

Policy Index

| | |
|----------------------|----|
| 1 Policy Index | 4 |
| 2 Foreword | 12 |
| 3 Introduction | 14 |

Part One - Places

| | |
|-------------------------------------|-----|
| 4 Introduction | 29 |
| 5 Urban Character Area | 40 |
| 6 Romney Marsh Character Area | 106 |
| 7 North Downs Character Area | 158 |

Part Two - Development Management Policies

| | |
|---|-----|
| 8 Introduction | 207 |
| 9 Housing and the Built Environment | 210 |
| 10 Economy | 248 |
| 11 Retail and Leisure | 266 |
| 12 Community | 300 |
| 13 Transport | 316 |
| 14 Natural Environment | 338 |
| 15 Climate Change | 362 |
| 16 Health and Wellbeing | 378 |
| 17 Historic Environment | 386 |

Glossary

| | |
|----------------|-----|
| Glossary | 396 |
|----------------|-----|

Appendices

| | |
|---|------------|
| 1 Evidence Base Documents | 409 |
| 2 Nationally Described Space Standards | 414 |
| 3 Schedule of Policies To Be Deleted | 420 |

Policy Index

1 Policy Index

Places

Urban Area

East Station Goods Yard, Folkestone

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

The Royal Victoria Hospital, Radnor Park Avenue, Folkestone

3-5 Shornccliffe Road, Folkestone

Ingles Manor, Castle Hill Avenue, Folkestone

Shepway Close, Folkestone

Former Gas Works, Ship Street, Folkestone

Highview School, Moat Farm Road, Folkestone

Brockman Family Centre, Cheriton

The Cherry Pickers Public House, Cheriton

Affinity Water, Shearway Road, Cheriton

Encombe House, Sandgate

Smiths Medical Campus, Hythe

Land at Station Road, Hythe

Land at the Saltwood Care Centre

St. Saviour's Hospital, Seabrook Road, Hythe

Foxwood School, Seabrook Road, Hythe

Princes Parade, Hythe

Hythe Swimming Pool, Hythe

Romney Marsh

Land off Cherry Gardens, Littlestone

Land off Victoria Road West, Littlestone

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

Land west of Ashford Road, New Romney

Land adjoining The Marsh Academy, Station Road, New Romney

Kitewell Lane, rear of Ambulance Station, Lydd

Land south of Kitewell Lane

Station Yard, Station Road, Lydd

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

Land rear of Varne Boat Club, Coast Drive, Greatstone

Car park, Coast Drive, Greatstone

The Old Slaughterhouse, 'Rosemary Corner', Brookland

Lands north and south of Rye Road, Brookland

Land adjacent to Moore Close, Brenzett

North Downs

Former Officers Mess, Aerodrome Road, Hawkinge

Mill Lane, rear of Mill Farm, Hawkinge

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

Land east of Broad Street, Lyminge

General Sellindge Policy

Former Lympne Airfield

Camping and Caravan Site, Stelling Minnis

Land adjoining 385 Canterbury Road, Densole

Etchinghill Nursery, Etchinghill

Land adjacent to the Golf Course, Etchinghill

Policies

Housing and the Built Environment

Quality Places Through Design

Cohesive Design

Internal and External Space Standards

Self-build and Custom Housebuilding Development

Replacement Dwellings in the Countryside

Local Housing Needs in Rural Areas

Dwellings to Support a Rural-based Enterprise

Alterations and Extensions to Residential Buildings

Annexe Accommodation

Development of Residential Gardens

Loss of Residential Care Homes and Institutions

Development of New or Extended Residential Institutions (C2 Use)

Houses in Multiple Occupation (HMOs)

Accommodation for Gypsies and Travellers

Economy

Allocated Employment Sites

Redevelopment of Existing Sites

Tourism

Hotels and Guest Houses

Touring and Static Caravan, Chalet and Camping Sites

Farm Diversification

Reuse of Rural Buildings

Provision of Fibre to the Premises

Retail and Leisure

Retail Hierarchy

Folkestone Major Town Centre

Hythe Town Centre

New Romney Town Centre

Cheriton District Centre

Sandgate Local Centre

Other District and Local Centres

Development Outside Town, District and Local Centres

Design, Location and Illumination of Advertisements

Shop Fronts, Blinds and Security Shutters

Former Silver Spring Site Park Farm, Folkestone

Former Harbour Railway Line

Community

Creating a Sense of Place

Safeguarding Community Facilities

Provision of Open Space

Provision of Children's Play Space

Transport

Street Hierarchy and Site Layout

Parking Standards

Residential Garages

Parking for Heavy Goods Vehicles

Cycle Parking

Natural Environment

Enhancing and Managing Access to the Natural Environment

Biodiversity

Protecting the District's Landscapes and Countryside

Equestrian Development

Light Pollution and External Illumination

Land Stability

Contaminated Land

Integrated Coastal Zone Management

Development Around the Coast

Climate Change

Reducing Carbon Emissions

Sustainable Design and Construction

Sustainable Drainage Systems (SuDS)

Wind Turbine Development

Small Scale Wind Turbines and Existing Development

Solar Farms

Health and Wellbeing

Promoting Healthier Food Environments

Improving the Health and Well-being of the Local Population and Reducing Health Inequalities.

Development That Supports Healthy, Fulfilling and Active Lifestyles

Promoting Active Travel

Historic Environments

Heritage Assets

Archaeology

Local List of Heritage Assets

Folkestone's Historic Gardens

Foreword

2 Foreword

Places and Policies Local Plan - Submission Draft Consultation

[To be rewritten with Cabinet Member for the District Economy]



Cllr John Collier

Cabinet Member for the District Economy

Introduction

3 Introduction

How to Comment

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

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

Representations are invited during a six-week period from [start date] to [end date]. **Representations must be received by 5:00pm on [end date] in order to be considered.**

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

Making Appropriate Representations

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

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

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

Tests of Soundness

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

(NPPF, paragraph 182)

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

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

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

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

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

Using the Consultation Portal

3.8 The Places and Policies Local Plan and accompanying Sustainability Appraisal can be viewed, and comments made directly online, using the Council's consultation portal at <http://consult.shepway.gov.uk>. Detailed guidance notes on the test of soundness are included on the portal.

Using a Response Form

3.9 Alternatively, a response form (for filling in electronically or printing out) can be downloaded from the Council's website at [web address] or you can request a paper copy by phoning [phone number].

3.10 This form can be returned in the following ways:

- By email to: [group email address]
- By post to: Planning Policy, Planning Services, Shepway District Council, Civic Centre, Castle Hill Avenue, Folkestone, Kent CT20 2QY.

Consultation Documents

3.11 This consultation includes the following documents:

- Submission Draft Places and Policies Local Plan;
- Response form for the Places and Policies Local Plan. This response form includes guidance notes on the 'tests of soundness'; and
- Supporting documents, including the Sustainability Appraisal Final report.

3.12 The documents can also be viewed at the following locations for those without access to a computer: [details to be confirmed]

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

Shepway District Council Planning Policy

Email: [group email address]

Telephone: [phone number]

About This Document

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

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

Core Strategy Local Plan

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

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

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

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

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

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

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

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

Core Strategy Review and Otterpool Park Proposals

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

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

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

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

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

Shepway District Places and Policies Local Plan

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

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

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

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

3.21 When the plan is adopted by the Council, it will replace the saved policies in the 2006 Shepway District Local Plan. (The 2006 Local Plan policies that will be replaced on adoption of this plan are set out in Appendix 3).

3.22 The sites to which the policies apply are illustrated on the Policies Map that accompanies this plan. The sites are referenced by the policy number. The Policies Map also shows other key policies, such as protected open spaces.

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

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

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

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

Other Planning Requirements

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

Local Validation Requirements

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

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

Policy Context

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

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

National Planning Policy

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

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

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

3.30 In preparing this plan the Council has also considered Government papers such as ['Fixing the Foundations: Creating a more prosperous nation'](#) (HM Treasury, 2015) and ['Towards a one nation economy: A 10-point plan for boosting productivity in rural areas'](#) (DEFRA, 2015).

3.31 More recently the Government published ['Fixing our broken housing market'](#) (DCLG, 2017), its Housing White Paper, which contains a number of proposals to boost the supply of housing. While many of the proposals in the Housing White Paper have yet to be implemented, its general approach complements the Places and Policies Local Plan, particularly in the allocation of a range of smaller sites. to encourage small- and medium-sized housebuilding firms, and in the promotion of self-build and custom housebuilding.

Local Planning Policy

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

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

Neighbourhood Planning

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

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

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

3.36 Of these St Mary in the Marsh Parish Council has produced a draft plan which has been submitted to the District Council for further consultation before it is taken forward to the next stage of examination.

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

Evidence Base and Other Considerations

3.38 In addition to the policies and guidance outlined above, the Places and Policies Local Plan has been influenced by a range of evidence documents. A full list of the evidence base is included at, Appendix 1 'Evidence Base Documents'. The key evidence that supports this plan is summarised below.

Shepway Corporate Plan 2017-2020

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

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

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

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

Sustainability Appraisal and Strategic Environmental Assessment

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

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

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

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

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

Habitat Regulations Assessment and Appropriate Assessment

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

Equalities Impact Assessment

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

Infrastructure Requirements

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

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

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

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

Duty to Co-operate

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

Structure of the Places and Policies Local Plan

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

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

Structure of the Places and Policies Local Plan

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

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

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

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

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

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

3.54 Appendices set out the evidence documents that have informed the plan and a glossary is also provided of many of the planning terms and abbreviations used in the plan.

Part One - Places

Introduction

4 Introduction

Places

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

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

4.3 Part One is divided into three sections covering:

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

The Strategy for Shepway District

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

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

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

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

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

Table 4.1 Core Strategy District Settlement Hierarchy

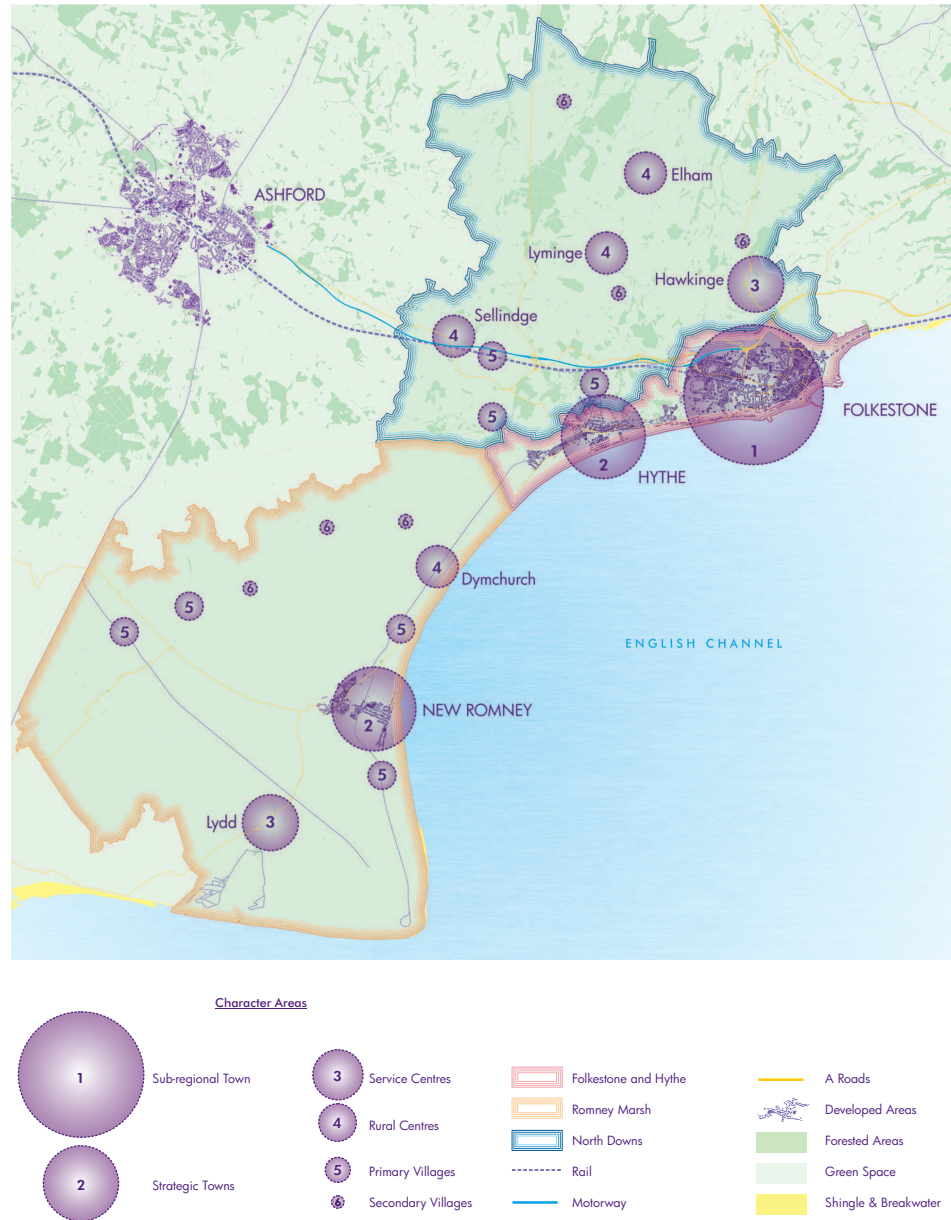


Figure 4.1 Settlement Hierarchy

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

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

Table 4.2 Core Strategy Target Development Requirements**Meeting the District's Housing Needs**

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

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

4.9 Table 4.3 below sets out the housing land supply position for the Places and Policies Local Plan, using information from the monitoring year 2015/16 (this will be updated as new monitoring information becomes available).

4.10 The table shows the Core Strategy housing requirement for the three character areas in the left hand column (column A). The table then totals the new housing development that has already taken place since the base date of the Core Strategy in 2006 through completed dwellings, as well as sites under construction and unimplemented permissions at 2016 (columns B, C and D). To this total is added the allocations in this plan and an allowance for the Core Strategy strategic site at New Romney, excluding those sites that had planning permission in 2016 (column E). An allowance is made for 'windfall' delivery (small sites of 1 to 4 dwellings that are not allocated but continue to come forward for development) in accordance with the Core Strategy (column F). The right hand column (column G) gives the total projected supply over the Core Strategy plan period (2006-2031).

4.11 Regarding the figures it should be noted that:

¹ Core Strategy paragraphs 5.80, 5.114 and 5.139

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

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

| Minimum Targets | Supply and Total Projected Delivery | | | | | |
|--|-------------------------------------|--------------------------------|-------------------------------------|--|--------------|--|
| Number of homes (A) | (B) Completions 06/07-15/16 | (C) Under construction at 2016 | (D) Permissions not started at 2016 | (E) Places & Policies Local Plan/Core Strategy | (F) Windfall | (G) Total projected delivery (B + C + D + E + F) |
| Urban Area - 75 per cent of total (+/- 5 per cent) | | | | | | |
| 6,563 | 1,713 | 629 | 3,063 | 927 | 637 | 6,969 |
| Romney Marsh Area - 10 per cent of total (+/- 5 per cent) | | | | | | |
| 875 | 392 | 56 | 163 | 551 | 195 | 1,357 |
| North Downs Area - 15 per cent of total (+/- 5 per cent) | | | | | | |
| 1,313 | 519 | 40 | 367 | 365 | 143 | 1,434 |
| District Total | | | | | | |
| 8,750 | 2,624 | 725 | 3,593 | 1,623 | 975 | 9,760 |

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

2 Core Strategy Table 4.2 and Figure 6.2

Meeting the District's Employment Needs

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

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

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

Meeting the District's Retail Needs

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

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

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

General Policy Requirements

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

General Policy Requirements

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

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

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

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

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

Local Validation Requirements

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

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

Urban Character Area

5 Urban Character Area

Introduction

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

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

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

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

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

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

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

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

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

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

Folkestone

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

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

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

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

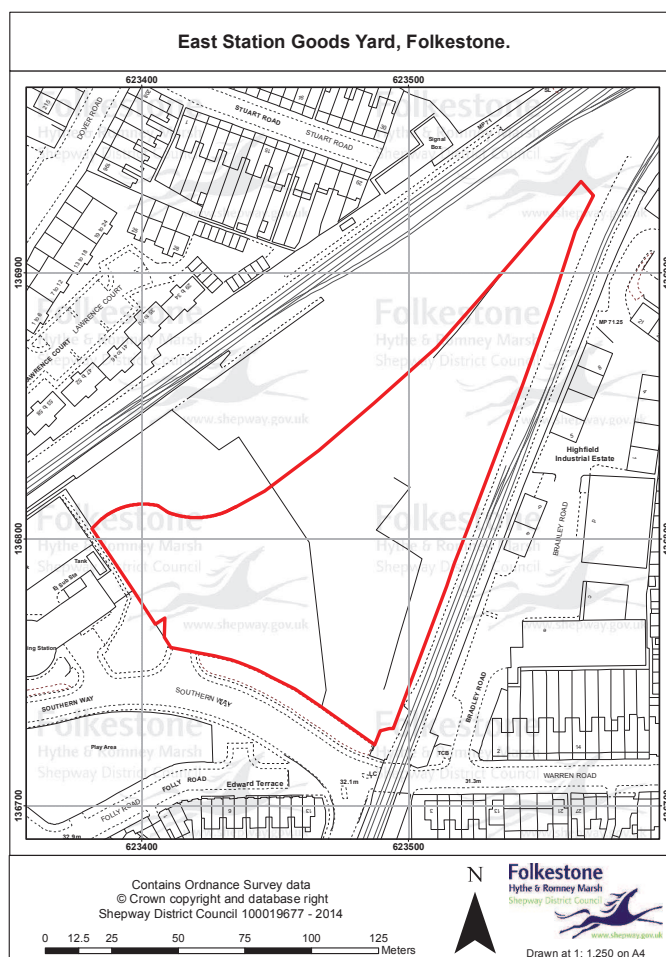
- Upgrades to improve vehicular capacity, safety, ease of use, and cycle and pedestrian movement at Cheriton High Street A20/Spur junction;
- Folkestone Seafront priority connections including Tram Road;
- Upgrade of facilities, including pedestrian accessibility and public realm improvements for both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

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



Picture 5.1 Folkestone Policy Map

East Station Goods Yard, Southern Way, Folkestone



Picture 5.2 East Station Goods Yard, Southern Way, Folkestone

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

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

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

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

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

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

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

Policy UA1

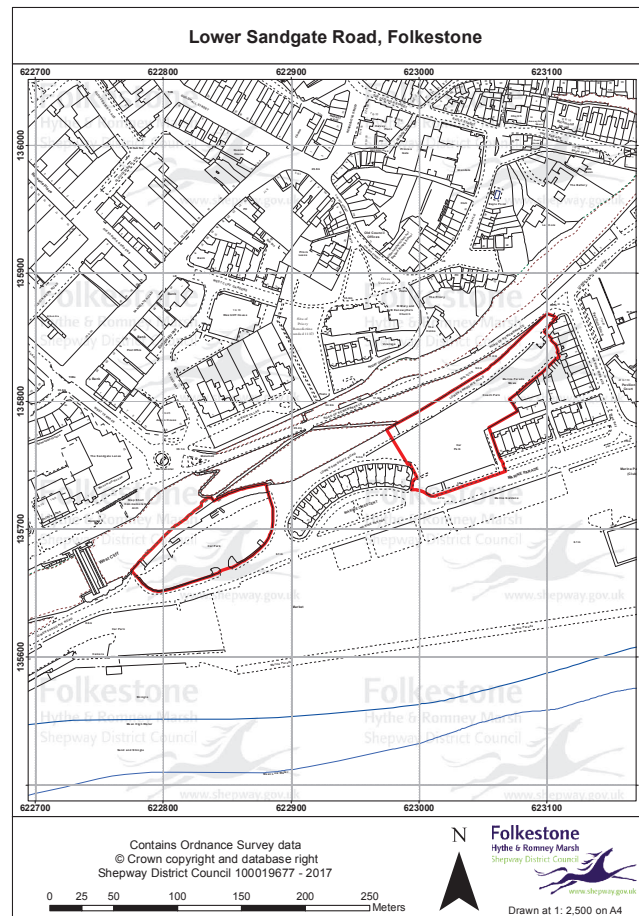
East Station Goods Yard, Folkestone

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

Development proposals will be supported where:

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

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



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

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

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

5.21 The Rotunda Car Park is approximately 1.02ha and extends east from the Leas Lift Funicular Railway to Marine Crescent to the west. The site is raised approximately 1m above its surroundings and slopes gently from its northern boundary at the bottom of the cliff beneath the Road of Remembrance, south toward Lower Sandgate Road. The Marine Parade Car and Coach Park is situated 100m further east and amounts to an area of 0.7ha situated between Marine Crescent fronting Marine Parade, extending behind properties on Marine Terrace and sharing a northern boundary with Lower Sandgate Road.

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

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

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

Policy UA2

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

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

Development proposals will be supported where:

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

Royal Victoria Hospital, Radnor Park Avenue, Folkestone



Picture 5.4 Royal Victoria Hospital, Folkestone

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

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

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

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

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

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

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

Policy UA3

The Royal Victoria Hospital, Radnor Park Avenue, Folkestone

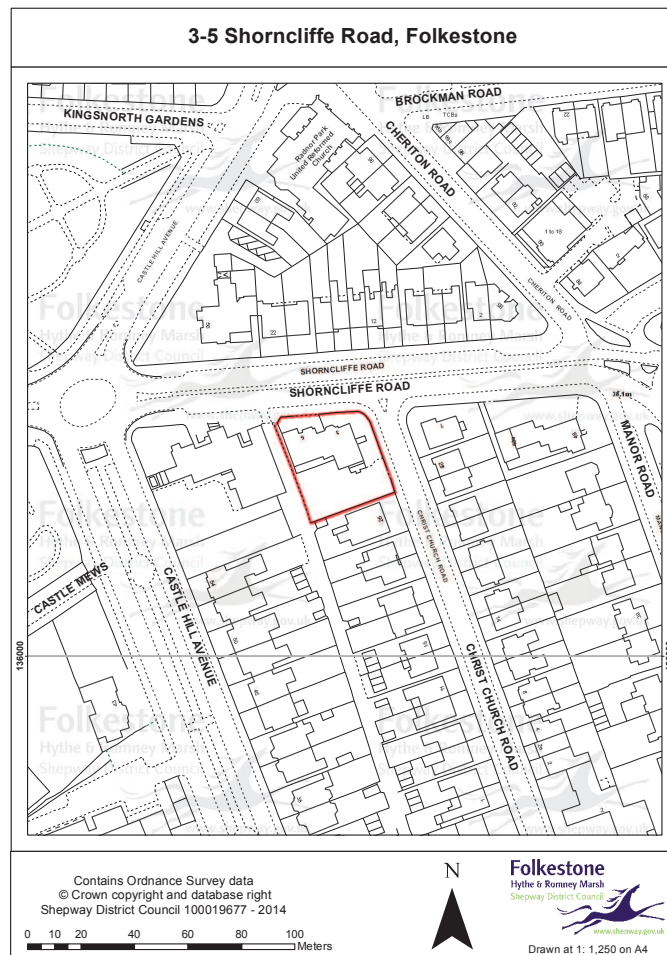
The site is allocated for residential development with an estimated capacity of 42 dwellings.

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

Development proposals will be supported where:

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

3-5 Shorncliffe Road, Folkestone



Picture 5.5 3-5 Shorncliffe Road, Folkestone

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

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

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

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

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

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

Policy UA4

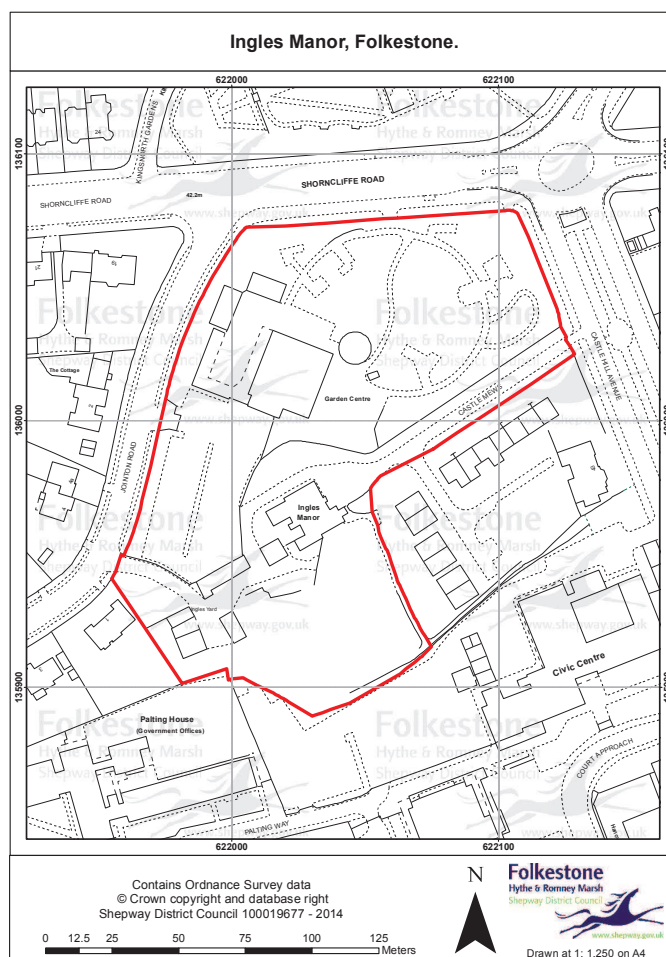
3-5 Shorncliffe Road, Folkestone

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

Development proposals will be supported where:

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

Ingles Manor, Castle Hill Avenue, Folkestone



Picture 5.6 Ingles Manor, Castle Hill Avenue, Folkestone

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

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

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

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

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

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

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

Policy UA5

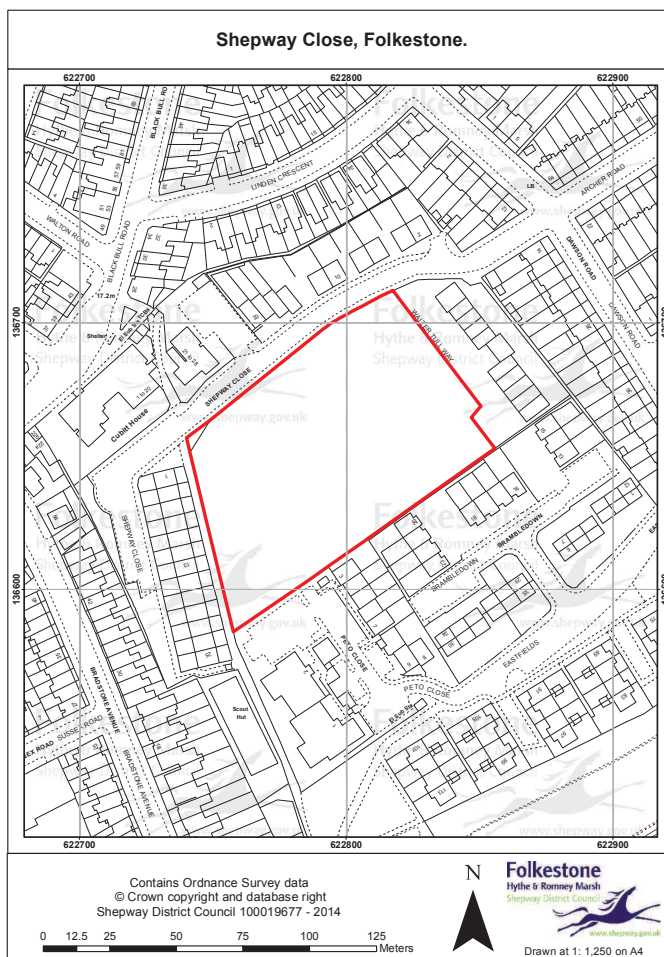
Ingles Manor, Castle Hill Avenue, Folkestone

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

Development proposals will be supported where:

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

Land at Shepway Close, Folkestone



Picture 5.7 Land at Shepway Close, Folkestone

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

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

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

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

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

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

Policy UA6

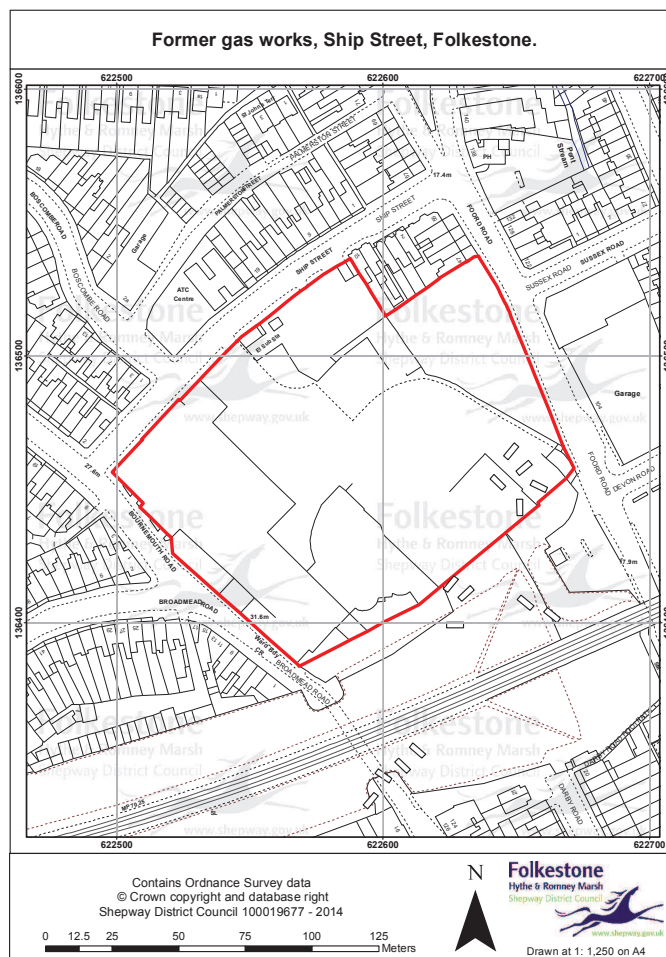
Shepway Close, Folkestone

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

Development proposals will be supported where:

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

Former Gas Works, Ship Street, Folkestone



Picture 5.8 Former Gas Works, Ship Street, Folkestone

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

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

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

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

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

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

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

Policy UA7

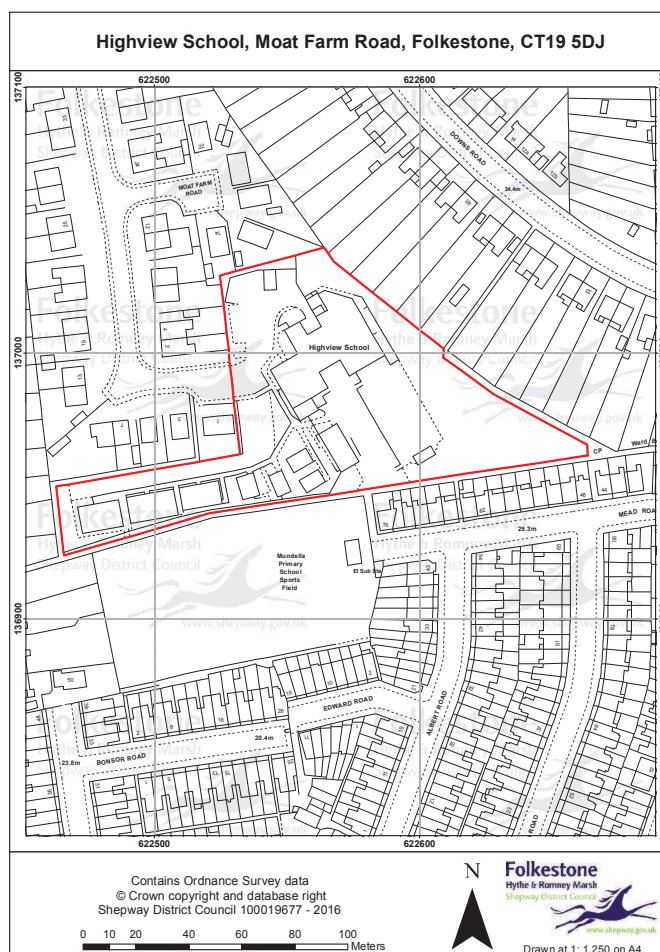
Former Gas Works, Ship Street, Folkestone

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

Development proposals will be supported where:

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

Highview School Moat Farm Road, Folkestone



Picture 5.9 Highview School, Moat Farm Road, Folkestone

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

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

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

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

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

Policy UA8

Highview School, Moat Farm Road, Folkestone

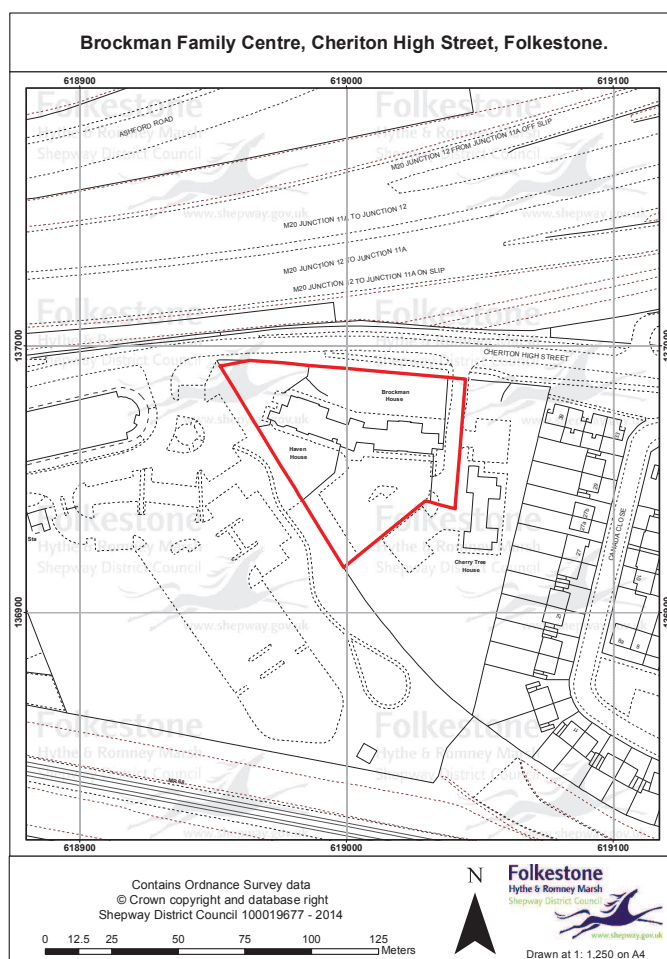
The site is allocated for residential development with an estimated capacity of 27 dwellings.

Development proposals will be supported where:

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

Cheriton

Brockman Family Centre



Picture 5.10 Brockman Family Centre, Cheriton

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

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

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

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

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

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

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

Policy UA9

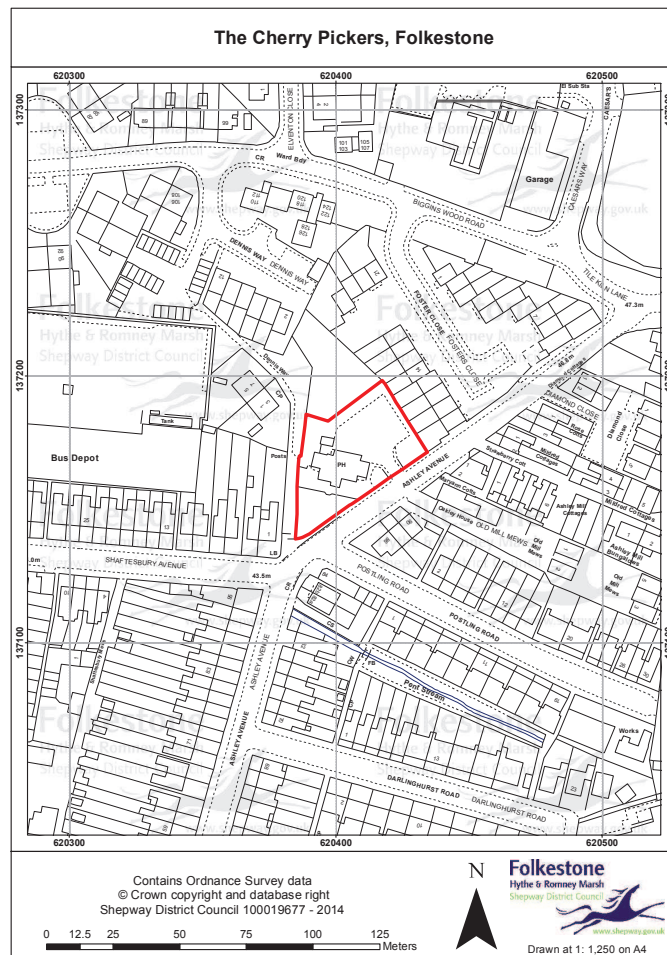
Brockman Family Centre, Cheriton

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

Development proposals will be supported where:

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

The Cherry Pickers Public House, Cheriton



Picture 5.11 The Cherry Pickers Public House, Cheriton

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

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

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

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

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

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

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

Policy UA10

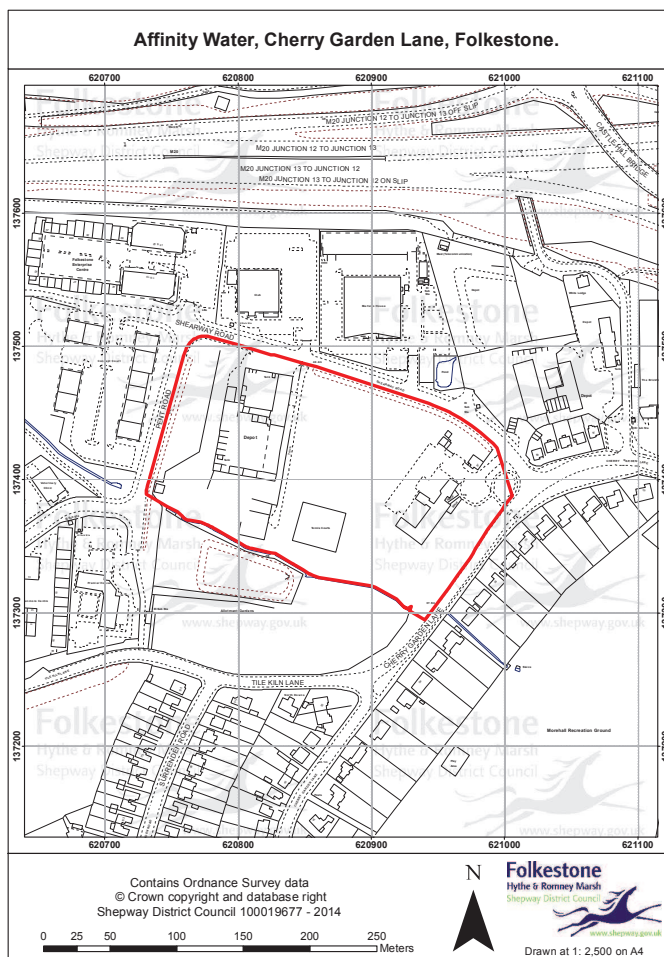
The Cherry Pickers Public House, Cheriton

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

Development proposals will be supported where:

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

Affinity Water, Cherry Garden Lane, Cheriton



Picture 5.12 Affinity Water, Cherry Garden Lane, Cheriton

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

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

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

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

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

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

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

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

Policy UA11

Affinity Water, Shearway Road, Cheriton

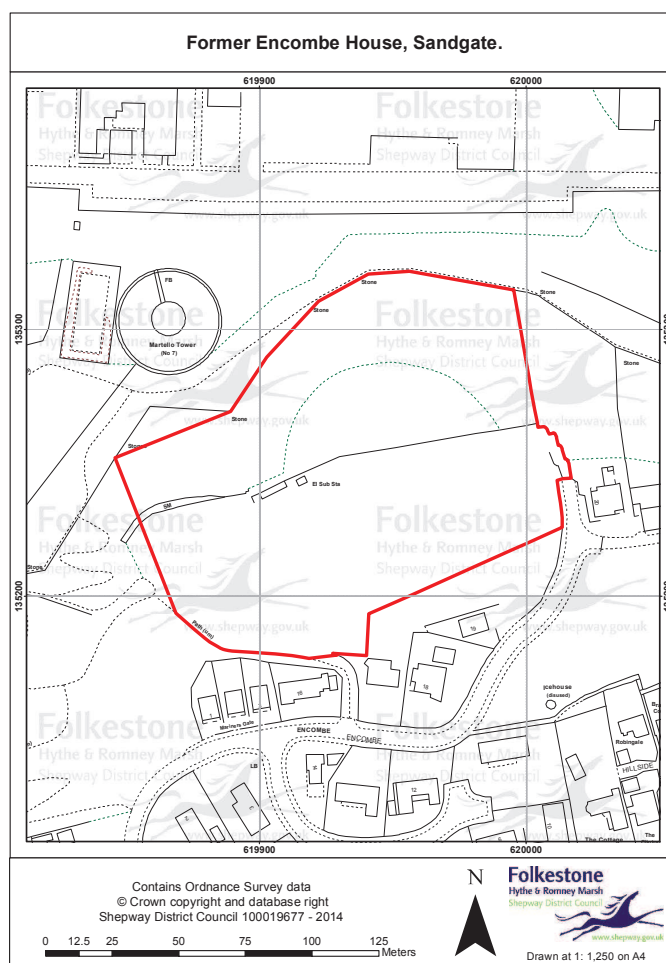
The site is allocated for residential development with an estimated capacity of 70 dwellings, 3,500sqm of complementary Class B1a (office) commercial floorspace and an area of public open space.

Development proposals will be supported where:

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

Sandgate

Former Encombe House, Encombe, Sandgate



Picture 5.13 Former Encombe House, Sandgate

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

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

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

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

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

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

Policy UA12

Encombe House, Sandgate

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

Development proposals will be supported where:

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

Hythe

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

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

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

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

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

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

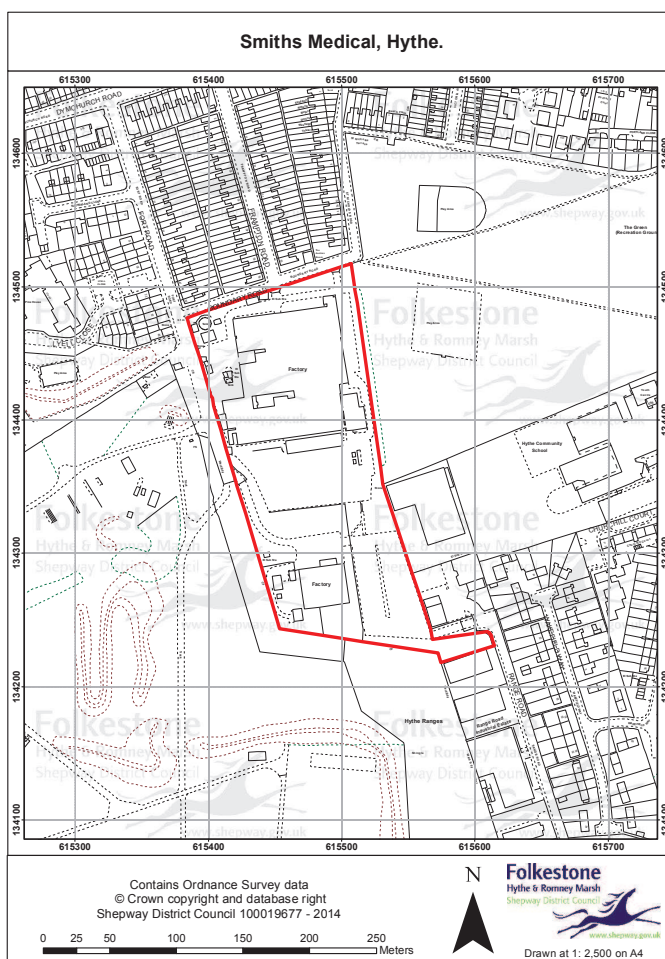


Hythe Policy Map

| | | | | | |
|----------------------|-----------------------------|-------------------------|------------------------|---------------------|---|
| A Roads | Potential Development Sites | Existing Built up Areas | RH6D Railway Station | GP Surgeries | Folkestone Hythe & Romney Marsh Shepway District Council www.shepway.gov.uk |
| Minor Roads | Martello Lakes | AONB | Brockhill Park College | St Leonard's Church | |
| Railway Track | Employment | The Roughts | Supermarket | Primary Schools | |
| Royal Military Canal | Sea/Lakes | MOD Land | Hythe Imperial Hotel | Saltwood Castle | |

Picture 5.14 Hythe Policy Map

Smiths Medical, Hythe



Picture 5.15 Smiths Medical, Hythe

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

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

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

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

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

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

5.99 The size of the site in this location will require proportionate contributions to the expansion of Oakland's Health Centre, made through a S106 agreement, so as to ensure the impact of the development is mitigated.

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

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

Policy UA13

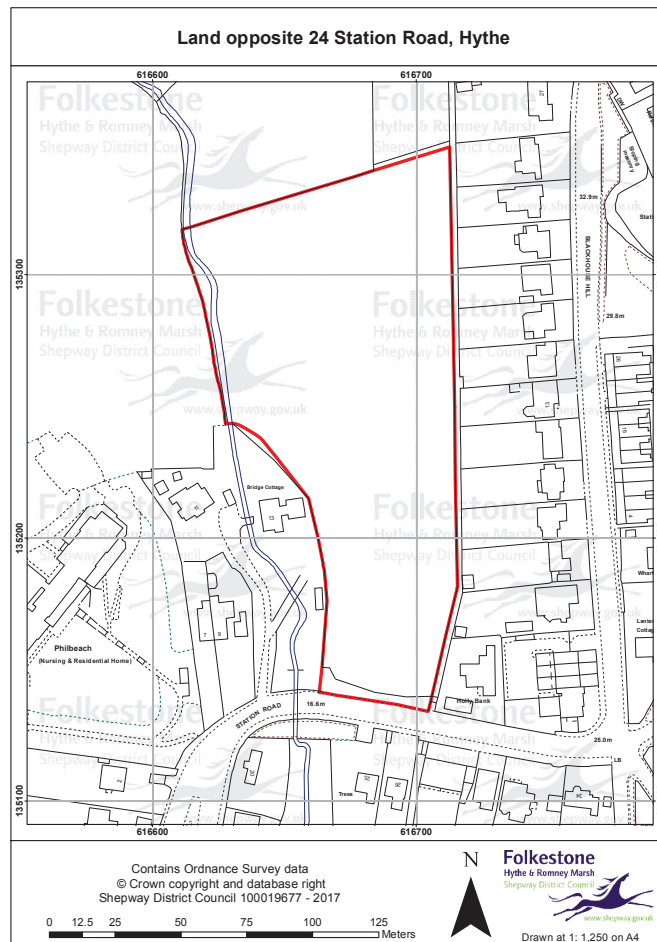
Smiths Medical Campus, Hythe

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

Development proposals will be supported where:

1. Primary vehicular access for residential and business is achieved from Fort Road with a secondary vehicular access connection to Range Road. There should be no vehicular access from Boundary Road;
2. Highway improvements at the junction of St Nicholas Road at Dymchurch Road are provided to the satisfaction of the Local Highways Authority;
3. The established factory unit and car park located at the southern extent of the site are retained or replaced;
4. Appropriate and proportionate contributions are made to the expansion of Oaklands Health Centre through a S106 agreement;
5. Ecological investigations are undertaken and adequate mitigation and enhancement measures are incorporated into the design to minimise effects on the Hythe Ranges Local Wildlife Site;
6. Proposals are accompanied by a Site-specific Flood Risk Assessment and demonstrate that any risks can be mitigated and/or safely managed;
7. The masterplanning of the site is informed by an odour assessment to take account of nearby wastewater treatment works in order to minimise land use conflict;
8. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes;
9. Any potential contamination from the former use is investigated, assessed and if appropriate, mitigated as part of the development;
10. The archaeological potential of the land is properly considered and measures agreed to monitor and respond to any finds of interest; and
11. At least 4 self-build or custom build plots are provided on site in accordance with Policy HB4: Self-build and Custom Housebuilding Development.

Land at Station Road, Hythe



Picture 5.16 Land Opposite 24 Station Road, Hythe

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

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

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

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

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

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

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

Policy UA14

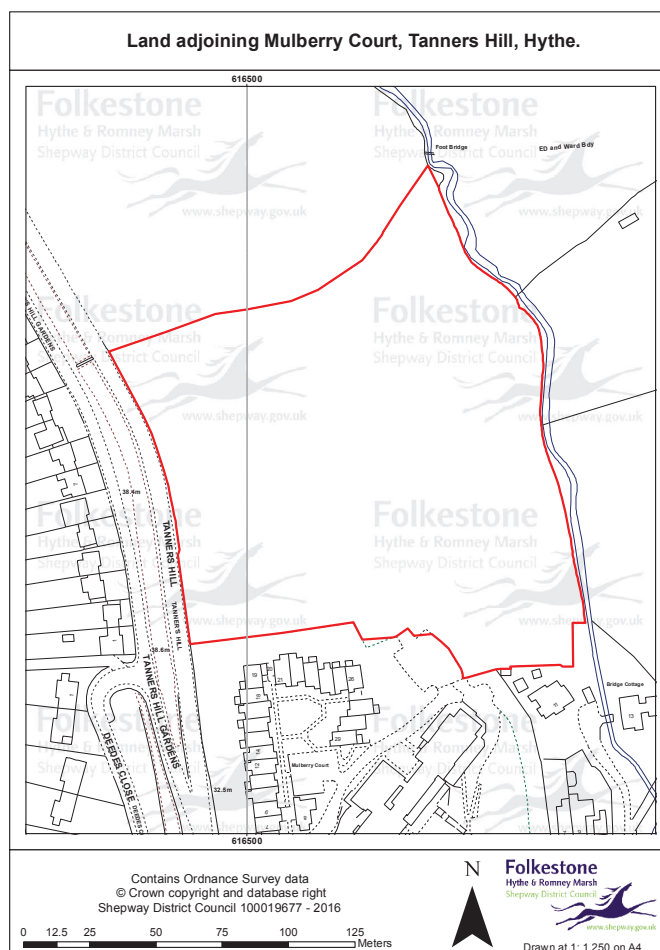
Land at Station Road, Hythe

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

Development proposals will be supported where:

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

Land at the Saltwood Care Centre, Hythe



Picture 5.17 Land at the Saltwood Care Centre, Hythe

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

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

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

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

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

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

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

Policy UA15

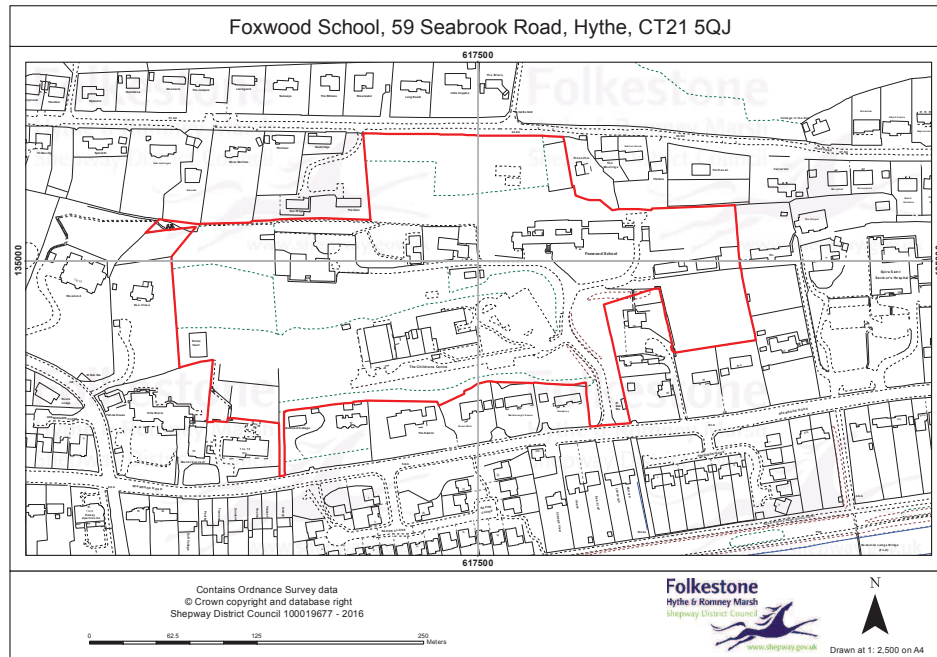
Land at the Saltwood Care Centre, Hythe

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

Development proposals will be supported where:

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

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



Picture 5.18 Foxwood School, Seabrook Road, Hythe



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

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

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

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

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

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

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

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

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

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

5.124 Given the limited school capacity in the locality, the developments will add to pressure on pupil places and so will be required to mitigate this impact. At present, Seabrook Primary School is located on a small, constrained site with limited facilities to serve a 0.5 form entry school. The school does, however, have a separate playing

field, where planning permission has previously been granted for a replacement facility. Kent County Council, the Education Authority, has confirmed that there is capacity within the Eversley Road site to provide for a new one form entry Primary School, together with retained playing pitches, subject to further investigation; a new two form entry school is due to open at Shorncliffe Garrison in 2019/20 that will also provide capacity in the locality. The requirement for further education provision in Hythe, as a result of the allocations in policies UA16, UA17 and UA18, will be further explored by the District and County Councils. Should a new school require funding, appropriate resources could be secured from the Community Infrastructure Levy or development contributions through Section 106 agreements.

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

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

Policy UA16

St Saviour's Hospital, Seabrook Road, Hythe

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

Development proposals will be supported where:

1. The design is landscape-led to take account of the environmental and topographical features of the site and to ensure important long and short distance views are maintained;
2. The character and setting of the Kent Downs Area of Outstanding Natural Beauty, the Seabrook Road area; and the Royal Military Canal Local Wildlife Site are preserved;
3. The scale, design and layout of any new buildings preserve or enhance the character and setting of nearby heritage assets including the Grade II Listed Building, The Black Cottage; and Scheduled Monument, the Royal Military Canal;
4. The Dutch House (71 Seabrook Road) is retained and incorporated into the design;
5. Access is derived from Seabrook Road with no vehicular access from Cliff Road;
6. Appropriate and proportionate contributions, through a S106 agreement, are made to the expansion of Oaklands Health Centre;
7. Appropriate and proportionate contributions are made towards the provision of a controlled crossing on Seabrook Road to improve access to Princes Parade and the seafront;
8. The public highway known as College Bridge that links the A259 with the Royal Military Canal is upgraded to the satisfaction of the Local Highways Authority;
9. Appropriate and proportionate contributions, through a S106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities at Princes Parade;
10. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place; and
11. An appropriate mix of housing and/or apartments is provided that respects the constraints of the site.

Policy UA17

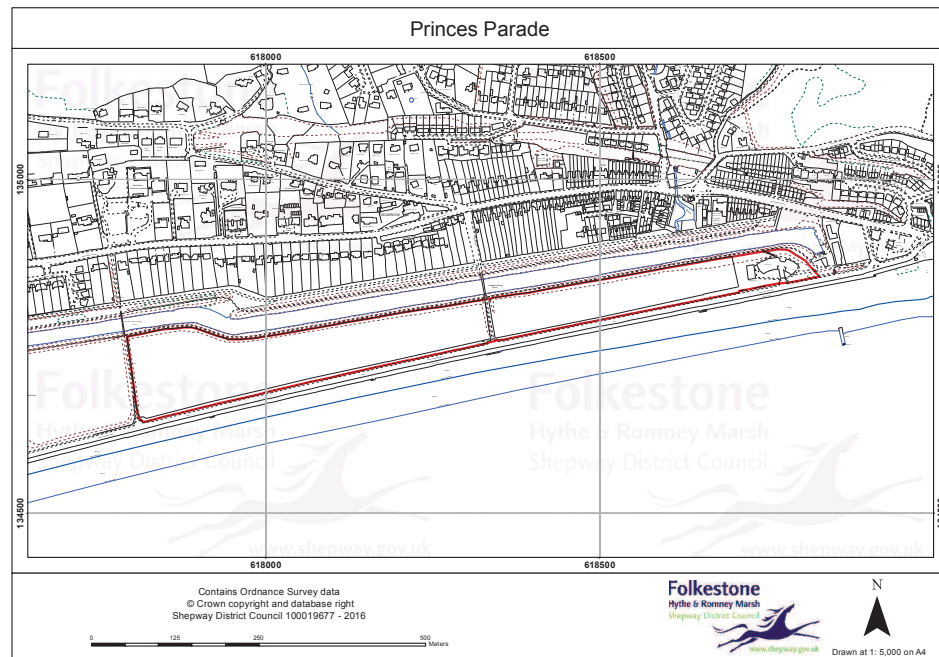
Foxwood School, Seabrook Road, Hythe

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

Development proposals will be supported where:

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

Princes Parade, Hythe



Picture 5.20 Princes Parade, Hythe

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

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

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

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

5.131 Approximately 1.5km to the west of the site, the Council owns and operates Hythe Swimming Pool. The facility was opened in 1975 and is used by a number of individuals, schools and clubs, with Hythe Aqua Club having over 700 members. Recent inspection work of Hythe Pool revealed that the pool continues to require extensive maintenance and repairs to comply with health and safety standards and to ensure that it can stay open in the short to medium term. To secure the medium term future of the pool it has been estimated that it will be necessary to invest up to £1 million over a two to five year period; it is therefore no longer efficient to maintain the existing facilities.

5.132 The Council has accepted the need to replace Hythe Swimming Pool. Lee Evans Partnership LLP were appointed to assess potential site options that could accommodate a new swimming pool in October 2015. ⁽²⁾The study concluded that the two preferred site options were:

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

5.133 Other sites considered but rejected included:

2 Options Appraisal and Site Analysis, for the provision of a Leisure Centre for Hythe

- **Nickolls Quarry:** The Council has a site option for a leisure centre at the Martello Lakes development on the former Nickolls Quarry. However, this option was rejected because it is considered too remote from central Hythe and the existing pool site; there are also concerns regarding deliverability as the timings are not within Shepway District Council control;
- **South Road:** The site of the existing Hythe Swimming Pool was considered too small to accommodate the design specification of a modern new leisure facility and its associated parking requirements. It was also considered an unviable option as the project relies on releasing a capital value from the site which would not be possible; and
- **South Road Recreation Ground:** The site is in a good central location, and has no known abnormal costs. However, it was rejected because of the harmful impact on the Conservation Area and on the amenity of residents.

5.134 Given this, it is proposed that any development of Princes Parade should accommodate a replacement leisure facility to provide a sustainable and efficient facility to meet the needs of the present and future population. Any development proposals will need to demonstrate the need for additional facilities beyond those to be replaced. Any new leisure centre would be funded by Shepway District Council through a combination of land receipts from the sale of land designated for residential and commercial use at Princes Parade (UA18); the existing swimming pool site (Policy UA19); and use of section 106 planning agreement monies owing from the Nickolls Quarry development.

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

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

particularly vulnerable from attack and was heavily defended by the redoubts on the canal's edge, as well as two Martello Towers and the Shorncliffe Battery mounted on walls behind and to the east.

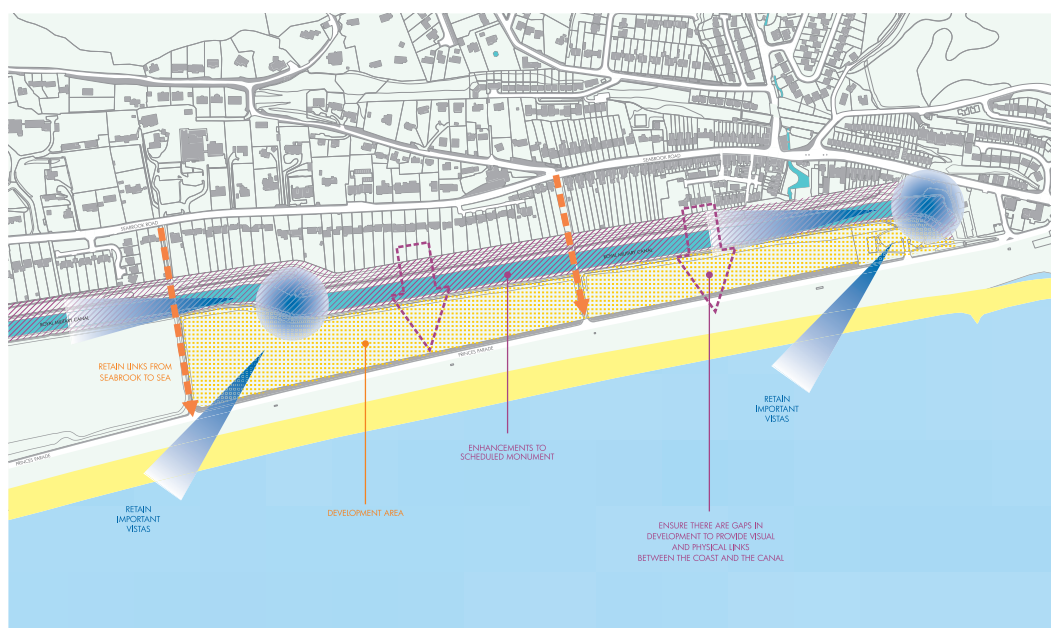
5.137 The National Planning Policy Framework (paragraph 132) states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation. Significance can be harmed or lost through the alteration or destruction of the heritage asset or development within its setting. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, should be wholly exceptional.

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

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

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

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



Princes Parade, Hythe: Key Considerations

Picture 5.21 Princes Parade, Hythe: Key Considerations

5.142 Key aspects include enhancing the areas around the 'kinks', which were the location of gun emplacements, and the redoubt towards the far eastern point where the canal meets the sea. Any proposals should be landscape-led, retaining the linear character of the canal, its relationship with the undeveloped southern bank and should identify key views from and to the site. In addition, there is further potential for a greater mix of uses on site to enhance the vibrancy of the proposed leisure and recreational uses, as part of a comprehensively masterplanned development. This should incorporate significant areas of public open space that enhance the use and enjoyment of the Royal Military Canal and improve connectivity and public accessibility between the canal and coast.

5.143 An opportunity also exists to deliver much needed new housing, which will also help fund leisure and community facilities. It is considered that the site has the potential to deliver around 150 new homes but any new development will have to fully consider the constraints of the site, specifically the Scheduled Ancient Monument.

Any development will need to be masterplanned to ensure an appropriate mix of homes and to retain the openness of the coastline landscape. There should be a mix of accommodation types to meet a variety of housing needs. There is also an opportunity for eight self-build and custom build plots to be provided as part of the development.

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

Policy UA18

Princes Parade, Hythe

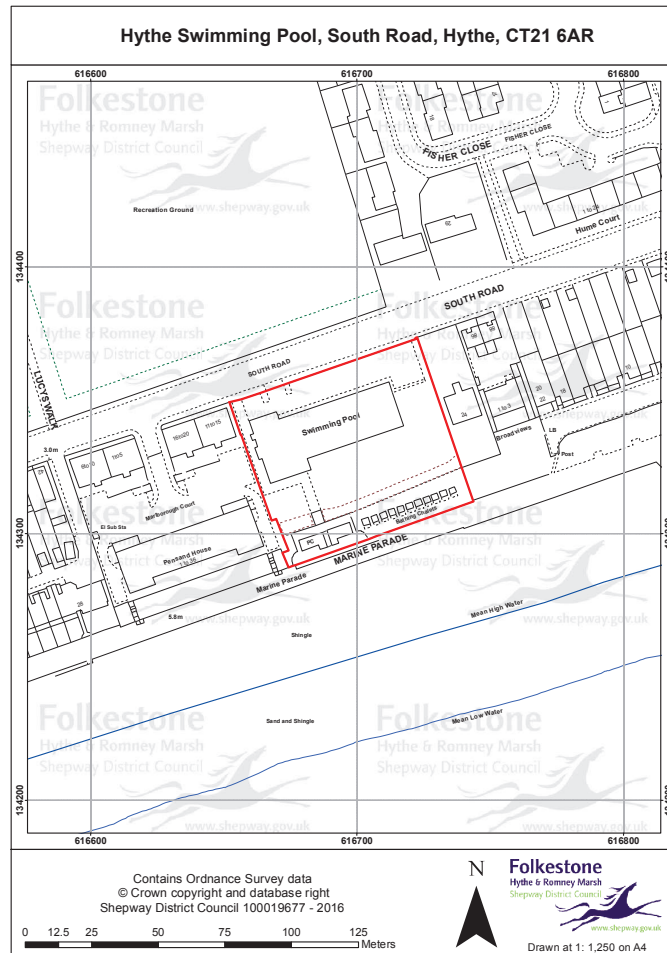
The site is allocated for mixed-use redevelopment to include up to 150 residential dwellings, a leisure centre; hotel; public open space; and small scale commercial uses.

Development proposals will be supported where:

1. They form a single comprehensive masterplan of the entire site which meets with the policy requirements of this plan and the Core Strategy. The mix of uses shall include:
 - A substantial community recreation and leisure facility including an appropriate replacement for Hythe Swimming Pool, with further investigation of the inclusion of other facilities;
 - High quality public open and play space of at least 45% percent of the site area (including the promenade); incorporating the enhancement of, and linking between, the canal and beach front and accessibility east to west along the canal and coast; and
 - An appropriate mix of well designed homes within a landscape-led setting, including appropriate accommodation for the elderly, affordable housing and self-build and custom build plots in accordance with Policy HB4: Self-build and Custom Housebuilding Development;
2. They are accompanied by an appropriate heritage assessment to demonstrate that the harm to key features of the Royal Military Canal and its historic setting, which contribute to its significance as a Scheduled Ancient Monument, would be minimised and that the overall scheme would not result in substantial harm to the heritage asset;
3. Any less than substantial harm is clearly demonstrated to be outweighed by the public benefits of the proposal, which should include heritage benefits;
4. Any potential contamination from its former use is investigated, assessed and if appropriate, mitigated as part of the development;
5. Highway and junction improvements are provided as required to the satisfaction of the Local Highways Authority;
6. Traffic flow and parking provision is assessed to ensure that the development does not put undue pressure on the local highway network and that adequate parking provision is provided so that there are no detrimental parking impacts on Princes Parade;
7. Improvements are delivered to the public bridleway along the north side of the canal to enhance its amenity value;

8. At least two links between the canal crossings and Princes Parade are provided as dedicated public footpaths or bridleways;
9. A connection is provided to the local sewerage system at the nearest point of adequate capacity, in collaboration with the service provider;
10. The masterplanning of the site takes account of the nearby pumping station to allow for odour dispersal and help prevent unnecessary unacceptable impact from vibration;
11. Access is maintained to the existing or reconfigured underground sewerage infrastructure for maintenance and up-sizing purposes;
12. Ecological and arboricultural investigations are undertaken and adequate mitigation and enhancement measures are incorporated into the design of the development to minimise effects on the local Biodiversity Action Plan Priority Habitat; and
13. Appropriate protection, preservation and integration of the Royal Military Canal Local Wildlife Site is provided and there is a demonstrable net gain in the protection of wildlife.

Hythe Swimming Pool, South Road, Hythe



Picture 5.22 Hythe Swimming Pool, South Road, Hythe

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

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

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

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

5.149 There are no known constraints associated with the site.

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

Policy UA19

Hythe Swimming Pool, Hythe

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

Development proposals will be supported where:

1. Appropriate and proportionate contributions, through a S106 agreement, are made towards the upkeep and/or improvement of open space and existing play facilities at Hythe Recreation Ground;
2. It can be demonstrated that a replacement facility is to be delivered locally;
3. The café, public toilets and beach huts are retained or replaced;
4. Access is maintained to the existing underground sewerage infrastructure for maintenance and up-sizing purposes; and
5. The archaeological potential of the land is properly considered and appropriate archaeological mitigation measures are put in place.

