

Romney Marsh Character Area

6 Romney Marsh Character Area

Introduction

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

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

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

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

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

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

6.6 The nuclear power stations at Dungeness have been central to the Marsh's economy for many years contributing some £50 million to the local economy annually. They employ some 1,200 people, many of whom live on the Marsh and further away in Shepway, Ashford and Rother districts. The decommissioning of the power stations will have a big impact on the area's economy. Decommissioning of the Magnox 'A' site is underway with the site planned to enter care and maintenance in 2027. EDF Energy's 'B' station is now expected to cease generation in 2028, following which a lengthy process of decommissioning would ensue. In response to this, and supported by Magnox and the Nuclear Decommissioning Authority, Shepway District and Kent County Council produced a socio-economic action plan for Romney Marsh to ensure the area has a sustainable economic future and remains a great place to live. This led to the formation of the [Romney Marsh Partnership](#) in 2012 to lead the delivery of the [Romney Marsh Socio-Economic Action Plan](#), an economic strategy to tackle the negative impacts of nuclear decommissioning. In the case of the Dungeness sites, the potential for employment creation through smaller-scale nuclear generated power and ancillary uses relating to the nuclear or other industries will be kept under review.

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

6.8 In accordance with Core Strategy Policy SS1: District Spatial Strategy, *"The future spatial priority for new development in the Romney Marsh Area is on accommodating development at the towns of New Romney and Lydd, and at sustainable villages; improving communications; protecting and enhancing the coast and the many special habitats and landscapes, especially at Dungeness; and avoiding further co-joining of settlements and localities at the most acute risk to life and property from tidal flooding."*

6.9 Following this, development proposals should:

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

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

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

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

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

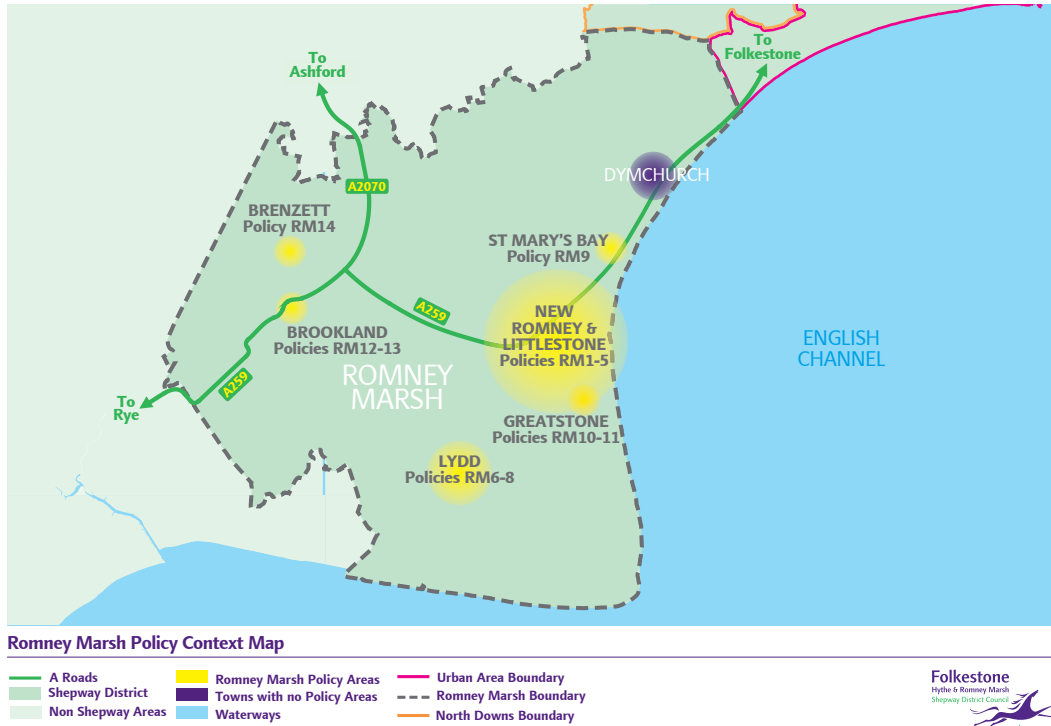
6.12 The sections below set out policies and site allocations for settlements within the Romney Marsh Character Area in line with the following settlement hierarchy:

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

The chapter closes by describing Dungeness.

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

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



Picture 6.1 Romney Marsh Policy Map

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

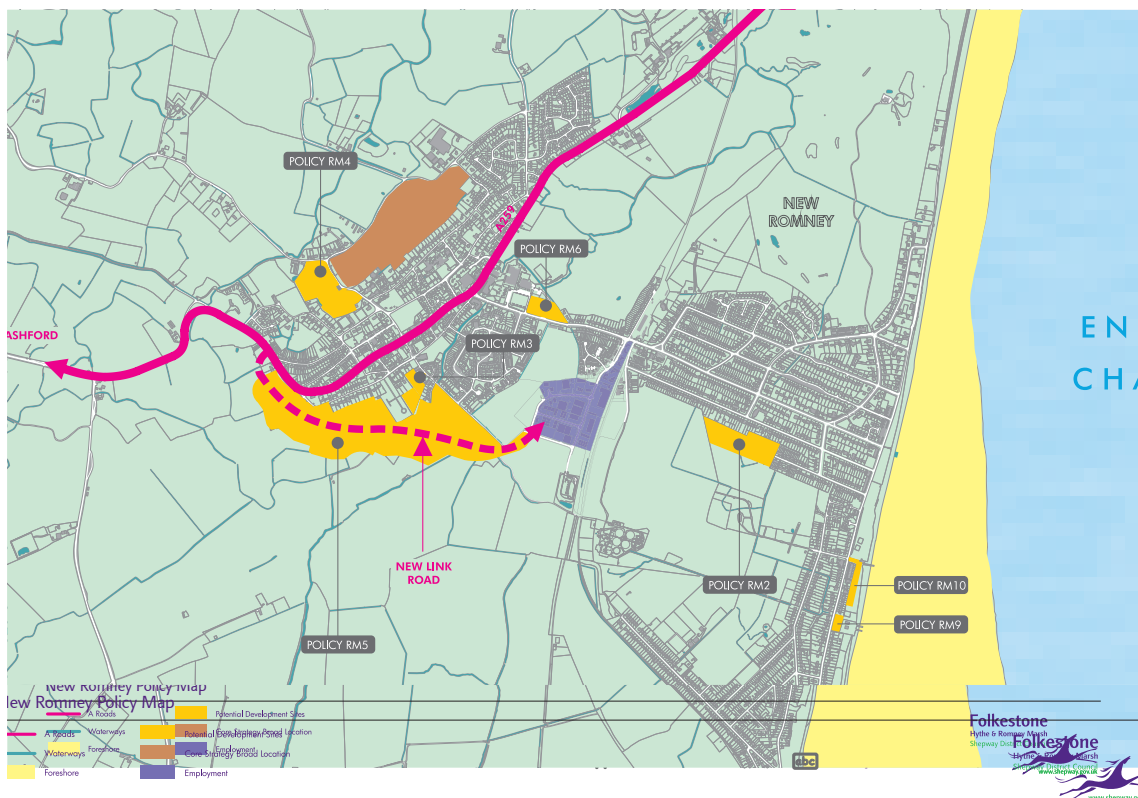
6.14 New Romney is a late Anglo-Saxon (850-1066AD) settlement, which grew into a small trading town. By the eighth century the coastline had changed dramatically and New Romney became a prominent port on the new harbour that had formed. A Royal Charter of 1155AD names New Romney as one of the five original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

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

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

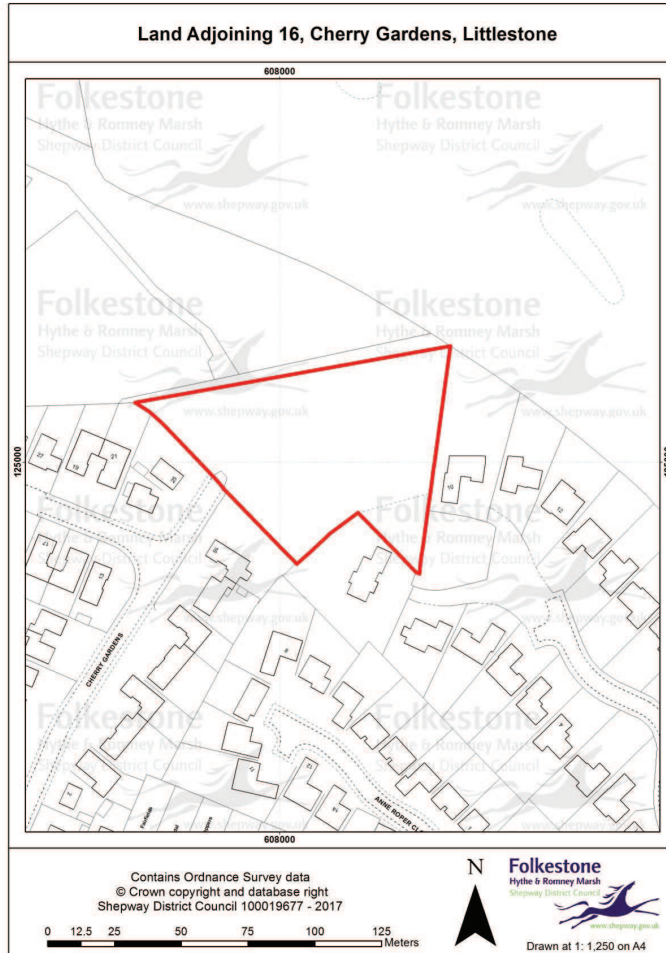
6.17 According to Core Strategy Policy SS1: District Spatial Strategy, *"The strategic growth of New Romney is also supported to allow the market town to fulfil its potential to sustainably provide for the bulk of the housing, community infrastructure and commercial needs of the Romney Marsh Area."*

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



Picture 6.2 New Romney Policy Map

Land off Cherry Gardens, Littlestone



Picture 6.3 Land off Cherry Gardens, Littlestone

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

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

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

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

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

Policy RM1

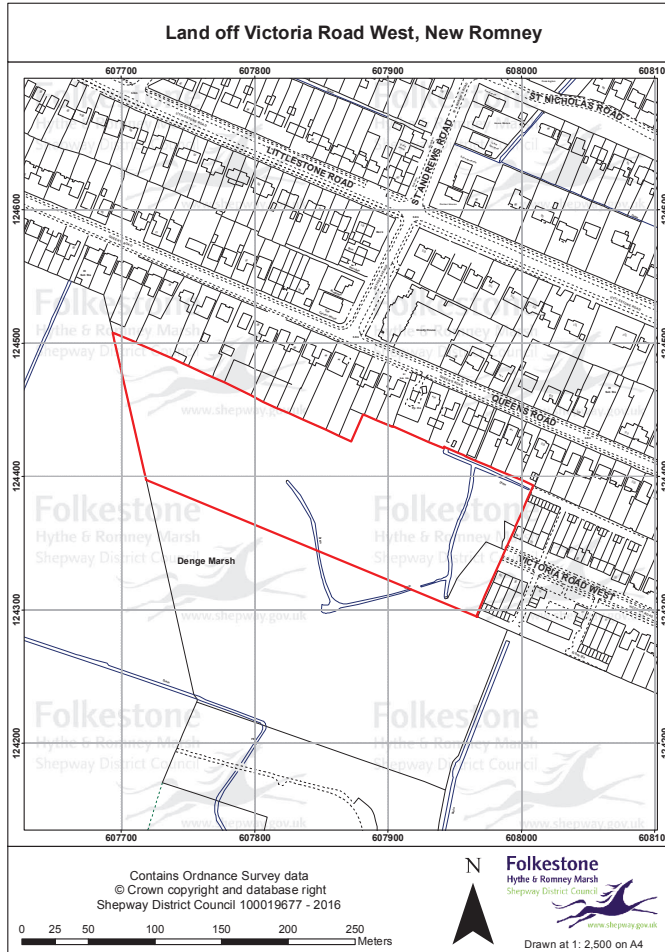
Land off Cherry Gardens, Littlestone

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

Development proposals will be supported where:

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

Land off Victoria Road West, Littlestone



Picture 6.4 Land off Victoria Road West, Littlestone

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

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

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

6.26 Shepway District Council is working with Kent County Council on options to fund and deliver a new healthcare facility under the 'hub' approach in New Romney on the site subject to proposed Policy allocation RM5. Funding through S106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course. Initial feasibility work is being progressed by both the South Kent Coast Clinical Commissioning Group and Kent County Council to draw up a viable and deliverable scheme.

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

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

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

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

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

Policy RM2

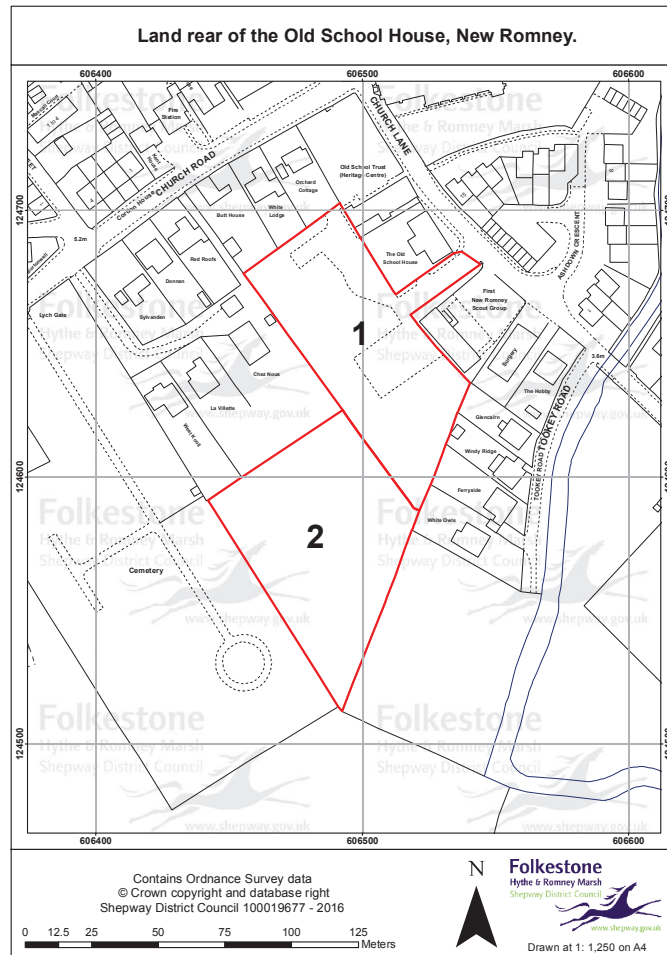
Land off Victoria Road West, Littlestone

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

Development proposals will be supported where:

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

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



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

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

6.33 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.

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

Policy RM3

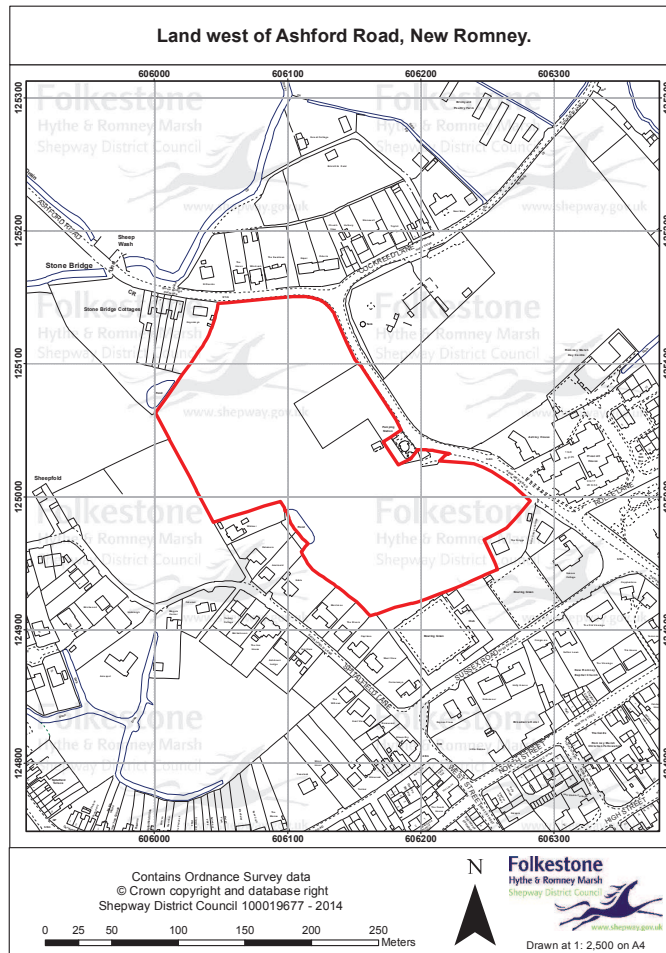
Land rear of the Old School House, Church Lane, New Romney

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

Development proposals will be supported where:

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

Land west of Ashford Road, New Romney



Picture 6.6 Land west of Ashford Road, New Romney

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

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

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

6.37 Shepway District Council is working with Kent County Council on options to fund and deliver a new healthcare facility under the 'hub' approach in New Romney on the site subject to proposed Policy allocation RM5. Funding through S106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course. Initial feasibility work is being progressed by both the South Kent Coast Clinical Commissioning Group and Kent County Council to draw up a viable and deliverable scheme.

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

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

Policy RM4

Land west of Ashford Road, New Romney

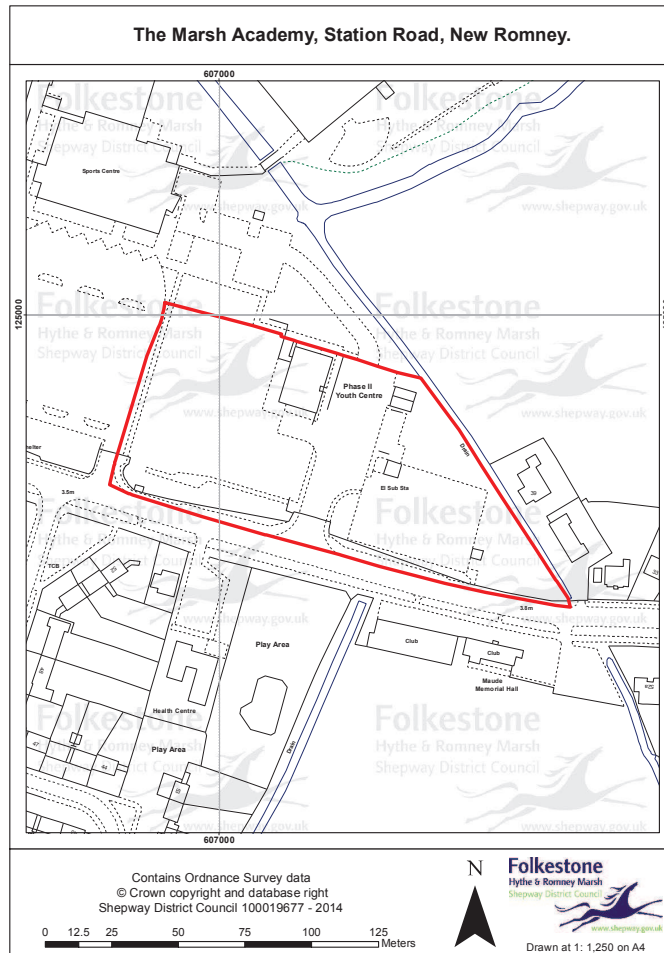
Land west of Ashford Road, New Romney is allocated for residential development with an estimated capacity of 60 dwellings.

Development proposals will be supported where:

1. A footpath and appropriate lighting is provided along the road frontage with Ashford Road;
2. Access is provided 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 is provided to the satisfaction of the local highway authority across Ashford Road, to include dropped kerbs and tactile paving;
4. A Traffic Assessment is undertaken 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 the development;
5. At least 3 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding 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. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
9. The design of the development responds to the town's historic character and seeks to preserve or enhance the character and setting of the New Romney High Street Conservation Area;
10. Provision is made for open and play space on site or nearby, and reinforces the integration and connectivity of green infrastructure in accordance with Core Strategy Policy CSD4: Green Infrastructure of Natural Networks, Open Spaces and Recreation;
11. The rural western edge of the development is fragmented and softened with a strong focus on landscaping to form a buffer;
12. A Phase 1 Habitat Survey is undertaken by a licenced ecologist to assess the presence of Protected Species on or near the site. The pond on this site should be assessed for ecological importance and, if appropriate, compensation for its loss (if it occurs) will be required;
13. The masterplan should deliver enhancements to public access within greenspaces on the site, connecting and improving the existing public rights of way;

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

Land adjoining The Marsh Academy, Station Road, New Romney



Picture 6.7 Land adjoining the Marsh Academy, New Romney

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

6.41 This site is brownfield and adjacent to the New Romney settlement boundary. Given this, and that other constraints on the site are minimal, there is potential for the development of a mixed-use community hub in this location. The site is well-bounded to the north and north-east, so that the possibility of further encroachment into the countryside is reduced, and it is well placed to access existing local services. The site is located relatively centrally to serve the population of New Romney and Littlestone-on-Sea, as well as the wider area.

6.42 Shepway District Council is working with Kent County Council, as landowner, to discuss options to fund and deliver a new healthcare facility under the 'hub' approach, whereby the County Council would retain a landowner interest as landlord. Funding through S106 contributions has been gained from sites identified within Policy CSD8 of the Core Strategy and further funding can be provided through contributions from sites in Policies RM2 and RM4 of this plan. Other funding options may also come forward in due course. Initial feasibility work is being progressed by both the South Kent Coast Clinical Commissioning Group and Kent County Council to draw up a viable and deliverable scheme.

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

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

Policy RM5

Land adjoining The Marsh Academy, Station Road, New Romney

Land adjoining the Marsh Academy, Station Road is allocated for a mixed-use development to provide a medical facility under the 'hub' model that could provide for other community uses. Residential uses will be permitted on the site to support the delivery of the medical facility.

Development proposals will be supported where:

1. A single comprehensive masterplan is formed for the site;
2. On-site medical facilities are provided under an appropriate healthcare hub that could provide for other community uses to serve the town of New Romney and the wider rural area;
3. A surface water drainage strategy forms a fundamental constituent of the design concept for the site, and is submitted to the satisfaction of the statutory authority;
4. The north, north-east edge of the development should have a strong focus on landscaping to form a buffer between the Romney Marsh Local Landscape Area, utilising Landscape and Visual Impact Assessment to inform the master plan;
5. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
6. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place;
7. An appropriate number of self-build or custom built plots are provided in accordance with Policy HB4: Self-build and Custom Housebuilding Development; and
8. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Service Centre - Lydd

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

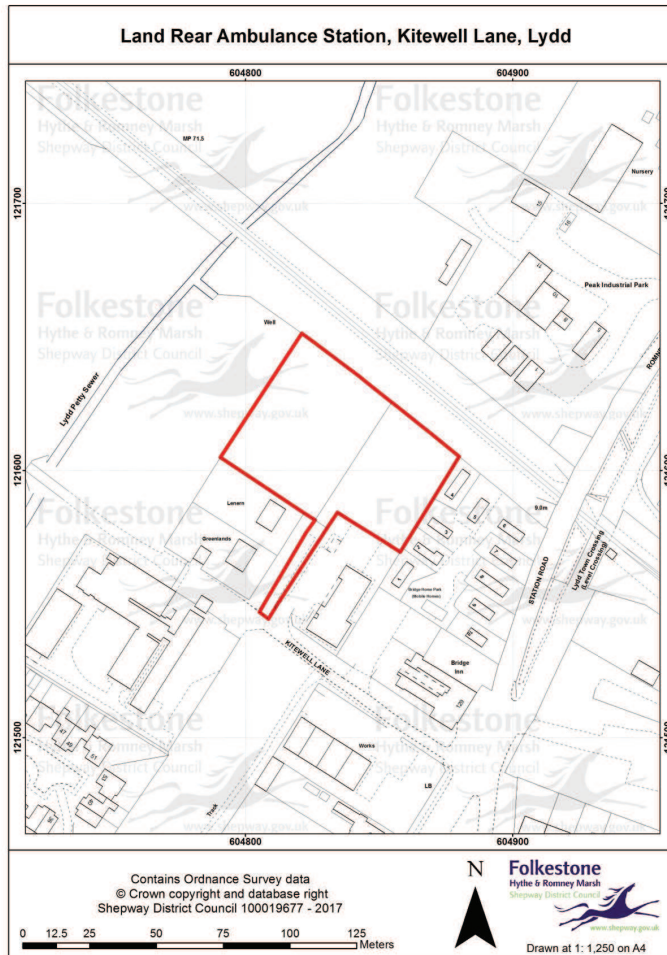
6.46 Lydd is the second largest centre on the Romney Marsh, with a population of about 5,500. The airport north of the town is well-established and has attracted significant investment proposals. Lydd is within the Dungeness Shingle Landscape Character Area, which is described further below.

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

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

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

Kitewell Lane, rear of the Ambulance Station, Lydd



Picture 6.8 Kitewell Lane, rear of Ambulance Station, Lydd

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

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

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

Policy RM6

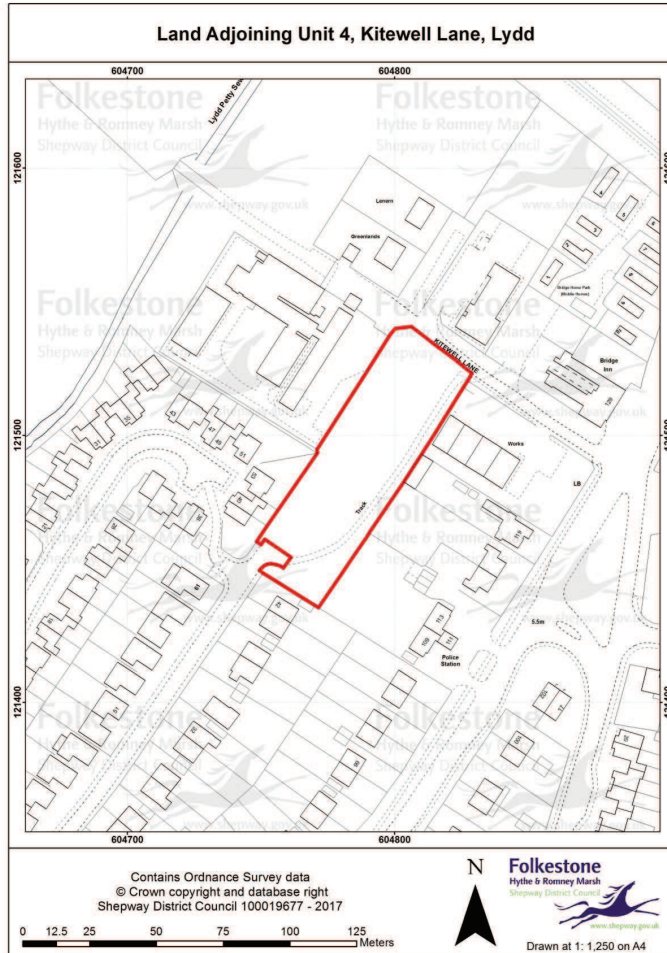
Kitewell Lane, rear of the Ambulance Station, Lydd

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

Development proposals will be supported where:

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

Land South of Kitewell Lane, Lydd



Picture 6.9 Land South of Kitewell Lane, Lydd

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

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

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

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

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

Policy RM7

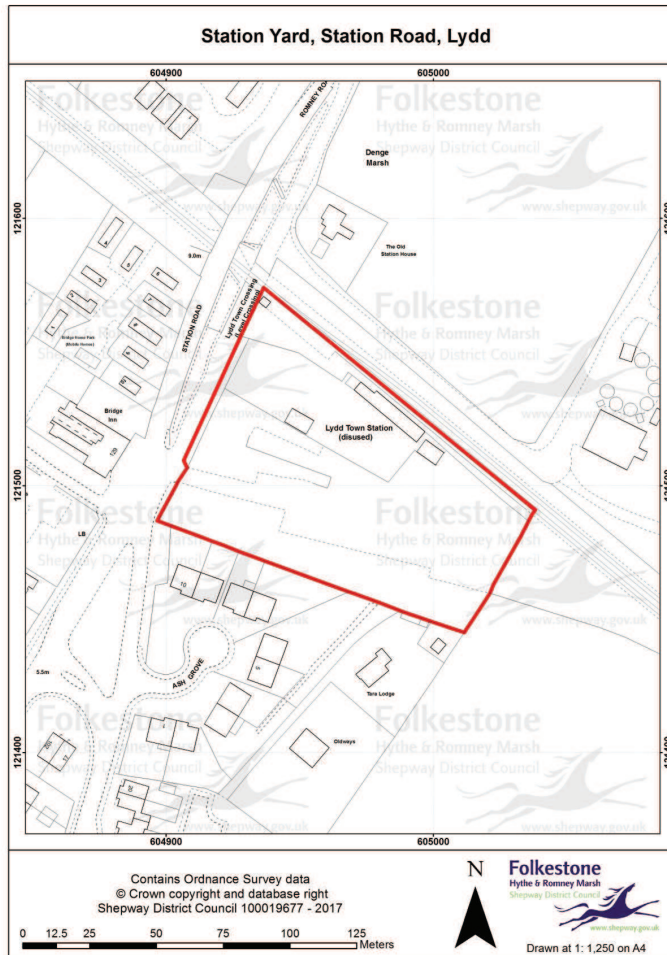
Land South of Kitewell Lane, Lydd

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

Development proposals will be supported where:

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

Station Yard, Station Road, Lydd



Picture 6.10 Station Yard, Station Road, Lydd

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

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

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

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

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

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

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

Policy RM8

Station Yard, Station Road, Lydd

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

Development proposals will be supported where:

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

Rural Centre - Dymchurch

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

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

6.67 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.

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

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

St Mary's Bay

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

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

6.71 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.

6.72 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.

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

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

6.77 Shepway District Council is working with Kent County Council on options to fund and deliver a new healthcare facility under the ‘hub’ approach in New Romney on the site subject to proposed policy allocation RM5. Other funding options may also come forward in due course. Initial feasibility work is being progressed by both the South Kent Coast Clinical Commissioning Group and Kent County Council to draw up a viable and deliverable scheme.

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

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

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

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

Policy RM9

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

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

Development proposals will be supported where:

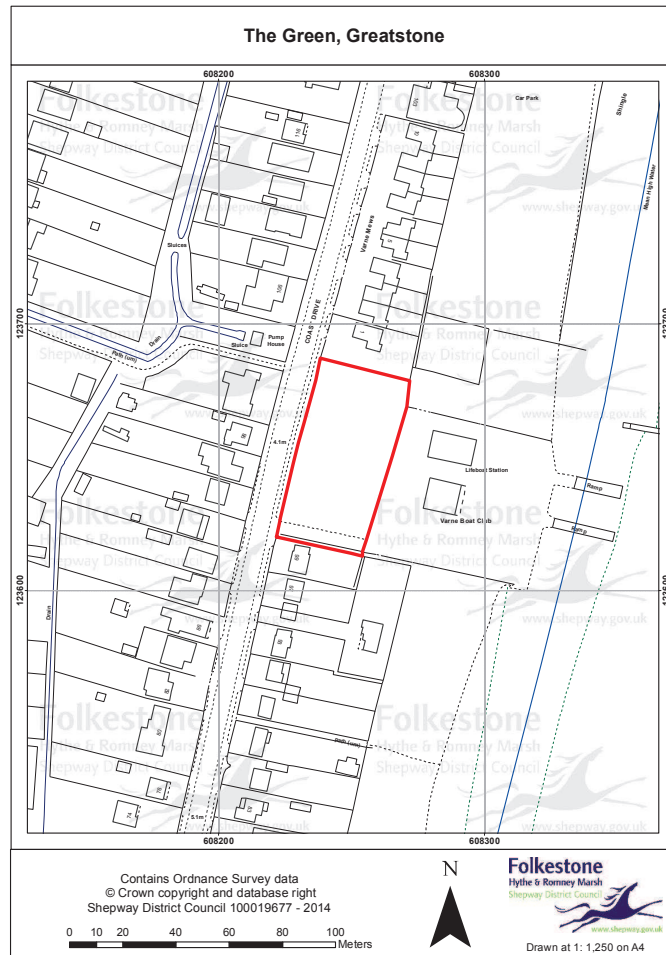
1. Highway improvements are provided to serve the development, including the widening of the A259 by 1.2m from the north side of Jefferstone Lane southwards over a distance of approximately 135m, allowing right turn lanes into both Jefferstone Lane and the new development;
2. Existing vehicle access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

Greatstone-on-Sea

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

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

Land rear of Varne Boat Club, Coast Drive, Greatstone



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

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

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

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

6.87 The site is 0.23ha in size and is considered suitable for five 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 RM10

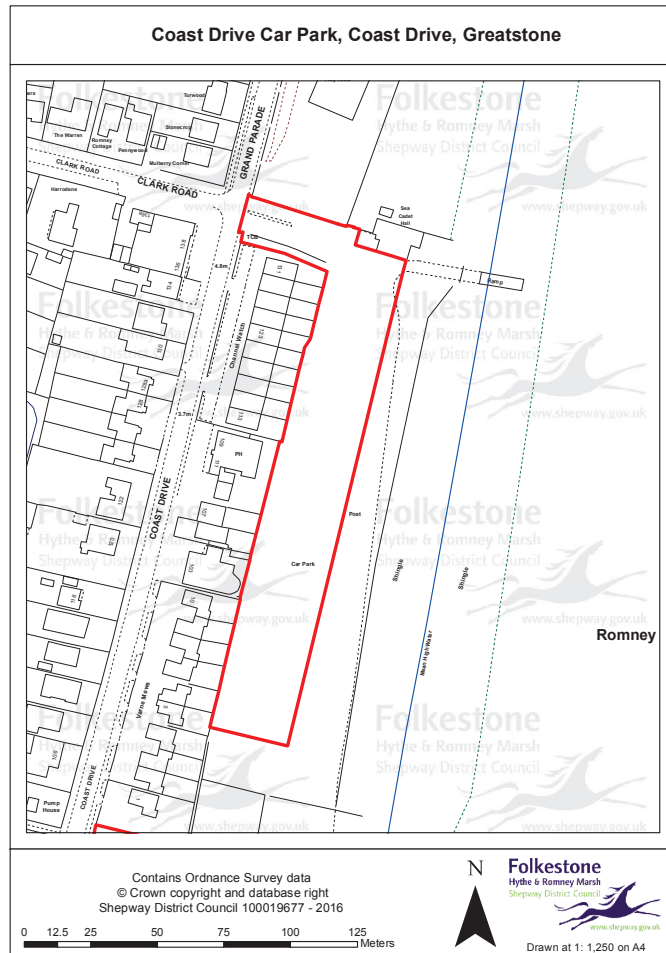
Land rear of Varne Boat Club, Coast Drive, Greatstone

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

Development proposals will be supported where:

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

Car park, Coast Drive, Greatstone



Picture 6.13 Car Park, Coast Drive, Greatstone

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

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

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

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

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

Policy RM11

Car park, Coast Drive, Greatstone

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

Development proposals will be supported where:

1. A Traffic Assessment is undertaken to assess the loss of part of the car park on this site. This should demonstrate the impact on local roads in the vicinity. There must be a commitment to retention and improvement of the access to the eastern part of the existing car park for continuing public use and a further 50 public car parking spaces within the allocation site;
2. 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 are put in place to minimise any effects on the Special Protection Area and wetland of international importance and Dungeness, Romney Marsh and Rye Bay Site of Special Scientific Interest;
4. Mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
5. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest; and
6. The England Coast Path is accommodated in the site layout to ensure pedestrian permeability throughout and beyond the site.

Brookland

6.93 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*.

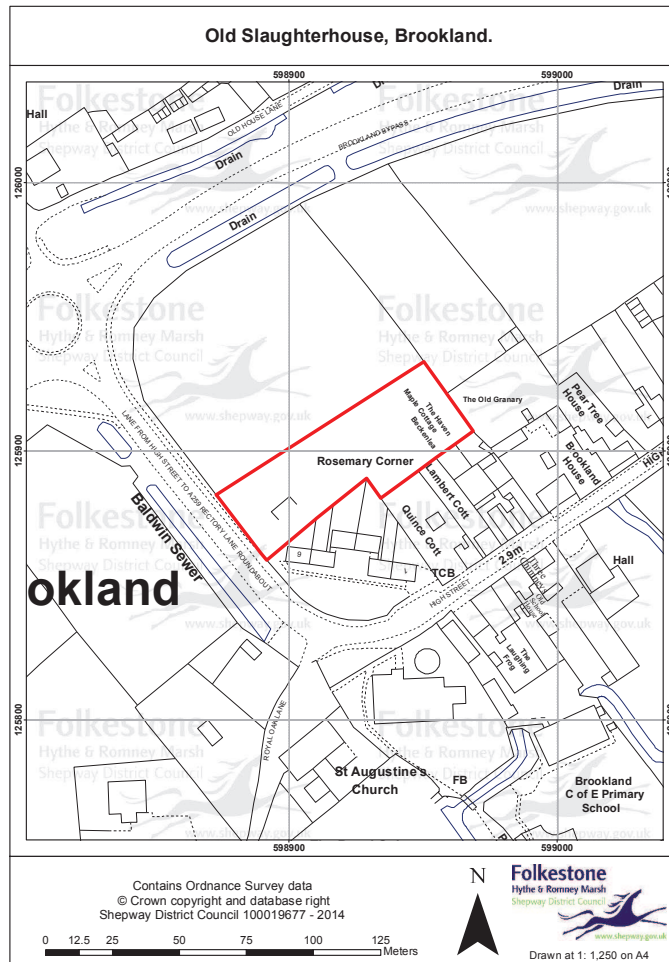
6.94 Today's village is a small community of some 200 dwellings, with a primary school, church, cemetery, two public houses and a village hall. St. Augustine's Church has the unusual, if not unique, feature of an entirely wooden spire separate from the body of the church.

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

6.96 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.

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

The Old Slaughterhouse, 'Rosemary Corner', Brookland



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

6.98 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-up area of Brookland and its Conservation Area. Today there is not much remaining on site to show its former use, other than some brickwork and fencing, and it is now mostly scrub. The site is located within a very short walking distance of the local services and facilities, such as the primary school, church and public house.

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

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

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

Policy RM12

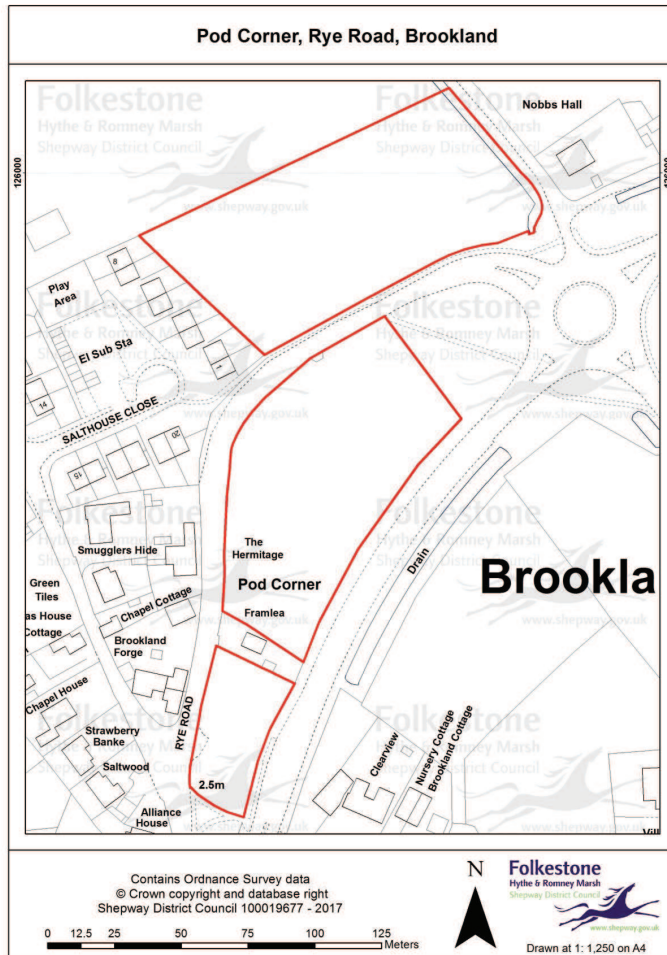
The Old Slaughterhouse, 'Rosemary Corner', Brookland

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

Development proposals will be supported where:

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

Land north and south of Rye Road, Brookland



Picture 6.15 Lands north and south of Rye Road, Brookland

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

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

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

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

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

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

Policy RM13

Lands north and south of Rye Road, Brookland

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

Development proposals will be supported where:

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

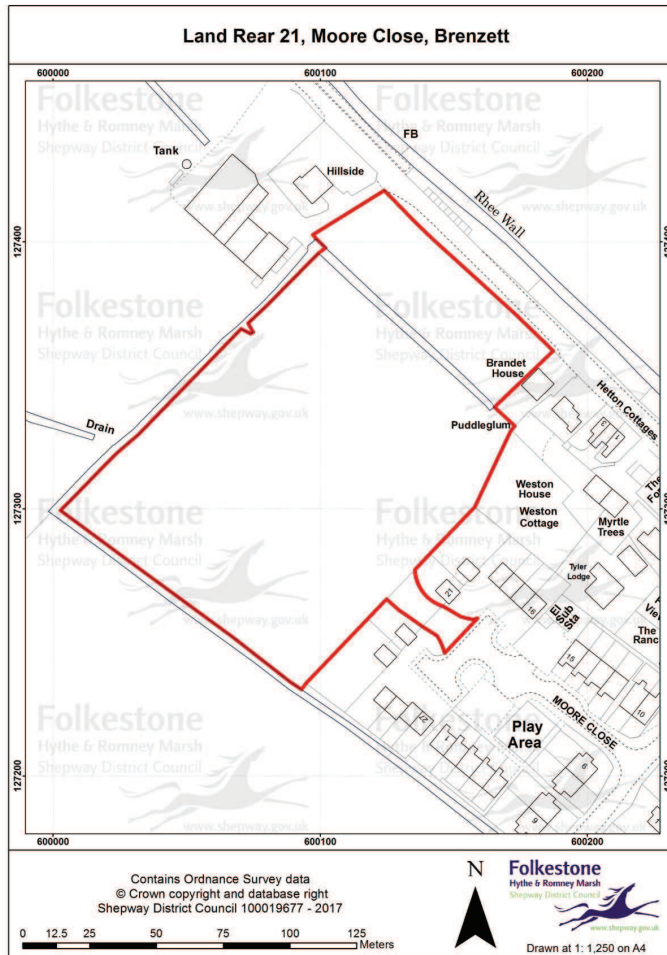
Brenzett

6.107 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.

6.108 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.

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

Land adjacent to Moore Close, Brenzett



Picture 6.16 Land adjacent to Moore Close, Brenzett

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

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

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

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

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

Policy RM14

Land adjacent to Moore Close, Brenzett

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

Development proposals will be supported where:

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

Secondary Villages - Ivychurch, Newchurch and Burmarsh

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

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

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

Ivychurch

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

Newchurch

6.118 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

6.119 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 good access to services, and it is situated in an area of 'significant' flood risk more or less in its entirety. For this reason, further development in the plan period would be a challenge to achieve.

Dungeness

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

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

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

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

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

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

North Downs Character Area

7 North Downs Character Area

Introduction

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

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

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

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

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

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

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

Background

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

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

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

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

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

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

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

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

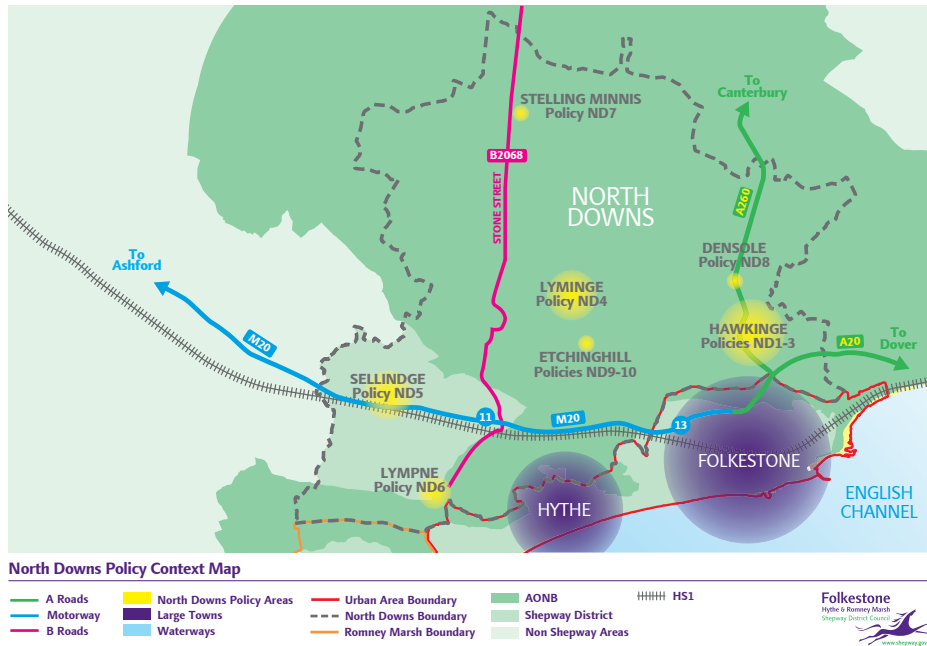
7.14 The Core Strategy sets out a settlement hierarchy in Policy SS3: Place-Shaping and Sustainable Settlements Strategy which guides the distribution of development to particular locations taking into account existing facilities and where future investment will be focused (Table 4.1 of this plan).

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

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

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

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



Picture 7.1 North Downs Policy Context Map

Service Centre - Hawkinge

7.17 The role of a service centre as set out in the Core Strategy is to *"accommodate development appropriate to Shepway and their own needs, in order to grow and consolidate their position as district centres serving the local hinterland with shops, employment and public services."* Hawkinge is the only service centre in the North Downs Character Area.

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

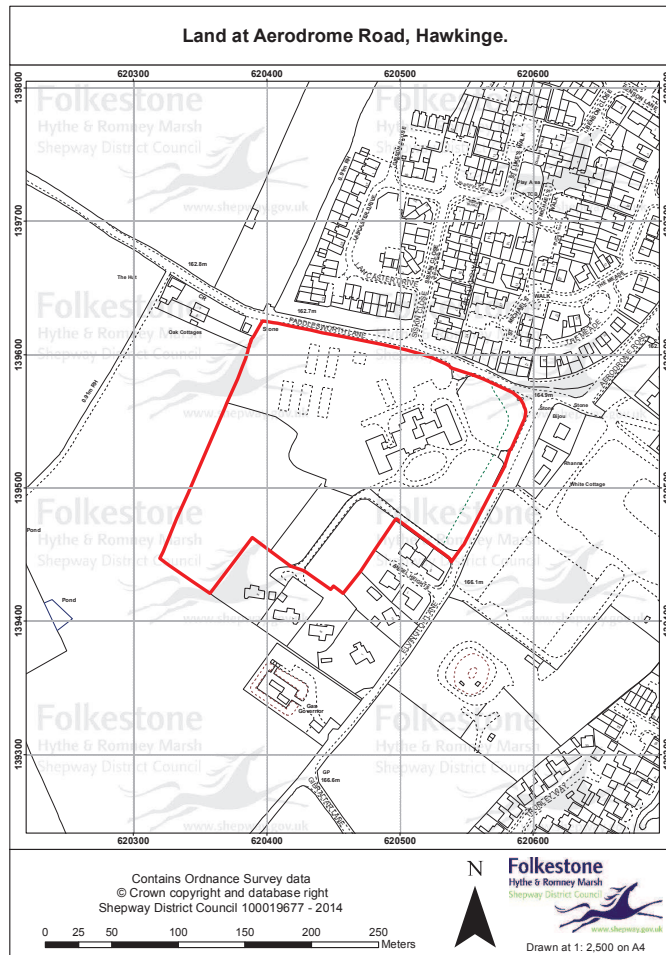
7.19 Hawkinge benefits from a community centre, village hall, sports pavillion, a variety of shops, two primary schools, a modern care facility at Hawkinge House and good transport links to both Folkestone and Canterbury. The town also has significant historic links with the Battle of Britain and hosts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

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

7.21 Hawkinge Policy Map to come....

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

Former Officers' Mess, Aerodrome Road, Hawkinge



Picture 7.2 Former Officers' Mess, Aerodrome Road, Hawkinge

7.23 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 town's facilities and services.

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

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

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

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

Policy ND1

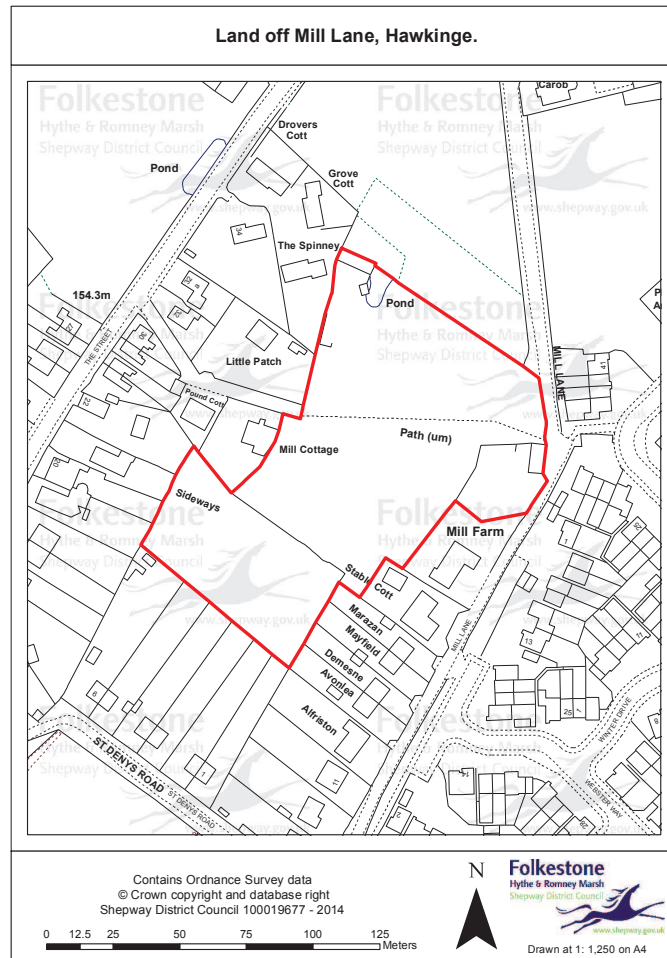
Former Officers' Mess, Aerodrome Road, Hawkinge

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

Development proposals will be supported where:

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

Mill Lane to the rear of Mill Farm, Hawkinge



Picture 7.3 Mill Lane to the rear of Mill Farm, Hawkinge

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

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

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

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

Policy ND2

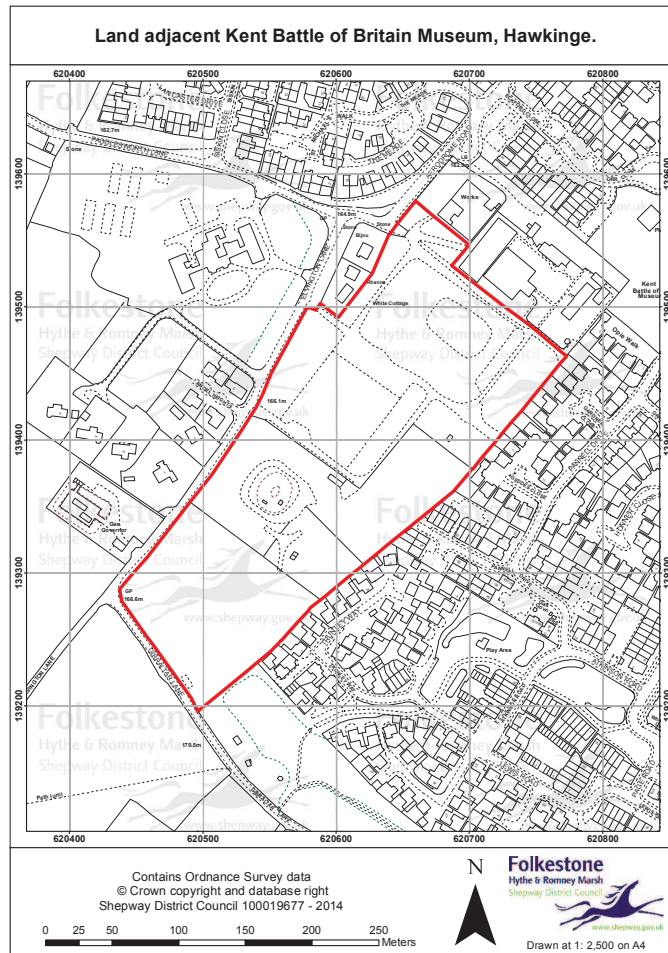
Mill Lane to the rear of Mill Farm, Hawkinge

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

Development proposals will be supported where:

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

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



Picture 7.4 Land adjacent to Kent Battle of Britain Museum, Aerodrome Road, Hawkinge

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

7.31 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. Immediately to the north of the site is the privately-operated Battle of Britain Museum. The museum is the oldest established and largest collection of Battle

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

7.32 At 5.5ha in size, the site is considered suitable for a mixed-use scheme which contains some residential development as well as at least 2ha of land safeguarded for the museum's future expansion. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of Hawkinge. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is important that within the AONB the height of buildings is inspired by local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). To support the delivery of necessary underground sewage infrastructure a connection to the sewerage network must also be provided at the nearest point of adequate capacity.

Policy ND3

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

The site is allocated for a mixed-use scheme including residential development with an estimated capacity of 50 dwellings and 2ha of land for tourism use in connection with expansion of the Battle of Britain Museum.

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. The proposal acknowledges surrounding street patterns and urban grain, with a greater density of housing against the existing built edge;
3. Development ensures pedestrian permeability within and beyond the site and links to the existing public rights of way network;
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 adjacent to Gibraltar Lane is retained as an undeveloped buffer, with the development that adjoins this softened with a strong focus on landscaping;
6. The primary vehicle access is located on Aerodrome Road with appropriate visibility splays provided, as agreed with the Highways Authority;
7. Any potential contamination from the former use is investigated, assessed and if appropriate, mitigated as part of the development;
8. An assessment of non-designated heritage assets is carried out and used to inform the design work. Features and structures associated with the site's former use as a World War II airfield are retained wherever possible to provide a link with the site's past;
9. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
10. Measures are taken to avoid pollution to groundwater.

Rural Centres - Elham, Lyminge and Sellindge

7.33 The status and strategic role of a Rural Centre as defined within the Core Strategy settlement hierarchy is *"To develop - consistent with enhancing the natural and historic environment - in a manner that supports their role as integrated tourist and local centres providing shops and services for a significant number of residents,*

visitors and also for other villages in the North Downs ..." (Table 4.1 of this plan). There are three rural centres within the North Downs Area: Elham, Lyminge and Sellindge. No residential development is allocated at Elham in this plan.

Elham

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

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

Lyminge

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

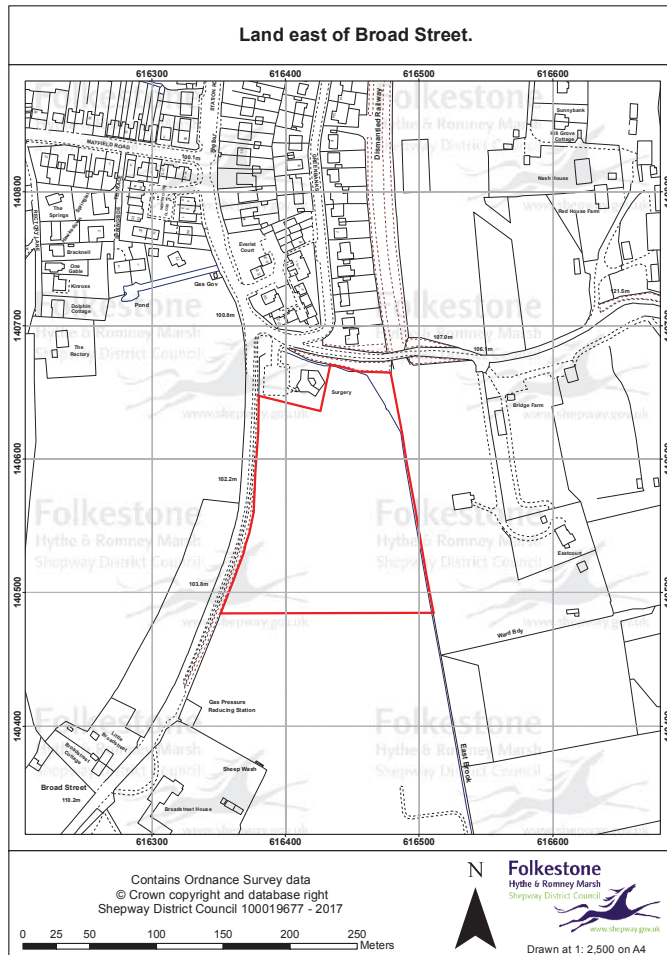
7.37 Lyminge has a broad range of shops, as well as local services including a primary school, two doctors surgeries, pharmacy, village store with integrated post office, local Age UK Day Centre, library, hairdressers and various sports clubs, including Sibton Park Cricket Club. Lyminge also has a very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

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

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

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

Land east of Broad Street, Lyminge



Picture 7.5 Land East of Broad Street, Lyminge

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

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

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

7.44 The site is 2.1ha in size and is considered suitable for 30 dwellings, depending on the size and layout. Development here is proposed at a low density because of its setting in the Kent Downs AONB on the edge of the village. The site will require proportionate contributions to healthcare improvements at the New Lyminge Surgery made through a S106 agreement. This is also an opportunity for self-build or custom build plots. The design of proposals should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination). To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network must also be provided at the nearest point of adequate capacity.

Policy ND4

Land east of Broad Street, Lyminge

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

Development proposals will be supported where:

1. The proposal achieves the highest quality of design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. At least 2 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
3. An assessment is carried out of the impact on the setting of the nearby Listed Building and appropriate measures put in place to preserve or enhance its setting;
4. Existing trees and hedgerows within and around the perimeter of the 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 onto Broad Street, with suitable visibility splays provided, as agreed with the Highways Authority;
8. Traffic calming measures (for example build-outs) are provided along the site boundary adjoining Broad Street to slow traffic to 30mph, this will include the relocation of the village entrance sign and gates;
9. The public right of way is enhanced between Lyminge and Etchinghill, with a new public right of way provided to the rear of Broad Street House linking back into the existing footway network along Broad Street;
10. Provision of a public bridleway along the alignment of the old railway line between Lyminge and Etchinghill is to be progressed with Kent County Council, with a proportionate contribution towards the cost of scheme implementation, alongside progression of relevant orders to permit the correct rights of public access across land under the control of the site promoter;
11. Appropriate and proportionate contributions are made to healthcare improvements at the New Lyminge Surgery through a S106 agreement;
12. The archaeological potential of the land is properly considered and understood and any proposal is informed by an appropriate desk-based assessment and a field evaluation;

13. Appropriate mitigation measures are employed to prevent pollution to groundwater; and
14. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider.

Sellindge

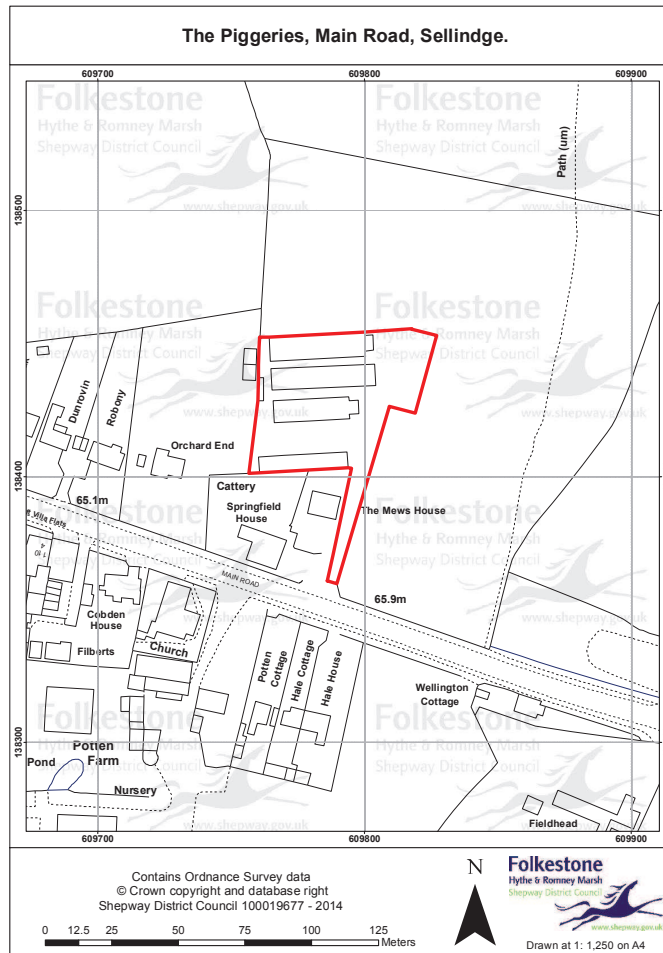
7.45 Sellindge is a rural village in the west of the district, lying on the A20, the historic coaching route linking Folkestone with London. Sellindge is not located in the Kent Downs AONB, however it does lie within the setting of the AONB. The village is close to the major transport infrastructure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

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

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

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

The Piggeries, Main Road, Sellindge



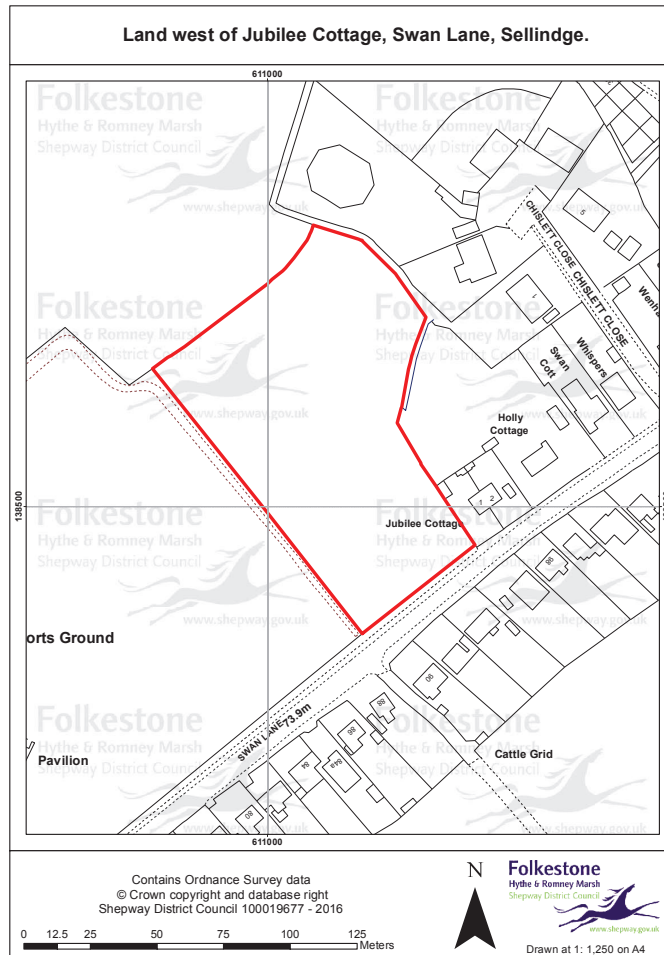
Picture 7.6 The Piggeries, Main Road, Sellindge

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

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

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

Land West of Jubilee Cottage, Swan Lane, Sellindge



Picture 7.7 Land west of Jubilee Cottage, Sellindge

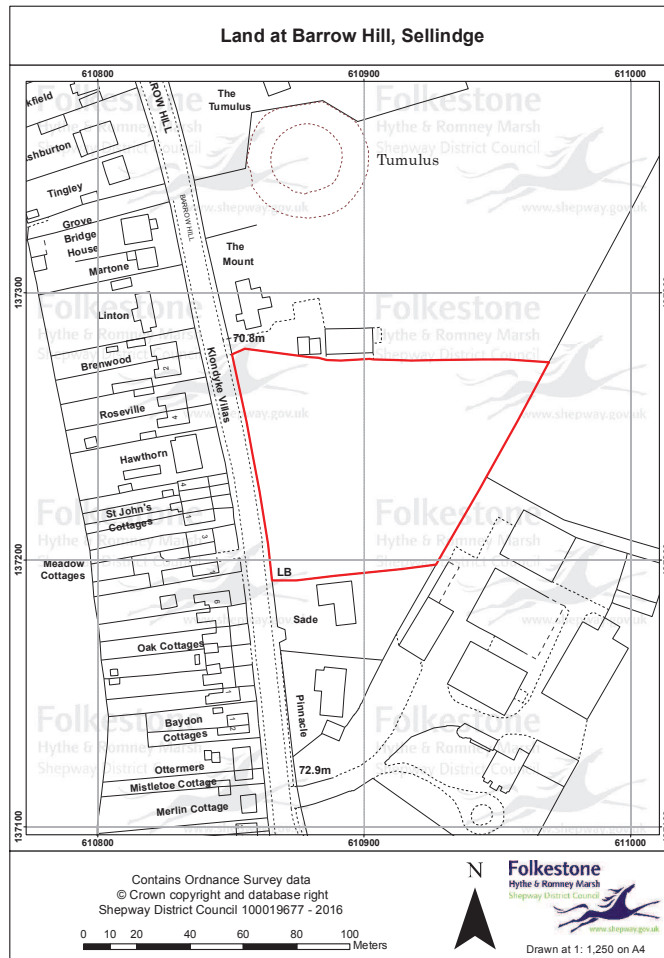
7.52 This site fronts onto Swan Lane, on the north east edge of Sellindge village. The open site adjoins the settlement boundary and is currently leased out for agricultural purposes. The site is close to the Grade II Listed Building, Holly Cottage, and is bounded with hedgerows and trees. Swan Lane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

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

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

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

Land at Barrow Hill, Sellindge



Picture 7.8 Land at Barrow Hill, Sellindge

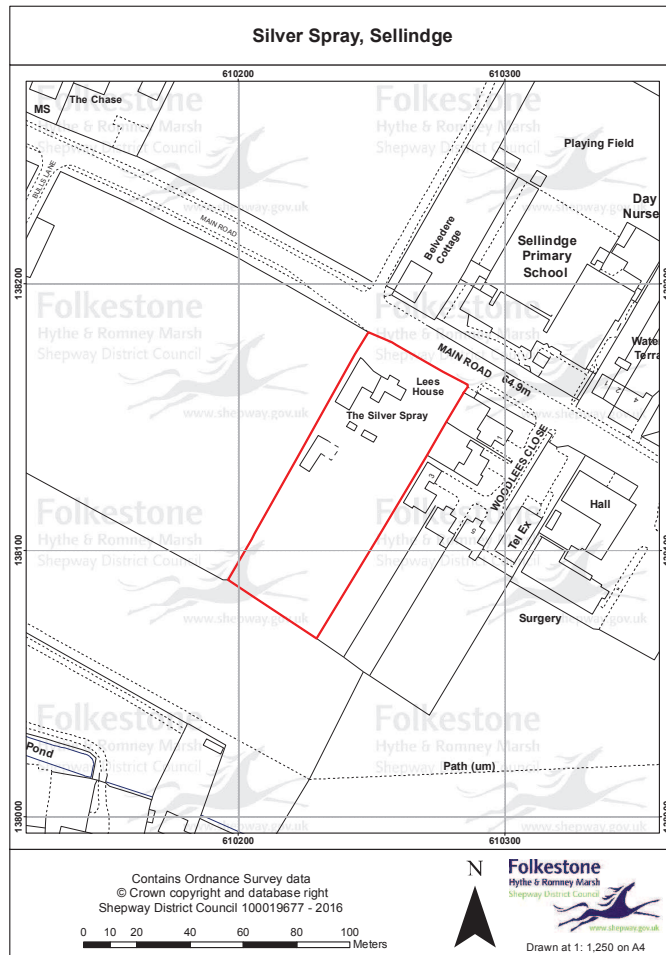
7.55 The Barrow Hill part of the parish is physical divided from the main village by the motorway and railway. This site is located in Barrow Hill to the south of Sellindge, adjoining the settlement boundary and fronting onto the A20. Barrow Hill has a footpath along both sides of the road; the facilities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

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

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

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

Silver Spray, Sellindge



Picture 7.9 Silver Spray, Sellindge

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

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

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

Policy ND5

General Sellindge Policy

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

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

Development proposals will be supported where:

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

Site Specific Criteria

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

The Piggeries, Main Road:

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

Land West of Jubilee Cottage:

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

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

Primary Villages - Lympne, Saltwood and Stanford/Westenhanger

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

Lympne

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

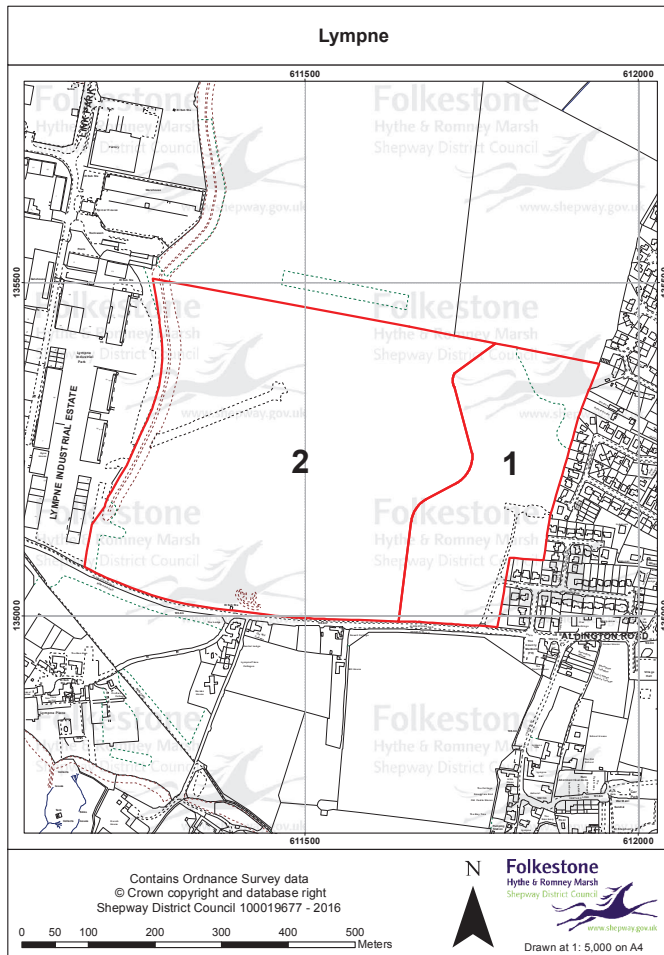
7.63 Lympne is mainly centred around the Roman road of Stone Street (now the B2068), linking the coast with Canterbury. Today Lympne has good connections and is seen as very accessible, with Westenhanger Station approximately three miles to the north of the village and the M20 motorway junction beyond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

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

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

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

Former Lypne Airfield



Picture 7.10 Former Lypne Airfield

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

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

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

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

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

7.71 The size of the site in this location will require proportionate contributions to improvements at the Newingreen Junction, a specific constraint in the area, as well as education, health and public transport contributions, made through a S106 agreement. Site 2 is 33ha and will remain undeveloped and should be enhanced by providing appropriate landscaping and planting. To support the delivery of necessary underground sewage infrastructure, a connection to the sewerage network at the nearest point of adequate capacity must be provided. The layout of any scheme should also seek to either avoid building over, or facilitate the diversion of, existing sewage infrastructure to allow access for necessary maintenance and improvement.

Policy ND6

Former Lymgne 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 and around the perimeter of the site are retained and enhanced as part of a comprehensive landscaping scheme;
2. The northern building edge is fragmented and softened with a strong landscape buffer;
3. Open spaces and planting are used to provide a visual link to the countryside and North Downs Scarp and an attractive backdrop to development;
4. Mitigation and enhancement measures should be incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat;
5. A landscape buffer is provided between the existing edge of the village to the east of the site and the new development;
6. On-site open space is provided within Site 1 to meet the recreational needs of residents;
7. At least 6 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
8. Appropriate and proportionate contributions are made to improvements at the Newingreen Junction, the expansion of Palmarsh Primary School and expansion of Oaklands Health Centre through a S106 agreement;
9. Site 2 remains undeveloped and enhanced to retain the separation between Lymgne and the Business Park;
10. A new footpath across Site 2 is provided in parallel with the development of Site 1;
11. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets and following the existing built edge wherever possible;
12. Footpaths are provided to link to the existing public rights of way network;
13. A primary vehicle access is provided onto Aldington Road and an emergency access is provided onto Aldington Road or Tourney Close;
14. An assessment of non-designated heritage assets and an archaeological survey is carried out and appropriate mitigation measures put in place if required;
15. Features and structures associated with the site's former use as a WWII airfield are retained wherever possible to provide a link with the site's past;

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

Saltwood

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

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

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

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

Stanford and Westenhanger

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

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

Secondary Villages - Stelling Minnis, Densole and Etchinghill

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

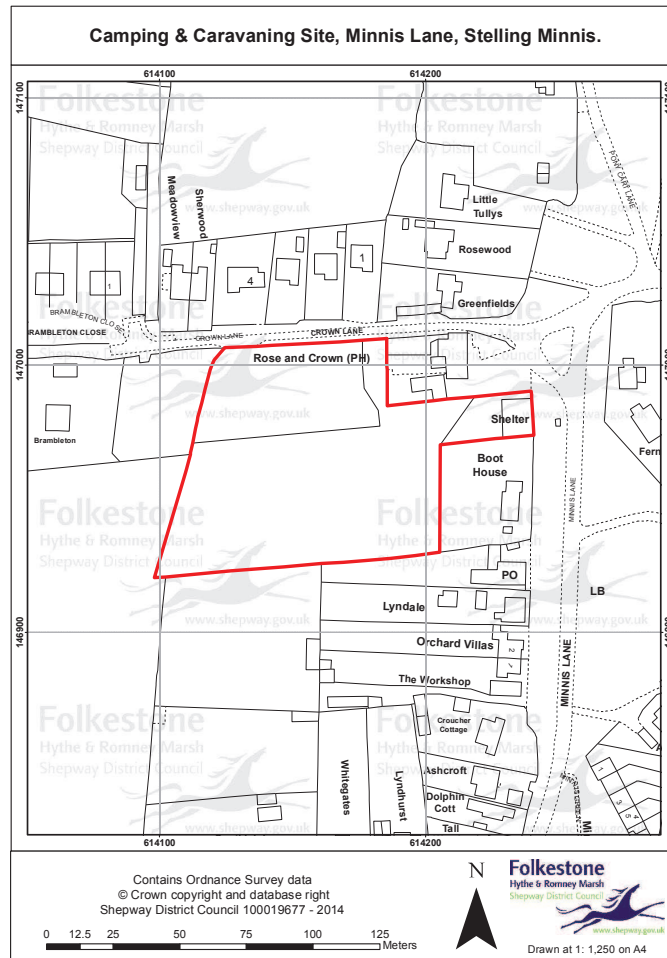
Stelling Minnis

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

7.80 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).

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

Camping and Caravan Site, Minnis Lane



Picture 7.11 Camping and Caravan Site, Stelling Minnis

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

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

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

Policy ND7

Camping and Caravan Site, Stelling Minnis

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

Development proposals will be supported where:

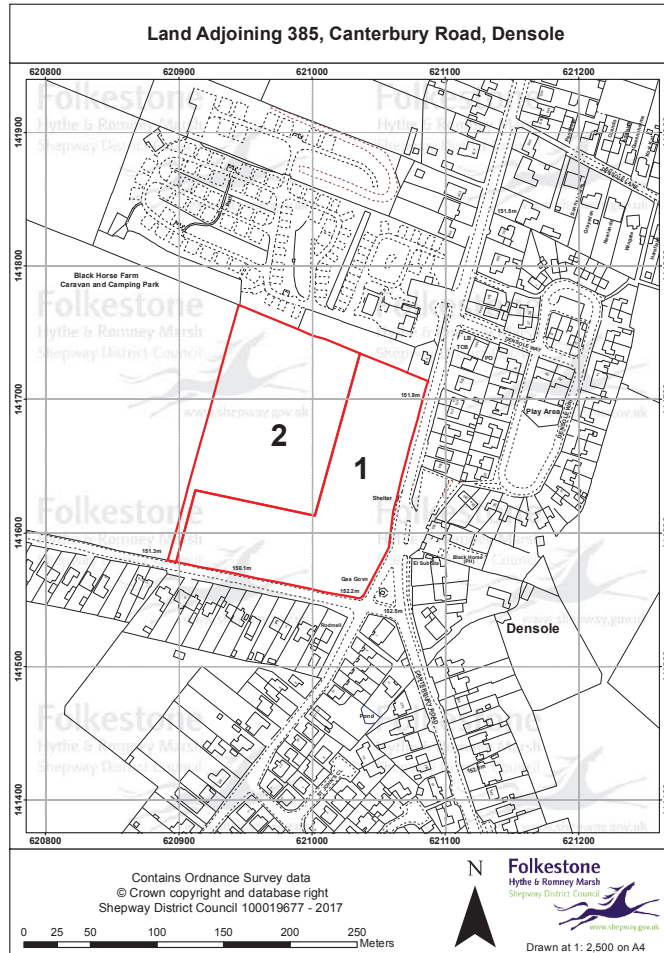
1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced unless required for access;
3. The west and south west building edge is fragmented and softened with a strong landscape buffer;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. Biodiversity enhancement measures are incorporated into the design of the development;
6. The proposal complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets and following the existing built edge wherever possible;
7. A primary vehicle access is provided onto Minnis Lane;
8. The relocation of the bus shelter is agreed with both Stelling Minnis Parish Council and the owners of the Stelling Minnis Common;
9. Replacement car parking is provided for the public house;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
11. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

Densole

7.85 Densole is a small village located in the Kent Downs AONB just north of Hawkinge, three miles from Folkestone and 12 miles from Canterbury. The majority of housing in Densole is modern and focused around the A260 and a cross-roads network where three roads meet and development runs from it in a linear fashion. Two further pockets of development to the north east and south west of the central cross-roads contain a network of cul-de-sacs.

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

Land adjoining 385 Canterbury Road, Densole



Picture 7.12 Land adjoining 385 Canterbury Road, Densole

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

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

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

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

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

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

Policy ND8

Land adjoining 385 Canterbury Road, Densole

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

Development proposals will be supported where:

1. The proposal achieves the highest quality design of both buildings and surrounding space and reinforces local rural distinctiveness through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. Existing trees and hedgerows within and around the perimeter of the 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 complements the surrounding street pattern and urban grain, fronting dwellings onto existing streets and following the existing built edge;
6. Developments fronts onto Coach Road and Canterbury Road;
7. The public right of way is retained and enhanced;
8. At least 1-2 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
9. Traffic calming measures, new footpaths and crossing points are provided to link in with the existing public rights of way network;
10. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest;
11. Measures are taken to avoid pollution to groundwater;
12. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider; and
13. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes.

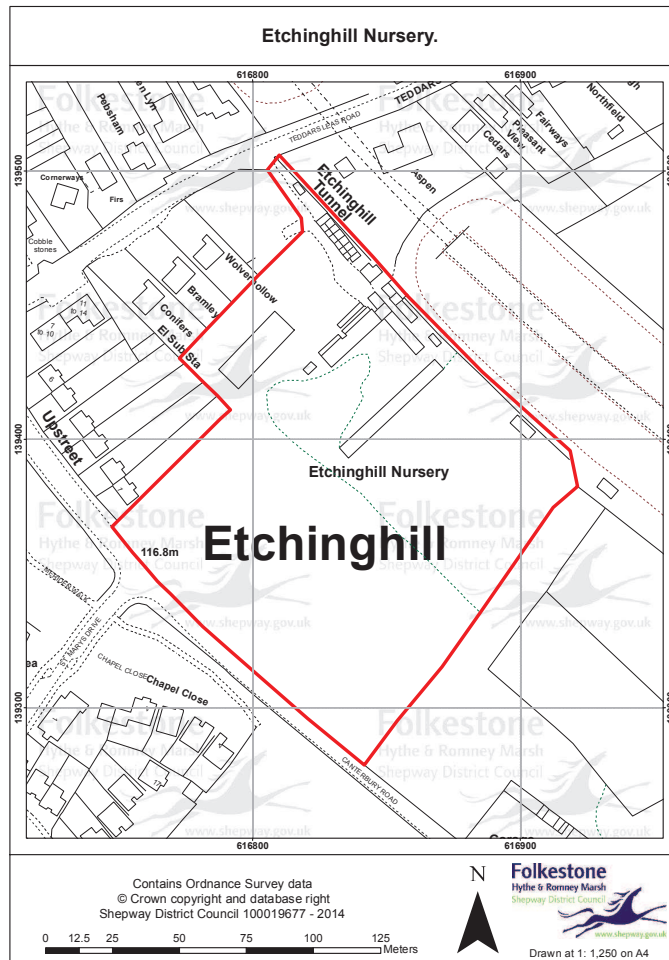
Etchinghill

7.93 The village of Etchinghill lies within the Parish of Lyminge, within the AONB about 5km north of Hythe and 2 miles south of the village of Lyminge. Lyminge and Etchinghill are separated by the Etchinghill Golf Course, a popular hilly golf course with the club house complex and entrance based in Etchinghill. Etchinghill has limited services and facilities, but these do include a public house, active residents'

association, village hall, recreation ground and cricket club. However access to facilities such as the school, doctors' surgery and convenience shop requires a trip to Lyminge. Allocations in Etchinghill will require proportionate contributions to healthcare improvements at the New Lyminge Surgery made through a S106 agreement in order to support the increase in practice list size and to continue to serve the existing population without any dilution of services.

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

Etchinghill Nursery



Picture 7.13 Etchinghill Nursery

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

7.96 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 onto the site; there is also a small development of flats on the corner of Teddars Leas Road that does not directly adjoin the site. In addition there is a small plot of land with planning permission for two detached dwellings on Teddars Leas Road

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

7.97 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 are further hedgerows and trees with Canterbury Road running along this side of the site, with St Marys Drive and the recreation ground on the opposite side of the road. There will be the opportunity to reinforce the village gateway features on Canterbury Road as part of the development.

7.98 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 should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

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

Policy ND9

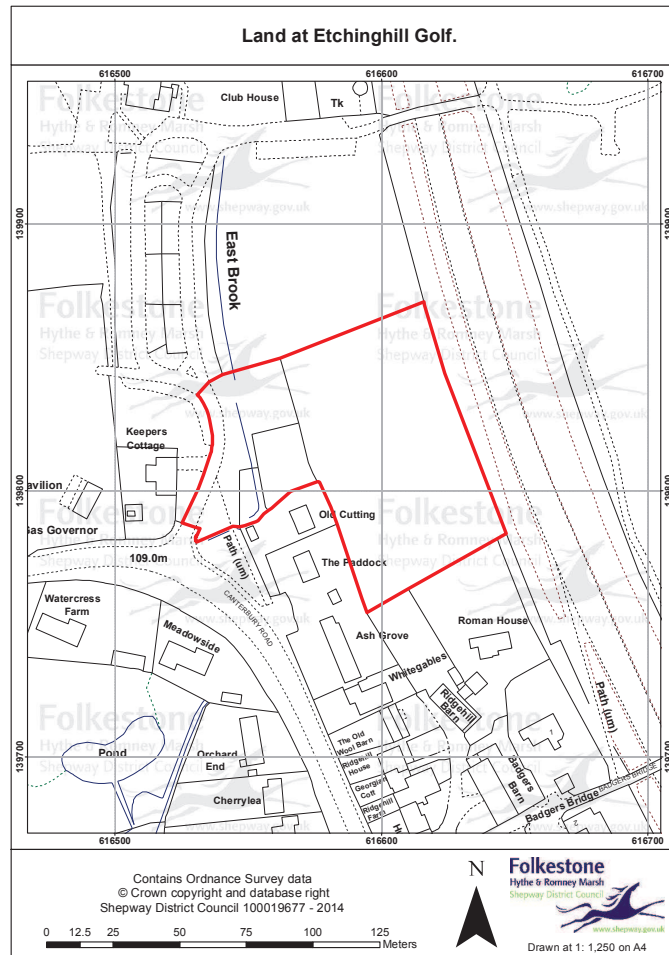
Etchinghill Nursery, Etchinghill

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

Development proposals will be supported where:

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

Land adjacent to the Golf Course, Etchinghill



Picture 7.14 Land adjacent to the Golf Course, Etchinghill

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

7.101 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 preserve or enhance the setting of these buildings. The area immediately to the north of the site is further open land within the golf complex and to the east is the formal Elham Valley Railway cutting, extensive vegetated.

7.102 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 should reflect the guidelines set out in the Kent Downs AONB Landscape Design Handbook and Rural Streets and Lanes Design Handbook. In addition it is particularly important that within the AONB the design is inspired by the local character (Policy HB2: Cohesive Design) and new lighting should also be controlled to help conserve dark night skies (Policy NE5: Light Pollution and External Illumination).

Policy ND10

Land adjacent to the Golf Course, Etchinghill

The site is allocated for residential development with an estimated capacity of 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 through layout, design, scale and the use of high quality materials to help maintain the Kent Downs Area of Outstanding Natural Beauty as a special place;
2. The highest quality materials are used and traditional building techniques are employed;
3. Existing trees and hedgerows within and around the perimeter of the site are retained and enhanced;
4. Open spaces and planting are used to provide a visual link to the countryside and an attractive backdrop to development;
5. Provision of a public bridleway, along the alignment of the old railway line between Lyminge and Etchinghill, is progressed with Kent County Council, with a proportionate contribution towards the cost of scheme implementation, alongside progression of relevant orders to permit the correct rights of public access across land under the control of the site promoter;
6. Appropriate and proportionate contributions are made to healthcare improvements at the New Lyminge Surgery through a S106 agreement;
7. Measures to calm traffic are improved and reinforced;
8. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
9. The development avoids adverse effects on groundwater.

Part Two - Development Management Policies

Introduction