vehicular access to this site should be from Moore Close
2. Existing trees and hedgerows around perimeter of sites are retained and enhanced
3. Existing watercourses on site are integrated into the development
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. A Phase 1 Habitat Survey should be undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site
6. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
7. The design of the development should be sensitive to the setting of the nearby Grade II Listed Buildings.

Secondary Villages

6.86 Brenzett and the Marsh's Secondary Village 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. 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.

Ivychurch

6.87 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 5 miles north which give access to Ashford and London.

Newchurch

6.88 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

6.89 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-merc*', 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 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.

6.90 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.

Dungeness

6.91 Having evolved over centuries of isolation, interrelations and harsh lifestyles, the culture of Dungeness is extremely 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.

6.92 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, whilst 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.

6.93 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 ongoing 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.

6.94 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, the 'weekender' is gradually imposing order on the wilderness with smart, careful landscaping. There are still more permanent residents at Dungeness than there are temporary, but this small change has caused a shift in the landscape towards something bordering well kept.

6.95 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. Article 4 direction over the settlement
3. International, European and National wildlife and biodiversity guidance, including Ramsar
4. Landscape Character Assessment
5. Heritage Strategy.

Option 6

Do you have any other sites you wish to be considered within the Romney Marsh Character Area?

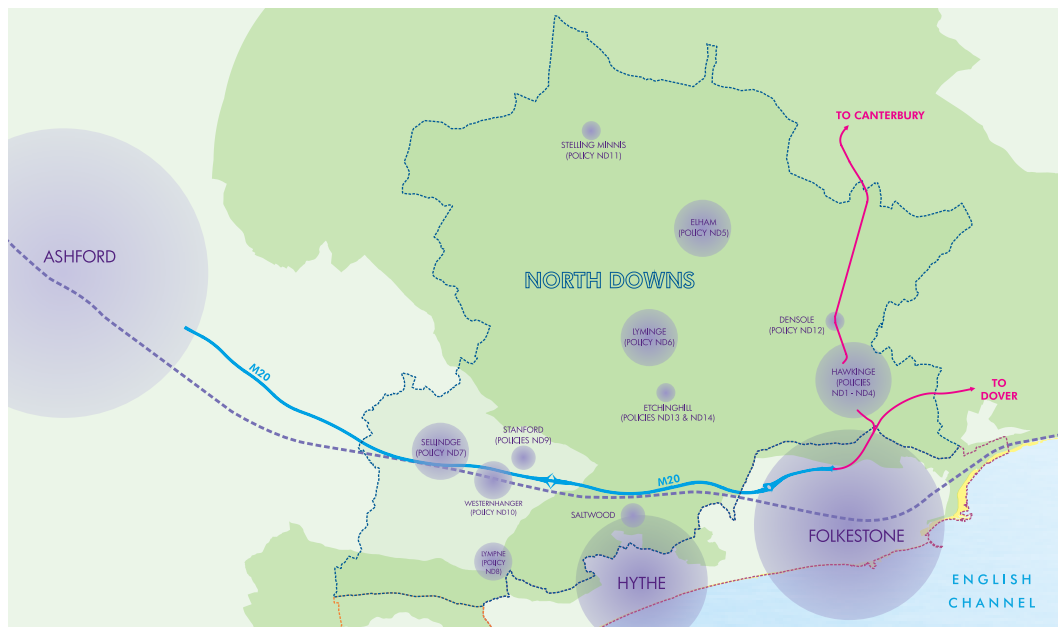
Alternative Housing Options Considered

6.96 The alternative sites considered for residential development in the Romney Marsh Character Area but which have been rejected are set out in Appendix 1. Comments on the rejected sites can be made in Appendix 1.

North Downs Character Area

7 North Downs Character Area

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 Kent Downs Area of Outstanding Natural Beauty (AONB). The countryside outside of the AONB to the south 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).



North Downs Policy Context Map

● Towns & Settlements
 - - - - - HS1
 — Motorway
 — A Road
 □ North Downs Boundary
 ND Settlements with Residential Allocations
 ■ AONB

Folkestone
 Hythe & Romney Marsh
 Shepway District Council
 www.shepway.gov.uk

Picture 7.1

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 rural villages such as Elham, Lyvinge 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) (para 115) 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.

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 are 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 acts as an advisor to Local Authorities on planning and development to help authorities carry out their 'duty of regard' as set out in that Act.

7.4 Planners within the AONB are encouraged to refer to the AONB's Management Plan and supporting guidance when making their decisions on both planning applications and planning policy formulation. Natural England (NE) is the Statutory consultee for the AONB and the Kent Downs works closely with NE on all applications on which we are 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 all planning issues.

7.5 A number of documents have been produced by the Kent Downs AONB unit and should be referred to by the LPA for guidance in policy making and decision taking and by promoters and developers in formulating proposals.

- Kent Downs Landscape Design Handbook
- Rural Streets and lanes, a design handbook
- Renewable Energy
- Kent Downs Farmstead Guidance
- Managing Land for Horses

7.6 Most of the villages within the North 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 local primary schools, welcoming public houses, health care provision and good recreational facilities, which underpin vibrant village communities. These positive characteristics make it popular with tourists and locals 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.

7.7 The southwest of the North Downs Character Area is located outside of 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.

7.8 Part of this area is bisected west to east by the major transport infrastructure of the M20 motorway, HS1/Eurostar train line, domestic rail and the eurotunnel terminus. This infrastructure provides a relatively recent addition to the landscape and has impacted on existing rural communities. Whilst these major routes now largely replace the historic coaching route (the A20) it's legacy remains, with sporadic, ribbons of development and linear or fragmented communities along it's length. In recent years Operation Stack has also further impacted significantly on this area, with vehicles re-routing along the A20 and adhoc lorry parking affecting the amenity of residents within local communities.

7.9 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 travel to work 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.

7.10 The area has significant heritage assets, including castles at Westenhanger, Lympne and Saltwood, whilst Port Lympne reserve, surrounding a grade II* house is the districts most popular tourism 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.

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

7.12 The Spatial Strategy in the North Downs (Core Strategy, 2013) seeks development of a hierarchy of sustainable, integrated and well-served villages that will meet housing, employment and social needs; and to secure sustainable management of the environment, recognising opportunities and the context of infrastructure and nearby towns. In addition the Core Strategy set out that land exists for approximately 15% ⁽¹⁾ of new Shepway 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.

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

7.13 The Core Strategy set out a Settlement Hierarchy which guides the distribution of development to particular locations taking into account existing facilities and where future investment will be focused.

Service Centre

7.14 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 service.*' Hawkinge is the only service centre in the North Downs Character Area.

Hawkinge

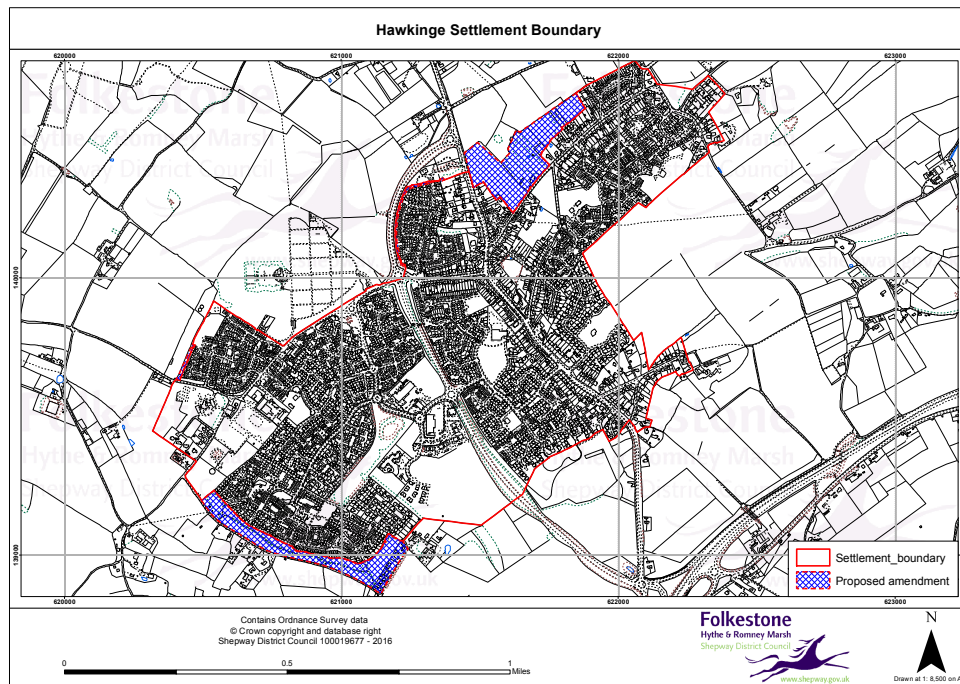
7.15 Hawkinge is located in the Kent Downs AONB, 3 miles from Folkestone and over the last two decades land here has been the focus of major housing growth in the district. The area has grown significantly from a small village into a town. It is now by far the largest settlement in Shepway's North Downs Character Area. The Parish of Hawkinge (and Paddlesworth) had a population of 8,002 in the Census (2011), which is a significant increase from the Census carried out 10 years previous. Hawkinge benefits from a community centre, village hall, sports pavillion, a variety of retail outlets, two primary schools, modern care facility at Hawkinge House and good transport links to both Folkestone and Canterbury. The town also has significant links to the Battle of Britain and hosts the Battle of Britain Museum which attracts local visitors and those from further afield.

7.16 The Core Strategies Strategic Priority for Hawkinge is consolidating the settlement through local services and improving the utilisation of community facilities, allied with expanding the availability of employment and effective transport options.

Statement 3

Settlement Boundary

The settlement boundary for Hawkinge will be amended to reflect the removal of Policy CO24 (Local Plan Review 2006). The areas hatched in blue will be outside the settlement boundary

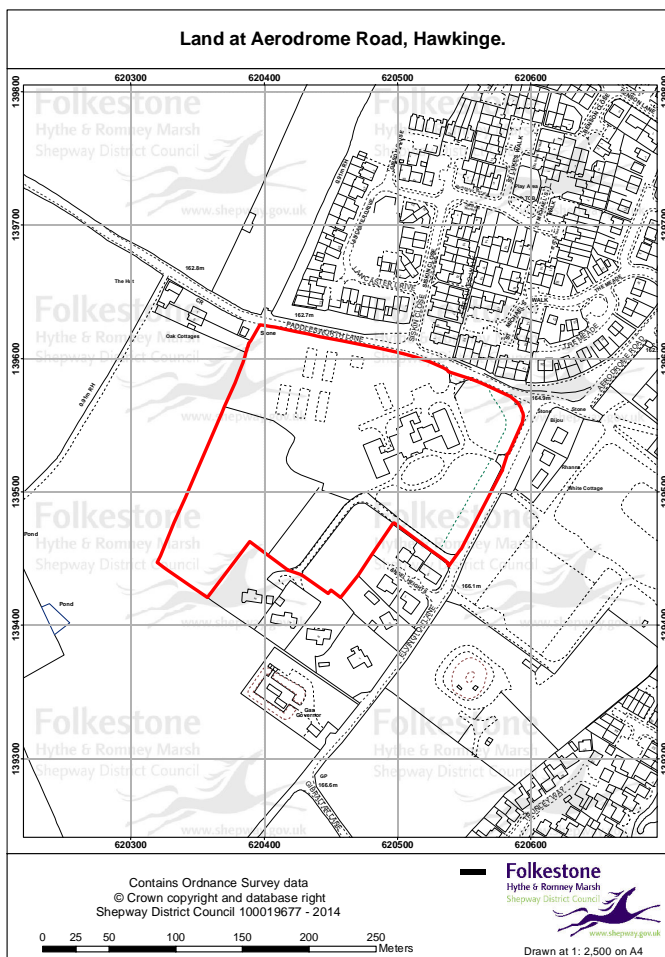


Picture 7.2

Residential Allocations

7.17 Reflecting the Core Strategies objective of consolidation the following sites are being considered for residential allocation:

Former Officers Mess, Aerodrome Road, Hawkinge (SHLAA ref: 244)



Picture 7.3

7.18 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 WWII 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 towns facilities and services.

7.19 The site was previously safeguarded (Local Plan Review (2006)) for a new secondary school, but the Local Education Authority (Kent County Council) have confirmed they no longer require the site. Therefore maintaining this allocation is

unnecessary and allocating this brownfield site within the settlement boundary for residential development is an appropriate alternative use and consistent with the objectives of the Core Strategy (2013).

7.20 The 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 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, which is another site being considered for residential development in this document. The area immediately to the west of the site is open countryside with fields that appear to be in agricultural use.

7.21 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 of proposals coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. An outline planning application (Y15/0030/SH) is currently under consideration.

Policy ND1

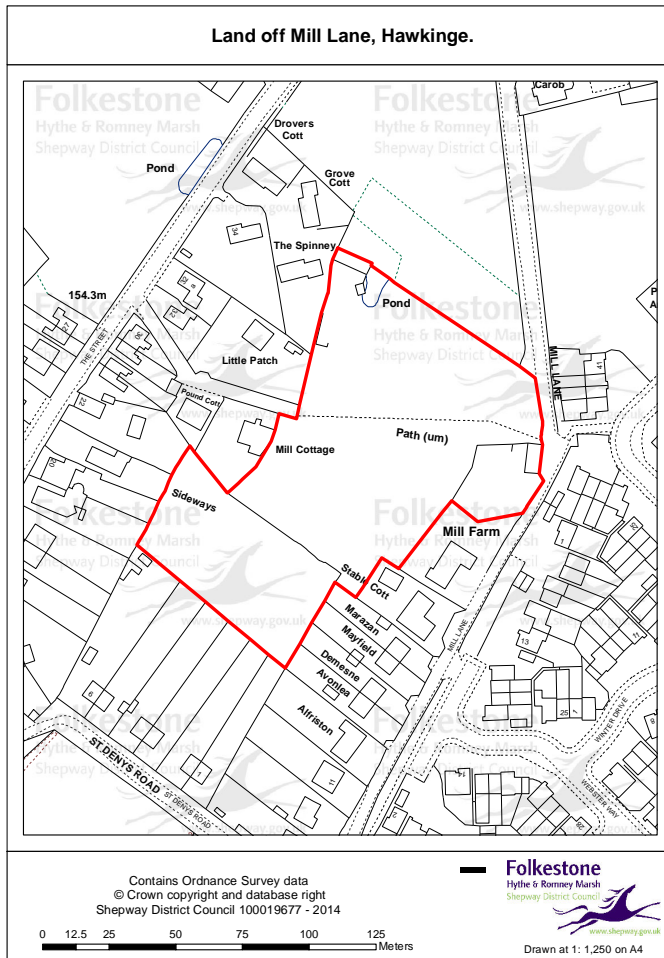
Former Officers Mess, Aerodrome Road, Hawkinge

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 AONB as a special place
2. Proposals enhance the western boundary through the use of extensive landscaping
3. Existing trees and hedgerows within/around perimeter of 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 archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. Measures are taken to avoid pollution to groundwater.

Mill Lane R/O Mill Farm, Hawkinge (SHLAA ref: 334)



Picture 7.4

7.22 The site is a 1.1ha parcel of land located between The Street and Mill Lane, in an older part of the town. The site is well related to the existing settlement as it is in a central location within the settlement boundary of Hawkinge a short walking distance from facilities and services. Despite the sites central location it has a semi rural character and was formally fields for 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.

7.23 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 dwellings and then semi detached 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.

7.24 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 coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. Outline planning permission (Y15/0741/SH) was granted in May 2016 for residential development.

Policy ND2

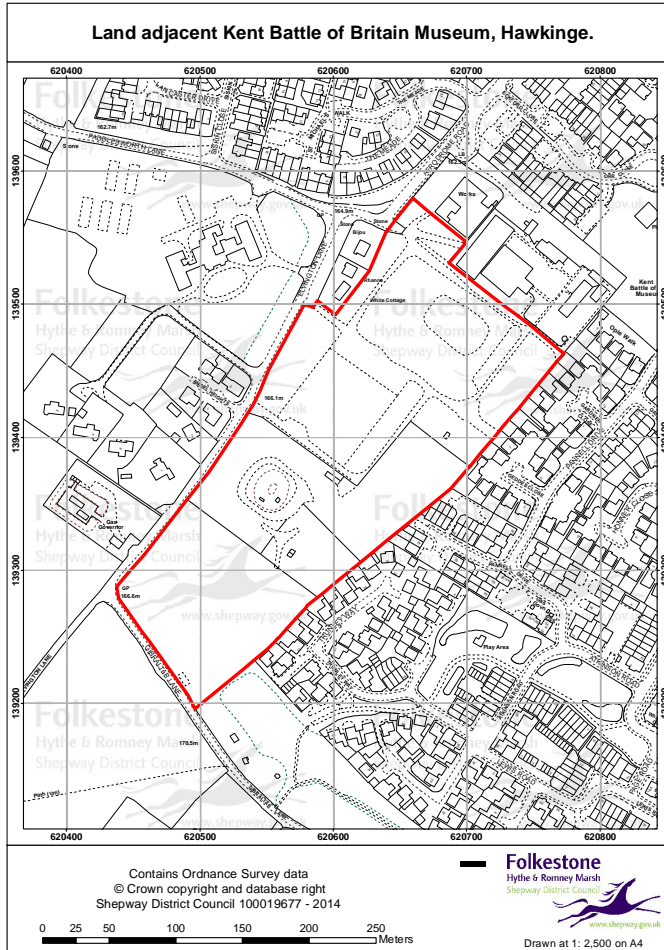
Mill Lane R/O Mill Farm, Hawkinge

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 AONB as a special place
2. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
3. Primary vehicle access can be provided on to Mill Lane with suitable visibility splays
4. Footpaths are provided to link in with the existing network
5. The public right of way retained and enhanced
6. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
7. Measures are taken to avoid pollution to groundwater.

Land adjacent Kent Battle of Britain Museum, Aerodrome Road, Hawkinge (SHLAA ref: 404)



Picture 7.5

7.25 The site is located on Aerodrome Road and Elvington Lane, on the western edge of the town. The site is currently a vacant part of the former WWII airfield, comprising of demolished hangars, a taxi-way, a refuelling area and a fuel store. This site is bounded by scrub and fencing and is a large site within the settlement boundary. The site has previously been allocated for tourism use in connection with the Battle of Britain Museum in the Shepway District Local Plan Review (2006) however nothing tangible has ever arisen from this, therefore maintaining this allocation is unnecessary. The site is on the edge of Hawkinge however it is within walking distance of the main facilities and services such as primary school, public house and supermarket.

7.26 Immediately to the north of the site lies 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 closes, whose gardens back on to the site, there are a mixture of dwelling types (detached, semi and terrace) but they are all mainly two or two and half storey. The site is well contained by existing built development.

7.27 At 5.5ha in size, the site is considered suitable for 100 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 Hawkinge. The design of proposals coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Policy ND3

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

The site is allocated for residential development with an estimated capacity of 100 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 to help maintain the Kent Downs AONB as a special place
2. The proposal acknowledges surrounding street patterns and urban grain, with a greater density of housing against the existing built edge
3. Development should ensure pedestrian permeability within and beyond the site
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development
5. The rural edge of the development should be fragmented and softened with a strong focus on landscaping
6. The primary vehicle access is located on Aerodrome Road with appropriate visibility splays
7. An appropriate contaminated land remediation strategy is provided
8. Assessment of non-designated heritage assets has been carried out and used to inform the design work
9. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
10. Measures are taken to avoid pollution to groundwater

Development proposals must be able to demonstrate survey work has been carried out with the Kent Battle of Britain Museum to establish parking requirements for the museum. These requirements must be fully met and incorporated into any scheme.

Rural Centres

7.28 The status and strategic role of a Rural Centre as defined within the Core Strategy (2013) 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. There are three rural centres within the North Downs Area; Elham, Lyminge and Sellindge.

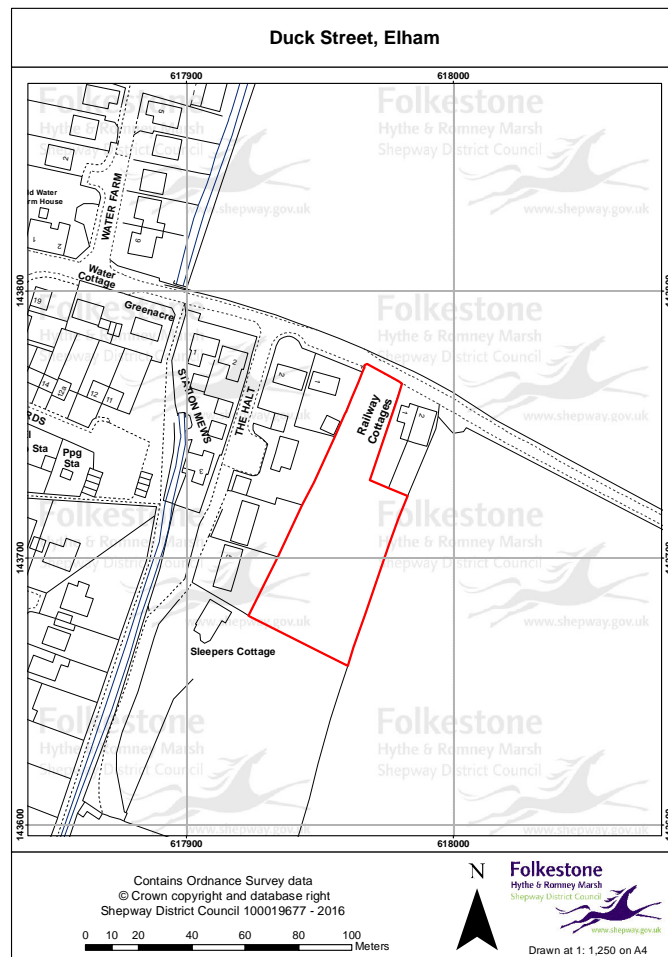
Elham

7.29 Elham is a historic and picturesque village in the heart of the Kent Downs AONB. It is located approximately half-way along the Elham Valley, 5 miles north east of Folkestone and 9 miles south of Canterbury. The Parish of Elham has a population of 1,509 (Census 2011) and comprises of 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 the visitor economy in the North Downs.

7.30 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 1 listed church of St Mary, a number of fine timber-framed houses of the fifteenth, sixteenth and seventeenth century, and two market places in the picturesque village square and at the bottom of the High Street where the road widens out.

Residential Allocation

Land at Duck Street (SHLAA ref: 1004)



Picture 7.6

7.31 The site is located on the eastern edge of Elham on Duck Street, adjoining the settlement boundary. The site is bounded by residential properties to the west and east (in part). To the west is a private road called The Halt with a number of modern (90's), predominantly two storey, detached dwellings. To the east lies two semi detached, 2 story properties at the front of the site and then open agricultural land as you move further in to the site. Opposite the sites entrance to the north is open fields which are used for agriculture. To the south of the site is open land which appears to be fallow in nature and beyond this a further single detached dwelling. The sites boundary is made up of a mixture of fencing, hedgerows and scrub.

7.32 The site is on the edge of Elham but within close walking distance of the villages facilities and services including the primary school, church and public house.

7.33 The site is 0.3ha in size and is considered suitable for 5 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 coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Policy ND4

Land at Duck Street, Elham

The site is allocated for residential development with an estimated capacity of 5 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 AONB as a special place
2. Existing planting along south and east boundaries must be retained
3. Mitigation is provided for views from higher ground to the east
4. A suitable access can be achieved with visibility splays
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Lyminge

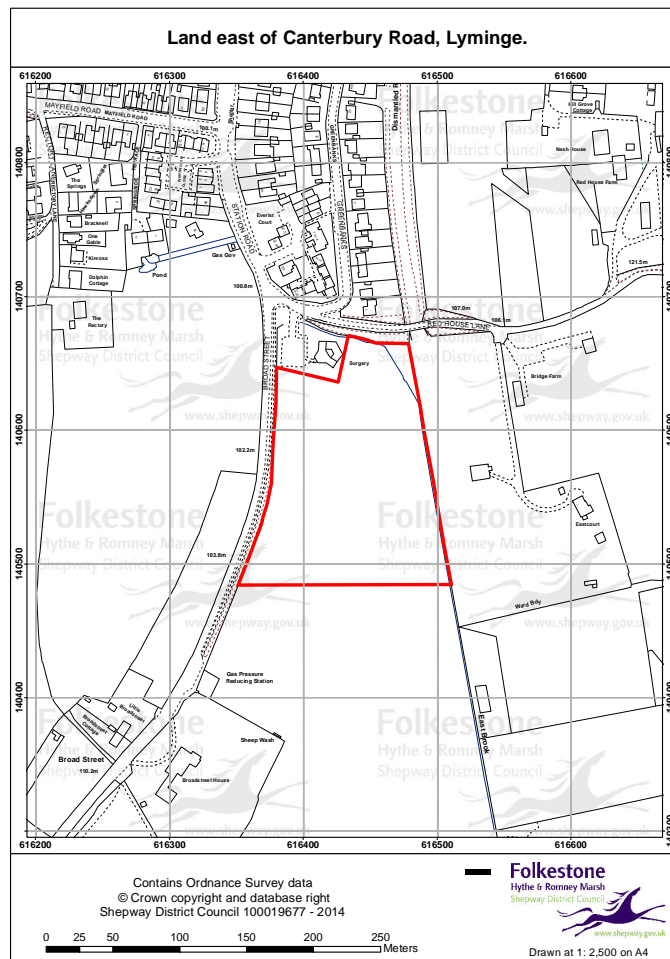
7.34 Lyminge is a historic village which lies in the Elham Valley within the Kent Downs AONB, about five miles north of Folkestone and 12 miles south of Canterbury. It is the second largest settlement in the North Downs with a parish population of 2,717 (Census 2011, Lyminge Parish also contains Etchinghill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

7.35 Lyminge has a broad range of retail outlets, 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. 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 North Downs Character Area.

7.36 An understanding of the history of Lyminge has been helped by a strong local focus on archaeological work which has taken place in the village for over half a century. Many discoveries have been made, including a 6th-century Jutish cemetery and the foundations of an Anglo-Saxon feasting hall on the village green is regarded as one of the best preserved monastic sites in Kent. In addition the church of St Mary and St Ethelburga occupies the site of a former abbey, dating from the seventh century, with the current building having been constructed from the tenth century.

Residential Allocation

Land south of Canterbury Road, Lyminge (SHLAA ref: 605)



Picture 7.7

7.37 The site is located to the south of Lyminge, on Canterbury Road, the main route into the village from the south. The site is currently part of the Etchinghill Golf Course.

7.38 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 Broadstreet House. The west has more mature hedgerow and trees separating the site from Canterbury Road and open fields to the far side of the road.

7.39 The site is on the edge of Lyminge but is considered a sustainable location as Canterbury Road 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 from a groundwater protection point of view.

7.40 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. This is an opportunity for self or custom build plots. The design of proposals coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Policy ND5

Land south of Canterbury Road, 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 to help maintain the Kent Downs AONB as a special place
2. The development has at least 2 self / custom build plots on site
3. An assessment is carried out of the impact on the setting of the nearby listed building and appropriate measures put in place to mitigate any effects by preserving or enhancing the setting
4. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
5. A strong landscape buffer is provided along the southern boundary in order to maintain the sense of openness and avoid settlement coalescence
6. 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
7. Primary vehicle access is on to Canterbury Road, with suitable visibility splays provided
8. Traffic calming measures are provided along the site boundary adjoining Canterbury Road to slow traffic to 30mph, this will include the relocation of the village entrance sign and gates
9. The public right of way is enhanced between Lyminge and Etchinghill
10. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
11. Appropriate mitigation measures are employed to prevent pollution to groundwater.

Sellindge

7.41 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. The village is in close proximity to the major transport infrastructure that crosses the district, with junction 11 (M20) 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. Sellindge is a socially active community and the parish has one of the greatest range of facilities in the North

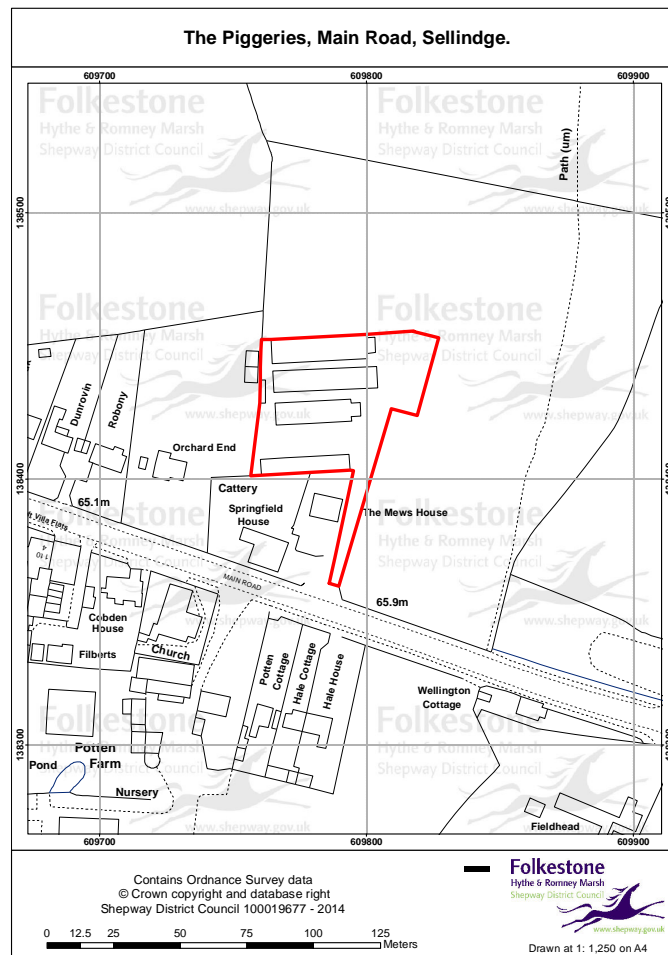
Downs Area including a doctors, primary school, village shop with integrated post office, busy village hall, residents association, sports and social club, a few shops and a public house. The parish is made up of a number of pockets of development, the majority are linear in pattern and appear sporadically 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.

7.42 The Core Strategy (2013) sort to create a central village core (Policy CSD3) through allocating a broad location for development and planning permission has now been granted for a scheme that meets the original objectives of the policy, with development due to commence in 2016 (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 reduce traffic speeds through the village.

7.43 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.

Residential Allocations

The Piggeries, Main Road Sellindge (SHLAA ref: 402)



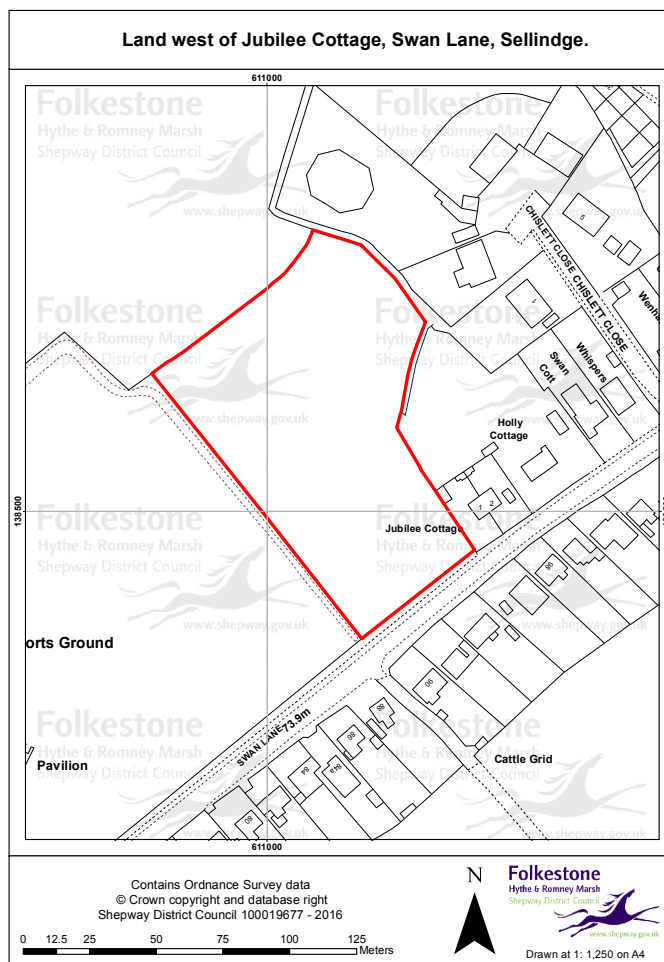
Picture 7.8

7.44 This site is located on the A20, past the central village but adjoining a settlement boundary. As the name suggests the site is a former piggery, which now lies vacant and derelict. This site has a tight focus on the existing piggery buildings and its immediate curtilage. It wraps tightly around the back of 'Springfield' and extends parallel to land associated with 'Orchards End'. Its therefore well integrated to these properties which are part of a small 'island' of defined settlement between the designated parts of Sellindge i.e. the central village and Stone Hill. It's location on the eastern side of this means it is more walkable than some other locations outside the central Sellindge area to the village facilities, most immediately the public house and the farm shop opposite.

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

7.46 The site is 0.3ha in size and is considered suitable for 8 dwellings, depending on the size, layout and if a suitable access point can be achieved.

Land West of Jubilee Cottage, Swan Lane, Sellindge (SHLAA ref:618)



Picture 7.9

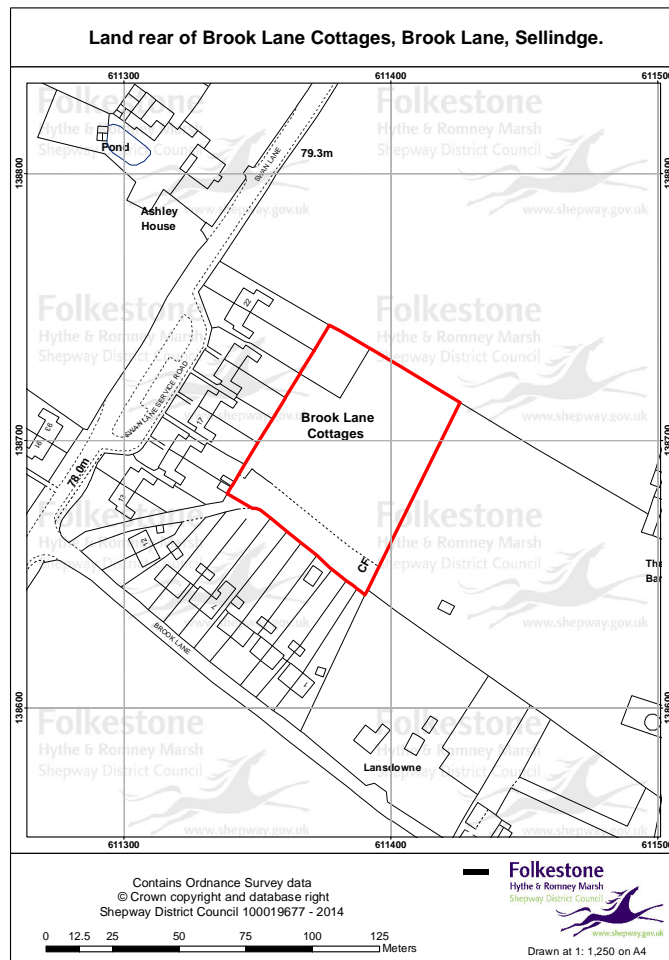
7.47 This site fronts on to Swan Lane located on the north east edge of the central core of Sellindge village. The open site adjoins the settlement boundary and is currently leased out for agricultural purposes, appearing to be ploughed for crops. The site is in close proximity to the Grade II Listed 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, subsequently although this site is towards the edge of the village it is a reasonable sustainable location and would integrate well with the existing built form.

7.48 To the north east and south east of the site lie residential dwellings. 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 lies the Sellindge Sports and Social Club and to the north west open farm land.

7.49 The site is 1.9ha in size and is considered suitable for 15 dwellings, depending on the size and layout.

Land rear of Brook Lane Cottages, Brook Lane, Sellindge (627)



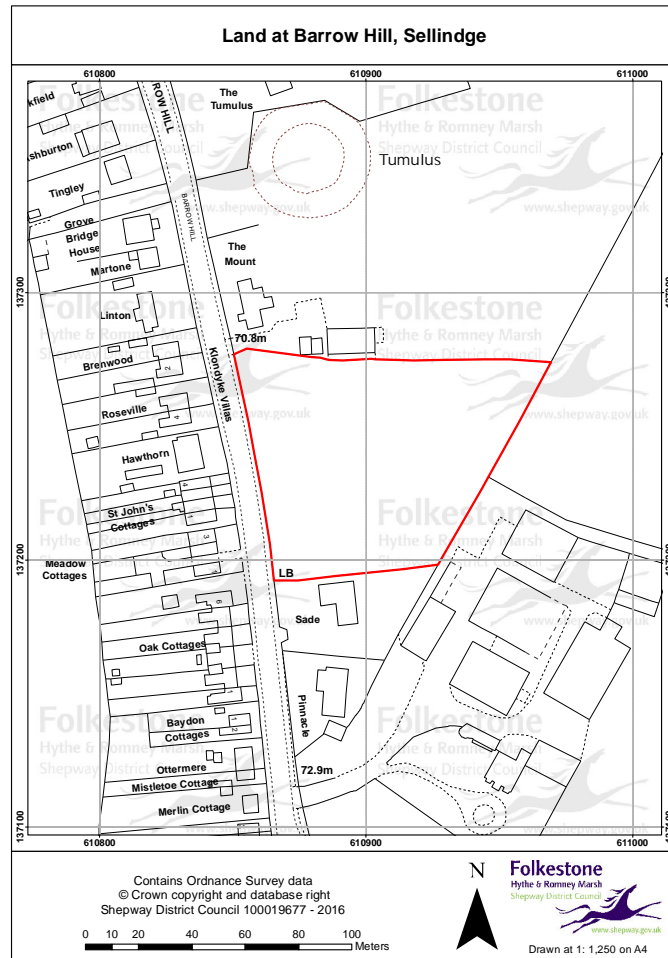
Picture 7.10

7.50 This site is located behind houses fronting on to Swan Lane (Service Road) and Brook Lane. The site adjoins the settlement boundary on the north east edge of Sellindge. Part of the site has hard standing and is used for parking cars and the remainder is scrubland, with trees and hedgerow to the eastern boundary. As mentioned with the previous site, the far end of Swan Lane is considered to be a reasonable sustainable location, however it is more rural in character than the heart of the village.

7.51 This site is bounded on two sides by residential properties, on both the north west and south west, which are all predominantly two storey, semi detached properties. To the north east and south east immediately lies open farm land, beyond this are three detached properties on Gibbons Brook and the Gibbons Brook SSSI.

7.52 The site is 0.45ha in size and is considered suitable for 11 dwellings, depending on the size and layout.

Land at Barrow Hill, Sellindge (1005)



Picture 7.11

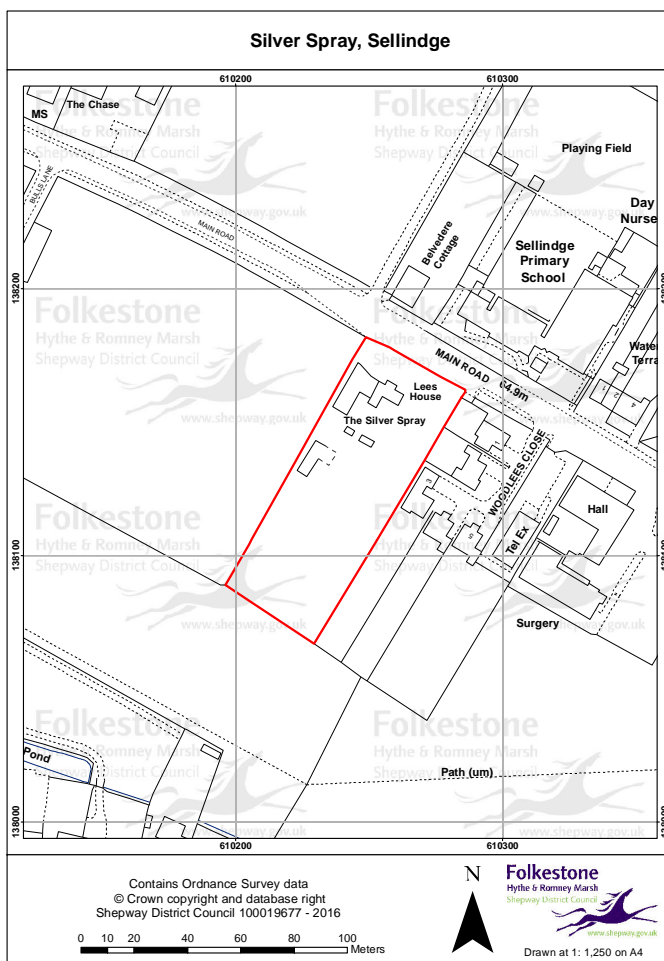
7.53 The Barrow Hill part of the parish is physical divided from the main village, by the motorway and rail line bridge. This site is located in Barrow Hill to the south of Sellindge, adjoining the settlement boundary and fronting on to the A20. Barrow Hill has a footpath along both sides of the road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

7.54 The land is a grassed field, bounded by hedgerow, trees and fencing in part. The west of the site fronts on to the A20 and residential properties 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 they 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 lies 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 is therefore a gap in the built form.

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

Silver Spray, Sellindge (1007)



Picture 7.12

7.56 This site is centrally location close to the facilities in Sellindge and fronting on to the A20. The site consists of a residential dwelling, out buildings and garden which is bordered by hedgerow, trees and fencing in part.

7.57 The site adjoins the broad location identified in the Core Strategy (2013) 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 residential dwellings and the primary school on the opposite side of the road.

7.58 The site is 0.45ha in size and is considered suitable for 5 dwellings, depending on the size and layout.

Policy ND6

General Sellindge Policy

These sites are proposed for residential development with an indicative capacity as follows:

- The Piggeries, Main Road Sellindge- 8 dwellings
- Land West of Jubilee Cottage, Swan Lane, Sellindge- 15 dwellings
- Land rear of Brook Lane Cottages, Brook Lane, Sellindge- 11 dwellings
- Land at Barrow Hill, Sellindge- 15 dwellings
- Silver Spray, Sellindge- 5 dwellings

Development proposals will be supported where:

1. The design incorporates adequate landscaping to mitigate impact on the setting of adjoining countryside
2. Existing trees and hedgerows around the site boundary are retained and enhanced
3. The proposal acknowledges surrounding street patterns and the urban grain, fronting dwellings on to existing streets and following the existing built edge where possible
4. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest

Site Specific Criteria:

The Piggeries, Main Road

1. The development should avoid direct effects on the nearby ancient woodland

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 the setting
2. The north west building edge is fragmented and softened with a strong landscape buffer

Land rear of Brook Lane Cottages

1. The design, layout and landscaping of the site should seek to reduce adverse effects on the character of the AONB
2. Appropriate mitigation/enhancement measures should be incorporated into the design to reduce effects on the nearby SSSI.

Primary Villages

7.59 The status and strategic role of a primary village within the Core Strategy (2013) 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. There are three primary villages located in the North Downs Area, Lympne, Saltwood and Stanford / Westenhanger.

Lympne

7.60 The village of Lympne lies on the edge of the Kent Downs AONB, in the south west of the character area, about 7 miles west of Folkestone, 2 miles west of Hythe and 8 miles east of Ashford. The village 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.

7.61 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 3 miles to the north of the village and the M20 motorway junction just beyond this, Subsequently Ashford, London and even mainland Europe are within commuting distance.

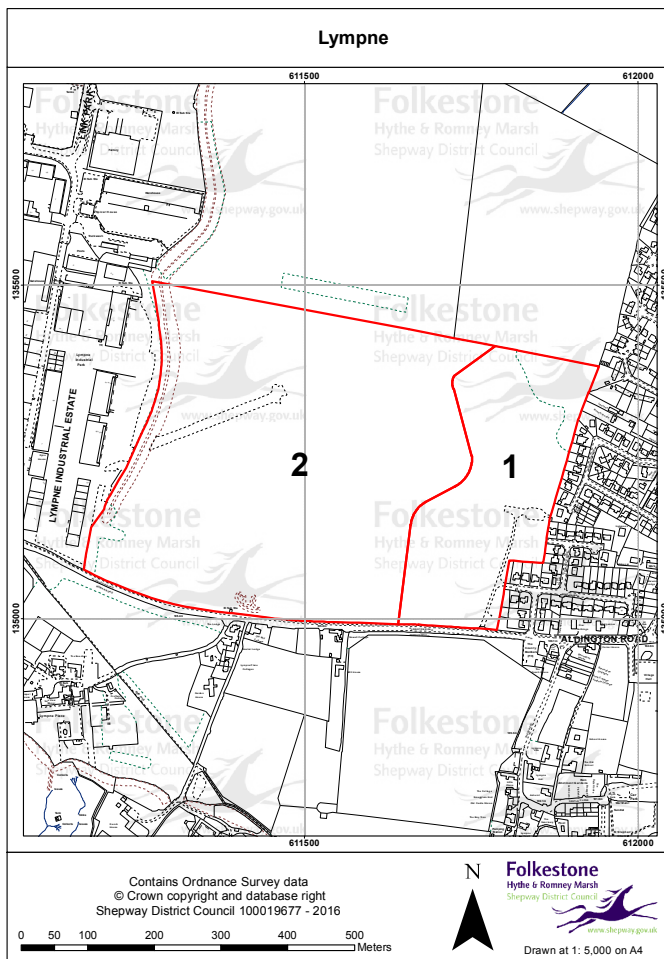
7.62 The AONB wraps around Lympne incorporating its historic core, immediately to the south and east of the village. It is the area outside the AONB that has predominantly seen most recent modern residential growth over the last half century, with a number of cul- de- sacs created running off Stone Street 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 largest visitor attraction in the district.

7.63 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 Roughs. 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.

Residential Allocation

Former Lymgne Airfield (209)



Picture 7.13

7.64 This site is located to the west of the village, adjoining the AONB and the settlement boundary. The site is on the former Lymgne 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 seen as sustainable as it is within walking distance of the local services, facilities and employment opportunities at Lymgne Industrial Estate.

7.65 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 and custom build plots, where as site 2 is to remain undeveloped in order to avoid settlement coalescence, but with the addition of a suitable footpath.

7.66 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, Tournay 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 its 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 start of the AONB, here there are thick hedgerows and trees with fields beyond and the occasional detached property.

7.67 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. However the size of the site in this location will require proportionate contributions to improvements at the Newingreen Junction, a specific issue in the area, as well as school, doctors and public transport contributions, made via S106 or CIL. Site 2 is 33ha and will remain undeveloped.

Policy ND7

Former Lympne Airfield

Site 1 is allocated for residential development with an estimated capacity of 125 dwellings.

Development proposals will be supported where:

1. Existing trees and hedgerows within/around perimeter of 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. Site 1 has on site open space to meet the recreational needs of residents
5. The development has at least 6 self / custom build plots on site
6. Appropriate and proportionate contributions are made to improvements at the Newingreen Junction
7. Site 2 remains undeveloped
8. A new footpath across Site 2 is provided in parallel with the development of Site 1
9. The proposal acknowledges the surrounding urban grain, fronting dwellings on to existing streets and following the existing built edge where possible
10. Footpaths are provided to link in with the existing network
11. A primary vehicle access is provided on to Aldington Road
12. An assessment of non-designated heritage assets and an archaeological survey is carried out and appropriate mitigation measures put in place if required
13. Adequate waste water infrastructure has been provided
14. Contaminated land is fully remediated prior to construction works.

Saltwood

7.68 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 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 figure of 850 (Census 2011).

7.69 The village has a well defined centre around the village green, where a number of roads branch off from. 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, active village hall, play ground and cricket club.

7.70 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, a 11-18 academy which is located within Brockhill Country Park and is the only secondary school in the North Downs Character Area.

7.71 Saltwood has good transport connections. To the north is the M20 motorway, with Folkestone and Ashford easily accessed within a short journey time. Sandling Train 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.

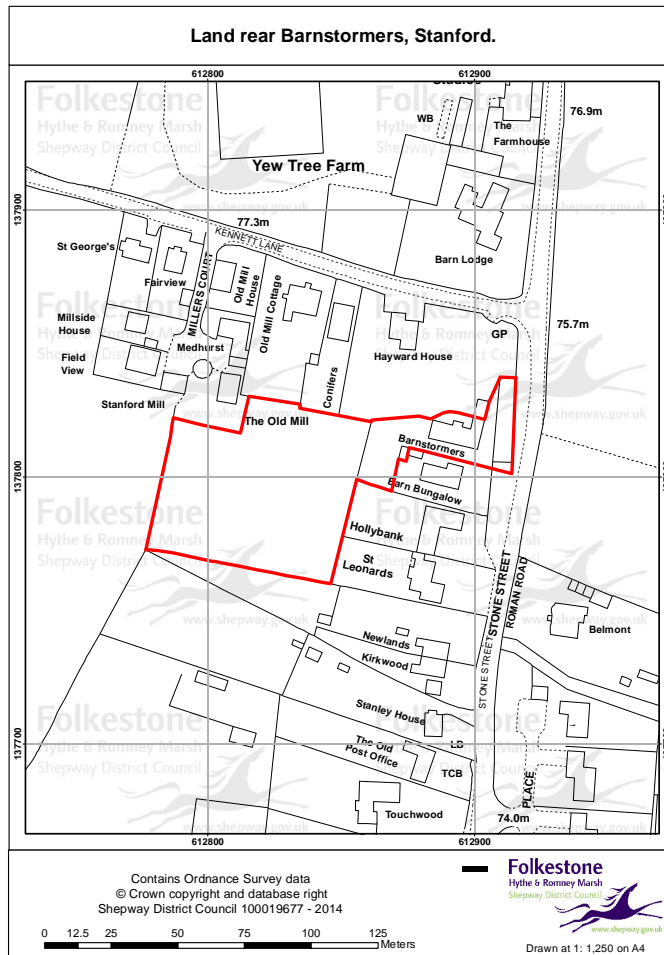
Stanford and Westenhanger

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

7.73 Despite its close proximity to the motorway and rail 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 this includes a public house and church.

Residential Allocation

Land rear of Barnstormers, Stone Street, Stanford (613)



Picture 7.14

7.74 This site is located in North Stanford, accessed from the western side of Stone Street, on land to the rear of properties fronting on to Stone Street and Kennett Lane. The site is currently a residential house and large garden, the front of the site is within the settlement boundary.

7.75 The site is bounded by residential development and gardens with hedgerows and trees on three sides, to the north, east and south. The properties here are predominantly detached family houses on good sized plots, with a variety of ages and styles ranging from modern bungalows to historic two or three storey houses. To the north west the site immediately adjoins the Grade II Listed Stanford Windmill, which has seen residential development in recent years on the site of old industrial

buildings within its curtilage, known as Millers Court. The west of the site adjoins open farm land, which has been identified for a possible lorry area to help prevent the need for the M20 to be closed when there is disruption to cross-channel services.

7.76 The site is 0.5ha in size and is considered suitable for 5 dwellings, depending on the size and layout. Development here is proposed at a low density because of the sites proximity to a listed building and its within the setting of the AONB. The site would be suitable for a small residential scheme with the buildings designed to reflect the rural / agricultural nature of the area.

Policy ND8

Land rear of Barnstormers, Stone Street, Stanford

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

Development proposals will be supported where:

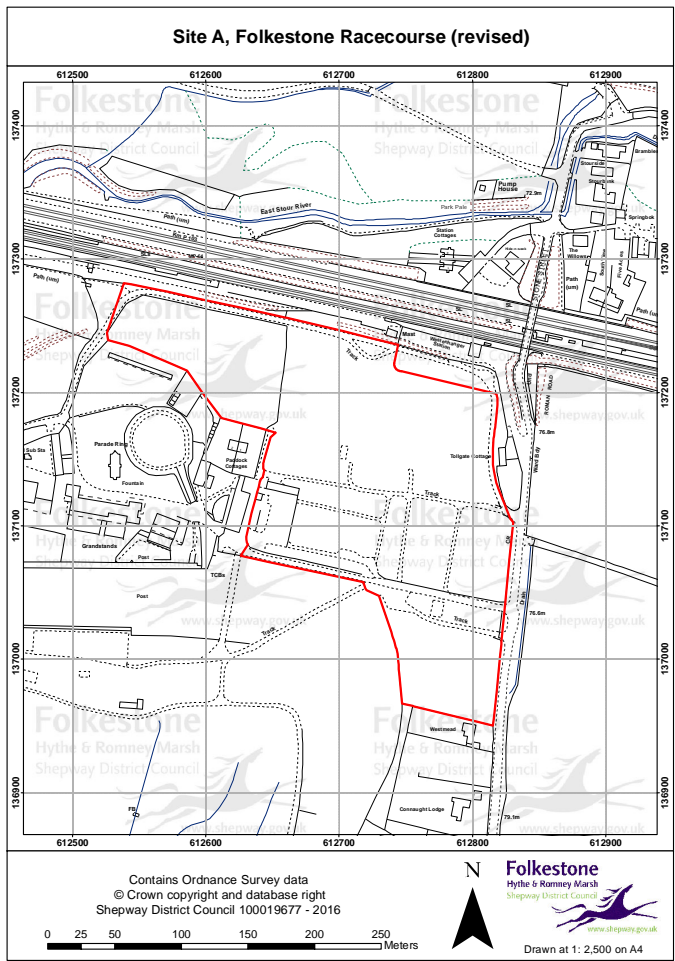
1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness
2. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
3. An assessment of the impact on the setting of Stanford Windmill must be carried out and the setting preserved or enhanced
4. Planting is used to provide a visual link to the countryside and an attractive backdrop to the development
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

7.77 Westenhanger village lies approximately 3 miles from Hythe, immediately to the south of highway and rail infrastructure, which separates the settlement from Stanford South. In common with Stanford development here is focused on Stone Street and the settlement in outside of the AONB.

7.78 Westenhanger has limited community facilities but it is home to Westenhanger Castle, a Scheduled Ancient Monument, located adjacent to the grandstands of the Folkestone Racecourse. Within its moat and walls sits a Grade I listed fortified Manor House which is now used as a venue for weddings, conferences and other tourist and community events. Folkestone Racecourse closed in December 2012 with no

plans to reopen, but now hosts the occasional large event such as The War and Peace Revival. The village also has its own railway station, served by Southeastern trains.

Land at Folkestone Racecourse (204A)



Picture 7.15

7.79 This site is located on Stone Street in close proximity to the station, to the north of Westenhangar. The site is currently unused open space within the racecourse grounds. The site adjoins racecourse buildings immediately to the west with Westenhangar Castle beyond this. To the south is the racecourse, with residential development running along Stone Street, backing on to racecourse land. To the east is Stone Street and to the north lies Westenhangar Station and car park.

7.80 In this location Stone Street is narrow and suffers from significant on street parking due to the close proximity to Westenhanger station. This land provides the most suitable opportunity to improve parking at the station and should therefore include the delivery of improved parking facilities or safeguard land for this purpose.

7.81 The site is 4.6ha in size and is considered suitable for 11 dwellings, depending on the size and layout, plus car parking for the station. Development here is proposed at a low density because of the site's proximity to Westenhanger Castle and as it's within the setting of the AONB, so not all of the identified site will be suitable for residential allocation.

Policy ND9

Land at Folkestone Racecourse

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
2. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
3. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development
4. Adequate off street parking must be provided
5. An assessment of the impact of development on the setting of nearby Scheduled and Grade I Listed Westenhanger Castle has been sort and adhered to ensuring the layout of development protects its setting
6. The proposal acknowledges surrounding street pattern and urban grain, fronting dwellings on to Stone Street and following the existing built edge
7. The development includes or safeguards appropriate land for the expansion of parking facilities at Westenhanger Station as part of a masterplan and includes measures to reduce on street parking congestion along Stone Street
8. The development ensures that there is no adverse impact on water quality from wastewater overflow
9. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

Secondary Villages

7.82 The status and strategic role of a secondary village within the Core Strategy (2013) 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. There are three secondary villages within the North Downs Area, Stelling Minnis, Densole and Etchinghill.

Stelling Minnis

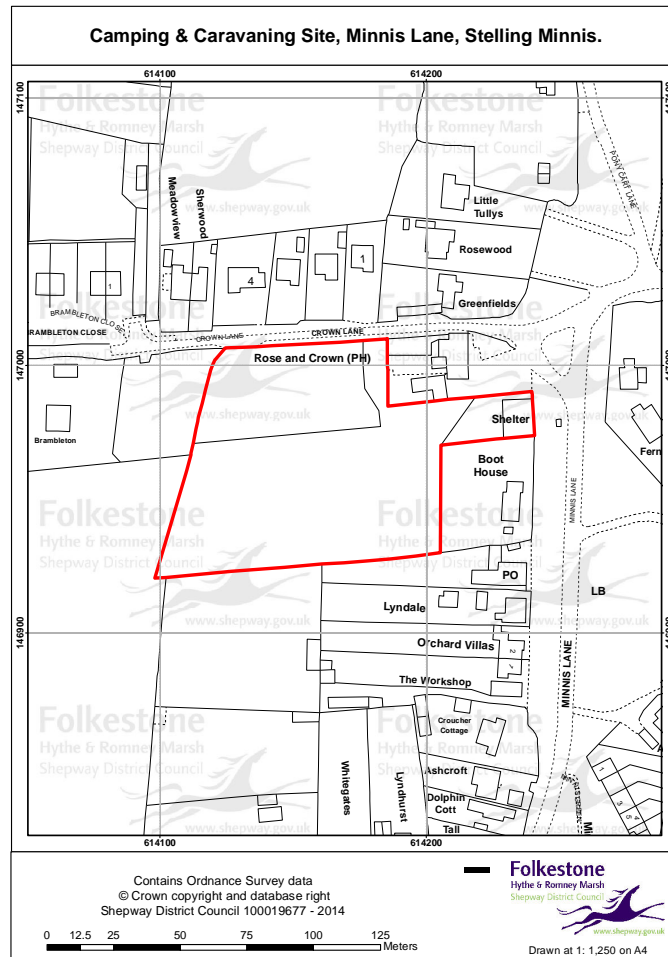
7.83 The village lies 7 miles to the south of Canterbury within the Kent Downs AONB, to the east of Stone Street (B2068), the Roman road linking Lympne and Canterbury. A minnis was ancient common pasture land cleared from the wooded upper slopes of the Kent chalk downland. Stelling Minnis Common is a 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.

7.84 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).

7.85 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 of the common as a whole. The windmill and associated museum attracts many visitors.

Residential Allocation

Camping and Caravan Site, Minnis Lane (635)



Picture 7.16

7.86 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 in close proximity to the limited services with the village including the public house and village store and development here could fit in well with the surrounding built form.

7.87 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 half storey residential 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

Store, these are all two storey detached properties. Beyond this but still nearby to the site lies a Local Wildlife site. To the west and south west lie open fields and scrubland.

7.88 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 sites setting in the Kent Downs AONB and to reflex the existing settlement pattern of Stelling Minnis. The design of proposals coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Policy ND10

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. Design and lay out take account of the residential amenity of neighbouring dwellings
2. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness to help maintain the Kent Downs AONB as a special place
3. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
4. The west and south west building edge is fragmented and softened with a strong landscape buffer
5. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development
6. Biodiversity enhancement measures are incorporated into the design of the development.
7. The proposal acknowledges surrounding street patterns and urban grain, fronting dwellings on to existing streets and following the existing built edge where possible
8. A primary vehicle access is provided on to Minnis Lane
9. Replacement car parking for the public house is provided
10. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest.

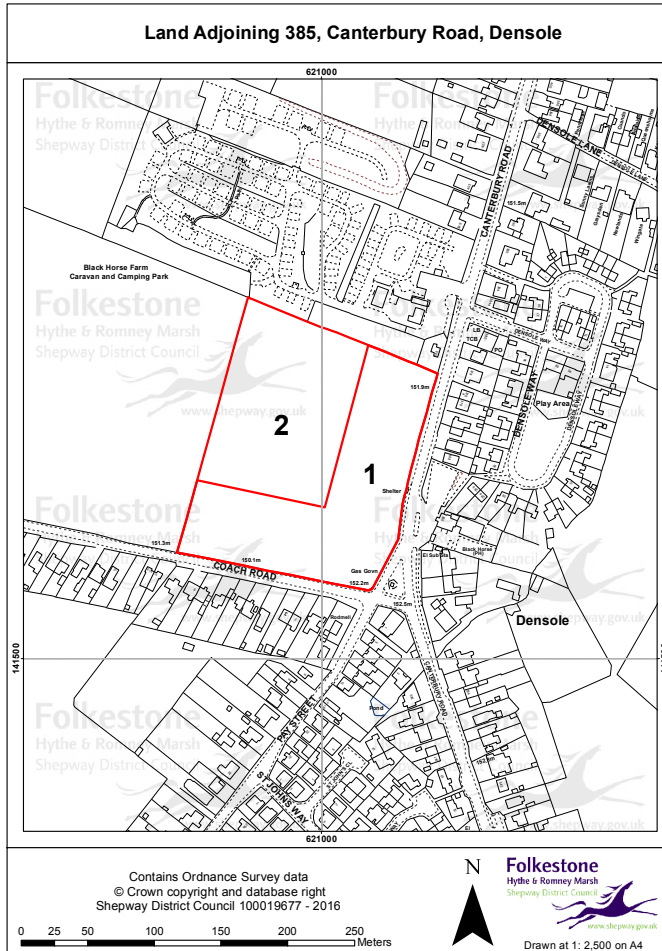
Densole

7.89 Densole is a small village located in the Kent Downs AONB just north of Hawkinge, 3 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.

7.90 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 both Canterbury, Hawkinge and Folkestone being easily accessible by public transport (bus services 16 & 16a).

Residential Allocation

Land adjoining 385 Canterbury Road, Densole (1003)



Picture 7.17

7.91 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 a centrally location and development here could fit in well with the existing built form of Densole.

7.92 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. Immediately to the south and east lie roads and across these roads existing modern housing, predominantly semi detached bungalows, one or one and half storeys. To the west of the site is open farm land.

7.93 The site is divided in to 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 coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. Site 2 is proposed for allotment gardens, subject to demand and discussions with the parish council. If there is no demand for an allotment then site 2 should remain as agricultural land.

Policy ND11

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 to help maintain the Kent Downs AONB as a special place
2. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
3. The western 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 proposal acknowledges surrounding street patterns and urban grain, fronting dwellings on to existing streets and following the existing built edge
6. A primary vehicle access is provided on to Canterbury Road with suitable visibility splays
7. New footpaths and crossing points are provided to link in with the existing network
8. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
9. Measures are taken to avoid pollution to groundwater.

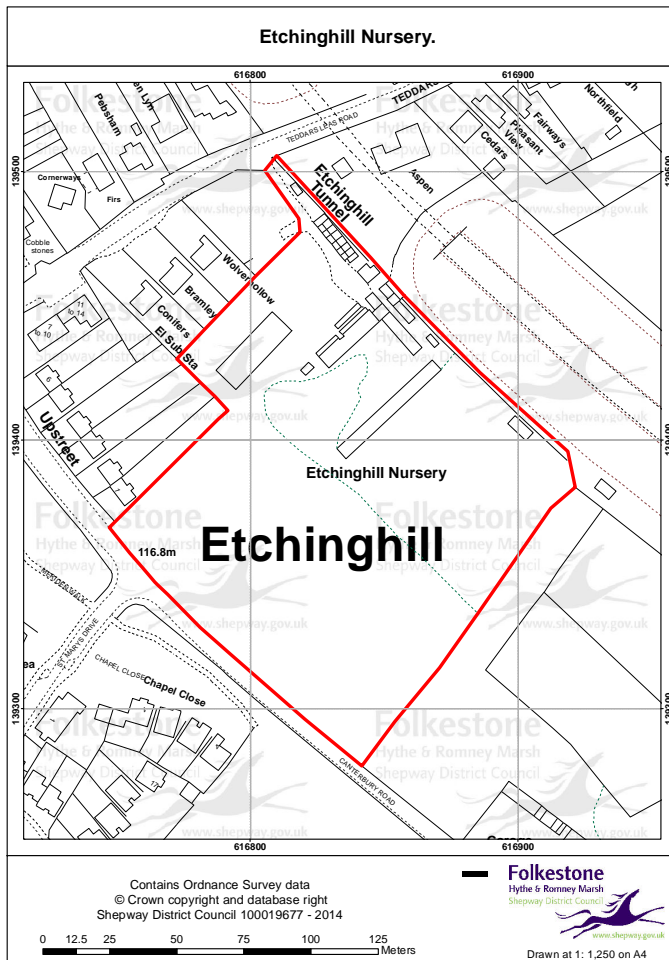
Etchinghill

7.94 The village of Etchinghill lies within the Parish of Lyminge, within the AONB about 5 km 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. To the east of Etchinghill are the remains of the Elham Valley Railway, which previously ran through the area, the majority of development has taken place to the west of the railway cutting, focused around a central cross-road. 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.

Residential Allocation

Etchinghill Nursery (418)



Picture 7.18

7.95 This site is located to the south east of Etchinghill, adjoining the settlement boundary and in a central location with the facilities and services a short walk away. The site consists of a former plant nursery, with disused horticultural buildings and

an adjoining field which was used for horticultural purposes in its entirety but now only partial used. The site fronts on to Canterbury Road the main route through Etchinghill and as you enter the hamlet from Hythe the site is on the left and the modern St Mary's Hospital development is on the right. The site would fit in well with the established urban grain.

7.96 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 on to 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 recent 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 be mindful of the setting of these buildings.

7.97 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 is 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.

7.98 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 coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook .

Policy ND12

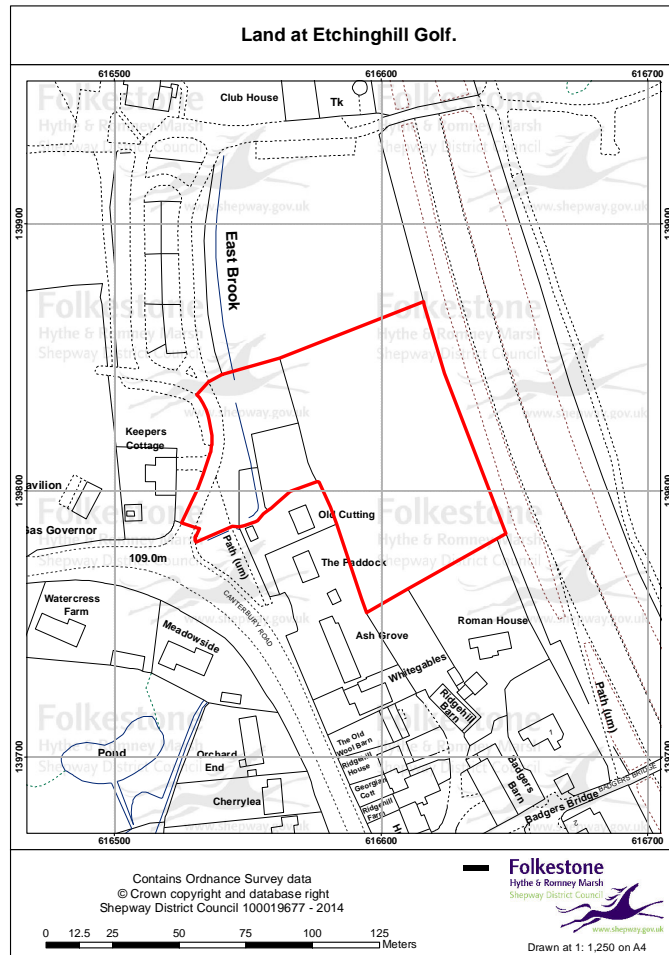
Etchinghill Nursery, Etchinghill

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 to help maintain the Kent Downs AONB as a special place
2. Existing trees and hedgerows within/around perimeter of site are retained and enhanced
3. A strong landscape buffer is provided along the southern and south east boundary
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development
5. Primary vehicle access is on to Canterbury Road, with suitable visibility splays provided and widening where appropriate
6. New footpaths and crossing points are provided to link in with the existing footpath network
7. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
8. The design of the development should seek to minimise effects on the setting of the nearby Listed Buildings
9. Mitigation / enhancement measures are investigated to avoid adverse effects on the Folkestone to Etchinghill Escarpment SSSI.

Land adjacent to the Golf Course, Etchinghill (419)



Picture 7.19

7.99 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 a open, flat, vacant field not used by the golf course, located within walking distance to the limited services and facilities within the hamlet. The access for this site is from the existing access road serving the golf course, as you enter the golf complex the site is on the right.

7.100 The majority of the site is bounded by 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 be mindful of 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 formal Elham Valley Railway cutting and with extensive vegetation.

7.101 The site is 0.74ha 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 its setting in the Kent Downs AONB on the edge of the village. The design of proposals coming forward should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Policy ND13

Land adjacent to the Golf Course, Etchinghill

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 of design of both buildings and surrounding space and reinforces local rural distinctiveness to help maintain the Kent Downs AONB as a special place
2. The highest quality materials are used and traditional building techniques are employed
3. Existing trees and hedgerows within/around perimeter of 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 archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest
6. The development avoids adverse effects on groundwater.

Option 7

Do you have any other sites you wish to be considered within the North Downs Character Area?

Alternative Housing Options Considered

7.102 The alternative sites considered for residential development for the North Downs Character Area but which have been rejected are set out in Appendix 1. Comments on the rejected sites can be made in Appendix 1.

Part Two - Development Management Policies

Introduction

8 Introduction

Development Management Policies

8.1 The preferred policies in this section include general development management and more specific issues that are material considerations when considering planning applications such as, design, amenity, and ground conditions. These are issues that contribute to achieving sustainable development but are also crucial to the wellbeing of residents and local communities. The Local Plan is the main basis for making decisions on planning applications. It gives local communities, developers and investors greater certainty about the types of applications that are likely to be approved. When adopted, planning decisions must be made in accordance with the Local Plan, unless material considerations indicate otherwise. The policies in this section provide a basis for the consideration of planning applications for development within the whole Plan area. They complement the area based policies in the first half of this document, and contribute to effective development management. The new development proposed in the Core Strategy will only be permitted if its design is of a high quality and sustainable.

8.2 It is important to read the plan as a 'whole' – i.e. with reference to all the policies that may be relevant. Policies should not be taken out of context and will not be applied in isolation. They reflect local circumstances and are in addition to national guidance set out in the National Planning Policy Framework.

Housing and Built Environment

9 Housing and Built Environment

Quality Places Through Design

9.1 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 (para 56 of the NPPF). This requirement is further endorsed throughout the Core Strategy, whilst this plan seeks to build on the requirement for ‘robust and comprehensive’ design policies in local plans that establish a strong sense of place (para 58 of the NPPF).

9.2 Quality design can help to meet community aspirations for development, including assisting sociability, encouraging a range of uses and activities, promoting active and healthy modes of travel and leisure and creating comfortable and characterful environments.

9.3 Development should be led by sound urban design principles, set out in documents such as the government endorsed Building for Life 12 assessment tool, the adopted Kent Design Guide and the Kent Downs Area of Outstanding Natural Beauty (AONB) Landscape Design Handbook. Wider guidance is provided in documents such as ‘Manual for Streets’ whilst local level design guidance is provided via Village Design Statements, Conservation Area Appraisals and Neighbourhood Plans.

9.4 The Council has a strong record of working with partners in assessing design quality and in particular has worked with Design South East to increase in-house skills and knowledge and implemented Design Review for a number of strategic and smaller applications. The Council will continue to promote and require Design Review via Planning Performance Agreements where required.

9.5 Achieving good design is about creating places, buildings or spaces that work well for everyone, look good, last well and will adapt to needs of future generations. Good design responds in a practical and creative way to both the function and identity of place.

Box 1

Key principles of good Urban Design include:

1. Functionality
2. Mixed uses and tenures
3. Includes or supports successful public spaces
4. Adaptability and resilience
5. Distinctive Character
6. Attractive places
7. Ease of Movement

Key matters for consideration:

1. Layout – The way in which buildings and spaces relate to each other
2. Form – the shape of buildings
3. Scale – the size of buildings relative to the surrounding context
4. Detailing – the important smaller elements of buildings and spaces
5. Materials – What a building is made from

9.6 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 cost more or take longer to deliver. Furthermore, good design has intrinsic benefits to health and wellbeing; with active journeys on foot or bicycle decreasing obesity, blood pressure and stress levels whilst increasing social interaction and creative play. Evidence shows that good design reduces the perception and risk of crime whilst the integration of green space within a development provides carbon storage, biodiversity and wildlife habitats. It can also lower surface water run off and reduce the ‘urban heat island’ effect.

9.7 The Building for Life 12 Toolkit, in particular, should be used throughout the design process and is a useful tool for the Council, developers and the community to assess proposals and articulate thoughts and assessment in a structured manner. All major developments will include BfL12 assessments as part of planning applications as per local list requirements, whilst BfL12 should form the basis for engagement with communities prior to the submission of applications.

9.8 Reference and detailed consideration of these documents will help to ensure an holistic approach is taken to the design of developments. Design and Access Statements as well as plans will be scrutinised to ensure proposals deliver development of the highest quality inclusive design and layout, whilst large scale development proposals should include appropriate masterplanning documentation, parameter plans and development specification/code documents where required.

The objective of good design is not necessarily to copy local vernacular, creating pastiche development; but to reference local character, layout, scale and materiality within a proposal to ensure it can positively contribute to and build on the continuing story of a place.

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 whilst also respecting existing buildings and land uses, particularly with regard to layout, scale, form, density and materiality so as to ensure all proposals create places of character
2. Facilitates and enables 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 whilst maximising legibility
3. Creates, enhances, improves and integrates areas of public open space, green infrastructure, biodiversity and other public realm assets
4. Does not lead to an adverse impact on the amenity of future occupiers, neighbours, or the surrounding area and avoids the creation of single aspect north facing dwellings
5. Provides clear definition between the public and private realm, incorporating high quality landscaping and boundary treatments and delivering quality public spaces, inclusive of details of their future maintenance and management
6. Complies with other relevant policies within this plan and the Core Strategy, responding positively to the design policies and guidance listed and within relevant Village Design Statements and Neighbourhood Plans.

9.9 A design guide for Sandgate Village was adopted as a Supplementary Planning Document (SPD) in 2013. Proposals should have regard to the advice it contains and the policies therein. The Council may consider the introduction and use of other appropriate guidance, such as design codes. Where adopted, these will be a material consideration.

9.10 Proposals should demonstrate a holistic approach to design that has taken into account the above issues, thus avoiding the need for retrofitting as much as possible. Design and Access statements will be scrutinised to understand how the chosen scheme has been developed.

9.11 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.

9.12 Building for Life 12 is the latest iteration of a government-endorsed industry standard for well-designed homes and neighbourhoods. It was developed by a consortium led by Cabe at the Design Council, Design for Homes and the Home Builders Federation, with support from Nottingham Trent University. The Council supports this document and will seek to achieve all its recommendations within new major development as far as is reasonably practicable.

9.13 Planning applications for development with an element of public use will be assessed as to their provision for access for disabled persons in respect of site layout and the relationship between buildings and their car parking areas and other public access points.

Policy HB2

Cohesive Design

Development will be permitted if it accords well and/or '*speaks to*' the existing locality, where the site and surroundings are physically and visually interrelated in respect of building form, mass, height and elevational details. Any proposals should also ensure that the local character is protected, particularly with regards to sky and tree lines, and the protection of spaces between the buildings. An explanation of the rationale behind siting, massing and proposed elevation as well as spatial treatments will be required for all applications.

For major developments, complex or sensitive sites, a design statement will be required which demonstrate compliance with *Building for Life 12*. This should contain consideration of the following:

Integrating into the Neighbourhood

- **Connections:** Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?
- **Facilities and services:** Does the development provide (or is it close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs and cafés?
- **Public transport:** Does the scheme have good access to public transport to help reduce car dependency?
- **Meeting local housing requirements:** Does the development have a mix of housing types and tenures that suit local requirements?

Creating a Place

- **Character:** Does the scheme create a place with a locally inspired or otherwise distinctive character? How does it relate to the local landscape character or any distinctiveness?
- **Working with the site and its context:** Does the scheme take advantage of existing topography, landscape features (including water courses), wildlife habitats, existing buildings, site orientation and micro-climates?
- **Creating well defined streets and spaces:** Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are the buildings designed to turn street corners well?
- **Easy to find your way around:** Is the scheme designed to make it easy to find your way around?

Street and Home

- **Streets for all:** Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?
- **Car parking:** Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?
- **Public and private spaces:** Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?
- **External storage and amenity space:** Is there adequate external storage space for bins and recycling as well as vehicles and cycles?

Development of Residential Gardens

9.14 Residential gardens have played an important role in providing sustainable development opportunities in the past. Gardens, however, play an important role in the towns and villages in our district. They add character of our urban areas, providing breaks in development and softening the built form, they provide amenity and recreational areas that improve the health and wellbeing of the local population and they provide local wildlife habitat, particularly where gardens are well established. The uncontrolled loss of residential gardens can lead to a piecemeal and inappropriate pattern or style of development and lose the benefits to health and wellbeing and wildlife.

9.15 The Council, therefore, considers it important to control the development of residential gardens in the district through the use of the following policy, which should be considered together with the Cohesive Design and External Space Standards policies in this chapter.

Policy HB3

Development of residential gardens

Development proposals involving the complete or partial redevelopment of residential garden land will be permitted provided that:

1. The proposal responds to the character and appearance of the area, taking into account the views from streets, footpaths and the wider residential and public environment
2. The size of plot to be developed is of an appropriate size and shape to accommodate the proposal, taking into account the scale, layout and spacing of existing and surrounding buildings, the amenity of adjoining residents, and the requirements for living conditions set out in Policies HB5
3. Any loss of biodiversity value on the site will be mitigated, and where practicable measures to enhance biodiversity through habitat creation or improvement are incorporated.

Design guidance for householder applications

9.16 The majority of planning applications will involve extensions and alterations to existing buildings. Given that it is important that people are able to adapt existing accommodation to suit their needs and lifestyle, it is equally important that any changes in the fabric and footprint of a property can benefit the locality. However a series of changes and adaptations of dwellings has the cumulative potential to transform the character of an area, the following policies aim to ensure that this transformation is managed to retain and improve local character and style.

9.17 Householder applications will have to abide by certain broad principles, including amenity, outlook, proportion and scale, balance and harmony. These are explored in turn.

9.18 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. Factors relevant to assessment of amenity in householder applications include any potential for impact on privacy, loss of light or overshadowing, loss of outlook or parking, a loss of landscaping or open space, or overbearing / sense of enclosure to adjoining properties.

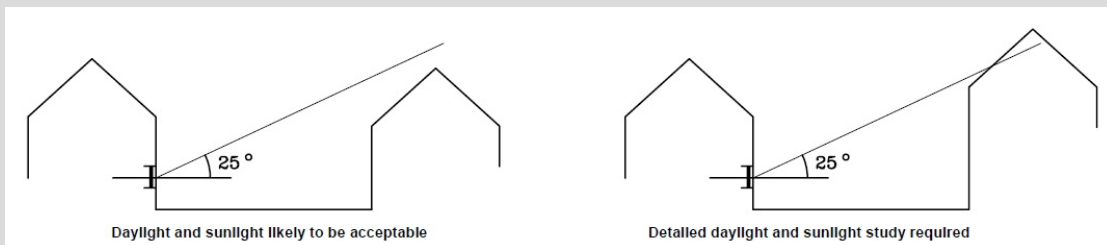
9.19 Neighbouring projections and extensions can affect the outlook and light provision to a neighbour's habitable rooms. Natural light is an important element in a good quality living environment. Effective daylighting can reduce the need for

electric lighting, while sunlight can contribute towards meeting some of the heating requirements of our homes through passive solar heating. 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 text in Box 2 below will be applied when considering applications.

Box 2

The 25° and 45° rules

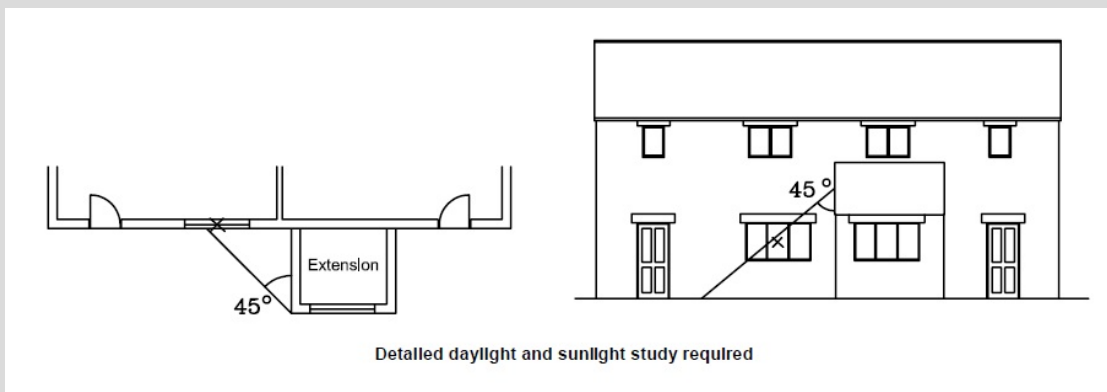
The Building Research Establishment (BRE) document ‘Site Layout Planning for Daylight and Sunlight: A guide to good practice’ (2011) sets out two helpful tests for determining the acceptability of an extension in terms of its potential for impact on neighbouring dwellings. The 25° test is used where development is opposite a window as per the drawing below:



Picture 9.1 25 degree rule

If the whole of the proposed development falls beneath a line drawn at 25° from the horizontal, then there is unlikely to be a substantial effect on daylight and sunlight. However, if the proposed development goes above the 25° line, further checks will be required.

The 45° test is used for extensions that are perpendicular to a window as per the diagram below:



Picture 9.2 45 degree rule

Where the 25° or 45° tests are breached, it may still be shown that natural light levels are acceptable, subject to checking using the BRE’s detailed tests to include:

- Vertical Sky Component
- Daylight Distribution / No Sky Line (where room layouts are known)
- Average Daylight Factor
- Annual Probable Sunlight Hours

9.20 In the maintenance of proportion and scale, whichever design is proposed, extensions and alterations should generally be subordinate or subservient to the original house; it should be in proportion in relation to the original building and in its own right, and its height should generally be lower than that of the original building (both eaves and ridge).

9.21 Balance and harmony can aid legibility of a streetscene, thereby encouraging spaces to be treated well. Proposed extensions should generally respect and reflect the form, scale and architectural style with 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.

Alterations and extensions to existing buildings

9.22 Careful design of home extensions can enhance both the aesthetic of the individual property and the overall character of a locality, creating desirable places.

9.23 There are circumstances where extensions or annexes are required to accommodate dependant relatives, such as the elderly, which will help maintain a separate lifestyle but allow relatives or carers to be close for help and assistance if needed. Whilst the District Council is supportive of such extensions and annexes, there is concern that these will become separate dwellings after the use has ceased. These will be permitted where a Section 106 Agreement has been negotiated to ensure that such extensions and annexes are used only in conjunction with the existing dwelling.

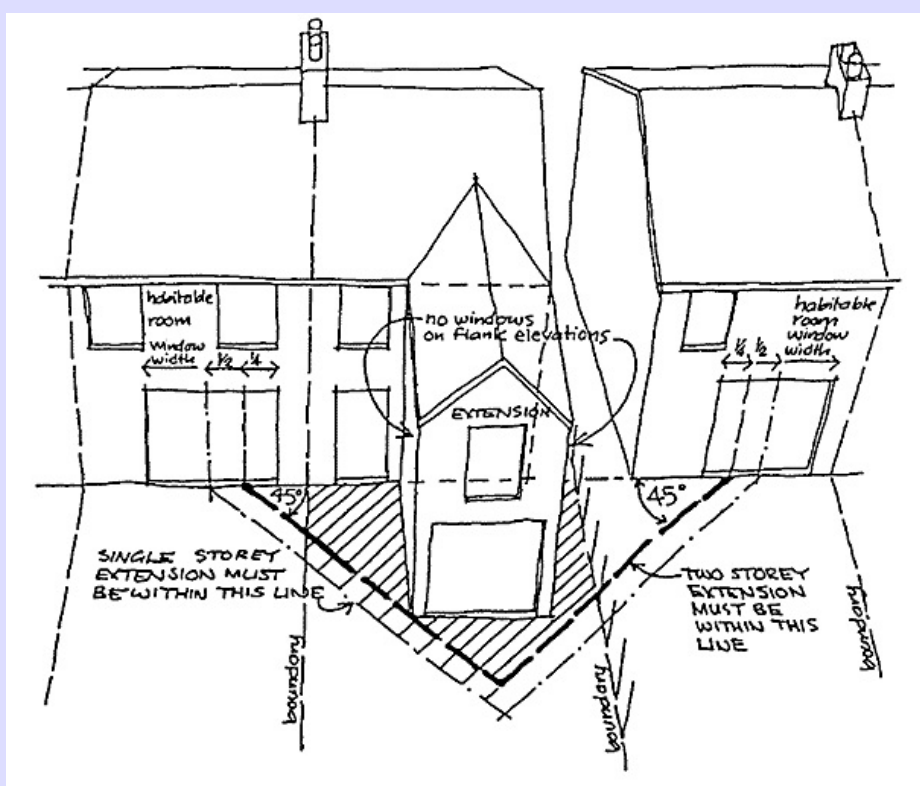
Policy HB4

Alterations and extensions to existing buildings

Alterations and extensions to existing buildings should reflect the scale, proportions, materials, roofline, and detailing of the original building and should not adversely affect the amenity enjoyed by the occupiers of neighbouring properties or have a detrimental impact upon the streetscene, either in itself or on a cumulative basis.

Applications for extensions to existing residential buildings will be permitted in the following cases:

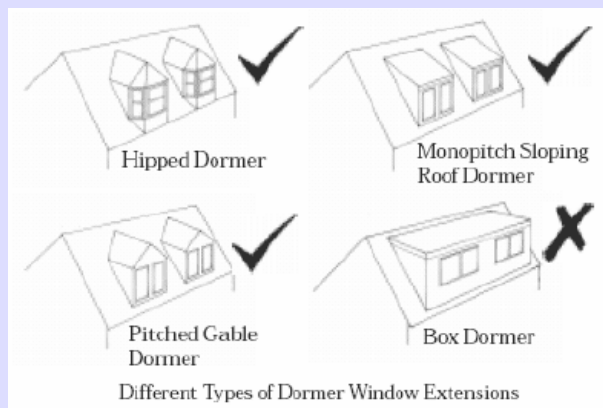
1. The extension does not cause undue overshadowing of neighbouring property and allows adequate light and ventilation to existing rooms within the building. Single storey extensions should be designed so as to fall within a 45° angle from the centre of the nearest ground floor window of a habitable 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
2. Side extensions may be added to detached or semi-detached dwellings where space is available. Care should be taken to avoid creating a terracing effect which could result by extending up to the boundary. A minimum distance of 1 metre should be maintained from the boundary and any part of the extension above single storey level including the roof.



Picture 9.3

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 is to be encouraged. Two storey flat-roofed extensions cannot 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. This will 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 overall streetscene.



Picture 9.4

5. Alterations or extensions should protect the residential amenity of the occupants of neighbouring properties and ensure avoidance of unacceptable overlooking or interlooking.
6. Garages should be set back 5.5 metres from the highway boundary. This will enable a vehicle to stand clear of the highway whilst the doors are being opened or for cleaning or maintenance purposes.
7. The following additional criteria for extension should be met in addition to the above, to maintain the visual quality of the street:
 - a. The width of the extension should be less than or equal to half the width of the original frontage of the property.
 - b. The depth of the extension should be less than or equal to half the depth of the garden.
 - c. The extension should respect the building line to all streets onto which the property faces.
 - d. The extension should be subservient to the property.
 - e. The extension should maintain the open character of the plot, where this is a feature of the streetscene.

In addition to the above, proposals for alterations and extensions (including annex accommodation) to buildings 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.

Extensions or annexes for dependants accommodation, especially in the countryside, should be attached and have access to the existing dwelling. and should not be converted to two dwellings when the need for the annex has ceased.

Internal and External Space Standards

9.24 Space is a fundamental organising principle of society. The dichotomy between public and private spaces denotes different types of activities and, as such, private space offers the physical space for personal and individual activity. While the ideas of the “right to the city” and public space for some time, the right to personal space is a growing concern. CABE’s (2010) report, “Space standards: the Benefits” summarises the seven main categorical benefits of sufficient internal space as follows:

- Wellbeing: Improved health and wellbeing resulting from privacy and social activity.
- Family life: Enhanced family life and the opportunity for children to study uninterrupted.
- Work: Opportunities for home working, increased productivity and therefore wider economic benefit
- Flexibility: The flexibility of space within the home and adaptability to changing needs.
- Inclusivity: The ability to respond to occupants' changing physical requirements over their lifetimes.
- Content communities: The benefits to society from reduced overcrowding, which can result in anti-social behaviour.
- Housing market stability: A more stable housing market driven by an understanding of long-term need rather than short-term investment.

9.25 Nationally described space standards are currently a discretionary Government standard that local authorities can choose to implement. They aim to ensure new developments provide adequate space for residents to undertake everyday activities comfortably. Locally, while many new developments do meet or exceed the levels at which the standards have been set, there is evidence to suggest that 1 and 2 bed dwellings are falling short of these standards. To ensure the quality of Shepway’s accommodation, proposals for the creation of new dwellings will be assessed against the requirements, which are set out in Appendix 4.

9.26 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, these should be provided wherever feasible and where they would not take away from the character of the existing building or streetscene.

9.27 For houses, a larger area of private external space is considered necessary to accommodate a storage shed, a sitting out area, washing line/rotary drier, play space, trees, shrubs and borders that make a garden an edifying experience for people, thus supporting the policies around health and wellbeing, and providing valuable urban habitats and corridors for wildlife.

Policy HB5

Internal and external space standards

Planning permission will be granted for all new development and conversions where the proposed scheme:

1. Meets, and wherever viable exceeds, the nationally described internal space standards;
2. Provides an area of private open space for each new or converted dwelling as one or more of the following:
 - a. A private usable balcony area with a minimum depth of 1.5m.
 - b. An area of private garden for the exclusive use of an individual dwellinghouse of at least 10m in depth and the width of the dwelling.
3. Demonstrates consideration of the acoustic environment of outside spaces so they can be enjoyed as intended.
4. In the case of certain types of conversions, including those in Conservation Areas, an area of private garden for the exclusive use of the residents of a set of flats, provided *pro rata*, may be acceptable in place of individual balconies or terraces. For example, a building containing seven flats, three of which have four bedspaces; four of which have three bedspaces, should seek to provide a private amenity area of at least 45m² ((3*7)+(4*6)). In exceptional cases, on particularly constrained sites, commuted sums to provide off-site amenity areas may be paid.

The District Council will consider variation to the external space standards if it can be demonstrated through the Design and Access Statement.

9.28 A private outdoor space is one which is not 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. 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 observed by passersby, is not likely to provide an acceptable private outdoor space. However, recessed balconies may provide sufficient privacy.

Conversions of sensitive buildings

9.29 It will be expected that applications for conversion of existing buildings into living accommodation would conform to the above standards. The only exception to this would be the conversion of listed buildings, for which some dispensation can be appropriate. The advice of the local planning authority should be sought for development relating to all potentially sensitive development.

Self-build/custom build development

9.30 The Self-build and Custom Housebuilding Act 2015 placed a duty on local authorities to keep a register of individuals and associations of individuals who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects and to place a duty on certain public authorities to have regard to those registers in carrying out planning and other functions.

9.31 Shepway District Council's register can be found by following this link <http://www.shepway.gov.uk/self-build-information> whilst further information is available via the Government endorsed self-build portal <http://www.selfbuildportal.org.uk/custombuild>.

9.32 Self-build and custom housebuilding registers provide valuable information on the demand for self-build and custom housebuilding in a relevant authority's area and should form a key part of a relevant authority's evidence base of demand for this type of housing. The registers that relate to their area may be a material consideration in decision-taking. Relevant authorities with plan-making functions should use their evidence on demand for this form of housing from the registers that relate to their area in developing their Local Plan and associated documents.

9.33 The Council is keen to support the principle of self and custom build development to meet the needs of local people and increase choice and opportunity within the housing market to deliver more high quality homes that meet the needs of individuals.

9.34 The NPPF states that Local Planning Authorities should identify and make provision for the housing needs of different groups in the community such as people wishing to build their own homes. The NPPG 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 proactive steps to stimulate the growth of the self build market. One measure to help self builders has been to grant them an exemption from the Community Infrastructure Levy.

9.35 The exemption will apply to anybody who is building their own home or has commissioned a home from a contractor, house builder 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.

9.36 This policy will contribute to the availability of self and custom build plots to meet the needs of those registered with the Local Planning Authority, increasing housing supply and supporting local small and medium sized businesses.

9.37 Further evidence of need for Self and Custom Build will be informed by future SHLAA's and SHMAs, as well as the Register itself. Using the policy criteria below it is calculated that the site allocations proposed within this document will provide for approximately 85 self and custom build plots within the district by 2026 which will be further supplemented by windfall development of smaller sites below 5 units.

9.38 The Council will also support qualifying bodies in delivering Self and Custom build projects through the neighbourhood plan process, subject to the wider policy requirements set out within this document and the Core Strategy.

Policy HB6

Self-build/custom build development

The Council will support self and custom build development by requiring all sites within the Folkestone and Hythe Urban Area delivering more than 40 dwellings to supply no less than 5% of dwelling plots for sale to self or custom builders on the districts Register.

Within the North Downs and Romney Marsh Areas sites delivering more than 20 dwellings must supply no less than 5% of dwelling plots for sale to self or custom builders on the districts Register.

Subject to the following criteria:

1. Design parameters for custom and self build shall be included within any outline planning application
2. Plots shall be appropriately marketed as self and custom build for a period of at least 12 months before consideration is given to a return to open market units
3. Self and custom build shall be appropriately integrated within the wider development, in accordance with overarching policy requirements and contribute towards the maintenance and management of the public realm

Local Housing Needs in Rural Areas

9.39 The viability of local communities and support for local facilities such as shops and schools can be threatened if local people, particularly young families, are unable to afford to stay. The NPPF supports local housing needs through Para 54 which states that LPA's 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...*'.

9.40 Such sites will be in addition to the allocation of land to meet general housing demand, and would be laid on land which would not normally be released for housing. They will have to meet the criteria described below. Land allocated to meet general housing demand will not be reserved for local needs only.

9.41 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 also include the following information:

- Households currently resident in accommodation unsuited to their circumstances for physical, medical or social reasons, and which is 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.
- Other cases of local need if considered justified by the District Planning Authority.
- For the purposes of this Policy "resident" is interpreted as three years continuous residence in the parish or alternatively, any five out of the last ten years.

Policy HB7

Local Housing Needs in Rural Areas

Planning permission will be granted for proposals for local needs housing development 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 or through an allocated site in this Local Plan or from redevelopment, infill or conversion in line with other policies in the Plan.
2. The local need has been clearly identified by a detailed parish survey. It may be necessary to take into account the needs in adjacent parishes so as to relate catchment areas to settlements.
3. There is no satisfactory alternative means of meeting the identified needs.
4. The development has been designed and will be available at a cost capable of meeting the identified local need.
5. The site is well related in scale and sitting, to the village and its services and is capable of development without significant adverse countryside, conservation, environmental or highway safety impact.
6. The proposal does not involve cross subsidy. In allowing local needs housing it will be necessary to ensure that the subsequent occupancy of the housing is controlled, by condition or agreement, so that the accommodation remains available to meet local needs.

Residential Development in the Countryside

9.42 Paragraph 55 of the National Planning Policy Framework states that local planning authorities should avoid isolated new homes in the countryside unless there are special circumstances, such as they are essential for rural worker accommodation; would provide a viable use of a heritage asset; would involve the re-use of redundant buildings that would lead to an enhancement of the immediate setting; or is a development of exceptional quality.

9.43 Where proposals are to redevelop dwellings in the countryside but do not meet the requirements set out in the NPPF and are outside the settlement confines, the Council 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 stand alone annexes or garages, which must protect the character of the

countryside. To avoid overbearing and bulky dwellings or associated development in isolated locations, particular attention on the design, scale and materials used will be important considerations. This is particularly important in the north of the district where most of the countryside is within the Area of Outstanding Natural Beauty and to the south in the Romney Marsh, which is flat, open and exposed. Proposals for replacement dwellings will, therefore, be required to justify the design approach and will have to meet the design policies in this Plan.

9.44 Where proposals are for replacement dwellings that are not located on the original footprint of the existing, the Council will seek through condition or agreement the demolition of the existing dwelling within 3 months of the occupation of the replacement, in order to prevent 2 dwellings remaining on site.

9.45 Where planning permission is granted for replacement dwellings that is larger than the existing dwelling, this will be subject to a condition withdrawing permitted development rights for residential extensions. This is to ensure that the integrity of the policy's intentions to protect the countryside from intrusive built form and bring future alterations to the scale and nature of the new property within the control of the planning system.

Policy HB8

Residential Development in the Countryside

Planning permission will be granted for replacement dwellings located in the countryside provided that:

1. The existing dwelling has a lawful residential use;
2. It can be demonstrated that the scale, bulk, massing, location within the site, and materials used 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 will 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, planning conditions will be imposed to ensure that the existing dwelling is removed within 3 months of the occupation of the replacement dwelling.

Planning permission for residential related outbuildings, such as annexes or garages, will be granted provided that it can be demonstrated that the scale, bulk, massing, location within the site, and materials used does not harm the wider landscape, the functioning of neighbouring uses or the amenities of nearby residents

Accessible Dwellings and Water Efficiency - Building Regulations

9.46 With the abolition of the Code for Sustainable Homes and Lifetime Homes Standards, and the insertion of their requirements into the building regs, additional clarification is needed in this plan to define the Council's approach to these changes.

9.47 Building Regulations Part G address water efficiency. Shepway's Core Strategy highlights that the district falls within a designated Water Scarcity Status Area, and therefore water efficiency measures are required for new development. This has created a requirement for a maximum consumption of 105L water per person per day as per Policy CSD5, except for the strategic developments in Policies SS6 and SS7 which require a lower maximum consumption of 90L water per person per day. These have been proven to be viable and achievable, and these requirements will be 'passported' across in this plan period. The requirement applies to new-build and those formed by Change of Use, and will be ensured through use of Planning Conditions.

9.48 Building Regulations Part M address 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. Policy CSD2 of Shepway's Core Strategy requires all developments of 10 dwellings (Class C3) or more to include 20% of market dwellings meeting 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% 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-builds only, and will be ensured through use of Planning Conditions.

9.49 For non-residential development, there are no such restrictions in place to limit water consumption. Evidence suggests that it is non-residential uses that are responsible for the greatest increases in local water consumption (agriculture in particular). Therefore the Council require more stringent water efficiency requirement for non-residential development in attaining BREEAM certification for all new non-residential developments (as appropriate). In viability terms, however, it is not appropriate to seek to achieve 'maximum' water credits in this regard, but development must achieve at least a 40% improvement in water consumption against the baseline performance of the building (Wat1, 3 credits).

Affordable Housing & Starter Homes

9.50 The District Council's requirement for the provision of affordable homes is set out in the adopted Core Strategy (2013) Policy CSD1. Since this policy was adopted, the Government has introduced two important changes to the legislation relating to planning obligations and Starter Homes.

9.51 The Government has introduced legislation that limits the affordable homes obligations to developments of 11 or more dwellings or, when in the AONB, 5 or more. Policy CSD1 will still be used in the consideration of planning applications but the requirement for affordable housing contributions on developments of 10 or fewer dwellings will not be enforced as this is now superseded by the changes made by Government and set out in the PPG.

9.52 The Government has also introduced the Housing and Planning Act 2016, which has introduced Starter Homes. The Government's Starter Homes exception sites policy seeks to help meet the housing needs of young first time buyers, by allowing Starter Homes to be offered to them at below their open market value. The exception site policy enables 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 encourages local planning authorities not to seek section 106 affordable housing and tariff-style contributions that would otherwise apply. Local

planning authorities are also encouraged to work in a positive and proactive way with landowners and developers to secure a supply of land suitable for Starter Homes exception sites to deliver housing for young first time buyers in their area.

9.53 A Starter Home is expected to be well designed and suitable for young first time buyers. The District Council will work with developers to determine what size and type of Starter Home is most appropriate reflecting the local housing market and sites. Starter home provision will be in line with the government's current consultation on the implementation of the national starter homes policy. This is currently at a level of 20% on sites of 10 units or more (and 0.5 hectares or more), across the district.

9.54 The District Council will update the Affordable Housing SPD to reflect the new legislation for Affordable Housing obligations and Starter Homes.

Residential care homes and institutions

9.55 Given the demographic profile of Shepway and the historic development of its coastal settlements, there are a significant number of care homes and institutions in the district. Given the changing nature of the industry, however, and the requirement for improved service provision and for larger sites to aid business viability, the Council expects to see a significant spatial change in these over the plan period. It is expected that larger Victorian properties that have hitherto supported residential care in the district will become overly costly to reconfigure to modern standards, and that these will revert to other uses.

9.56 Residential care homes/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. Hostel accommodation is considered to be *sui generis* under the Order.

9.57 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.

9.58 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.

9.59 Based on this, the policy set out below can only be applied to those proposals that fall under Use Class C2, whether it is a new development or a change of use.

9.60 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. It is responsible for making sure that health and social care services provide people with safe, effective, compassionate, high-quality care and encourage care services to improve. It monitors, inspects and regulates services to make sure they meet fundamental standards of quality and safety and publish their findings, including performance ratings to help people choose care. Details of the National Standards for residential care homes can be found at www.cqc.org.uk/content/care-homes

9.61 Kent County Council, the body responsible locally for Adult Health and Social Care, has changed its procedures for commissioning and care recently in response to the Health and Social Care Act 2012, the Care Act 2014 and the squeeze on local government finances. Kent County Council's Strategic Statement 2015-2020 outlines a commitment to enabling more people to remain in their homes, thus reducing the need for transfer to residential institutions. In its Community Support Market Position Statement (February 2016) it notes, *"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."*

9.62 The Kent County Council Accommodation Strategy 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 for the likely scenario of these substantial buildings becoming vacant in this plan period.

Policy HB9

Conversion and reconfiguration of residential care homes and institutions

There will be an increased need over this plan period for the relocation and reconfiguration of existing residential care homes and institutions (C2 or *sui generis* use class) in the district. Where this cannot be achieved with the existing building, there will be a need for the building's conversion to other uses, or else an impetus for the demolition and reconstruction.

Planning permission will be granted for the conversion of a residential care home / institution (C2) to residential (C3), hotel/b&b (C1) or non-residential institution (D1) use if the following are satisfied:

1. Applicants should provide a report demonstrating that the building is no longer viable for the use.
2. The applicant has provided a viability report demonstrating that institutional use is not economically sustainable.
3. Design and layout take account of the design policies presented within this plan, and sustainable construction and Building for Life 12 criteria are observed as far as is reasonably practical.
4. Conversion demonstrates acceptable level of traffic movements.
5. Conversion does not result in increased noise or disturbance which impacts upon neighbouring residential amenity.
6. In the case of C3 use, the development provides affordable housing in accordance with policy CSD1 (Core Strategy 2013).

The local planning authority will seek to avoid the demolition of an existing residential care home or institution in a Conservation Area or where the building contributes to the character of the area.

9.63 Given the expected loss of existing residential institutions for older people, there is expected to be a need for replacement accommodation built to the Care Quality Commission's (CQC) Fundamental Standards. The CQC is the independent regulator of health and adult social care services in England. The role of the CQC is to ensure that health and social care services provide people with safe, effective, compassionate, high quality care and encourage care services to continually improve.

9.64 The Kent Social Care Accommodation Strategy highlights that there will be a particular demand for quality residential accommodation in Shepway. In particular, this will be focused in Folkestone, Hythe, New Romney and Lydd. Already, the district has among the highest proportions of people who live in residential care in the county, and this need is unlikely to diminish.

9.65 As noted, 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 located in sustainable locations.

9.66 The principles of sustainability for the development of residential institutions apply equally as to general residential development.

Policy HB10

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, subject to the following requirements:

1. Accommodation will be designed and built to the Care Quality Commission's (CQC) Fundamental Standards.
2. They will be situated in sustainable locations with access to local services, leisure and community facilities, to include shops, healthcare and public transport as per Core Strategy Policy DSD and SS3.
3. They are located in areas at lower risk of flooding, as per Core Strategy Policy SS3.
4. Consideration has been given to compatibility with surrounding land uses, so that such development does not cause substantial disturbance or detrimental impact to neighbours. Similarly, the development should not be 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 neighbouring businesses, as per NPPF paragraph 123.
5. Design and layout are to take account of the design policies presented within this plan, as well as sustainable construction and Building for Life 12 criteria.
6. Sufficient open and defensible amenity space should be provided and retained around the property for use by residents, staff and visitors.
7. The site and immediate surroundings should have a gentle topography to facilitate pedestrian movement and access to services.
8. The application demonstrates local need for the expansion, or new facility.

Gypsies and Travellers

9.67 The Department for Communities and Local Government publication, “Planning policy for traveller sites” (August 2015) redefines “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.*

9.68 It advises that, planning policy should consider:

- a. *whether they previously led a nomadic habit of life*
- b. *the reasons for ceasing their nomadic habit of life*
- c. *whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

9.69 The East Kent GTAA (2014), following the previous PPTS (2012), recommended a need of seven pitches for the period 2013-2027, to include an immediate need in the first five years of five pitches. However, the new definition of Gypsies and Travellers has significantly reduced the number of households in the district conforming to this category, and advises that Travelling Showpeople sites should be assessed under general housing policies.

Policy HB11

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 above definition, and which can also be demonstrated to meet all the following criteria:

1. The development will safeguard the health of occupiers and provide a satisfactory level of amenity for them, by reference to a range of 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 being adequately accessible to main transport routes and within a 10 minute walk of local services and facilities along a formal pedestrian footway:
3. 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 business; and
4. 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 represents the appropriate planning balance in the circumstances.
5. There is no adverse effect on the visual or other essential qualities of the AONB, SSSI, national or local nature reserve or conservation area.

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 3 will apply. However, it must be demonstrated that those households still conform to the DCLG Gypsy and Traveller definition, and that expansion will result in additional Gypsy and Traveller pitches.

9.70 In the Issues and Options document the alternatives consisted of two separate policies:

Option 8

H3 Providing for the accommodation needs of specific sections of the community

A: Explore the possibility of providing additional pitches for Gypsies, Travellers and Travelling Showpeople on existing sites within the District

And/or

B: Allocate new sites for Gypsies, Travellers and Travelling Showpeople in accordance with the sequential approach and environmental assessment criteria set out in the Core Strategy

And/or

Set a site size threshold and a proportion of traveller pitches/plots for large housing developments

H4 To provide a criteria based policy that can be applied to applications for sites for Gypsies, Travellers and Travelling Showpeople that are not designated.

A: In considering applications for seasonal, temporary or permanent use of land by Gypsies and Travellers, or the extension of existing sites, planning permission will only be acceptable within or adjoining the settlement boundary and subject to the following criteria being met:

- a. Compatible with national flood risk policy
- b. Appropriately screened or capable of being so through additional measures
- c. No adverse impact on the residential amenity or existing buildings or uses
- d. Access should not be detrimental to highway safety
- e. Established personal need
- f. No adverse effect on the visual or other essential qualities of the AONB, SSSI, national or local nature reserve or conservation area.

Or

B: In considering applications for seasonal, temporary or permanent use of land by Gypsies and Travellers, or the extension of existing sites, planning permission will be acceptable both inside and outside of the settlement boundary subject to the following criteria being met:

- a. Compatible with national flood risk policy
- b. Appropriately landscaped or capable of being so through additional measures

- c. No adverse impact on the residential amenity or existing buildings or uses
- d. Access should not be detrimental to highway safety
- e. Established personal need
- f. Accessible to local services and facilities
- g. No adverse effect on the visual or other essential qualities of the AONB, SSSI, national or local nature reserve or conservation area.

Sustainability Appraisal

9.71 H3 - All of these policy options are likely to improve the provision of sites for accommodating the needs of Gypsies, Travellers and Travelling Showpeople and in doing so provide an appropriate mix of temporary and permanent housing sites for these communities (SA5). In addition by setting aside a proportion of homes in larger developments for Gypsies, Travellers and Travelling Showpeople, option C could provide opportunities to increase access to local services and could support efforts to increase levels of integration and cohesion while reducing inequality (SA3). This approach is supported in Paragraphs 4.8 to 4.10, Planning Policy For Traveller Sites, which supports the enabling of the provision of suitable accommodation from which travellers can access services, reduce tensions between settled and traveller communities and increases the number of traveller sites in appropriate locations with planning permission.

9.72 H4 - The inclusion of the development criteria in options A and B is likely to reduce the risk of flooding (SA1), as well as protect landscape and townscape (SA8), wildlife (SA9) and cultural and historic assets (SA7). By restricting development to within or adjoining the settlement boundary, option A provides opportunities to increase access to local services (SA3, SA10) and could support increases integration and cohesion while reducing inequality (SA3). By allowing development more remote from existing settlements but accessible to local services and facilities, option B may have negative effects on integration, cohesion and reduction of inequality (SA3) and the landscape (SA8), notwithstanding the requirement for appropriate landscaping.

Conclusion

9.73 Since the publication of the Issues and Option document, new national Planning Policy for Traveller Sites has come forward for dealing with such applications, which now requires Travelling Showpeople accommodation applications to be differentiated from Gypsy and Travellers. In addition to this, the definition of Gypsies and Travellers has been made stricter, requiring evidence of demonstrative nomadic activity from such households.

9.74 The Council is positive about the provision of appropriately located sites for members of the Gypsy and Traveller community. Given the low overall requirements for provision of pitches in the GTAA and, now given the even lower requirement as a result of the change in definition of this group, a criteria-based policy is appropriate

to allow for greater 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.

Economy

10 Economy

10.1 The District 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. The District Council through the Economic Development section and Planning, together with business partners such as The Kent Local Enterprise Partnership and Locate in Kent, will assist new investors to the area and help existing businesses to develop and expand.

10.2 The economy for the district has recorded relatively strong employment growth over recent years when benchmarked against the regional and national growth levels ⁽¹⁾ 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% between 2000 and 2012, full time earning have increased and unemployment has fallen. The jobs forecast is also predicted to grow more quickly than the South East average to 2031.

10.3 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 R&D);
- Transport & Logistics;
- Energy;
- Tourism, Culture, Retail and Recreation; and
- Advanced manufacturing.

10.4 Nevertheless, there are still some issues with the overall health of the economy in the District:

- Jobs are generally lower paid, lower skilled;
- There is a deficit of opportunities and workers in the knowledge industries;
- Relatively low economic activity and employment rates;
- Claims for Jobs Seekers Allowance is higher than the South East average;
- Full time earnings are lower than the South East average and national wages;
- Productivity (as measured by GVA per job) has been running increasingly behind the South East over the 12 years.

1 ELR 2016

10.5 The Employment Land Review 2016 indicates that there is also shortage of skilled labour in the district to support the requirements of local businesses; that there is a lack of good quality commercial space to meet modern occupier needs and an absence of a strategic road access to much of the district outside of Folkestone.

10.6 The Shepway Development Strategy sets out the ambitions for economic growth. This considers four priorities to achieve their ambitions:

- To build on the current and emerging economic strengths,
- To boost productivity and supporting business growth,
- Promote further investment by maximising the value of our assets and stimulating confidence, and
- Improve education and skills attainment.

10.7 The Government has also published 'Towards a one nation economy: A 10-point plan for boosting productivity in rural areas', and this has been considered for the rural economy.

Employment Sites

10.8 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 specifically identifies a target of approximately 20 hectares (gross) to be delivered between 2006/7 and 2025/26 inclusive, with approximately 7ha being delivered in the first 4 years of this plan period.

10.9 The Employment Land Review (ELR) 2016 indicates that the overall policy approach by the Council should aim to positively plan to support the employment needs in the district so that the economy is not unduly constrained but also recognise the issues around limited land supply and the competing pressure on available development sites.

10.10 The ELR has identified that there is sufficient employment land for both industrial and office requirements for the remaining plan period but this is heavily reliant on a small number of larger undeveloped land allocations in the District with Link Farm and Cheriton Park providing a high proportion of the land for industrial and office space respectively. In addition, the demand for employment land is at Folkestone but the offer in the town is limited.

10.11 There has been some progress in meeting some of these requirements, such as the opening of the Factory Floor on Tontine Street and permission for a mixed use scheme (residential and employment) at Ingles Manor. However, other areas are unlikely to be addressed in the short to medium term such as the provision of office and industrial space at Nickolls Quarry.

10.12 The Shepway Economic Development Strategy (2015-2020) seeks to bring forward appropriate sites for commercial development and that assessments indicate that employment land allocations are in the wrong locations to meet the current business demands in the identified sectors for future growth. This Strategy will consider the suitability of land around the three M20 junctions for employment use.

10.13 To support the requirements of local businesses, the Local Plan will ensure a good range of industrial sites and premises are delivered across the district. The total amount of employment land identified to meet the requirements in the Core Strategy are set out in Policy E1 below:

Policy E1

Employment Sites

The sites identified below are protected for business uses under use classes B1, B2 and B8, unless otherwise stated.

Site	Floorspace (m2)	Uses
Shearway Business Park, Folkestone	14,700	B1 - B8
Cheriton Parc, Folkestone	15,000	B1a
Ingles Manor, Folkestone	2,000	B1
Hawkinge West, Hawkinge, Folkestone	30,000	B1 & B8
Nickolls Quarry, Hythe	21,000	B1
Link Park (Areas 1 & 2) Lympne Hythe	73,175	B1, B1c, B2 & B8
Mountfield Road Phase 3 & 4, New Romney	9,000	B1, B1c, B2 & B8
Harden Road, Lydd	840	B1 & B1a
Dengemarsh Road, Lydd	11,725	B1 Mixed

A proportion of non-business class uses (up to 25%) will be permitted provided it can be demonstrated that:

1. The use will add to the attractiveness and function of the employment site; and
2. There is full justification of its the location within the overall employment site.

Tourism

10.14 There is a wide variety of tourist attractions within the Shepway District that includes water related sports along the stunning coast line; destination attractions such as Port Lympne Wild Animal Park and the Romney Hythe and Dymchurch Railway; numerous heritage assets; expansive wild landscapes; and new initiatives, such as the Creative Quarter in Folkestone.

10.15 This tourism offer is an important aspect of the economy of the district. The value of tourism on the local economy was recently estimated at £235,213,000 in 2013 and believed to employ over 4,500 people (12% of the workforce)⁽²⁾.

10.16 The District Council would like to ensure that the tourism economy is provided with the conditions that enable further investment in new facilities and attractions, such as the new accommodation at Port Lympne in the form of tree houses, that broadens the overall offer, ensures visitors stay longer and helps diversify the overall economy of the district.

10.17 Proposals should be compliant with the locational policies in the NPPF and adopted Core Strategy (2013) and be located within the settlements in the hierarchy (Core Strategy Policies SS3 and SS4). Where proposals are located outside the settlements (in the countryside) they should utilise existing buildings, especially if it would bring a viable use to historic assets. Any other new forms of tourist related development in the countryside will need to provide clear justification for the schemes requirement to be in such a location.

2 COOL Activity 1.2 Economic Impact Research The Economic Impact of the Kent Visitor Economy 2013 Shepway District Feb 2015

Policy E2

Tourism

Proposals that will provide new, or an upgrade to, sustainable tourism facilities including; hotels, guesthouses, bed and breakfast, self catering accommodation and new visitor attractions will be permitted provided that:

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 it.

In exceptional circumstances, permission will be granted for new tourist proposals in the countryside where there is evidence that justifies the requirement of the location and meets the criteria 1 to 5 above.

Hotel & Guest Houses

10.18 The Council wishes to retain a range of good quality accommodation in the District, which will appeal to all types of tourist and seeks to resist the loss of visitor accommodation where this would be detrimental to the tourism role of the District. The upgrading of existing stock or conversion to other tourist related uses would be supported subject to environmental considerations.

10.19 In the operation of this Policy the District Planning Authority will have regard to the views of the local hotel and tourist organisations concerning tourist demands and requirements.

10.20 The Council is currently commissioning evidence base to support this policy.

Policy E3

Hotels/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 it can be shown that it is no longer practicable to use the premises as holiday accommodation by reason of one of the following criteria:

1. The standard and type of accommodation that is, or could be provided at reasonable cost, is unsuited to meet visitor demands
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 continued tourist use of the premises.

Touring and Static Caravan Sites

10.21 Touring and static caravan facilities play an important part for tourism in the district 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 into the area. The District 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 the establishment of new sites.

10.22 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. Flood risk is also an important consideration for a change of use to residential as there are stricter provisions set out in the PPG. Residential caravans are classed as 'highly vulnerable' and should not be located in areas identified as Flood Zone 3. Any sites that are in Flood Zone 3 should also consider the flood hazard mapping in the Council's Strategic Flood Risk Assessment.

Policy E4

Touring and Static Caravan sites

Proposals for upgrading existing lawful touring and static caravan sites will be permitted where they can meet the following criteria:

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. Sites should have good access via a local distributor road to the primary road network, and any local roads involved in gaining access to the site should be capable of accommodating the extra traffic generated without undue hazard or inconvenience to local residents or other road users
3. Minor expansions should be situated so as to minimise their effect upon 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 should not significantly affect the best and most versatile agricultural land
5. The proposal should not substantially interfere with the amenities of residents in nearby dwellings
6. That the upgrading is compliant with the holiday use
7. The demand for the upgrading can be demonstrated

Proposals for change of use to residential use will only be permitted where:

1. The site is within an existing settlement boundary and is well related to the built up area
2. The site is acceptable in terms of highway access
3. The site does not have a significant impact on the wider landscape
4. It can be demonstrated that the accommodation is no longer required for holiday accommodation
5. The location is not within an area of high flood risk.

Rural Economy

10.23 The rural area plays an important economic role and over the past few decades they have become more economically diverse. According to the governments '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.

10.24 The Government has pledged that it will put in place the right conditions to ensure that productivity in the rural areas is improved, including extensive, fast and reliable broadband services, modern transport connections, expanded apprenticeships and providing strong conditions for rural business growth. Through this plan the District Council would like to ensure that this district can benefit from the Governments plan.

Farm diversification

10.25 The Government encourages diversification of the rural economy through the development of new farm enterprises to sustain and develop farm 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.

10.26 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 considered acceptable where there is no detrimental impact on the character, appearance and nature conservation value of the countryside.

Policy E5

Farm Diversification

Planning permission will be granted for the diversification of farm businesses provided that:

1. The proposal is compatible with surrounding buildings and the location in a rural area 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 can be made to meet access, servicing and parking requirements
4. The proposal would not prejudice the agricultural working of the farm unit
5. Where practicable, the proposal re-uses an existing agricultural building.

Farm shops

10.27 Retail uses should generally be well related to the residential areas that they serve and are normally considered to be an urban or village use. The creation of new retail outlets in the countryside is therefore generally discouraged. Increasingly

however, farmers have been diversifying and setting up farm shops to take advantage of passing trade and demands for local produce, which can improve the viability of individual farm units and diversity of the rural economy generally through providing new jobs and services.

10.28 Farm shops that sell unprocessed farm products from an existing building on the farm from which they originated are considered to be incidental to the main use and do not require specific planning permission. Permission is, however, required for a new building from which to sell such products. Shops on farms that sell produce bought from wholesalers or neighbouring farm units also need permission and can result in a commercial operation inappropriate to the rural area. Retail uses selling farm produce will be appropriate in an acceptable scheme of farm diversification and where it can be shown that the shop would not impact on nearby shopping facilities.

Policy E6

Farm Shops

Planning permission for retail use on a farm will be permitted where:

1. The retailing proposed relates to the sale of farm produce and would not harm the viability of retail facilities in nearby rural towns and villages
2. The proposal is acceptable as part of farm diversification scheme
3. In considering proposals, a condition may be attached to planning permission to limit the range and / or source of goods sold.

Reuse of Rural Buildings

10.29 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. Provided that such uses are in keeping with their surroundings in terms of their form, bulk and general design and provided that they do not generate unacceptable objections on, for example, environmental or traffic grounds, they will be acceptable. Where physical alterations are involved, they should generally respect local building styles and materials.

10.30 The Government has published changes to the permitted development rights for the change of use of some rural buildings to business or residential uses. Beyond the scope of this the following policy will apply.

Policy E7

Reuse of rural buildings

Planning applications for the re-use or adaptation of rural buildings to alternative uses will be approved where proposals would meet the following criteria:

1. The building is of permanent and substantial construction, is of a form, bulk and general design which is in keeping with its surroundings and, is capable of conversion without substantial rebuilding
2. 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
3. Development would not prejudice the agricultural working of a farm unit or the vitality and functioning of nearby rural towns and villages
4. Adequate provision can be made to meet access, servicing and parking requirements without detriment to the visual or other amenities in the locality
5. Where a rural building can accommodate a business reuse in accordance with criteria 1-4 above, proposals for conversion to a residential use which is not ancillary to a scheme for business reuse will require to be justified by the applicant through a statement detailing the efforts made to secure a business reuse in the first instance
6. For residential, including holiday use, the proposal would involve the re-use of a traditional building of architectural or historic merit
7. The proposal will not damage the fabric or character of any traditional building or the historic character and significance of the farmstead and in the case of a Heritage Asset, whether designated or not, the proposal will not damage the architectural, archaeological or historic interest of the asset or its setting.

Provision of Superfast Broadband

10.31 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.

10.32 The NPPF (paragraph 42) 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."* It also asks that, *"in preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband"* (paragraph 43). In addition to this, a recent government letter to English local authorities advised them to consider this, *"through Local Plans and when considering planning applications to ensure whenever possible commercial and residual new builds are able to access superfast broadband"*.

10.33 It is clear that reliable broadband internet access is essential for homes throughout the country to benefit from online services, and for businesses to compete globally. The national aim, as highlighted in the Defra publication, *"Towards a one nation economy: A 10-point plan for boosting productivity in rural areas"*, is to achieve a transformation in the country's broadband access. It seeks everyone in the UK to be able to access broadband speeds of at least 2 megabits per second (Mbps) and 95 percent of the UK receiving far greater speeds (at least 24Mbps) by 2017.

Policy E8

Broadband provision

Planning permission will be granted on sites where it can be demonstrated that the highest broadband speeds available for the locality will be achieved, and has been 'designed in' to the development. Provision of a fully serviced and future-proofed site in terms of broadband infrastructure will be secured by planning condition.

Options for Employment, Tourism and the Rural Economy

10.34 The Issues and Options draft document set out seven options for the economy these were:

Option 9

Option E1

Making the best and most sustainable use of existing employment land

A: Retain existing employment land unless there is clear evidence that it is surplus to requirements, the continued use of the land for employment purposes would have a significant deleterious effect on residential amenity, the redevelopment of the site for a suitable alternative use would enable another more suitable employment site to come forward or that continued allocation for commercial use is demonstrated not to be viable

And/or

B: Identify alternative non-employment uses for surplus employment land, accompanied by policies to manage the release of these sites for housing or other suitable uses.

Option 10

Option E2

Directing business to sustainable locations, in particular office uses to town centre /edge of centre areas

A: Incorporate Areas for Small Business and/or Town Centre Business Areas into Town Centre designations and promote a more flexible approach to economic development in these areas

Or

B: Specifically define areas within or near town centres where business/office uses will be located.

Option 11

Option E3

Ensuring that economic development contributes to climate change avoidance and mitigation (energy efficiency/renewable energy)

A: Include specific criteria to secure provision of renewable energy, and energy efficiency measures, in new economic/employment development

Or

B: Apply generic design and sustainability criteria in considering proposals for new economic development.

Option 12

Option E4

Securing new economic development on designated employment land with good transport connections to meet identified needs and encourage inward investment

A: Identify specific designated employment sites where particular types or sizes of unit should be provided

Or

B: Identify specific designated employment sites where a less prescriptive approach to future economic development would be appropriate, allowing the market to determine the exact nature of commercial provision on those sites

Or

C: Allow a more flexible approach to future economic development on all designated employment sites.

Option 13

Option E5

Managing economic development outside designated employment sites

A: Encourage new economic development outside designated employment sites provided it meets an identified need and policy criteria

And

B: Allow existing employment land outside designated employment sites to be redeveloped for other uses subject to identified policy criteria

Or

C: Apply more general development management criteria to assessing proposals for creation or loss of employment land outside designated areas.

Option 14

Option E6

Offices and employment areas supporting economic innovation and the knowledge economy

A: Encourage mixed used development in all town centres, including start up or live-work units

And/or

B: Focus new office development in Folkestone and Hythe Town Centres

And

C: Identify opportunities for small and start-up business units in New Romney Town Centre.

Option 15

Option E7

Providing for the needs of small and medium sized businesses

A: Set maximum size thresholds in certain town centre areas to ensure business units remain small and employment areas develop different specialities

Or

B: Do not set size thresholds to allow maximum flexibility

And/or

C: Encourage provision of smaller units on other designated employment sites.

Option 16

Option E13

Tourism and tourist facilities

A: Supporting proposals for new visitor accommodation provided that:

- (i) They are well related to the primary road network and/or have good public transport accessibility
- (ii) Will not create parking congestion in the area they are located
- (iii) Do not impact upon the character and amenity of neighbouring buildings and the surrounding area

And/or

Encouraging extensions and improvements to existing visitor accommodation subject to other development management policies

And/or

Where a loss of visitor accommodation is proposed within the district it will need to be demonstrated that:

- (i) The existing use is no longer viable or feasible. It will also need to be demonstrated that other visitor accommodation types are not feasible or viable at the site
- (ii) The proposal provides an alternative use that meets the strategic needs of the Core Strategy
- (iii) The new use does not impact upon the character or amenity of the area and neighbouring uses or adversely impact upon the transport network

Or

Consider proposals for redevelopment or change of use of existing visitor accommodation on a site by site basis but without the presumption that the existing use should be retained.

Option 17

Option E14

Caravan and camping sites

Support the upgrade, expansion of existing touring caravan and camping sites and the provision of new touring caravanning in sustainable locations where specific criteria are met including there being no harm to the character of the countryside and the undeveloped coast, the amenity of nearby residential property and there being no risk from flooding

Or

That other than small enhancements and additions there be a presumption against the expansion and development of additional touring camping and caravanning sites

And/or

That there be a presumption against the provision and expansion of static caravan and holiday chalet sites

Or

That additional static holiday caravans and chalet uses be supported in sustainable locations that meet specific criteria relating to location, transport, flood risk and environmental impact

And/or

That existing static caravan and chalet parks be permitted to open all year around subject to safeguards relating to flood risk, prevention of residential uses establishing and suitable on site management arrangements being in place

And/or

Planning permission will be granted for development designed to enhance facilities within existing caravan sites, including accommodation and the replacement of static caravans by chalets, provided that the above criteria is adhered to and:

(a) It would not be visually intrusive

(b) It would not unacceptably affect the living conditions of nearby residents

(c) there being no risk from flooding.

Sustainability Appraisal

10.35 The Issues and Options appraisal concluded that most policy options have generally positive sustainability effects on the topics they address. Negative effects identified for certain policy options being considered included:

- Risking economic development in unsustainable locations or those likely to suffer from traffic congestion by allowing a flexible approach to economic development (potential negative effect on SA10).
- Risking inefficient use of land, hindering urban regeneration and increasing potential impacts on the countryside by encouraging economic development outside designated employment sites (potential negative effects on SA3, SA8, SA11).
- Risking an insufficient supply of employment land by allowing it to be redeveloped for other uses (potential negative effect on SA 6).
- Failing to maximise the potential for growth of the knowledge economy by not focusing office development in settlements with the greatest potential to become knowledge industry clusters (potential negative effect on SA6).
- Failing to support start-ups and other small and medium sized businesses by not setting size thresholds on business units in certain town centre areas (potential negative effect on SA6).
- promoting the expansion and improvement of tourism facilities in the District could have an adverse effect on the integrity of biodiversity assets that are sensitive to visitor pressure. Conversely, failure to protect existing visitor accommodation could have an adverse effect on the sustainability of the tourism industry in the District (potential negative effects on SA6, SA9).
- Promoting the expansion and improvement of caravan and camping sites in the District has the potential for negative effects on the setting of heritage assets and landscapes. They would also be likely to attract more tourists to the area, which could have a negative effect on the integrity of biodiversity assets that are sensitive to visitor. Conversely, restricting such development could have an adverse effect on the sustainability of the tourism industry in the District (potential negative effects on SA6, SA7, SA8, SA9).

Conclusions

10.36 The NPPF states that local planning authorities should set out a clear vision which positively and proactively encourages sustainable economic growth (the strategy is set out in the adopted Shepway Core Strategy). The Framework also states that planning policies should avoid long term protection of sites allocated for

employment use where there is no reasonable prospect of a site being used for that purpose and should consider applications for alternative uses to support sustainable local communities.

10.37 The Employment Land Review has considered these issues and has concluded that the sites identified above have a reasonable prospect for development and to meet all the business requirements. It is, therefore, concluded that the allocated and existing sites identified above should be protected for the duration of the plan to ensure the objectives of the Core Strategy could be implemented.

10.38 With regard to the Tourism policies the preferred options set out policies to encourage new tourism offer in the district. The District Council will be undertaking a further study to ensure that the policies enable the development of new tourism facilities in the correct locations. To meet the concerns of the SA, criteria has been added to mitigate the issues raised.

10.39 It is considered that the Rural Economy policies will enable diversification and help to meet the Governments rural productivity ten pint plan to assist rural areas. The rural economy policies were not specifically considered at the Issues and Options stage of the SA.

Community

11 Community

Community

11.1 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 with the expected growth in the district's population, existing community facilities that serve their current and future needs should be retained and new facilities provided. To use the Core Strategy's definition of community infrastructure, these are 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.

11.2 Shepway's population as it grows will put increasing pressure on community facilities. Consequently a changing approach towards locating services and facilities is needed, especially to ensure they are provided in sustainable locations. The use of a building and the needs of communities can change over time. Therefore, new community facilities should be designed to be flexible and adaptable to changing circumstances including being capable of multi-use and expansion. As set out in Section 7, the NPPF allows local authorities to designate green space for special protection as Local Green Space. The Government states in paragraph 76 and 77 of the NPPF that this designation should not be applied to most green areas or open space.

11.3 Good quality open space and recreational facilities are also intrinsic to achieving quality new development, as well as contributing to people's health and wellbeing. The Council will base its requirements upon the Benchmark Standards produced by Fields in Trust (formerly the National Playing Fields Association), that are contained in the publication 'Planning and Design for Outdoor Sport and Play'. They are recommended as a tool for assisting in the development of local standards for example the Benchmark Standard for children's playing space is 0.80 hectares per 1000 population; distance criteria are also provided.

Creating a Sense of Place

11.4 A key feature of a successful place is ensuring people identify with it on an emotional level. Successful places have often established themselves through history and are associated with particular events and buildings. Many people associate new development as soulless and characterless. Part of addressing these concerns is ensuring the design and landscaping is as good as possible, enabling people to emotionally, as well as economically, 'buy in' to the place. However it is often the experiences people have of a place that leaves lasting impressions.

11.5 Public art (which can include landscaping or lighting and not just installations) has been increasingly advocated on the basis of a series of supposed contributions to urban regeneration since the 1980s. A wide range of advocates have claimed that public art can help develop senses of identity, develop senses of place, contribute to civic identity, address community needs, tackle social exclusion, possess educational value and promote social change. As an extreme example of how community building through public art can foster a new settlement identity, major new buildings in Medellín, Colombia, are required to include public art, thus a unifying theme connects public infrastructure, and permeates the vast mixes of tenures throughout the city, and has healed the scars of recent troubles. Barcelona, too, is defined by its artistic public realm and has become a successful tourist and business destination due to its cohesive art-based regeneration.



Picture 11.1 Examples of effective community building public art

11.6 Within Shepway, Folkestone's Triennial has raised the national profile of the town and has encouraged a 'creative economy'. The Council is of the opinion that all neighbourhoods and settlements in the district can and should become associated with positive experiences and visual appeal, and that the sterility of many new developments does not help establish social ties. This needs to be helped along through establishing the right environment and encouraging people to make

meaningful connections through local events, to 'kick start' social life in these communities. An outcome of this process could be a piece of public art with special relevance to, and having been shaped by input from the new local community.

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 such methods as landscaping, public art, water features and/or lighting. This programme and its logic will 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
2. Other developments where the floor area to be built is 500m² 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 placemaking **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 transferred to Town or Parish Councils, contributions and commuted maintenance sums for up to 10 years will be required to include the cost of decommissioning where appropriate.

11.7 The policy options considered in the Issues and Options document were:

Option 18

GD5 Incorporating public art in new development

A: To secure a contribution for art to improve the public realm.

The Council will support the inclusion of public art and require all major schemes to include public art that:

- a. Is integrated into proposals at an early stage of the design process
- b. Enhances and creates local distinctiveness and reinforces a sense of place
- c. Responds to local character
- d. Makes a positive contribution to the public realm
- e. Engages the local community in its creation

Or

B. No new policy is introduced beyond the requirements of national guidance.

11.8 The Sustainability Assessment noted both policy options could help encourage local vibrancy through enhancing the physical environment which could promote social infrastructure and in doing so bring different communities together (SA3 and SA8). Policy option A should help to protect and promote local distinctiveness and a sense of place (SA8). It may also help provide opportunities to improve the environment, public space and promote passive surveillance which could help reduce crime and the fear of crime (SA4). Option B relies on existing policies and therefore has no effect relative to the SA baseline.

Conclusion

11.9 The Sustainability Assessment expresses a need for intervention to promote local vibrancy, community development, and engendering local distinctiveness and sense of place, and so Option A would be the preferred approach to this policy area. The Council concedes that public art for public art's sake can often prove contentious and does not necessarily live up to local aspirations. Therefore, the preferred policy emphasises the *process* of community building rather than simply the private commission and acquisition of a nondescript installation. The preferred policy provides flexibility, and reflects the Council's aspiration for quality and distinctive places while reflecting the existing cultural character of Shepway's distinctive settlements.

11.10 The preferred policy is supported by the NPPF (paragraph 57), which notes that *"it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes."* It is further supported by the district's Core Strategy policy SS3, which advises that *"proposals should be designed to contribute to local place-shaping and sustainable development."* The policy recognises the intrinsic value of the intangible aspects of community building.

Safeguarding Community Facilities

11.11 Community facilities, such as local pubs, are one of Britain's oldest and most popular social institutions. However, they are currently under pressure, with 16 public houses closing every week according to a report by the Institute for Public Policy Research (2012).

11.12 While alcohol is linked to problems around crime and disorder, very little of this comes from community pubs serving residential areas. Pubs provide a meeting place where social networks are strengthened and extended, pubs host a wide variety of community-oriented events and activities that add considerably to local civic life. They are becoming hosts for a range of important public services including; post offices, general stores and providing broadband internet access. Community pubs, or at least pubs with certain characteristics, also have a cultural as well as a practical community value. This is because pubs are felt to offer things such as tradition and authenticity that are becoming rarer in a world transformed by global commercial pressures.

11.13 In addition to pubs, many communities are losing other vital services in the current commercial environment, such as post offices, banks or newsagent's. Brookland, for example, has lost almost all local services from its High Street.

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 all the following criteria have been met:

1. There is no longer a demand for the facility within the locality supported with evidence that the premises have been actively marketed for a period of 12 months
2. The sale price is realistic for the existing use, supported with a written valuation from a commercial estate agent
3. The proposed development would provide an alternative beneficial facility to the local community
4. There is provision for new or replacement facilities to meet an identified need in locations which are well related and easily accessible to the settlement or local community.

11.14 The policy options considered in the Issues and Options document were:

Option 19

C1 To safeguard existing community facilities

A: The Council will ensure the provision of a network of community facilities, providing essential public services throughout the district by protecting existing community sites that still serve, or have the ability to serve, the needs of the community.

And/or

B: The Council will only permit the loss of existing community facilities where:

- i. It can be demonstrated that there is no need for the existing premises or land for a community use and that it no longer has the ability or flexibility to serve the needs of the community
- ii. The existing use is located on the ground floor within a Main Retail Frontage, a Secondary Retail Frontage, a Shopping Parade or other major commercial frontage; or
- iii. Community facilities of equivalent floor space or benefit (either on site or off site as part of a comprehensive redevelopment) that meets the current or future needs are provided.

11.15 The Sustainability Assessment noted that the District has a number of deficiencies in local services, particularly in rural areas. Both policy options safeguard existing community facilities in the District, retaining access to local facilities, services and environmental assets (SA3), including open spaces (SA14) in the District. Both policy options safeguard existing community facilities in the District, which is likely to restrict the stock of existing buildings that can be converted for residential (SA5) and employment development (SA6). Comparing the two policy options, Policy B is likely to have a less significant adverse effect as it provides useful criteria outlining the exceptional circumstances in which existing community facilities can be converted or demolished.

Conclusion

11.16 The NPPF (paragraph 70) requires local authorities to *"plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments"*, and to *"guard against the unnecessary loss of valued facilities and*

services". This aim is supported in the Core Strategy's policies SS3, SS5, and CSD3. Such measures are particularly encouraged in the district's aspirations for New Romney in policy CSD8 and Sellindge in policy CSD9.

11.17 The preferred option takes its lead from Option B in that, while the policy seeks to protect valuable and useful community facilities, it recognises that there will be times at which the loss is economically unavoidable and that there must be established parameters for the conversion of an asset that is no longer required. In the main, however, any application involving the loss of a community facility via this route will have to be accompanied by extensive evidence to support its case.

Provision of Open Space

11.18 Parks and other areas of public open space provide local destinations for people to walk, play and cycle, providing space for physical activity and contributing to the health and wellbeing of communities. They provide exposure to nature which can be restorative and provide positive mental health benefits; and places for social interaction which is critical for creating and maintaining community cohesion and building social capital. 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 important physical, psychological and social health benefits for individuals and the community.

11.19 The importance of open space is recognised in the NPPF (paragraphs 73-74) and PPG, noting that open space of public value can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks.

11.20 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;
- 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.

Policy C3

Provision of open space

The Local Planning Authority considers it appropriate that development of 5 or more dwellings contributes or provides for the provision of open space, unless there is sufficient existing open space within close proximity that can accommodate the additional demand. This open space is expected to be in accordance with the standards set out by Fields in Trust as a benchmark guide for informal open space. It is to be noted that provision of or contributions towards each category will be sought as per this national guidance, with major development expected to provide to the standard of 3.2ha per 1,000 population.

	Minimum quantity guidelines (ha/1000 people)	Walking guidelines
Parks and gardens	0.80	710m
Amenity green space	0.60	480m
Natural and semi-natural	1.80	720m
Total / Average	3.2	637m

Table 11.1

It is to be noted that this gross open space calculation may include provision of sustainable urban 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.

Any new open space should be transferred to and maintained in perpetuity by a management company or, in certain cases, the local Town or Parish Council subject to payment of a commuted sum.

11.21 In some cases, it may be appropriate for existing off-site open space 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 improved open space that is strategically located, accessible and usable. Contributions will be combined where appropriate in order to achieve this, but accord with the Community Infrastructure Levy Regulations 2010 regulations 122 and 123. The priority list will

be reviewed at least annually and more regularly if other needs arise as a result of safety or risk management issues, opportunities for matching funding and/or strong community support.

11.22 The District Council is undertaking a study for open space requirements, which will update the requirements in this policy in the next draft of the plan.

Child play space

11.23 Play is an essential part of a child's life, and is considered vital for the enjoyment of childhood as well as social, emotional, intellectual and physical development.

11.24 In assessing the type and size of children's play space to be provided, regard will be had to the number of child bed spaces proposed and to existing deficiencies in local provision. The standard of 5sqm per child bedspace indicates a minimum level of provision. This will not preclude negotiations with developers to secure a provision above the minimum where local circumstances warrant it, e.g. where an environmental justification for a more generous provision may be pertinent. This could include ensuring that areas are provided to meet minimum size and distribution standards for the different types of play space in order to meet the needs of young people and avoid disturbance to surrounding residents.

11.25 It is recommended that formal play spaces take one of the following forms:

- Local Areas for Play (LAPs) aimed at young children;
- Locally Equipped Play Areas (LEAPs) aimed at children who can play independently;
- Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children.

11.26 These can be complemented by other facilities such as Multi Use Games Areas (MUGAs), skateboard parks, etc.

11.27 Fields in Trust guidance recommends that formal play areas are provided at a rate of 0.25ha per 1,000 people. It advises that LAPs are provided on average 100m from dwellings; LEAPs up to 400m from dwellings; and NEAPs 1km from dwellings. It also advises that other facilities, such as MUGAs, are provided at a rate of 0.30ha per 1,000 people, and are located up to 700m from dwellings. The District Council is currently undertaking a Play Strategy and this will inform the Play Space policy in the next draft of the Plan.

Policy C4

Formal play space provision

The Council will seek the provision of an adequate level of public open space for leisure, recreation and amenity purposes.

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. Play areas should be within walking distance of all dwellings containing child bed spaces.

Planning permission for new residential or mixed-use development will be granted subject to the provision on site or contribution off site towards formal play space. The following table sets out the requirements:

	Local Area for Play (LAP)	Locally Equipped Area for Play (LEAP)	Neighbourhood Equipped Area for Play (NEAP)	Multi-Use Games Area (MUGA)
10-200 dwellings	‡	‡		£
201-500 dwellings	‡	‡	£	‡
Over 500 dwellings	‡	‡	‡	‡

Table 11.2

‡ = Provided on site

£ = Contribution required

A deferred contribution may be acceptable towards the improvement of an existing equipped/designated play space in lieu of on site provision.

In addition to the above, the following specifications must be observed so that a play space of an appropriate size is created and that disturbance to neighbouring residential properties is minimised:

	Minimum sizes (ha)	Minimum dimensions	Buffer Zone
LAP	0.01	10 x 10m (min activity zone 100sqm)	5m separation from residential curtilage
LEAP	0.04	20 x 20m (min activity zone 400sqm)	20m minimum separation from habitable room facade
NEAP	0.1	31.6 x 31.6 (min activity zone 1,000sqm ⁽¹⁾)	30m separation from residential curtilage
MUGA	0.1	40 x 20m	30m separation from residential curtilage

Table 11.3

11.28 The Issues and Options document presented the following policy alternatives:

Option 20

Providing open space, informal recreation provision and other green infrastructure to meet the current and future needs of the District, addressing deficiencies and taking into account planned development

A: Allocate new sites for open space and informal recreation facilities in accordance with the proposals set out in open spaces: sports and recreation report 2011 and the emerging play strategy

Or

B: As above but the emphasis being to provide new open space and informal recreation facilities as part of the redevelopment of larger sites.

¹ comprising an area for play equipment and structures, and a hard surfaced area of at least 465sqm as a minimum for 5-a-side football

11.29 The Sustainability Assessment noted that both policy options make provision for new sites for new open space and informal recreation facilities (SA3 and SA14). Such improvements are likely to result in indirect benefits for the District, helping promote healthier lifestyles (SA3), reduce crime (SA4) and offer the potential for biodiversity enhancement (SA9). Supporting healthier lifestyles is particularly important in Shepway with its general lack of health facilities in the rural areas and a high proportion of individuals with limiting long-term illnesses. Policy A is informed by the Open Spaces: Sports and Recreation Report 2011 and the emerging play strategy, both of which identify the areas of greatest need for open spaces and informal recreation facilities. Relative to option B which focuses on major developments, Policy A is likely to maximise the benefits of new open space and informal recreation facilities.

11.30 However, the allocation of new sites for new open space and informal recreation facilities is more likely to result in the allocation of greenfield land, which has the potential to have an adverse effect on efficient use of land relative to regeneration of brownfield sites (SA11).

Option 21

Providing enhancements to existing open spaces and formal and informal recreation facilities

A: Require developer or Community Infrastructure Levy (CIL)

contributions for new provision/enhancements to nearby open space and recreation facilities to meet the needs of all new residential development

And/or

B: Require where practicable major new development to improve the quality of existing open spaces and recreation facilities in the local vicinity

Or

C. Require major development to provide on site open space provision based on the Fields in Trust Benchmark Standard

11.31 The District has a deficiency in good quality open space, particularly parks. Furthermore, in recent years, some of the district's open space has been lost to make way for new housing development. Supporting healthier lifestyles is particularly important in Shepway with its general lack of health facilities in the rural areas and a high proportion of individuals with limiting long-term illnesses. All three policy options are likely to result in local investment for the provision of new and upgrading of open spaces and formal and informal recreation facilities (SA3 and SA14). Such improvements are likely to result in indirect benefits for the District, helping promote

healthier lifestyles (SA3) and to reduce crime (SA4). By allowing contributions to be pooled for green infrastructure, option A will enable the Council to address larger scale deficiencies and plan green infrastructure improvements strategically, maximising the above benefits for the District's communities.

11.32 However, Site-focused policy options B and C do not facilitate investment in District-wide green infrastructure schemes. This may reduce the Council's ability to tackle deficiencies in larger scale open spaces (SA14) or improve the connectivity of biodiversity networks (SA9).

Conclusion

11.33 It is considered that a combination of the options is the best way forward to meet the future needs over the Plan period. To ensure new developments are a balanced and help support healthier lifestyles some provision should be provided on site or make contributions where this is considered not possible. The Council can also use any CIL contributions for district wide improvements.

Playing Pitches

11.34 Playing fields are one of the most important resources for sport in England. They provide the valuable space required to maintain and enhance opportunities for people to participate both in formal team sports and in other more informal activities. Along with sporting benefits, good quality, accessible playing fields also contribute to maintaining active and healthy communities and securing wider reaching benefits.

11.35 Sports pitches can be provided as acceptable forms of open space on any site, and provision will be expected as per the advice of Sport England. It is intended that, a sports pitch could be provided as part of the Cooling Lane, Folkestone allocation, in this plan period.

11.36 Any playing pitches must meet the minimum sizes and dimensions as outlined in the standards set out by the Fields in Trust publication, 'Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard.'

Consideration of Options

Option 22

The provision of upgraded community and formal recreation facilities

A: Allocate land in the plan for the provision of new facilities based on assessed needs

And/or

B: Allow a flexible approach to delivering new and improved community and formal recreational uses which may include the need to build on part of an area of existing open space in order to provide better quality facilities and bring about environmental improvements and regeneration

And/or

C: Allow more flexible use of vacant retail units for other business uses, community facilities or residential use.

Option 23

Creating a balance between permitting appropriate use of the countryside for recreation and protecting natural resources and the character of the rural areas

A: Develop criteria based policies for equestrian development and other recreational activities that are sustainable and appropriate to a rural location to ensure they respect the character of the countryside, based on the Kent Downs AONB Good Practice guide

Or

B: Rely upon generic design policies to assess such proposals.

Option 24

Provision of new community facilities in Hythe

That development will be permitted on land at Princes Parade for a hub of new community uses including a leisure centre with swimming pool, a relocated Seabrook elementary school, and a canal side park.

Planning permission will be subject to the following requirements being met:-

- i. Any housing development being limited to that which is demonstrated to be necessary to providing sustainable community uses
- ii. The decontamination of the land
- iii. High quality design of buildings and landscaping that reflects the site's unique seafront location
- iv. Development preserving and where possible enhancing the setting of the Royal Military Canal and other heritage assets
- v. Provision of sustainable transport to and from the site

Or

Development will be permitted on suitable individual sites in and adjoining Hythe for essential new community uses and in particular a leisure centre with swimming pool and a relocated Seabrook elementary school.

Planning permission will be subject to the following requirements being met:

- i. The site is in a sustainable location with good access from a range of travel modes
- ii. The development would not have an adverse impact on the amenity of nearby residential properties
- iii. High quality design of buildings and landscaping are included
- iv. There would be no adverse incursion of the development into the open countryside
- v. There is no adverse impact on acknowledged heritage assets
- vi. The site is sequentially acceptable having regard to flood risk

And/or

Planning permission will only be granted on Land at Princes Parade for minor development that is related to low key leisure uses associated with the enjoyment of the adjoining coastline and canal and which preserves the predominantly open character of the site.

Sustainability Assessment- Issues and Options Stage

11.37 Most policy options have generally positive sustainability effects on the topics they address. Negative effects identified for certain policy options being considered included:

- The allocation of new sites for new open space and informal recreation facilities is more likely to result in the allocation of greenfield land than provision as part of regeneration of larger sites, which has the potential to have a minor adverse effect on efficient use of land relative to regeneration of brownfield sites (potential negative effects on SA11).
- Site-focussed policy options for open space provision do not facilitate investment in District-wide green infrastructure schemes. This may reduce the Council's ability to tackle deficiencies in larger scale open spaces or improve the connectivity of biodiversity networks (potential negative effects on SA9, SA14).
- Major development of community facilities on the edge of Hythe has the potential for adverse effects in relation to historic assets, landscape and biodiversity (potential negative effects on SA7, SA8, SA9).

Conclusion

11.38 It is not intended to include a Playing Pitch policy in this Plan. Their protection is set out in the NPPF (paragraph 74) and there is only one possible new publicly accessible pitch identified at Coolinge Lane, Folkestone. Other sports facilities have also been identified at Princes Parade, Hythe.

Local Green Spaces

11.39 The open spaces within our towns and villages are a vital part of vibrant and sustainable settlements, their presence and configuration and the opportunities that they offer in contributing towards making places where we would wish to live, work or visit.

11.40 The Council recognises the importance of safeguarding existing open space within the towns and villages through the district, such as Garden Squares and Local Wildlife Sites. This principle was re-established in the district on the adoption of the Core Strategy in September 2013 under Policy CSD4 – Green Infrastructure of

Natural Networks, Open Spaces and Recreation, which looks at the protection, management and expansion of areas of green infrastructure within the district at a strategic level.

11.41 The National Planning Policy Framework (paragraphs 76 and 77) makes provision for local communities, through local and neighbourhood plans, to identify special protection areas of particular importance to them. The District Council carried out a 'call for sites' for possible Local Green Spaces as part of the Issues and Options consultation but only received sites for Hythe and Lympne. The sites suggested are listed in Appendix 2.

11.42 The National Planning Policy Framework 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 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.

Policy C5

Local Green Spaces

Within the designated Local Green Spaces, identified on the Policies Map development will only be permitted where:

1. It is justified by the needs of agriculture or recreation;
2. It can be demonstrated that it cannot be accommodated elsewhere;
3. It does not result in the loss of ecological habitats;
4. Measures are incorporated to reduce, as far as practicable, any harmful effects on the special character of the designated area.

Options

Option 25

Local Green Space

Planning permission will only be granted for development proposals on designated Local Green Space that protect its openness, permanence and special quality.

The Council will support designation of Local Green Space through Neighbourhood Plans where the space has a special character and significance to the local community by virtue of its beauty, historic significance, recreational value or wildlife value

Or

The Council will protect and safeguard the extent of the district's Local Green Spaces as designated on the Policies Map by applying the same level of protection afforded to Metropolitan Green Belt in national planning policy to Local Green Spaces in the District

Sustainability Assessment- Issues and Options Stage

11.43 The Sustainability Appraisal stated that the District has a deficiency in good quality open space, particularly parks. Furthermore, in recent years, some of the District's open space has been lost to make way for new housing development. However both policy options are likely to have a negligible effect as they reiterate national planning policy requirements.

Conclusion

11.44 Further work needs to be undertaken on this issue. Ideally there could be a district wide policy to cover all areas considered to be suitable for Local Green Space but only a few sites have been put forward in two parish/town council areas. Whilst the Council is currently carrying out a study on open spaces in the district which could provide suggested sites, Local Green spaces should be community lead. At this stage it would be useful for other sites to be put forward so that they can be considered before the Submission draft is finalised. Failing this, it may be suitable for Neighbourhood Plans to identify Local Green Spaces and not have a policy in this Plan.

Transport

12 Transport

Street design, parking and the new hierarchy

12.1 The 1960s and 70s concept of the street hierarchy sought to exclude vehicular traffic from residential areas, but in doing so eliminated direct connections between different areas of a settlement, thus limiting connectivity and community-building. This concept is alien to the original layouts of Shepway's settlements, and Folkestone in particular was laid out rationally in a grid that aided connectivity while providing sufficient space for street life. The Council will seek connectivity, conviviality and rationality as major themes in its development over this plan period, making sure new development is integrated with existing, and avoiding spatially-contiguous yet connectively-marooned communities.

12.2 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 Manual for Streets (2007) and Kent Design. The Design and Access Statement that must be submitted with planning applications should be used to consider how the above issues relate to a specific site and, within the overall proposed design approach for the development establish the most appropriate approach towards parking. This is explored further below.

12.3 A character and capacity based hierarchy should be taken to street design, ensuring that land is used efficiently and effectively by incorporating on street parking as an integral component of all street types, providing in-built capacity to manage parking demand as a fundamental component of place making.

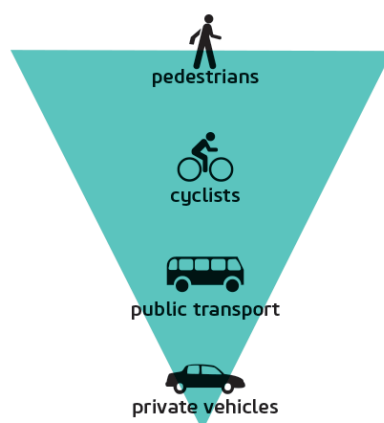
12.4 The way people experience the place they live and work in as they move through it has a crucial impact upon how it is perceived and how people behave. Public space and streets for traffic in residential areas are becoming increasingly blurred. The Manual for Streets encourages shared streets and 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. In particular the height to width ratio influences the 'feel' of the place. Landscaping and the provision of appropriate street trees is often key in the creation of a successful and desirable place, softening hard infrastructure, and encouraging street life.

12.5 Street hierarchy should provide an understandable transition from the external distributor roads where motor vehicular space requirements may be more dominant, to residential streets (covered by this Design Guide) where the needs of pedestrians and other non-car users are of greater importance.

12.6 The following categories of roads are most suitable for residential frontage, and create different street uses and environments:

- 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 with 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 but with car free areas adjacent to retail outlets or restaurants and against water.
- SuDS Street: Wherever possible, all streets will be SuDS streets, via which surface water will be moved in surface water channels into an aquifer via any necessary cleansing mechanisms such as reed beds and swales.

12.7 There should be an understanding that almost all trips begin and end with walking. Reflecting that, the pedestrian will be the beginning and end of Shepway's design and implementation process. The design and operation streets should prioritise modes in this order: pedestrians > bicycle > public transport > 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.



Picture 12.1 Streets should be designed to give precedence to those using them as per this hierarchy

Policy T1

Street hierarchy and site layout

Planning permission for new major development 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 demonstrate the following:

- Street hierarchy considering pedestrians first and private motor vehicles last.
- Permeability through and beyond the site for all users.
- The creation of an environment that is safe for all street users, which encourages walking, cycling and use of public transport.
- A range of street types creating legibility throughout the development, meeting the needs of all users, and not allowing vehicles to dominate.
- Active frontages only, throughout the development, for the purposes of natural surveillance and creating characterful places.
- Excessive street furniture and signage is included only when necessary for reasons of safety and comfort of the population.

Developers should ensure, with the support of Kent County Council as Highways Authority, active travel routes are a priority, both within developments and linking sites to other services, community facilities and transport hubs.

12.8 The NPPF (paragraph 32) requires the submission of a Transport Assessment or Transport Statement for all developments that generate significant amounts of traffic movement.

12.9 Transport Assessment - Developments over 80 dwellings (or others within Appendix B of the DfT's "Guidance on Transport Assessment" (GTA) will normally require the preparation of a full Transport Assessment (TA). The scope of the TA should be agreed in advance with the Local 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.

12.10 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, addressing 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 Authority, and should cover accessibility as well as impact.

12.11 If there is the possibility that a street will serve further properties 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 and 'future proof' street layout can be provided.

12.12 Good street design and effective use of the new hierarchy will bring about the following design outcomes:

- Quality street environments are established where the building frontage is prominent, positively addressing the street and not obscured by the car or garage.
- Convenient and safe routes between the parking space and house are provided.
- Car and cycle parking is safe and secure.
- An efficient use of the land is achieved without excessive land taken by parking and manoeuvring.

Box 3

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 resident and Council expectations, and have not paid sufficient attention to guidance from statutory bodies, design boards or Council planners in the final product.



Picture 12.2

The above site, in the south of the district, echoes generic Kentish vernacular in terms of its building design, and 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.

Street furniture, including the bollards fronting the pedestrian walkway, appear out of keeping with the setting, and look like an afterthought. In line with these, the telephone exchange box sits prominently on the grass verge as a hurdle. The Kent Design Guide, and the document "Making it Happen" refer to such impositions as "visual clutter", which can impede the movement of pedestrian users, and detract from the streetscene. Choice of materials for the roadway, too, appear undifferentiated and disappointing.

While off-street parking has been integrated somewhat into the development (see left of picture), there are a number of houses along this street without adequate parking provision, with the segregated foot and cycle way with low lighting columns does not accord with "Secured by Design" principles. Penetration of this development is challenging, leads to an expanse of tarmac. A range of surfaces, timber bollards and street trees would significantly enhance the public realm.

12.13 In the Issues and Options document the following policy directions were proposed:

Option 26

T2 Site Layout

In assessing the layout of new residential development and mixed use schemes that include residential development priority should be given to -

A. Non car based modes of transport in the site layout

Or

B. Maximising the provision of on-site and off-site parking, including visitor parking in those areas with poor access to public transport.

And

C. Maximising permeability and enhancing pedestrian and cycle access;

Or

D. Reducing permeability in site layouts where needed to meet secure by design principles;

And

E. Provision of home zones and other pedestrian priority roads and spaces;

Or

F. Designing for a clear separation between vehicle movements and pedestrian and cycle movements.

Sustainability Appraisal

12.14 T2 - The District has a high dependency on the private car. All six policy options are likely to have a positive effect on improving transport links and accessibility in the District (SA10). Policy options A, C, E and F are likely to promote travel by sustainable modes (SA10) with indirect positive effects on climate change mitigation (SA2) and healthier lifestyles (SA3). Policy D is likely to have a positive effect on crime reduction through the promotion of secure by design principles (SA4). Policy B makes provision for private vehicles in areas with poor access to public transport and Policy D reduces permeability for sites that need to meet secure by design principles. Both policy options have the potential to have an adverse effect on the adoption of alternative modes of transport to the private car (SA10), with indirect adverse effects on climate change mitigation (SA2) and the promotion of healthier lifestyles (SA3).

Conclusion

12.15 The promotion of the new street hierarchy design principles above can effectively meet the NPPF's core requirement *"to make the fullest possible use of public transport, walking and cycling"*. Properly designed and easily accessible cycle storage facilities properly integrated into development, and indeed at strategic locations across the public realm, can encourage local journeys to be taken using more sustainable means. Initial steps towards this require careful design of streets and the careful integration of private vehicular traffic so as to ensure inappropriate parking, for example, does not prejudice the circulation of other forms of traffic (i.e. pedestrian, cycle or bus).

12.16 There is real potential to marry many of the above policy options into a coherent policy for placemaking in Shepway, through the frame of the Street Hierarchy. This has the intended outcomes of promoting active travel and increasing wellbeing, creating aspirational residential development, decreasing crime and fear of crime, decreasing car dominance, promoting climate change measures, and increasing "street life".

12.17 While the options given in parts C and D (above) may suggest an either/or scenario, it is recognised in Secured by Design that permeability of a development site in itself is not a problem. It is only when this permeability is designed as "unnecessary segregated footpaths" with no overlooking and without active frontages for natural surveillance that criminal activity may be more likely.

12.18 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 as a blanket policy. 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 site designers to offer the best solution for the site within the broad parameters and theoretical logic presented in the policy above.

12.19 It is considered that the Council's Preferred Option accords with the requirements of the NPPF's Chapter 4, and in particular paragraph 35 which requires the priority to be given to pedestrian and cycle movements, with access to high quality public transport facilities; safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter; incorporating facilities for charging plug-in and other ultra-low emission vehicles; and considering the needs of people with disabilities by all modes of transport.

Parking

12.20 A fundamental test for the quality of a street is its approach to parking. While some of Folkestone is fortunate to have benefited from well set-out streets able to accommodate retrofitting, in many other parts of the district parking has become a key concern for residents. Our streets need the flexibility to be able to support a modern reliance on the private vehicle both for economic and social reasons to avoid conflict and nuisance. 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.
- Streetscape berms are retained to create a highly 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 very space efficient and maximises quality open space and housing.
- Safe access to the front door 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.
- Residents and passersby can keep a good eye on the cars in the neighbourhood.
- Helps create multi-functional places.

12.21 The Shepway District Council Transport Strategy (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 multi-polar spatiality of East Kent, and the limited public transport as compared with other areas, there is a persistent reliance on private transport for commuting, leisure and business activity. Car parking should be an integral part of the design of new development.

12.22 There is evidence that insufficient parking, or parking in the wrong locations, leads to blocked and congested streets and pavement blocking. There is recognition that minimum parking standards are, rather than reducing car ownership, simply creating downstream parking problems. Recent 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".

12.23 Kent County Council's Interim Guidance Note 3 (IGN3) provides an appropriate foundation for parking design, giving indicative minimum and maximum residential parking guidelines depending on location. This document was produced from Supplementary Policy Guidance SPG4 of the Kent and Medway Structure Plan, and provided an amplified level of interpretation for applying parking standards relevant to Kent. Proposals for residential development and conversion should accord with this document, and these standards are presented in the table below. While this is a useful indicative guide, there is scope for adaptation to the variation in specific development context across the district, and context must be another consideration in parking provision.

Box 4

IGN3 Guidance Table for Residential Parking

Location	City/Town Centre	Edge of Centre	Suburban	Suburban Edge/Village/Rural
On-street Controls	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
Nature of Guidance	Maximum (Note 1)	Maximum	Minimum (Note 6)	Minimum (Note 6)
1 & 2 bed flats	1 space per unit	1 space per unit	1 space per unit	1 space per unit
Form	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 bed houses	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
Form	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 bed houses	1 space per unit	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit
Form	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ bed houses	1 space per unit	1.5 spaces per unit	2 independently accessible spaces per unit	2 independently accessible spaces per unit

Location	City/Town Centre	Edge of Centre	Suburban	Suburban Edge/Village/Rural
Form	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
Are garages acceptable? (Note 4)	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
Additional Visitor Parking (Note 5)	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 12.1 : 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.

12.24 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 development. Visitors should park on the street and walk to the dwelling where possible, and this should be designed to be possible. All cars should be surveyed from ground and upper floor windows. Include breaks in rows of on-street parking bays approximately every six spaces. This allows space for street trees to break up the impact of parking, and make it easier for pedestrians to cross the road.



Picture 12.3 On-street parking is the Council's preference. Here it is appropriately integrated into the development.

12.25 While Kent County Council's IGN3 notes that the relative inconvenience of tandem parking can lead to inappropriate parking, and advises independently accessible spaces are provided for on-plot parking, this is not the approach encouraged by the Council. The Council feels 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 streetscene 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.

12.26 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 that appropriate parking provision is available or is made.

Policy T2

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. Applicants should demonstrate:

1. Priority has been given to on-street parking in well-designed streets.
2. That 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 streetscene, and are well-integrated into the overall design of the development.
6. A variety of parking treatments on a single site of more than 5 dwellings.
7. A preference for tandem on-plot parking if more than one space is provided.
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 included in every private car parking space.
10. Covered cycling facilities have been integrated into the residential parking offer.

Rear serviced parking layouts are to be discouraged, and will be permitted only where alternatives are not feasible.

A Transport Assessment (TA) will be expected at both pre-application and application stages to give a clear indication of how the proposed scheme impacts upon any existing adjoining on-street residential parking.

12.27 In the Issues and Options document the following policy directions were proposed:

Option 27

T1 Parking Standards

A: Rely on adopted Kent County Council parking standards (IGN3), supported by national guidance, Kent Design and Shepway Transport Strategy

And/or

B: Produce new Shepway adopted parking standards based on local circumstances which also include criteria for the design and layout of parking spaces (including garages) in new developments

And

C: Adopted parking standards may be varied where:-

i) the location is well served by public transport and there would be no adverse effect on road safety or traffic management;

ii) this would allow development which would preserve or enhance the character or appearance of a conservation area, or assist the re-use of a building of architectural or historic interest which is a recognised heritage asset.

iii) Measures are included in the development or a commuted sum payment (section 106) contribution is made for improvements to or measures to assist encourage the use of public transport, cycling or walking.

And/or

D: In Folkestone Town Centre and Hythe Town Centre, new leisure, retail, office or commercial development should provide essential operational parking only on site.

Sustainability Appraisal

12.28 T1 - The District has a high dependency on the private car. Whilst air quality is generally not an issue, this nevertheless has negative effects in relation to traffic congestion and greenhouse gas emissions. Policy option A relies on existing planning policy and would therefore have a negligible effect relative to the SA baseline. Policy options B, C and D are likely to have a positive effect on transport (SA10) in the District by tailoring parking requirements to local needs. Policy options C and D go further than B in that they are more prescriptive, identifying specific areas or circumstances where parking and congestion are important issues and seeking to restrict the use of the private car in favour of more sustainable modes. Therefore,

policy options C and D are likely to have a more positive effect on sustainable transport (SA10), with indirect benefits for the District's ability to mitigate the effects of climate change (SA2).

Conclusion

12.29 It is acknowledged that Kent County Council's IGN3 parking standards serve and have served as a useful benchmark from the Local Highway Authority. While the above policy attends to its requirements, it also seeks to balance national government advice, local evidence of need, and climate change commitments. In practice, this is tough to achieve.

12.30 The government's written ministerial statement of 25th March 2015 states, *"This government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets. The imposition of maximum parking standards under the last administration lead to blocked and congested streets and pavement parking."*

12.31 The preferred policy of the Council, therefore, is to pursue a smarter parking policy that attempts to marry the often competing demands of different sectors. The district's dependence on the private car, as noted, is a county-wide phenomenon, and the district must respond to the very real local parking issues that result from this. In providing sufficient parking spaces, emissions can be reduced by avoiding unnecessary driving around hunting for parking spaces, and in turn avoiding unnecessary and inconsiderate parking. The preferred policy reflects option B.

12.32 Despite this, there is a real drive for the promotion of use of greener travel options. To this extent, if electric charging points can be built in to all residential parking spaces, this can encourage use of lower emission vehicles.

Garages

12.33 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 purposes of non-vehicular storage resulting in problems of displacement and inappropriate parking, which are issues needing 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 active in suburban or rural areas, leading to greater on-street parking risk.

Policy T3

Residential garages

Application for residential development or conversion will be approved if:

1. Free-standing or integral garages have **not** been included in the number of parking spaces in suburban or rural areas.
2. Integral garages are 'oversized' in town centre or edge of centre locations to allow for use both for car and sundry storage.

12.34 Permissions and approvals will be subject to planning conditions that remove permitted development rights to prevent car barns/ports being retrofitted with doors post-construction outside of Council control.

12.35 Design and Access Statements accompanying planning applications should fully explain the logic and approach to parking. Layout plans that clearly identify the status of parking spaces (i.e. allocated, visitor, unallocated), and the unit to which these relate, should be provided.

Non Residential and Commercial Parking Standards

12.36 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 Kent County Council in its parking guidance note SPG4 applies to the use classes indicated.

- Land Use Class A1: Shops
- Land Use Class A2: Financial & Professional Services
- Land Use Class A3: Restaurants and Cafés
- Land Use Class A4: Drinking Establishments
- Land Use Class A5: Hot Food Take-aways
- Land Use Class B1: Business
- Land Use Class B2: General Industrial
- Land Use Class B8: Storage & Distribution
- Land Use Class C1: Hotels

Places and Policies Local Plan, Preferred Options

- Land Use Class D1: Non Residential Institutions
- Land Use Class D2: Assembly & Leisure
- *Sui Generis*

Box 5

Transport Assessments and Travel Plans will be expected from development at the following thresholds:

A1 Shops	1000m²
A2 Financial and Professional services	2500m ²
A3 Restaurants and Cafés	1000m ²
A4 Drinking Establishments	1000m ²
A5 Hot Food Takeaways	1000m ²
B1 (a) Office	2500m ²
B1 (b and c) Research and Development / Light Industrial	3000m ²
B2 General Industrial	5000m ²
B8 Storage and Distribution	4000m ²
C1 Hotels	100 bedrooms
D1 Primary and Secondary Schools, Further (FE) and Higher (HE) Education Establishments	New locations and expansion
D1 All Other Non-Residential Institutions	2500m ²
D2 Assembly and Leisure	1000m ²
D2 Stadia	1500 seats
<i>Sui Generis</i>	Individually Assessed

Table 12.2 : Indicative Thresholds for Developments requiring preparation of transport assessments / travel plans

HGV Parking

12.37 Given the district's location on the strategic transport network between London and Continental Europe, significant flows of HGV traffic are experienced within the district. 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 penetration of lorries in transit into local residential areas in search of a stopping place. The Council seeks to ensure through planning policy that HGV stopping places are well catered-for without the need to impact on local resident amenity.

12.38 For the purposes of understanding this policy, the roads within the District can be classified as follows:

- **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 targeted towards 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 borough 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 distributors and access roads.
- **Access roads:** These roads give direct access to buildings and land within neighbourhood.

Policy T4

Lorry parking

Applications for the provision of lorry parking and service facilities will be approved subject to the following criteria:

1. The site should be accessed from a designated strategic road network.
2. Proposals for the mitigation of noise from lorry movements and any associated commercial operations will need to be specifically addressed as part of any application.
3. Substantial landscaping and screening should be provided to mitigate the visual impact of the development and based on a strong landscape framework.
4. Suitable mitigation will be required to deal with artificial lighting to restrict the impact of the development on neighbouring existing residential properties or vulnerable uses.
5. Adequate space for access, sight lines, turning and manoeuvring must be provided in addition to the required parking spaces. These spaces may only be used for any purposes other than parking.
6. The minimum dimensions of a lorry parking space should be 15 metres by 3.5 metres (50 sq. metres).

Every effort should be made to inhibit 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.

New residential development will be encouraged to include measures to discourage the parking of lorries.

Cycle Parking Standards

12.39 The NPPF provides clear support for Health and Wellbeing aspirations in local populations, through promoting healthy communities, as well as a promoting sustainable transport. Cycling is a clear means of achieving both these national aspirations, and assuring sufficient space associated with new residential development for storage must be a key planning requirement. The policy should also apply to development comprising conversion of a property, unless proven to be unviable or unfeasible.

12.40 Shepway's parking standards seek to encourage the use of bicycles through making them easily accessible to users; to be protected from theft; and ensuring parking facilities are well integrated into the design of the overall development.

12.41 Kent County Council cycle parking standards require high standards of security and should avoid the need to take bicycles a long way into a building. Developers are also advised to consult the best practice guidance produced by Cambridge City Council entitled "Cycle Parking Guide for New Residential Developments" as a useful and comprehensive guide to this topic.

12.42 Any cycle parking provided in garages must allow cycles to be removed easily without first driving out any car parked within it, thus promoting cycling as the modal choice. 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 for lifting of bicycles.

12.43 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 (as per the Council's light pollution planning policies), and provided with good surveillance (whether natural or via CCTV).

Policy T5

Cycle parking

Planning permission will be granted for residential development subject to the provision of cycle parking at the following quanta:

Individual residential developments:	1 space per bedroom
Sheltered accommodation:	1 space per 5 units

Table 12.3

Parking should be provided either within the curtilage of a residential dwelling, or 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.

Natural Environment

13 Natural Environment

13.1 National guidance is provided in paragraph 73 to 78 of the NPPF which are concerned with ensuring access to high quality open spaces for the community and recognising the contribution to health that such open space makes. Also of relevance is section 11 entitled "Conserving and enhancing the natural environment" which sets out government guidance on how the planning system should contribute to and enhance the natural environment. The Local Planning Authority also has legal duties in relation to Areas of Outstanding Natural Beauty (AONB) under section 85 of the Countryside and Rights of Way Act (2000) where it is required 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. The Core Strategy Policy CSD4 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 and Special Protection Areas have been part of conservation protection for so long that their ongoing importance is often underestimated. Despite more recent 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

13.2 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 display relatively poor health indicators and high levels of economic disadvantage. A key issue is how best this position can be improved to ensure that a fair and accessible supply of green open spaces can be delivered through the planning system and one way of doing this is by improving access to the open countryside that surrounds the built up areas within the district. Linking the urban area to 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 will also need to be managed due to the potentially damaging impact of recreational activity on over-wintering birds at the Dungeness SPA/SAC. Measures may include access management at Dungeness, such as increased wardening, and the creation/enhancement of appropriate green infrastructure to improve local access in less sensitive areas. Shepway District Council and Rother District Council have commissioned a study to consider how access to Dungeness maybe managed and inform the final drafting of policy. Additional work will be undertaken as part of the Green Infrastructure Strategy review 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
- 2) Improve access to key open spaces from all areas
- 3) Manage access to SACs / SPA and require or enhance land to divert recreation activities away from those designations by the provision of enhanced facilities elsewhere, for example urban parks

13.3 In the Issues and Options document the alternative options consisted of two separate policies

Option 28

NE1 To enhance access to the natural environment

A: To target opportunities for improvements on routes and links from urban areas where access is currently poor.

Or

B: To focus on a more general approach of improving access to key open spaces from all areas.

NE6 Ensuring that increased recreational pressure does not have an adverse impact upon the SAC/SPAs

A: Develop policies and allocate land to divert recreation activities away from the SAC by the provision of enhanced facilities elsewhere, for example urban parks

And/or

B: Manage access to Dungeness SAC/SPAs complex

Sustainability Appraisal

13.4 NE1 - Both policy options are likely to have a positive effect in improving accessibility to the natural environment and their open spaces (SA3 and SA14). Both policy options have the potential to put the biodiversity at risk where habitats and species are sensitive to visitor pressure (SA9). **Recommendation:** Have regard in this policy to the need to avoid negative effects on biodiversity assets that are sensitive to visitor pressure.

13.5 NE6 - Both policy options are likely to have a positive effect on enhancing biodiversity in the District (SA9). The allocation of additional SANG (Suitable Alternative Natural Greenspace) through the implementation of Policy A would result in the safeguarding of larger areas of land within the District making it harder to develop new residential (SA5), employment (SA6) and infrastructure schemes (SA10) in the District, with potentially adverse effects against their associated SA objectives. **Recommendation:** Provide links in the PPLP to existing evidence in relation to recreational pressure on the District's two European sites and on the most appropriate strategy for mitigating such pressure, if relevant. If such evidence is absent, engage with Natural England to explore this issue and, if relevant, to agree an appropriate mitigation strategy.

Conclusion

13.6 As stated in the Sustainability Appraisal both policy options of NE1 have the potential to have a positive effect in improving accessibility to the natural environment provided access was managed to avoid any negative impacts on sensitive biodiversity assets and given that NE6 was concerned with managing access to the SACs/SPAs (albeit primarily Dungeness) it seemed sensible to combine these options into one policy. The Council together with Rother District Council is commissioning a second stage in a study that will provide evidence on recreational pressure and an appropriate strategy to mitigate it. However whilst the approaches in the policies options were largely welcomed it was felt there are other vulnerable areas within the district There are areas in the district as a whole that are particularly subject to 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 Etchingill SAC.

Biodiversity

13.7 All new developments are encouraged to take account of and incorporate biodiversity into their features at the design stage. The Policy 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 any significant harm to biodiversity and geological interests that cannot be prevented or mitigated, appropriate

compensation will be sought. The Council will be updating its Green Infrastructure Plan which will identify areas such as the 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.

13.8 Incorporating green space into development makes it more pleasant as an amenity and more resilient to climate change, and is better for the health of people living and working there. Achieving gains for nature through planning is in line with the National Planning Policy Framework ambition to move “from a net loss of biodiversity to achieving net gains for nature”. Pollinator habitat can be created from new wildflower meadows, and bee-friendly landscaping of gardens to green roofs, green walls and bee hotels. The idea of a biodiversity offsetting system in England was announced in the Government’s Natural Environment White Paper - 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 provision /or CIL.

Policy NE2

Biodiversity

Planning permission will be granted for development where it can be demonstrated that all the following criteria have been met:

1. The biodiversity value of the site is safeguarded;
2. Demonstrable harm to habitats or species which are protected or which are of importance to biodiversity is avoided or mitigated;
3. The proposal has incorporated features that enhance biodiversity as part of good design and sustainable development, this should include the creation of new pollinator habitat suitable to the scale of development,
4. The proposal protects, manages and enhances the District's network of ecology and biodiversity sites, including the international, national and local designated sites (statutory and non-statutory), priority habitats, wildlife corridors and stepping stones that connect them;
5. Any individual or cumulative adverse impacts on sites are avoided;
6. The benefits of development outweigh any adverse impact on the biodiversity on the site. Exceptions will only be made where no reasonable alternatives are available; and planning conditions and/or planning obligations may be imposed to mitigate or compensate for the harmful effects of the development, this may include securing biodiversity offsetting as compensation for the impacts. Such compensation will be directed to biodiversity opportunity areas (BOAS) within the District or projects identified by the District's Green Infrastructure Plan

13.9 In the Issues and Options document the alternative options consisted of several policies

Option 29

NE2 To provide for biodiversity offsetting

Where major development proposals result in biodiversity loss, identify areas on site or off site for biodiversity offsetting on a case by case basis.

Or

Identify in the local plan boundaries for GI corridors which would be supported by developer contributions or CIL.

NE4 Achieving a balance between accommodating new growth and ensuring the protection of important habitats and species that contribute to the biodiversity of the District

A: Develop additional policies to protect, manage and enhance important habitats and species that are not already subject to Core Strategy policy and national planning guidance.

And/or

B: Promote additional sites of biodiversity value to ensure that they are protected and sensitively managed, and where appropriate provide opportunities for access and education

Or

C: Concentrate on improving existing sites such as Local Nature Reserves

NE5 Promoting the positive enhancement of biodiversity in the District

A: Require developers to demonstrate how major development will maintain and where possible, positively enhance the biodiversity of the site

And/or

B: Require landscaping in new developments to use native species that reflect the landscape character of the area and safeguard existing key landscape features.

And/or

C: Where possible require developments to incorporate wildlife corridors / links between habitats

And/or

D: Require developers to provide an ecological survey at the time of submitting a planning application unless there is clearly no ecological interest on the site

Sustainability Appraisal

13.10 Policy **NE2**: Both policy options are likely to play a positive role in enhancing biodiversity in the District. Investment in green infrastructure can also result in indirect benefits to other strategic issues. The second policy option has a greater potential to conserve and enhance biodiversity by focussing investment in the areas where it is likely to have the greatest positive effect: GI corridors. Furthermore, establishing a link between biodiversity offsetting and CIL communicates more clearly the mechanism through which funds will be raised. As the catalyst for biodiversity offsetting is biodiversity loss, there is an inevitable risk of adverse effects on local biodiversity. Recommendations: It will be important to ensure that measures taken to offset loss significantly improve the condition and diversity of the wider habitat resource. **NE4**: Policy options A and B propose the protection and/or designation of additional areas of local conservation value to those already designated in National Planning Policy and the Core Strategy. This would likely result in the safeguarding of larger areas of habitat within the District. Policy C would concentrate investment on existing ecological designations thought to contain the most sensitive and valuable species and habitats in the District. Such an approach would maximise the existing ecological value of the District and potentially improve public access to well-managed environments. Policy options A and B are likely to result in the safeguarding of larger areas of habitat within the District making it harder to develop new residential, employment and infrastructure schemes in the District, with potentially adverse effects against their associated SA objectives. **NE5**: All four policy options are likely to have a positive effect on enhancing biodiversity in the District. Option A focuses the requirements for local ecological mitigation and enhancement on major developments, which is likely to improve the deliverability of small-medium scale developments in the District. Conversely, Policy D requires all developments to carry out ecological surveys helping to safeguard all habitats and species with ecological value. Option B is likely to make a positive contribution to the District's landscapes (SA8) but a more limited contribution to biodiversity. Option C has a more strategic focus, requiring developments to improve ecological networks and wildlife corridors. A strategic approach is likely to result in greater synergies with other strategic issues, such as climate change adaptation and flood resilience. Option A limits the ability for local planning policy to manage the cumulative effects of small-medium scale development on local biodiversity, with the potential for some adverse effects on biodiversity. Conversely, Option D is likely to hinder the deliverability of small-medium scale housing and employment developments in the District as it requires developments of all sizes to carry out an ecological survey. **Recommendations**: Policies NE2, NE4, NE5: Target biodiversity enhancement to the Biodiversity Opportunity Areas

to address targets in the Kent Biodiversity Action Plan and support the establishment or enhancement of landscape scale ecological networks, thereby maximising biodiversity benefits.

Conclusion

13.11 The preferred policy option takes on the Sustainability Appraisal issues to target biodiversity enhancement to the BOAs and to take a strategic approach to protecting/enhancing the district's ecological networks and wildlife corridors. This policy will be backed up by a revised Green Infrastructure Strategy for the district. Certain respondents felt that biodiversity offsetting should only be used as a last resort and that this would need to be preceded by an evaluation of current and potential sites, their condition, current management and opportunities for enhancement. The majority of respondents wanted a policy that will promote net gains in biodiversity wherever possible, not just for major development, but for all proposals. A few respondents wished to see the Council rely purely on the NPPF. However the NPPF is clear that there should be planning policies to minimise impacts on biodiversity and geodiversity that should:

- plan for biodiversity at a landscape-scale across local authority boundaries;
- identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration or creation;
- promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets, and identify suitable indicators for monitoring biodiversity in the plan;
- aim to prevent harm to geological conservation interests; and
- where Nature Improvement Areas are identified in Local Plans, consider specifying the types of development that may be appropriate in these Areas.

13.12 Comments from the majority of respondents indicated that they want policies to protect their environment.

Protecting the Landscape and Countryside

13.13 The Kent Downs Area of Outstanding Natural Beauty (AONB) covers 878 sq.km 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% 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. Broadleaf and mixed woodland

cover 23% of the Kent Downs. Almost 70% (12,129 ha) 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% 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, has faced severe development pressure.

13.14 The landscapes within the AONB are highly valued; they need to be protected and enhanced to ensure that their nationally important status can be maintained. It is also important to protect views into and out of the AONB. There are a number of high quality landscape areas outside of 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. Until a new landscape assessment is carried out of the whole district it is proposed to carry forward the designations, Special Landscape Areas and Local Landscape Areas of the previous plan.

Policy NE3

To protect the District's landscapes and countryside

The impact of individual proposals and their cumulative effect on Kent Downs 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 are conserved and enhanced;
2. Proposals reinforce and respond to, rather than detract from, the distinctive character and special qualities of the AONB;
3. Either individually or cumulatively, development does not lead to actual or perceived coalescence of settlements or undermine the integrity or predominantly open and undeveloped, rural character of the AONB and its setting; and
4. 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. The policy aims of the Kent Downs AONB Management Plan.
6. Special Landscape Areas are defined as follows and illustrated on the policies map:

North Downs (including the scarp and crest)

Old Romney Shoreline

Dungeness

Proposals should protect or enhance the natural beauty of the Special Landscape Area. The District Planning Authority 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 countywide landscape significance.

7. Local Landscape Areas are defined as follows and illustrated on the proposals map:

Romney Marsh

Sandgate Escarpment and Seabrook Valley

Eaton Lands

Coolinge Lane and Enbrook Valley

Mill Lease Valley

Proposals should protect or enhance the landscape character and functioning of Local Landscape Areas. The District Planning Authority 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.

6. Outside of designated landscape 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 cultural and historical associations,

Opportunities for remediation and improvement of damaged landscapes will be taken as they arise.

13.15 In the Issues and Options document the alternative options consisted of the following:

Option 30

NE3 Protecting the District's landscapes and countryside

A: Commission a landscape appraisal that identifies areas of countryside in addition to the AONB that make an important contribution at a local level to the natural beauty of the district and develop policies to ensure that they continue to contribute to the character of the area, protect the natural environment and are not adversely impacted by new development

And/or

B: Develop a criteria based policy, in addition to Core Strategy and national policy, to protect and manage the AONB, including views into and out of it, in line with the AONB Management Plan

And/or

C: Develop policies to protect the high quality areas of landscape that abut the AONB

Sustainability Appraisal

13.16 All three policy options are likely to have a positive effect on improving the quality and character of the District's landscapes. The protection of the countryside is likely to have indirect benefits for other strategic issues, such as biodiversity enhancement. Policy option A will result in creation of a robust evidenced-based policy that considers the landscape value of the entire District rather than just the AONB in Policy B and high quality areas that abut the AONB in Policy C and is therefore likely to result in maximising the positive effect on the District's landscapes. Policy options B and C focus on the landscapes and countryside within and immediately adjacent to the AONB. Therefore, these policy options are likely to neglect other areas of the District with high quality landscapes and countryside.

Conclusions

13.17 The preferred option seeks to protect the AONB, its setting and high quality areas over the whole of the district. A new landscape assessment has been carried out of the Romney Marsh. Respondents were supportive of developing all three options. They also felt that landscape appraisal work would support the setting issue associated with the AONB and enable the creation of local landscape designations (for setting areas and other locations) if considered appropriate. The Kent Downs AONB Unit has produced an AONB Management Plan 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 ongoing spatial planning of the Kent Downs 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 National 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.

Equestrian Development

13.18 Much of the district is rural in character, and development related to the keeping of horses will be expected as one component of rural character.

13.19 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.

13.20 The erection of stables, associated tack-room and feed-store buildings and the installation of arenas on agricultural land will require planning permission from the Council 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 upon 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'.

13.21 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.

13.22 If in doubt, advice should be sought from the local planning authority in advance of any development. The Kent Downs AONB Unit has produced an invaluable document, *"Managing Land for Horses: A guide to good practice in the Kent Downs Area of Outstanding Natural Beauty"*, which advises on all matters relating to equestrian activity, including the planning issues around this, relating to that area. The document, however, 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 proposals meet the following criteria:-

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 and the Special Landscape Areas;
2. Existing buildings are reused where possible but where new buildings are necessary, these are well-related 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 it will not generate traffic of a volume and type inappropriate to the locality;
4. Applicants can demonstrate that sufficient land is available for grazing and exercise to ensure the safety and comfort of horses and avoid excessive erosion of soil and vegetation;
5. Development does not unacceptably affect local amenity by virtue of smell, noise, lighting or road safety;
6. Any jumps or other related equipment should be well designed and maintained and, removed when not in frequent use.
7. It does not result in the irreversible loss of the best and most versatile agricultural land;
8. The proposal does not lead to the need for additional housing on site; and
9. 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.
10. Suitable provision can be 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.

13.23 In the Issues and Options document the alternative options consisted of the following:

Option 31

C4 Creating a balance between permitting appropriate use of the countryside for recreation and protecting natural resources and the character of the rural areas

A: Develop criteria based policies for equestrian development and other recreational activities that are sustainable and appropriate to a rural location to ensure they respect the character of the countryside, based on the Kent Downs AONB Good Practice guide

Or

B: Rely upon generic design policies to assess such proposals

Sustainability Appraisal

13.24 Policy option A's criteria-based approach is likely to promote the development of appropriate recreation uses in the countryside while safeguarding the special character of the countryside. By encouraging the creation of new recreational uses in the countryside, Policy A is likely to have indirect benefits for promoting healthier lifestyles in the District and generating new sources of employment. Policy option B would have a negligible effect relative to the SA baseline as it relies on existing planning policy.

Conclusion

13.25 As concluded by the Sustainability Appraisal the most effective approach is a criteria based one which will safeguard the countryside whilst encouraging new recreational uses.

Light Pollution

13.26 Light pollution is the 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.

13.27 National Planning Guidance states that, while in new development artificial light may be needed and can provide social benefits especially in terms of sport and recreation, in many cases it is not needed and may cause annoyance and negative ecological outcomes. For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time.

13.28 The Marsh area currently enjoys some of the darkest skies in the south-east, with parts of the western marsh having been measured by global satellites as 'intrinsically dark' as per NPPF paragraph 25, and therefore worthy of particular protection.

13.29 Good practice, however, advises appropriate lighting design in all development throughout the district to avoid obtrusive light. Obtrusive light is generally a consequence of poorly designed or insensitive lighting schemes. The three main problems associated with obtrusive light are:

- *Sky glow* - the orange glow we see 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.

13.30 Sky glow is the result of inefficient and 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.

13.31 Glare and insensitive lighting can have serious implications for motorists who may become distracted or blinded by glaring lights spilling out on to the highway. Bright or inappropriate lighting in the countryside can also have significant ecological implications.

13.32 Obtrusive light in rural locations can affect the natural diurnal rhythms amongst a wide range of animals and plants. Light trespass is a common problem and can intrude on the residential amenity in both urban and rural settings causing stress and anxiety for people affected. In addition to these specific problems, obtrusive light represents a waste of energy, resources and money.

13.33 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 will be judged.

13.34 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. The Council will also take account of the requirements of the Highway Authority (KCC or Highways Agency) 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:

- The proposal does not materially alter light levels outside the development site and/or has the potential to adversely affect the use or enjoyment of nearby buildings or open spaces
- An existing neighbouring light source makes the site unsuitable for a particular use (e.g. hospital)
- The proposed lighting scheme accords with the best practise guidance provided by the Institution of Lighting Professionals (2011) relevant to the particular Environmental Zone (see table below).

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 yet 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.	North Downs AONB; SSSIs; 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 13.1 : Obtrusive Light Limitations for External Lighting Installations

13.35 Developments in the District’s High Speed 1 and Channel Tunnel safeguarded zones shall be so designed to avoid dazzle and glare or light shed which could cause hazard or distraction to operators from any lighting system which forms part of the development or is amended locally 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 upon the orientation and shrouding of the lighting or component lighting levels and the position of the development, lighting can interfere with sighting of signals.

Land Stability

13.36 With regard to the stability of land, and following the requirements of the 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 various types of development should not be placed in unstable locations without various precautions; and to bring unstable land, wherever possible, back into productive use.

13.37 Local geology in Shepway varies, often substantially, over short distances. 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.

13.38 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. While the Council will not necessarily refuse development within these areas, professional expertise must be sought for any activity within these identified zones that may prejudice the endeavour 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 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 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 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 considerations.

13.39 In the Issues and Options document the following policy directions were proposed:

Option 32

GD3 Ensuring the consideration of environmental issues such as land instability, contamination and pollution

A: Set out measures to deal with the impacts of noise, light and dust pollution either affecting the proposed development, or arising from it

And/or

B: Encourage development on brownfield sites affected by contamination which can effectively remediate the contamination

And/or

C: Set standards to ensure that land contamination on development sites is adequately mitigated to provide a safe environment for future occupants

And/or

D: Require consideration of refuse storage and recycling storage with suitable access arrangements for collection to be incorporated into all development proposals:

And/ or

E: Require evidence when an application is submitted or by planning condition as appropriate that sites within land instability areas can be safely developed without adverse impact on the site or adjoining land.

Contaminated Land

13.40 The UK, as the first country in the world to industrialise, has a legacy of land contamination. The re-use of land has resulted in contamination, which 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.

13.41 While Shepway's levels of contaminated land are not high either nationally or locally, the presence of contamination is a planning consideration and will be taken seriously by the local planning authority. The Council will expect to see consideration of potential for contamination in Screening Report, given that any residential development would be 'vulnerable to the presence of contamination'. For major development, an application will always be accompanied by 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 there is good 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.

Development will be permitted subject to the identification of and commitment to implementation of practicable and efficient measures taken 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 building built or to be built 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.

Any permission for development will require that the remedial measures agreed with the Authority must be completed as the first step in the carrying out of the development.

13.42 In the Issues and Options document the following policy directions were proposed:

Option 33

GD3 Ensuring the consideration of environmental issues such as land instability, contamination and pollution

A: Set out measures to deal with the impacts of noise, light and dust pollution either affecting the proposed development, or arising from it

And/or

B: Encourage development on brownfield sites affected by contamination which can effectively remediate the contamination

And/or

C: Set standards to ensure that land contamination on development sites is adequately mitigated to provide a safe environment for future occupants

And/or

D: Require consideration of refuse storage and recycling storage with suitable access arrangements for collection to be incorporated into all development proposals:-

And/ or

E: Require evidence when an application is submitted or by planning condition as appropriate that sites within land instability areas can be safely developed without adverse impact on the site or adjoining land.

Sustainability Appraisal

13.43 GD3 - All the policy options described should encourage the efficient use of land and ensure that environmental issues such as noise, contamination and land instability are given full consideration in the planning process (SA11). Option D would help to ensure that waste planning is fully integrated into development proposals so that communities have integrated local services (SA3), which will help to reduce congestion in local areas (SA10). In addition, option E goes beyond the requirement of para 120 of the NPPF, by not only ensuring that the developer and/or landowner provides evidence that land stability issues are safely secured, but that the LPA will use measures of oversight, e.g. planning conditions, to ensure that these are effectively implemented.

Conclusion

13.44 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 presented.

13.45 The policies presented above meet the requirements of the NPPF and NPPG in relation to contamination and land stability, and light pollution.

The Coast

13.46 The Marine and Coastal Access Act 2009 (the Act) 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.

13.47 The Government's vision for the marine environment is:

Statement 4

'clean, healthy, safe, productive and biologically diverse oceans and seas'

Integrated Coastal Zone Management

13.48 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 the NPPF paragraph 105 to take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes. The designation of Coastal Zone Management Areas will be based on evidence and will require 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.

13.49 Marine planning, including the preparation of Marine Plans, will be carried out by the Marine Management Organisation (MMO). Marine Plans must be consistent with the Marine Policy Statement and they will make a significant contribution towards coastal integration. They will guide developers about where they are likely to be able to carry out activities or where restrictions may be placed on what they do. Shepway falls within the South Inshore Marine Planning Area, the Marine Management Organisation consulted on a draft Marine Plan options for this area last year. Until the implications of this work are fully understood, it is premature for the Council to pre-empt the outcome of the marine planning process. In the interim, the MMO is being consulted under the Duty to Co-operate.

13.50 Much of Shepway is low lying with 195km (55%) lying within the Environment Agency's Zone 3a flood risk area. The Council's Strategic Flood Risk Assessment (SFRA) 2015 provides 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 this coming century. This document alongside detailed national planning guidance and policies in the Core Strategy will inform the council when making decisions on land use designations and planning applications in a flood risk area.

Policy NE8

Integrated Coastal Zone Management

Development in coastal areas should pay regard to the aims and objectives of the Shoreline Management Plan and the emerging Marine Plan. The District 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;
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;
5. Improve infrastructure to support sustainable modes of transport, especially cycleways, bridleways and footpaths, including the National Coastal Footpath

13.51 In the Issues and Options document the alternative options were as follows:

Option 34

CP1 Integrated Coastal Zone Management

Establish criteria that integrate the aims and objectives of the shoreline plan and marine plans with local plan policies for establishing Coastal Change Management Areas (see CP2 below)

Or

Define Coastal Change Management Plans in the body of the plan.

Sustainability Appraisal

13.52 Policy options will help to reduce the risk of flood from coastal change by avoiding inappropriate development in vulnerable areas (SA1). Both options may also have indirect positive effects in relation to safeguarding the special qualities of the Shepway Coastline. The protection and enhancement of these special qualities is likely to make the District's coastline a more popular place to visit, live and work, with positive effects on employment in the District. Both policy options are likely to result in the safeguarding of large areas of the District's coastline which could make it harder to develop new residential (SA5), employment (SA6) and infrastructure schemes (SA10) in the District, with potentially adverse effects against their associated SA objectives.

Conclusions

13.53 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. 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. For the South Foreland to Beachy Head SMP, 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 discussed with the Environment Agency. It is considered that the proposed policy will help to reduce the risk of flood from coastal change.

Development on the coast

13.54 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".

13.55 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 its 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. 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/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 15 metres 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 or "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.

13.56 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 Assess for the Dover Strait was published in July 2015, it provides a spatial classification of Seascape Character Types (SCTs) and Seascape Character Areas (SCAs). It's intended use is 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 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 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 considered:

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 National Coastal Footpath 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.
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 seek to safeguard a minimum of a 15 metre 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 seek to safeguard a minimum of a 25 metre 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 no future harm.

Heritage coast site shown on the Policies Map:

- Folkestone/Dover

Other undeveloped coast sites shown on the Policies Map:

- West Hythe
- Dymchurch
- St Mary's Bay
- Dungeness

13.57 In the Issues and Options document the alternative options were as follows:

Option 35

CP3 Development around the Coast

Maintaining policies for protecting the undeveloped Folkestone and Dover Heritage Coast.

Or

Having no specific policy for the undeveloped Folkestone and Dover Heritage Coast relying instead on generic planning policies

And/or

Maintaining the existing policy for Undeveloped Coast Sites at West Hythe, Dymchurch, St Mary's Bay and Dungeness

Or

Having no specific policy for Undeveloped Coast sites at West Hythe, Dymchurch, St Mary's Bay and Dungeness

Or

Identifying additional areas of Heritage Coast and/or Undeveloped Coast sites.

Or

General criteria that control development along the coast to include safeguarding areas of land to allow for coastal defence work and to prevent storm damage to buildings. May in certain circumstances limit development along the coast.

Sustainability Appraisal

13.58 Policy options A, C and E protect undeveloped areas of the District's Heritage Coast and are likely to have more positive effects on safeguarding the special qualities of the District's coastline. A Places and Policies DPD that relies on existing generic planning policies in the Local Plan is likely to have a negligible effect (option B). Option E that identifies additional areas of Heritage Coast and/or Undeveloped Coast sites (options, and areas for coastal defence work, could make it harder to develop new residential, employment and infrastructure schemes in the District, with potentially adverse effects against their associated SA objectives.

Conclusion

13.59 As advised by the Sustainability Appraisal the preferred option is proposed as a generic policy will have have little effect. The policy will protect the Heritage Coast and also significant areas of other undeveloped coast within the District which will be shown on the policies map.

Climate Change

14 Climate Change

14.1 National planning policy and legislation requires us to work to mitigate climate change, mainly by reducing our greenhouse gas emissions and promoting sustainability. We need to ensure that the urban and natural environments are capable of being adapted to meet the expected impacts of climate change. One of the aims of Strategic Need B of the core Strategy is "Minimise local carbon emissions, maintain air quality, control pollutants and promote sustainable waste management". The future vision is:

Statement 5

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.

14.2 There has been significant changes over the last few years to the planning and Building Regulations systems. As a result of the Housing Standards Review, the Code for Sustainable Homes was withdrawn [effective 26 March 2015]. Local Authorities can no longer stipulate compliance with Code levels or require Code assessments in planning policy. In place, a number of changes to existing Building Regulations standards were introduced, along with some new standards. Local Authorities are no longer able to require standards outside of those. These included for water (Part G), a new optional standard (110litres/person/day) for water stressed areas has been added to the baseline standard as per existing Part G (125litres/person/day). Shortly after the election, the new Government released its wide ranging Productivity Plan 'Fixing the Foundations'. In this document it announced Government's 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) will not be delivered in 2016 and the 'allowable solutions' mechanism will not be put in place. Local Authorities can still include Merton style policies in their 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 building have not been affected. Local Authorities can still require above building regulations standards (commonly defined by the use of BREEAM, LEED or any other tool) for non-domestic buildings.

Reducing carbon emissions

14.3 One of the aims of the Core Strategy is to minimise carbon emissions and a way to achieve this is to reduce the carbon emissions from buildings. Policy SS3 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" (para e.ii). 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. We can avoid this by using energy more efficiently, and by finding other ways to generate energy to heat our homes and offices. A component that covered carbon emissions and sustainable construction was built in to the viability testing of the CIL ⁽¹⁾.

Policy CC1

Reducing carbon emissions

1. Proposals for all new build dwellings and new non-residential buildings of 1,000 m² or more will be required to reduce carbon emissions (over the requirements set by Building Regulations) by a minimum of 10% through the use of on-site renewable energy technologies demonstrated via an appropriate assessment.
2. This could be provided through the installation of an integrated system or site wide solutions involving the installation of a system that is not integrated within the new building. For a site wide solution, evidence must be submitted demonstrating that the installation is technically feasible and is capable of being installed.
3. For growth areas and substantial new development, site wide renewable and low carbon energy solutions that maximise on-site generation from these sources will be sought, such as renewable and low carbon district heating systems or combined heat and power networks.

14.4 The Issues and Options document policy options are shown below:

¹ 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

Option 36

CC1 Carbon Emissions / carbon reduction

A: Require the provision of a suite of energy efficiency, water efficiency and sustainable design measures in new housing and commercial developments e.g. use of ground or air source heat pumps, orientation for solar gain, provision of water butts, compost bins and outdoor drying facilities in addition to that required by the Building Regulations

And/or

B: That the local planning authority rely on CIL contributions to fund local carbon reduction projects where it is not technically feasible to incorporate measures on site prior to the introduction of Allowable Solutions

Or

C: Rely on the provisions of national guidance and the higher level policies expressed in the Core Strategy and the Building Regulations to ensure development contributes towards minimising energy and water usage, and carbon dioxide emissions

CC5 Renewable energy/ Off site renewable energy

A: Develop a renewable energy strategy that identifies suitable sites for renewable energy and promotes the development of Combined Heat and Power (CHP) networks

Or

B: Establish policy that requires CHP solutions to be assessed for all large scale residential, commercial and institutional planning applications.

Or

C: Not have a policy relating to CHP

Sustainability Appraisal

14.5 CC1: Policy option C relies on existing national planning policy and Building Regulations would have a negligible effect relative to the baseline. Policy options A and B which go beyond existing national planning policy and building regulations would have a positive effect on improving the District's contribution to climate change mitigation and adaptation and water efficiency. Furthermore, option B is likely to

maximise the community benefits of carbon reduction projects by pooling CIL contributions for investment in larger local carbon reduction schemes, delivering the benefits of economies of scale. Policy options A and B, which go beyond existing national planning policy and Building Regulations, would increase the financial burden on developers, which could make it harder to develop new residential, employment and infrastructure schemes with potentially adverse effects against their associated SA objectives. **CC5:** Options A and B both have a positive effect on promoting renewable and low carbon energy technologies in the District. Option A is more comprehensive, committing to a renewable energy strategy which could identify opportunities and need for renewable and low carbon technologies in the district. Therefore the significance of its positive effect on the District's contribution to climate change mitigation is likely to be greater. Development of a renewable energy strategy could help to avoid the need to assess every large scale development for its CHP potential, reducing the burden on developers. Option C has a negligible effect. Option B requires all large scale residential, commercial and institutional planning applications to assess the potential for CHP solutions. This policy has the potential to make it harder to develop new residential, employment schemes in the District, with potentially adverse effects against their associated SA objectives.

Conclusion

14.6 In the light of changes to the planning and Building Regulations systems it is proposed that the preferred option is the most appropriate approach.

Sustainable Construction

14.7 All development should achieve high environmental standards, be appropriately designed for the site and its setting, and adaptable for long-term use. Developers will be encouraged to implement appropriate mitigation and adaptation initiatives to address the potential impact of climate change. Using suitable sustainable construction techniques in new developments will make them more efficient. We also need to consider retrofitting existing buildings as the majority of the buildings we will be using in 2050 have already been built. We should plan for buildings that have a longer useful life. This might include the ability for a building to evolve with changing lifestyles and home occupation patterns. We should also require developments that plan for future weather changes by including adaptations like shading, natural and passive ventilation, and better drainage systems. Water resources are renewable, but not unlimited, and our region is already under severe water stress. Given climate change forecasts and population increases, water shortage will be a very important issue in our district in the plan period. We can seek to combat this and adapt to these conditions by reducing our water consumption, reusing wastewater, water metering and rainwater harvesting.

14.8 Although Policy SS3 e) ii of the Core Strategy states that proposals should contribute to sustainable development through appropriate sustainable construction measures, including water efficiency and a proportion of energy from renewable/low

carbon sources on new-build development, it does not set specific targets. Specific planning policies on waste are contained in the National Planning Policy for Waste, as stated in the Planning Practice Guidance, all local planning authorities must have regard to that and the National Waste Management Plan for England. Although Shepway does not have any waste planning responsibility it must play its role in delivering the waste hierarchy. 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' (Planning Practice Guidance, March 2014).

Policy CC2

Sustainable Construction

For all new dwellings or for new non-domestic buildings, evidence will be required by the developer to demonstrate that all of the following criteria have been considered (proportionate to the scale of development):

1. How the proposal aims to protect and enhance the environment, both built and natural. Where this is not possible, how any harm will be mitigated;
2. The proposal achieves a minimum of 110 litres per person per day including external water use;
3. New development should ensure it is accessible to all, flexible towards future adaptation in response to changing life needs, easily accessible to facilities and services; and takes into account the need for on-site waste reduction and recycling;
4. Developers are encouraged to apply sound sustainable design, good environmental practices, sustainable building techniques and technology, including the use of materials that reduce the embodied carbon of construction and the use of re-used or recycled materials;
5. Developments will be encouraged to minimise the consumption of energy through energy conservation, including the use of passive solar design principles where possible, and energy efficiency, whilst maximising the amount of energy supplied from renewable resources;
6. The proposals include measures to adapt to climate change, such as the provision of green infrastructure, sustainable urban drainage systems, suitable shading of pedestrian routes and open spaces and drought resistant planting/landscaping;
7. The historic and built environment, open space, and landscape character will be protected and enhanced;
8. The natural environment and biodiversity will be protected and/or where appropriate provision will be made for improvements to biodiversity areas and green infrastructure and
9. The reduction of the impacts associated with traffic or pollution (including air, water, noise and light pollution) will be achieved, including but not limited to the promotion of car clubs and facilities for charging electric vehicles.

10. All new non-residential developments over 1,000 square metres (gross floorspace) will be expected to achieve the BREEAM 'Very Good' standard and developers will be expected to specify the level to be targeted at the planning application stage, followed by the evidence of certification at the design and construction stages.

Flexibility

The standards achieved as detailed above may be a matter for negotiation at the time of the planning application, having regard to abnormal costs, economic viability, the feasibility of meeting the standards on a specific site and other requirements associated with the development. This should be based on quantitative financial evidence. Planning applications for extensions to commercial buildings should include sustainable design measures when applicants apply for planning permission, unless the improvements are not viable

14.9 The Issues and Options document policy options are shown below:

Option 37

CC6 Encouraging and promoting sustainable transport measures

A: Require larger schemes to incorporate transport measures such as charging points for electric vehicles and parking space for one or more car club vehicles

And/or

B: Ensure that the requirements of Travel Plans can be implemented on development sites through, for example allowing sufficient space for cycle parking / storage and easy access for pedestrians

CC7 Waste/Recycling

A: Require all planning applications, other than for small extensions or minor development, to make external provision for on-site waste and recycling storage

Or

B: Allow internal waste and recycling storage.

CC9 Efficient and sustainable water use

A: Introduce a specific policy that limits water use requiring water saving measures in new homes with a per person consumption target lower than 105 litres per day

Or

B: Introduce a specific policy that limits water use requiring water saving measures in new homes with a per person consumption target lower than 90 litres per day

Or

C: Have no policy on water saving measures in new homes and rely on the Building Regulations, including possible future amendments.

Sustainability appraisal

14.10 CC6: Both policy options are likely to have a positive effect on promoting more sustainable and cleaner modes of transport with indirect benefits for the District's ability to mitigate the effects of climate change. Furthermore, investment in public transport measures are likely to result in improved access to local public facilities, services and environmental assets. Both policy options go beyond existing national

planning policy and Building Regulations, increasing the financial burden on developers, which could make it harder to develop new residential, employment and infrastructure schemes in the District, with potentially adverse effects against their associated SA objectives. **CC7:** Both policy options are likely to have a positive effect on promoting more sustainable developments in the District with indirect benefits for the District's ability to mitigate the effects of climate change. Both policy options go beyond existing national planning policy and Building Regulations, increasing the financial burden on developers, which could make it harder to develop new residential, employment and infrastructure schemes in the District, with potentially adverse effects against their associated SA objectives. **CC9:** Policy options A and B are likely to have a positive effect on improving water efficiency in the District and adapting to the effects of climate change. Option B has a lower consumption target and is therefore likely to have a more positive effect. Option C relies on Building Regulations and will therefore have a negligible effect relative to the SA baseline. Both policy options go beyond existing national planning policy and Building Regulations, increasing the financial burden on developers, which could make it harder to develop new residential, employment and infrastructure schemes in the District, with potentially adverse effects against their associated SA objectives. Option B has a lower consumption target and is therefore likely to have a more significant adverse effect.

Conclusion

14.11 The NPPF states that planning should support the transition to a low carbon future in a changing climate, and to achieve this should seek ways to radically reduce greenhouse gas emissions, actively support energy efficiency improvements and use nationally described standards when setting any local requirements for a building's sustainability. Previously it had been the Government's intention that all new dwellings would be required to be zero carbon from 2016; however in the publication of *Fixing the Foundations – Creating a More Prosperous Nation* (published in July 2015), the Government made it clear that it does not intend to proceed with this. The Government has created a new approach for the setting of technical standards for new housing, including relating to water efficiency. The web based planning practice guidance (PPG) 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.

SuDS and the mitigation of flood risk on site

14.12 Measures that take account of water quantity, water quality and amenity issues are collectively referred to as Sustainable (urban) 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.

14.13 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 environmental setting and the needs of the local community.
- Provide a habitat for wildlife in urban watercourses.
- Encourage natural groundwater recharge (where appropriate).

14.14 More information about SuDS can be found on the [Susdrain website](#).

14.15 SuDS are suitable for any site, whether large or small, and do not necessarily require a large land take. Nor do SuDS have to be expensive, with surface SuDS that avoid heavy engineering proving particularly cost-effective solutions.

14.16 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 in to a site, and the advice of an appropriately qualified drainage engineer should be sought to achieve best results. SuDS are not just traditional soakaways, ponds or wetlands, but are a suite of components working in different ways that can be used to drain a variety of sites. SuDS components work in several ways: they can infiltrate (soak) into the ground, convey (flow) into a watercourse (or if necessary a sewer), they can also provide storage on site and attenuate (slow down) the flows of water. Often SuDS schemes use a combination of these processes and components may use a number of mechanisms.

14.17 The nature of the site should be well understood to get the most out 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.

14.18 Under schedule 3 of the Flood and Water management Act, Lead Local Flood Authorities (LLFAs) were to be required to establish SuDS Approval Bodies (SABs) which would have required Kent County Council 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 by strengthening existing planning policy instead. This change, which took effect on April 6th 2015, requires local planning authorities to ensure that SuDS are included on new developments.

14.19 The LLFA is the statutory surface water consultee for all major development, and applicants' attention is drawn to Kent County Council's "Drainage and Planning Policy Statement" which clearly outlines the parameters against which major proposals will be judged. The Environment Agency 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.

	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 14.1 Statutory Consultation Matrix for Flood Areas

14.20 Planning Practice guidance advises 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. Within the district, the vast majority of the southern part (the Marsh) is situated in both 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.

Policy CC3

SuDS

Development will be permitted provided that:

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 NPPF (2);
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 placemaking;
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 shall receive 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 SuDS policy;
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 ongoing impacts of Climate Change. Mechanisms to ensure the effective collection and reuse of water should be designed in to any surface water drainage system.

14.21 It would be expected that a drainage strategy would accompany all major planning applications. At a minimum, a drainage strategy must comprise the following:

- A site layout
- A drainage proposal schematic or sketch

2 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 (e.g. attenuation volumes, flow control devices etc.)
- Information to support any key assumptions (e.g. impermeable areas, infiltration rates etc.)

14.22 Development on the site should not increase the overall runoff on 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

14.23 Unlike in some other areas in England, the statutory water and sewerage undertaker in this area, 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 (e.g. Internal Drainage Board). Where provided, SuDS inevitably need to be maintained. 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 s106 agreement of any planning permission involving SuDS requiring this, and for the nomination of a named person/body to undertake this.

14.24 In the Issues and Options document the following policy directions were proposed:

Option 38

GD4 Address localised flooding and flood risk management

A: Require all development to manage its own surface water run off so that it has a neutral effect on water courses and the local surface water drainage system

Or

B: Require all development within the flood catchment areas not only to mitigate their own flood risk on site, but to provide extra mitigation to reduce downstream effects arising from the development

Sustainability Appraisal

14.25 GD4 - Both policy options should help to reduce the risk of flooding, (SA1) while at the same time encouraging the more efficient use of water resources (SA13). In addition Option B would help to encourage greater cooperation between different

landowners and developers to ensure improved mitigation measures are adopted both on and off the development site, which will reduce the risk of flooding throughout the District.

Conclusion

14.26 Since consultation on Shepway's Issues and Options Local Plan document, there have been significant changes in the national regime for SuDS approval and consultation. Kent County Council, in its role as statutory consultee on major development, has produced succinct and useful guidance for such applications. The aim of Shepway's preferred policy option is to support the requirements of KCC's function, while ensuring that all developments coming forward take surface water management into consideration from an early design stage. Given the fact that the South East of England will see significant development over the coming decades, the Council realise that even small developments (including those within some classes of the GPDO) will have to play their part in preventing the cumulative impact of increased hardstanding.

14.27 Therefore, there is a need for the incorporation of option A into planning policy in the Local Plan. Given the above requirement that development does not result in an increase of 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

14.28 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 ensure that the Council embraces effective energy efficiency and the use of renewable energy in all new developments helping to reduce the emission of greenhouse gases and their effect on climate change.

14.29 There have been a number of changes in government policy since the Issues and Options consultations. The ministerial statement issued in June last year 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'.

14.30 Given these changes it is proposed that areas suitable for wind farms will be identified on the policies map based on the Renewable Energy for Kent study; 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 were areas where wind speed and spatial or designation constraints are such that large scale wind turbines might be accommodated. Allocations as required for wind farms as required by the ministerial statement should be made in Neighbourhood Plans in district. Further research has been commissioned to identify more specific areas within the district that will support Neighbourhood Plans in allocating sites. By being in a Neighbourhood Plan this will also clearly demonstrate that any planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing. The Kent Downs AONB unit produced a Renewable Energy Position Statement (Updated June 2011) in which it states that due to the high sensitivity of the Kent Downs AONB, it considers that 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.

14.31 The Issues and Options document policy options are shown below:

Option 39

CC2 Wind Turbine Development

A: Planning permission will be granted for the development of wind turbines, subject to considerations including noise impacts, safety, ecology, interference with electromagnetic transmissions, heritage, shadow flicker, energy output, cumulative landscape and visual impacts, decommissioning.

Or

B: Commission a study that identifies those areas in the district where wind turbine development might be acceptable and those where for landscape or other reasons are deemed unacceptable.

Extensions and Alterations to Existing Wind Farms:

Extensions to existing wind farms will be supported provided that the proposals are in keeping with the character of the existing development and satisfy the criteria above.

Proposals to re-commission or re-power a wind farm will be supported provided that the development meets the criteria above taking full account of the effects of the extended timescale.

Wind Turbine Development Affecting the Area of Outstanding Natural Beauty (AONB):

There will be a presumption against large scale wind development in the AONB. Developments involving more than one turbine, or turbines with a hub height of over 20m, will not be permitted.

Small scale wind development within the AONB will be permitted provided that its impacts on the environment are acceptable and its installed capacity is commensurate with the needs of the property or business. Development outside of the AONB which has a substantial impact on interior views within the AONB, or important views of the AONB, will not be permitted.

Sustainability appraisal

14.32 CC2: The policy is likely to encourage the development of Wind Turbines/Farms in the District with positive effects on the District's ability to mitigate the effects of climate change. It is also likely to have lesser, indirect positive effects on employment in the District. The policy's presumption against large-scale wind turbines/farms in the AONB is likely to safeguard the special qualities of the AONB,

i.e. its heritage, landscape/seascape, and biodiversity. Development of wind turbines/farms in the District could have an adverse effect on the landscapes/townscapes/ seascapes as well as the settling of heritage assets. Furthermore, it has the potential to increase the rates of bird strike in the District, with adverse effects on biodiversity.

Conclusion

14.33 The preferred option has been developed in response to the change in Government guidance on wind farms to meet the requirements for allocating sites suitable for wind energy and demonstrating community support for such development.

Policy CC5

Domestic wind turbines and existing residential development

Wind turbines to provide energy for existing residential dwellings will only be acceptable where proposals meet the following criteria:

A single turbine is proposed for an existing dwelling;

The scale of the turbine is not overwhelming in relation to the height of nearby dwellings;

There is no adverse impact on the setting of a listed building, a conservation area or other heritage asset;

The turbine does not cause any adverse impact on the amenity of a nearby dwelling(s) by way of obstructed outlook, noise or flicker;

The turbine does not have any adverse visual impact on the scenic beauty of the Kent Downs Area of Outstanding Natural Beauty or other sensitive local landscapes;

There are no adverse ecology impacts arising from the development;

The turbine is finished in an appropriate colour to minimise its visual impact;

The turbine is removed when no longer operational.

14.34 The Issues and Options document policy options are shown below:

Option 40

CC3 Wind turbines and existing residential development

A: Wind turbines to provide energy for existing residential dwellings will only be acceptable where:

1. A single turbine is proposed for an existing dwelling;
2. The scale of the turbine is not overwhelming in relation to the height of nearby dwellings;
3. There is no adverse impact on the setting of a listed building, a conservation area or other heritage asset;
4. The turbine does not cause any adverse impact on the amenity of a nearby dwelling(s) by way of obstructed outlook, noise or flicker;
5. The turbine does not 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;
8. The turbine is removed when no longer operational.

Or

B: Wind turbines for existing residential uses will only be acceptable where the above criteria are met and additionally the applicant has demonstrated that they have explored all reasonable alternatives for less intrusive forms of renewable energy such as ground source heating

Sustainability appraisal

14.35 CC3: Both policies are likely to have a positive effect in safeguarding the amenity of local residents as well as the District's heritage assets, landscapes, townscapes and seascapes and biodiversity. Option B goes one step further than option A by requiring applicants to demonstrate that they have explored all reasonable alternatives for less intrusive forms of renewable energy. The second policy approach is more positive than the first as it promotes alternative low carbon and renewable technologies as opposed to just restricting the use of one. Therefore, option B may have a minor positive effect on the district's contribution to climate change mitigation. Both policy options restrict the development of wind turbines in connection with residential uses which could have an adverse effect on promoting climate change mitigation in the District. Recommendation: Option B should expand on what represents a 'reasonable alternative' renewable energy source, e.g. does this mean that an alternative is only reasonable if it can deliver the same amount of energy for the same installation cost?

Conclusion

14.36 The preferred option has been developed in response to the change in Government guidance on wind farms to meet the requirements for allocating sites suitable for wind energy and demonstrating community support for such development.

14.37 The particular planning considerations that should be considered when determining applications for different renewable energy technologies are set out in the Government's Planning Practice Guidance. The guidance gives advice on how cumulative impacts of wind and solar farms can be considered. The Council will expect clear commitments to returning land associated with solar farms or wind farms to their previous use and productive condition. While in use the Council will encourage land diversification alongside its new use – incorporating biodiversity enhancements, or a continued agricultural use. In 2014 BRE National Solar Centre published 'Biodiversity Guidance for Solar Developments'. 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 AONB where fieldscale photovoltaic arrays, such as solar farms does 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 proposed solar farm does not 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 proposed solar farm 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.
10. The solar farm will not result in the loss of the best and most versatile agricultural land.

14.38 The Issues and Options document policy options are shown below:

Option 41

CC4 Solar Farms

A: The development of new solar farms or the extension of existing solar farms will only be acceptable where:

1. The proposed solar farm does not have any adverse visual impact on the scenic beauty of the Kent Downs Area of Outstanding Natural Beauty or other sensitive local landscapes;
2. The proposed solar farm 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 impacts arising from the development on local ecological and heritage assets ;
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.

Or

B: Solar farms will only be acceptable where the above criteria are met and additionally the solar farm will not result in the loss of the best and most versatile agricultural land.

Sustainability appraisal

14.39 Both policy options are likely to have a positive effect in safeguarding the amenity of local residents, as well as the District's heritage assets, landscapes, townscapes and seascapes and biodiversity. However, the second policy goes one step further by preventing solar farms from being constructed on the best and most versatile agricultural land, thereby safeguarding them. Both policy options restrict the development of solar farms in the District which could have an adverse effect on promoting climate change mitigation. However, the second policy goes one step further by preventing solar farms from being constructed on the best and most versatile agricultural land, and therefore has greater potential for negative effects on climate change mitigation. Recommendation: In line with national Planning Practice Guidance, policy criteria should include: consideration of the need to conserve heritage assets, the need for and impact of security measures such as lights and fencing and consideration of the energy generating potential of the proposed site.

Conclusion

14.40 The preferred option takes into account the sustainability appraisal recommendation and the Government's Planning Practice Guidance.

Health & Wellbeing

15 Health & Wellbeing

15.1 As human beings our default setting is to be in a sociable group, supportive environment and have a 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 2026 will need to be supported by the necessary infrastructure, including that for health. The Core Strategy promotes the development of community facilities that provide the opportunity for healthy lifestyles. This is in line with the priority objective of the 'Fair Society, Healthy Lives' 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 and improvements to the built environment have a significant impact on improving public health. The environment is known to have a major impact on health and wellbeing.

15.2 The Government's Planning Practice Guidance published in March 2014, provides guidance on how the NPPF policies on health can be considered in plan making. This includes how opportunities for supporting healthy lifestyles have been appraised such as planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation.

Promoting healthier food environments

15.3 The Core Strategy aims to deliver a safe and healthy district. The Health Profile 2015 for Shepway produced by Public Health England shows that in 2012, 25.2% of adults were classified as obese and physical activity was worse than the average for England. Further, in Year 6, 20.6% (206) of children are classified as obese. The local priorities set out in that document include physically active children and adults. According to the Kent 'Healthy Weight' JSNA Chapter Summary Update '2014/15, Swale Shepway and Dartford have the highest levels of adult obesity in Kent, for Shepway that amounts to 56,457 people aged 16 and above carrying excess weight. In November last year meeting the Kent Health and Wellbeing Board (HWBB) decided that local health and wellbeing boards would undertake a review of their action plans for addressing obesity and improving population outcomes for children and adults. The South Kent Coast Clinical Commissioning Group (CCG) and Local HWBB have made tackling unhealthy weight a key priority for joint work over the next few years. South Kent Coast's 'Prevention and Self Care Strategy' and its health inequality strategic work are prioritising reducing the levels of childhood obesity and are working closely with Public Health to improve outcomes for people with hypertension and long term conditions. Dover and Shepway District Councils are

working up robust plans for increasing the level of physical activity and engaging the population in making healthy lifestyle choices. The South Kent Coast, Healthy Weight Strategy is currently in draft form and will be published in 2016.

15.4 Hot food takeaways provide employment, offer a varied 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 obesity. According to the Public Health England document 'Obesity and the environment: regulating the growth of fast food outlets', "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". Elsewhere in the same document it makes the point that obesity tends to track into adulthood, so obese children are more likely to become obese adults. A number of local authorities have drawn up supplementary planning documents (SPDs) to restrict the development of new fast food premises near schools. However, due to consultation and other procedures, these can take a long time to prepare and agree. SPDs must also relate to a policy in the local plan, so the priority is to make sure the issue is addressed within the local plan in the first place. Most authorities have used a distance of 400m to define the boundaries of their fast food exclusion zone, as this is thought to equate to a walking time of approximately five minutes. 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 grant planning permission for new hot food take-away shops that do not 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 take-away shops outside of the exclusion zone where:

- a. the percentage of hot food take-away shops in Town and District Centres does not exceed 5% and in Local Centres does not exceed 10%
- b. the location and design is acceptable and the proposed use does not detrimentally affect the vitality of the shopping area
- c. 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 and
- d. parking and traffic generation is not a danger to other road users, public transport operators or pedestrians.

In addition, applicants will be expected to provide acceptable arrangements for:

- a. the efficient and hygienic discharge of fumes and smells, including the siting of ducts, which should be unobtrusive
- b. the collection, storage and disposal of bulk refuse and customer litter
- c. sound proofing, especially if living accommodation is above or adjacent and
- d. other appropriate mitigation measures in relation to the impact on neighbours of the proposed opening hours.

15.5 In the Issues and Options document the alternative options consisted of the following:

Box 6

HW1 To consider the effects of hot food takeaways on health and potential planning policy actions

A: A planning policy to restrict the development of new hot food takeaways within walking distance (e.g. 400 metres) of schools, parks, leisure centres, youth facilities and other similar locations

Or

B: To limit the overall number of takeaways in a settlement or shopping frontage

Or

C: Not to control the location of takeaways unless they have an adverse impact on residential amenity or highway safety.

Sustainability appraisal

15.6 HW1: Shepway has a high proportion of people with limiting long term illness. Options A and B are likely to have a positive effect on encouraging healthier lifestyles in the District. Policy C relies largely on existing planning policy would have a negligible effect relative to the SA baseline. By restricting/reducing the number of hot food takeaways in the District, policy options A and B have the potential to have an adverse effect on employment in the District.

Conclusion

15.7 A combination of options A and B are proposed with specific criteria to aid decision making. Hot food takeaways (Use Class A5) can offer a popular service to local communities and provide employment/business opportunities. However, in the interests of the health of residents, particularly children, as well as ensuring a mix of different uses in shopping frontages, the numbers of A5 uses need to be carefully controlled. Pupils in primary education should not be allowed out of school premises during the school day, and most primary school pupils will be accompanied home by an adult. Secondary school pupils have more freedom during school hours and hot food takeaways located within walking distance of secondary schools are considered a contributing factor to the rising levels of obesity in children. It is for this reason that an exclusionary zone is set at a radius of 400 metres from secondary schools only (10 minute walk). The proximity of the exclusion zones around secondary schools to primary schools, and the restriction of growth of Use Class A5 in shopping frontages, will also assist in limiting the number of hot food takeaways located near primary schools. Of respondents who commented on HW1 only one rejected any form of control on takeaway outlets, they believed that no direct link should be made

between "access to healthier food" and hot food takeaways. However obesity cannot be effectively tackled by one discipline alone and local authorities are ideally placed to develop co-ordinated action across its various services and partner organisations to tackle obesity. The Council's approach to improving healthy weight for health and wellbeing builds on the existing structure and resources available, recognising the capacity of the local authority to influence the development and focus of long term initiatives that will shape future health.

Improving health and wellbeing

15.8 Another policy option ensures health is taken into account in new development and proposes that systematic health impact assessments are undertaken for larger proposals. Many aspects of planning can have a significant impact on health. In particular: 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". Health Impacts Assessments (HIAs) provide a systematic approach for assessing the potential impacts of development on the social, psychological and physical health of communities. Ensuring issues are considered at an early stage in developing planning proposals can lead to improvements in both the physical and mental health of the population. HIAs are designed to consider whether a development proposal might reinforce health inequalities and inadvertently damage people's health, or actually have positive health outcomes for the local community.

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 1,000 sq. m a Health Impact Assessment will be required, which will measure wider impact upon healthy living and the demands that are placed upon 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.

15.9 In the Issues and Options document the alternative options consisted of the following:

Box 7

HW2 Development should contribute to addressing the causes of ill-health, improving the health and wellbeing of the local population and reducing health inequalities.

A: For residential development of 100 or more units and non-residential development in excess of 1,000 sq. m a Health Impact Assessment will be required, which will measure wider impact upon healthy living and the demands that are placed upon 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.

Or

B: The above but identify specific forms of development

Or

C: No requirements for Health Impact Assessments

Sustainability appraisal

15.10 HW2: The requirement of Health Impact Assessments and the implementation of their recommendations in policy options A and B are likely to have a positive effect on promoting healthier lifestyles and improving access to facilities and services including open spaces. Option C relies on existing planning policy which will have a negligible effect relative to the SA baseline. Option A adopts a scale threshold at which Health Impact Assessments are required whereas option B proposes requiring Health Impact Assessments for specific forms of development. Both go beyond existing national planning policy, increasing the financial burden on developers, which could make it harder to develop new residential and employment schemes in the District, with potentially adverse effects against their associated SA objectives.

Conclusion

15.11 To ensure that new developments have a positive impact on the health and wellbeing of new and existing residents the Council will require an HIA of development proposals to a level of detail appropriate to its scale and nature. It is recognised that HIAs are most effective for large scale developments and therefore for developments of less than 100 dwellings or 5,000 m² the Council will accept less detailed assessments. However as the preferred option states there may be other categories

of smaller development where the Council considers that the submission of an HIA is necessary, particularly categories of development contained in Schedule 1 and 2 of the Environmental Impact Assessment Regulations. It should be noted that Population and Human Health will form part of EIA requirements from 2017.

Supporting healthy lifestyles

15.12 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 provides opportunities for local food growing, supports the creation of healthy and active communities, improves the quality of open spaces and enhances biodiversity. Productive landscapes can take the form of allotments, community garden & growing spaces, green roofs & 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 the creation of healthy neighbourhoods in Shepway and to reduce the environmental impact of importing food, development proposals should:

A: Incorporate food growing in the design and layout of buildings and landscaping of all major developments;

B: Not result in the net loss of existing allotments; and

C: 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 an allotment where there is the demand

15.13 In the Issues and Options document the alternative options consisted of the following:

Box 8

HW3 Development that supports healthy, fulfilling and active lifestyles

A: To increase, create and safeguard opportunities for healthy, fulfilling and active lifestyles, and the creation of healthy neighbourhoods in Shepway and to reduce the environmental impact of importing food, development proposals should:

- a. Incorporate food growing in the design and layout of buildings and landscaping of all major developments;
- b. Not result in the loss of existing allotments; and
- c. Not result in the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a).

Or

B: A policy that:

- a. Prevents the net loss of existing allotments;
- b. Requires all homes of 3 bedrooms or more to include garden space that can be used for growing food; and
- c. Which protects the loss of grade 3a agricultural land to new development unless there is a compelling and overriding planning reason to do so.

Sustainability appraisal

15.14 HW3: Shepway has a high proportion of people with limiting long term illness. Both policy options are likely to have positive effects on encouraging healthier lifestyles in the District and the protection of the Districts best and most versatile land. Policy A restricts development on all Grades 1, 2 and 3a agricultural land and requires the incorporation of food growing facilities on all major developments, which is likely to have a greater positive effect than policy B. Both policy options go beyond existing national planning policy, increasing the financial burden on developers, which could make it harder to develop new residential and employment schemes in the District, with potentially adverse effects against their associated SA objectives. Policy A restricts development on all Grades 1, 2 and 3a agricultural land and requires the incorporation of food growing facilities on all major developments, which is likely to have a greater adverse effect than policy B. Recommendation: Consider adding Grades 1 and 2 agricultural land to policy option 3(c); protection of moderate quality land without protection of excellent and very good quality seems illogical.

Conclusion

15.15 The government's white paper "Healthy People, Healthy Lives: our strategy for public health in England" (November 2010) highlights the influence of the environment on people's health and includes the following objectives:

- Create healthy places to grow up and grow old in (para 3.4)
- Active travel (walking and cycling) and physical activity need to become the norm in communities (para 3.32)
- Create an environment that supports people in making healthy choices, and that makes these choices easier (para 3.62)

15.16 A network of allotments and private gardens, in addition to providing green space in an area, also provide opportunities for outdoor recreation, contributing to physical and mental wellbeing. Allotments provide a place for people to interact, and to produce healthy locally grown food, which can help to improve the diet of residents. The proposed policy takes on board the Sustainability Appraisal's recommendation to protect Grades 1, 2 and 3a agricultural land.

Promoting Active Travel

15.17 Physical activity has been shown to increase personal wellbeing while decreasing the chances of 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 improving air quality. In Kent, however, the County Council's research (in its Active Travel Strategy) shows that perception is that there are a lack of suitable routes between homes and community services, workplaces or schools, as well as a lack of facilities such as lockers and secure parking, obstacles in cycle lanes and in footways, and feelings of safety when walking and cycling.

Policy HW4

Protecting and enhancing rights of way

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:

1. Provision of new cycle and walking routes that connect to existing networks, including the wider Rights of Way network, to strengthen connections between villages, principal towns, market towns, and the wider countryside;
2. Protection and improvement of existing cycle and walking routes, including the Rights of Way network, to ensure the effectiveness and amenity of these routes is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, widening and lighting
3. 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,

The Council will support the delivery of the Kent Active Travel Strategy including routes and proposals for improvements contained in integrated network maps.

15.18 The policy options considered in the Issues and Options document were:

Option 42

Protection and enhancement of Public Rights of Way (PROW). Create a network to link up open spaces and provide an improved network of pedestrian and cycle routes

A: Specifically allocate land to create a network of pedestrian routes, cycleways and bridleways between residential areas and main destinations, links between urban areas and the countryside and routes through the countryside in conjunction with the Green Infrastructure Strategy

And/Or

B: Require developers on a case by case basis to link up new residential developments with the footpath / cycleway / bridleway network

15.19 The Sustainability Assessment notes that both policy options are likely to promote the protection and enhancement of the existing PRow network which is likely to benefit the District's ambitions to promote healthier lifestyles and improve local connectivity (SA3 and SA14), promote sustainable modes of transport (SA10) and reduce greenhouse gas emissions from road traffic (SA2). Option A, in conjunction with the Green Infrastructure Strategy, is likely to create more opportunities to tackle strategic issues and deliver greater enhancement of the PRow network than Policy B, which operates on an application by application basis.

15.20 However, policy option B's requirement for developers to connect new residential schemes to the existing PRow network has the potential to make it harder to develop new residential schemes in the District with potentially adverse effects on housing provision (SA5).

Conclusion

15.21 The preferred option will maximise use of the existing network, and address the challenges of increasing walking and cycling in a population with a growing reliance on cars. The RIBA 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 Beat the Street, a real life walking, cycling and running game for a whole community, can encourage people to be physically active.

Historic Environment

16 Historic Environment

16.1 The historic environment comprises of all aspects of the environment resulting from the interaction between people and places through time, whether visible, buried or submerged. It also includes landscaped, planted or managed flora. Elements of the historic environment that hold significance are called heritage assets.

16.2 The National Planning Policy Guidance (NPPF) states that the historic environment is important to sustainable development and that local planning authorities should set out in their local plans a positive strategy for the conservation and enjoyment of the historic environment. The NPPF also requires local planning authorities to recognise that heritage assets are irreplaceable resource and should be conserved in a manner appropriate to their significance, taking into 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.

16.3 The national Planning Practise Guidance (PPG) proposes that local planning authorities should identify specific opportunities within their area for the the conservation and enhancement of heritage assets.

16.4 The District Council has commissioned Kent County Council's Heritage Conservation Section to undertake the Shepway Heritage Strategy to meet the requirements of the NPPF and the PPG. The primary purpose of the Heritage Strategy is to identify, group and understand the value of the District's heritage assets and set out a positive strategy. The Heritage Strategy is likely to be completed at the beginning of 2017.

16.5 The Core Strategy sets out the broad approach to the historic environment, enhancing local identity and includes an express requirement to have regard to local context and the impact of development on heritage assets.

Preferred Option

Heritage Assets Policies

16.6 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 Napoleonic

infrastructure. There are just over 20 conservation areas in the district and over 900 listed buildings. The diagram below illustrates the spatial distribution of some of these assets.

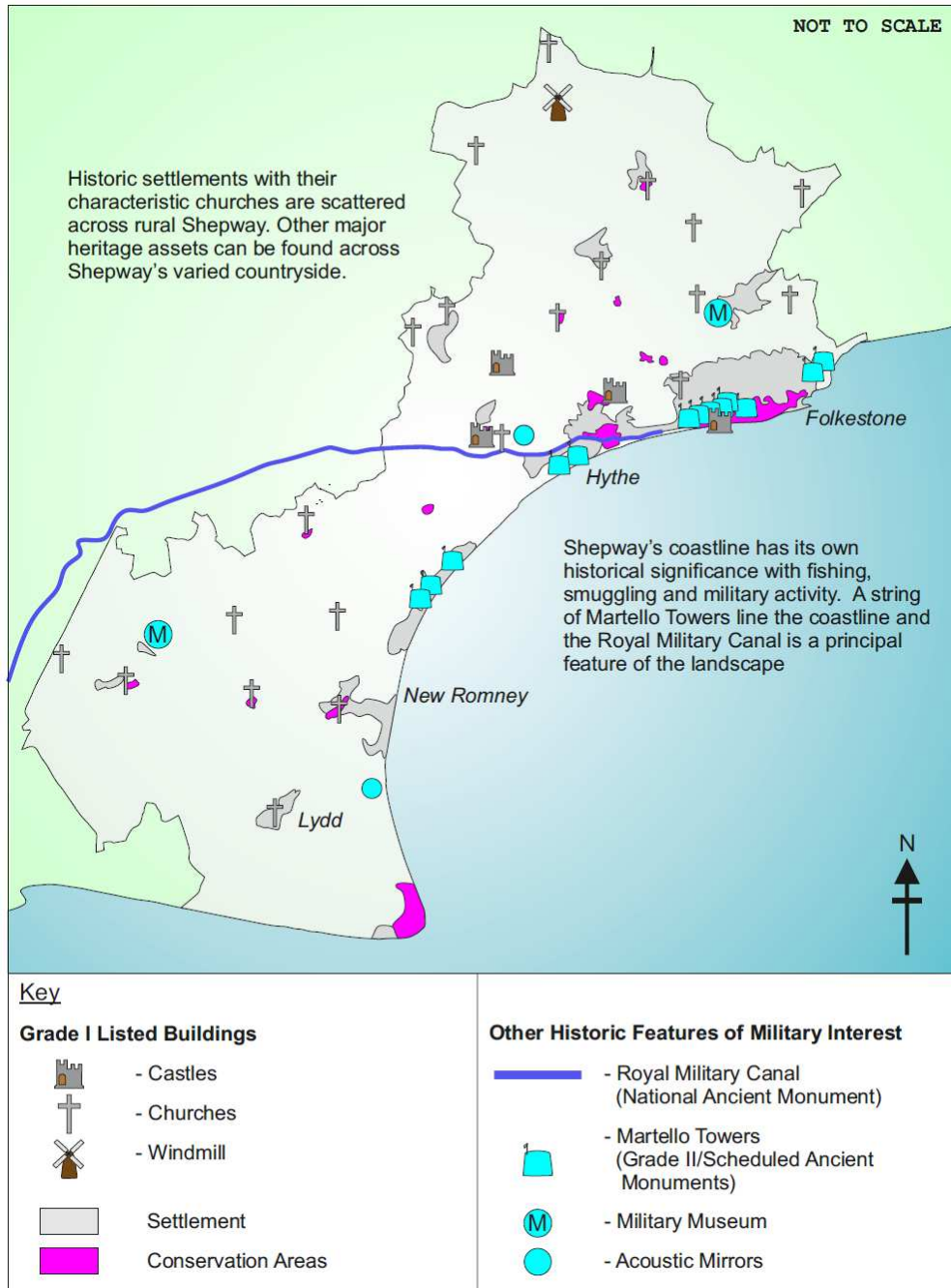


Figure 16.1 Historic features of the rural and coastal built environment

Box 9

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 or 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.

16.7 The District Council considers that these heritage assets, both non-designated and designated can play an important role in the social and economic regeneration of the district, bringing about social cohesion, encouraging economic growth and restoring vibrancy to communities through, for example, the creation of a sense of place, adding value to new developments, and expanding the tourism offer in the district through improved public access.

16.8 Policy HE1 below supports proposals that provide a viable use to that assist in the social and economic regeneration of the district and ensure the long term protection, conservation and, where appropriate, the enhancement of heritage assets in line with government legislation.

Policy HE1

Heritage Assets

The District Council will grant permission for proposals which promote an appropriate and viable use of heritage assets, consistent with their protection and conservation, particularly where these bring redundant or under-used buildings and areas back into use or improve public accessibility to the asset.

Consideration of Heritage Assets in Planning and Listed Building Applications

16.9 The District Council will consider listed building and conservation area applications against national legislation starting with S66 and S72 of the Planning (Listed Building and Conservation Areas) Act 1990 and paragraphs 126 and 141 in the NPPF.

Box 10

Planning (Listed Building and Conservation Areas) Act 1990

'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses' (S66)

and

'In the exercise, with respect to any buildings or other land in a conservation area...special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area' (S72).

National Planning Policy Framework

Para 132 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. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Para 133 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Para 134 Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

Archaeology

16.10 In areas of known archaeological potential identified in the Kent Historic Towns Surveys of 2003 - 2004 (undertaken across the county by Historic England and KCC) there will be a reasonable possibility that archaeological remains exist and therefore the potential impact of any proposed development on archaeological remains will need to be considered. Developers may be required to provide detailed information on the nature and quality of any archaeological remains on the site before a planning application is determined. Large scale development proposals affecting sites outside but adjoining areas of known archaeological potential may also be required to submit archaeological surveys.

16.11 Where archaeological finds occur unexpectedly during development, the Council will seek specialist advice and guidance and this could result in further work 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.

In areas where there is known archaeological interest, the District Council will require appropriate desk based assessment of the asset has been provided as part of the planning application. In addition, where important or potentially significant archaeological heritage assets may exist, developers will be required to arrange for field evaluations to be carried out in advance of the determination of planning applications.

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 recording should be by an approved archaeological body and take place in accordance with a specification and programme of work to be submitted to and approved by the District Council in advance of development commencing.

Local Listed of Buildings and Sites of Architectural or Historic Interest

16.12 There are many buildings and sites (such as gardens or structures) in the Shepway 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. Although these heritage assets are not afforded the same protection of those that are designated, the NPPF does state that they should be 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.

16.13 The District Council is currently undertaking a Heritage Strategy which will identify heritage themes and set out criteria for considering non-designated heritage assets and including them in a 'Local List'. When considering development proposals, the District Council will establish if any potential non-designated heritage asset meets the definition in the National Planning Policy Framework at an early stage in the process and add any properties or sites that meet the criteria to the list. This list will be updated on a regular basis and will be available on line.

Policy HE3

Local list of Buildings and Sites of Architectural or Historic Interest

Proposals for development affecting buildings or sites identified on the Local List of Buildings of Architectural or Historic Interest, or would meet the criteria, will be permitted where the particular characteristics that account for the designation are protected and conserved.

16.14 The criteria for identifying Heritage Assets for a Local List are as follows:

Statement 6

A 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 within 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.
- 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.
- 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.
- 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.
- Providing a good example of early local town planning.

Communal Gardens

16.15 The Leas and the west end of Folkestone are characterised by grandiose 19th and early 20th Century buildings arranged around private and/or communal 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.

Policy HE3

Communal Gardens

The District Planning Authority will not grant planning permission for proposals for the development of the gardens, identified below and defined on the Policies Map, which form part of the comprehensive layout of the west end of Folkestone.

1. Augusta Gardens
2. Balfour Gardens
3. Clifton Crescent
4. Clifton Gardens
5. Grimston Gardens
6. Trinity Gardens
7. Adjacent to Grand Hotel
8. Westbourne Gardens

Consideration of Options

Box 11

Option HE1

The policy options considered in the Issues and Options document were:

Promoting and reinforcing the special character of designated conservation areas in the District

Require the design of new development in conservation areas to draw inspiration from local street patterns, building heights, local architectural styles and prevalent materials while remaining distinctive in its own right. Proposed development should take account of approved Conservation Area Appraisals.

Or

B: Promote high quality design of new buildings in conservation areas that while having reference to historical surroundings is innovative, distinctive and contemporary in character.

And/or

C: Require advertisements to reflect historic or locally distinct design wherever possible and to minimise visual obtrusiveness (whilst recognising their function)

Box 12

Option HE2

Balancing the need for change and new development against the need to protect the historic environment and heritage assets.

A: Require all new development to preserve or enhance the architecture, historic interest and setting of our built heritage and heritage assets

And/or

B: Recognise that even in historic environments in some cases modern design can contribute to a sense of place and economic vitality, particularly where the existing character is poorly defined, or of limited visual amenity

And/or

C: Give a greater weight to the need for preservation of listed buildings as “going concerns” when considering the use of buildings, as opposed to requiring strict compliance with the preferred land uses in the development plan

Or

D: Rely upon generic design policies for the assessment of proposals affecting the use of listed buildings

Box 13

Option HE3

Ensuring adequate and proportional protection of buildings, gardens, landscapes, structures and archaeological features which are of local historical merit, but which do not meet the national standards for statutory listing

A: Establish a policy that, informed by a Heritage Strategy, identifies buildings, gardens, landscapes, structures and archaeological features that should be afforded an appropriate level of importance and protection as heritage assets.

Or

B: Establish a policy that requires the assessment of development on non designated heritage assets on a case by case basis having regard to generic design policies and the requirements of the NPPF.

And/or

C: In Areas of Archaeological Potential and where appropriate elsewhere require the preservation in situ of archaeological remains that are considered to be of national or local interest unless there is an overriding case based on the needs and requirements of a development

Sustainability Assessment

16.16 Positive effects of the first option are that all three policy options are likely to have a positive effect in safeguarding the historic character (SA7) of the District's landscapes and townscapes (SA8). The negative effects are that all policy options go beyond existing national planning policy, increasing the financial burden on developers, which could make it harder to develop new residential (SA5) and employment (SA6) schemes in the District, with potentially adverse effects against their associated SA objectives. Policy B is more flexible than Policy A in that it encourages high quality, innovative, distinctive and contemporary design in conservation areas and is therefore likely to have a lesser adverse effect.

16.17 With regard to the second option, the SA concluded that Policy options A, B and C all contribute positively to safeguarding the historic character (SA7) of the District's landscapes and townscapes (SA8). However, Policy options A, B and C go beyond existing national planning policy, increasing the financial burden on developers, which could make it harder to develop new residential (SA5) and employment (SA6) schemes in the District with potentially adverse effects against their associated SA objectives. Options B and C are more flexible than A, recognising that modern design can contribute to a sense of place and Option D largely relies

on existing planning policy and is therefore likely to have a negligible effect economic vitality and recognising that listed buildings are “going concerns” when considering the use of buildings, as opposed to requiring strict compliance with the preferred land uses. Therefore, options B and C are likely to have a less adverse effect than Policy A.

16.18 The three policy options in the third and final option box above are likely to help safeguard local heritage assets not recognised as being of national importance (SA7); however policy options A and C protect specific heritage assets, buildings, gardens, landscapes, structures and archaeological features. Policy B largely has regard to generic design policy options and the requirements of the NPPF, which would suggest that it is likely to have a negligible effect relative to the SA baseline. However, Policy options A and C go beyond existing national planning policy, increasing the financial burden on developers, which could make it harder to develop new residential (SA5) and employment (SA6) schemes in the District, with potentially adverse effects against their associated SA objectives.

Conclusions

16.19 The three policy options sought to preserve and enhance the historic environment in new developments. The existing 'Saved Policies' from the 2006 Local Plan are criteria based, listing all features that could be effected by proposals.

16.20 The Planning (Listed Building and Conservation Areas) Act 1990 sets out the general duty for the local planning authority when considering proposals for Listed Buildings (S66) and buildings or other land within Conservation Areas (S72). These state that the Local Authority should:

*'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority ... shall have **special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses**' (S66)*

and

*'In the exercise, with respect to any buildings or other land in a conservation area...**special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area**' (S72).*

16.21 The NPPF also sets out the issues that should be considered (considering the significance of the asset and the harm on it) when a local planning authority is determining a applications relating to historic assets. Historic Parks and Gardens are identified as designated heritage assets in the NPPF. In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

16.22 The NPPF continues to state that the *significance* of the of the heritage asset should be considered and that the more important an asset is, then it should be given greater weight. The Framework then discusses *harm* and *loss* requiring clear and convincing justification. Where there is harm, consent should be refused unless it can be demonstrated substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or can meet criteria set out in the NPPF, which includes a viable use.

16.23 It is, therefore, considered that a new local plan policy would not add anything further to the protection and consideration of historic assets given in the Act and the NPPF. It is concluded, therefore, that a specific policy on this issue is not required. The SA also concludes that the policy options could also add to the financial burden.

16.24 Evidence from Historic England ⁽¹⁾ indicates that the historic environment makes a significant contribution to the UK economy, providing jobs and output across a number of industries, such as tourism. As part of regeneration, the historic environment can assist in the long term success by brining about social cohesion, encouraging economic growth and restoring vibrancy to communities. It is, therefore, important to have a positive policy that encourages the use of historic assets to ensure successful regeneration and the sustaining the assets through viable uses.

16.25 With regard to the Local List, the NPPF and the PPG encourage local planning authorities to identify non-designated assets through 'Local Lists'. The PPG also suggests that the substantial majority of buildings will have little or no heritage significance and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process. It is, therefore, considered that a policy protecting the special characteristics of a property or site through the local list is justified.

16.26 The 2006 Local Plan included two policies that protect 'Areas of Special Character' and 'Communal Gardens'. These areas are characterised by their special environmental quality, such as their special the built form or garden sizes, and generally reflecting the historic period they were developed, but which are not protected by Conservation Area status. These policies have been largely successful and it is proposed to continue with these designations. The NPPF does include

1 Heritage and the Economy July 2015

'non-designated heritage assets' within paragraph 135 but this should have regard to the significance of the asset. A policy would provide additional weight to such assets.

Schedule of Saved Policies

17 Schedule of Saved Policies

Schedule of Policies

17.1 The table below lists the saved Local Plan Policies (2006) that are to be deleted 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, HB5,HB7
Land supply requirements 2001-2011	HO2	Covered by allocations in Places chapters
Criteria for local housing needs in rural areas	HO6	Replaced by HB7
Loss of residential accommodation	HO7	No longer required
Criteria for sub-division of properties to flats/maisonettes	HO8	Replaced by HB5
Subdivision and parking	HO9	Replaced by T2
Houses in multiple occupation	HO10	Replaced by HB5
Criteria for special needs annexes	HO13	Replaced by HB4
Criteria for development of Plain Road, Folkestone	HO15	No longer required as 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	Covered by allocations in Places section and E1
Supply of land for industry, warehousing and offices. Allocated sites on the Proposals Map.	E2	Covered by E1
Loss of land for industrial, warehousing and office development	E4	Covered by allocations in Employment Section, and superseded by legislation
Loss of rural employment uses	E6a	No longer required, superseded by legislation
Folkestone Town Centre - Primary shopping areas as defined on the Proposal Map	S3	Replaced by UA1
Folkestone Town Centre - Secondary shopping area as defined on the Proposal Map	S4	Replaced by UA1
Local Shopping Area - Hythe	S5	Replaced by UA21
Local Shopping Area - New Romney	S6	Replaced by RM1
Local Shopping Area - Cheriton	S7	Replaced by UA2

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 E3
Static caravans and chalet sites	TM4	Replaced by E4
Criteria for provision of new or upgraded caravan and camping sites	TM5	Replaced by E4
Development of the Sands Motel site	TM7	Allocated site: RN8
Requirements for recreation/community facilities at Princes Parade	TM8	Replaced by UA25
Battle of Britain Museum, Hawkinge	TM9	No longer required and also partially covered in ND4
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, 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 HB4
Design considerations for shopfront alterations	BE9	Covered by HB2
Areas of Special Character	BE12	Covered by HB1, HB2 and HB3
Protection of urban open space and criteria for allowing redevelopment	BE13	Covered by HB1 and HB2
Protection of communal gardens as defined on the Proposals Map	BE14	Covered by HE3
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
Five dwellings or more or equivalent to be connected to mains drainage	U2	No longer required
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
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 RM7
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 UA7.
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	Replaced by T4
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 E5
Criteria for new agricultural buildings	CO18	Covered by HB1 and HB2
Criteria for the re-use and adaptation of rural buildings	CO19	Covered by E7
Criteria for replacement dwellings in the countryside	CO20	Covered by HB7
Criteria for extensions and alterations to dwellings in the countryside	CO21	Covered by HB4
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 UA10

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 17.1

Glossary

Glossary

Adoption - the formal decision to approve the final version of the document, at the end of all the preparation stages, bringing it into effect.

Affordable Housing - housing available at a significant discount below the market value, provided to specified eligible households whose needs are not met by the market. It includes social rented and intermediate housing (such as shared equity products, low cost homes for sale and intermediate rent). See national policy.

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.

Authorities Monitoring Report (AMR) - a document produced by the local planning authority providing analysis over the period of the performance of planning policies and reporting on progress made in producing up-to-date planning policy. Previously known as Annual Monitoring Report.

Area of Outstanding Natural Beauty (AONB) - a national designation applying in Shepway in the Kent Downs AONB.

Appropriate Assessment - See Habitats Regulations Assessment

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 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.

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 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.

Brownfield Land (also known as Previously Developed Land) - land which is or was occupied by a permanent structure. A full definition is given in national policy.

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.

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 area. This can include new transport schemes, community facilities, schools and green spaces.

Conservation Area - an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance, formally designated.

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.

Department for Communities and Local Government (DCLG) - the central government department that is responsible for policy on local government, housing and urban regeneration.

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 (in Public/EiP) - a form of independent public inquiry into the soundness of a submitted Local Plan document which is chaired by an inspector appointed by the Secretary of State. After the examination has ended the inspector produces a report with recommendations which are binding on the council.

Facilities - public or private premises that are used for, or help to provide, services and infrastructure for visiting members of the public

Greenfield Land - land which has not been developed before, and is not defined as previously developed 'brownfield' land.

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.

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 Regulations Assessment (including Appropriate Assessment) - a legal requirement examining the potential impacts of policies and proposals on the nature conservation integrity of Natura 2000 Series sites.

Heritage Coast - Areas of undeveloped coastline which are managed to conserve their natural beauty and, where appropriate, to improve accessibility for visitors.

Index of Multiple Deprivation - combines a number of indicators chosen to cover a range of economic, social and housing issues, into a single deprivation score for each small area in England.

Infrastructure - a collective term which relates to all forms of essential services like electricity, water and road and rail provision, including social/community facilities.

Internationally designated habitats - see Natura 2000 Series Sites.

Kent County Council (KCC) - countywide 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.

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 Development Document (LDD)- The collective term for Local Plans, Supplementary Planning Documents (SPDs) and the Statement of Community Involvement (SCI).

Local Development Scheme (LDS)- A project plan and timetable for the preparation of the Local Development Framework or Local Plan. It can be updated and amended as necessary by the Council.

Local Green Space - a designation to provide special protection against development for green areas of particular importance to local communities.

Local Housing Market Area (LHMA) - geographical areas within East Kent defined in the SHMA by economic household demand and preferences. Housing markets do not respect administrative boundaries and may comprise smaller, more local sub markets and neighbourhoods.

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 housing. It also includes reforms to make the planning system more democratic and more effective.

Local Plan – The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

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.

Major Employment Sites - a Core Strategy term indicating general places where land is/will be allocated for industrial, warehousing or office uses.

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 LDDs and when considering planning applications.

Natura 2000 series sites - internationally designated sites of nature conservation (including current - and in effect, proposed - Special Areas of Conservation/Special Protection) subject to Habitats Regulations Assessment.

Natural England (NE) - Government agency concerned with the natural environment, including biodiversity and the countryside.

Neighbourhood Plan – A duty under the Localism Act 2011 which gives authorised groups the power to prepare a development plan for their area. 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.

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 - see Brownfield Land.

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.

Registered Social Landlord (RSL) - Government-funded, not-for-profit organisations that provide affordable housing. They including housing associations, trusts and co-operatives.

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.

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.

South East Plan (the former Regional Spatial Strategy applicable to Shepway)

- Published by the DCLG in 2009, providing statutory planning policies for a region. Previously part of the Statutory Development Plan alongside local Development Plan Documents. It was revoked in 2013.

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.

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.

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 Urban 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.

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.

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.

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.

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

Alternative Options Considered for Residential

Appendix 1 Alternative Options Considered for Residential

Urban Area

Folkestone

Site	Reason for not allocating
<p>Option 43</p> <p>688 - Upper Works Site, Castle Hill</p>	<p>There are a number of constraints on the site which include SAC, an Ancient Monument and SSSI. For this reason the site would be unsuitable for residential development</p>
<p>Option 44</p> <p>608 - West Grove, Wellington Place, Sandgate</p>	<p>The site is unsuitable as it is not large enough to accommodate for the development of 5 or more dwellings. Half of the garden cannot be developed on due to the steep bank and the TPOs in close proximity to the north and eastern edges of the site are a major constraint.</p>
<p>Option 45</p> <p>674 - Digby Road, CT20 3NB</p>	<p>There are few constraints with this site; the impact residential development here may have on the commercial buildings closeby may need to be assessed. However, the site is suitable.</p>
<p>Option 46</p> <p>602 - Land between Valebrook Close and Valestone Close, Horn Street</p>	<p>The site consists of open land between two settlements set in a rural location, and on land of archaeological potential. Development of the entire site could lead to the loss of the open space, which would be detrimental to the rural character of this area. It should be noted, though, that this site is the preferred site for Horn Street and offers some unique potential. Only part of the open space has been put forward for housing, with the proposals avoiding the blocks of TPOs.</p>

Site	Reason for not allocating
<p>Option 47</p> <p>338 - Black Bull Allotments, Dolphins Road, Folkestone</p>	<p>Site could deliver up to 65 new dwellings in the space of 1-2 years. It is within a residential area of high-density semi-detached dwellings, and would therefore fit into the townscape as the size of the site would lead to similar linear development to adjacent roads. However, it is still currently in use as allotments and it is unclear that this use will cease as the allotments have been in use for over 50 years already. Therefore there are more suitable sites that are more likely to come forward in a shorter time span.</p>
<p>Option 48</p> <p>640 - Land adj. 43 Horn Street</p>	<p>This would not be a preferred site as a result of its distance from services, its physical separation from the settlement of Horn Street, and its extension of the built area further to the West into the Countryside.</p>
<p>Option 49</p> <p>656 - Silver Spring, Park Farm</p>	<p>Vacant employment site within urban area of Folkestone. Will need to be tested through ELR.</p>

Table 1.1

Hythe

Site	Reason for not allocating
<p>Option 50</p> <p>603 - Land off Spanton Crescent, Hythe</p>	<p>The site does not meet the size threshold for the development of at least 5 dwellings. Any intensification of development in this location could be out of keeping with the locality.</p>

Site	Reason for not allocating
<p>Option 51</p> <p>444 - Land NW of Rectory Lane, Saltwood</p>	<p>The site was previously considered unsuitable due to its location within the AONB and being divorced from the settlement. Development would also be detrimental to the setting of the adjacent conservation area through the loss of open land that contributes to its special character. The situation has not changed.</p>
<p>Option 52</p> <p>463 - Hotel Imperial Golf Course Lands, Hythe</p>	<p>This land is adjacent to a site that has been identified for development but it is considered that the two parcels of land have different characteristics. The Hotel Imperial golf course land is considered to be important for the setting of the scheduled monument (Royal Military Canal) as the land is low and flat, reminiscent of the original characteristics when it was constructed. The site also provides accessible open space with its unique open space features (location, setting and scale). Flood risk is also slightly worse than that of the land to the east. The land itself is shown as in Flood Zone 3 (but only a small part is within the 'significant' hazard mapping on the SFRA). It is considered that, as there is no specific reason to set aside this loss for any community benefit. This is in contrast with the land to the east, a former tip, which has resulted in the majority of the land being raised considerably with only some public access along the Canal.</p>
<p>Option 53</p> <p>630 - Land adj. 10 Spring Lane, Seabrook, Hythe</p>	<p>This site is allocated Ancient Woodland in its entirety, and benefits from a local wildlife site and landscape character area status. Allocation for development would not be appropriate.</p>

Site	Reason for not allocating
<p>Option 54</p> <p>624 - Bluewater Caravan Site, Dymchurch Road, Hythe</p>	<p>The site suffers from 'extreme' flood hazard to 2215 as highlighted by the SFRA. The SE remainder of the site suffers from 'significant' flood hazard. Allocation would therefore not be appropriate.</p>
<p>Option 55</p> <p>626c - Land at Lyell Close, Hythe</p>	<p>The site does not meet the size threshold for allocation.</p>
<p>Option 56</p> <p>601 - Burmarsh Road land, 'Sunnyside', Hythe West</p>	<p>The site offers 'extreme' flood hazard to 2115 as per the SFRA. Therefore, allocation would not be appropriate.</p>
<p>Option 57</p> <p>175 - Land South West of Nickolls Quarry</p>	<p>The site cannot come forward as the majority compromises extreme flood hazard, and the remainder 'significant'. In any case, it is remote from services and would not be able to deliver sustainable development.</p>
<p>Option 58</p> <p>632 - Elms Farm, Ashford Road, Newingreen</p>	<p>Development here would constitute intensification of development and urbanisation of the countryside. Newingreen is not a recognised settlement in the Core Strategy Settlement Hierarchy, and offers no services. It is situated well outside a recognised settlement boundary. The distances to the closest services mean</p>

Site	Reason for not allocating
	that development in this location would not constitute sustainable development.
<p>Option 59</p> <p>326 - Land adj. The Willows, Ashford Road, Newingreen</p>	<p>Development here would constitute intensification of development and urbanisation of the countryside. Newingreen is not a recognised settlement in the Core Strategy Settlement hierarchy and offers no services. It is situated well outside a recognised settlement boundary. The distances to the closest services mean that development in this location would not constitute sustainable development.</p>
<p>Option 60</p> <p>690 - Red House Farm, Ashford Road, Newingreen</p>	<p>Development on this site would constitute isolated development in the countryside. The closest hamlet, approximately 800m from the site is Newingreen which is not a recognised settlement in the Core Strategy Settlement Hierarchy, and offers no services. The distances to the closest services mean that development in this location would not constitute sustainable development, and any residents would struggle to make trips on foot to and from the site due to the dearth of local infrastructure.</p>
<p>Option 61</p> <p>Land Opposite Botolph's Bridge</p>	<p>This site adjoins the settlement boundary for Hythe, and contains one of the only areas of 'nil' flood hazard in the locality. While at present it is remote and would not be sustainable location-wise, it adjoins the limits of the Nickolls Quarry/Martello Lakes development which is well under construction. It also comprises contaminated land that development could serve to improve. While the adjacent permitted development is currently under construction, it does not have the best access to services, but this should be remedied in the near future with the development of a proximate local centre. Development should ensure, however, that housing is not constructed in the small area of 'significant' flood hazard on the easternmost part of the site.</p>

Table 1.2

Romney Marsh

Site	Reason for not allocating
<p>Option 62</p> <p>1009 - Land North of Littlestone Golf Course (Site 1), Littlestone</p>	<p>This site should not go forward given its situation wholly within the SSSI and the fact that it does not meet the minimum size threshold for allocation.</p>
<p>Option 63</p> <p>1010 - Land at Coast Road (Site 2), Littlestone</p>	<p>This site should not go forward given its situation wholly within the SSSI and the fact that it does not meet the minimum size threshold for allocation.</p>
<p>Option 64</p> <p>1011 - Land at Coast Road (Site 3), Littlestone</p>	<p>This site should not go forward given its situation wholly within the SSSI.</p>
<p>Option 65</p> <p>1012 - Land at St Andrews Road (Site 4), Littlestone</p>	<p>This site should not go forward as it does not meet the minimum size threshold.</p>

Site	Reason for not allocating
<p>Option 66</p> <p>435 - Land North of Avonlea, Dymchurch Road, New Romney</p>	<p>This site is located in Flood Zones 2 and 3, and there is concern that allocation here would establish a precedent of development south of the A259. This would not be suitable for development as it would result in encroachment into the countryside.</p>
<p>Option 67</p> <p>607 - Land adj. to Church Lane, New Romney</p>	<p>Allocation of this substantial site would result in encroachment into the countryside and would therefore have an adverse landscape impact. In addition to this, capacity reductions would result from the presence of an electricity substation and of electrical and telegraph wiring above ground on the site.</p>
<p>Option 68</p> <p>347 - Land west of High Knocke, Dymchurch</p>	<p>This site is not sufficiently related to its surrounding settlements. Development on this site would join the settlement of St Mary's Bay with the High Knocke estate, and encourage the conurbation of these settlements with Dymchurch, which is to be resisted.</p>
<p>Option 69</p> <p>349 - Land r/o Crimond Avenue 'Redoubt and Fleet Hythe' Dymchurch North</p>	<p>Development on this site would be inappropriate given that this estate is significantly separated from the main Dymchurch service centre, and is located on an area of extreme flood risk. It would not be possible to achieve sustainable development on this site.</p>

Site	Reason for not allocating
<p>Option 70</p> <p>350a - Pear Tree Lane Land, Dymchurch</p>	<p>There are several constraints on this site including TPOS, on-site flood risk and the siting of listed buildings adjacent to the site. Therefore this site is not suitable for allocation.</p>
<p>Option 71</p> <p>350b - Pear Tree Lane Land, Dymchurch</p>	<p>There is a challenge posed by flood risk, combined with the lack of locally-available services, which means that this Greenfield site would not be suitable for allocation.</p>
<p>Option 72</p> <p>351a - Land N Hythe Road, Dymchurch</p>	<p>There are areas of extreme flood risk on the site, while the majority of it suffers from significant flood risk, which there are notable patches of water on site. The land is Greenfield, and is almost entirely designated as a local wildlife site - therefore this site is not suitable for allocation.</p>
<p>Option 73</p> <p>351b - Land N Hythe Road, Dymchurch</p>	<p>There are areas of extreme flood risk on the site, while the majority of it suffers from significant flood risk, while there are notable patches of water on site. The land is Greenfield, and is almost entirely designated as a local wildlife site. Current access is insufficient, and via a builders yard, while any access from the public highway would not be straightforward given the requirement to cross Hoorne's Sewer. Any residents may be disturbed by the presence of the tourist railway along the NW boundary of the site. Development on this site would therefore be contrary to the NPPF principles of sustainable development.</p>

Site	Reason for not allocating
<p>Option 74</p> <p>352 - Land NE Nesbit Road 'Jesson Farmland', St Mary's Bay</p>	<p>Residential amenity cannot be assured given the shape of the site and its relationship to the railway line. More importantly, access to the site is doubtful, and the adjacent plot's layout means that vehicular access cannot come from the north, meaning that it is not a deliverable site.</p>
<p>Option 75</p> <p>380 - Land off Jenners Way, St Mary's Bay</p>	<p>Allocation for the whole of this site would be inappropriate given that this would result in intrusion of development into the countryside and create pressure for infill on neighbouring parcels. Flood hazard is the greatest on the part of the site adjacent to Jenners Way and closest to the settlement.</p>
<p>Option 76</p> <p>391 - The Old Rectory, Burmarsh</p>	<p>A quarter of this site is subject to TPO, and has a body of water, meaning that the area nearest to the settlement could not be developed, leading to an encroachment into the countryside. The proposed number of dwellings would lead to a pattern of development incongruous with the immediate surroundings. This, combined with the dispreferred access arrangements, and other constraints including flood risk and setting of listed buildings means that this is to be a dispreferred option.</p>
<p>Option 77</p> <p>611 - Former Piggery, Brooker Farm, Newchurch</p>	<p>This site is significantly divorced from the main, minor settlement. Given that this is a Greenfield site in the wider countryside only marginally related to a secondary village without services, the site cannot be allocated for development.</p>
<p>Option 78</p> <p>600 - Land West of Burmarsh, Burmarsh</p>	<p>Site is considered unsuitable given that development would notably extend the built area of the village into open countryside and would necessitate the upgrading of the main road through the village. This settlement is at the bottom of the settlement hierarchy. therefore significant development would not be sustainable given</p>

Site	Reason for not allocating
	the significant distances required to access services. Added to this, there is the challenge of significant flood risk.
<p>Option 79</p> <p>378 - Land at Mulberry Cottage, Lydd</p>	Constraints of this site include its relationship with the adjacent listed buildings and SSSI. In addition, access arrangements could prove challenging given the restricted access to High Street. Furthermore, the site is not available or deliverable fundamentally as a result of its poor access.
<p>Option 80</p> <p>662 - Land north of Sycamore Close, Lydd</p>	The land is unsuitable for allocation given that it is entirely located within the Dungeness, Romney Marsh and Rye Bay SSSI.
<p>Option 81</p> <p>319 - Lydd</p>	This site is unsuitable for allocation given its location entirely within the Dungeness, Romney Marsh and Rye Bay SSSI, and its adjacency to the Lade Fort Scheduled Monument.
<p>Option 82</p> <p>631 - Land at West Place, Brookland</p>	This is a divided site, and neither the constituent parts nor the whole meet the area threshold for allocation.
<p>Option 83</p> <p>216a & 216b - Station Approach, New Romney</p>	This site is unavailable.

Site	Reason for not allocating
<p>Option 84</p> <p>681 - Commercial Land, Station Approach, New Romney</p>	<p>This site is unavailable.</p>
<p>Option 85</p> <p>1016 - Land north of Boarmans Lane, Brookland</p>	<p>This site would not be suitable for development in the first part of the plan period given its lack of adjacency to current residential development. It is located in Flood Zones 2 and 3 and development here would result in countryside encroachment and the conjoining of two distinct parts of the settlement.</p>
<p>Option 86</p> <p>1021 - Land NE of New Romney</p>	<p>Development of this site would constitute encroachment into the countryside, expansion of the settlement well beyond strategic direction promoted by the Core Strategy, and would constitute excessive urbanisation of the settlement removing the gap between the built area and other development.</p> <p>The site does not benefit from easy access to local services, especially in relation to other submitted sites, is located in flood zones 2 and 3, and has high voltage electricity on site and across the only feasible access to the site.</p> <p>This site should therefore not go forward in the local plan allocation process.</p>
<p>Option 87</p> <p>1017 - Land South of Boarmans Lane, Brookland</p>	<p>This site has many constraints, including the presence of wiring on site, TPOs, watercourses on site, Flood Zone 2 and 3 situation, controlled water area, and relationship to listed buildings and a conservation area. It does not benefit from access to services within the settlement. Allocation here would constitute unacceptable encroachment into the countryside.</p>

Site	Reason for not allocating
<p>Option 88</p> <p>604 - Land east of Eastbridge Road, Dymchurch</p>	<p>Development here would set a precedent for the expansion of the Dymchurch development beyond the confines of the railway line, and would consolidate the urbanisation of what at present is an area of rural ribbon development along Eastbridge Road.</p>
<p>Option 89</p> <p>436 - Land at Church Road, New Romney</p>	<p>Development on this site should consider the setting of the cemetery to the west. However, the site has an existing outline planning permission and, with few constraints and with access to a range of services in New Romney it is considered suitable for residential development and deliverable. The issue of site access should be double checked with KCC, as although the site has had permission for development in the past, it is not clear whether the applicant owns the land through which access will be achieved.</p>
<p>Option 90</p> <p>1014 - Craythorne Farm, New Romney</p>	<p>While this site has been submitted for 3 dwellings, and it is comparatively further from local services than other allocations, it is still within walking distance of local services in this strategic town. The precedent for New Romney's growth north of Cockreed Lane has been established as a result of planning permission for the redevelopment of the potato company site. The issue of dual site ownership could be resolved through a landowner agreement. This is not necessarily a preferred site, but it should not be rejected at this stage.</p>
<p>Option 91</p> <p>335 Fisher Field, Dungeness Road, Lydd</p>	<p>Development here could provide a logical extension to the Lydd residential settlement and an improvement in the visual quality of this area to detract from current views of industrial facilities to the south, and the army camp to the west. It could also serve to improve the landscape quality of the locality and serve investment in the immediate site area. It is situated within an appropriate distance of local services. However, allocation would depend on the ability to design beyond the site's constraints - its situation in Flood Zone 3, with 'significant' SFRA hazard could mean the site is unsuitable. In addition to this, it is a minerals safeguarding area.</p>

Site	Reason for not allocating
<p>Option 92</p> <p>620 - Land at Harden Road, Lydd</p>	<p>Although this site is some distance from local services, it is adjacent to newly developed housing and, unlike a lot of land in this ward, is not in flood zone 3 (it is in zone 2), and poses little flood hazard under the SFRA. The light industrial works to the SW will require some mitigation measures and careful site design, while s38 works may be needed to the unadopted access road. There is also a red flag over this site due to the potential for encroachment into the countryside.</p>
<p>Option 93</p> <p>329 - Pepperland Nurseries, Boarmans Lane, Brookland</p>	<p>Further investigation may well be needed to determine the lawful use of this site either as agriculture (this is the activity that had been going on) and light industrial (this activity has a permission that may well have been implemented). This is key to the site's status as brownfield or Greenfield and therefore its suitability for (re)development. There is potential for adverse impacts on the conservation area, and the site is remote in terms of access to services. Previous housing schemes on the site have been refused. The site is situated in flood zone 3, and I cannot think there would be sufficient reason to prefer this site over others.</p>
<p>Option 94</p> <p>609 - Land adjacent Framlea, Rye Road, Pod Corner, Brookland</p>	<p>The Council has recently won an appeal on this site, based on the loss of rural character and development into open countryside and outside of the settlement boundary.</p>
<p>Option 95</p> <p>373 - Land west of Cockreed Lane, New Romney</p>	<p>This is a relatively large site to the north-west of the New Romney strategic town. However, it is considered unsuitable for development at this stage given both the context (rather than the raw distance) of its separation from the main settlement – it is not in the same administrative ward, and there is a significant amount of undeveloped open space between. While this open space has been submitted for designation, this is proposed to be phased over 10 years and so allocation in the first part of the plan period would not be appropriate. Designation may be appropriate for later in the plan period if sites 415,</p>

Site	Reason for not allocating
	430, 639 and 409 are developed. Therefore, in sum, development would currently constitute encroachment into the countryside and should not be allocated at this time.
<p>Option 96</p> <p>1015 - Brickyard Poultry Farm, New Romney</p>	<p>This site is considered unsuitable for development early in the plan period given both the context (rather than the raw distance) of its separation from the main settlement – it is not in the same administrative ward, and there is a significant amount of undeveloped open space between. While this open space has been submitted for designation, this is proposed to be phased over 10 years and so allocation in the first part of the plan period would not be appropriate. Designation may be appropriate for later in the plan period if sites 415, 430, 639 and 409 are developed. Therefore, in sum, development would currently constitute encroachment into the countryside and should not be allocated at this time.</p>

Table 1.3

North Downs

Site	Reason for not allocating
<p>Option 97</p> <p>1001 - Land at Canterbury Road, Hawkinge</p>	<p>The site is in open countryside not adjoining an existing settlement, the site would in effect be a free standing estate in the AONB, albeit with the facilities in Hawkinge relatively close by and accessible.</p>
<p>Option 98</p> <p>387 - Hawkinge</p>	<p>Non-Qualifying due to not meeting the size threshold.</p>

Site	Reason for not allocating
<p>Option 99</p> <p>399 - adj 252 Canterbury Road, Hawkinge</p>	<p>This site is in open countryside not adjoining an existing settlement, the site would in effect be a free standing estate in the AONB, albeit with the facilities in Hawkinge relatively close by and accessible.</p>
<p>Option 100</p> <p>616 - Land north east of Hawkinge Cemetery, Hawkinge</p>	<p>This site does not immediately adjoin the settlement boundary (CO1) and is in the open countryside of the AONB. It is hard to see how any development could integrate satisfactorily whilst maintaining the settlement's compact form and without unacceptable impacts. The site is bound on all sides by agricultural land, apart from a limited shared boundary with the Cemetery. There are no obviously less sensitive small areas within the site that could be considered/developed individually on a more favourable basis.</p>
<p>Option 101</p> <p>423 - Land at Peene</p>	<p>Non-Qualifying site due to not meeting the size threshold.</p>
<p>Option 102</p> <p>634 - Mill House, Oak Hill, Swingfield</p>	<p>This is a rural site well within the AONB. It adjoins extensive agricultural land but is on the edge of a small cluster of residences, which has no relevant facilities. A small residential site has been developed nearby as a 'rural exception' (affordable housing) on a plot tightly bound by roads / properties. It is in close proximity to the A260 and its bus routes, but no facilities are walkable. This is not a sustainable location to take forward through the SHLAA, and the impact of development would be unlikely to be found acceptable.</p>

Site	Reason for not allocating
<p>Option 103</p> <p>327 - Land off Teddars Leas Road, Etchinghill</p>	<p>This site is the 'wrong side' of the former railway and development here would be encroachment into the countryside / AONB as there is no development to the north east of Etchinghill.</p>
<p>Option 104</p> <p>423a - Land east of former railway, Teddars Leas Road, Etchinghill</p>	<p>This site is the 'wrong side' of the former railway and development here would be encroachment into the countryside / AONB as there is no development to the north east of Etchinghill.</p>
<p>Option 105</p> <p>633 - Hilltop Farm, Woodland Road, Lyminge</p>	<p>This is a highly rural site in the centre of the AONB. It is, from all perspectives, countryside. Although the site is claimed to be rundown and brownfield the location is simply not sustainable for five or more private dwellings.</p>
<p>Option 106</p> <p>691 - Land adj. Lyndon Hall, Lyminge</p>	<p>The site acts as a soft boundary between the urban area and open countryside / AONB, it marks the beginning of the Elham Valley from the north of Elham. In addition the site has a number of additional constraints such as the negative effect on the setting of a listed building and the blanket TPO covering the whole site.</p>

Site	Reason for not allocating
<p>Option 107</p> <p>428a - Land at Somerfield Court Farm, Barrowhill (Northern) Sellindge</p>	<p>Development here would appear highly improbable given the form of the land - a 'strip' rear of properties (backland development) on the main road - that the site can be associated with a compact form of Sellindge development, which is an aim of the Core Strategy. The site would go against the current urban form in the area and be encroachment into the open countryside. Furthermore this Barrowhill part of the parish has the physical and perceived divide from the main village where the services are related; significant residential development is unlikely to be sustainable.</p>
<p>Option 108</p> <p>428b - Land at Somerfield Court Farm, Barrowhill (Southern) Sellindge</p>	<p>Development on this site appears to be highly improbable given the form of the land - a 'strip' rear of properties (backland development) on the main road - that it can be associated with a compact form of Sellindge development, which is an aim of the Core Strategy. The site would go against the current urban form in the area and be encroachment into the open countryside. The Barrowhill part of the parish has the physical and perceived divide from the main village where the services are related; and the southern end is not served by any walkable facilities. There does not appear scope for close integration of 5 or more dwellings within the site. Furthermore, the owner does not control an access point to the site.</p>
<p>Option 109</p> <p>619 - Land west of Trust Cottages, Moorstock Lane, Sellindge</p>	<p>This site is outside the confines of the settlement boundary, development here would be an encroachment in to the open countryside. Although some facilities may not be great distance to travel to, they are not easily walkable as Moorstock is linked to Sellindge by a country lane without a footpath. This location is not sustainable for five or more units as the site does not relate to a compact or walkable defined settlement and would increase the urbanising of a small rural hamlet.</p>
<p>Option 110</p> <p>628 - Rhodes House, Main Road Sellindge</p>	<p>The site would be heavily constrained because of the need to preserve the setting of the listed building. The land to the front of Rhodes House along the A20 would need to be preserved but it might be possible to get 2 or 3 dwellings on the north of the site. However it is not clear how access would be provided to the highway for these dwellings.</p>

Site	Reason for not allocating
<p>Option 111</p> <p>1006 - Otterpool Quarry, Sellindge</p>	<p>This site is poorly located in open countryside. In addition the site adjoins a SSSI - therefore developing this site might have an adverse effect.</p>
<p>Option 112</p> <p>1008 - Land at Great Priory Woods, Sellindge</p>	<p>This site is on the very edge of the village of Sellindge (a rural centre). In terms of the sustainability criteria it does not score well and is far removed from the central area identified as a broad location for development in the Core Strategy (CSD9) where all the facilities and transport links are based. Development here would be encroachment into the countryside and there are more favourable sites within Sellindge for development.</p>
<p>Option 113</p> <p>613 - Land rear Barnstormers, Stone Street, Stanford</p>	<p>This is backland development located behind houses fronting Stone Street and Kennett Lane, so bounded by gardens on two sides and open countryside. Although centrally located in Stanford it would act as a freestanding estate. The access is not clear and there are other potential constraints on site such as the site is in an area of archaeological potential, possible agricultural grade 2 or 3 and adjoins Stanford Windmill a Grade II listed building.</p>
<p>Option 114</p> <p>204b - Folkestone Racecourse (parts), Westernhanger</p>	<p>This site would not appear to relate well to Newingreen in size or form and would operate as a freestanding estate. Moreover, there are no facilities at Newingreen and it is no longer a recognised settlement (Core Strategy hierarchy). It is regarded as countryside, although it is not the most remote rural location in the district.</p>
<p>Option 115</p> <p>614 - Land at Newingreen Estate, Stone Street, Stanford</p>	<p>This bulk of this relatively significant site is Greenfield. The site does not score well for residential development of 5 or more units in overall sustainability terms, due to its location. It does not appear there is a case for an exception, and there is the prospect that any such development would be a housing estate isolated from any recognisable village.</p>

Site	Reason for not allocating
<p>Option 116</p> <p>316 (Revised) - East Hawkinge Lands</p>	<p>The site has been revised and reduced in size however still remains as a large expansion into the AONB. In addition this site is not well contained and the boundary to the east would be extremely vulnerable to further growth in the future. However, Hawkinge as a service centre has good facilities and transport links and the site is relatively close / walkable to the centre of Hawkinge. For this site to progress further it would need to be reduced in size and consist of a smaller area within the western corner of the site. The density would need to be 20dph to reflect its rural setting in the AONB and the site capacity should be no more than 50 dwellings.</p>
<p>Option 117</p> <p>261 - Limuru, Cowgate Lane, Hawkinge</p>	<p>Although the site is at the edge of a service centre it is very rural in nature and far removed from services. In addition the site is in the AONB and the impact on this requires specific consideration. However it is hard not to conclude that there appears scope within the land parcel to accommodate five dwellings (or more) plus landscaping although this would require further investigation.</p>
<p>Option 118</p> <p>423b (South) - Land east of former railway, Teddars Lead Road, Etchinghill</p>	<p>No- This site is 'the wrong side' of the former railway development, in close proximity to a SSSI and Ancient Woodland and within the AONB. There is a danger the site may not relate well to Etchinghill as the houses would be tucked away behind the main frontage and the site would operate as a freestanding, backland estate.</p>
<p>Option 119</p> <p>606 - The Mount, Barrow Hill, Sellindge</p>	<p>Advice has been sort from KCC Archaeological section regarding the burial mound; they have confirmed that there is an upstanding Bronze Age burial mound recorded on site. Therefore allocation for development would not be appropriate.</p>

Site	Reason for not allocating
<p>Option 120</p> <p>303A - Land south of Little Densole Farm</p>	<p>The site has been reduced in size, however it still remains a large Greenfield expansion in to the AONB. The sites impact on the AONB requires specific consideration. Significant landscaping would be required, however it is relatively close/walkable to the centre of Densole and good bus links; the village could remain relatively compact. However, there may be other sites in Densole that would be better contained, integrated and more defensible. while not operating as free standing estates as this one could.</p>
<p>Option 121</p> <p>328 - Sellindge East</p>	<p>This is a large greenfield expansion into the countryside, with a site boundary vulnerable to further growth in the future to the North East of the site. The site is also constrained by the electricity pylons running across the southern section of the site and its proximity to the motorway. However it cannot be argued that the site could not accommodate five (or more) houses with significant landscaping in a smaller development on part of the site.</p>
<p>Option 122</p> <p>610 - Grove House land, Main Road, Sellindge</p>	<p>The site is very rural and open in character and until the broad location is built out this site does not integrate well with the existing settlement. In addition the site completely wraps around a large characterful detached country house. There are also concerns regarding further sporadic development along the A20.</p>
<p>Option 123</p> <p>388 - Land west of Canterbury Road, Hawkinge</p>	<p>The sites impact on the AONB requires specific consideration however there appears scope within the land parcel to explore options to accommodate five (or more) dwellings plus significant landscaping.</p>

Table 1.4

Options for Local Green Spaces

Appendix 2 Options for Local Green Spaces

Hythe

Location
Option 124 Princes Parade
Option 125 Land off Range Road
Option 126 Hythe Ranges
Option 127 Imperial Hotel Golf Course
Option 128 Land from East Cliff to West Hythe - Royal Military Avenue
Option 129 Eversley Wood

Location
Option 130 Hythe Bowls Club
Option 131 Hythe Cricket Club
Option 132 Hythe Football Club Reachfields
Option 133 Longbridge Allotments
Option 134 Palmarsh Recreation Ground
Option 135 Palmarsh School and playing fields

Location
Option 136 South Road Recreational Ground
Option 137 The Green
Option 138 Twiss Road Allotments
Option 139 Countryside on Western Edge of Hythe
Option 140 Eaton Land Allotments
Option 141 Fishermans Beach

Location
Option 142 Gallows Corner
Option 143 Green Lane Allotments
Option 144 Horn Street Allotments
Option 145 Horn Street Recreation Ground
Option 146 Hythe Bay School Playing Field
Option 147 Land South of London Road A261

Location
Option 148 Mill Lease near Station Road
Option 149 MOD Ranges
Option 150 Oaklands
Option 151 Old Poultry Site Horn Street
Option 152 Play Area Princes Parade
Option 153 Royal Military Canal and Banks

Location
<p>Option 154 St Martins School Playing Field</p>
<p>Option 155 The Grove</p>
<p>Option 156 Water Board land, North Road, Hythe</p>
<p>Option 157 Foxwood School</p>
<p>Option 158 The Hythe Triangle</p>

Table 2.1

Lympne

Location
Option 159 Area around Lympne Village Hall
Option 160 Buffalo Field
Option 161 Farmland between Pedlindge and the Roughts
Option 162 Home Farm Trust
Option 163 Lympne Airfield
Option 164 Lympne Airfield North

Location
Option 165 Lympne Castle
Option 166 Lympne Village Centre

Table 2.2

Evidence Base Documents

Appendix 3 Evidence Base Documents

General

- Shepway Core Strategy, Local Plan (2013)
- Shepway District Local Plan Review (2006)
- Places and Policies Local Plan- Issues and Options Consultation Document (2015)
- Shepway Employment Land Review (2011)
- Kent County Council's Strategic Statement 2015-2020

Introduction

- The Building Regulations (2010)

Urban Character Area

- Shepway Town Centres Study (2015)

Romney Marsh.

- Romney Marsh Delivery Plan 2014-17

North Downs

- Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook.

Housing and Built Environment

- Building for Life 12 (2015)
- The Building Research Establishment (BRE) document 'Site Layout Planning for Daylight and Sunlight: A guide to good practice' (2011)
- Shepway District Council's Self Build and Custom Build register can be found by following this link <http://www.shepway.gov.uk/self-build-information>

- Kent Count Council, Social Care, Health and Wellbeing – Community Support Market Position Statement (February 2016)
- East Kent Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (2014)
- The Department for Communities and Local Government publication, “Planning policy for traveller sites” (2015)

Economy

- The Shepway Economic Development Strategy (2015-2020)
- Towards a one nation economy: A 10-point plan for boosting productivity in rural areas
- The Destination Management Plan(Draft)

Community

- Benchmark Standards produced by Fields in Trust (formerly the National Playing Fields Association), 'Planning and Design for Outdoor Sport and Play'.
- Fields in Trust publication, 'Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard.'
- Institute for Public Policy and Research. Report (2012).

Transport

- Department for Transport's Manual for Streets (2007)
- DfT's "Guidance on Transport Assessment" (GTA)
- The Shepway District Council Transport Strategy (2011)
- Kent County Council Parking Standards (IGN3)
- Shepway District Council Transport Strategy (2011)

Natural Environment

- Areas of Outstanding Natural Beauty (AONB) under section 85 of the Countryside and Rights of Way Act (2000)
- Green Infrastructure Plan
- Sykes v Secretary of State
- Lighting Professionals (ILP), Guidance Notes for the Reduction of Light Pollution (2011)
- Marine and Coastal Access Act 2009 (the Act)
- Marine Policy Statement

Climate Change

- 'CIL and Whole Plan Economic Viability Assessment'; Dixon Searle Partnership (July 2014)
- Fixing the Foundations – Creating a More Prosperous Nation (published in July 2015)

Health and Wellbeing

- Holt-Lunstad, 2010
- Fair Society, Healthy Lives' Marmot Review (2010)
- Public Health England document 'Obesity and the environment: regulating the growth of fast food outlets'
- Healthy People, Healthy Lives: our strategy for public health in England" (November 2010)
- Kent County Council Active Travel Strategy

Historic Environment

- Planning (Listed Building and Conservation Areas) Act 1990

Nationally Described Space Standards

Appendix 4 Nationally Described Space Standards

4.1 The Following text is an extract from the 'Technical Housing Standard - Nationally Described Space Standard'

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 walls¹ 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 (m²).

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 7.5m² 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 11.5m²
- 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 1m² 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 0.72m² in a double bedroom and 0.36m² 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 Story Dwellings	2 Story Dwellings	3 Story Dwellings	Built-in Storage
1b	1p	39 (37)	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0

Number of bedrooms (b)	Number of bed spaces (persons)	1 Story Dwellings	2 Story Dwellings	3 Story Dwellings	Built-in Storage
	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	

Table 4.1 Minimum gross internal floor areas and storage (m2)